

Southeast Gateway Line First/Last Mile Planning

FIRST/LAST MILE PLAN Section 3



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

Cityworks Design
Patricia Smith, RLA, AICP
WSP, Inc
Arellano Associates

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Please note 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.

3

FIRST / LAST MILE PLAN

Supporting Documents



Metro[®]

3.1

Project Charter

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

PROJECT CHARTER

Project Charter Purpose

This project charter document is for all partners to collectively establish values, goals, team norms, and expectations. The document, with the agreement of all parties, can be edited and revised continuously throughout the project duration.

Who are we? Partner Mission Statements

Mujeres Unidas Sirviendo Activamente (MUSA) 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 (SHG) is dedicated to the production, interpretation, and distribution of prints and other art media by Chicana/o and Latinx artists. Our multidisciplinary and intergenerational programs promote artistic excellence and empower our community by providing access to space, tools, training and resources.

BikeLA is a membership-based nonprofit organization that works to make all communities in LA County healthy, safe, and fun places to ride a bike through advocacy, education, and outreach.

Los Angeles Metro is a multimodal transportation agency that plans, operates, and coordinates funding and transportation services for Los Angeles County. The Metro First/Last Mile (FLM) Team is leading the agency's initiative to make it easier to get around LA, which includes improving every trip with safe and accessible first/last mile (FLM) connections.

Arellano Associates (AA) vision is to positively impact our communities through honest and creative engagement using innovative communication tools and techniques.

Cityworks Design (CWD) specializes in urban design, planning, and architecture with a special focus on the public realm and transportation projects. The firm's work is exemplary of community-based design that addresses issues from pedestrian/bike access solutions to broader land use planning, transit-oriented development, and design frameworks for transit lines.

WSP develops creative, comprehensive, and sustainable engineering solutions for a future in which society can thrive. Equipped with an intimate understanding of local intricacies, world-class talent, and proactive leadership, we plan, design, manage, and engineer long-lasting and impactful solutions to uniquely complex problems.

Shared Values

Honoring community voices in our work

We will acknowledge the context of our communities by being mindful of how this project may affect existing neighborhoods and their physical geography. As we make decisions about the project, we will recognize that we do not know better than the communities we serve. To uplift communities, project decisions will consider past experiences that a community may have had with public entities or projects that could have negatively impacted residents, friends, families, etc. Additionally, we intend to retain neighborhood character (built environment, landmarks, streetscape, etc.) and provide tools for community members to protect and enhance their cherished spaces.

Prioritizing Accessibility (physically, educationally, linguistically, culturally, etc.)

We are committed to creating culturally relevant educational resources for community members to minimize barriers to project engagement. Creating access via physical, educational, and linguistic platforms to encourage engagement from all community members.

Making a Positive Impact on People's Lives

We are united by a collective passion that envisions growth within the communities we live and work in. We are motivated by seeing and experiencing the community benefits from safe and comfortable access to transit in historically underserved areas. Additionally, planning for future generations of community members and transit riders inspires us to take pride in the legacy of our project's benefits for years to come.

Empowering Community Members

We will listen and value the knowledge and experiences of community members, and our work will reflect the information they share with us. We are also passionate about empowering community voices by providing accessible platforms (options) for communication, to ensure we can understand their vision for their community.

Goals

Improving Quality of Life

We understand that implementing a transit system and FLM improvements will require construction that could impact access and conditions on local roadways. These initial temporary changes will result in FLM streetscape projects that aim to directly improve quality of life, especially by providing communities with better access to daily needs, education, healthcare, and/or employment. We will aim to create livable communities that will prioritize community well-being throughout the term of the project.

Creating a Transit System for All

We want to build a transit system that is safe and accessible for all users, especially the most vulnerable and/or underserved communities. The project will aim to support a community vision, that will improve the quality of life for current and future generations.

Conducting Meaningful Community Engagement

We will propose project ideas that align with community feedback and are supported by community members. Creating engagement that connects with the community is one of our main priorities to build relationships. Community Based Organization (CBO) input will inform our engagement strategy and reach as many people as possible creatively. Improving every day and having fun are two additional goals that will guide our work.

Partnership Working Agreements

Communication and Feedback Styles

Communication among team members will vary based on the circumstances. Communication methods like emails are accepted for less urgent matters, while texting may be better suited for in-person event coordination. Providing team members with notice and time to prepare for meetings or events is crucial.

Decision-Making

All team members are expected to be open-minded and flexible in decision-making. Each team member will contribute different skillsets and knowledge to decision-making, but all team members are expected to have an open line of communication with each other. Additionally, we will be patient in our decision making and respect the thought processes of our team members.

Transparency

We are mindful that team members have varied capacities to attend meetings, so active information sharing is a priority. The team will provide agendas ahead of each meeting and allow team members to contribute agenda items. Following each meeting, notes and action items will be distributed to all team members to ensure transparency. Prioritizing information sharing is essential for team members to be actively involved in decision making and for decisions to be made as a team.

Progress meetings and check-in process

Monitoring action items at the end of each meeting to maintain transparency across team members' responsibilities. Monitoring tasks will keep team members accountable for their designated roles.

Ongoing relationship building

Keeping open lines of communication and being transparent will strengthen communication between all parties. Relationship building will include local communities, stakeholders, and residents. Maintaining existing relationships among these partners is ideal for our teams as it will increase trust with local communities and foster opportunities for new connections.

Conflict Resolution

Respecting all team members, setting clear boundaries, and communicating within working hours are all first steps to prevent conflict. If a conflict arises, individual(s) should address issues quickly and directly with involved parties to avoid involving the whole group.

Key Project Contacts Section

| Name | Organization |
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| Georgina Arceo | MUSA |
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| Isabelle Garvanne | Metro |
| Jacob Lieb | Metro |
| Hannah Brunelle | Metro |

Accessibility and COVID 19

We will consider all our activities in relation to the current global health pandemic. Our individual and public safety are a top priority.

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Our individual and public safety is a top priority. Considerations include continuously monitoring the status of the pandemic and the diverse comfort levels and health needs of the project team and the community. Meetings and community events will be made virtual, hybrid, or in-person, after consideration of whichever is deemed most appropriate, effective, and, most importantly, safe.

3.2

Existing Conditions Report

Please note 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.

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West Santa Ana Branch Transit Corridor

First/Last Mile Planning Existing Condition Report

Task 31e



Metro

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

First/Last Mile Planning Existing Conditions Report

Task No. 31 (Deliverable 31e)

Prepared for:



Metro

Los Angeles County
Metropolitan Transportation Authority

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June 2023

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ACRONYMS AND ABBREVIATIONS

| Acronym | Definition |
|----------------|--|
| AA | Alternatives Analysis |
| ADT | Average Daily Traffic |
| ATP | Active Transportation Plan |
| ATSP | Active Transportation Strategic Plan |
| BIPOC | Black, Indigenous, and other People of Color |
| CCR | California Code of Regulations |
| CEQA | California Environmental Quality Act |
| EFC | Equity Focused Communities |
| EIR | environmental impact report |
| EIS | environmental impact statement |
| FLM | First/Last Mile |
| FTA | Federal Transit Administration |
| I- | Interstate Freeway |
| LA | Los Angeles |
| LADWP | Los Angeles Department of Water and Power |
| LAUS | Los Angeles Union Station |
| LPA | Locally Preferred Alternative |
| LRT | Light rail transit |
| L RTP | Long Range Transportation Plan |
| LRV | light rail vehicle |
| MENI | Metro Equity Need Index |
| Metro | Los Angeles County Metropolitan Transportation Authority |
| MRDC | Metro Rail Design Criteria |
| MSF | Maintenance and storage facility |
| MWD | Metropolitan Water District |
| NACTO | National Association of City Transportation Officials |
| NEPA | National Environmental Policy Act |
| NOP | Notice of Preparation |
| PEROW | Pacific Electric Right-of-Way |
| Project | West Santa Ana Branch Transit Corridor |
| ROW | Right-of-way |

| Acronym | Definition |
|----------------|---|
| RTP | Regional Transportation Plan |
| SCAG | Southern California Association of Governments |
| SCS | Sustainable Communities Strategy |
| SR | State Route |
| TODSIP | Transit Oriented District Strategic Implementation Plan |
| TPSS | Traction Power Substation |
| UFC | Uniform Fire Code |
| UPRR | Union Pacific Railroad |
| US | US Route Freeway |
| USC | United States Code |
| USDOT | U.S. Department of Transportation |
| WSAB | West Santa Ana Branch |

1 INTRODUCTION

1.1 Study Background

The West Santa Ana Branch (WSAB) Transit Corridor (Project) is a proposed light rail transit (LRT) line that will extend approximately 14.5 miles from the northern terminus in the City of Los Angeles/Florence-Firestone community of Los Angeles (LA) County to the southern terminus in the City of Artesia, traversing densely populated, low-income, and heavily transit-dependent communities. The Project will provide reliable, fixed-guideway transit service that will increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

1.2 Alternatives Evaluation, Screening, and Selection Process

A wide range of potential alternatives have been considered and screened through the alternatives analysis processes. In March 2010, the Southern California Association of Governments (SCAG) initiated the Pacific Electric Right-of-Way (PEROW)/WSAB Alternatives Analysis (AA) Study (SCAG 2013) in coordination with the relevant cities, the Orangeline Development Authority (now known as Eco-Rapid Transit), the Gateway Cities Council of Governments, the Los Angeles County Metropolitan Transportation Authority (Metro), the Orange County Transportation Authority, and the owners of the right-of-way (ROW)—Union Pacific Railroad (UPRR), BNSF Railway, and the Ports of Los Angeles and Long Beach. The AA Study evaluated a wide variety of transit connections and modes for a broader 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana in Orange County. In February 2013, SCAG completed the PEROW/WSAB Corridor Alternatives Analysis Report¹ and recommended two LRT alternatives for further study: West Bank 3 and the East Bank.

Following completion of the AA, Metro completed the WSAB Technical Refinement Study (Metro 2015) in 2015 focusing on the design and feasibility of five key issue areas along the 19-mile portion of the WSAB Transit Corridor within LA County:

- Access to Union Station in downtown Los Angeles
- Northern Section options
- Huntington Park Alignment and Stations
- New Green Line Station
- Southern Terminus at Pioneer Station in Artesia

In September 2016, Metro initiated the WSAB Transit Corridor Environmental Study (Environmental Study) with the goal of environmentally clearing the Project under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

¹ Initial concepts evaluated in the SCAG report included transit connections and modes for the 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana. Modes included low-speed magnetic levitation (maglev) heavy rail, light rail, and bus rapid transit (BRT).

Metro issued a Notice of Preparation (NOP) on May 25, 2017, with a revised NOP issued on June 14, 2017, extending the comment period. In June 2017, Metro held public scoping meetings in the Cities of Bellflower, Los Angeles, South Gate, and Huntington Park. Metro provided project updates and information to stakeholders with the intent to receive comments and questions through a comment period that ended in August 2017. A total of 1,122 comments were received during the public scoping period from May through August 2017. The comments focused on concerns regarding the Northern Alignment options, with specific concerns related to potential impacts to Alameda Street with an aerial alignment. Given potential visual and construction issues raised through public scoping, additional Northern Alignment concepts were evaluated.

In February 2018, the Metro Board of Directors approved further study of the alignment in the Northern Section due to community input during the 2017 scoping meetings. A second alternatives screening process was initiated to evaluate the original four Northern Alignment options and four new Northern Alignment concepts. The Final Northern Alignment Alternatives and Concepts Updated Screening Report was completed in May 2018 (Metro 2018). The alternatives were further refined and, based on the findings of the second screening analysis and the input gathered from the public outreach meetings, the Metro Board of Directors approved Build Alternatives E and G for further evaluation.

On July 11, 2018, Metro issued a revised and recirculated CEQA NOP, thereby initiating a scoping comment period. The purpose of the revised NOP was to inform the public of the Metro Board's decision to carry forward Alternatives E and G into the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). During the scoping period, one agency and three public scoping meetings were held in the Cities of Los Angeles, Cudahy, and Bellflower. The meetings provided project updates and information to stakeholders with the intent to receive comments and questions to support the environmental process. The comment period for scoping ended on August 24, 2018; more than 250 comments were received.

Following the July 2018 scoping period, a number of project refinements were made to address comments received, including additional grade separations, removing certain stations with low ridership, and removing the Bloomfield extension option. The Metro Board adopted these project refinements at its November 2018 meeting.

1.3 Draft Environmental Impact Statement/Environmental Impact Report

The Draft EIS/EIR and corresponding technical studies included evaluation of a No Build Alternative, four Build Alternatives, two design options, and two site options for a maintenance and storage facility (MSF):

- Alternative 1: Los Angeles Union Station to Pioneer Station
 - Design Option 1: Los Angeles Union Station – Metropolitan Water District (MWD)
 - Design Option 2: Addition of Little Tokyo Station
- Alternative 2: 7th St/Metro Center to Pioneer Station
- Alternative 3: Slauson/A Line (Blue) to Pioneer Station
- Alternative 4: I-105/C Line (Green) to Pioneer Station
- Paramount MSF site option
- Bellflower MSF site option

Figure 1-1 illustrates the Build Alternatives evaluated in the Draft EIS/EIR.

Figure 1-1. Draft EIS/EIR Build Alternatives



Source: Metro 2020

The Draft EIS/EIR was released for public review and comment in July 2021 for 45 days, which was then extended to a 60-day public review period through September 28, 2021, to provide additional time for the public to respond. Notices of the Draft EIS/EIR release were done in accordance with CEQA and NEPA regulations and included two rounds of notices to announce details of the release of the Draft EIS/EIR, as well as to provide information on the public hearings and comment methods. The Notice of Availability was distributed to 261 agencies via USB drives, which included an electronic copy of the Draft EIS/EIR.

During the 60-day public review period, Metro hosted four virtual public hearings, four virtual community information sessions, and over 19 pop-up booths for in-person engagement at locations throughout the project corridor. In addition, Metro held approximately 20 briefings to key stakeholders, elected officials, corridor cities, and other agencies. In total, approximately 450 submissions were received during the public review period. In January 2022, the Metro Board of Directors selected Alternative 3 as the Locally Preferred Alternative (LPA) and approved Los Angeles Union Station as the ultimate northern terminus of the Project. The LPA extends from a northern terminus at the Slauson/A Line Station located in the City of Los Angeles/Florence-Firestone unincorporated area of LA County to a southern terminus at the Pioneer Station located in Artesia for a total of 14.5 miles. With selection of the LPA, the Metro Board also selected the MSF site option located in the City of Bellflower. The environmental path forward for the alignment between LA Union Station and the Slauson/A Line Station, inclusive of a station in Little Tokyo, would be determined once an alignment and funding source(s) are identified.

2 PROJECT DESCRIPTION

This section describes the LPA studied in the WSAB Transit Corridor Final EIS/EIR, including station locations, and the MSF. The LPA was developed through a comprehensive alternatives analysis process and meets the purpose and need of the Project.

Figure 2-1 illustrates the LPA. The northern terminus of the LPA will be located just south of the intersection of Long Beach Avenue and Slauson Avenue, connecting to the current A Line Slauson Station. South of Slauson Avenue, the LPA will follow the UPRR-owned La Habra Branch ROW east along Randolph Street. At the Ports-owned San Pedro Subdivision ROW, the LPA will turn southeast to follow the San Pedro Subdivision ROW and then transition to the Metro-owned PEROW south of the I-105 freeway. The LPA will then follow the PEROW to the southern terminus at the Pioneer Station in Artesia. The LPA will be grade-separated where warranted, as indicated on Figure 2-2.

Figure 2-1. Locally Preferred Alternative



Source: Metro 2020

Figure 2-2. Locally Preferred Alternative Alignment by Grade



Source: Metro 2023

Table 2-1. Summary of LPA Components

| Component | Quantity |
|---------------------------------------|--|
| Alignment length | 14.5 miles |
| Stations configurations | 9 3 aerial; 6 at-grade |
| Parking facilities | 5 total: 4 surface lots and 1 parking structure (approximately 2,800 spaces) |
| Length of at-grade, and aerial | 12.1 miles at-grade; 2.4 miles aerial ¹ |
| At-grade crossings | 29 |
| Freight crossings | 6 |
| Freeway crossings | 4 (1 aerial/overcrossing at I-105, 3 freeway undercrossings ² at I-710, I-605, SR 91) |
| Elevated street crossings | 15 |
| River crossings | 3 (Rio Hondo, LA River, and San Gabriel) |
| TPSS facilities | 17 |
| Maintenance and Storage Facility site | 1 (City of Bellflower) |

Source: WSP 2023

Notes: ¹ Alignment configuration measurements count retained fill embankments as at-grade.

² The light rail tracks crossing beneath freeway structures.

The total alignment length of the LPA will be approximately 14.5 miles, consisting of approximately 12.1 miles of at-grade and 2.4 miles of aerial alignment. The LPA will include nine new LRT stations along the WSAB alignment, of which six will be at-grade and three will be aerial. Additionally, the Project will add one new infill station along the C Line at I-105 to allow transfers between the WSAB alignment and the C Line. Five of the stations will include parking facilities, providing a total of 2,796 to 2,826 dedicated transit parking spaces. Four of the parking facilities will be surface lots and the fifth will be a parking structure. The alignment will include 29 at-grade crossings, 4 freeway crossings (3 freeway undercrossings and 1 aerial freeway crossing), 3 river crossings, 15 aerial road crossings, and 6 freight crossings.

In the north, the LPA will begin at the Slauson/A Line Station, which will serve as a transfer point to the Metro A Line via pedestrian bridges. Two pedestrian bridges will connect between the proposed WSAB station platform and the existing A Line platform utilizing stairs and elevators for vertical circulation. Additionally, street level pedestrian access is proposed beneath the station south of Slauson Avenue as well as a pedestrian plaza north of Slauson Avenue connected by a mezzanine level to the platform. Pedestrian access to the existing A Line Station is currently unavailable from north of Slauson Avenue. Stairs, elevators, and escalators are utilized for vertical circulation for station access.

South of the Slauson/A Line Station, the alignment will turn east along the existing La Habra Branch ROW (owned by UPRR) in the median of Randolph Street. The alignment will be on the south side of the La Habra Branch ROW and the freight tracks will be realigned but remain in the northern portion of the ROW. The alignment will transition to an at-grade configuration west of Alameda Street and will proceed east along the Randolph Street median. Wilmington Avenue,

Regent Street, and Malabar Street will be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration. The Pacific/Randolph Station will be located just east of Pacific Boulevard.

From the Pacific/Randolph Station, the alignment will continue east at-grade. Arbutus Street and Rita Avenue will be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration. At the San Pedro Subdivision ROW, the alignment will transition to an aerial configuration and turn south to cross over Randolph Street and the freight tracks, returning to an at-grade configuration north of Gage Avenue. The alignment will be located on the east side of the existing San Pedro Subdivision ROW freight tracks and the existing track(s) will be relocated to the west side of the ROW. The alignment will continue at-grade within the San Pedro Subdivision ROW to the at-grade Florence/Salt Lake Station south of Florence Avenue.

South of Florence Avenue, the alignment will extend from the Florence/Salt Lake Station in the City of Huntington Park to the Pioneer Station in the City of Artesia, as shown in Figure 2-1. The alignment will continue southeast from the at-grade Florence/Salt Lake Station within the San Pedro Subdivision ROW, crossing Otis Avenue, Santa Ana Street, and Ardine Street at-grade. Otis Avenue would be closed to traffic crossing the ROW. The alignment will be located on the east side of the existing San Pedro Subdivision freight tracks, and the existing tracks will be relocated to the west side of the ROW. South of Ardine Street, the alignment will transition to an aerial structure to cross over the existing UPRR tracks and Atlantic Avenue. The Firestone Station will be located on an aerial structure between Atlantic Avenue and Firestone Boulevard. The Firestone Station will include a dedicated transit parking facility providing 614 parking spaces.

The alignment will then cross over Firestone Boulevard and transition back to an at-grade configuration prior to crossing Rayo Avenue at-grade. The alignment will continue south along the San Pedro Subdivision ROW, crossing Southern Avenue at-grade and continuing at-grade until it transitions to an aerial configuration to cross over the LA River. The LRT bridge will be constructed next to the existing freight bridge. South of the LA River, the alignment will transition to an at-grade configuration crossing Frontage Road at-grade, then passing under the I-710 freeway through the existing box tunnel structure. The alignment will then return to an aerial structure to cross over the Rio Hondo Channel. South of the Rio Hondo Channel, the alignment will transition to an aerial structure to cross over a realigned spur track, Imperial Highway, and Garfield Avenue. South of Garfield Avenue, the alignment will transition to an at-grade configuration and serve the Gardendale Station north of Gardendale Street.

From the Gardendale Station, the alignment will continue south in an at-grade configuration, crossing Gardendale Street and Main Street to connect to the I-105/C Line Station, which will be located at-grade north of Century Boulevard. The alignment will cross over the I-105 freeway in an aerial configuration within the existing San Pedro Subdivision ROW bridge footprint. The alignment will continue at-grade, crossing Century Boulevard. A new Metro C Line Station will be constructed in the median of the I-105 freeway. The I-105/C Line Station will be connected to the new infill C Line Station in the middle of the freeway via a pedestrian walkway on the new LRT bridge. Vertical pedestrian access will be provided from the LRT bridge to the I-105/C Line Station platform via stairs, escalators, and/or elevators. Emergency egress from the C Line infill station will also be provided via Façade Avenue via stairs and elevators. To accommodate the construction of the new station platform, the existing Metro C Line tracks will be widened and,

as part of the I-105 Express Lanes Project, the I-105 lanes will be reconfigured. The I-105/C Line Station will include a dedicated transit parking facility providing 339 to 363 parking spaces.

South of the I-105 freeway, the alignment will continue at-grade within the San Pedro Subdivision ROW. In order to maintain freight operations and allow for freight train crossings, the alignment will transition to an aerial configuration as it turns southeast and enter the PEROW. The existing freight track will cross beneath the aerial alignment and align on the north side of the PEROW east of the San Pedro Subdivision ROW. The Paramount/Rosecrans Station will be located in an aerial configuration west of Paramount Boulevard and north of Rosecrans Avenue. The existing freight track will be relocated to the east side of the alignment beneath the viaduct structure. The Paramount/Rosecrans Station will include a dedicated transit parking facility providing 487 parking spaces.

The alignment will continue southeast in an aerial configuration over the Paramount Boulevard/Rosecrans Avenue intersection and descend to an at-grade configuration. The alignment will return to an aerial configuration to cross over Downey Avenue descending back to an at-grade configuration north of Somerset Boulevard. The Paramount High School pedestrian bridge will be reconstructed to cross over the LPA and freight tracks to connect Paramount High School and the athletics fields. One of the adjacent freight storage tracks at the World Energy facility will be relocated to accommodate the new LRT tracks and maintain storage capacity. There are no active freight tracks south of the World Energy facility.

The alignment will cross Somerset Boulevard at-grade. South of Somerset Boulevard, the at-grade alignment will parallel the existing Bellflower Bike Trail that is currently aligned on the south side of the PEROW. The alignment will continue at-grade crossing Lakewood Boulevard, Clark Avenue, and Alondra Boulevard. The at-grade Bellflower Station will be located west of Bellflower Boulevard. The Bellflower Station will include a dedicated transit parking facility providing 261 parking spaces.

East of Bellflower Boulevard, the Bellflower Bike Trail will be realigned to the south side of the PEROW to accommodate an existing historic building located near the southeast corner of Bellflower Boulevard and the PEROW. The realigned bike trail will then match the existing bike trail east of the historic building near Bellflower Boulevard. The LRT alignment will continue southeast within the PEROW and transition to an aerial configuration at Cornuta Avenue, crossing over Flower Street and Woodruff Avenue. The alignment will return to an at-grade configuration at Walnut Street. South of Woodruff Avenue, the Bellflower Bike Trail will be relocated to the north side of the PEROW. Continuing southeast, the LRT alignment will cross under the SR-91 freeway in an existing underpass. The alignment will cross over the San Gabriel River on a new bridge, replacing the existing abandoned freight bridge. South of the San Gabriel River, the alignment will transition back to an at-grade configuration before crossing Artesia Boulevard at-grade.

East of Artesia Boulevard the alignment will cross beneath the I-605 freeway in an existing underpass. Southeast of the underpass, the alignment will continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment will transition to an aerial configuration to cross over 183rd Street and Gridley Road. The alignment will return to an at-grade configuration at 185th Street, crossing 186th Street and 187th Street at-grade. The alignment will then pass through the Pioneer Station on the north side of Pioneer Boulevard at-grade. The Pioneer Station will include a dedicated transit parking facility providing 1,106 parking spaces.

Tail tracks accommodating layover storage for a three-car train will extend approximately 1,000 feet south from the station, crossing Pioneer Boulevard and terminating north of South Street.

2.1.1.1 Design Option

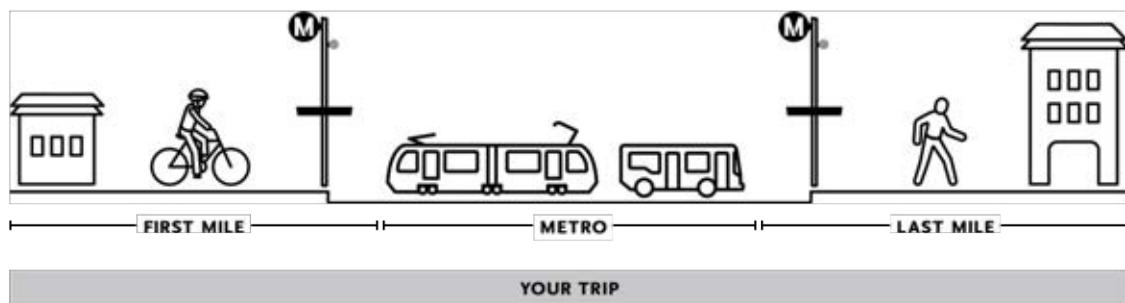
The LPA includes one design option:

- Design Option: Close 186th Street – The design option would close 186th Street but keep 187th Street open to traffic in the City of Artesia. Corby Avenue would be turned into a cul-de-sac with an access driveway for the existing business.

3 FIRST/LAST MILE PLANNING

3.1 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 Design 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.”

Source: Metro

FLM Planning is the process by which potential pedestrian and wheeled projects are identified to improve FLM connections for each station within a proposed transit corridor. 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.

Following the selection of the Locally Preferred Alternative (LPA) alignment, FLM Planning is underway on the WSAB Project. The next sections present existing conditions, relevant plans and projects, and data analysis findings that serve as the starting point for potential FLM projects along the LPA Corridor.

4 EXISTING CONDITIONS ANALYSIS

4.1 Existing Conditions

The Existing Conditions Report presents technical analysis and study findings that will inform potential FLM pedestrian and wheeled projects at each of the 9 LPA stations. This Report is structured to provide a high-level understanding of challenges and opportunities that could improve FLM connections given the existing conditions of each station area. Current planning efforts and projects relevant to FLM access are also identified and could be prioritized as part of Metro's FLM planning process.

Section 5 of this report identifies current planning efforts and projects relevant to FLM access, which could be prioritized as part of Metro's FLM Planning process. The FLM planning team conducted a thorough review of local plans and adopted policies, prior community planning efforts, and funded projects within a half-mile walk and three-mile wheel radius around each station. All plans and projects were transcribed into matrices that describe location and relevancy to WSAB LPA stations.

Section 6 includes analysis maps that illustrate constraints for both walking and wheel conditions. GIS data was collected, mapped and analyzed using the following primary sources:

- Metro's Active Transportation Strategic Plan (2022). Information includes 2020 U.S. Census demographic data, Statewide Integrated Traffic Records System (SWITRS) data, CalEnviroScreen data, as well as data collected from local jurisdictions.
- Active transportation plans and projects at local jurisdictions within 3 miles of the WSAB alignment (see Table 5-2 City and County Plans and Projects)
- United States Forest Service urban canopy GIS data (2018)

Figure 6-1 through Figure 6-12 illustrate the data analyzed for the three-mile wheel access zone. In addition, Appendix B contains the half-mile walk access zone maps showing relevant data analyzed for all nine stations along the LPA.

For more information on Metro's Active Transportation Strategic Plan (ATSP) see <https://www.metro.net/projects/active-transportation-strategic-plan-atsp/>

5 RELEVANT PLANS AND PROJECTS

5.1 Overview

This section provides an overview of local plans and adopted policies, prior community planning efforts, and funded projects relevant to FLM access, and located within a half-mile walk and three-mile wheel radius for each of the 9 LPA stations.

Metro and the FLM planning team coordinated requests for planning documents with local jurisdictions listed below, however not all requested information was provided or accessible. Thus, all data reviewed as part of this planning effort was limited based on available information at the time this report was prepared.

- 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

The FLM planning team reviewed existing plans and project documents that varied by level of detail and project-specific information relevant to the FLM planning process. For example, general plans and policies may not specifically inform potential FLM projects that will be proposed later in the FLM planning process. Specific plans and streetscape plans were more relevant for understanding what projects have been considered in the community, had community support, or could extend the impact of potential FLM improvements. Recognizing these plans and projects is helpful for complementing projects, while also preventing duplicative planning when identifying and selecting potential FLM improvements for each station.

The following two matrices summarize plans and projects that were available through public sources or provided directly by an agency or jurisdiction. Table 5-1 Metro and Regional Plans and Projects includes Metro's adopted FLM guidelines, plans and projects, along with regional plans and projects that reach across multiple jurisdictions. Table 5-2 City and County Plans and Projects provides descriptions that focus on relevancy to specific WSAB stations by city. Both matrices include the information listed below:

- Plan or project name
- Description
- Geographic area
- Summary (relevancy to FLM planning)
- Relevance to three-mile wheel zone, half-mile walk zone
- Applicability to WSAB LPA Stations

Table 5-1. Metro and Regional Plans and Projects – with relevance to multiple station areas

| Metro and Regional Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | WSAB LPA Stations | | | | | | | | |
|--|--|--|--|-------------------|------------------|--------------------|-----------|------------|--------------|---------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| Metro Plans and Projects | | | | | | | | | | | | |
| Metro First/Last Mile Strategic Plan March 2014 (Adopted) | Guidelines that outline the First/Last Mile Planning strategy designed to facilitate easy, safe, and efficient access to the Metro system. | Focuses on the 3-mile to half-mile station area | A resource for Metro and public and private organizations throughout the region working to update programs, land-use plans, planning guidelines, business models, entitlement processes, and other tools that take advantage of LA County's significant investment in the public transportation network. | X | X | X | X | X | X | X | X | X |
| Metro Active Transportation Strategic Plan 2016 (Adopted update expected 2023) | The ATSP will serve as Metro's overall strategy for funding and supporting implementations of active transportation infrastructure and programs in Los Angeles County | LA County | Plan identifies strategies to improve and grow the active transportation network to increase person travel options and in intended to provide guidance to Metro and partner organizations including local jurisdictions, regional government, and other stakeholders. | X | X | X | X | X | X | X | X | X |
| Metro First/Last Mile Guidelines May 2021 | Guidelines describe the process by which LA Metro and local jurisdictions partner in the planning, design, and construction of FLM improvements for new rail transit and BRT corridor projects. | LA County | | X | X | X | X | X | X | X | X | X |
| Metro West Santa Ana Branch Transit Oriented Development Strategic Implementation Plan May 2019 | The TOD SIP provides an overarching vision and strategic guidance for local WSAB jurisdictions to use as a reference as they develop and implement their own plans, policies and economic development and mobility strategies in the 12 station areas along the alignment. | 20-mile route, from Downtown Los Angeles to the City of Artesia. 12 station areas in total | Plan provides early station analysis and typologies that could feed into the FLM existing conditions analysis. | X | X | X | X | X | X | X | X | X |
| Metro Transfers Design Guide March 2018 | This guide builds upon Metro's FLM Strategic Plan and recently funded FLM improvement efforts to improve access to transit and create more seamless trips for customers from start to finish. | LA County | Provides a user-friendly "Design Checklist" and flexible "Design Toolbox" that can be used to access and develop improvements for a range of transit conditions. | X | X | X | X | X | X | X | X | X |

| Metro and Regional Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | WSAB LPA Stations | | | | | | | | |
|---|---|--|---|-------------------|------------------|--------------------|-----------|------------|--------------|---------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| Metro Blue Line FLM Plan (A Line) April 2018 (Adopted) | Metro Blue Line FLM Plan summarizes the results of the walk audit and community outreach process. It aims to identify the broadest possible range of community-supported, community-identified first/last mile needs. | Downtown Los Angeles to Downtown Long Beach | Reinforces already proposed projects, and suggests new projects to address issues that may have developed since the initial evaluation of existing conditions. Plan also proposes projects that will enhance the Rail to River bike path (now under construction). Proposes projects that will enhance the transfer experience between WSAB and A Line. | X | | | | | | | | |
| Metro Rail to Rail Active Transportation Corridor - Segment A Documentation for a Categorical Exclusion April 2017 (Under Construction) | The purpose of this document is to provide support for a Categorical Exclusion. The project consists of on- and off-street bicycle and pedestrian/multi-purpose paths within existing street and railroad rights-of-way (ROW). | Segment A bicycle and pedestrian path is a 6.4-mile corridor, extending from Crenshaw/LAX Fairview Heights LRT Station (under construction) through the City of LA, Florence-Firestone (LA County) to Alameda St | Reinforces already proposed projects, and suggests new projects to address issues that may have developed since the initial evaluation of existing conditions. Plan also proposes projects that will enhance the Rail to River bike path (now under construction). Proposes projects that will enhance the transfer experience between WSAB and A Line. | X | | | | | | | | |
| Metro Rail to Rail/River Active Transportation Corridor Project - Alternatives Analysis Segment B May 2017 | The Rail to Rail Active Transportation Corridor (ATC) Project is a 5.6-mile-long segment of the Metro owned Harbor Subdivision rail right-of-way located in South LA and east of Segment A. To reduce the high rate of accidents between vehicles and pedestrians or cyclists between the Metro Blue Line Slauson Station and LA River. | Segment B study area is South LA County, north of Gage Ave, east of Long Beach Ave, south of 26th St, and west of LA River in or near Florence-Firestone (LA County) Huntington Park, Vernon, Maywood, and Bell | Metro-owned pedestrian and bike facility is under construction as of Summer 2022; estimated completion 2023-24. Potential FLM projects should refer to Metro construction documents and coordinate with Metro's R2R PM. | X | X | | | | | | | |
| Rail to River Segment B Supplemental Alternatives Analysis (SSA) June 2022 | The project aims to improve mobility and connectivity for local communities by providing a safe, comfortable, and continuous active transportation route that connects Segment A at the Metro A Line (Blue) Slauson Station to the LA River path. | Project area covers a 4.3 square-mile area between the Metro A Line Slauson Station and the LA River | Rail to River Segment B Supplemental Alternative Analysis (SAA) studied a re-evaluation of Randolph Street as the LPA and/or identified and studied other potential active transportation alternatives. An LPA has not been chosen yet. | X | X | | | | | | | |

| Metro and Regional Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | WSAB LPA Stations | | | | | | | | |
|--|---|--|---|-------------------|------------------|--------------------|-----------|------------|--------------|---------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| Metro LA River Path Feasibility Study December 2017 | Feasibility study of an 8-mile-long river bike path from to complete the gap in the LA River Bicycle Path, which concludes that the path is feasible if designed in top of bank, channel cut, channel bottom and cantilevered locations as required by local conditions. | Riverside Dr at I-5 (City of Los Angeles) to Atlantic Ave (Vernon) | Reach 5 (Bandini Blvd to Atlantic Ave) in Vernon would consist of channel cut, channel bottom and/or cantilevered segments. | X | X | | | | | | | |
| Regional Plans and Projects | | | | | | | | | | | | |
| Gateway Cities COG, Strategic Transportation Plan March 2016 | Intended to help the Gateway Cities understand a complex travel market, build upon prior regional analysis, understand project interrelationships, think strategically about multimodal transportation investment, and obtain funding for strategic transportation investments. | Gateway Cities, including Artesia, Bell, Bellflower, Bell Gardens, Carson, Cerritos, Commerce, Compton, Cudahy, Downey, Hawaiian Gardens, Huntington Park, Lakewood, Long Beach, Maywood, Norwalk, and Paramount | Active Transportation Plan shows collisions, existing bikeways, proposed regionally significant bicycle facilities, of which all on-street bikeways within 3 miles of WSAB stations are on arterial streets and are listed as Class II/III or Class III. | | X | X | X | X | X | X | X | X |
| Gateway Cities COG, Artesia Boulevard Complete Street Master Plan Evaluation Report 2017 | Outlines concepts developed to assist in creating a more attractive, livable and pedestrian/bicycle friendly Corridor that operates effectively and efficiently for all modes of transportation. | Artesia Blvd through Compton, Long Beach, Bellflower, Cerritos and Artesia | Presents each city's goals for its segment, designations that respond to those goals (Downtown Lifestyle, Urban Activity, Residential Calming, Principal Route). Illustrative cross sections/plans show how bike lanes or path could be accommodated in each designation. Focus area cross sections show Class II lanes or Class I path in several locations, but it is unclear whether lanes are feasible elsewhere. | | | | | | | X | X | X |
| Gateway Cities COG, Atlantic Corridor Complete Street Evaluation Report and Master Plan, July 2021 | Outlines concepts developed to assist in creating a more attractive, livable and pedestrian/bicycle friendly Corridor that operates effectively and efficiently for all modes of transportation. | Atlantic Ave through Long Beach, Compton, East Rancho Dominguez (unincorporated county), Lynwood, South Gate, Cudahy, Bell, Maywood, Vernon, Commerce and East Los Angeles | Applies same designations with illustrative cross sections that include Class II bike lanes. However, illustrative cross sections/plans of "focus areas" show Class II bike lanes only in segments in Long Beach, Lynwood, East Rancho Dominguez and Maywood, a shared sidewalk in Compton and a 7' shoulder in Commerce, suggesting that a continuous bikeway on Atlantic Ave is unlikely. | | | | | X | X | X | | |

| Metro and Regional Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | WSAB LPA Stations | | | | | | | | |
|--|--|---|---|-------------------|------------------|--------------------|-----------|------------|--------------|---------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| Gateway Cities COG, Florence Complete Street Final Report, March 2022 | Outlines concepts developed to assist in creating a more attractive, livable and pedestrian/bicycle friendly Corridor that operates effectively and efficiently for all modes of transportation. | Florence Ave through Huntington Park, Walnut Park (unincorporated county), Bell, Cudahy, Bell Gardens, Downey, and Santa Fe Springs | Applies same designations with illustrative cross sections that include Class II bike lanes. However, illustrative cross sections/plans of "focus areas" show bike lanes only in segments in Bell, Bell Gardens and Downey. | X | X | X | | | | | | |
| Gateway Cities COG, Lakewood-Rosemead Complete Street Master Plan Evaluation Report, February 2020 | Outlines concepts developed to assist in creating a more attractive, livable and pedestrian/bicycle friendly Corridor that operates effectively and efficiently for all modes of transportation. | Lakewood Blvd from Long Beach to Pico Rivera through Lakewood, Bellflower, Paramount, and Downey | Does not indicate where Class II or higher quality facilities are feasible. | | | | | X | X | X | X | |

Table 5-2. City and County Plans and Projects – with relevance to multiple station areas

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|--|--|---|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| City of Artesia | | | | | | | | | | | | | | |
| Artesia Boulevard Corridor Specific Plan, December 2011 | The Specific Plan establishes a new vision for a 21-acre area along Artesia Boulevard, between Gridley Road and Pioneer Boulevard. | Artesia Blvd from Gridley Road to Pioneer Blvd | No bicycle facilities are proposed. | X | | | | | | | | | | X |
| Downtown Design Guidelines, April 2009 | The Artesia Downtown Design Guidelines focuses on creating a pedestrian friendly human scale environment that encourage the use of high-quality materials and the incorporation of details that establishes a unique sense of place. | Pioneer Blvd South St to 183rd St | Architectural guidelines will help support pedestrian activity and FLM objectives. | | X | | | | | | | | | X |
| Community Design Guidelines, Revised Finalized Draft 2006 | Architectural design guidelines. | Citywide | Not applicable to FLM Planning | | | | | | | | | | | X |
| Housing Element Update, 2021-2029 | The 2021-2029 Housing Element is the sixth update and describes goals, policies, and programs to ensure the City can meet housing needs of residents, current and future, through 2029. | Citywide | Pending certification by California HCD (as of Oct 2022). Will need to confirm with city staff (during outreach process) if new housing sites fall within half-mile area. | | | | | | | | | | | X |
| City of Artesia, Artesia Active Transportation Plan, 2022 (Adopted) | Summarizes relevant background information, community outreach, and recommended projects, programs and actions to "provide safer and enjoyable streets for all residents and visitors." | Citywide | Includes speed limits, existing and proposed bikeways, collisions, bike use, prioritized bikeway projects, and diagrammatic plans demonstrating project feasibility. | X | X | | | | | | | | | X |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | | |
|--|---|--|--|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|---|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer | |
| Artesia Local Roadway Safety Plan, Final 2022 | Identifies factors in the transportation network that inhibit safety for all roadway users; recommends measures to improve safety at specific high-crash locations and to reduce serious injury and fatal collisions. | Citywide | Identifies/analyzes: <ul style="list-style-type: none"> Artesia Blvd, Pioneer Blvd and 183rd St as "priority corridors" with 183rd St highlighted due to high vehicle, pedestrian and bicycle traffic collisions by type high collision intersections and segments case studies of 5 locations | X | X | | | | | | | | | | X |
| Pioneer Blvd Bicycle Improvements ATP Cycle 6 Application (Not funded) | Proposed Class IV bike lanes from 166th St to 183rd St and Class III route from 183rd St to WSAB, consistent with the City's Active Transportation Plan. | Pioneer Blvd WSAB to 166th St | References plans and cross sections in the Artesia ATP for design of proposed bicycle facilities. | X | X | | | | | | | | | | X |
| Pioneer Blvd Street Signing and Striping Plans (183rd-186th Street) | Proposed update to Pioneer Downtown Revitalization Project | Pioneer Blvd between 183rd and 186th Streets | Proposed 2022 Street Signing and Striping Plans for Pioneer Boulevard between 183rd and 186th to narrow the center median, install a dedicated northbound right-turn lane, and revised lane striping alignment through the intersection of Pioneer Boulevard and 183rd Street | | X | | | | | | | | | | X |
| Mixed-Use Overlay Zone, January 2023 | Administrative Draft Initial Study for a supplement to the city's 2030 General Plan EIR | Pioneer Blvd commercial area in the north-south direction between 166th and South, and in the east-west direction between Gridley and Clarkdale. | Creates a mixed-use overlay zone in 3 areas along Pioneer Blvd that allows up to 3, 5 and 7-story buildings that transition down to residential neighborhoods with 2 sub-areas. | | X | | | | | | | | | | X |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|---|-----------------|--|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| City of Bell | | | | | | | | | | | | | | |
| City of Bell Draft 2030 General Plan, 2016 (Adopted) | Provides policies and programs to guide land use, housing and mobility. | Citywide | Reinforces need to connect to regional transit and promote sustainability. Highest employment is in manufacturing and wholesale (US 2012 Census). Florence Avenue Area Plan is within half-mile station area. New development projects shall promote walkable streets & bicycling. Circulation Element classifies streets, provides average daily traffic (ADT) and level of service (LOS) for arterials, Complete Streets policies, and bicycle master plan routes. | X | X | | | X | | | | | | |
| City of Bell 2030 Housing Element | The 2021-2029 Housing Element is the sixth update and describes goals, policies, and programs to ensure the City can meet housing needs of residents, current and future, through 2029. | Citywide | Adopted and HCD certified (as of Oct 2022). Confirm with city staff during outreach process if new housing sites fall within half-mile area. | | | | | X | | | | | | |
| City of Bell, Bell Bicycle Master Plan, 2016 (Draft) | Provides detailed recommendations for infrastructure, policies and programs that promote safe bicycling in the City of Bell. | Citywide | Includes existing and proposed bikeways and traffic calming devices, collisions, and community input. | X | X | | | X | | | | | | |
| City of Bell Gardens | | | | | | | | | | | | | | |
| City of Bell Gardens General Plan, 1995 (Adopted) | Provides policies and programs to guide land use, housing and mobility. | Citywide | Circulation Element includes street classifications, arterial street ADT and LOS, and policies to promote transit use, walking and bicycling. | X | | | | | X | | | | | |
| Bell Gardens Housing Element, 2021-2029 | The 2021-2029 Housing Element is the sixth update and describes goals, policies, and programs to ensure the City can meet housing needs of residents, current and future, through 2029. | Citywide | Adopted Feb 2022 and HCD certified Aug 2022. | | | | | | X | | | | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|---|---|---|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| Complete Streets Plan, 2020 | Proposes measures to enable streets to safely accommodate the needs of all uses, focusing on pedestrians, bicyclists and transit riders, as well as motorists. | Citywide | Evaluates existing conditions, including collisions; proposes Class II and Class III bikeways and a "low-stress network" of 15 local streets for slower-moving modes, with proposed elements to reduce vehicle speed and cut-through traffic and improve safety. Proposed Class II lanes on Florence Place and segments of Garfield Avenue, Eastern Avenue, and Scout Avenue. | X | | | | | X | | | | | |
| Bike Feasibility Study, 2015 | Initial analysis of the feasibility of adding bicycle facilities on major roadways. | Citywide | Highlights Eastern Avenue, Florence Avenue, Florence Place, Garfield Avenue, and Gage Avenue as potential bikeway corridors on which to install substantial bicycle facilities. | X | | | | | X | | | | | |
| Bell Gardens Complete Street Improvements ATP Cycle 6 Application (Funded) | Highest ranked application; recommended funding: \$2.96 million. | Unknown | Request details from City staff (during outreach process) and determine if project extents fall within the 3-mile station area. | ? | | | | | X | | | | | |
| City of Bellflower | | | | | | | | | | | | | | |
| The Downtown Bellflower Transit Oriented Development Specific Plan, October 2019 | Provides " a regulatory framework for the downtown Bellflower area that includes customized land uses and development standards, provides expanded multimodal transportation choices and identifies locations for future development potential" | Covers the half-mile station area between the streets of Alondra Blvd on the north, flower St. on the south, Clark Ave on the west and Woodruff Ave on the east | Proposes 2.5 miles of Class III Bike Boulevard on Flower Street, identifies multimodal mobility improvement and future transit and pedestrian connections, recommends policies to support active transportation, as well as relevant background data and community input. | X | X | | | | | | | | X | |
| City of Bellflower Housing Element, 2021-2029 | The 2021-2029 Housing Element is the sixth update and describes goals, policies, and programs to ensure the City can meet housing needs of residents, current and future, through 2029. | Citywide | Adopted and in compliance per HCD as of Oct 2022. Confirm with city staff during outreach process if new housing sites fall within half-mile area. | | | | | | | | | | X | |
| City of Bellflower Circulation Element Update Final Report, 1997 | "Presents information on how to provide a safe, effective, and efficient transportation system." | Citywide | Circulation Element includes street classifications, arterial street ADT and LOS, and policies to promote transit use, walking and bicycling. | X | X | | | | | | | | X | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|---|------------------------------------|--|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slason A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| Cities of Bellflower and Paramount, Bellflower-Paramount Active Transportation Plan, June 2019 (Adopted) | Provides “planning guidance to increase safety for all roadway users and to identify improvements that make multi-modal transportation safe and enjoyable.” | Citywide: Bellflower and Paramount | Identifies an integrated network of walkways and bikeways, a prioritized list of projects, safe routes to school improvements, end-of-trip facilities, and recommended policies to support active transportation, as well as relevant background data and community input. | X | X | | | | | | | X | X | |
| City of Cerritos | | | | | | | | | | | | | | |
| City of Cerritos General Plan, January 2004 (Adopted) | Provides policies and programs to guide land use, housing and mobility. | Citywide | Adopted plan is 19 years old so some sections are outdated. Circulation Element includes street classifications, arterial street ADT and LOS, and a bikeway map. | X | | | | | | | | | | X |
| City of Cerritos Housing Element Update, 2021-2029 | The 2021-2029 Housing Element is the sixth update and describes goals, policies, and programs to ensure the City can meet housing needs of residents, current and future, through 2029. | Citywide | Adopted and HCD certified (Sep 2022). Confirm with city staff during outreach process if new housing sites fall within half-mile area. TOD Housing Program will offer low-interest loans as gap financing for rental housing developments with affordable units. | | | | | | | | | | | X |
| City of Cerritos Bikeways Map, 2018 | Map of existing and future bikeways. | Citywide | Updates Bikeways Map in 2004 General Plan. | X | | | | | | | | | | X |
| City of Los Angeles | | | | | | | | | | | | | | |
| Los Angeles General Plan - Housing Element, 2021-2029 | The 2021-2029 Housing Element is the sixth update and describes goals, policies, and programs to ensure the City can meet housing needs of residents, current and future, through 2029. | Citywide | Transit Opportunity Corridors and TOC high-opportunity areas noted as significant potential. Confirm with staff any notable new/proposed housing projects within half-mile area. | | | X | | | | | | | | |
| Mobility Plan 2035, 2016 (Adopted) | "Policy foundation for achieving a transportation system that balances the needs of all road users." | Citywide | Establishes roadway classifications, pedestrian districts, neighborhood network (slow-speed network of local-serving streets), transit network, bicycle networks, vehicle network, and goods movement; adopts Complete Streets Design Guide. | X | X | X | | | | | | | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|---|---|--|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| City of LA Complete Streets Design Guide, 2016 (Adopted) | "Lays out a vision for designing safe, accessible and vibrant streets for all users - pedestrians, bicyclists, transit riders, and motorists." | Citywide | Establishes cross sections by street classification and provides examples of how roadway width can be allocated depending on roadway function, and guidance for design of sidewalks and roadways. | X | X | X | | | | | | | | |
| Southeast Los Angeles Community Plan, 2017 (Adopted) | Outlines a vision and actions for long-term development, economic revitalization and community enhancement. | Relevant plan area: North of Slauson Ave, west of Alameda | Includes action to establish TOD district plans. Land uses and density may be superseded by city's recently adopted Housing Element. | | X | X | | | | | | | | |
| Los Angeles Vision Zero (2018 Action Plan + Progress Report) | Launched in 2015 to reduce traffic deaths by 2025, the program is evaluated through 2017 and outlines upcoming initiatives. | Citywide | Confirm with staff during outreach process any planned VZ projects in half-mile or 3-mile Slauson station area. | | | X | | | | | | | | |
| Slauson Corridor Transit Neighborhood Plan Executive Summary of Preliminary Draft Plan, March 2022 | Lays out "plans for green jobs, expands affordable housing opportunities, and promotes path-oriented building design next to LA Metro's future Rail to Rail Active Transportation Corridor" | Slauson Ave through Southeast Los Angeles, Los Angeles and West Adams-Baldwin Hills-Leimert | Development standards will help support pedestrian activity and FLM objectives. | | X | X | | | | | | | | |
| Active Streets LA (ASLA) | Concept plan for pedestrian and bicycle improvements | Area bounded by Exposition Blvd, Main St, Florence Ave, and Western Ave | Includes sharrow markings and traffic calming measures for Class III routes on 42nd St, 51st St, and 60th/59th St. | X | | X | | | | | | | | |
| Walk Bike Watts TCC Grant Application, 2022 | Recently funded grant application that includes several bikeway improvements | Area bounded by Western Ave, 62nd St, Central Ave, and Vernon Ave | Proposed two-way cycle tracks on Graham Ave and Grandee Ave and "other bicycle facility" on 103rd St. These are not shown on the Mobility 2025 networks and have been added to planned/proposed FLM network. | X | | X | | | | | | | | |
| Avalon Boulevard Class II and IV Bikeways | Striping plans | Jefferson Blvd to 120th St | Completed; shown as existing on FLM network. | X | | X | | | | | | | | |
| South Broadway Parking Protected Bike Lanes (Class IV) | Striping plans | Manchester Ave to 117th St | Completed; shown as existing on FLM network. | X | | X | | | | | | | | |
| Central Ave Protected Bike Lanes (Class IV) | Listed as "in progress" by LADOT | 1st St to Martin Luther King Blvd | Have requested information re: design and timing from City staff. | X | | X | | | | | | | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|---|--|---|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| Martin Luther King Blvd Protected Bike Lanes (Class IV) | Listed as "in progress" by LADOT | Central Ave to Obama Blvd | Have requested information re: design and timing from City staff. | X | | X | | | | | | | | |
| Main St Bike Lanes (Class II) | Listed as "in progress" by LADOT | Mission St to Imperial Hwy | Have requested information re: design and timing from City staff. | X | | X | | | | | | | | |
| 39th St Bike Enhancements | Listed as "dormant" by LADOT | Grand Ave to Figueroa St | Shown on Mobility 2035 Neighborhood Network and, therefore, on planned/proposed FLM network. | X | | X | | | | | | | | |
| 91st St Bike Lanes (Class II) | Listed as "dormant" by LADOT | Avalon Blvd to Central Ave | Have requested information re: design and timing from City staff. Mobility 2025 Neighborhood Network shows lanes on 92nd St. | X | | X | | | | | | | | |
| Vermont Ave Protected Bike Lanes (Class IV) | Listed as "dormant" by LADOT | Gage Ave to 74th St | Shown on Mobility 2035 Neighborhood Network and, therefore, on planned/proposed FLM network. | X | | X | | | | | | | | |
| County of Los Angeles (Unincorporated Florence-Firestone, Walnut Park, Lynwood Island, East Compton, and Rancho Dominguez) | | | | | | | | | | | | | | |
| Los Angeles County General Plan, 2015 (Adopted) | Provides policies and programs to guide land use, housing and mobility. | Unincorporated areas of Los Angeles County | Land use and housing may be superseded by County's recently adopted Housing Element. Mobility Element provides street classifications, LOS and policies to ensure comfortable walking and bicycling environments where appropriate. | X | | X | | | | | | | | |
| County of Los Angeles Housing Element 2021-2029 | The 2021-2029 Housing Element is the sixth update and describes goals, policies, and programs to ensure the County can meet housing needs of residents, current and future, through 2029. | Unincorporated areas of Los Angeles County | Confirm with staff during outreach process any notable new/proposed housing projects within half-mile area. | | | X | | | | | | | | |
| Florence Firestone Community Plan September 2019 | Policy document for future development, conservation and maintenance of Florence-Firestone community. | Relevant plan area: South of Slauson Ave, east of Wilmington Ave | Land use and housing may be superseded by County's recently adopted Housing Element. | | | X | | | | | | | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|---|--|---|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| County of Los Angeles Bicycle Master Plan Final, 2012 | "A vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people." | Unincorporated areas of Los Angeles County | Documents existing bicycle network, major transit stations and bicycle crashes and proposed prioritized bicycle facilities by Planning Area. Florence-Firestone and Walnut Park (Metro Planning Area) and Lynwood Island, East Compton, and Rancho Dominguez (Gateway Planning Area) are within 3 miles of WSAB stations. | X | X | X | X | | | | | | | |
| Metro A Line Connections for Unincorporated Los Angeles County, ATP Cycle 6 Application (Funded) | Seconded highest ranked application; recommended funding: \$9.9 million (total project cost \$12.3 million). | Specific locations unknown | Request details from County staff during outreach. | | X | X | | | | | | | | |
| City of Cudahy | | | | | | | | | | | | | | |
| Cudahy 2040 General Plan March 2018 (Adopted) | Provides policies and programs to guide land use, housing and mobility. | Citywide | Circulation Element includes street classifications, LOS for arterials, proposed bikeways (shown in more detail in SRTS plan), street improvements (including Salt Lake Ave cul-de-sacs and Otis pocket park), and other Complete Street and streetscape treatments. The land use and housing may be superseded by the City's recently adopted Housing Element. | X | X | | | | X | X | | | | |
| City of Cudahy 6th Cycle Housing Element Update February 2022 | The 2021-2029 Housing Element is the sixth update and describes goals, policies, and programs to ensure the County can meet housing needs of residents, current and future, through 2029. | Citywide | Confirm with staff during outreach process any notable new/proposed housing projects within half-mile area. | | | | | | X | X | | | | |
| City of Cudahy Local Road Safety Plan and Program August 2022 (Draft) | Identifies factors in the transportation network that inhibit safety for all roadway users; recommends measures to improve safety at specific high-crash locations and to reduce serious injury and fatal collisions. | Citywide | Document collisions by type; recommends improvements at 9 intersections, including measures to improve pedestrian and bicycle safety. | X | X | | | | X | X | | | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|---|---|---|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| Cudahy Safe Routes to School Plan January 2015 (Adopted) | "A comprehensive approach to...make it safer for students to walk and bicycle to school, and to increase the number of students walking and bicycling to school." | Citywide | Documents collisions by type, current commute mode and routes, outreach, and recommended improvements, including bikeways for which illustrative plans are provided. | X | X | | | X | X | | | | | |
| City of Downey | | | | | | | | | | | | | | |
| Vision 2025 General Plan January 2005 (Adopted) | Provides policies and programs to guide land use, housing and mobility. | Citywide | Land use and housing may be superseded by City's recently adopted Housing Element. Circulation Element includes street classifications, arterial street ADT and LOS, and policies to promote transit use, walking and bicycling. | X | X | | | | | X | | | | |
| Rancho Los Amigos South Campus Specific Plan June 2021 | Provides development standards, design guidelines and land use regulations for the former long-term care facility, including pedestrian and bicycle improvements. | Rancho Los Amigos South Campus located adjacent to and within half-mile of the Gardendale Station | Proposes Class II bicycle lanes between Gardendale St and Imperial Hwy to connect to Rives Ave on the east and Old River School Rd on the west. Pedestrian improvements like sidewalk widening and intersection improvements are proposed along Erickson in the north-south direction and Flores St/Consuelo St in the east-west direction the key ingress/egress points to the campus. | X | X | | | | | X | | | | |
| City of Downey 2021-29 Housing Element Aug 2022 (Revised/Adopted) | The 2021-2029 Housing Element is the sixth update and describes goals, policies, and programs to ensure the City can meet housing needs of residents, current and future, through 2029. | Citywide | Request details from City staff (during outreach process) to confirm any notable new/proposed housing projects within half-mile station area. | | | | | | | | | | | |
| Biomedical Facilities Overlay Zone and development Regulations May 2018 | Document " sets out Zoning Ordinance text, map and General Plan text amendments necessary to implement the new biomedical land use program" | Citywide | Proposes a biomedical overlay to the Rancho Los Amigos south campus rezoning the property from single-family residential to hospital-medical-arts zone. | | X | | | | | X | | | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|---|---|--|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| Walk Downey Active Transportation Plan, 2021 | Primary goals of the Active Transportation Plan are to provide safe, efficient, and connected network of multi-modal transportation facilities that residents and stakeholders can enjoy for a variety of purposes. | Citywide | Identifies bicycle and pedestrian projects throughout the city, including several changes to the 2015 Bicycle Master Plan network. | X | X | | | | | X | | | | |
| City of Downey Local Road Safety Plan (LRSP), 2022 | Identifies factors in the transportation network that inhibit safety for all roadway users; recommends measures to improve safety at specific high-crash locations and to reduce serious injury and fatal collisions. | Citywide | Documents collisions by type; recommends improvements at 9 intersections. Measures to improve pedestrian and bicycle safety including Class II bike lanes with road diet on Old River School Rd, Brookshire Ave, and Foster Rd. References 2015 Bicycle Master Plan. | X | X | | | | | X | | | | |
| Downey Bicycle Master Plan, 2015 (Adopted) | Identifies existing and proposed bicycle facilities that create a citywide bicycle network. | Citywide | Documents bicycle collisions, land use and destinations; provides proposed cross sections or plans of several planned bikeways. | X | X | | | | | X | | | | |
| South Downey Safe Routes to School Phase II ATP Cycle 6 (Not funded) | This project is phase two of the ATP Cycle 2 Program that was awarded to the City of Downey for the Safe Routes to School Project. | Within South Downey: Brunache St, Laura St, Nada St, Pomeroy Rd, Quoit St, Lankin St, Orizaba Ave, Gneiss Ave, Devenir Ave, Blodgett Ave & Premiere Ave | Safety education program component & construction of sidewalk, crosswalk and curb ramps | | | | | | | | | | | |
| Greenway Traffic Circle Improvement Project ATP Cycle 6 (Not funded) | Improvements are proposed to enhance primarily pedestrian intersection safety and secondarily Class III bikeway safety. | Rives Avenue and Phlox Street | Bulb-out with directional curb ramps, enhanced crosswalks, signage, landscaping, shade & bioswales (70 percent pedestrian; 30 percent bicycle). | X | | | | | | X | | | | |
| City of Hawaiian Gardens | | | | | | | | | | | | | | |
| City of Hawaiian Gardens General Plan January 2010 (Adopted) | Provides policies and programs to guide land use, housing and mobility. | Citywide | Land use and housing may be superseded by City's recently adopted Housing Element. Circulation Element includes street classifications, arterial-arterial intersection traffic volumes and LOS, and policies to promote pedestrian and bicycle safety. | X | | | | | | | | | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|---|--|---|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| City of Hawaiian Gardens Housing Element, July 2022 (Draft) | The 2021-2029 Housing Element is the sixth update and describes goals, policies, and programs to ensure the County can meet housing needs of residents, current and future, through 2029. | Citywide | Not yet certified by HCD as of Oct 2022. Confirm with staff during outreach process any notable new/proposed housing projects within 3-mile wheel zone. | | | | | | | | | | | |
| City of Hawaiian Gardens Bikeway Map 2012 | Map of existing and proposed bikeways. | Citywide | Existing and proposed bikeways shown on map have been added to FLM network. City has received 2022 ATP funding for a Bicycle Master Plan. | X | | | | | | | | | | X |
| City of Huntington Park | | | | | | | | | | | | | | |
| City of Huntington Park 2030 General Plan | Provides policies and programs to guide land use, housing and mobility. | Citywide | Land use and housing may be superseded by City's recently adopted Housing Element. Circulation Element includes street classifications and policies to promote transit use, walking and bicycling. | X | X | X | X | X | | | | | | |
| Downtown Huntington Park Specific Plan August 2008 | Aimed to create a unique and identifiable Downtown that is economically vibrant and a pedestrian-oriented district. | North-South: Randolph St to Florence Ave. East-West: Seville Ave to Rugby Ave, plus Zoe Ave extension to Miles Ave | Downtown is model of pedestrian-oriented district. Confirm with staff during outreach process any notable developments and enhancement proposed for this station-adjacent zone. | | X | | X | | | | | | | |
| City of Huntington Park 2021-2029 Housing Element (Nov 2021 Draft) | The 2021-2029 Housing Element is the sixth update and describes goals, policies, and programs to ensure the City can meet housing needs of residents, current and future, through 2029. | Citywide | Not yet certified by HCD as of Oct 2022. Confirm with staff during outreach process any notable new/proposed housing projects within half-mile area. | | | X | X | X | | | | | | |
| City of Huntington Park Bicycle Transportation Master Plan February 2014 | Identifies existing and proposed bicycle facilities that create a citywide bicycle network. | Citywide | Documents bicycle collisions, land use, destinations, traffic volumes, transit use, and community outreach; prioritizes proposed bikeways based on regional significance, destinations, collisions, public input, transit access and feasibility. | X | X | X | X | X | | | | | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|--|---|--|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| Local Roadway Safety Plan Project for City of Huntington Park December 2021 | Identifies factors in the transportation network that inhibit safety for all roadway users; recommend measures to improve safety at specific high-crash locations, reduce serious injury and fatal collisions. | Citywide | Documents collisions by type; recommends improvements at 14 high-collision intersections. | X | X | X | X | X | | | | | | |
| Huntington Park Linear Greenway Project Plans November 2019 | Completed greenway with a multi-use path running north-south between Santa Ana St to Walnut St, crossing 9 east-west collector streets with marked crosswalks but no traffic control devices. | Santa Ana St to Walnut St on transmission right-of-way | Greenway has been added to FLM network as an existing Class I facility. | X | X | | | X | | | | | | |
| City of Huntington Park Engineering and Traffic Survey February 2019 | Documents ADT, posted speed, 85th percentile speed and recommended speed on arterial streets. | Citywide arterials only | Posted speeds will be used to inform FLM network recommendations for arterial streets. | X | X | X | X | X | | | | | | |
| Uncontrolled Crosswalk and Safety Enhancement Improvement, ATP Cycle 2 Plans Completed in 2021 | Pedestrian improvements | Pacific Blvd from 52nd Street to Gage Ave; Soto Street at 57th & Clarendon Ave; Gage Ave from Regent St to Bissell St; Intersection of Saturn Ave and Hood; Intersection of Florence Ave and Bissell St | Proposed improvements include curb extensions, access ramps, Hawk pedestrian parking crossing beacons, bulb outs, high visibility crosswalks, street lighting. | | X | | X | X | | | | | | |
| ATP Cycle 3 - Project Plans, Under Construction | Pedestrian improvements | Various locations citywide | Proposed improvements include curb extensions, access ramps, Hawk pedestrian parking and crossing beacons, bulb outs, high visibility crosswalks, street lighting. | | X | X | X | X | | | | | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|---|---|---|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| Huntington Park Bicycle and Pedestrian Safety and Connectivity Project ATP Cycle 4, Project Application Under Design | The project will create a network of four complete streets boulevards with pedestrian safety and Class III bicycle improvements, as well as downtown pedestrian-focused area. | Gage, Saturn, Florence, Miles, Pacific, Santa Fe and Florence Ave | Combination of wheel and pedestrian projects, including 33,317 LF of Class III bicycle routes on Saturn Ave (collector street) and on Gage, Miles and Florence avenues (high volume arterial streets). As such, will not be shown on FLM network. At the half mile pedestrian improvements including sidewalk enhancements, signal modifications, zebra crosswalks, ped scale lighting, wayfinding signage street trees and benches. | X | X | | X | X | | | | | | |
| Huntington Park's Safe Routes and Childhood Obesity Project ATP Cycle 5, Project Application Waiting for CTC approval for the design phase | The project builds off previous safety initiatives and targets persistent concerns along Gage Avenue, where ten ramp improvements and 600 lineal feet of sidewalk replacement will improve safety and encourage active transportation for ten schools along Gage Ave. | Gage Ave from Wilmington Ave to Salt Lake Ave; State St from Randolph St to Florence Ave; California Ave from Florence Ave to Cudahy St; Florence Ave at Bissell St | Projects include pedestrian 106 ramp improvements, HAWK pedestrian crossing beacons, pedestrian scramble and signal improvements, placemaking infrastructure, and 7,684 lineal feet of sidewalk repair and replacement | | X | | X | X | | | | | | |
| City of Lynwood | | | | | | | | | | | | | | |
| City of Lynwood General Plan, August 2003 | Provides policies and programs to guide land use, housing and mobility. | Citywide | Land use and housing may be superseded by City's updated Housing Element. Circulation Element includes street classifications, arterial ADT and LOS and policies to promote transit use, walking and bicycling. | X | | | | | X | | X | | | |
| Lynwood Transit Area Specific Plan, March 2019 | Comprehensive plan for development of the area around the Lynwood Green Line station at I-105 and Long Beach Blvd., including bicycle improvements. | Area around the I-105/C Line station at I-105 Fwy and Long Beach Blvd | Proposes refinements to the proposed bikeway network in the 2013 Bicycle and Pedestrian Transportation Plan, including buffered Class II lanes on Imperial Hwy., Class IV lanes on Long Beach Blvd., and a continuous Class I path along the I-105. | X | | | | | X | | X | | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|---|--|-----------------|--|-------------------|-----------------------|-------------------|------------------|--------------------|-----------|------------|--------------|---------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| City of Lynwood 2021-2029 Housing Element, February 2022 (Final Draft) | The 2021-2029 Housing Element is the sixth update and describes goals, policies, and programs to ensure the City can meet housing needs of residents, current and future, through 2029. | Citywide | Not yet certified by HCD as of Oct 2022. Confirm with staff during outreach process any notable new/proposed housing projects within 3-mile wheel zone. | | | | | | | | | | | |
| Lynwood Bicycle and Pedestrian Transportation Plan January 2013 | Proposes an extensive network of streets designed to be safe and comfortable for bicyclists and improvements to key intersections considered unsafe for pedestrians. | Citywide | Documents bicycle collisions, land use, destinations, and community outreach; identifies proposed bikeways, including descriptions of required improvements, | X | | | | | | | | | | |
| City of Maywood | | | | | | | | | | | | | | |
| Maywood General Plan, 2003 | Circulation Element defines "a safe, efficient and adequate circulation system...that responds to all circulation needs" and includes "cars, buses, trucks, trains, bicycles, ridesharing, and walking." | Citywide | Circulation Element includes street classifications, policies to promote transit use, walking and bicycling and a Master Plan of Bikeways consisting of a network of Class III bicycle routes. | X | | | | | | | | | | |
| Maywood General Plan, Housing Element | Provides policies and programs to guide land use, housing and mobility. | Citywide | Land use and housing may be superseded by City's updated Housing Element. | | | | | | | | | | | |
| Community General Plan Update - Housing Element, 2021-2029 | The 2021-2029 Housing Element is the sixth update and describes goals, policies, and programs to ensure the City can meet housing needs of residents, current and future, through 2029. | Citywide | Not yet certified by HCD as of Oct 2022. Confirm with staff during outreach process any notable new/proposed housing projects within 3-mile wheel zone. | | | | | | | | | | | |
| City of Paramount | | | | | | | | | | | | | | |
| Paramount General Plan 2021-2029 Housing Element, December 2022 | The 2021-2029 Housing Element is the sixth update and describes goals, policies, and programs to ensure the City can meet housing needs of residents, current and future, through 2029. | Citywide | Certified by HCD in Oct 2022. Confirm with staff during outreach process any notable new/proposed housing projects within half-mile. | | X | | | | | | X | X | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|---|---|--|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| Paramount General Plan 2021-2029 Health & Safety Element, March 2022 | Establishes goals and policies to assure health and safety from natural and manmade hazards. | Citywide | Includes policies for urban heat island effects, tree canopy and urban forest | X | | | | | | | X | X | | |
| Paramount General Plan 2021-2029 Environmental Justice Element, February 2022 | Establishes goals and policies to address equity and environmental justice in disadvantaged communities. | Citywide | Includes policies to promote alternative transportation modes, trees and green buffers, physical activity, access to parks/grocery stores/community services. | X | X | | | | | | X | X | | |
| Paramount General Plan, August 2007 (Adopted) | Provides policies and programs to guide land use, housing and mobility. | Citywide | Land use and housing may be superseded by County's recently adopted Housing Element. Circulation Element includes street classifications, arterial ADT and LOS and policies to promote transit use, walking and bicycling. | X | X | | | | | | X | X | | |
| North Paramount Gateway Specific Plan, October 2021 (Final) | Comprehensive plan for development of the North Paramount Gateway area, which will be served by two WSABTC stations. | Area along Paramount Blvd between Rosecrans Ave and I-105 within half-mile of both the Paramount Rosecrans and I-105 Stations | Includes a Bicycle Improvement Plan consistent with the Bellflower-Paramount Active Transportation Plan network, including a Class III route on Paramount Blvd (high-volume arterial) and detailed pedestrian realm improvements. | X | X | | | | | | X | X | | |
| North Paramount Gateway Specific Plan Draft EIR, December 2022 | Document " evaluates the environmental effects that may result from the construction and operation of the proposed North Paramount Gateway Specific Plan (NPGSP) Project. | Area along Paramount Blvd between Rosecrans Ave and I-105 within 1/2 mile of both the Paramount Rosecrans and C Line/I-105 Stations | Includes a pedestrian circulation plan with intersection enhancements, bulb-outs. Bicycle circulation plan consistent with the specific plan, and proposes new zoning of the project area | X | X | | | | | | X | X | | |
| Cities of Bellflower and Paramount, Bellflower-Paramount Active Transportation Plan, June 2019 | Provides planning guidance to increase safety for all roadway users and to identify improvements that make multi-modal transportation safe and enjoyable." | Cities of Bellflower and Paramount | Identifies an integrated network of walkways and bikeways, a prioritized list of projects, safe routes to school improvements, end-of-trip facilities, and recommended policies to support active transportation, as well as relevant background data and community input. | X | X | | | | | | X | X | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|---|--|--|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| City of South Gate | | | | | | | | | | | | | | |
| City of South Gate General Plan 2035, December 2009 | Provides policies and programs to guide land use, housing and mobility. | Citywide | Land use and housing may be superseded by City's updated Housing Element. HCD had not certified the 2021-29 Housing Element as of October 2022. Circulation Element includes street classifications, standard street cross sections, and policies to promote transit use, walking and bicycling. | X | X | | | | X | | | | | |
| City of South Gate Gateway District Specific Plan February 2019 (Draft) | Comprehensive plan for development of the area around the Firestone station, including land use, development standards, design guidelines, utilities, public realm and mobility improvements. | Area bounded by Firestone Blvd, Atlantic Ave, Patata St, and 7th St | Proposed mobility improvements include widened sidewalks on Firestone Blvd to accommodate bicycle lanes, a cycle track through the area from Atlantic Ave/Patata St to Firestone Blvd/7th St. Identifies pedestrian-related facilities, including illustrative segment plans that show potential plaza connections from the station to Patata St and the intersection of Firestone Blvd and Atlantic Ave. | | X | | | | X | | | | | |
| Hollydale Village Specific Plan June 2017 | Specific Plan to demonstrate a clear vision for Hollydale with the anticipated arrival of two Eco-Rapid WSAB transit stations in the vicinity. | The Hollydale area within the southeastern portion of the City of South Gate | Consistent with the Bicycle Plan, proposed bikeways include: <ul style="list-style-type: none"> Class II lanes on Garfield Ave north of Roosevelt Ave, Main St, Paramount Blvd, and Century Blvd Class III routes/sharrows per the Bicycle Plan. For pedestrians the plan proposes enhanced uncontrolled crosswalks at Harding Ave and Roosevelt Ave and a cross walk signal at McKinley Ave. | X | X | | | | | X | X | | | |
| City of South Gate Bicycle Transportation Plan, October 2012 | Guiding document for all bicycle infrastructure, policies and programs, proposing an extensive network of streets designed to be safe and comfortable for bicyclists. | Citywide | Identifies existing and proposed bicycle facilities, including illustrative segment plans and descriptions to demonstrate feasibility, ROM costs, and facility design guidelines. | X | X | | | | X | X | X | | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|---|---|---|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slason A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| Long Beach Boulevard Pedestrian Improvements ATP Cycle 2 - Application (Funded) | The proposed project is consistent with the 2012–2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which seeks to develop a comprehensive and interconnected network of bicycle and pedestrian facilities | Long Beach Boulevard between Santa Ana Street and Tweedy Boulevard in the City of South Gate | Project will upgrade pedestrian lighting, enhanced crosswalks, flashing beacons, sidewalk repairs, curb ramps, and bicycle racks. | X | | | | | | | | | | |
| 2021 Citywide Engineering & traffic Survey Report | This report recommends the establishment and renewal of valid posted speed limits for fifteen (15) street segments on eight (8) citywide streets within the City of South Gate. | Citywide | Posted speeds will be used to inform FLM network recommendations for arterial streets. | X | X | | | | X | X | X | | | |
| Tweedy Boulevard Complete Streets ATP Cycle 2 - Application (Funded) | The project seeks to develop an interconnected network of bicycle and pedestrian facilities throughout the region to increase active transportation | Various locations along Tweedy Blvd, California Ave, Otis St, Liberty Blvd, Hildreth Ave, Santa Fe Ave, and Truba Ave | Install bike lanes, bike routes, curb extensions, sidewalk, curb & gutter, high visibility crosswalks, wayfinding signs, rapid rectangular flashing beacons, pedestrian countdown signals, bicycle racks, and upgrade curb ramps to be ADA compliant. Bike facilities include: <ul style="list-style-type: none"> ▪ Class II lanes on Hildreth Ave (Tweedy to Southern Ave) and Santa Fe Ave ▪ Class III routes on collector streets: Liberty Blvd, Truba Ave, and Hildreth Ave (Abbott to Tweedy) ▪ Class III routes on high-volume arterials: Otis St and California Ave | X | | | | | | X | | | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|---|---|---|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| Garfield Avenue Complete Streets Corridor ATP Cycle 3 Application (Funded) | Transform Garfield Avenue and adjacent streets into a complete streets corridor that promotes active transportation use within the surrounding disadvantaged community. | Locations: <ul style="list-style-type: none"> Garfield Avenue between Firestone Blvd and Harding Ave Gardendale St between Garfield Ave and Los Angeles River Trail West Frontage Rd, Frontage Rd East, Miller Way, and Southern Ave (Garfield Ave to I-710 Fwy) | Project will install: <ul style="list-style-type: none"> Class I bike path through Hollydale Park from LA River Trail to Gardendale St terminus Class II bike lanes (Garfield Ave south of Firestone Blvd to Wilson Ave, Southern Ave, Frontage Road East) Class III bike routes (other listed locations) Marked crosswalks at the intersections of Garfield Avenue and McKinley Avenue and Pennsylvania Avenue and Century Boulevard Rectangular Rapid Flashing Beacons at Garfield Avenue and McKinley Avenue and Garfield Avenue and Lincoln Avenue. Other pedestrian improvements including sidewalk curb extensions, ADA curb ramps, bus shelters and bike racks. | X | | | | | X | X | X | | | |
| Tweedy Boulevard Complete Streets, Phase II ATP Cycle 4 Application (Not funded) | Project is ..."the first Phase of a larger Citywide regional connectivity project connecting pedestrians and bicyclists between disadvantaged communities and regional destinations including schools, the South Gate Park, and the Los Angeles River Bike Path." | Tweedy Blvd between Dearborn Ave and Dorothy Ave | Install bulb-outs, parklets, in-roadway warning lights, high visibility crosswalks, audible pedestrian push buttons, pedestrian signal countdown heads, LPI-timing, and ADA ramps. | | | | | | | | | | | |
| South Gate Regional Bikeway Connectivity ATP Cycle 4 Application (Not funded) | Convert Independence & Ardmore to a one-way couplet with cycle tracks, lighting, in-road warning lights, bike lanes on State, road re-channelization, bike racks and ADA curb ramps. | Independence Ave and Ardmore Ave between Otis St and Long Beach Blvd; State St between Santa Ana St and Tweedy Blvd | Proposed couplet would allow for a one-way protected bike lane (cycle track) on each street (westbound on Independence Ave; eastbound on Ardmore Ave) to serve 8 schools, the Azalea Shopping Center and future WSAB station. | X | X | | | | X | | | | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|--|---|---|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| Hollydale Area Access Improvements Project ATP Cycle 5 Application (Not funded) | Promote active transportation and reduce Vehicle Miles Traveled in the Hollydale neighborhood through the construction of bicycle infrastructure and pedestrian crossing improvement | Hollydale neighborhood (south of Gardendale Street, north of Century Blvd, east of the Los Angeles River and west of Paramount Blvd) in South Gate, California | Proposed bikeways include: <ul style="list-style-type: none"> Class II lanes on Century Blvd (Pennsylvania Ave - Industrial Ave), Main St (Paramount Bl - west of Center St, and Paramount Bl (Somerset Ranch Rd S - Gardendale St) Class III routes on Century Blvd (Pennsylvania Ave - LA River Trail), Center St, Industrial Ave, and segments of Monroe Ave and McKinley Ave. | X | X | | | | | X | X | | | |
| Tweedy Boulevard Traffic Safety Improvements ATP Cycle 5 Application (Not funded) | Install capital safety improvements on the east and west ends of Tweedy Boulevard to improve non-motorized user safety and provide access to local and regional destinations. | On two segments of Tweedy Boulevard. The east segment is between Hildreth Avenue and the Los Angeles River. The west segment is between Alameda Street and Dearborn Avenue. | Install capital safety improvements on the east and west ends of Tweedy Boulevard to improve non-motorized user safety and provide access to local and regional destinations. Does not include bikeway improvements. | | | | | | | | | | | |
| WSAB LRT Stations FLM Bikeway Safety Access Project - ATP Cycle 6 Application (Not funded) | Install 1.5 miles of bicycle lanes, 2 miles of sharrows, 0.3 miles of sidewalk and street lighting, center median islands, curb ramps, and a rest area near the LA River Bike Path. | Located in the eastern quadrant of the city, straddling the existing Union Pacific Railroad right-of-way and future location of the West Santa Ana Branch Transit Corridor. | Bikeways include: <ul style="list-style-type: none"> Class II bicycle lanes on Century Blvd (Pennsylvania Ave to Industrial Ave) and Main St (Paramount Bl to west of Center St) Class III sharrows on Dakota Ave (Gardendale St - Main St) and Industrial Ave (Main St to Somerset Ranch Rd N). | X | X | | | | X | X | X | | | |

| City and County Plans and Projects with Relevance to Multiple Station Areas (3-mile and 1/2-mile) | | | | | | WSAB LPA Stations | | | | | | | | |
|--|--|-----------------|--|-------------------------|-----------------------------|-------------------|---------------------|-----------------------|-----------|------------|-----------------|------------------------|------------|---------|
| Plan/Project Name, Date | Description | Geographic Area | Summary | 3mi (Wheels Only) | 1/2mi (Walk & Wheels) | Slauson A Line | Pacific Randolph | Florence Salt Lake | Firestone | Gardendale | I-105 C Line | Paramount Rosecrans | Bellflower | Pioneer |
| City of Vernon | | | | | | | | | | | | | | |
| City of Vernon General Plan, Adopted 2007, Amended 2015 | The Plan contains the goals, policies, and explanatory detail about issues important to the future of Vernon. | Citywide | Land use and housing may be superseded by City's updated Housing Element. HCD had not certified a 2021-29 Housing Element as of October 2022. | X | | X | X | | | | | | | |
| City of Vernon Bicycle Master Plan December 2017 | Identifies "improvements to the bicycling environment in the City of Vernon by providing recommendations for bikeways and support facilities, as well as education, encouragements, enforcement, and evaluation programs." | Citywide | Analysis of land use, destinations, employment density, existing bikeways, regionally proposed bikeways (Metro and Gateway Cities COG), collisions involving bicycles, recommended programs and infrastructure, including feasibility of bikeways requiring a lane reduction and cross sections of Vernon Ave. | X | | X | X | | | | | | | |

6 DATA ANALYSIS

6.1 Overview

The FLM planning team performed a mapping analysis to understand the existing half-mile walking and three-mile wheel conditions. GIS data was collected, mapped and analyzed using the following primary sources:

- Metro’s Active Transportation Strategic Plan (2022), which includes 2020 U.S. Census demographic data, Statewide Integrated Traffic Records System (SWITRS) data, CalEnviroScreen data, as well as data collected from local jurisdictions.
- Active transportation plans and projects of local jurisdictions within 3 miles of the alignment (see Table 5-2 City and County Plans and Projects)
- United States Forest Service urban canopy GIS data (2018)

Sections 6.2 to 6.12 summarize the 3-mile wheel zone analysis and its implications to the wheel network and station connectivity. Sections 6.13 and 6.14 summarize the half mile walk zone analysis and the implications to local station connectivity. Key findings from the analyses are detailed in Appendix A. These findings will be instrumental in identifying the pathway network and informing future phases of the FLM Plan. Additionally, all half-mile analysis maps are referenced in Appendix B.

6.2 Population and Employment Density

The purpose of the FLM wheel network is to connect people living and working within three miles of transit stations with safe and comfortable bicycle facilities. Understanding where people live and work provides insight for planning bicycle facilities that could improve access and connectivity within the WSAB corridor.

Figure 6-1 depicts 2020 population density by U.S. Census block group. There are 1.35 million people in the 3-mile radius corridor. The vast majority live in communities west of the Los Angeles River.

Figure 6-2 illustrates 2020 employment density by block group. There are approximately 450,000 jobs in the corridor. They are more equally distributed throughout the corridor, with concentrations in Vernon, Downey, Paramount, Artesia and Cerritos.

Figure 6-3 shows combined population and employment density by block group, featuring the density of all people using transit. The combined count is comprised of 75 percent residents and 25 percent jobs, with a higher population density located west of the Los Angeles River.

Figure 6-3 also points out where higher concentrations of residents and jobs are located, relative to each station. Improving wheel access in areas where people live and work will be a key consideration during the prioritization process of wheel facilities. For example, surrounding the Pioneer Station, areas to the south in Hawaiian Gardens, to the north and northeast in Cerritos, and to the northwest at Cerritos Community College could benefit from connections provided by new or improved wheel facilities.

6.3 Equity Indices

Figure 6-4 shows census tracts receiving the highest 25 percent of overall CalEnviroScreen scores. The majority of the WSAB corridor, excluding Artesia, Cerritos, and Lakewood, are included in the top 25 percentile of overall CalEnviroScreen scores.

CalEnviroScreen is a statewide analysis that identifies communities that are most affected by pollution and where people are especially vulnerable to pollution's effects. CalEnviroScreen uses environmental, health, and socioeconomic information available from state and federal government sources to produce scores for every census tract in the state. The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores.

The communities represented by census tracts in the highest 25 percentile of CalEnviroScreen scores are referred to as "Disadvantaged Communities" per California senate Bill 535 and are specifically targeted for investment of proceeds from the state's Cap-and-Trade Program. These investments are aimed at improving public health, quality of life and economic opportunity in California's most burdened communities, and at the same time, reducing pollution that causes climate change. The investments are authorized by the California Global Warming Solutions Act of 2006 (Assembly Bill 32, Nunez, 2016).

Figure 6-4 also shows Metro's Equity Focus Communities (EFC), which, based on the same criteria, identifies communities where concentrations of demographics are most aligned with opportunity gaps and lack of access to resources in Los Angeles County, specifically: low-income households; Black, Indigenous, and other People of Color (BIPOC) residents; and households with no access to a car. The Metro Equity Need Index (MENI) analysis includes five tiers of equity need (Very High Need, High Need, Moderate Need, Low Need, and Very Low Need). Within this index, only the top two tiers ("High Need" and "Very High Need") are designated as EFCs.

6.4 Primary Destinations

Figure 6-5 shows the locations of destinations within the 3-mile project corridor to which people may be traveling to from a transit station; or from their homes or jobs, enroute to a transit station. Mapped destinations are indicated as one of the following categories: colleges, universities, high schools and libraries; government facilities; shopping centers; cultural facilities; emergency facilities; and parks. Understanding the primary destinations surrounding the LPA stations will be an important consideration when wheel routes are prioritized.

6.5 Major Arterial Street Conditions

Primary paths to WSAB stations are typically on major arterial streets because stations are often located at or near a major intersection. In addition, regional wheel facilities are typically located on major arterial streets. Due to high traffic volumes and high vehicle speeds observed on arterial streets, they are not considered ideal routes for riding a bicycle, scooter or similar, unless the wheel facilities are protected or off-street.

Figure 6-6 shows that most major arterials have posted speeds of 35 or 40 miles per hour (mph), with 35 mph as the predominant posted speed west of the Los Angeles River and 40 mph east.

Figure 6-7 shows average daily traffic (ADT) on the same major arterial streets.

- Few arterial street segments have volumes below 10,000 ADT.
- Arterial street segments that have volumes below 20,000 ADT and four or more travel lanes may be candidates for lane reduction if wheel facilities are proposed on those street segments and lane reduction is needed to accommodate those facilities. Major arterials with volumes below 20,000 ADT and four or more travel lanes on which Class II or Class IV facilities are proposed include:
 - Central Avenue north of Florence Avenue
 - Santa Fe Avenue north of Firestone Boulevard
 - Atlantic Avenue between Firestone Boulevard and the 91 Freeway
 - Garfield Avenue between Florence Avenue and the 91 Freeway
 - Paramount Boulevard north of the 91 Freeway
 - Pioneer Boulevard
 - Carmenita Road
- In some cases, arterial street segments with volumes of 20,000 to 30,000 ADT and four travel lanes may also be viable candidates for lane reduction if lane reduction is needed to accommodate proposed wheel facilities, particularly if there are parallel arterials in close proximity.
- Arterial street segments with higher volumes may be candidates for lane reduction if lane reduction is needed to accommodate proposed wheel facilities, if they have more than four travel lanes.

Not all arterial streets are included in the ATSP database, and some collector streets (typically those without street names on Figure 6-6 and Figure 6-7) are included. Additional data will be collected as needed to preliminarily evaluate bikeway feasibility on other streets with four or more lanes.

The National Association of City Transportation Officials (NACTO) Contextual Guidance for Selecting All Ages & Abilities Bikeways indicates that protected bike lanes or off-street paths are appropriate for streets with ADT volumes greater than 6,000 and speeds greater than 25 miles per hour.

6.6 Bicycle-Vehicle Collisions

Figure 6-8 shows bicycle-vehicle collisions from 2016 through 2021 (six years) according to the ATSP database. These collisions represent 72 percent of the bicycle-vehicle collisions listed on SWITRs for the same period.

Collisions are concentrated in the area west of the A Line in Los Angeles City and County, both where there is high population density and where the arterial street grid is compressed.

Key takeaways to consider for FLM planning are that 83 percent of collisions occurred on arterial streets, and 43 percent of collisions occurred at intersections.

6.7 Existing Bikeways (Wheel Facilities)

Figure 6-9 maps the existing bicycle network, showing four types of wheel facilities. These wheel facilities are synonymous with bikeway classifications defined by Caltrans and used by local jurisdictions in their adopted active transportation plans. The four wheel facilities are defined as follows:

- **Class I paths** also known as shared-use paths, are facilities with exclusive right-of-way for wheels and pedestrians, away from the roadway and with cross flows by motor traffic minimized. Some systems provide separate pedestrian facilities.
- **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 travelling 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 included on the map in Figure 6-9 but will not be 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.



Class I path, Toronto, ON (Photo: P. Smith)



Class IV protected lane, Reseda, CA (Photo: P. Smith)



Class II striped lane, Los Angeles, CA (Photo: P. Smith)



Class III Wheel-Friendly Street, Portland, OR (miabirk.com)

There are 165.3 miles of bikeways within three miles of proposed WSAB stations. The distribution of these bikeways among bikeway classifications is as follows:

- 40.8 miles of Class I off-street paths primarily located along the Los Angeles River, Rio Hondo Channel, San Gabriel River, and Los Coyotes Creek. In addition, there are Class I paths along the WSAB right-of-way in Artesia, Bellflower and Paramount, on Carson Street in Carson, Southern Avenue in South Gate and on the DWP right-of-way between Broadway and Florence Avenue in Huntington Park.
- 3.6 miles of Class IV protected lanes, primarily on Orange Street in North Long Beach.
- 62.1 miles of Class II lanes, of which 3.4 miles are on one side of the street only. Existing Class II lanes are located primarily in the western half of Slauson Station/A Line station

area and in the Pioneer Station area, with additional locations in the southern portions of the Bellflower and Paramount/Rosecrans Station area (in the City of Long Beach).

- 21.9 miles of Class III routes on collector and local streets.
- 33.5 miles of Class III routes on arterial streets.

6.8 Bikeways Proposed on Local Plans

Figure 6-10 maps proposed bikeways shown on local and regional plans. Local plans typically include a preliminary evaluation of feasibility—in particular, whether there is adequate roadway width, whether a lane reduction is required and, if so, whether traffic volumes would allow for that reduction.

The regional plans included are the 2016 Gateway COG Strategic Transportation Plan (STP) Active Transportation Element, 2009 OTCA Commuter Bicycle Strategic Plan, 2012 LA County Transit Oriented Districts Access Study Appendix, and 2006 Metro Bicycle Transportation Strategic Plan. Some of the routes identified in regional plans align with routes shown on local plans, however, the majority do not. In particular, the Gateway COG STP shows 87.7 miles of routes on arterial streets within three miles of proposed WSAB stations that are listed as either Class III or Class II and do not overlap with locally proposed routes. These routes are shown in Figure 6-10 as Class III on arterial streets since they have not been vetted with respect to feasibility to the degree that those shown on local plans have been.

There are 513.7 miles of proposed bikeways within three miles of proposed WSAB stations. The proposed routes are distributed among bikeway classifications are as follows:

- 49.1 miles of Class I off-street paths.
- 36.5 miles of Class IV protected lanes.
- 146 miles of Class II lanes.
- 162.2 miles of Class III routes on collector and local streets.
- 32.2 miles of Class III routes on arterial streets.
- 119.9 miles of Class III or Class II routes on arterial streets (the latter are those shown in the Gateway COG STP).

6.9 Bikeways Proposed on Regional Plans

Figure 6-11 maps bikeways, both existing and proposed, that the Metro ATSP identifies as part of the regional network. Metro’s ATSP prioritizes street segments from High to Low Priority, as shown in Figure 6-11, based on the following criteria:

Equity: Serve communities with the highest needs that have historically lacked investments.

Safety: Serve high-injury locations by creating low-stress, high-quality facilities for safe walking, biking, and rolling.

Connectivity/Accessibility: Ensure that future active transportation projects connect to transit, job centers and the parks.

Sustainability: Address climate change by improving active transportation options and transit access for the most polluted communities.

Feasibility: Advance pedestrian and biking projects that are ready to build.

Community Support: Implement pedestrian and biking projects that are supported by local community members.

In developing the FLM Network, opportunities for connections to Metro’s regional network will be evaluated.

6.10 Wheel Network Shown in the TODSIP

The 2017 Transit Oriented District Strategic Implementation Plan (TODSIP) for the WSAB corridor included a wheel network. That network included existing and locally proposed bikeways as of 2016, as well as other potential wheel facilities need to connect those facilities to WSAB stations. The TODSIP did not map the entire 3-mile radius FLM corridor; it focused on those jurisdictions that were part of the WSAB Technical Advisory Committee, which constituted about 60 percent of the three-mile radius FLM corridor. Since 2016, jurisdictions that did not have bicycle or active transportation plans at that time have since adopted plans or have updated existing plans. Thus, the proposed bikeway network shown in Figure 6-10 is more robust than the locally proposed network in the TODSIP. The TODSIP did not map bikeways shown on regional plans separately or focus specifically on connecting to a regional network. The TODSIP did not prioritize wheel facilities as the FLM process will do.

6.11 TODSIP Pedestrian Improvements

Because the TODSIP was primarily about development around the future WSAB transit stations, it focused on pedestrian improvements that local jurisdictions could adopt as development standards or could implement in conjunction with adjacent development, including sidewalk widening through dedications, easements or setbacks; street tree planting; street lighting; and controlled crossings at major intersections. It did not document specific improvements by location or prioritize those improvements as the FLM process will do.

6.12 Tree Canopy Cover

Figure 6-12 shows tree canopy cover in 2018 as mapped by the United State Forest Service (USFS) Pacific Southwest Region in its urban tree canopy GIS database. At the 3-mile radius corridor scale, the data shows that most residential areas have more tree canopy cover than industrial areas, commercial areas and arterial streets.

Figure 6-1. Population Density

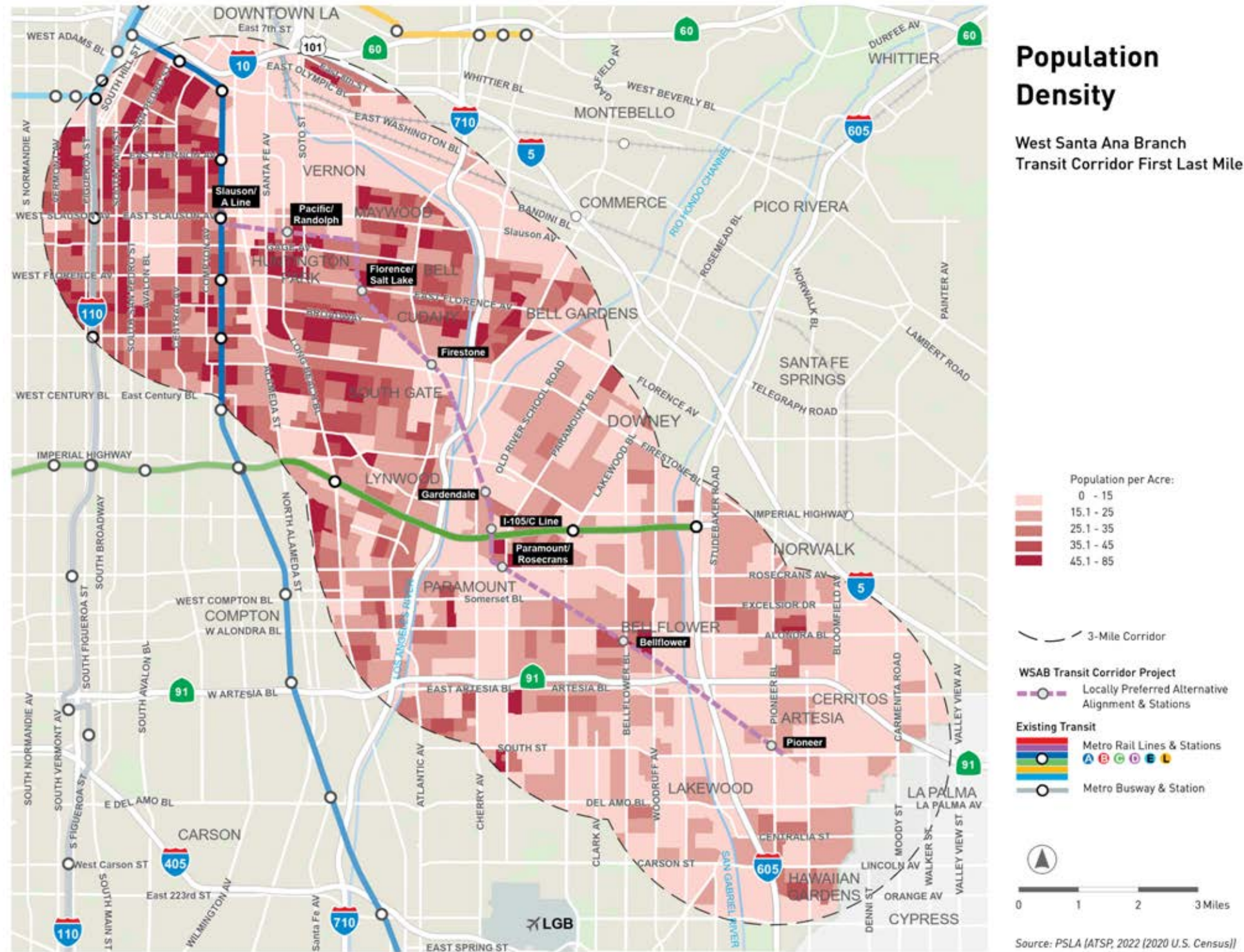


Figure 6-2. Employment Density

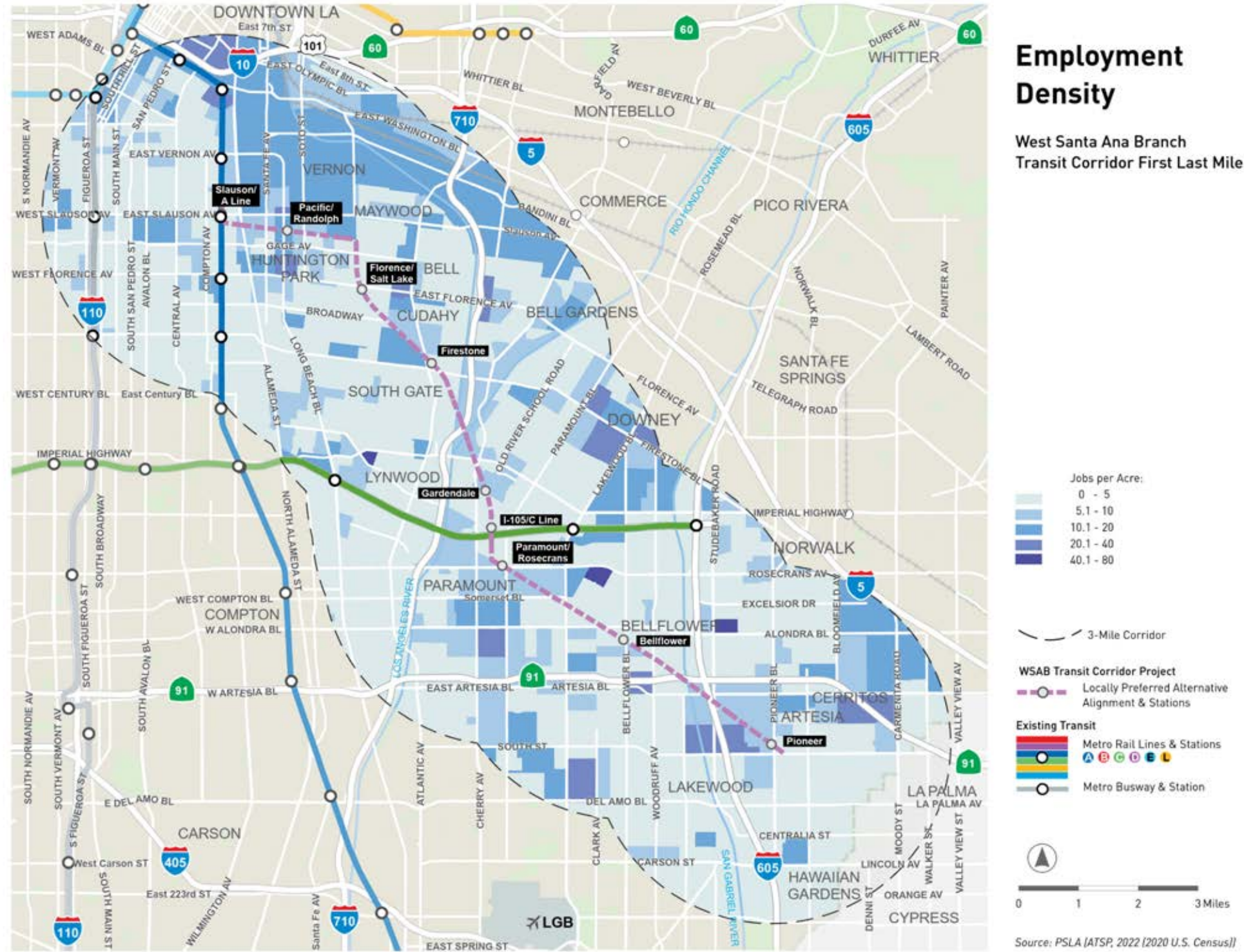


Figure 6-3. Population and Job Density

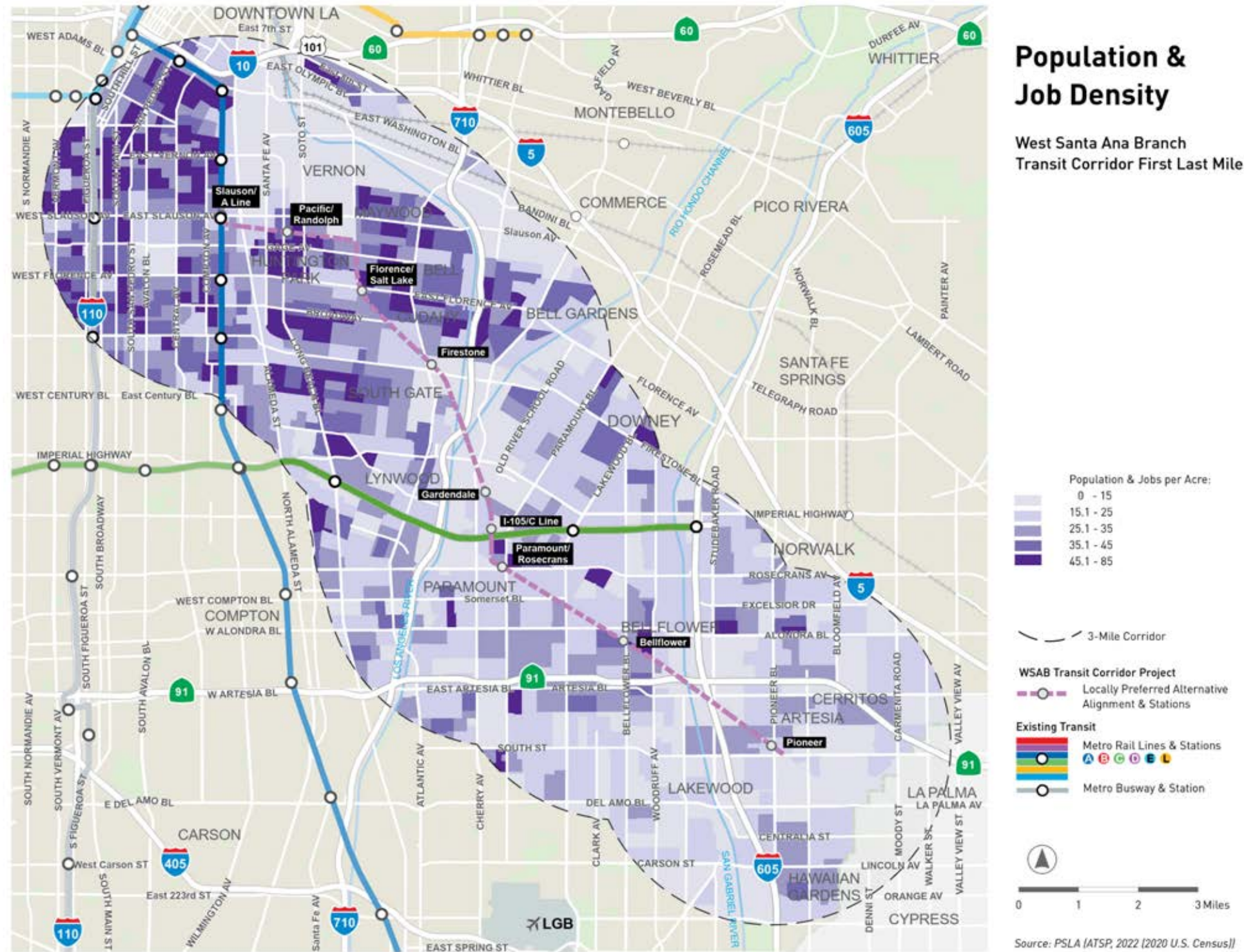


Figure 6-4. Equity Indices

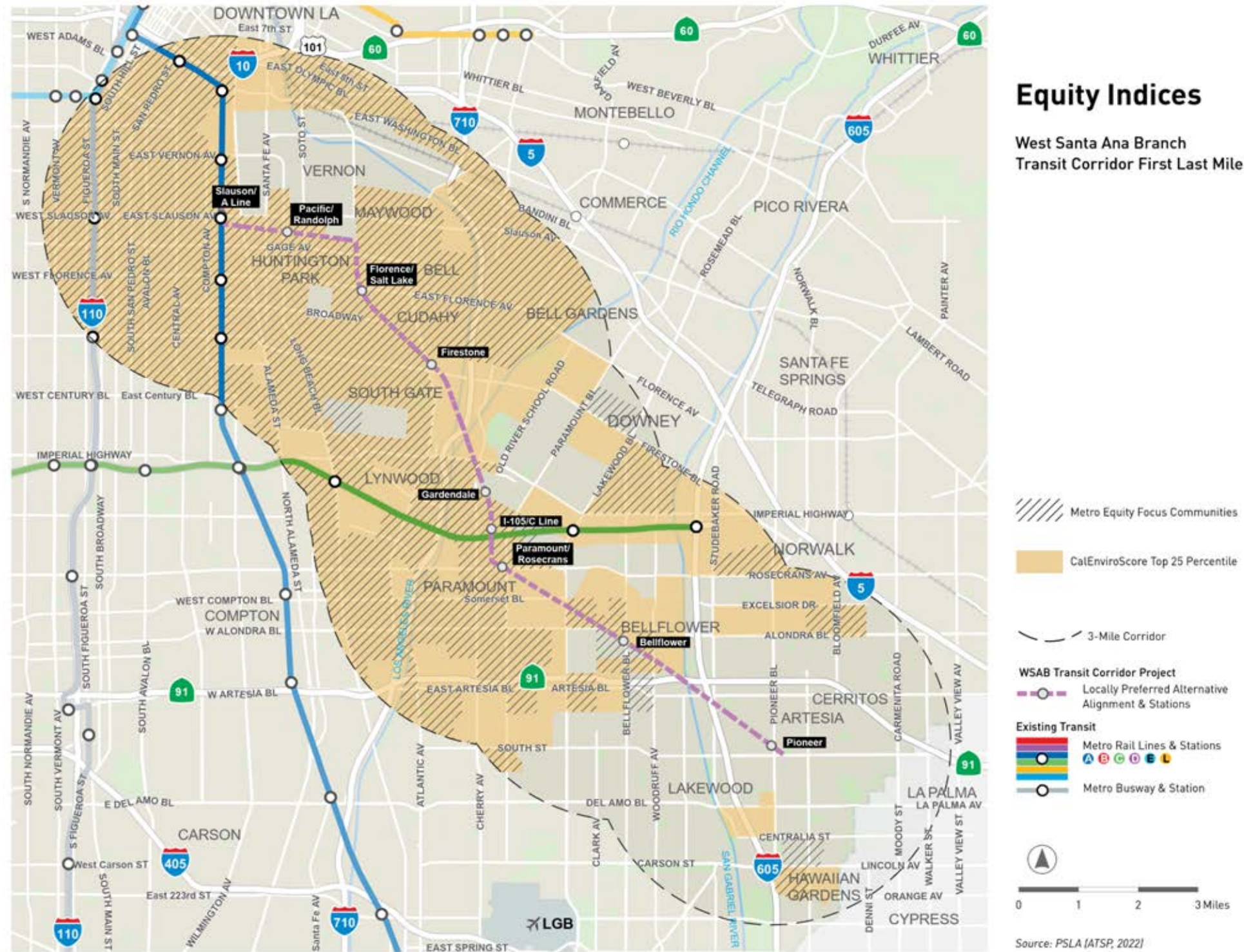


Figure 6-5. Primary Destinations

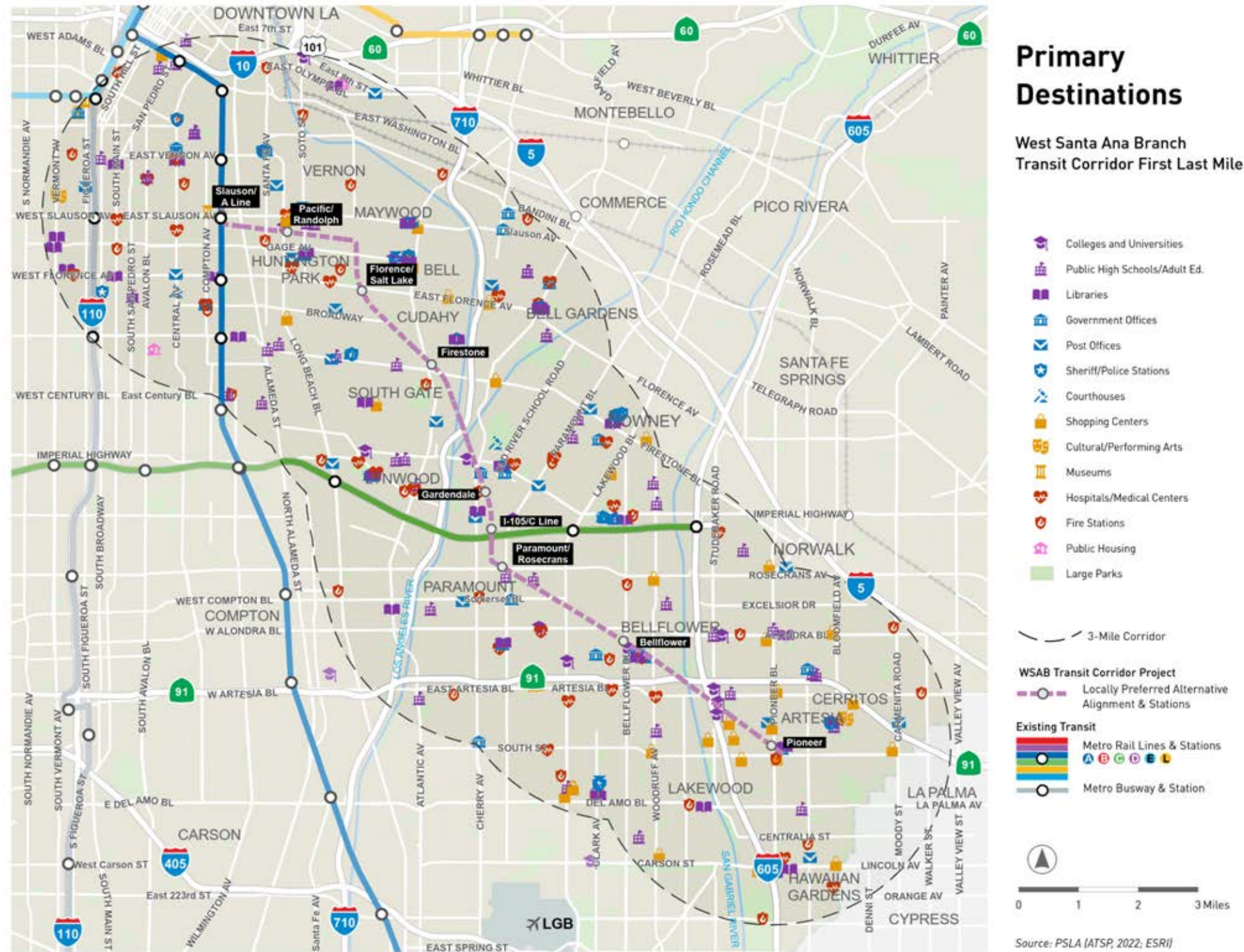


Figure 6-6. Posted Speed Limits – Major Arterials

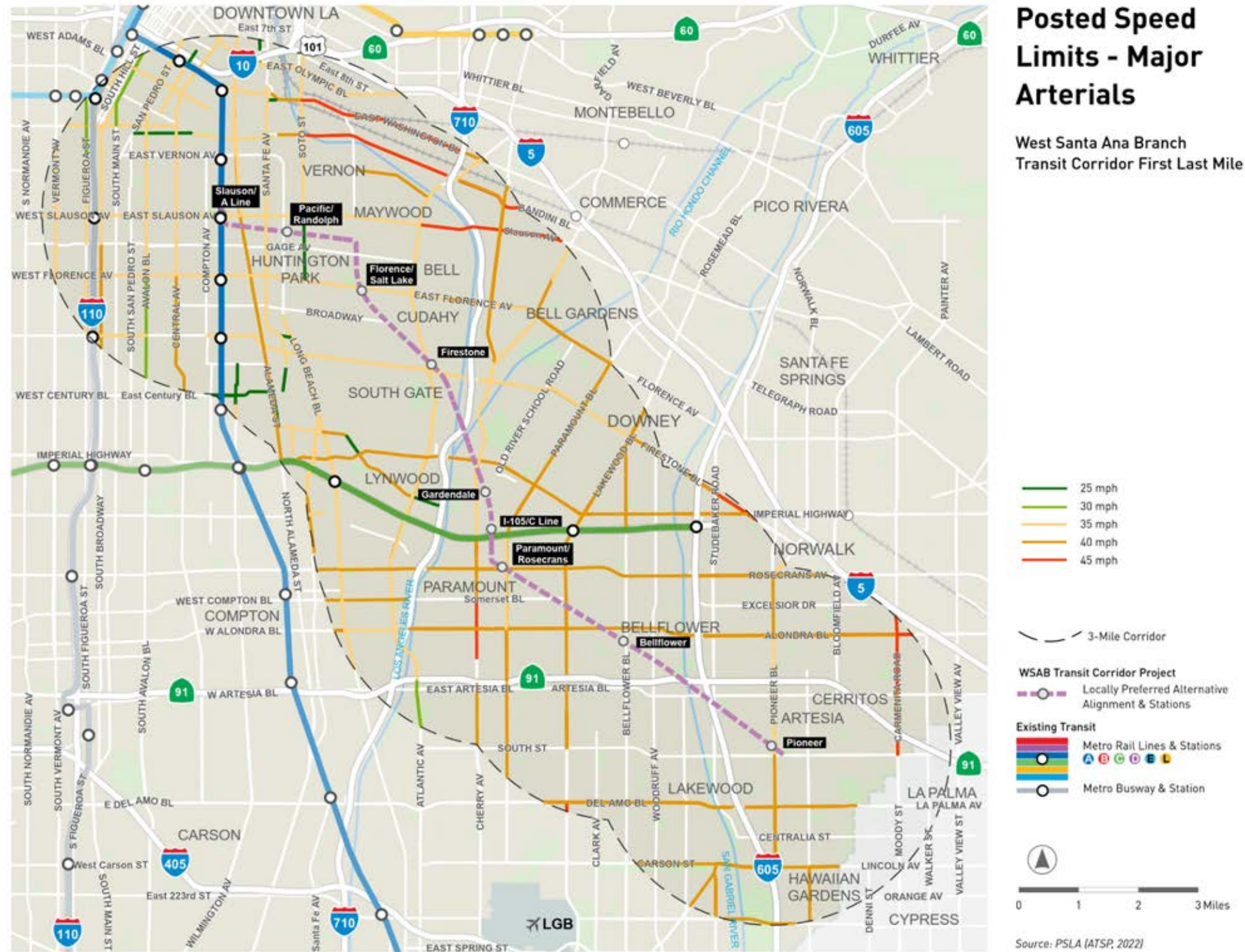


Figure 6-7. Average Daily Traffic – Major Arterials

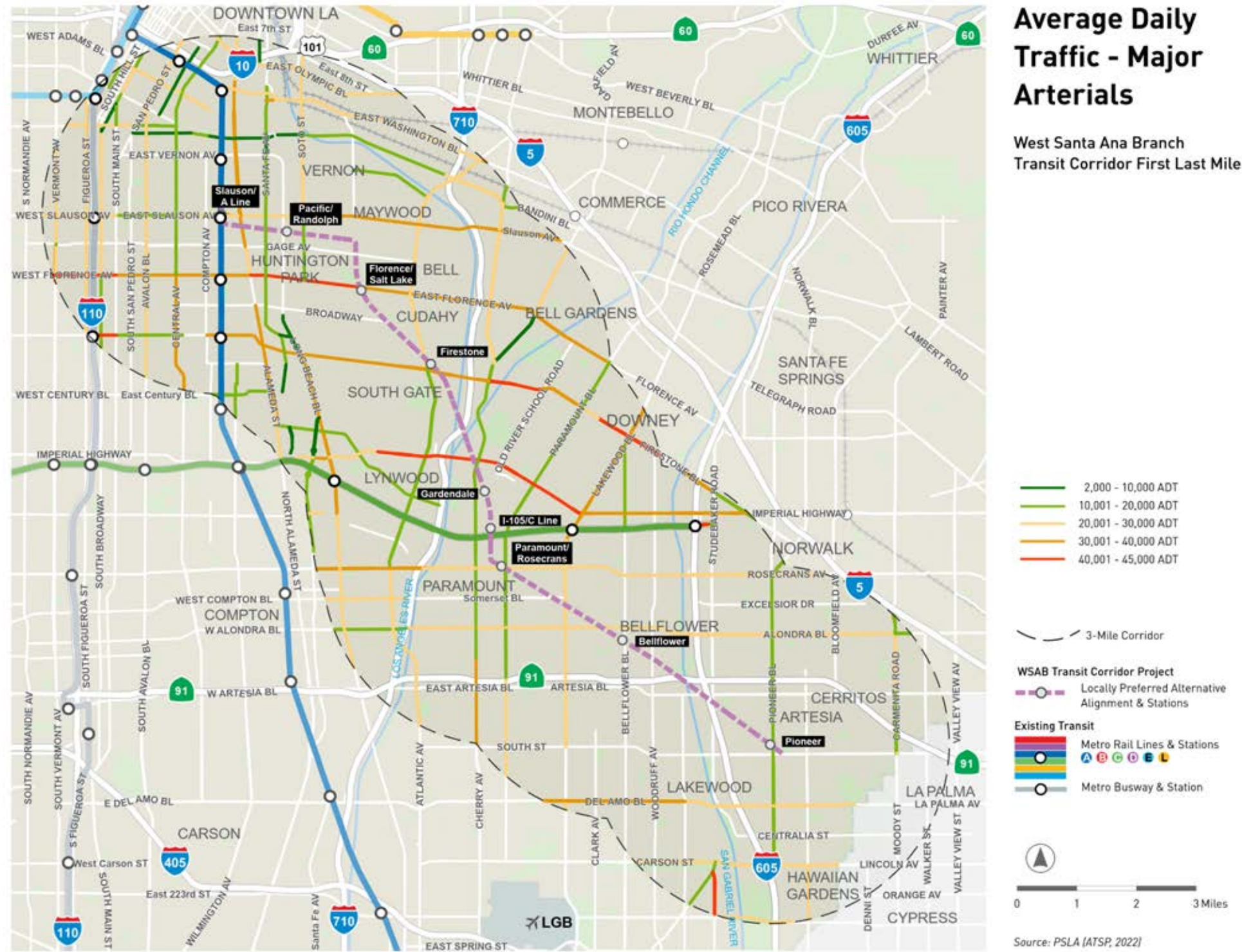


Figure 6-8. Bicycle/Vehicle Collisions

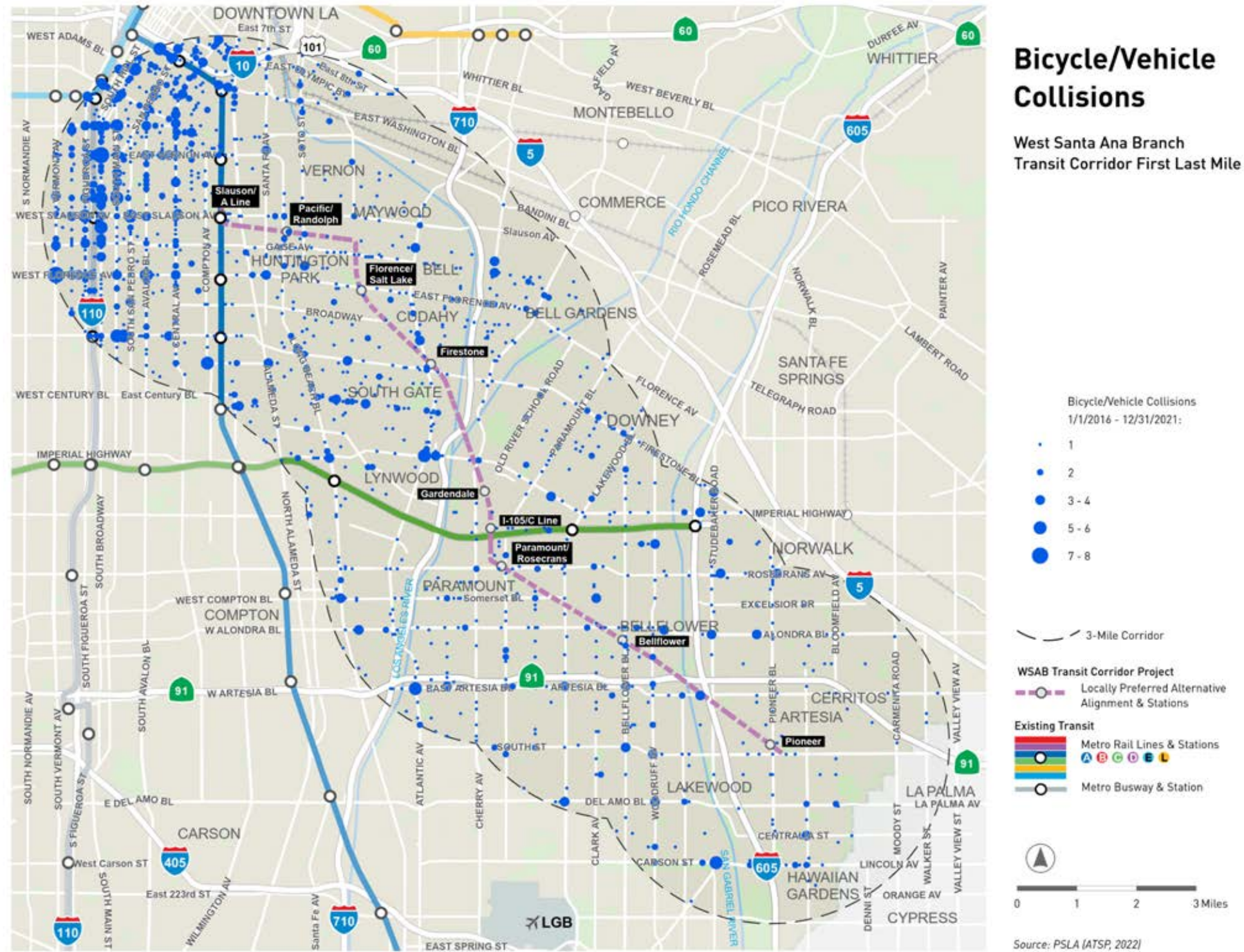


Figure 6-9. Existing Bikeways

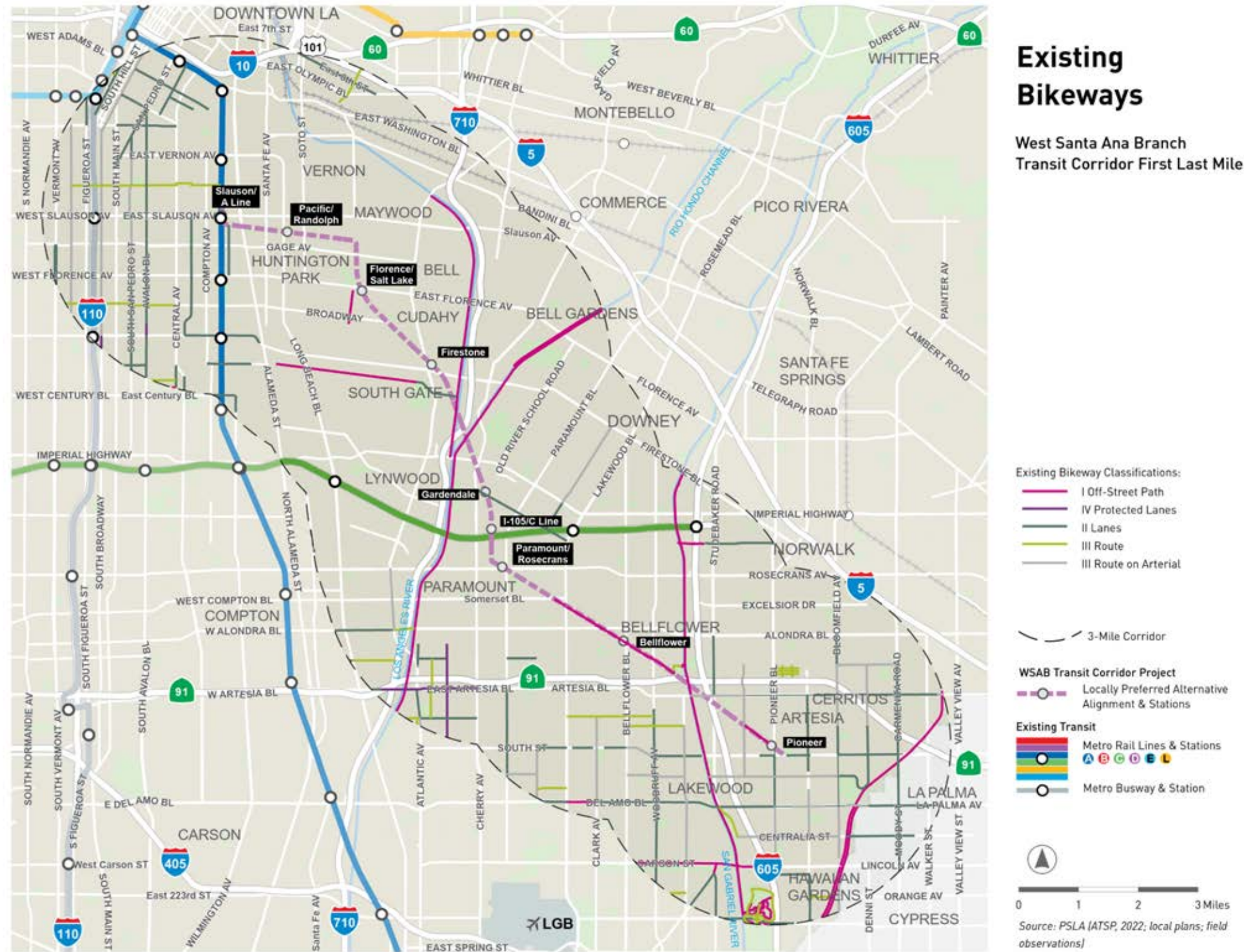


Figure 6-10. Proposed Bikeways

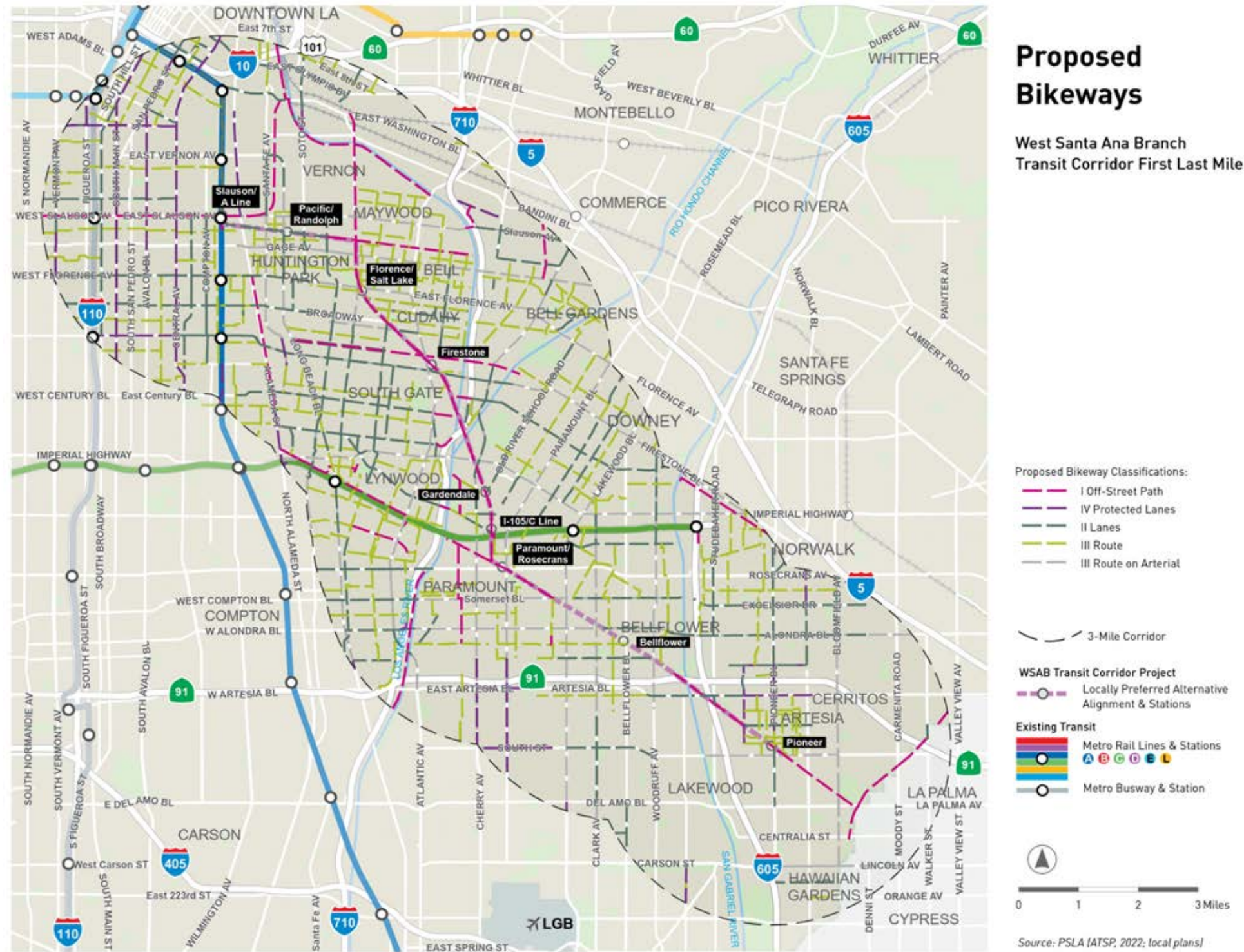


Figure 6-11. Metro Regional Bikeway Network

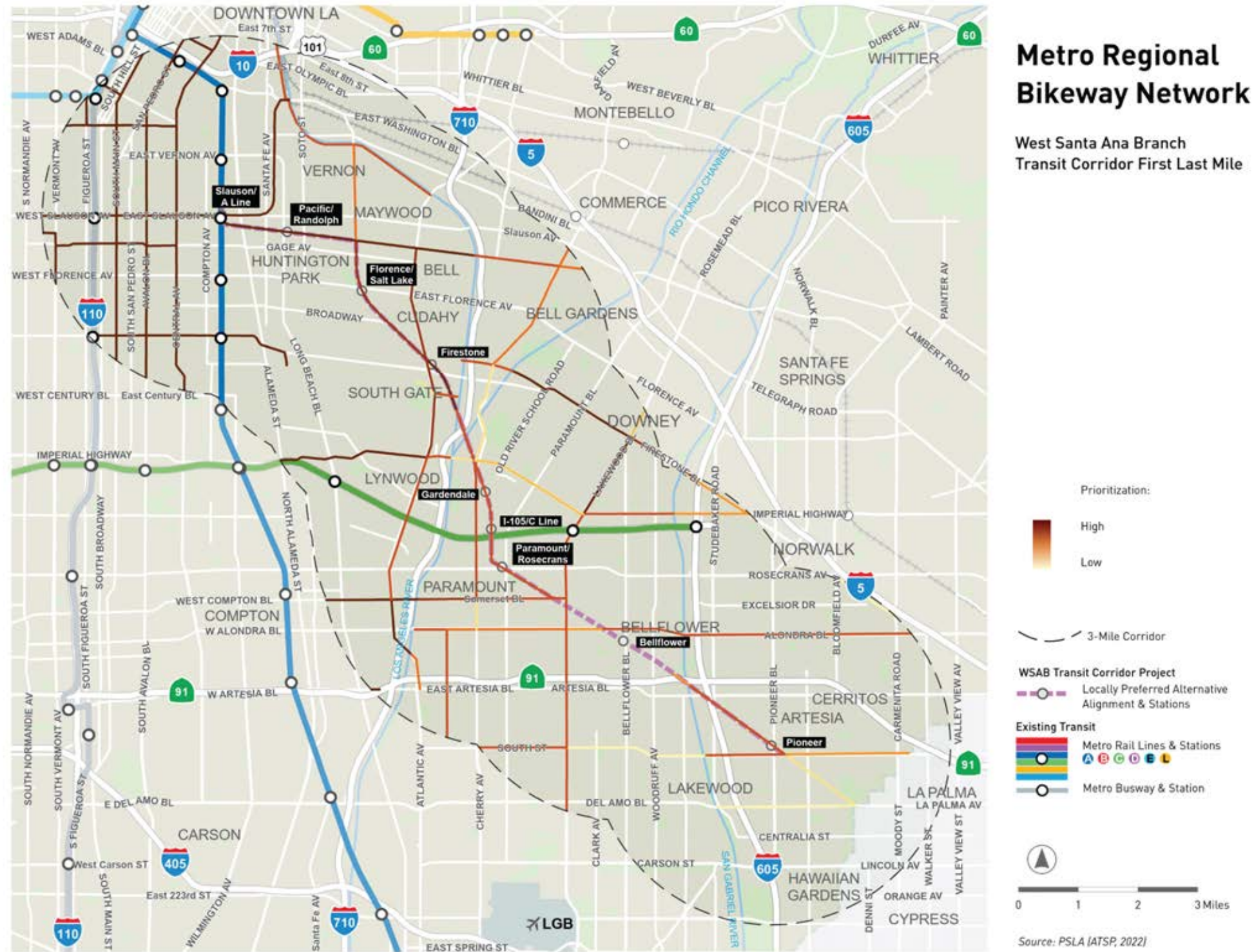
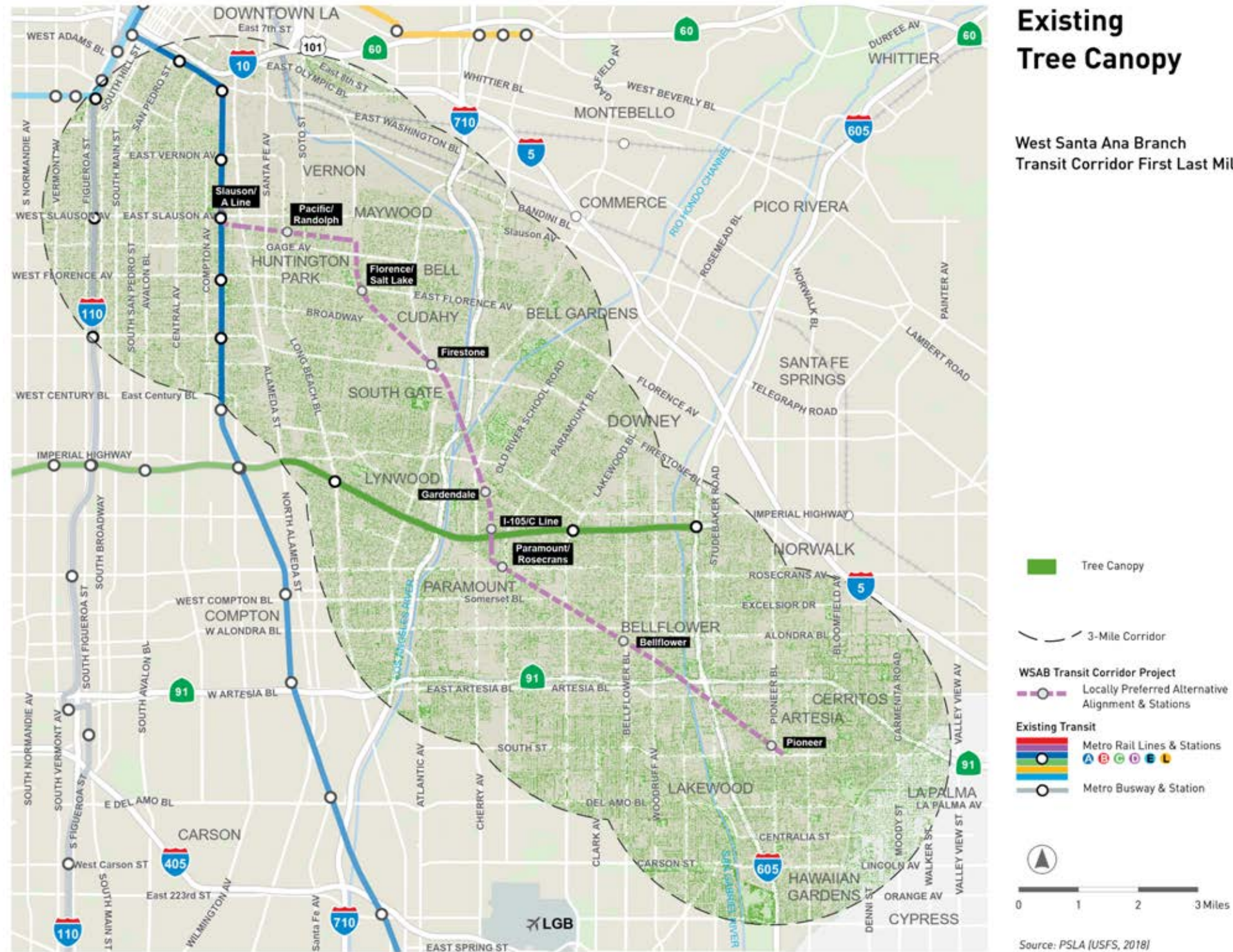


Figure 6-12. Existing Tree Canopy



6.13 Half-Mile Walk Zone Analysis

The existing conditions analysis at the half-mile study area provides critical context for identifying potential pedestrian and wheel projects that enhance safety and station connectivity. Data collected at this scale will inform the project's subsequent phases, such as identifying each station's pathway network. The pathway network will inform future community engagement activities, including the walk audit process—which will provide the consultant team with necessary context to help determine potential FLM projects. Data analysis was performed for the following 9 stations along the WSAB LPA, listed by location from north to south:

- Slauson A Line Station
- Pacific/Randolph Station
- Florence/Salt Lake Station
- Firestone Station
- Gardendale Station
- I-105/C Line Station
- Paramount/Rosecrans Station
- Bellflower Station
- Pioneer Station

The following is a list of all data compiled for each station:

- Half-mile Study Area (which identifies major destinations)
- Bike/Auto Collisions
- Pedestrian/Auto Collisions
- Population Density
- Employment Density
- Existing Wheel Facilities
- Proposed Wheel Facilities
- General Plan Land Use
- Existing Tree Canopy
- Posted Speed Limit on Major Arterials
- Equity Focused Communities (EFC)

See Appendix B for the Half-Mile Study Area analysis maps.

6.14 Half-Mile Walk Zone Analysis Findings

Bike/Auto Collisions

Slauson/A Line, Pacific Randolph and Firestone all have the most pedestrian and bicycle collisions spread evenly throughout the station area. While data for stations like Paramount/Rosecrans, Bellflower, and Firestone shows that intersections, particularly close to station entrances, boast high numbers of fatal accidents. The collision data should be a particular focus for wheel access proposals in the half mile area for those stations with high population and employment density (noted below).

Pedestrian/Auto Collisions

Data for Pacific/Randolph depicts a grim picture of pedestrian/auto collisions, with more than five fatal collisions at no less than four major intersections. Making this station unfriendly to

pedestrians and in need of safety features and traffic calming measures. Florence/Salt Lake, and Paramount/Rosecrans both have many fatal crashes at intersections either directly near or a few blocks away from proposed station entrances. The collision data should be a particular focus for walk access proposals in the half mile area for those stations with high population and employment density (noted below).

Population Density

The most densely populated half-mile station areas are in the northern portion of the corridor at Slauson/A Line, Pacific/Randolph, Florence/Salt Lake, with notable populations in portions of Paramount/Rosecrans, Bellflower and I-105/C Line (reflecting unusual land use patterns). Firestone, Gardendale and Pioneer stations have lower population density which is not surprising given the pattern of more suburban development in the southern portion of the corridor. The I-105/C Line station will need to address access issues given the population density, I-105 freeway barrier, need for pedestrian bridge(s) and goal for creating a seamless transfer experience—despite platform location constraints inherent to this segment of Metro’s ROW.

Employment Density

Employment density is highest in urban commercial areas like downtown Huntington Park and select employment centers; and lowest in suburban residential and manufacturing/industrial land use areas. Half-mile station access to employment hubs will be an important consideration at Huntington Park, Firestone and Pioneer stations.

Existing Wheel Facilities

Existing wheel facilities are few and far between, with only Pioneer, having more than two types of facilities within the half-mile station area. Slauson/A Line and Gardendale stations each have one Class II bicycle lane. Florence/Salt Lake and Bellflower stations have one Class I shared use/off-street path.

Proposed Wheel Facilities

Proposed wheel facilities indicate facilities shown on local and regional plans. All stations offer five or more proposed facilities. It will be up to the consultant team to evaluate the feasibility of those considering the 3-mile project area and connections to regional destinations.

General Plan Land Use

General plan land use depicts how the station area is zoned, but not how land around the station may be used today. This data shows that five station areas: Florence/Salt Lake, Gardendale, I -105/C Line, Bellflower, and Pioneer are predominately residential. In addition, Firestone station is predominately mixed-use/industrial/other, while the rest show a balanced mix of residential, commercial, mixed-use, and industrial uses.

Existing Tree Canopy

All 9 WSAB stations would benefit from an increased tree canopy along major arterials to provide more consistent and reliable shade for pedestrians on sidewalks. The issue of shade along the major arterials (typically identified as primary pathways through the FLM process) will only become dire as average daytime temperatures continue to climb for more days of the year.

Posted Speed Limit

Posted roadway speed indicates how fast vehicles travel around station areas, but field observations tell a different story. During the walk audit phase of the process, the consultant team and community members will be able to observe real-world conditions, experience speeds on adjacent roadways, and respond with proposed improvements to mitigate speeding vehicles.

Equity-Focused Communities

Under the high need to very high need EFC index, six stations fall entirely or three-quarters of the way within those categories. Less than half the station area for Gardendale and Paramount/Rosecrans fall within the EFC index. In contrast, one station, Pioneer, does not fall within the index.

7 NEXT STEPS

This summary report concludes the Existing Conditions analysis task of the WSAB FLM planning process. Next, the consultant team will collaborate with Metro's outreach consultant and community-based organizations to conduct outreach and meetings with 16 jurisdictions along the LPA. This process will commence in Spring 2023 with a series of technical walk audits, focused within each station's half-mile walk zone. Participants engaged in the walk audit process will help identify barriers, strengths, and opportunities relating to access and connectivity. The FLM planning team will then use walk audit findings to help determine the draft and final FLM project lists.

Stakeholder Walk Audits

Following initial technical analysis, Metro will partner with local communities and stakeholders to develop a set of community-supported improvements along key pathways to Metro stations and bus stops.

Supporting Outreach Events

The analysis findings presented in this report will be summarized into presentation slides to provide an overview of the WSAB FLM Existing Conditions. This presentation will include analysis maps to help illustrate key findings relating to FLM access issues and conditions unique to the 9 LPA stations along the WSAB corridor.

The WSAB FLM Existing Conditions could be presented at the following types of outreach events:

- Elected official briefings
- City staff updates
- Technical Advisory Committee updates
- Walk audit orientations or trainings
- Community stakeholder briefings, updates or workshops

Cross-Checking FLM Project Lists

After the walk audits have been conducted and each station's primary and secondary pathways have been established, the FLM planning team will identify the nexus between the Existing Conditions Report findings and potential projects being considered. This exercise will help bridge the team's understanding of existing conditions (especially relating to access barriers, challenges and safety issues) and the improvements needed to directly address them, to assure the WSAB FLM Plan responds to the access needs of Metro's customers along the LPA corridor.

APPENDIX A PATHWAY NETWORK APPROACH

See attachment on next page.

PATHWAY NETWORK DISCUSSION

Approach

- Use connectivity and the top three or four Existing Conditions findings as the guiding themes for the FLM process along the entire alignment
 - For example, as part of the justification for the final prioritized improvements, they must improve or combat the themes
- Incorporate the guiding themes into the prioritization process
- Highlight and present the guiding themes and supporting data within the station materials and presentations as an explanation for the foundation of the process.

Key Findings

Half-Mile

- No less than six (6) stations are densely populated with serious pedestrian/auto and bicycle/auto collisions. Therefore, the collision data should be a particular focus for walk and wheel access proposals in the half-mile area.
 - The pathway network should also consider daily/local commutes to major destinations within the half-mile. Addressing safety enhancements to major destinations, as well as the proposed station, will improve transit access.
- I-105 Cline station will need particular attention to address access issues given the population density, the I-105 freeway barrier, the need for a pedestrian bridge(s), and goals for creating a seamless transfer experience.
 - The pathway network should consider the unique constraints of the I-105 freeway and the WSAB ROW that divide the station area into quadrants. The technical team's process for identifying the primary and secondary pathways will require a creative approach that supports access to a critical transfer station for the entire station area.
- No less than six (6) stations are categorized as Equity-Focused Communities and included in the top 25 percent of the overall CalEnvironScreen scores.
 - The pathway network should consider connectivity and the impacts of climate change and pollution on low-income communities of color so that the prioritized improvements positively impact these issues.

West Santa Ana Transit Corridor Project
First/Last Mile Planning Existing Conditions Report
Pathway Network Approach
June 2023

Three-Mile

- Currently, wheel access to WSAB station locations is extremely limited. The only existing wheel facilities that connect to stations are the WSAB multi-use paths in the Pioneer and Bellflower station areas and those are not connected to any other wheel facilities.
 - The wheel network should focus on creating direct connections to all stations, which, in turn, connect to both regional and local wheel facilities in the three-mile corridor.
- Population and job density, along with traffic volumes and bicycle/vehicle collisions are significantly higher in the northern half of the corridor.
 - The wheel network should focus on providing access to areas with higher population and job density, as well as to major destinations.
 - The wheel network should focus on improving wheel safety where collisions are higher.
- The majority of the three-mile corridor north of the Bellflower station is in the CalEnvironScreen top 25 Percentile and classified by Metro as Equity Focus Communities.
 - The wheel network should give particular attention providing wheel access to these communities.
- Traffic speeds and volumes on major arterial street are high, making bicycling and other wheeling unsafe. At the same time, Metro’s Regional Bikeway Network is located on major arterial streets
 - The wheel network should explore Class IV wheel facilities in order to provide safe wheel access.
 - Where it is not feasible to provide Class IV wheel facilities on major arterial streets, parallel secondary arterial or collector streets should be considered as safer alternatives.

Major Destinations

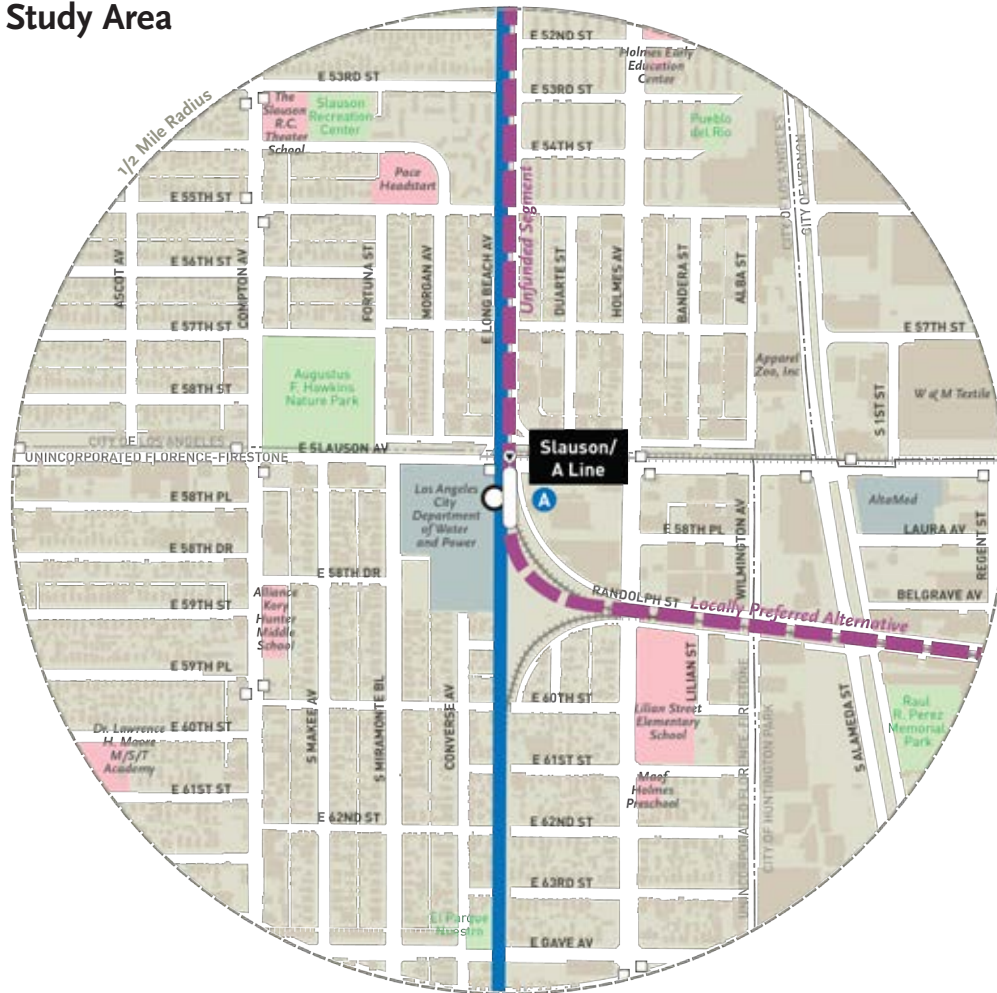
- Major civic destinations in the three-mile corridor include Cerritos Community College, ELAC South Gate Campus, regional parks, and multiple high schools, civic centers, parks and libraries in every jurisdiction.
 - Both the half-mile pathway network and the three-mile wheel network should connect to the above destinations where possible.
- Each of the communities served by the WSAB TC has a “Main Street” or downtown shopping district. In addition, there are several regional shopping centers in the corridor.
 - Both the half-mile pathway network and the three-mile wheel network should connect to the above destinations where possible.







APPENDIX B HALF-MILE STUDY AREA MAPS – BY STATION

See attachment on next page.

Slauson/A Line

Half-Mile Study Area



-  Proposed Metro Station and Entrances
-  Proposed WSAB Alignment
-  Existing Metro A Line Slauson Station
-  Existing Rail Tracks
-  City Boundary
-  Existing Bus Stop

Source: Cityworks Design (LA Metro)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Slauson/A Line

Bike/Auto Collisions



Number of Fatal and/or Severe Collisions
(01/01/2016 - 12/31/2021)

- 1
- 2

- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- Existing Metro A Line Slauson Station
- Existing Rail Tracks
- City Boundary
- Existing Bus Stop

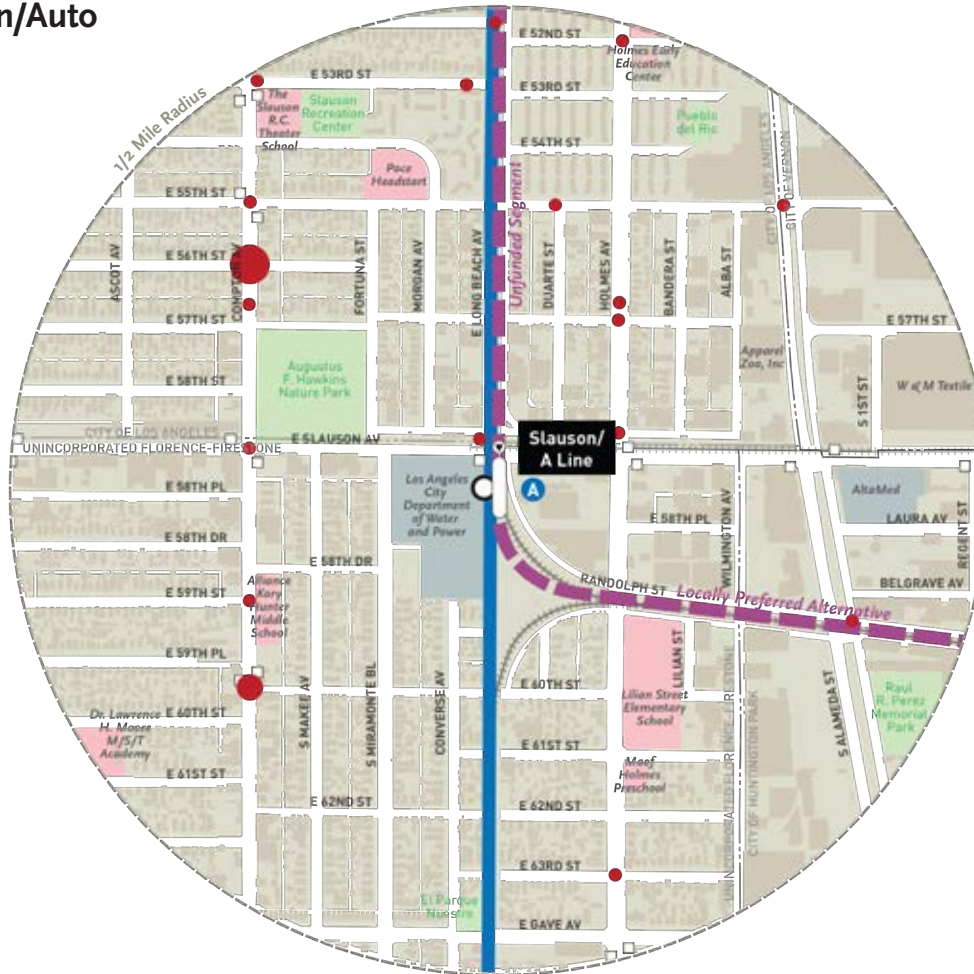
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Slauson/A Line

Pedestrian/Auto Collisions



N

Number of Fatal and/or Severe Collisions
(01/01/2016 - 12/31/2021)

- 1
- 2
- 3 - 4

- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- Existing Metro A Line Slauson Station
- Existing Rail Tracks
- City Boundary
- Existing Bus Stop

Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Slauson/A Line

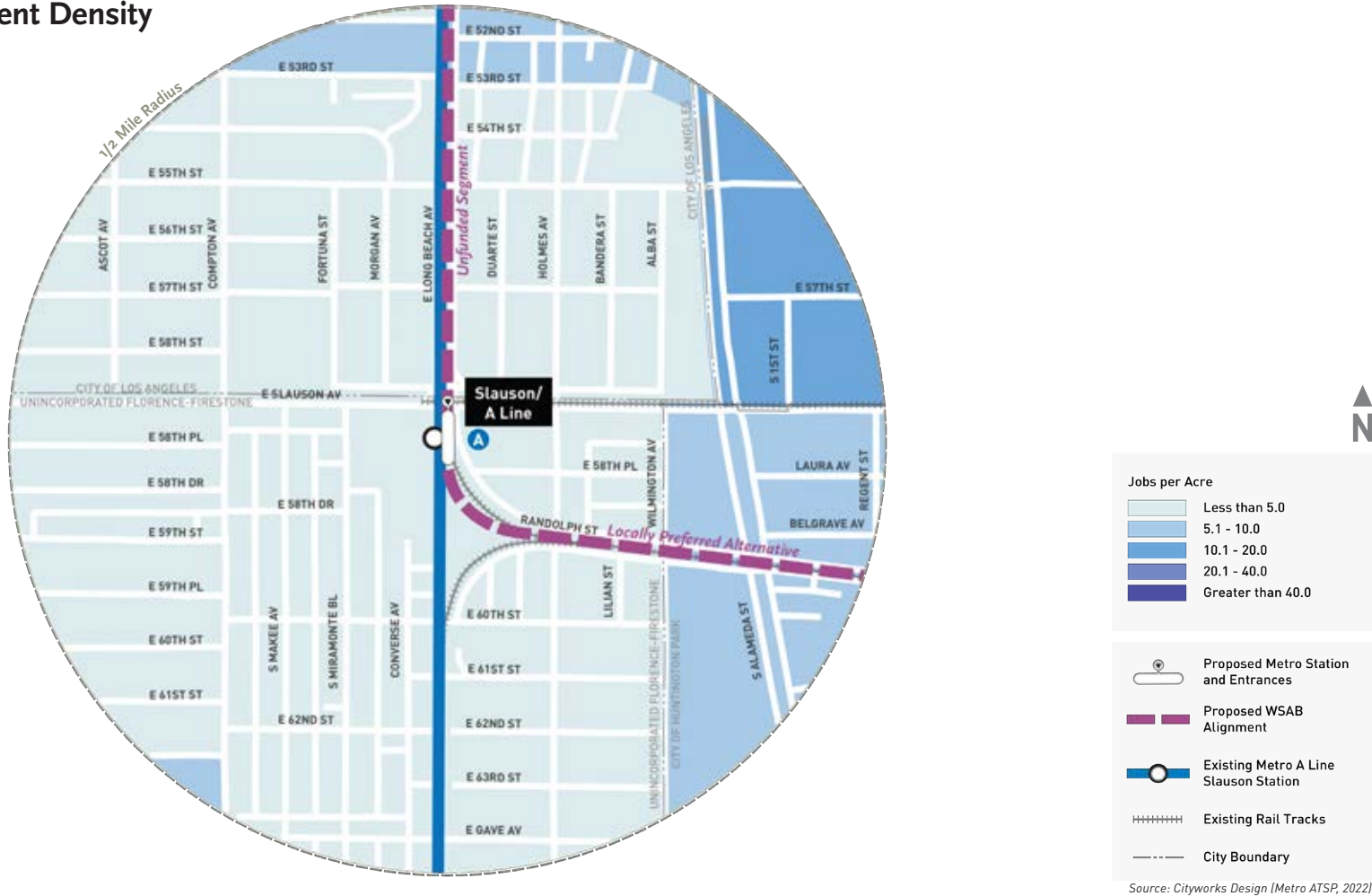
Population Density



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Slauson/A Line

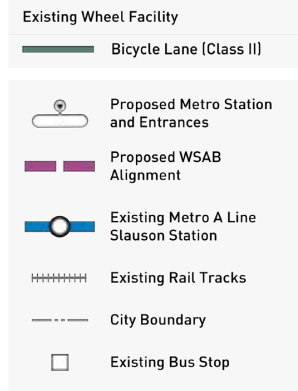
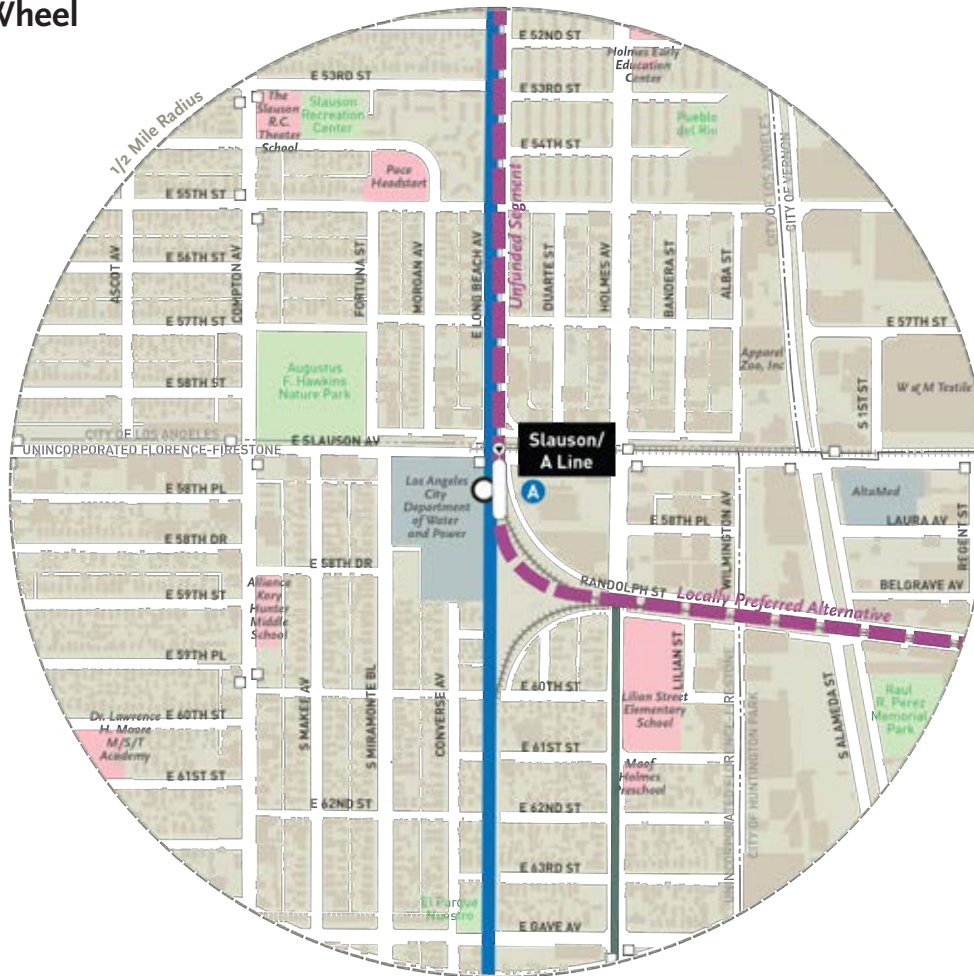
Employment Density



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Slauson/A Line

Existing Wheel Facilities



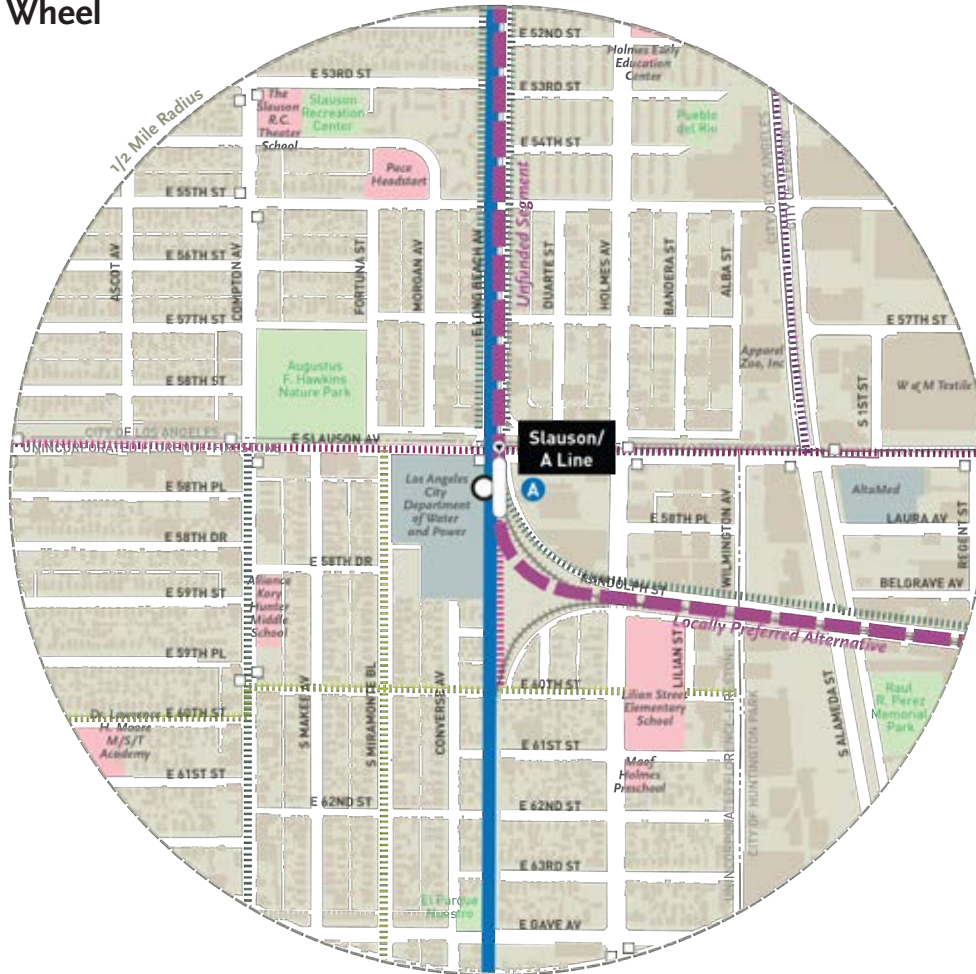
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Slauson/A Line

Proposed Wheel Facilities



Proposed Wheel Facility

- Shared Use/Off-Street Path (Class I)
- Protected Bicycle Lane (Class IV)
- Bicycle Lane (Class II)
- Bicycle-Friendly Street (Class III)

Proposed Metro Station and Entrances

- Proposed Metro Station and Entrances

Proposed WSAB Alignment

- Proposed WSAB Alignment

Existing Metro A Line Slauson Station

- Existing Metro A Line Slauson Station

Existing Rail Tracks

- Existing Rail Tracks

City Boundary

- City Boundary

Existing Bus Stop

- Existing Bus Stop

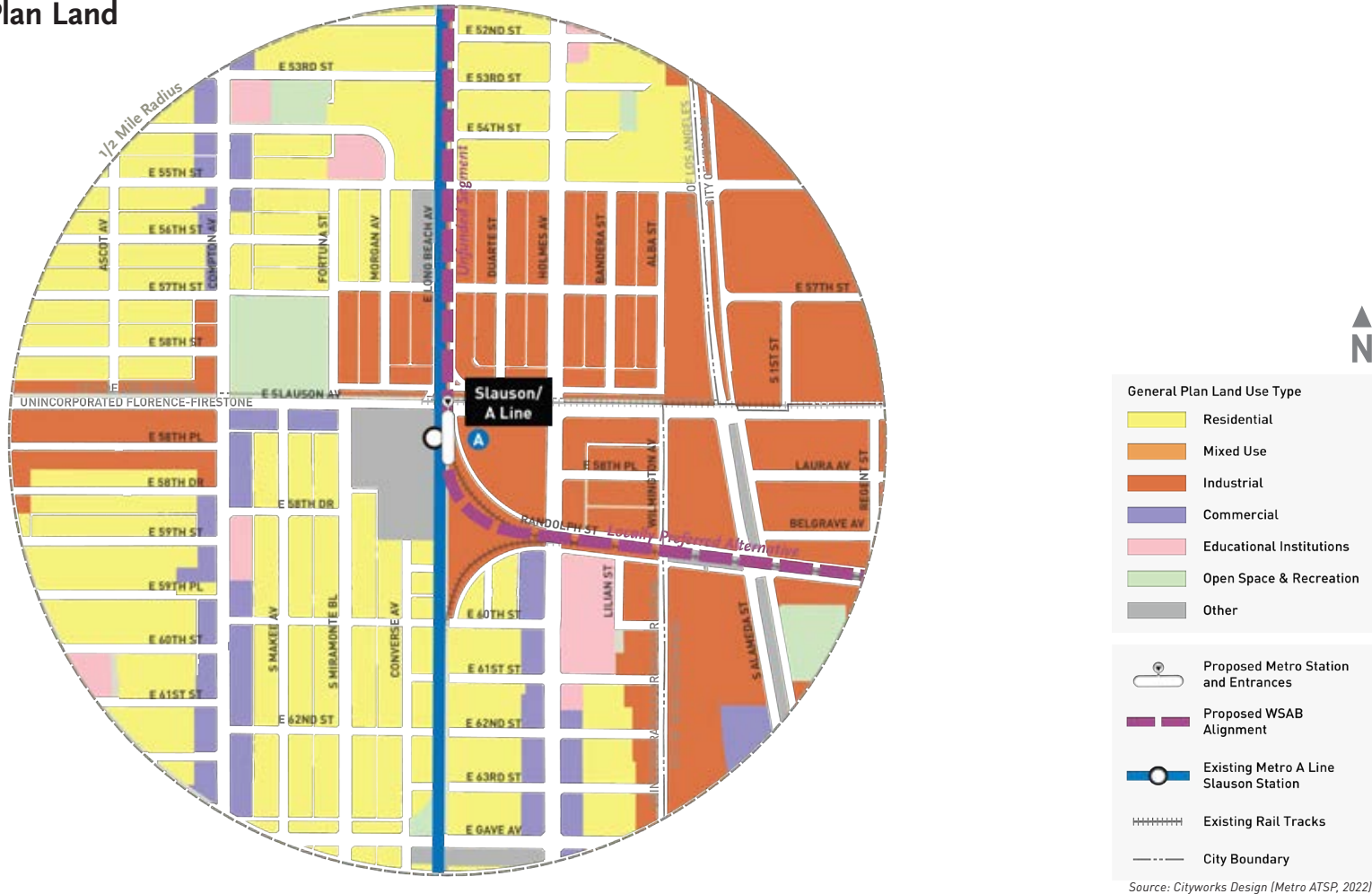
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Slauson/A Line

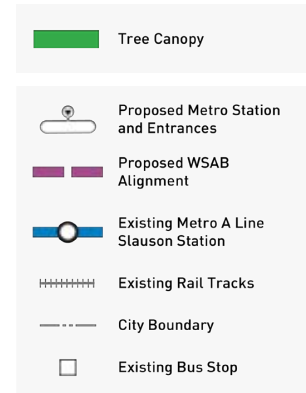
General Plan Land Use



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Slauson/A Line

Existing Tree Canopy



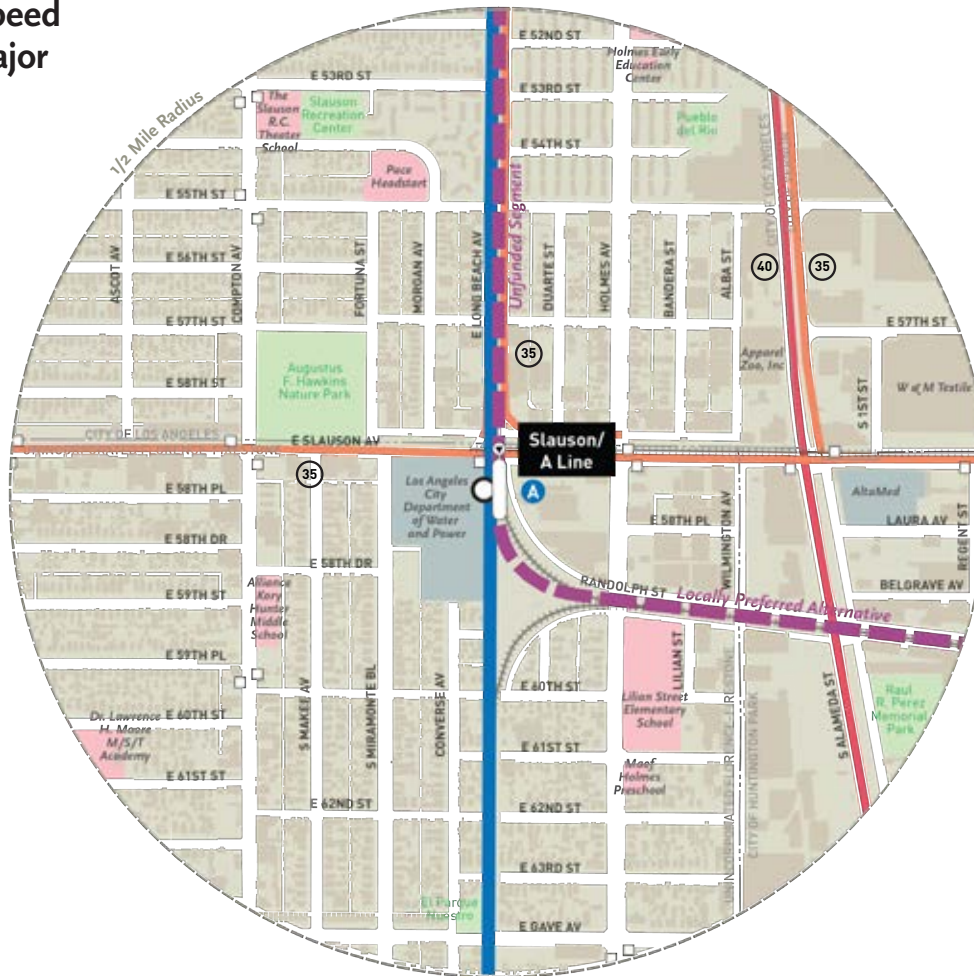
Source: US Forest Service, 2018



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Slauson/A Line

Posted Speed Limit - Major Arterials



Posted Speed Limit

- 25 mph
- 30 mph
- 35 mph
- 40 mph
- 45 mph

Proposed Metro Station and Entrances

Proposed WSAB Alignment

Existing Metro A Line Slauson Station

Existing Rail Tracks

City Boundary

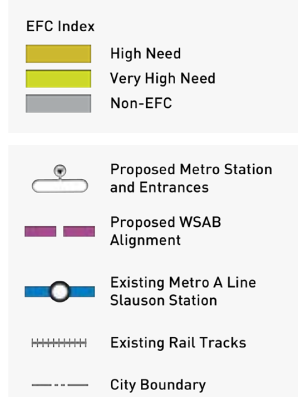
Existing Bus Stop



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Slauson/A Line

Equity Focused Communities (EFC)



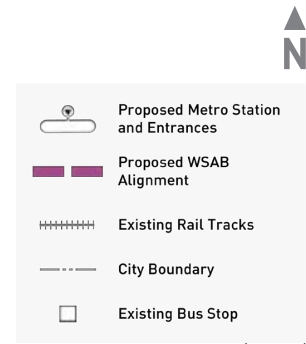
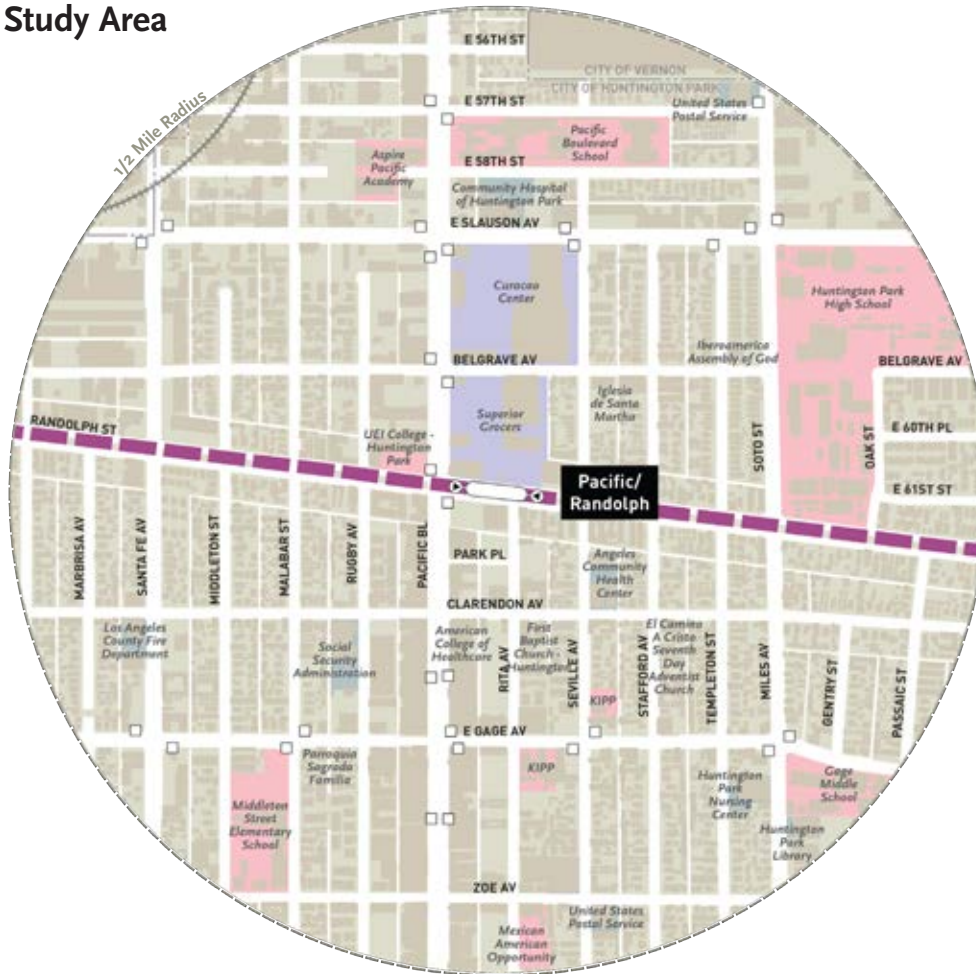
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pacific/Randolph

Half-Mile Study Area



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pacific/Randolph

Bike/Auto Collisions



Number of Fatal and/or Severe Collisions
(01/01/2016 - 12/31/2021)

- 1
- 2
- 3 - 4

- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- Existing Rail Tracks
- City Boundary
- Existing Bus Stop

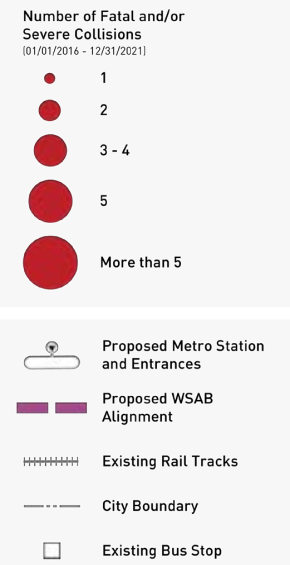
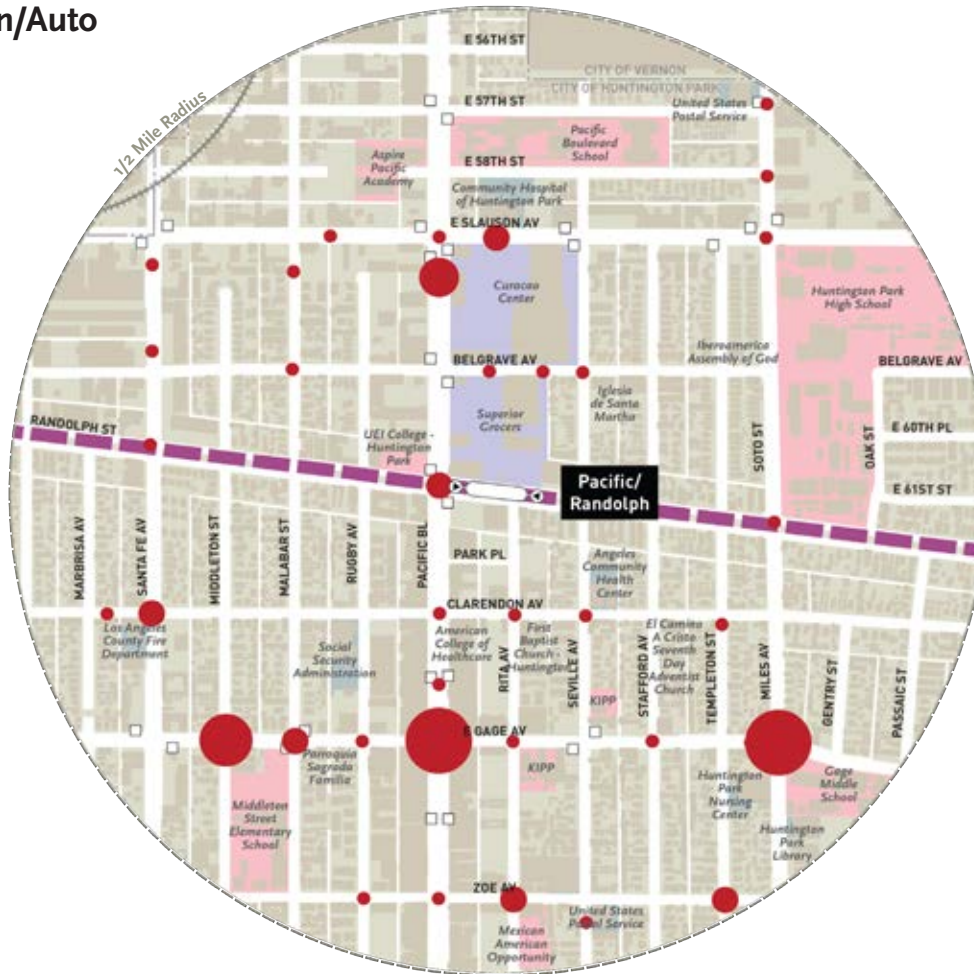
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pacific/Randolph

Pedestrian/Auto Collisions



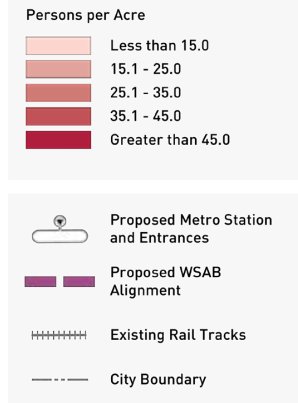
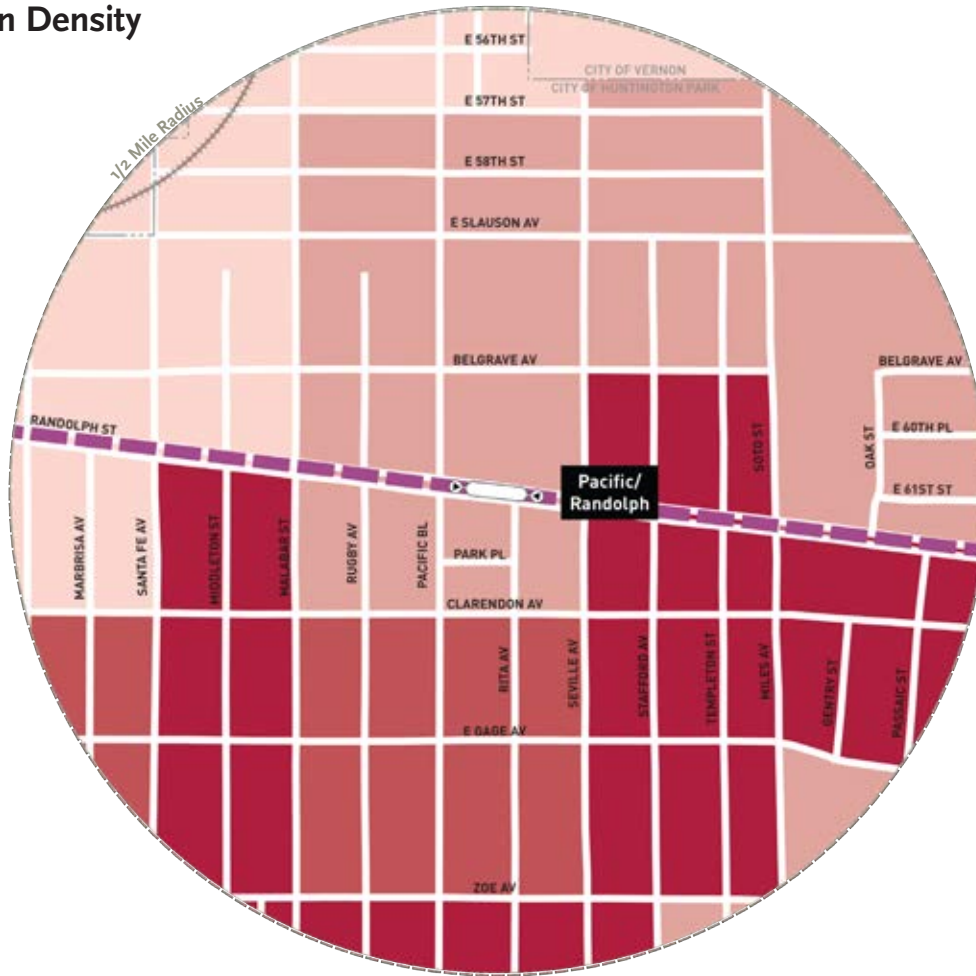
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pacific/Randolph

Population Density



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pacific/Randolph

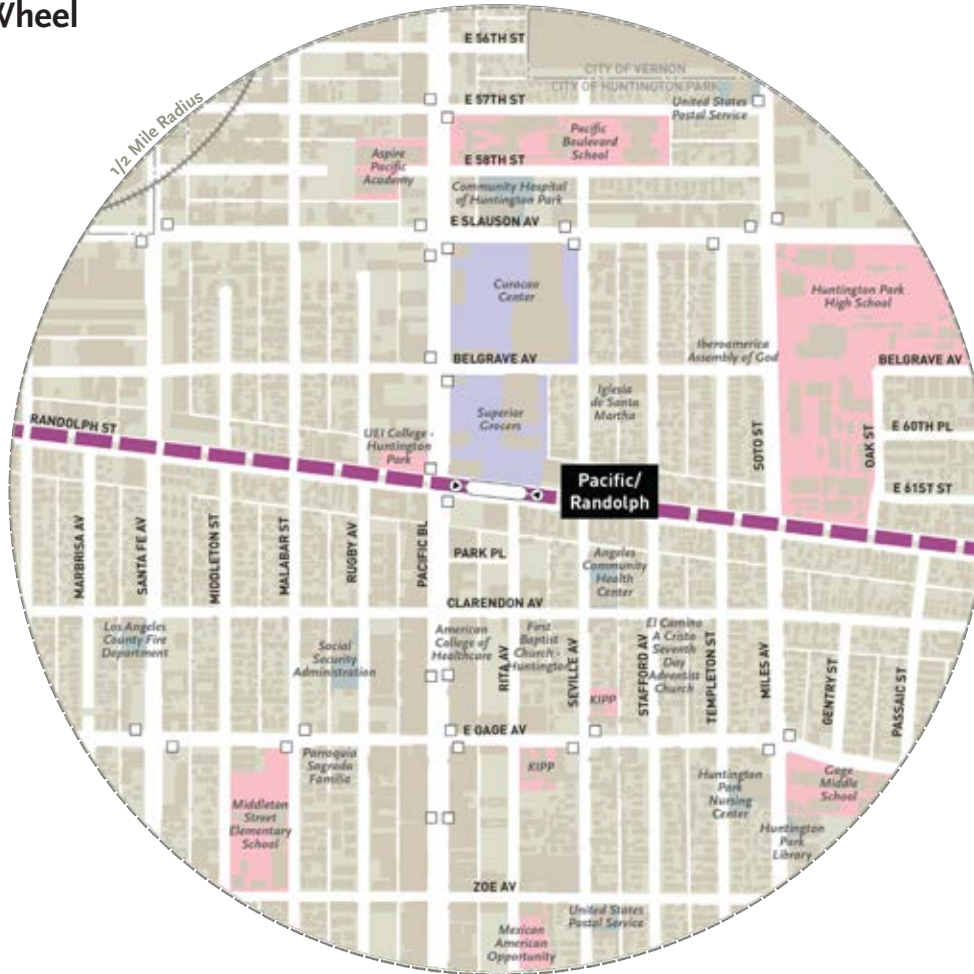
Employment Density



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pacific/Randolph

Existing Wheel Facilities



- Existing Wheel Facility
- No existing wheel facilities.
- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- Existing Rail Tracks
- City Boundary
- Existing Bus Stop

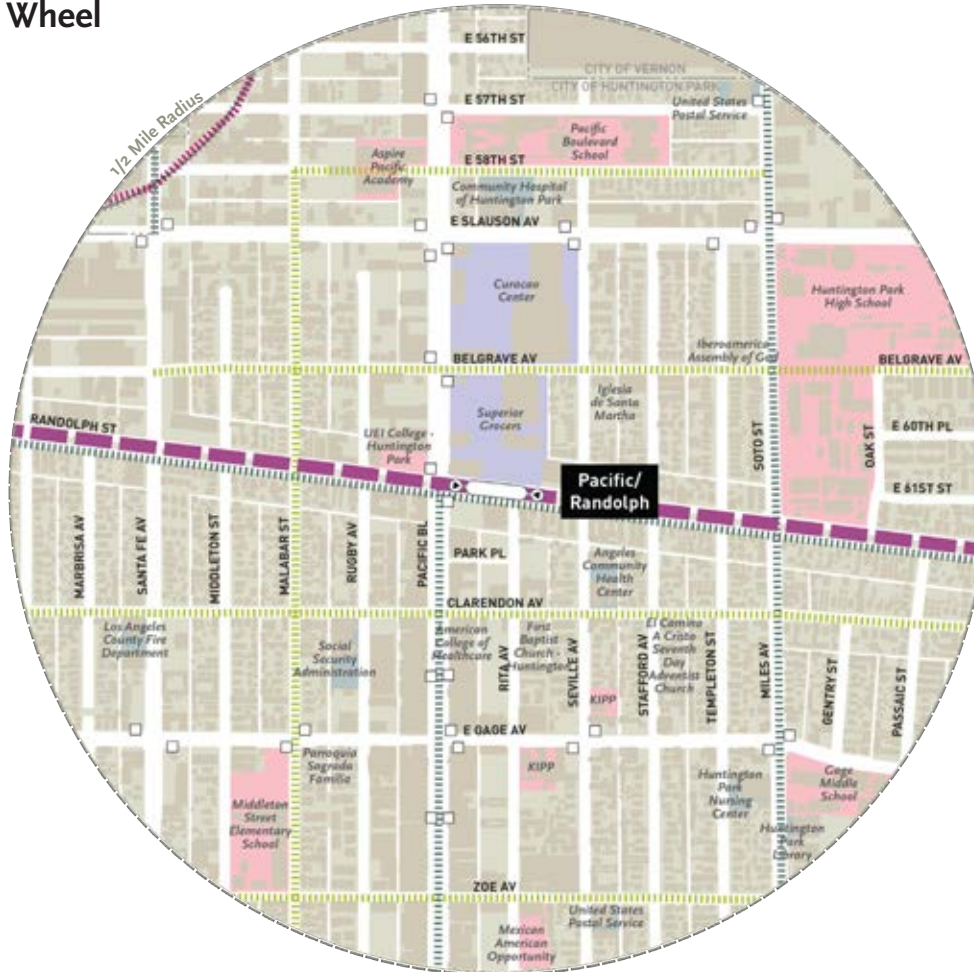
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pacific/Randolph

Proposed Wheel Facilities



- Proposed Wheel Facility**
 - Shared Use/Off-Street Path (Class I)
 - Bicycle Lane (Class II)
 - Bicycle-Friendly Street (Class III)
- Proposed Metro Station and Entrances**
 - Proposed Metro Station and Entrances
- Proposed WSAB Alignment**
 - Proposed WSAB Alignment
- Existing Rail Tracks**
 - Existing Rail Tracks
- City Boundary**
 - City Boundary
- Existing Bus Stop**
 - Existing Bus Stop

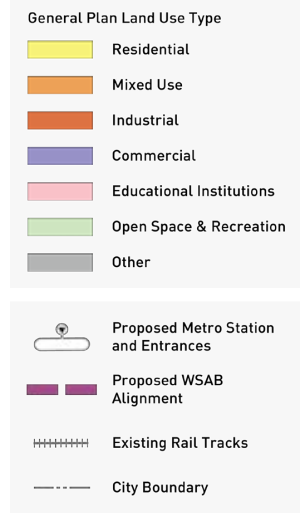
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pacific/Randolph

General Plan Land Use



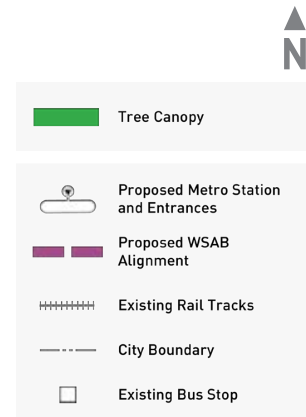
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pacific/Randolph

Existing Tree Canopy



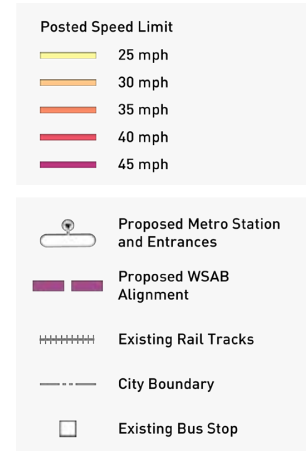
Source: US Forest Service, 2018



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pacific/Randolph

Posted Speed Limit - Major Arterials



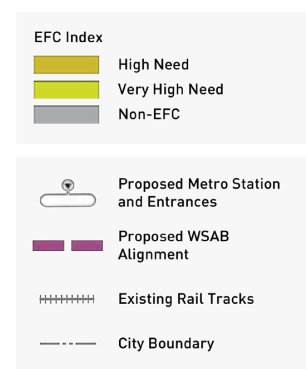
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pacific/Randolph

Equity Focused Communities (EFC)



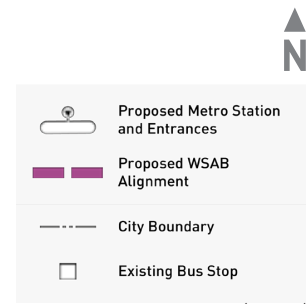
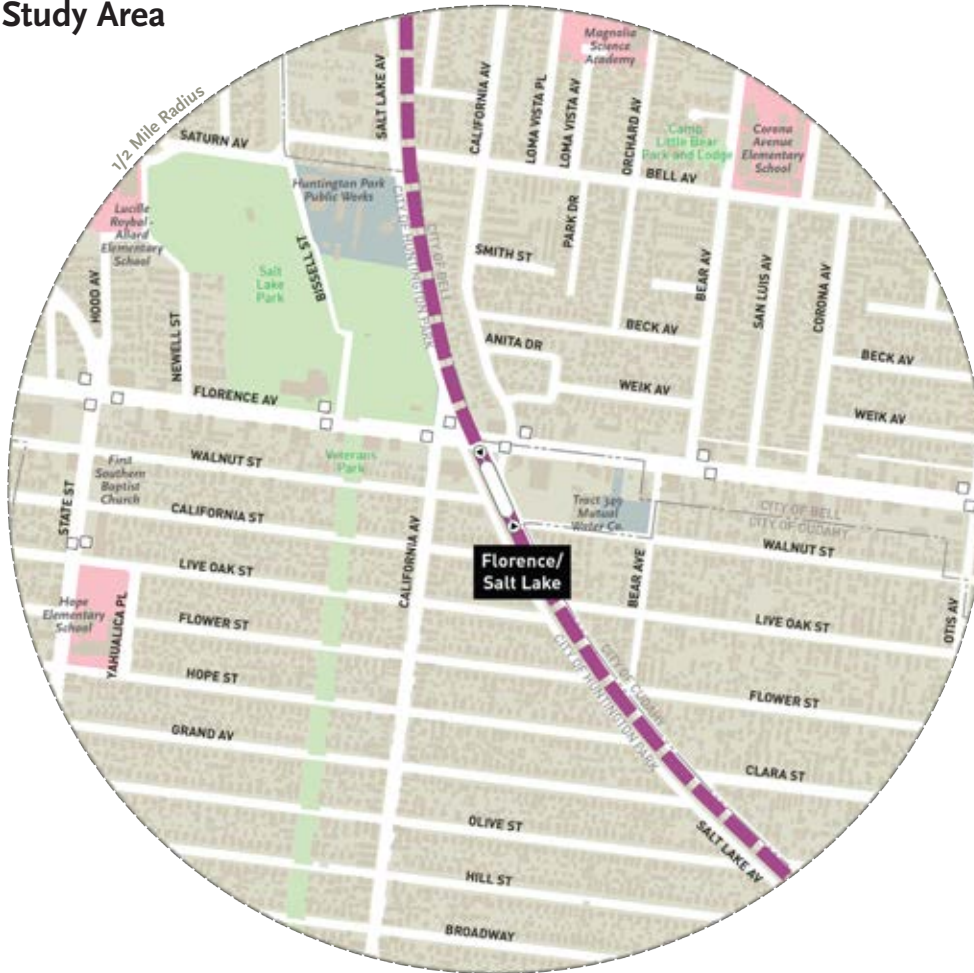
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Florence/Salt Lake

Half-Mile Study Area



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Florence/Salt Lake

Bike/Auto Collisions



N

Number of Fatal and/or Severe Collisions
(01/01/2016 - 12/31/2021)

- 1
- 2

- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- City Boundary
- Existing Bus Stop

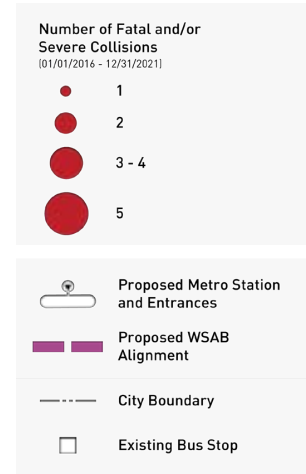
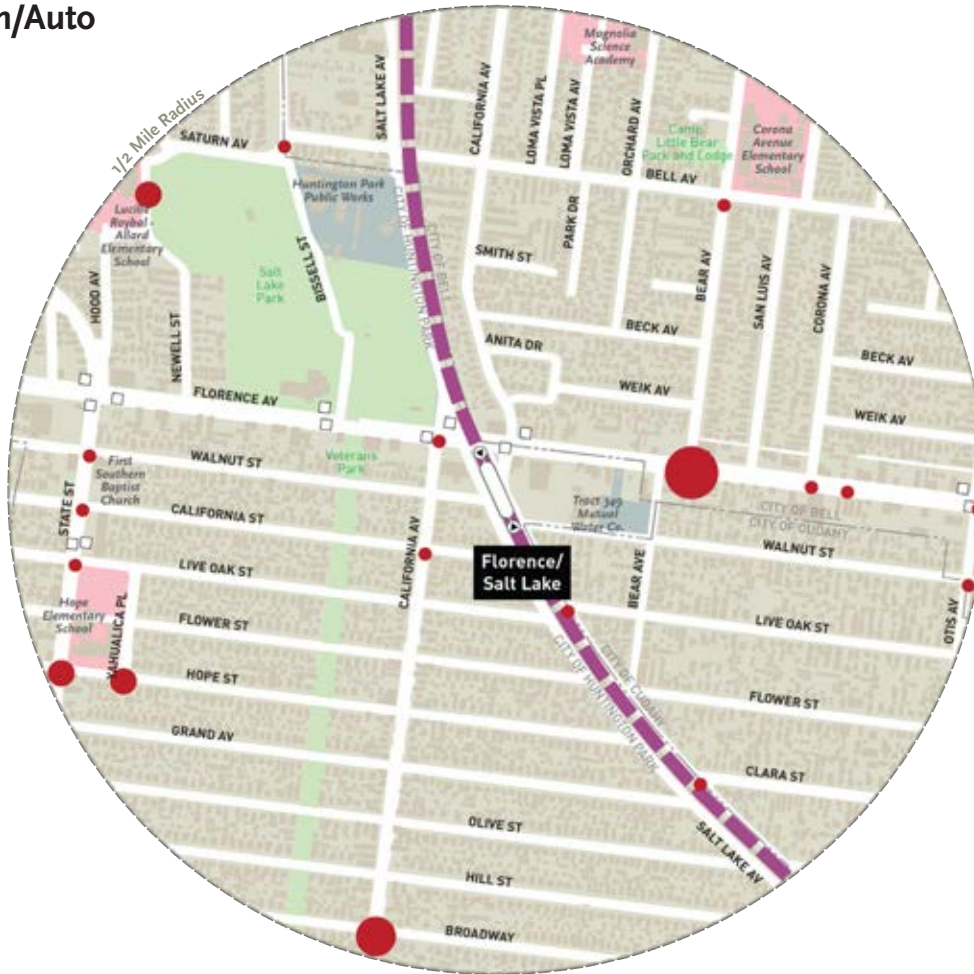
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Florence/Salt Lake

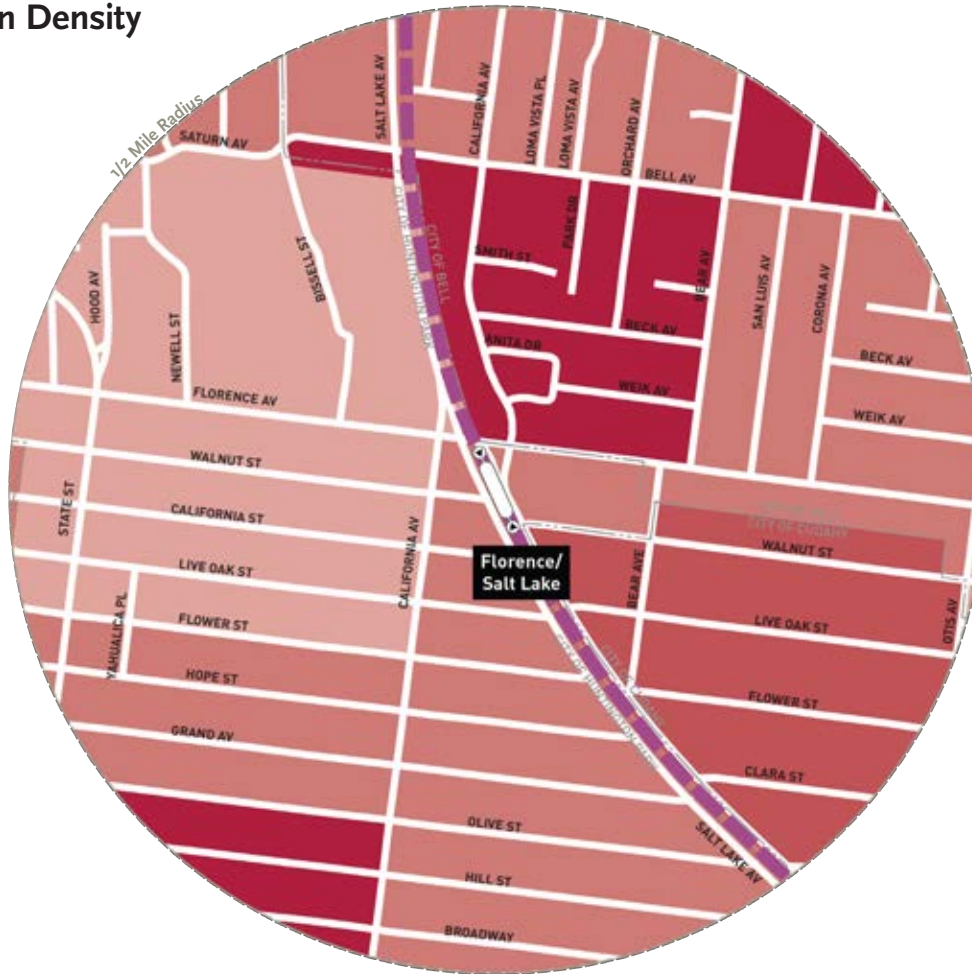
Pedestrian/Auto Collisions



WEST SANTA ANA BRANCH TRANSIT CORRIDOR




Florence/Salt Lake

Population Density



Persons per Acre

- Less than 15.0
- 15.1 - 25.0
- 25.1 - 35.0
- 35.1 - 45.0
- Greater than 45.0

 Proposed Metro Station and Entrances
 Proposed WSAB Alignment
 City Boundary

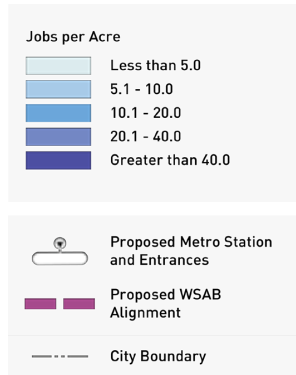
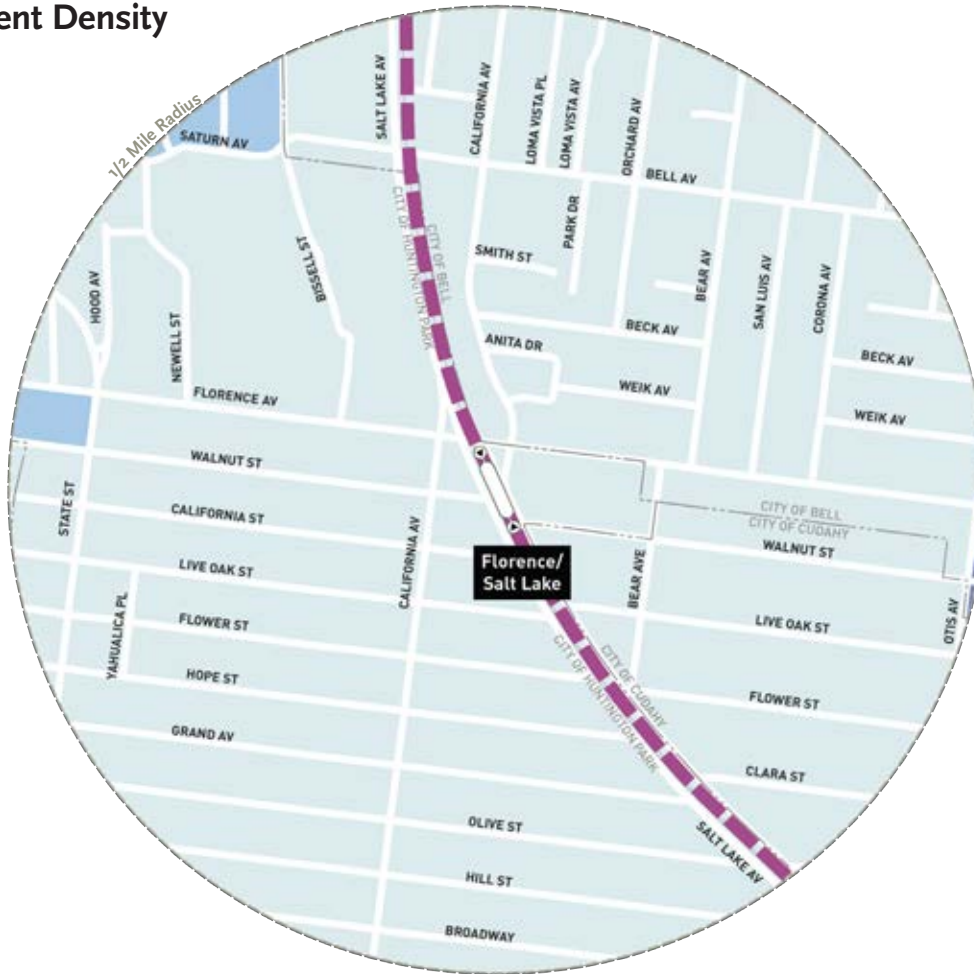
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Florence/Salt Lake

Employment Density



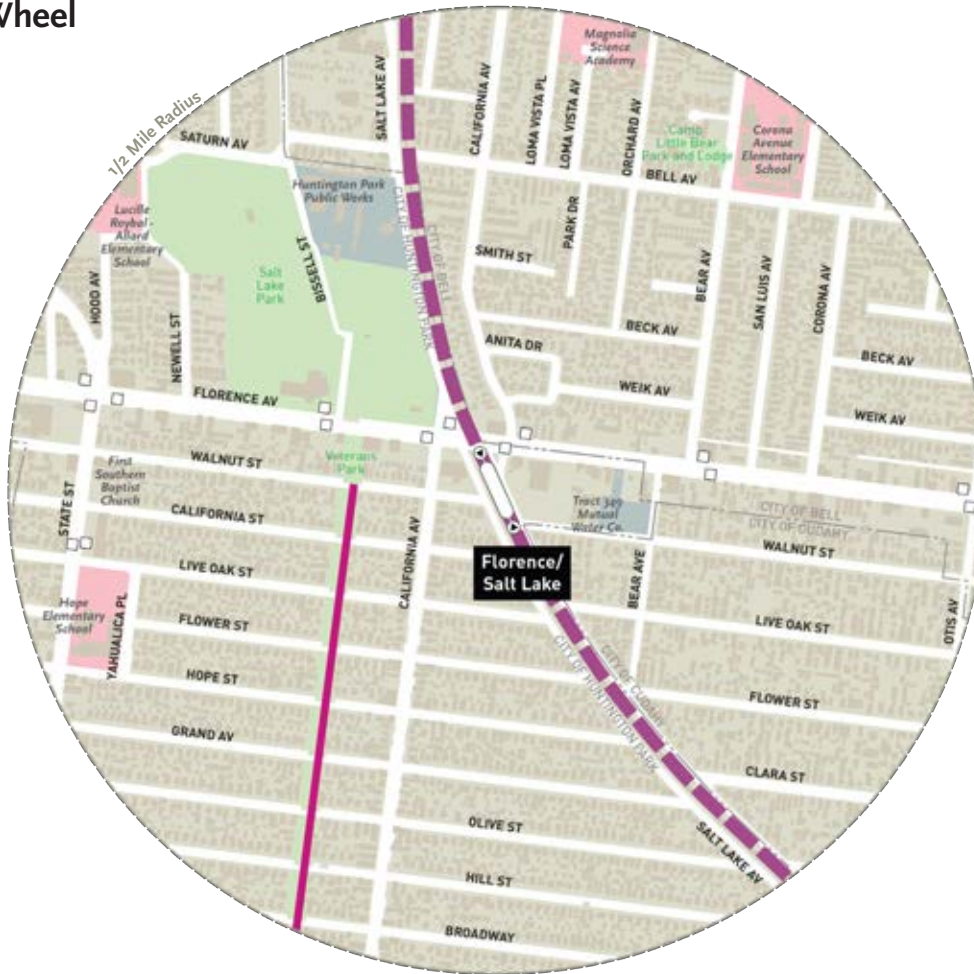
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Florence/Salt Lake

Existing Wheel Facilities



Existing Wheel Facility

- Shared Use/ Off-Street Path (Class I)

Proposed Metro Station and Entrances

-

Proposed WSAB Alignment

-

City Boundary

-

Existing Bus Stop

-

Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Florence/Salt Lake

Proposed Wheel Facilities



| Proposed Wheel Facility | |
|-------------------------|--------------------------------------|
| | Shared Use/Off-Street Path (Class I) |
| | Bicycle Lane (Class II) |
| | Bicycle-Friendly Street (Class III) |
| | Proposed Metro Station and Entrances |
| | Proposed WSAB Alignment |
| | City Boundary |
| | Existing Bus Stop |

Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Florence/Salt Lake

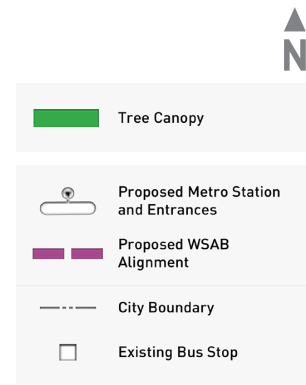
General Plan Land Use



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Florence/Salt Lake

Existing Tree Canopy



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Florence/Salt Lake

Posted Speed Limit - Major Arterials



Posted Speed Limit

- 25 mph
- 30 mph
- 35 mph
- 40 mph
- 45 mph

Proposed Metro Station and Entrances

Proposed WSAB Alignment

City Boundary

Existing Bus Stop

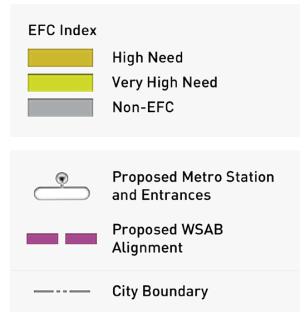
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Florence/Salt Lake

Equity Focused Communities (EFC)



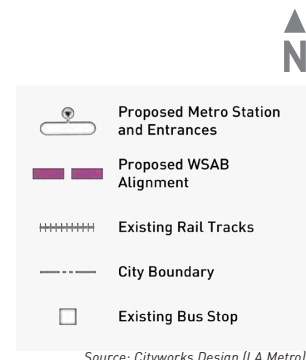
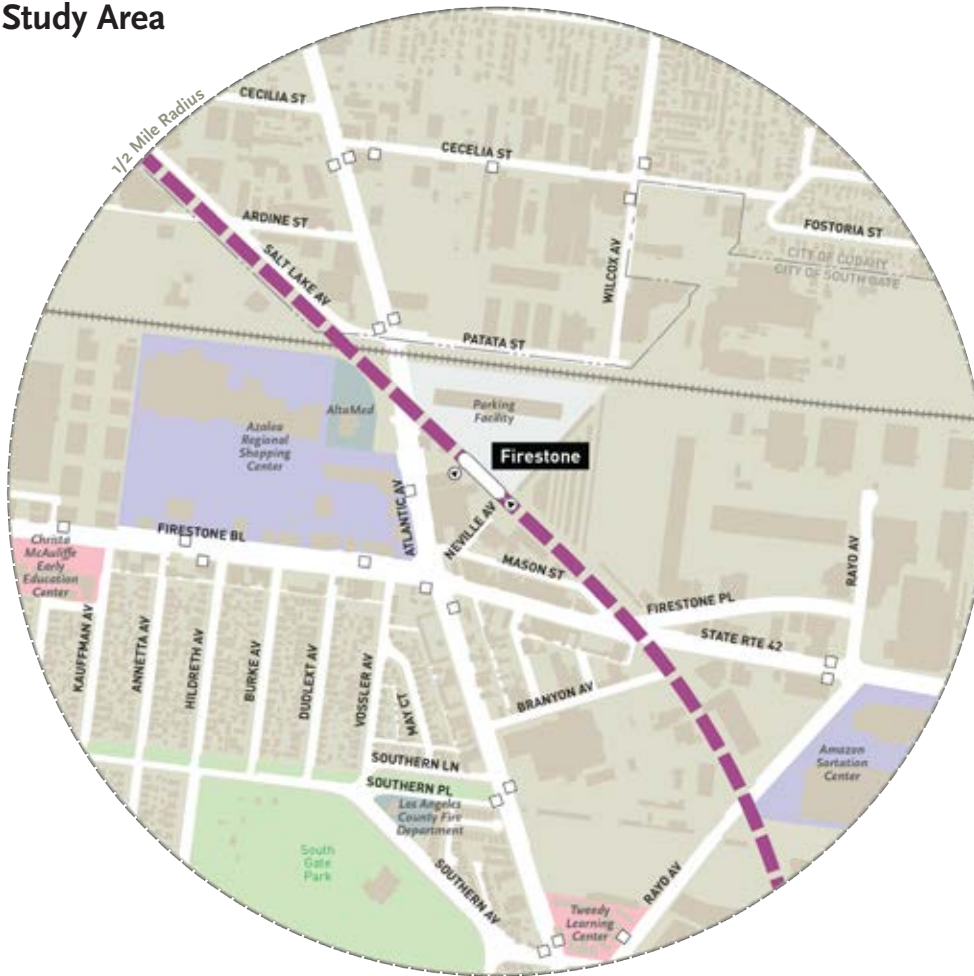
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Firestone

Half-Mile Study Area



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Firestone

Bike/Auto Collisions



N

Number of Fatal and/or Severe Collisions
(01/01/2016 - 12/31/2021)

- 1
- 2
- 3 - 4

- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- Existing Rail Tracks
- City Boundary
- Existing Bus Stop

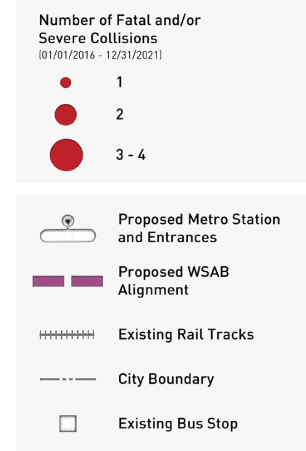
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Firestone

Pedestrian/Auto Collisions



Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Firestone

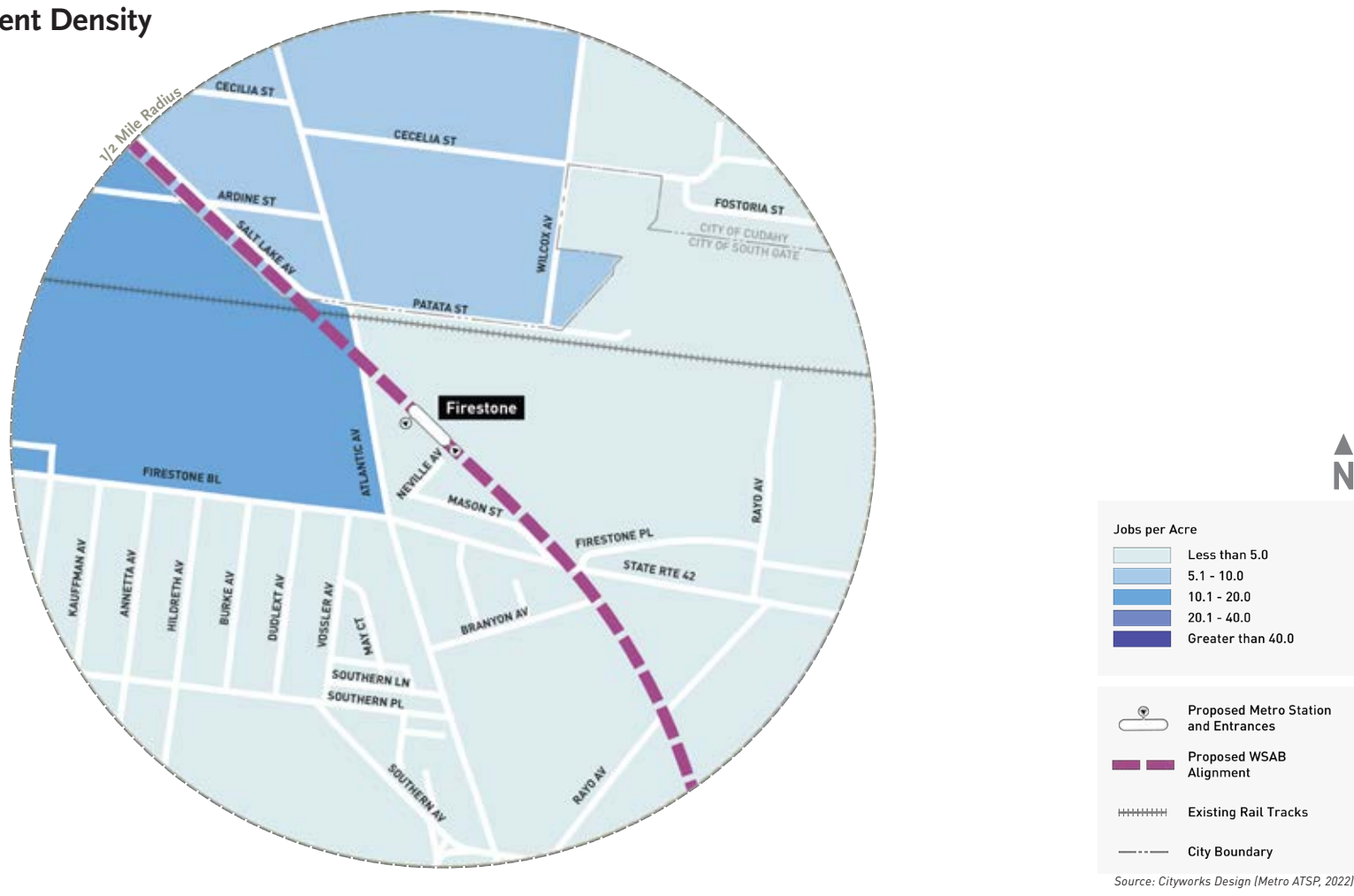
Population Density



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Firestone

Employment Density



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Firestone

Existing Wheel Facilities



- Existing Wheel Facility
 - Shared Use/Off-Street Path (Class I)
 - Bicycle Lane (Class II)
- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- Existing Rail Tracks
- City Boundary
- Existing Bus Stop

Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Firestone

Proposed Wheel Facilities



- Proposed Wheel Facility**
 - Shared Use/Off-Street Path (Class I)
 - Bicycle Lane (Class II)
 - Bicycle-Friendly Street (Class III)
- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- Existing Rail Tracks
- City Boundary
- Existing Bus Stop

Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Firestone

General Plan Land Use



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Firestone

Existing Tree Canopy



N

- Tree Canopy
- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- Existing Rail Tracks
- City Boundary
- Existing Bus Stop

Source: US Forest Service, 2018



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Firestone

Posted Speed Limit - Major Arterials



Posted Speed Limit

- 25 mph
- 30 mph
- 35 mph
- 40 mph
- 45 mph

Proposed Metro Station and Entrances

Proposed WSAB Alignment

Existing Rail Tracks

City Boundary

Existing Bus Stop

Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Firestone

Equity Focused Communities (EFC)



EFC Index

- High Need
- Very High Need
- Non-EFC

Proposed Metro Station and Entrances

Proposed WSAB Alignment

Existing Rail Tracks

City Boundary

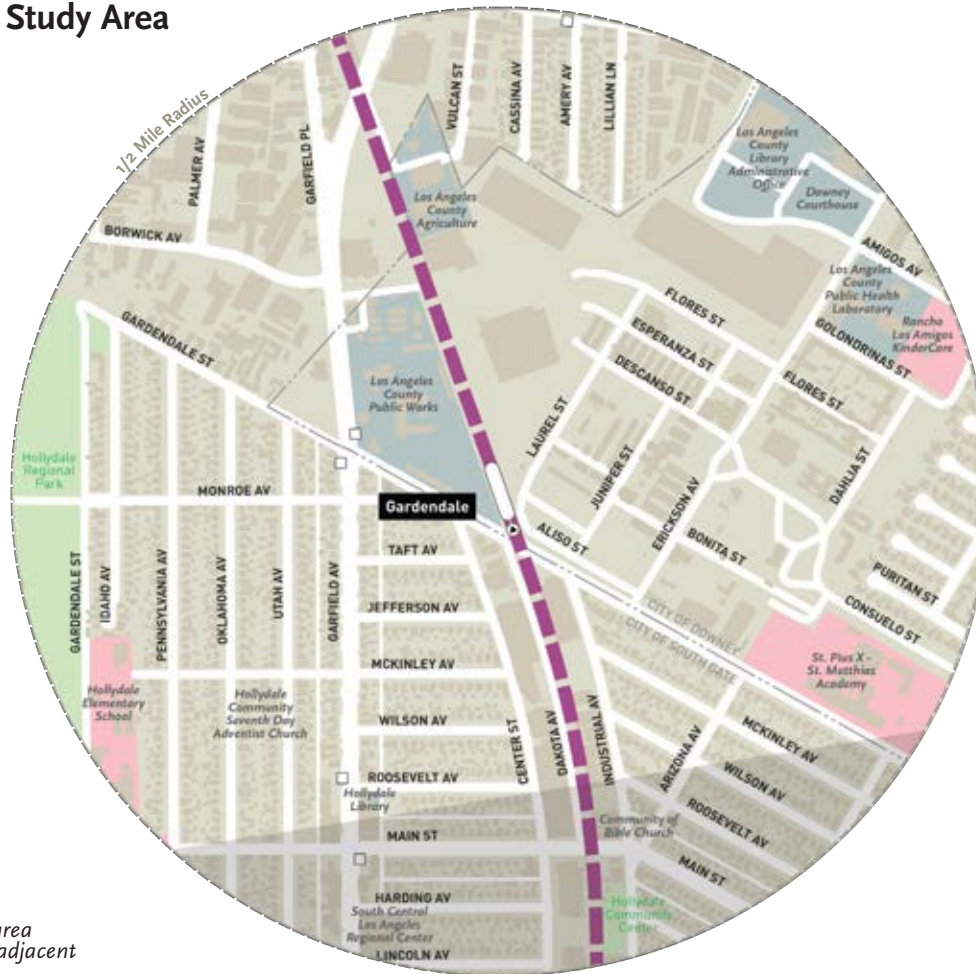
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR





Gardendale

Half-Mile Study Area



Note: Shaded area intersects with adjacent station.

N

-  Proposed Metro Station and Entrances
-  Proposed WSAB Alignment
-  City Boundary
-  Existing Bus Stop

Source: Cityworks Design (LA Metro)




WEST SANTA ANA BRANCH TRANSIT CORRIDOR





Gardendale

Bike/Auto Collisions



Note: Shaded area intersects with adjacent station.



| | |
|---|--------------------------------------|
| Number of Fatal and/or Severe Collisions <small>(01/01/2016 - 12/31/2021)</small> | |
| ● | 1 |
|  | Proposed Metro Station and Entrances |
|  | Proposed WSAB Alignment |
|  | City Boundary |
|  | Existing Bus Stop |

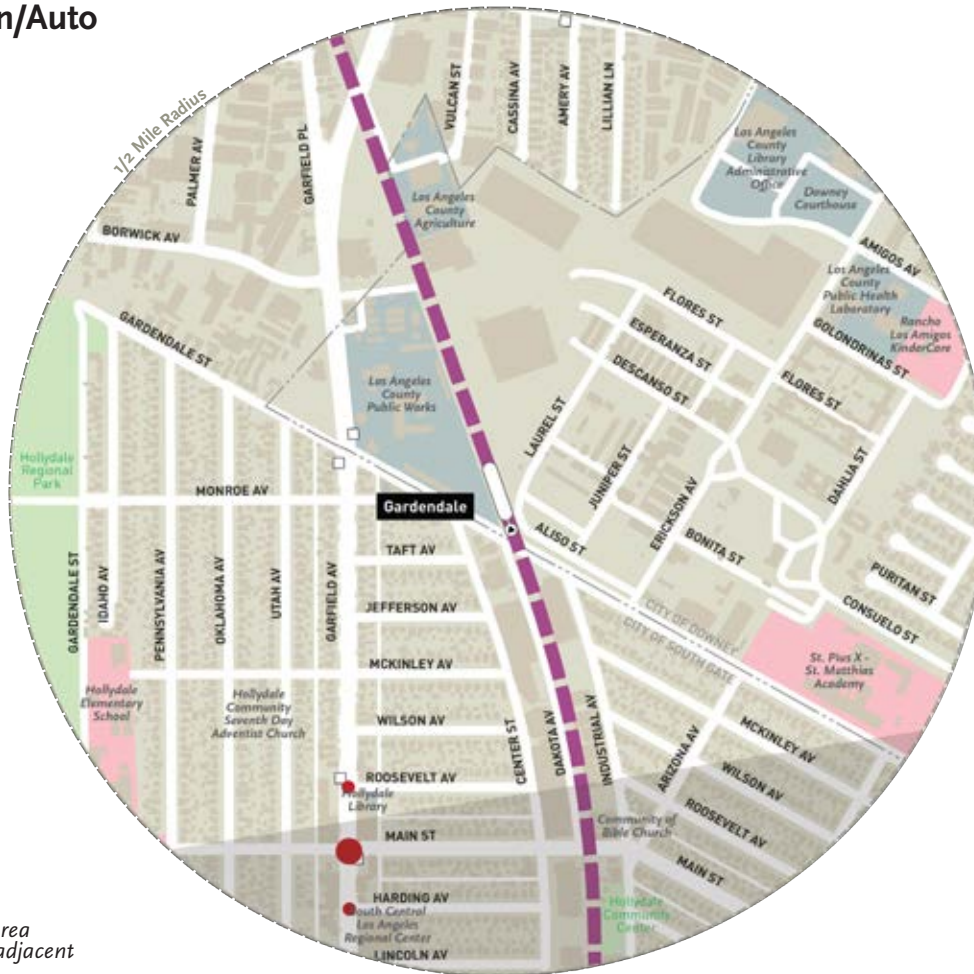
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Gardendale

Pedestrian/Auto Collisions



▲
N

| Number of Fatal and/or Severe Collisions (01/01/2016 - 12/31/2021) | |
|---|--------------------------------------|
| ● | 1 |
| ● | 2 |
| ○ | Proposed Metro Station and Entrances |
| — | Proposed WSAB Alignment |
| --- | City Boundary |
| □ | Existing Bus Stop |

Source: Cityworks Design (Metro ATSP, 2022)

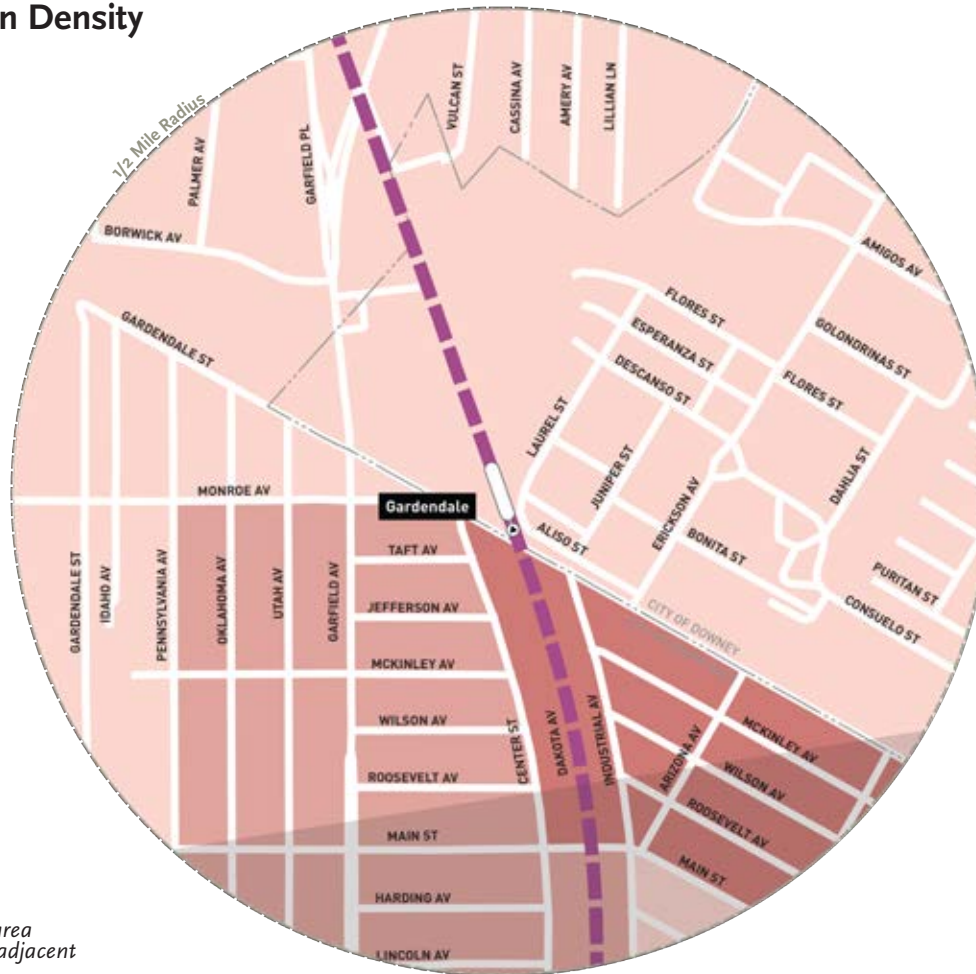
Note: Shaded area intersects with adjacent station.



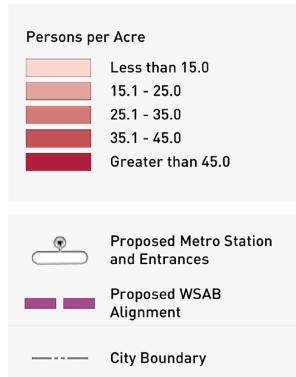
WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Gardendale

Population Density



Note: Shaded area intersects with adjacent station.



Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Gardendale

Employment Density



Note: Shaded area intersects with adjacent station.



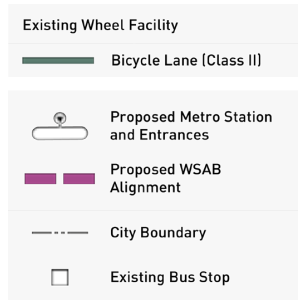
WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Gardendale

Existing Wheel Facilities



Note: Shaded area intersects with adjacent station.



Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Gardendale

Proposed Wheel Facilities



Proposed Wheel Facility

- Shared Use/Off-Street Path (Class I)
- Bicycle Lane (Class II)
- Bicycle-Friendly Street (Class III)

Proposed Metro Station and Entrances

- Proposed WSAB Alignment
- City Boundary
- Existing Bus Stop

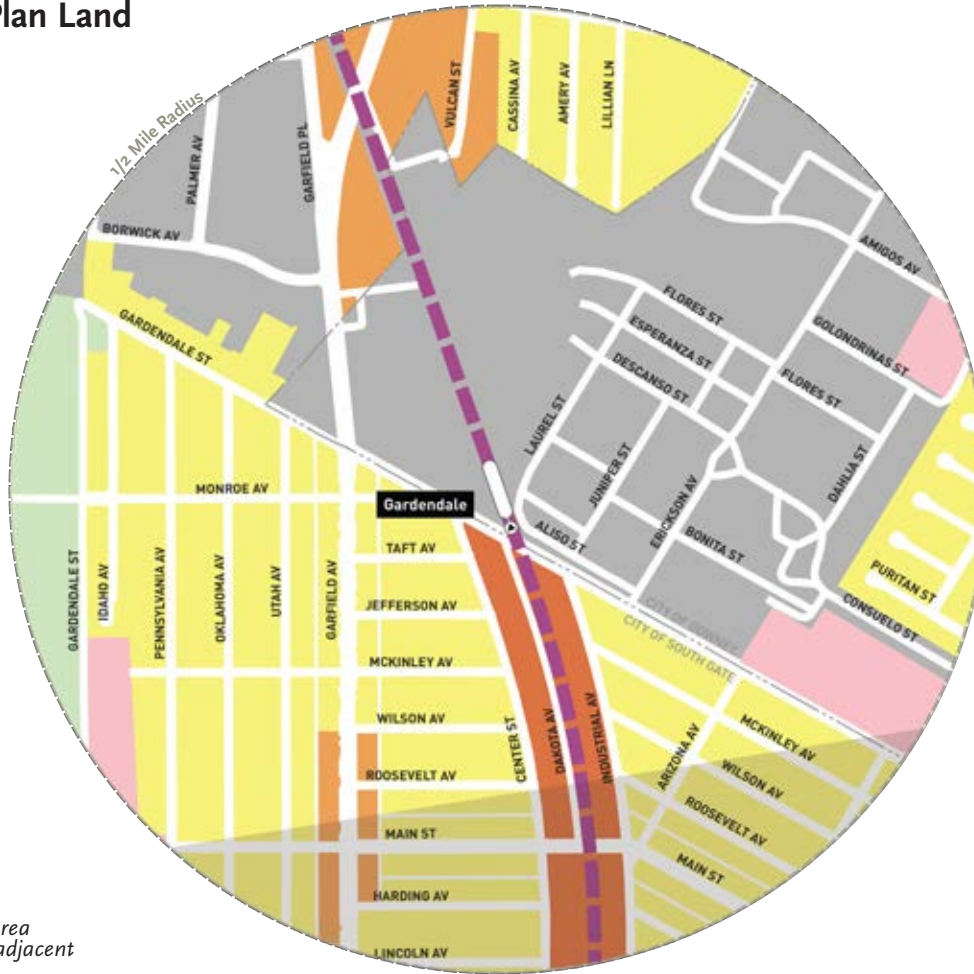
Note: Shaded area intersects with adjacent station.



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Gardendale

General Plan Land Use



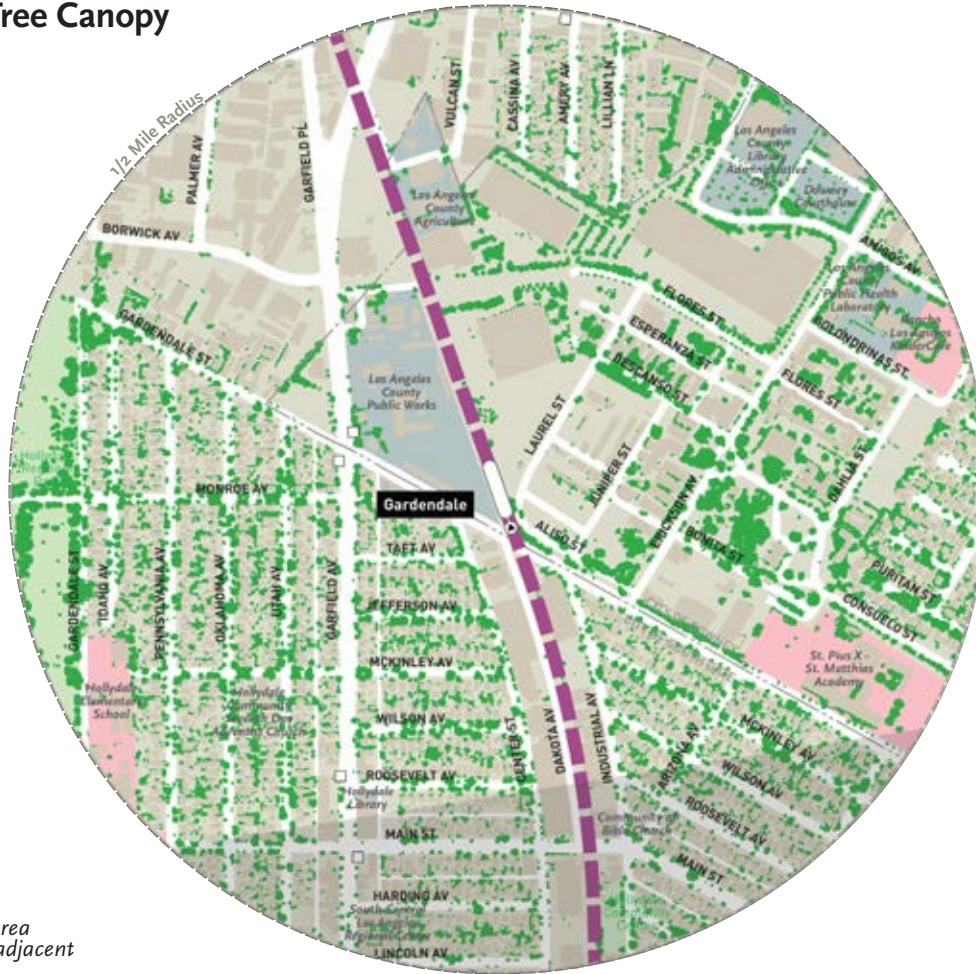
Note: Shaded area intersects with adjacent station.



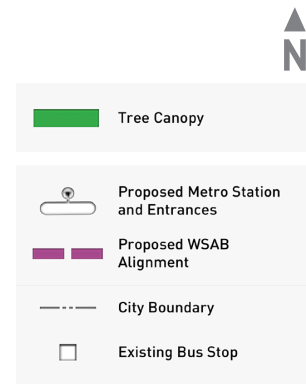
WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Gardendale

Existing Tree Canopy



Note: Shaded area intersects with adjacent station.



Source: US Forest Service, 2018



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Gardendale

Posted Speed Limit - Major Arterials



Posted Speed Limit

- 25 mph
- 30 mph
- 35 mph
- 40 mph
- 45 mph

Proposed Metro Station and Entrances

Proposed WSAB Alignment

City Boundary

Existing Bus Stop



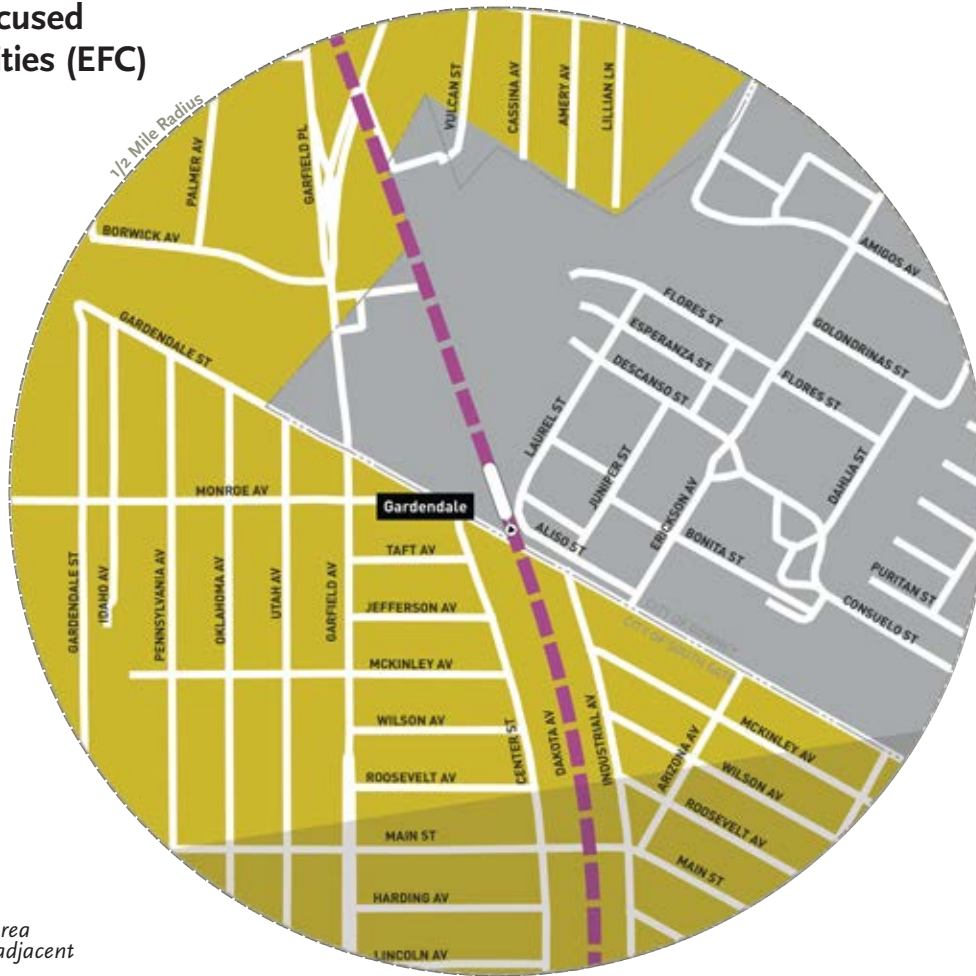
Note: Shaded area intersects with adjacent station.



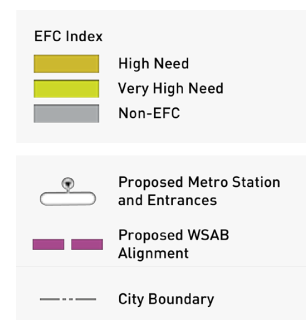
WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Gardendale

Equity Focused Communities (EFC)



Note: Shaded area intersects with adjacent station.



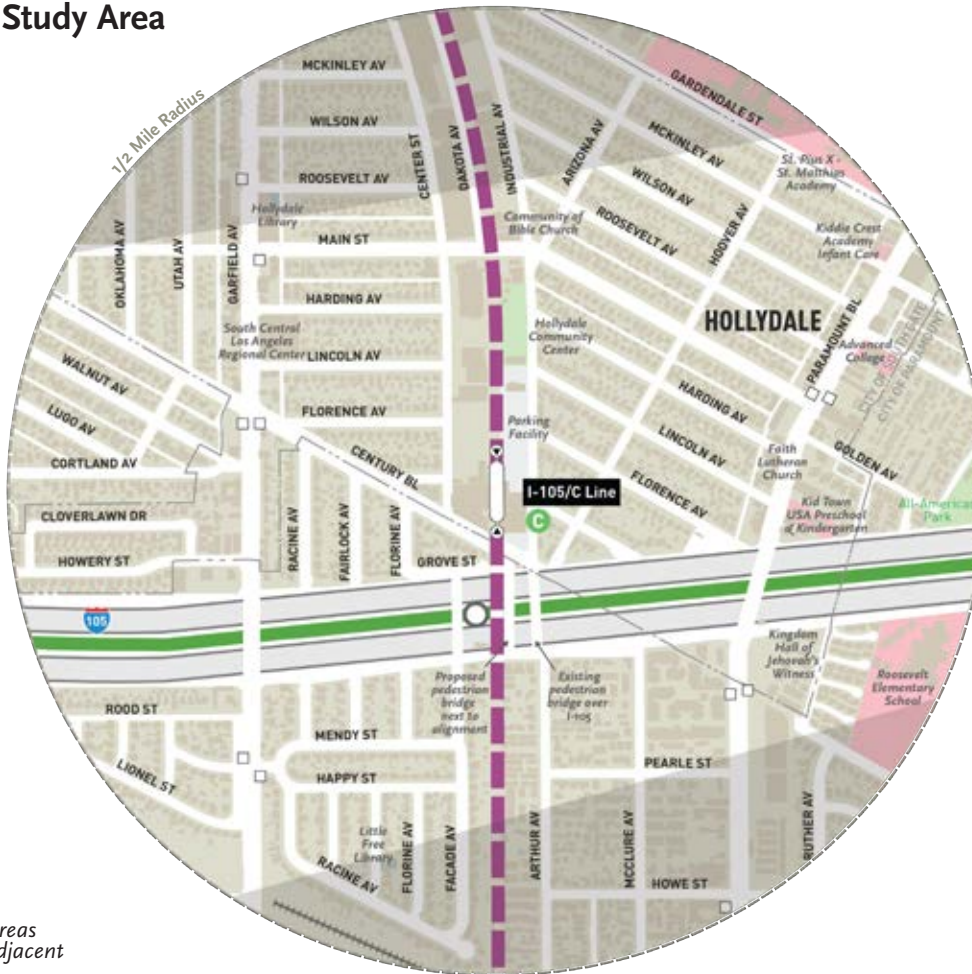
Source: Cityworks Design (Metro ATSP, 2022)



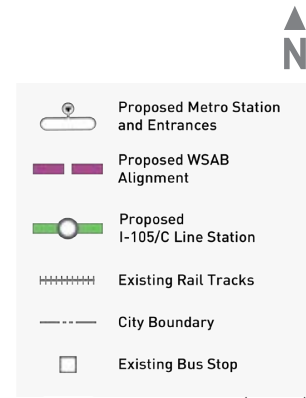
WEST SANTA ANA BRANCH TRANSIT CORRIDOR

I-105/C Line

Half-Mile Study Area



Note: Shaded areas intersect with adjacent station.



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

I-105/C Line

Bike/Auto Collisions



Number of Fatal and/or Severe Collisions
(01/01/2016 - 12/31/2021)

● 1

- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- Proposed I-105/C Line Station
- ▬ Existing Rail Tracks
- - - City Boundary
- Existing Bus Stop

Source: Cityworks Design (Metro ATSP, 2022)

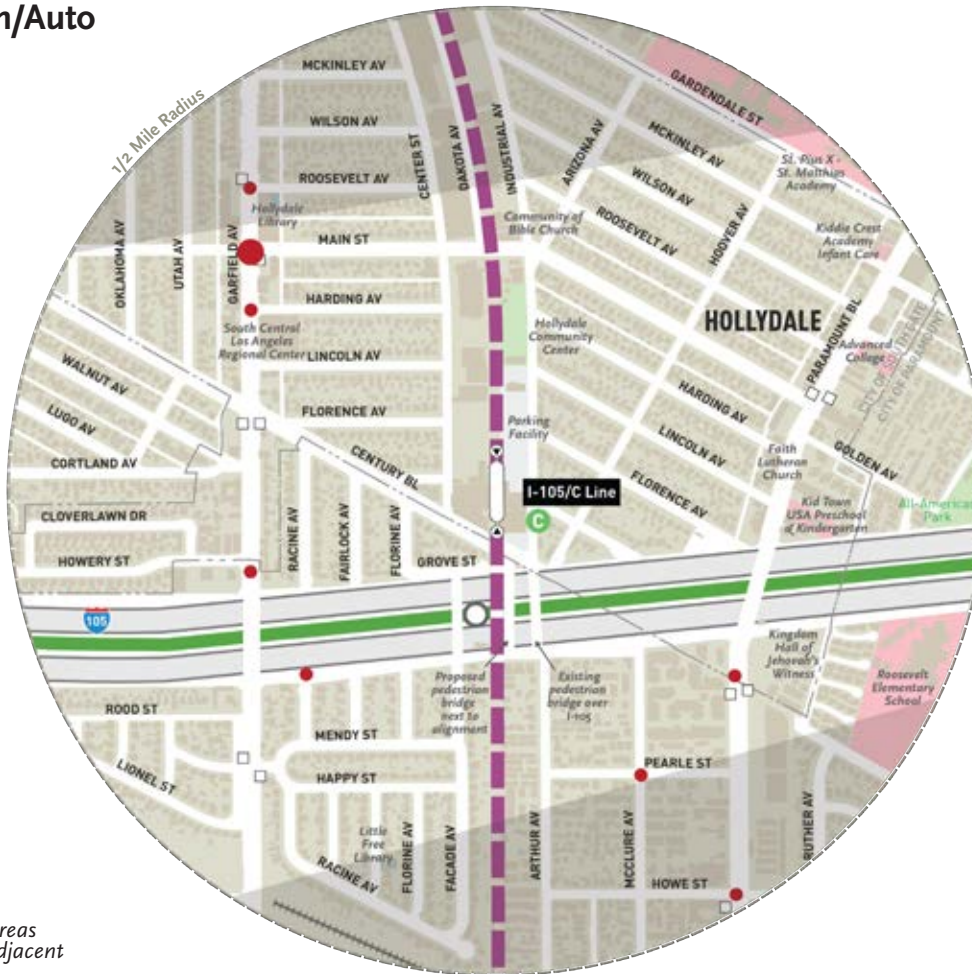
Note: Shaded areas intersect with adjacent station.



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

I-105/C Line

Pedestrian/Auto Collisions



Number of Fatal and/or Severe Collisions
(01/01/2016 - 12/31/2021)

- 1
- 2

- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- Proposed I-105/C Line Station
- Existing Rail Tracks
- City Boundary
- Existing Bus Stop

Source: Cityworks Design (Metro ATSP, 2022)

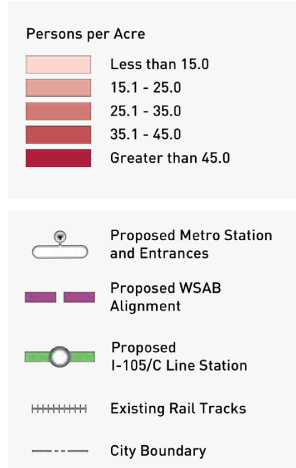
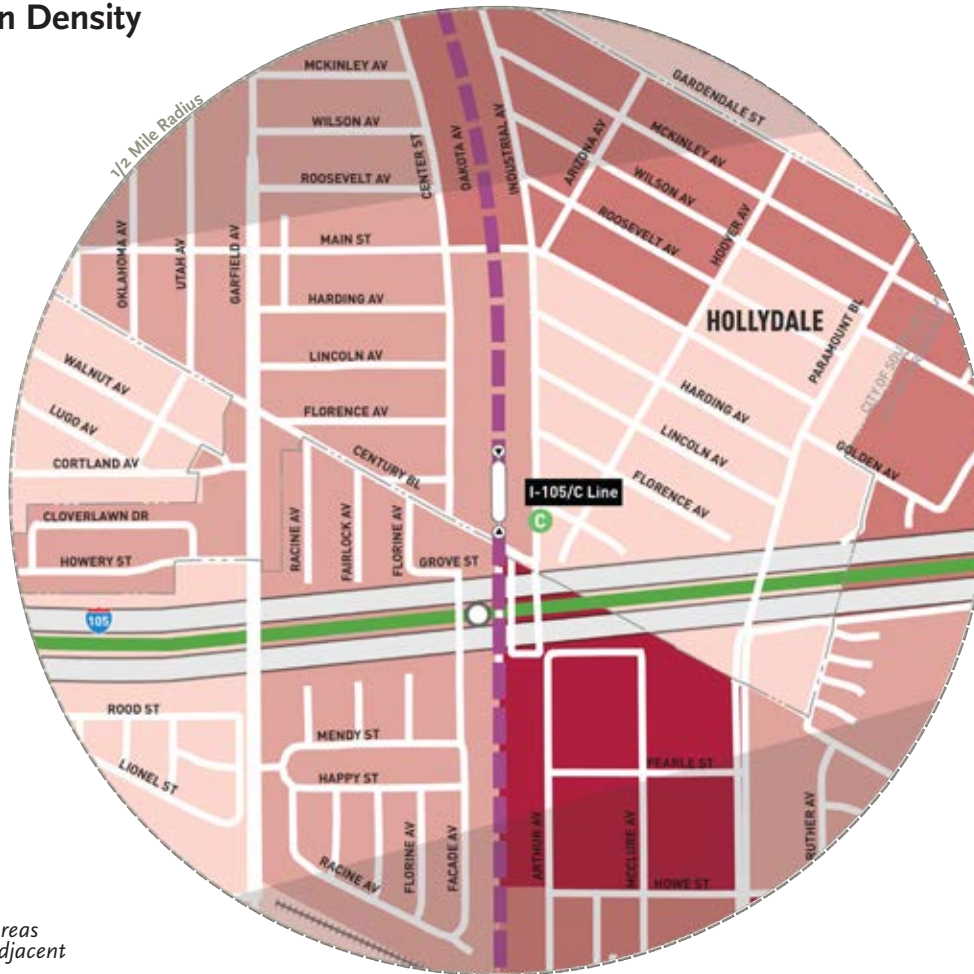
Note: Shaded areas intersect with adjacent station.



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

I-105/C Line

Population Density



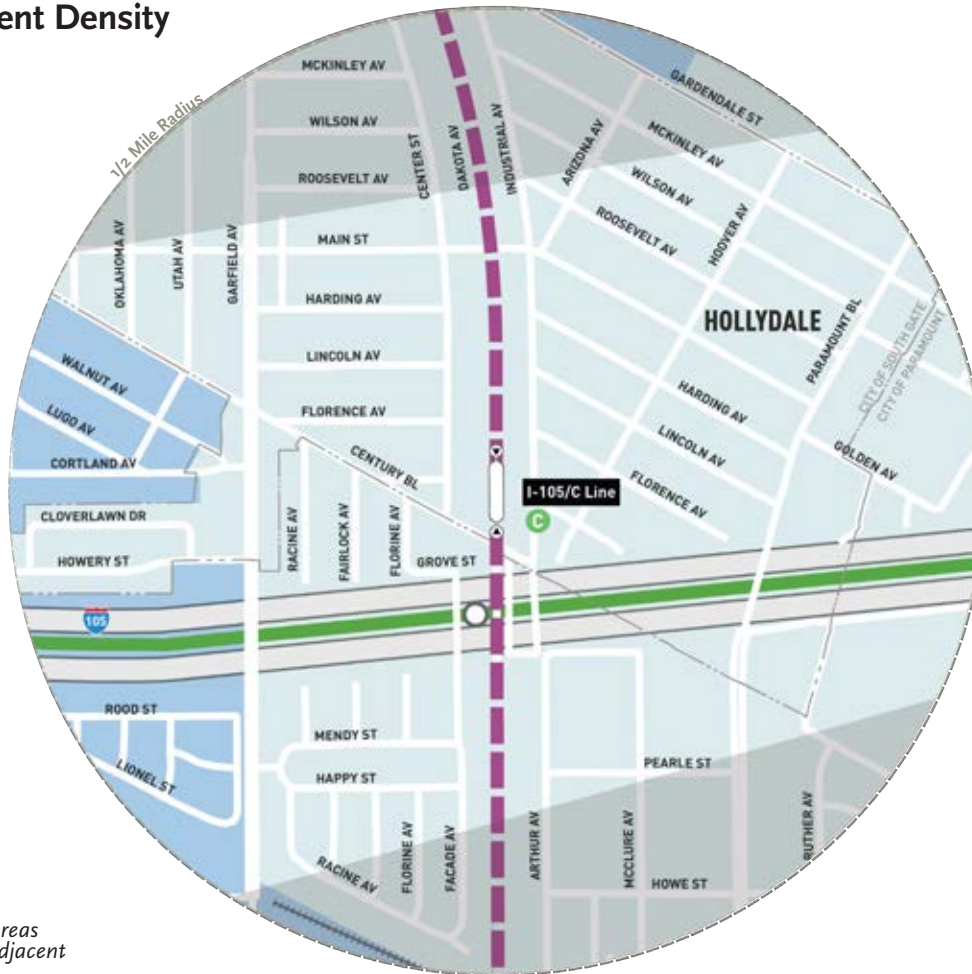
Note: Shaded areas intersect with adjacent station.



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

I-105/C Line

Employment Density



Note: Shaded areas intersect with adjacent station.



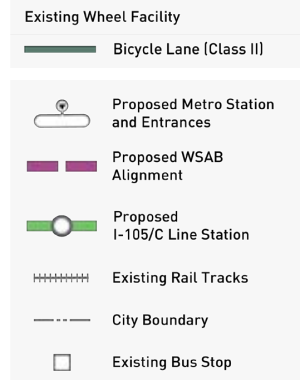
WEST SANTA ANA BRANCH TRANSIT CORRIDOR

I-105/C Line

Existing Wheel Facilities



Note: Shaded areas intersect with adjacent station.



Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

I-105/C Line

Proposed Wheel Facilities



Note: Shaded areas intersect with adjacent station.

| | |
|--|---------------------------------------|
| | Proposed Wheel Facility |
| | Shared Use/ Off-Street Path (Class I) |
| | Bicycle Lane (Class II) |
| | Bicycle-Friendly Street (Class III) |
| | Proposed Metro Station and Entrances |
| | Proposed WSAB Alignment |
| | Proposed I-105/C Line Station |
| | Existing Rail Tracks |
| | City Boundary |
| | Existing Bus Stop |

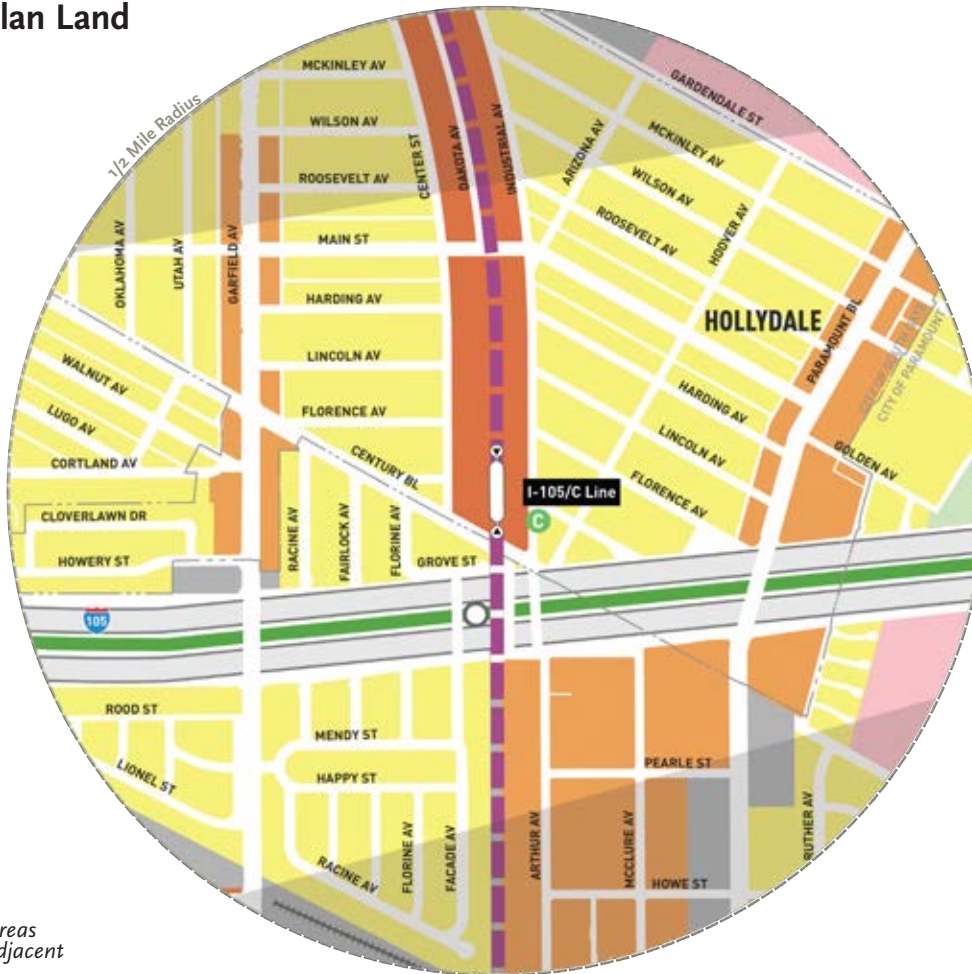
Source: Cityworks Design (Metro ATSP, 2022)



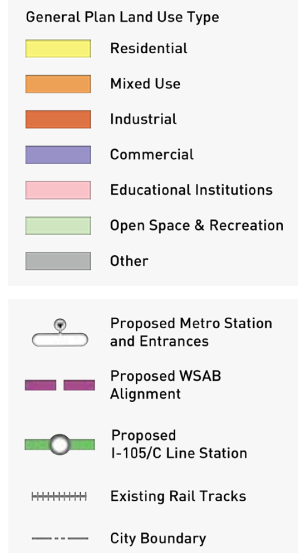
WEST SANTA ANA BRANCH TRANSIT CORRIDOR

I-105/C Line

General Plan Land Use



Note: Shaded areas intersect with adjacent station.



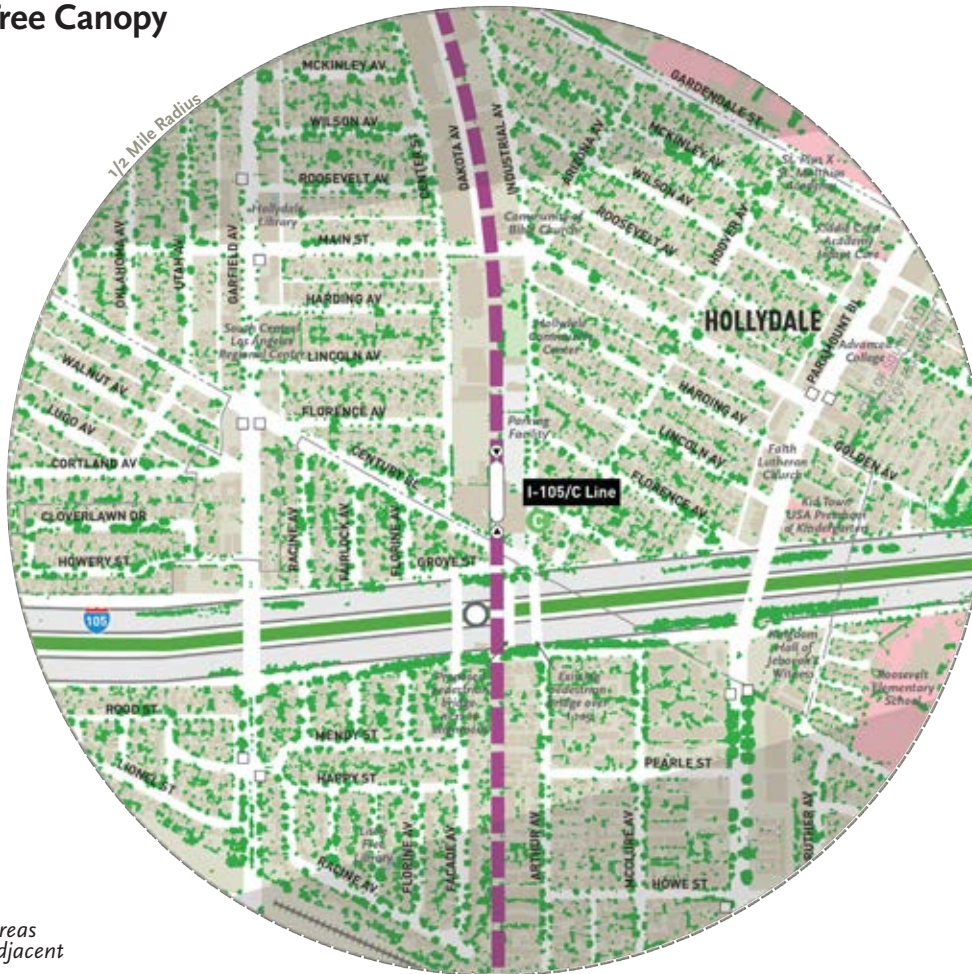
Source: Cityworks Design (Metro ATSP, 2022)



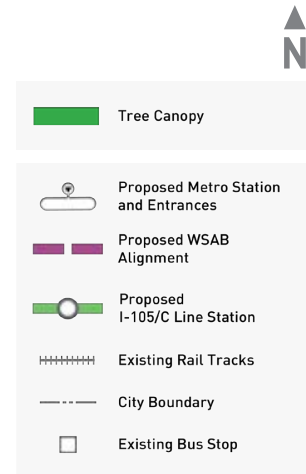
WEST SANTA ANA BRANCH TRANSIT CORRIDOR

I-105/C Line

Existing Tree Canopy



Note: Shaded areas intersect with adjacent station.



Source: US Forest Service, 2018



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

I-105/C Line

Posted Speed Limit - Major Arterials



Posted Speed Limit

- 25 mph
- 30 mph
- 35 mph
- 40 mph
- 45 mph

Proposed Metro Station and Entrances

Proposed WSAB Alignment

Proposed I-105/C Line Station

Existing Rail Tracks

City Boundary

Existing Bus Stop

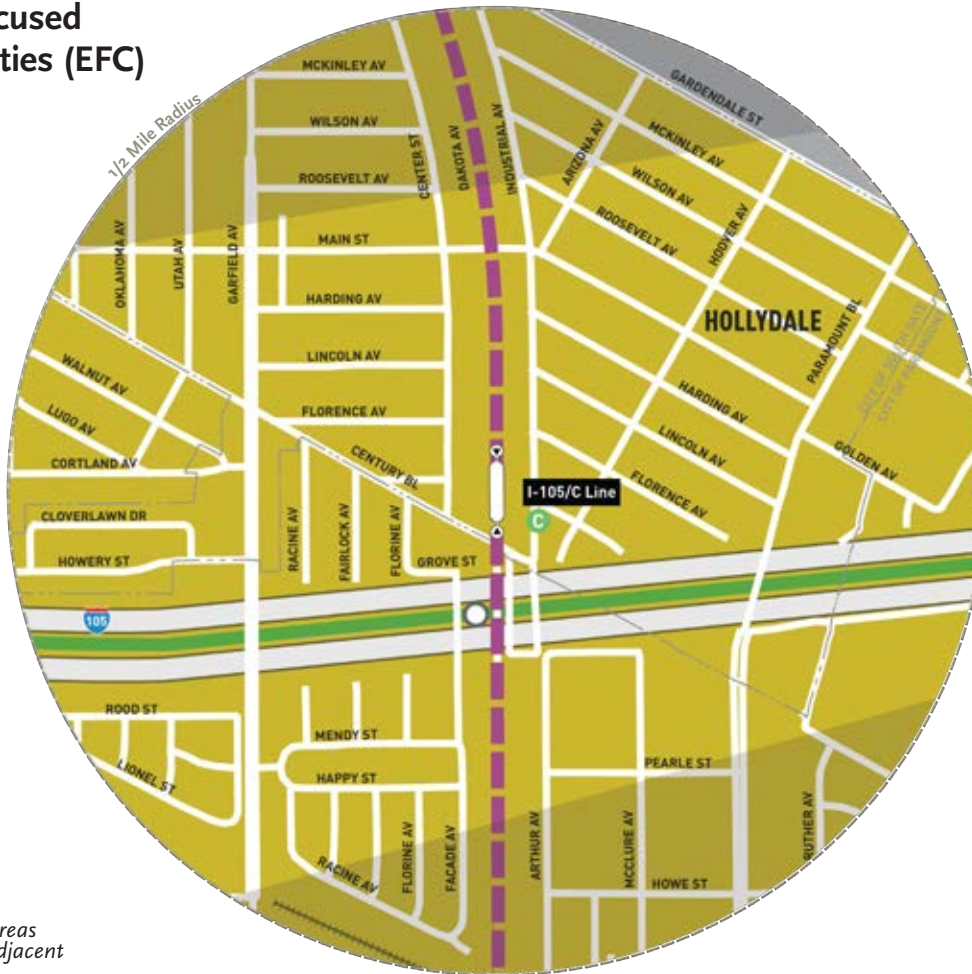
Note: Shaded areas intersect with adjacent station.



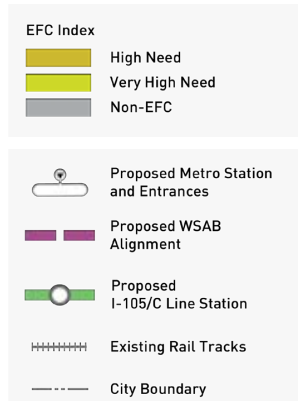
WEST SANTA ANA BRANCH TRANSIT CORRIDOR

I-105/C Line

Equity Focused Communities (EFC)



Note: Shaded areas intersect with adjacent station.



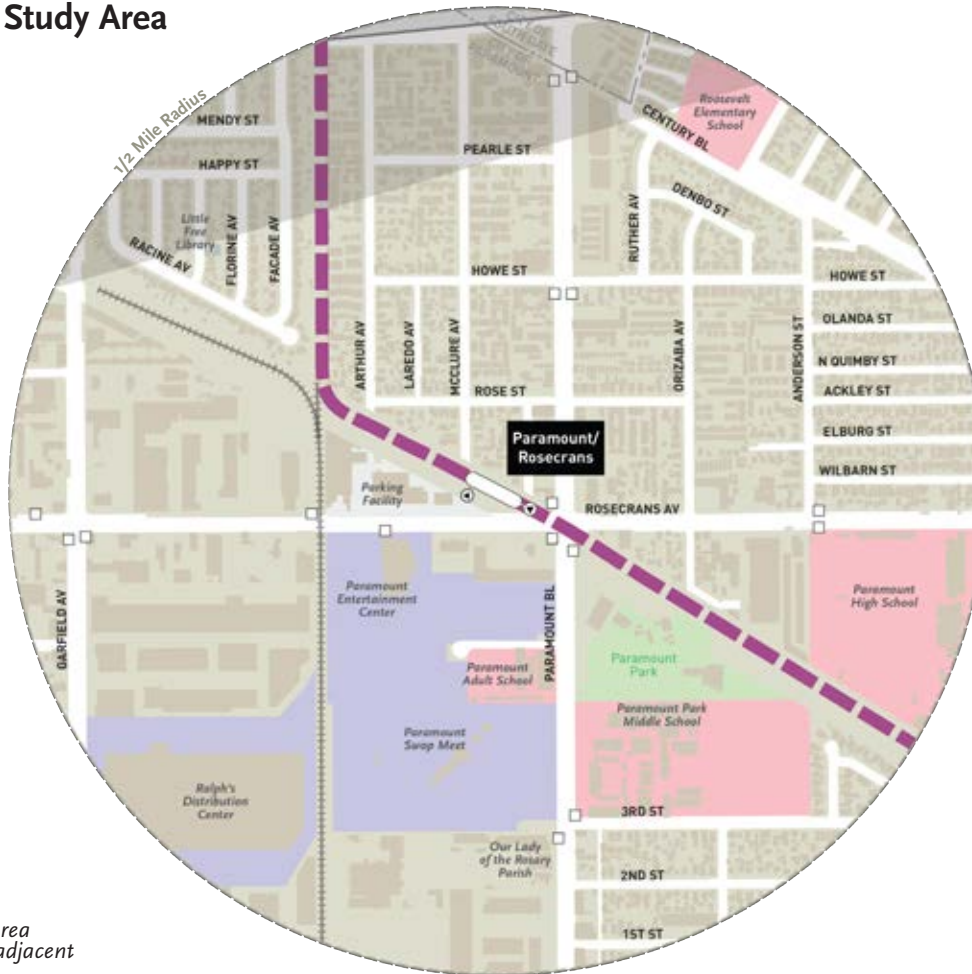
Source: Cityworks Design (Metro ATSP, 2022)



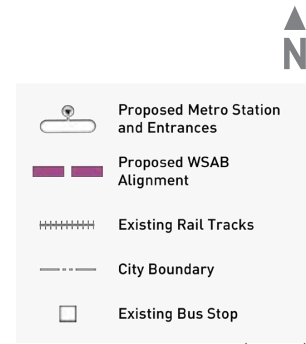
WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Paramount/Rosecrans

Half-Mile Study Area



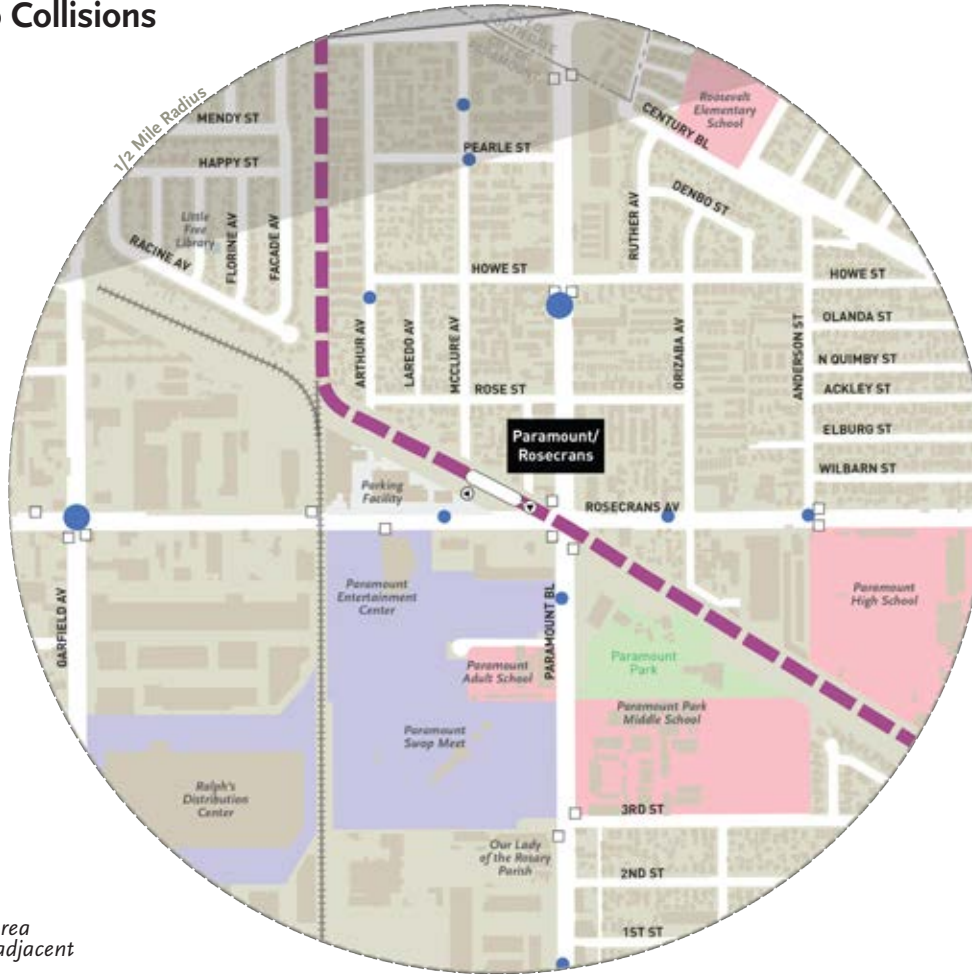
Note: Shaded area intersects with adjacent station.



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Paramount/Rosecrans

Bike/Auto Collisions



Note: Shaded area intersects with adjacent station.

N

Number of Fatal and/or Severe Collisions
(01/01/2016 - 12/31/2021)

- 1
- 2

- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- Existing Rail Tracks
- City Boundary
- Existing Bus Stop

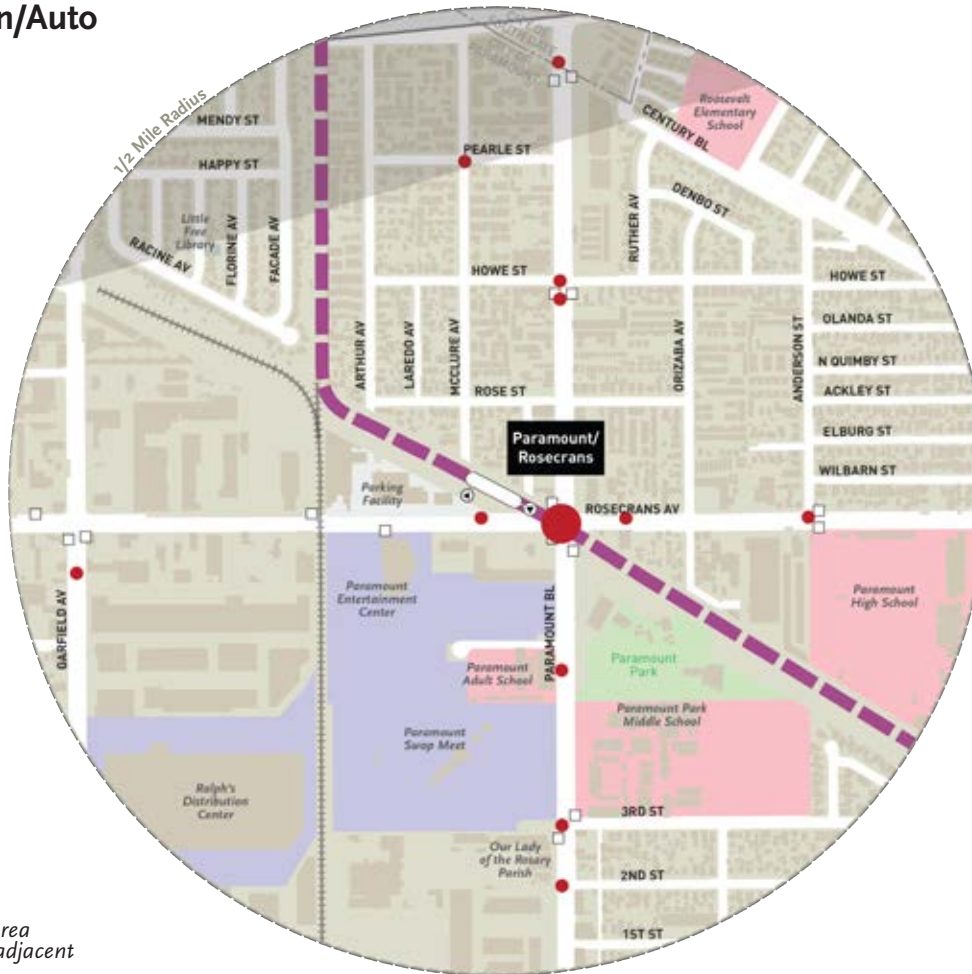
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Paramount/Rosecrans

Pedestrian/Auto Collisions



Note: Shaded area intersects with adjacent station.



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Paramount/Rosecrans

Population Density



Note: Shaded area intersects with adjacent station.

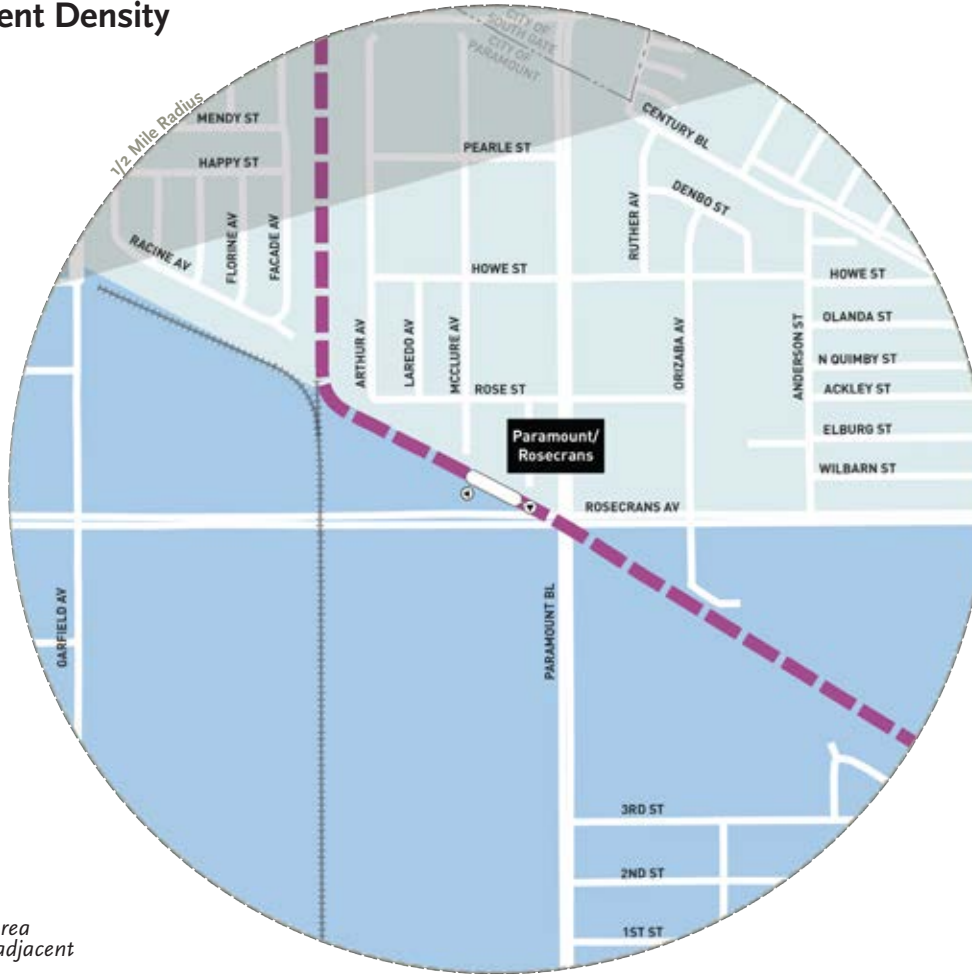
Source: Cityworks Design (Metro ATSP, 2022)



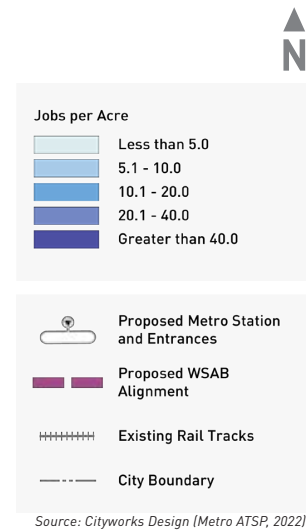
WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Paramount/Rosecrans

Employment Density



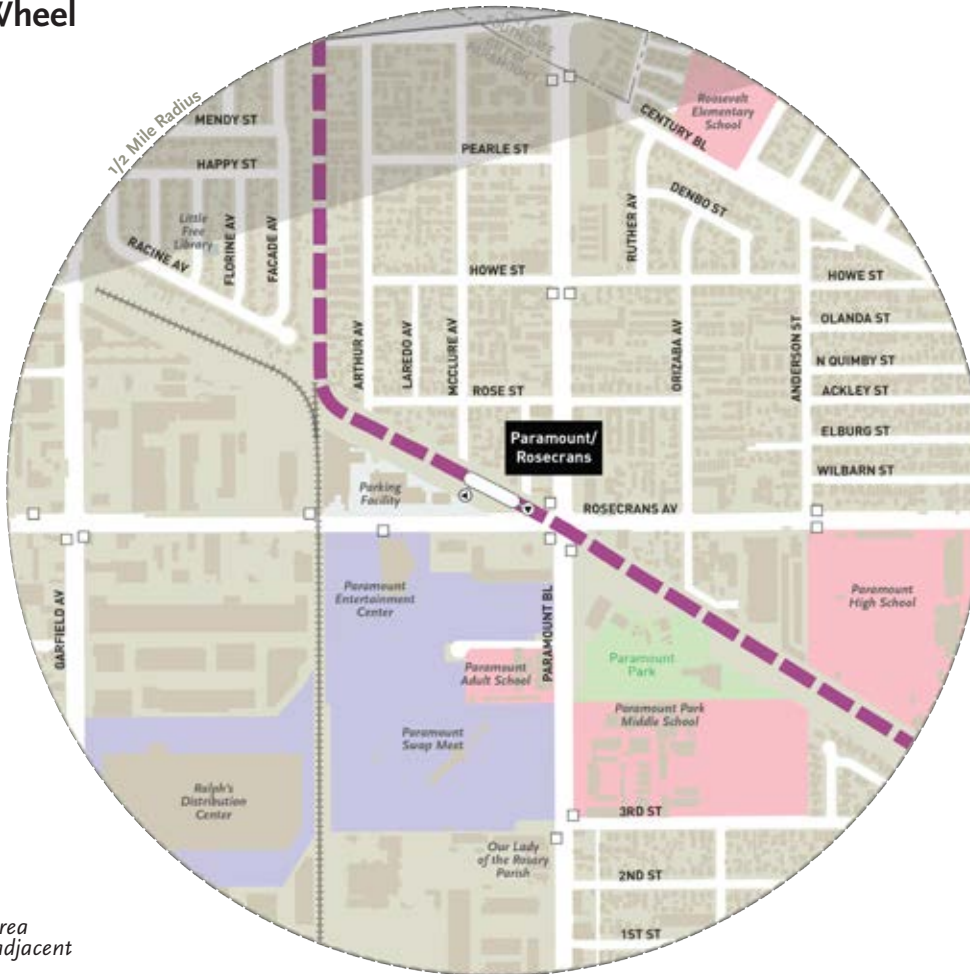
Note: Shaded area intersects with adjacent station.



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Paramount/Rosecrans

Existing Wheel Facilities



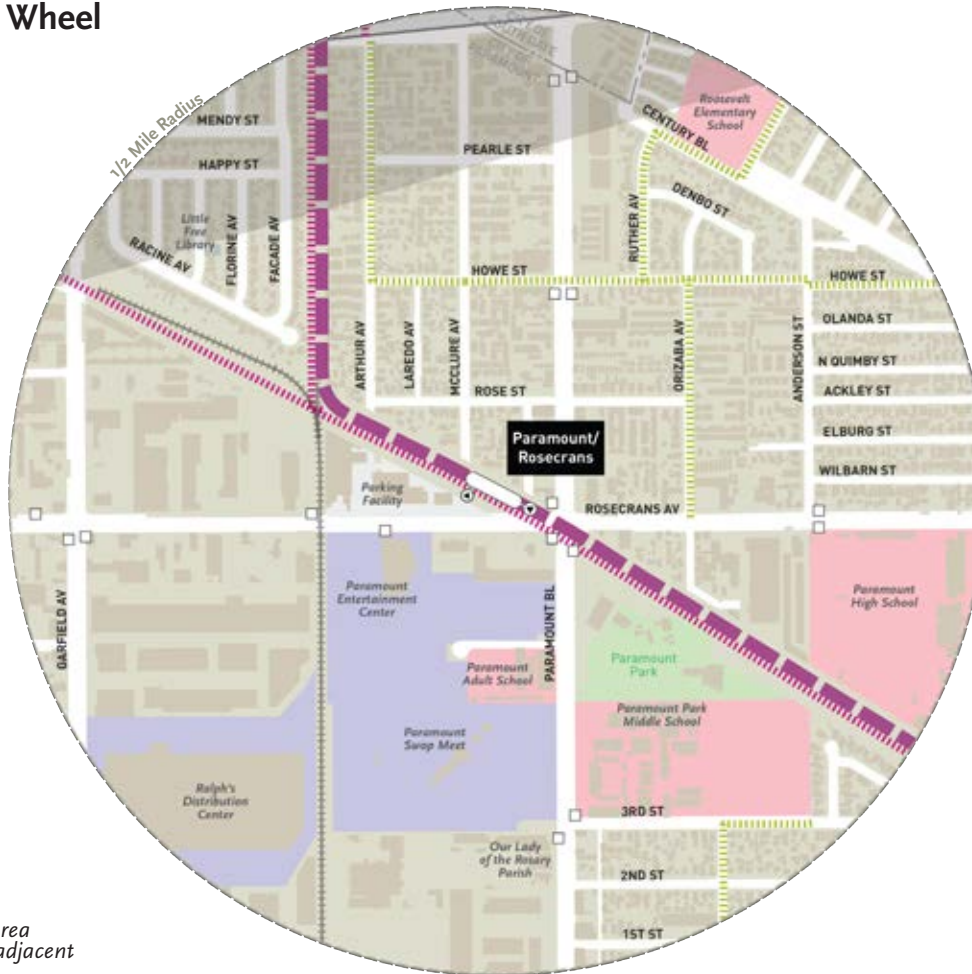
Note: Shaded area intersects with adjacent station.



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Paramount/Rosecrans

Proposed Wheel Facilities



Note: Shaded area intersects with adjacent station.

N

| | |
|--------------------------------------|--------------------------------------|
| Proposed Wheel Facility | |
| | Shared Use/Off-Street Path (Class I) |
| | Bicycle-Friendly Street (Class III) |
| Proposed Metro Station and Entrances | |
| | Proposed WSAB Alignment |
| | Existing Rail Tracks |
| | City Boundary |
| | Existing Bus Stop |

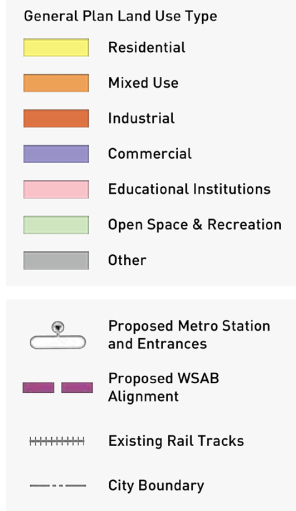
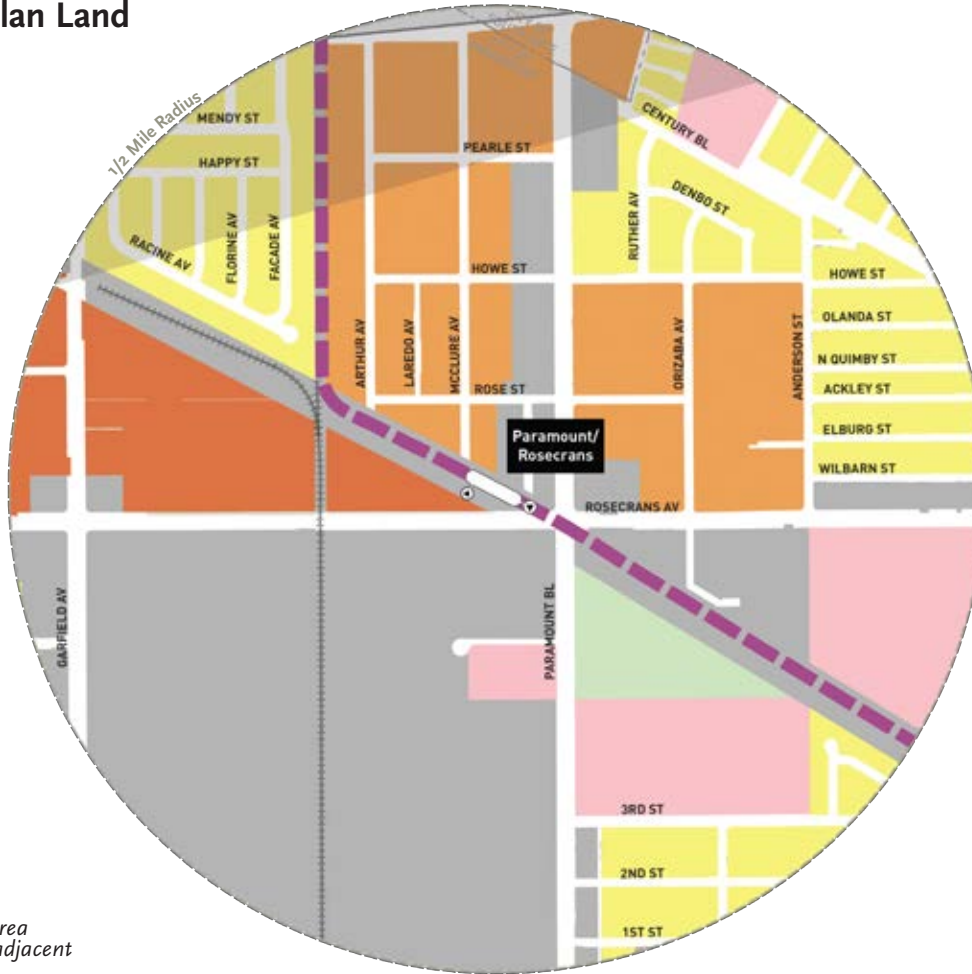
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Paramount/Rosecrans

General Plan Land Use



Note: Shaded area intersects with adjacent station.

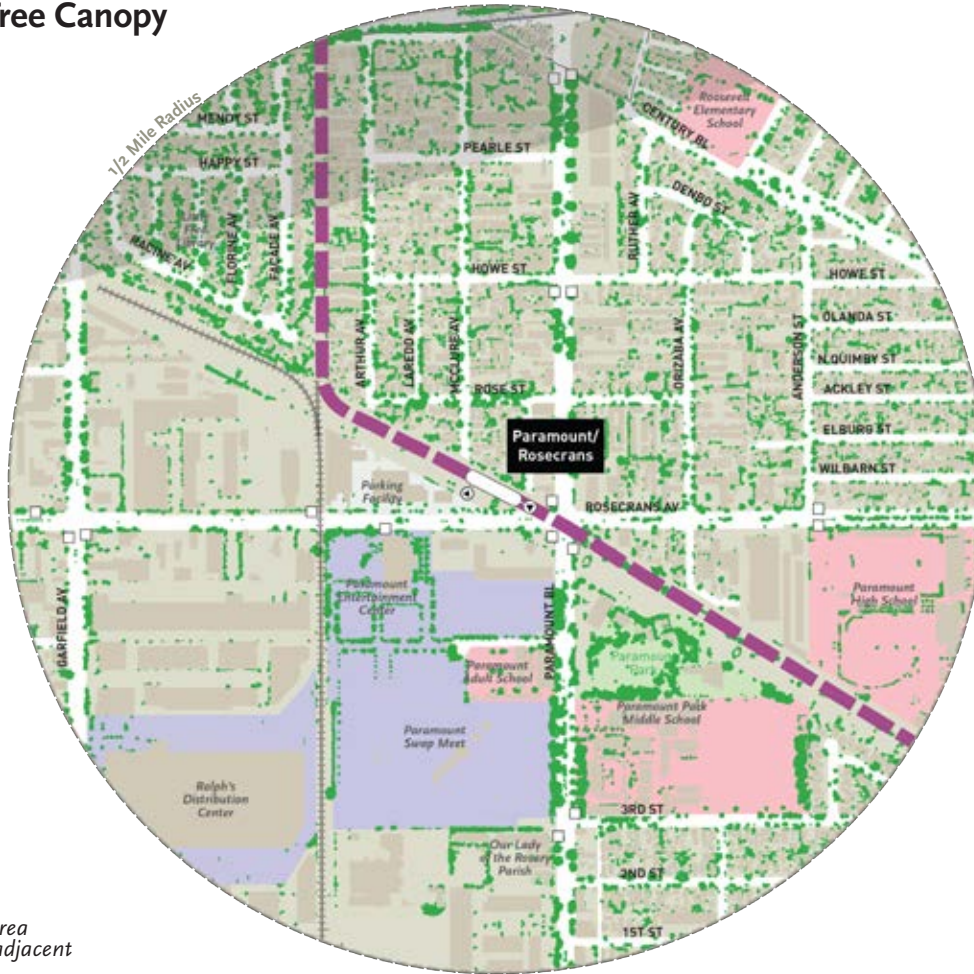
Source: Cityworks Design (Metro ATSP, 2022)



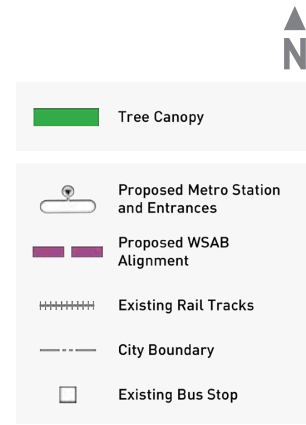
WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Paramount/Rosecrans

Existing Tree Canopy



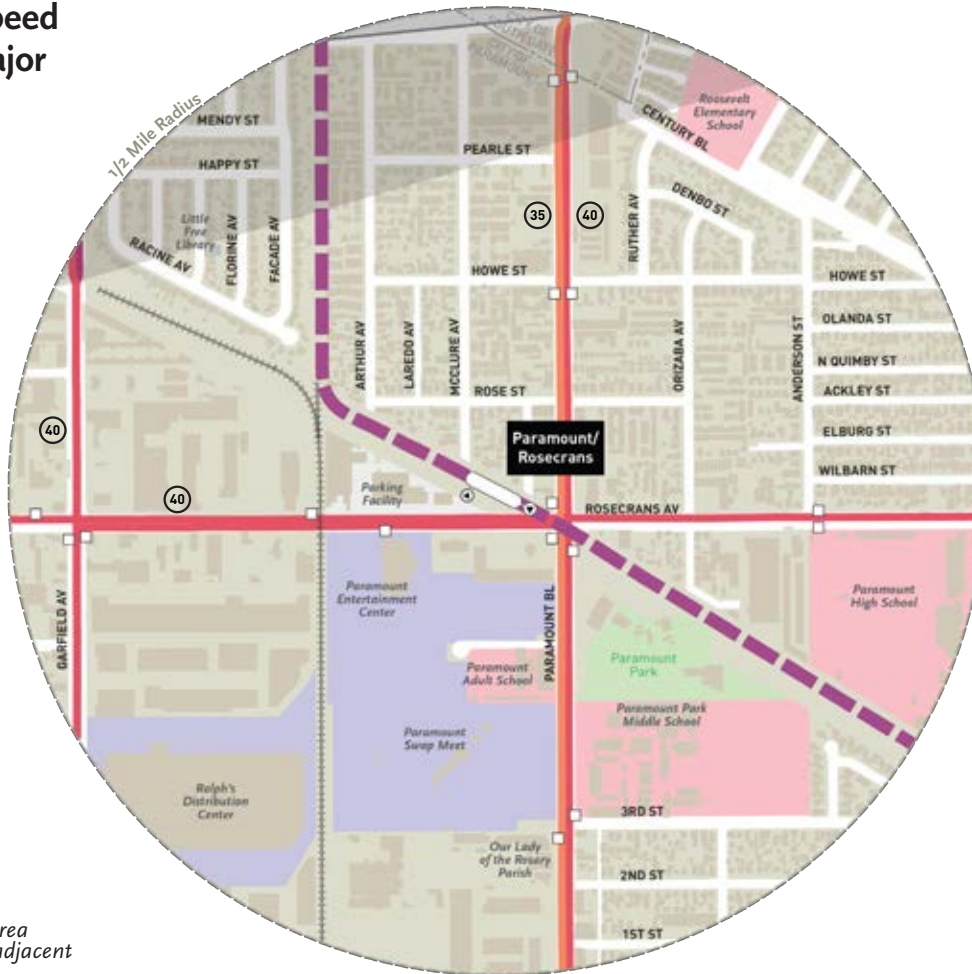
Note: Shaded area intersects with adjacent station.



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Paramount/Rosecrans

Posted Speed Limit - Major Arterials



Posted Speed Limit

- 25 mph
- 30 mph
- 35 mph
- 40 mph
- 45 mph

Proposed Metro Station and Entrances

-

Proposed WSAB Alignment

-

Existing Rail Tracks

-

City Boundary

-

Existing Bus Stop

-

Source: Cityworks Design (Metro ATSP, 2022)

Note: Shaded area intersects with adjacent station.



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Paramount/Rosecrans

Equity Focused Communities (EFC)



Note: Shaded area intersects with adjacent station.



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Bellflower

Half-Mile Study Area



N

| | |
|--|--------------------------------------|
| | Proposed Metro Station and Entrances |
| | Proposed WSAB Alignment |
| | City Boundary |
| | Existing Bus Stop |

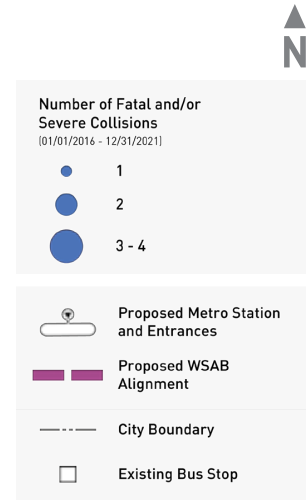
Source: Cityworks Design (LA Metro)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Bellflower

Bike/Auto Collisions



Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Bellflower

Pedestrian/Auto Collisions



N

| Number of Fatal and/or Severe Collisions (01/01/2016 - 12/31/2021) | |
|---|--------------------------------------|
| ● | 1 |
| ● | 2 |
| | Proposed Metro Station and Entrances |
| | Proposed WSAB Alignment |
| | City Boundary |
| | Existing Bus Stop |

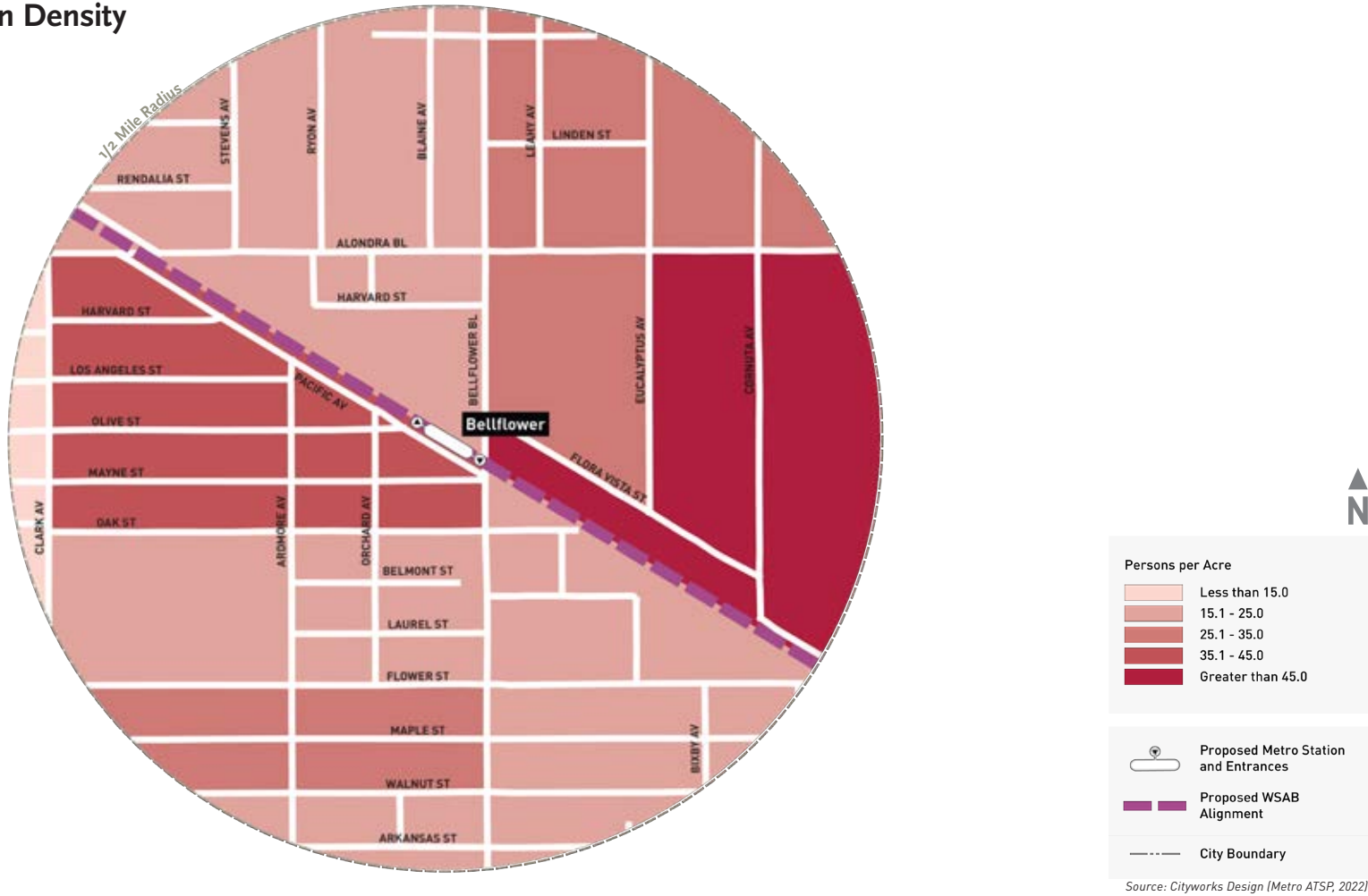
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Bellflower

Population Density



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Bellflower

Employment Density



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Bellflower

Existing Wheel Facilities



Existing Wheel Facility

- Shared Use/ Off-Street Path (Class I)
- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- City Boundary
- Existing Bus Stop

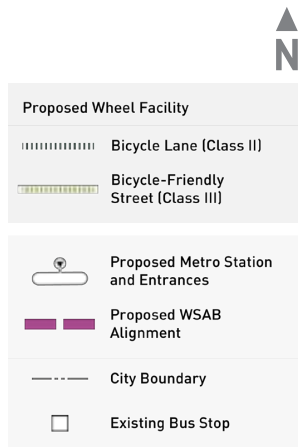
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Bellflower

Proposed Wheel Facilities



Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Bellflower

General Plan Land Use



- General Plan Land Use Type
- Residential
 - Mixed Use
 - Industrial
 - Commercial
 - Educational Institutions
 - Open Space & Recreation
 - Other

- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- City Boundary

Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Bellflower

Existing Tree Canopy



▲
N

- Tree Canopy
- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- City Boundary
- Existing Bus Stop

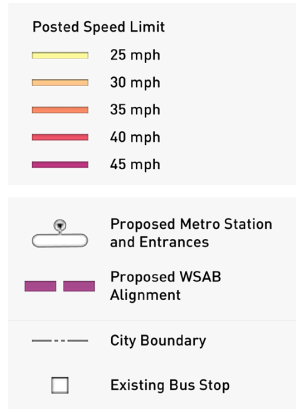
Source: US Forest Service, 2018



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Bellflower

Posted Speed Limit - Major Arterials



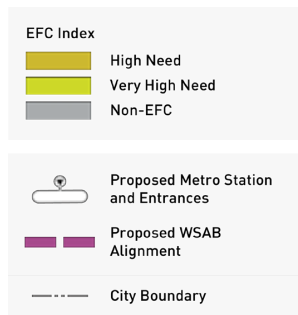
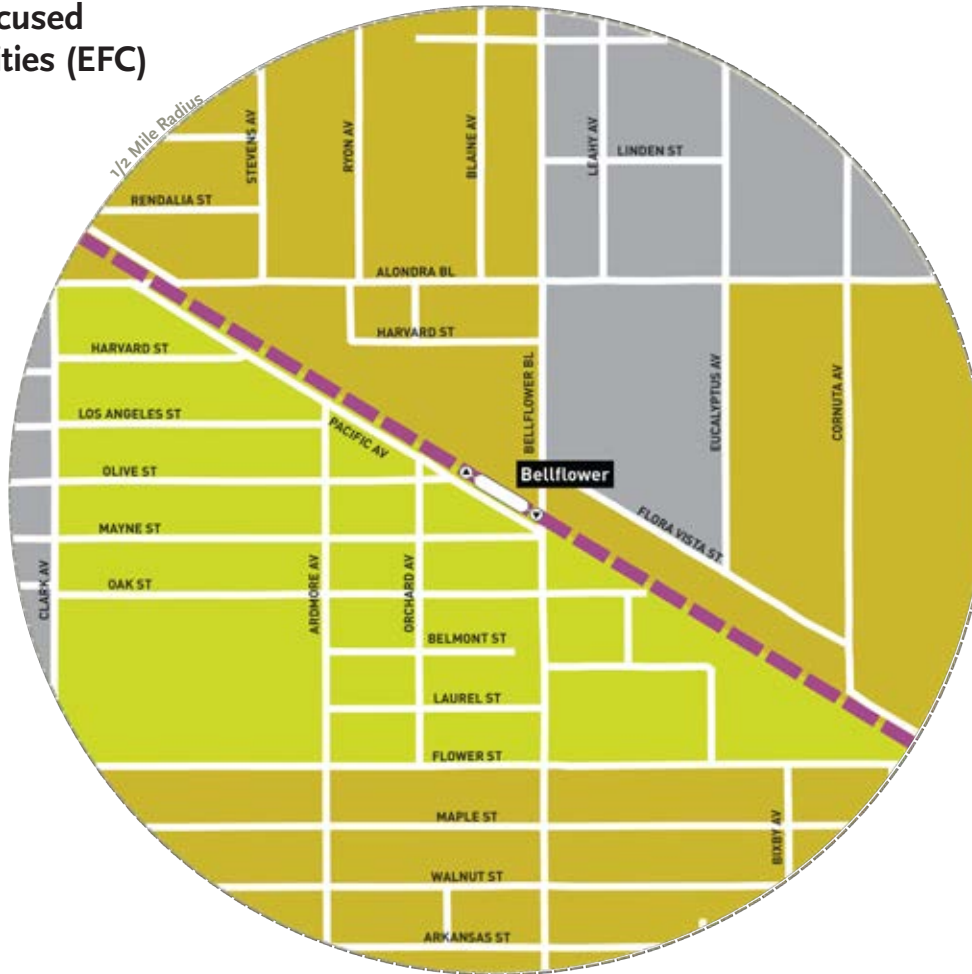
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Bellflower

Equity Focused Communities (EFC)



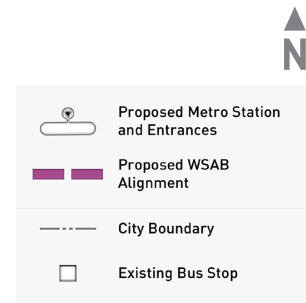
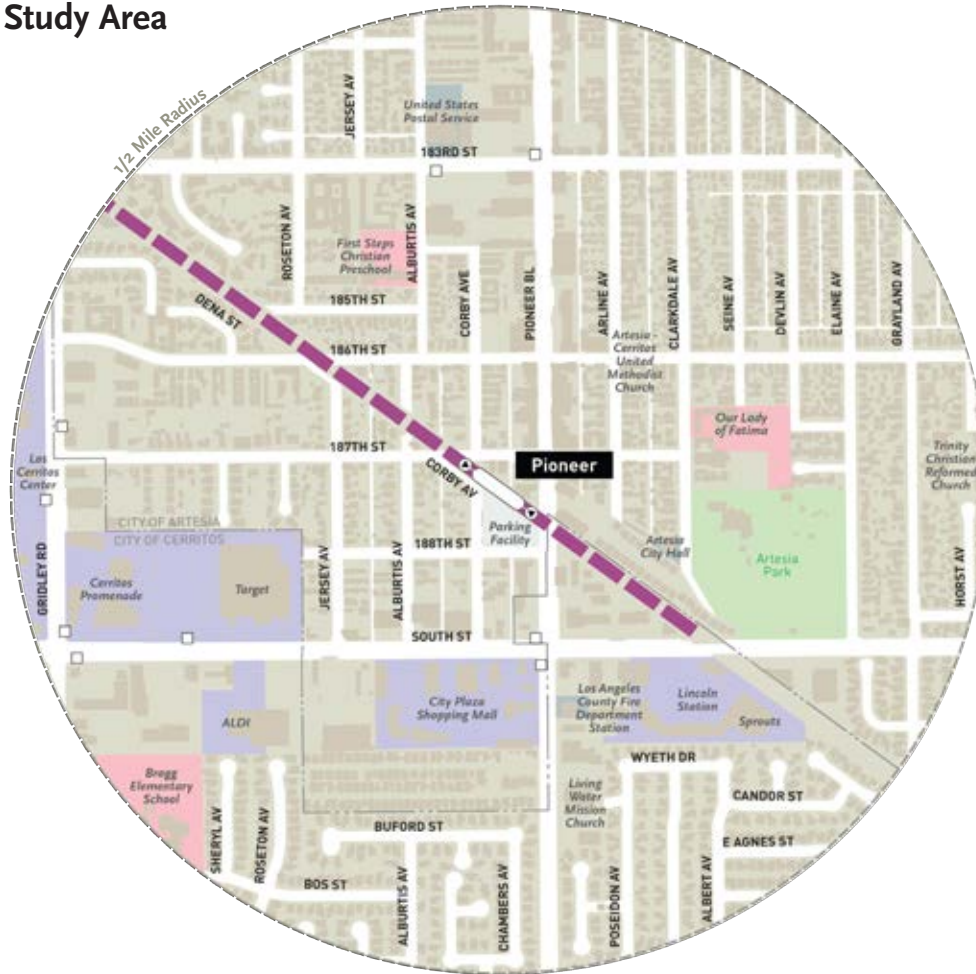
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pioneer

Half-Mile Study Area



Source: Cityworks Design (LA Metro)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pioneer

Bike/Auto Collisions



N

Number of Fatal and/or Severe Collisions
(01/01/2016 - 12/31/2021)

- 1
- 2

- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- City Boundary
- Existing Bus Stop

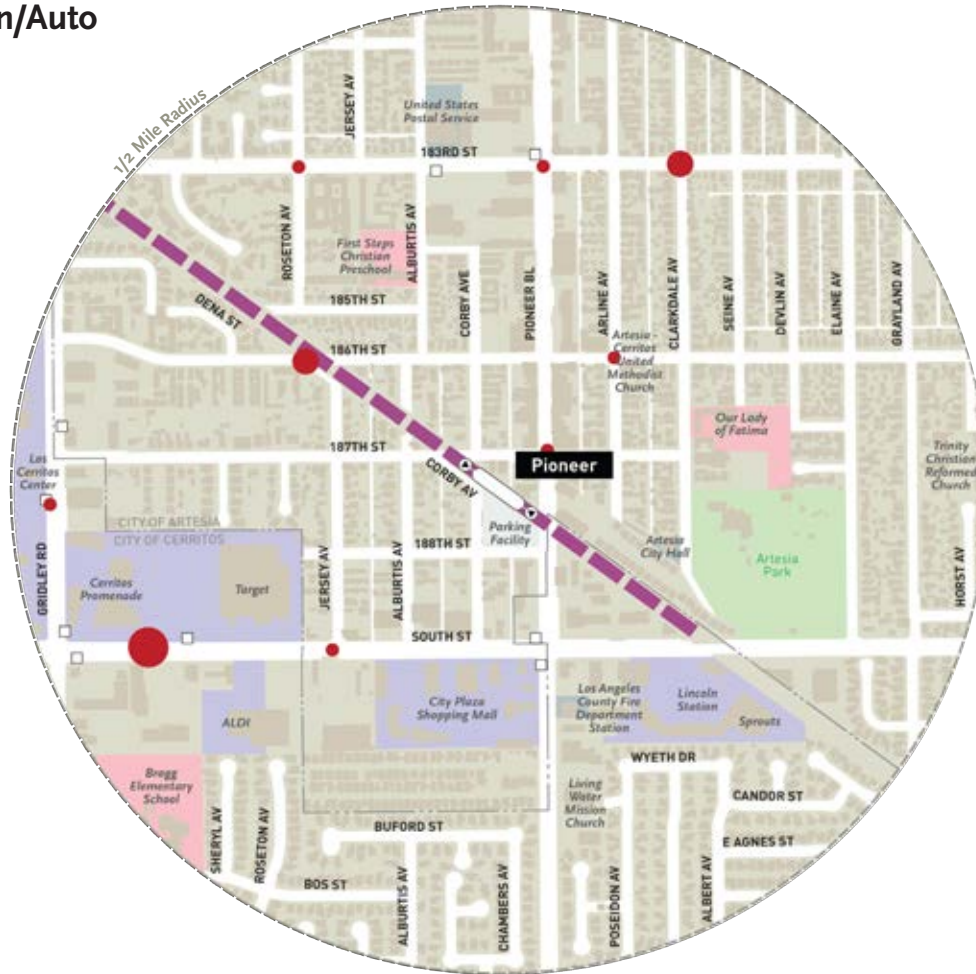
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pioneer

Pedestrian/Auto Collisions



Number of Fatal and/or Severe Collisions
(01/01/2016 - 12/31/2021)

- 1
- 2
- 3 - 4

- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- City Boundary
- Existing Bus Stop

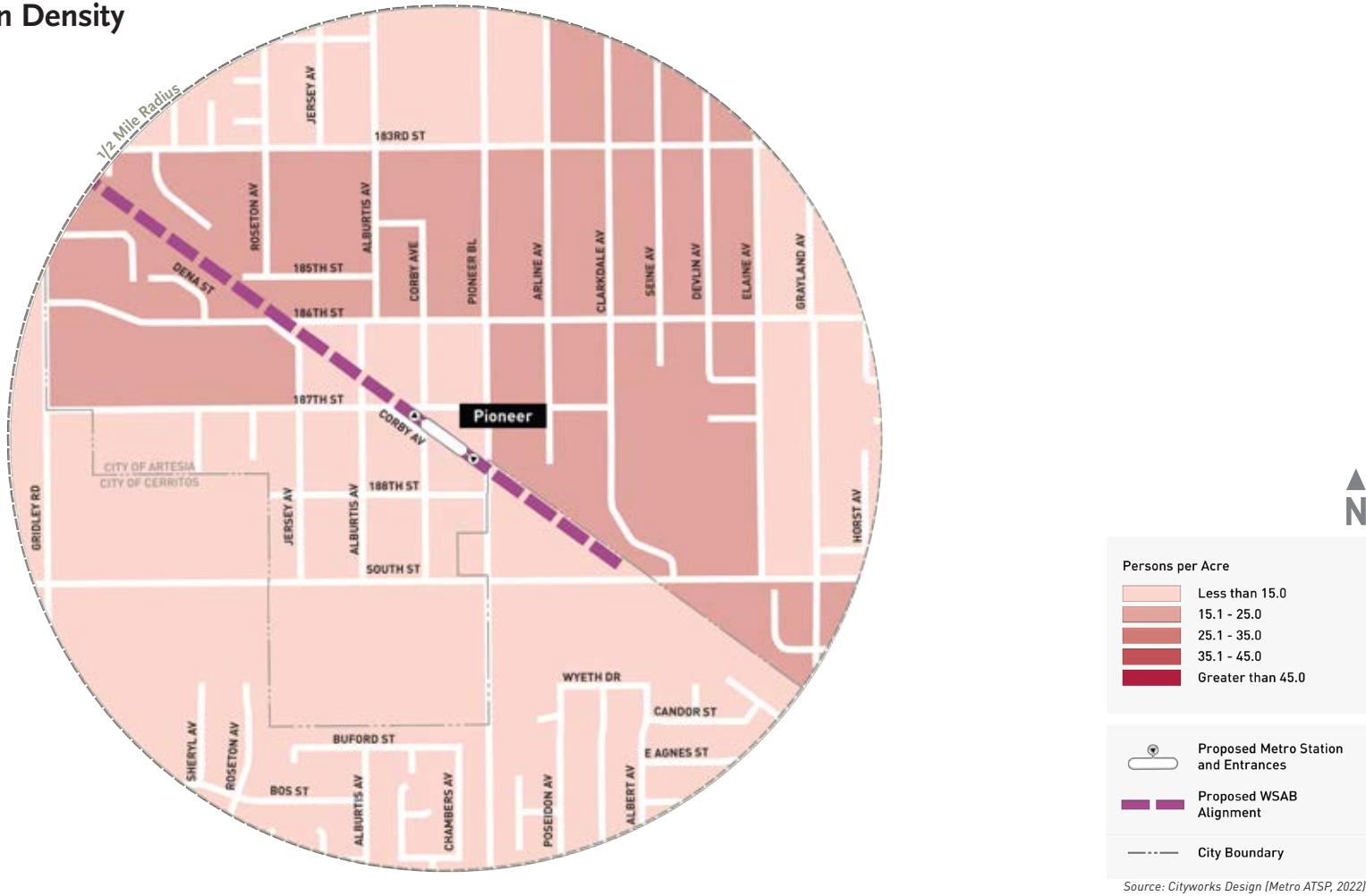
Source: Cityworks Design (Metro ATSP, 2022)



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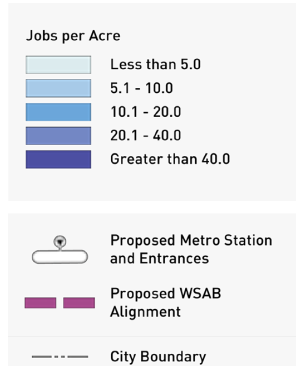
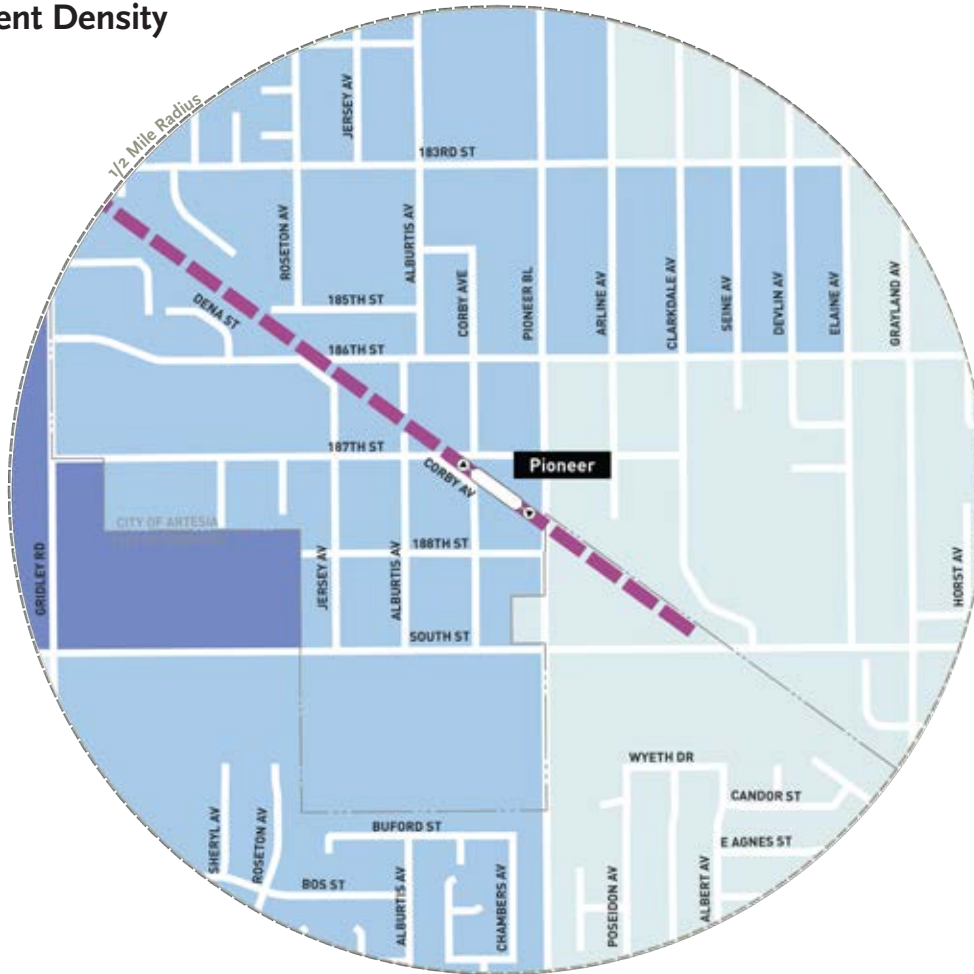
Population Density



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pioneer

Employment Density



Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

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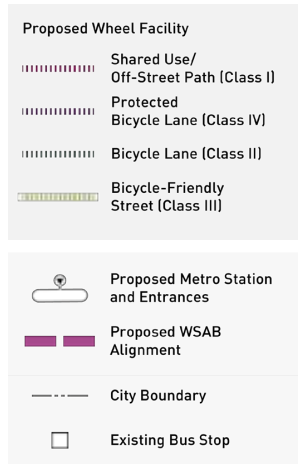
Existing Wheel Facilities



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pioneer

Proposed Wheel Facilities



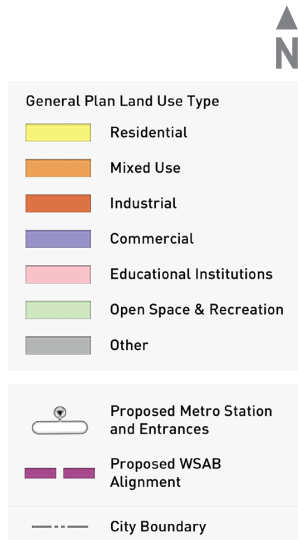
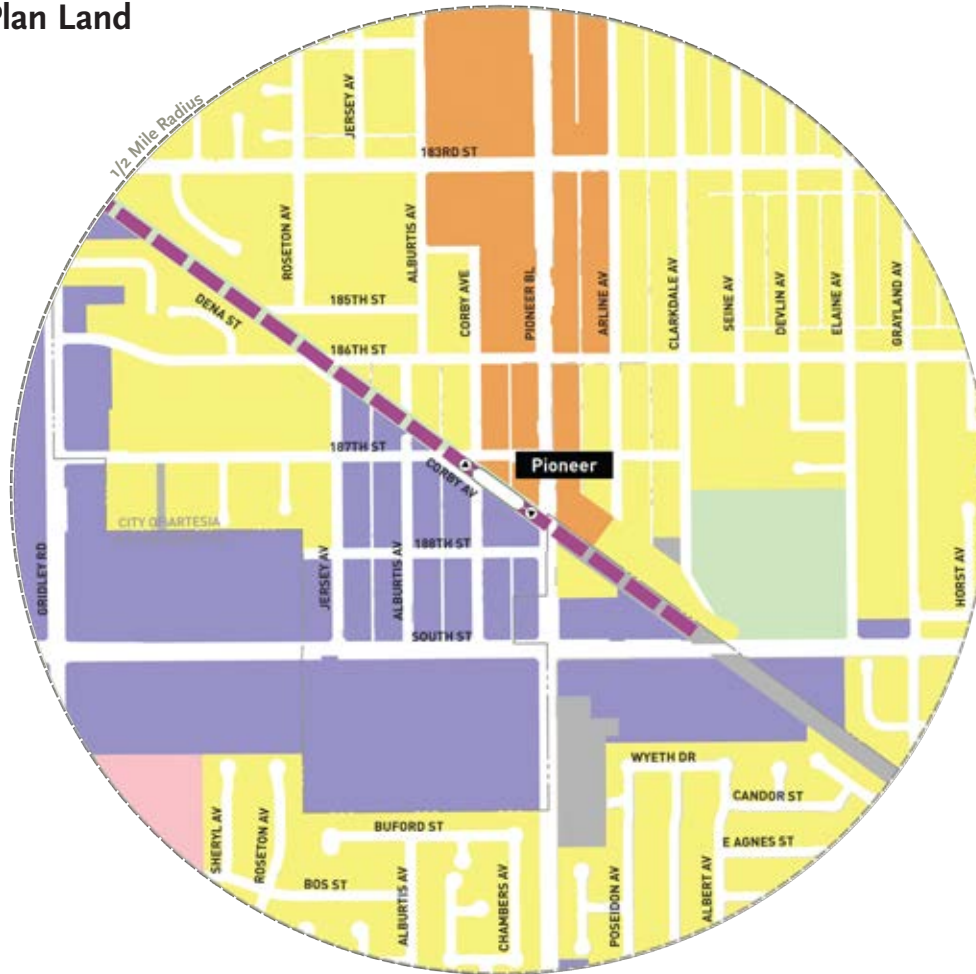
Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pioneer

General Plan Land Use



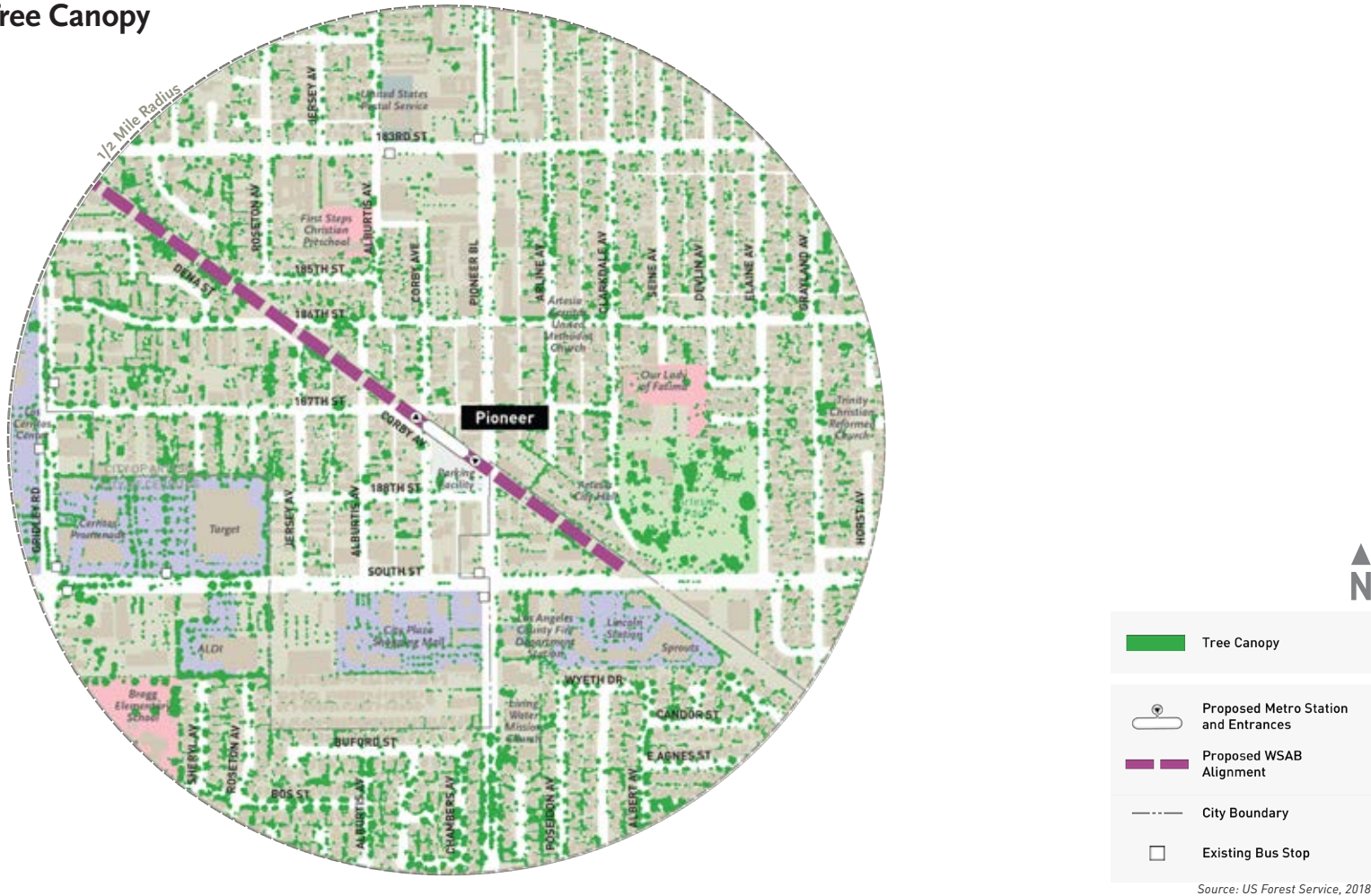
Source: Cityworks Design (Metro ATSP, 2022)



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Pioneer

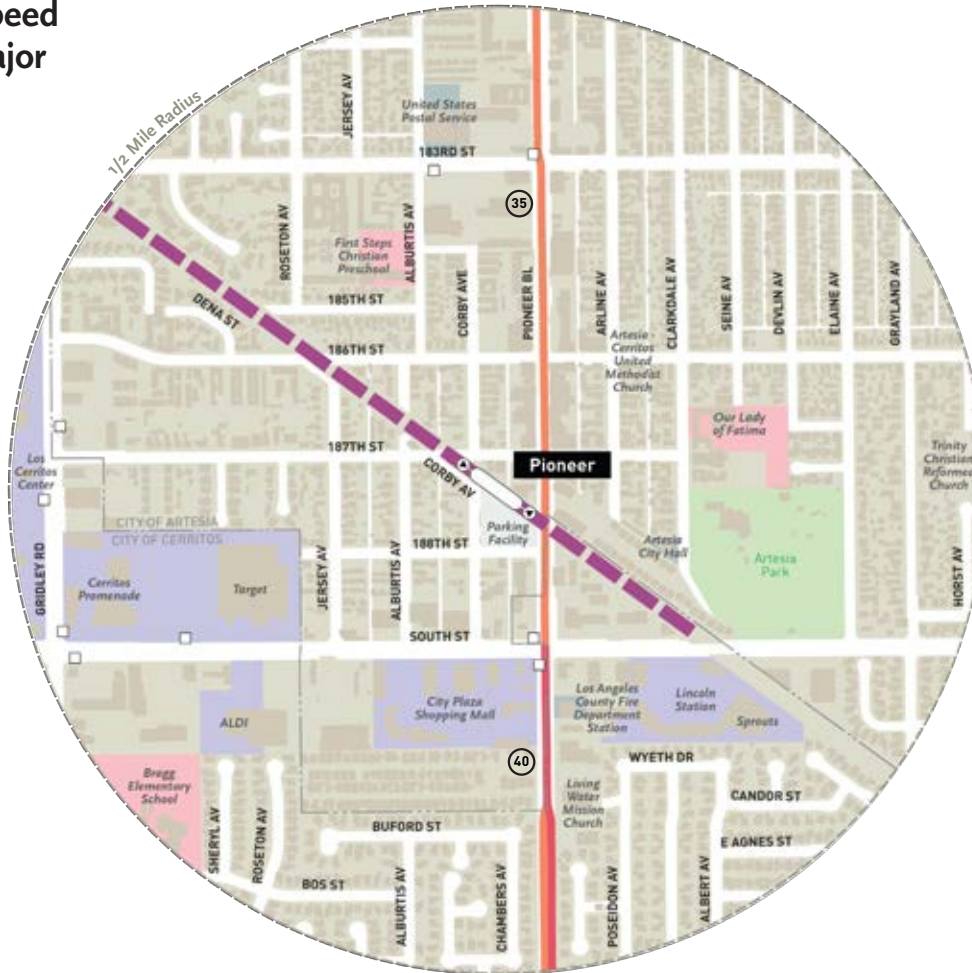
Existing Tree Canopy



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pioneer

Posted Speed Limit - Major Arterials



Posted Speed Limit

- 25 mph
- 30 mph
- 35 mph
- 40 mph
- 45 mph

Proposed Metro Station and Entrances

-

Proposed WSAB Alignment

-

City Boundary

-

Existing Bus Stop

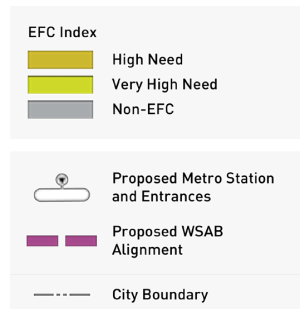
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WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Pioneer

Equity Focused Communities (EFC)



Source: Cityworks Design (Metro ATSP, 2022)



WEST SANTA ANA BRANCH TRANSIT CORRIDOR

APPENDIX C ADDITIONAL RELEVANT PLANS AND PROJECTS

In the Fall of 2022 and 2023, Metro and the FLM planning team coordinated two additional rounds of requests for planning documents and existing FLM projects from jurisdictions. The FLM planning team reviewed these documents for relevant projects to the prioritized project list in the final FLM plan. The final prioritized project list includes a column highlighting those instances of alignment with existing plans or projects.

The following list includes the additional plans and projects provided directly to the team by agencies or jurisdictions.

City of Artesia

- Artesia Bus Stop Improvements Project

City of Bell

- Florence Corridor Complete Street Evaluation and Master Plan

City of Cudahy

- Atlantic Corridor Complete Street Evaluation and Master Plan
- Cudahy LA River Area Improvement Project - Salt Lake Ave and Otis Ave Pocket Park
- Citywide Sidewalk Maintenance Project
- Salt Lake Ave Pedestrian Accessibility Project
- Salt Lake Ave/Otis Ave/Elizabeth St Traffic Signal Project TRE-004
- Cudahy Bus Stop Improvement Project
- Atlantic Ave Complete Streets Improvements Project

City of Huntington Park

- Safe Routes to School and Childhood Obesity Project
- Slauson Ave Corridor & Citywide Pedestrian, Bike and Transit improvements

City of Los Angeles

- Sidewalk Transit Amenities Program

City of Maywood

- ATP Bike and Pedestrian Master Plan
- Randolph Street Bike and Facilities Improvements

City of Paramount

- Clearwater East Specific Plan
- Climate Action Plan

City of South Gate

- WSAB LRT 1st First/Last Mile Bikeway Safety & Access
- Hollydale Area Access Improvements Project
- Garfield Ave Street Improvements
- Garfield Avenue and Imperial Highway Improvements project

- FLM improvements from the following projects accepted
 - I-710 Freeway Southbound On-Ramp Modification
 - Firestone Blvd Regional Corridor Capacity Enhancements, Phase I and II
 - Atlantic & Firestone Intersection Improvements Phases I and II

City of Vernon

- Vernon Randolph-To- River Greenway Project

County of Los Angeles

- MAT Slauson Project

3.3

Community Outreach Summary Report – Appendices

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



Metro

SOUTHEAST GATEWAY LINE

Appendix A

Appendix A.1 – Community Engagement Strategy



Metro

SOUTHEAST GATEWAY LINE

Appendix A.1 – Community Engagement Strategy

Community Engagement Strategy

West Santa Ana Branch Transit First/Last Mile Project

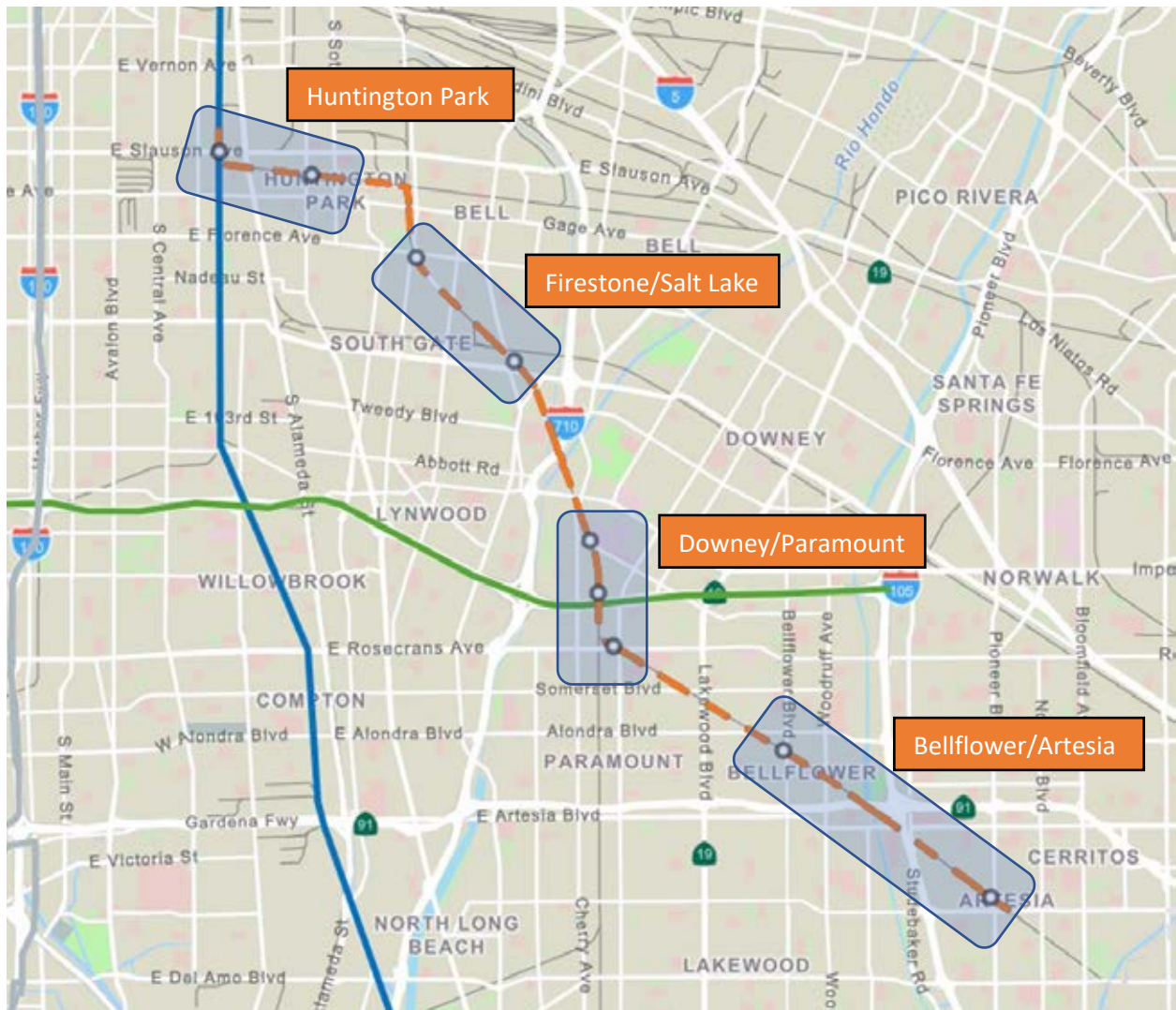
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I. Introduction

As part of our commitment to engaging with the community in the development and implementation of the West Santa Ana Branch Transit Corridor First/Last Mile Project, we have developed a comprehensive Community Engagement Strategy (CES). This CES includes several chapters that will outline specific outreach efforts designed to present information to garner informed and creative feedback from each of the nine (9) station area communities. By implementing these tactics, we aim to actively involve community members in the project's development, collect valuable feedback and ensure that the project aligns with the community's needs and goals.

Figure 1 WSAB Corridor Map



This map identifies clusters of station areas in the corridor that outreach efforts will focus on. Community events, presentations and other outreach activities will be segmented into these clusters to ensure a balanced approach when engaging with station area communities.

II. Outreach Timeline

D = Deliverable, E = Event

| Tasks | | 2023 | | | | | | | | | | 2024 | | | | |
|---|---|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|--|
| | | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | |
| WSAB Project Approval/ Environmental Document (PA/ED) – Key Milestones | | | | | | | | | | | | | | | | |
| Env | Community Open Houses | | | | | | | | | | | | | | | |
| Env | Project Renaming Campaign | | | | | | | | | | | | | | | |
| Env | Metro Board to certify Final EIR | | | | | | | | | | | | | | | |
| WSAB First/Last Mile Planning – Key Milestones | | | | | | | | | | | | | | | | |
| FLM | Technical Walk Audits | | | | | | | | | | | | | | | |
| FLM | Layout Pathway Network and Project Ideas | | | | | | | | | | | | | | | |
| FLM | Project Prioritization | | | | | | | | | | | | | | | |
| FLM | Final FLM Plan | | | | | | | | | | | | | | | |
| WSAB First/Last Mile – Outreach | | | | | | | | | | | | | | | | |
| 1 | General Project Management | | | | | | | | | | | | | | | |
| 1.5 | CBO Selection and On-Boarding (Modification) | | | D | | | | | | | | | | | | |
| 2 | Identify Key Stakeholders, Comm. Groups, Local Events | | | D | | | | | | | | | | | | |
| 3 | Community Engagement Strategy | D | | | | | | | | | | | | | | |
| 4 | Community Eng. Activities, Events, and Survey | | | | | | | | | | | | | | | |
| 4.1 | CBO Partnerships and Task Support | | | | | | | | | | | | | | | |
| 4.2 | Walk Audits (9x, CBO-led) | | | | E | E | | | | | | | | | | |
| 4.3 | Pop-up Workshops (9x with CBO support) | | | | E | E | E | E | E | | | E | E | E | E | |
| 4.4 | Presentations at Existing Comm. Mtgs. (up to 15) | | | | E | E | E | E | | | | E | E | E | E | |
| 4.5 | Survey | | | | | | | | | | | | | | | |
| 4.6 | Traditional Notification Efforts | | | | | | | | | | | | | | | |
| 4.7 | Innovative Social Media Tactics | | | | | | | | | | | | | | | |
| 4.8 | Virtual Interactive Tool | | | | D | | | | | | | | | | | |
| 5 | Summary Report | | | | | | | | | | | | | | D | |

III. Identify and onboard Community Based Organizations

Arellano Associates will lead and coordinate Community Based Organization (CBO) involvement for this outreach program. The steps below outline the strategy for identifying, onboarding and coordination of tasks during the life of this project.

Objective: Identify and onboard CBOs to support project activities.

Steps:

Prepare for CBO invitations

(April – early-May 2023)

1. Conduct research to identify potential CBOs in the project corridor area.
2. Develop criteria to evaluate CBOs and select those that meet the criteria.
3. Prepare CBO invitation communications.

Initiate contact with CBOs (May 4 – May 19, 2023)

4. Reach out to potential CBOs to assess their interest and capacity to participate in the project.
5. Evaluate CBOs and select partners.

Onboarding Process (May 29 – June 8, 2023)

6. Meet with selected CBOs to discuss their roles and responsibilities and establish a working relationship.
7. Provide training and support to CBOs to ensure they have the necessary skills and resources to support project activities.

Activation

8. Assign specific tasks to each CBO, including walk audits, community presentations, events, in-person outreach activities, developing a map-based community survey, and developing a social media strategy.
9. Monitor and evaluate the performance of each CBO, providing feedback and support as needed. Adjust scope as needed to meet their capacity.
10. Collaborate with CBOs to develop effective communication strategies to engage with the community and increase participation in project activities.

Timeline:



IV. Identification of Key Stakeholders and Community Groups

AA will coordinate the development of a key stakeholders and community groups list using previous project databases (WSAB Environmental, WSAB TOD-SIP, Rio Hondo Confluence Station Feasibility Study) as well as through collaboration with the selected CBO, SWG members and Metro.

Objective: Prepare a comprehensive list and interactive map of key stakeholders for effective engagement in the project.

Steps:

Identify relevant stakeholders and develop tiered list

1. Identify the relevant categories of stakeholders, such as schools, cultural centers, large employers, neighborhood groups, and other potential community stakeholders and organizations.
2. Conduct research to identify all the potential stakeholders within each category and compile a comprehensive list.

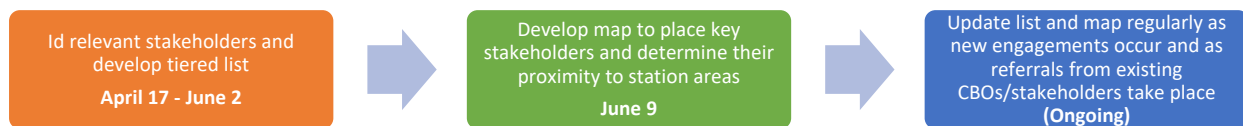
Develop key stakeholder map

3. Develop an interactive map of the key stakeholders and their locations.
4. Integrate the existing resources, including the WSAB stakeholder database, meeting log, comment records, and outreach summary reports, into the comprehensive list and map.
5. Incorporate input from Metro, local agencies, CBOs, and SWG members, to ensure that all relevant stakeholders are included.
6. Prioritize the stakeholders based on their level of interest in the project.

Update list

7. Update the list and interactive map regularly to reflect any changes in the stakeholders and their locations.

Timeline:



V. Identification of Key Community Events and Pop-up Opportunities

AA will lead and coordinate efforts to identify the best opportunities to participate in events and host pop-up booths in key areas with high foot traffic as well as areas with a good volume of transit riders (near existing rail/bus stations). These efforts will be done in collaboration with CBOs, SWG members, local agencies and Metro.

Objective: Identify and participate in key community events and pop-up opportunities to increase engagement in the project.

Steps:

Develop list of community events and pop-up opportunities

1. Create a list of potential events and pop-up opportunities within the project corridor area.
2. Seek input from Metro, CBO partners, SWG members, and local agencies on which events and opportunities to participate in that will have high foot traffic and visibility.
3. Prioritize the events and opportunities based on their proximity to the project area and the level of community engagement.

Planning & coordination with Metro

4. Split up community events into two phases to coincide with survey collection
5. Develop a plan for each event and opportunity, outlining the objectives, strategies, and tactics to be used.
6. Create informational materials and provide Metro swag to be distributed at the events and opportunities to drive up engagement.

Post-event documentation and review feedback

7. Collect feedback and data on the engagement activities at each event to evaluate their effectiveness.
8. Regularly review and adjust the engagement plan based on the feedback, data, and changes in the project objectives and priorities.

Timeline:



VI. Walk Audits

CWD and AA, with the support of its CBO partner(s) will organize and coordinate walk audits of clusters of 2-3 transit stations (total: 9 stations). CWD, with AA's support will develop a worksheet for walk audit participants that will outline what considerations an observations Metro is looking for feedback on as part of this process. Participants will be equipped with maps and a station area checklist to document access strengths, barriers, observed behaviors, and locations for project ideas. They will summarize their observations and priorities for safety, accessibility, and aesthetics by completing checklists for each route. The information collected will inform the development of draft pathway maps, including specific improvement needs at each station area. The project team will conduct a workshop to train CBOs on conducting successful walk audits. A Metro FLM walk audit app or a similar service (SocialPinpoint) will be used to log data on opportunities, barriers, strengths, and ideas for improving the walking and rolling environment in real-time.

Objective: Facilitate stakeholder walk audits and collect data for the project team's development of a walk audit summary report.

Steps:

Planning and preparation

1. Coordinate with Technical Team and CBO partners to recruit participants and lead walk audits.
2. Test and train walk audit team leaders, including supporting CBO staff, to ensure they have the necessary knowledge to conduct successful walk audits.
3. Identify apps/programs that can be used to log data on walk audits.
4. Prepare materials and logistics for stakeholder walk audit events at the station area clusters.

Conduct walk audits

5. Facilitate the stakeholder walk audit events, coordinate documentation such as sign-ins, comment cards, and photos with CBO staff.
6. Provide resources to the project team for the development of a walk audit summary report, including records of geo-tagged comments in the app.
7. Collect and compile data on the walk audits and stakeholder feedback, using the app or other documentation methods.

Follow up documentation and data analysis

8. Analyze the data to identify patterns, opportunities, and barriers in the walking and rolling environment around each station area.
9. Prepare a walk audit summary report for the project team, highlighting the key findings, observations, and recommendations for improving safety, accessibility, aesthetics, and transfers at each station area.
10. Share the walk audit summary report with the project team and stakeholders, soliciting feedback and input for the development of the project's next phase.

Timeline:



VII. Pop up Workshops (9 total)

AA will lead the coordination of up to nine (9) pop-up workshops, with the support of selected CBOs. The outreach team will also identify opportunities to consolidate workshops for multiple station area communities where it makes sense (*e.g. Gardendale, I-105/C Line, Paramount/Rosecrans stations*). Events will focus on multiple station areas (2-3) and there will be two rounds of pop-up workshops in fall 2023 and winter/spring 2024.

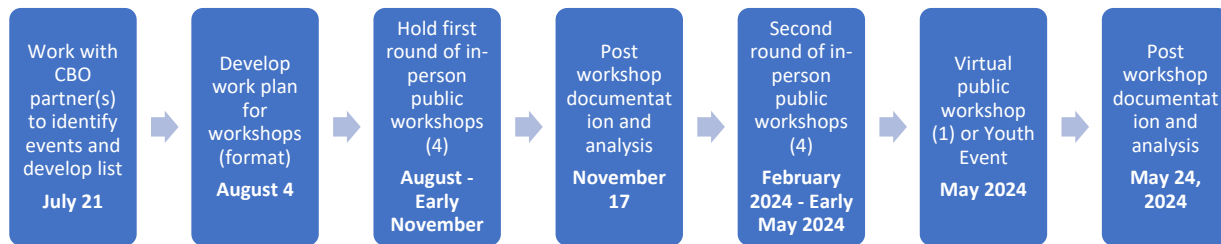
Objective: Highlight the Draft Pathway maps for each of the nine WSAB stations at community engagement activities, including nine public pop-up workshops, in-person, online, or hybrid.

Steps:

1. Identify community events, including health fairs, holiday festivals, concerts/movies-in-the-park, school events (PTA, back to school nights), church/cultural events, and others as informed by the CBOs.
2. Develop a plan for the 9 pop-up workshops and determine the format of each event.
3. Ensure that participation at events is strategic and actively engages participants.

4. Prepare event logistics and materials and facilitate in-person engagement activities near the project stations.
5. Conduct nine (9) public pop-up workshops, one (1) near each of the nine (9) future WSAB station areas. *(Combine some events, if possible, to free up one event to be used for a youth event, such as a bike rodeo, organized through a CBO in coordination with schools.)*
6. Conduct workshops at existing community events to allow access to additional participants beyond those who would have purposely attended a FLM workshop.
7. Develop quick, post-event summaries with key metrics and engagement information to inform the team on how to improve or change its approach for subsequent workshops.

Timeline:



VIII. Visual Content and Interactive Engagement

AA will work with Metro, selected CBOs and the technical team to develop engagement activities that serve the general public and the youth demographics (K-12, community college). These activities will provide opportunities for the public to engage with the project at pop-up workshops and/or community presentations when appropriate.

Objective: Develop visual content and interactive engagement activities to encourage participation in the project.

Steps:

1. Collaborate with Metro and CBO partner(s) to develop a "gamified" approach to draw in and encourage participation.
2. Develop a "Find and Fix the Gap" game that asks users to identify barriers or gaps that currently prevent them from accessing the station area and prompts them to select from a toolkit of Future of Los Angeles (FLM) solutions to advise the best solution per barrier.
 - a. Develop "Visual Voting" games that involve giving participants five color balls (votes) and asking them to place them in large transparent containers listing FLM improvements.
 - b. Offer a "String Map" exercise to visually map the route that each of the participants would currently have to make to the station area, as well as the route and mode of travel once the FLM improvements are in place. The visual impact of this display would grow as more participants layer on their trips.
3. Conduct a youth outreach program that asks students to illustrate their ideal WSAB station area and emphasize what excites them the most about future rail station access in their community. Winners will receive a gift, and their entries will be promoted on Metro social media and on school websites.

- a. **Grades K-8:** Conduct an art contest that involves illustrating the ideal station area for their community.
 - b. **Grades 9-12:** conduct an art or mixed media contest
 - c. **Community College:** conduct a social media video or other creative media contest (up to 1 min).
4. Integrate proven tactics such as bike and TAP cards giveaways, interactive pop-up elements (in-person/online), and free food and local DJs, artists, and live painting to help generate more event participants.
 5. Document results of engagement activities and use this data to provide the technical team with for their consideration and incorporation into the FLM Plan.

Timeline to coincide with the planning and preparation of community workshops and pop-up opportunities.

IX. Presentations at Existing Community Meetings

AA and its CBO partners will conduct presentations at up to 15 existing community meetings in either an in-person or virtual format. These presentations are meant to be engaging and will allow for questions from the audience, that will be answered by the project team or taken back and responded to in writing at a later date. These presentations will be made as needed and as directed by the Metro team.

Objective: Conduct presentations at existing community forums, as directed by Metro, to proactively engage key community groups, leaders, and civically engaged stakeholders.

Steps:

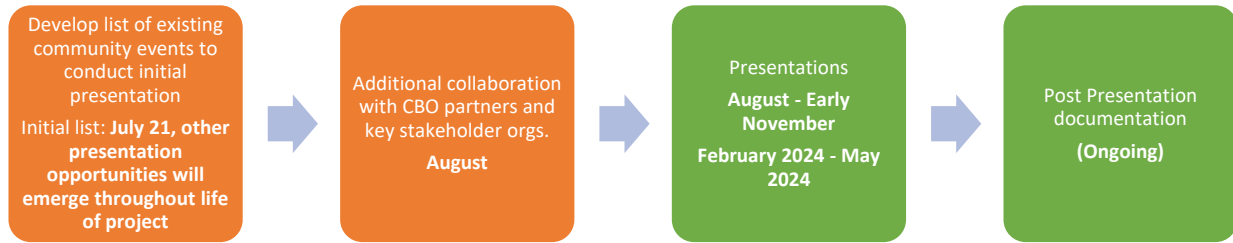
Planning and preparation

1. Identify up to 15 existing community forums to recommend to Metro team for conducting presentations at.
2. Collaborate with City Council, CBO partners' organizations, agencies, and other community groups to conduct presentations.
3. Schedule presentations at community forums such as City council presentations (with a pop-up open house in the council chamber foyer), CBO partner's organization(s), and other groups recommended by agencies and CBOs, nearby community meetings hosted by Metro or other public agencies, Gateway Cities COG Board, including the WSAB TAC and Transportation Committee, Eco-Rapid Transit Board, etc.

Presentations

4. Conduct presentations
5. Provide real-time access for all team members to the master calendar of all scheduled and completed briefings.
6. Document feedback and insights from community members during the presentations.
 - a. Provide Metro and Technical Team short recap summaries of each presentation within 72 hours following the presentation.

Timeline:



X. Community Survey

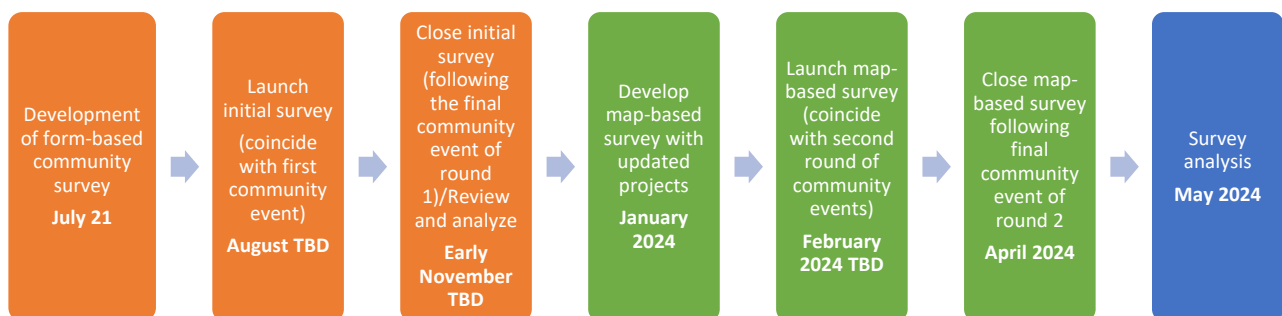
AA will develop an introductory “form” based survey, followed by the development of a map-based survey to present improvements in an easy-to-understand format that will drive informed feedback from the WSAB station area communities, transit riders, and key stakeholders. The surveys will be developed in close collaboration with the technical team who will provide necessary mapping data and improvement sketches and shapefiles.

Objective: Develop community survey and an interactive map survey to gather community input on proposed improvements and scenarios.

Steps:

1. Collaborate with the technical consultant to develop two surveys, including a basic form based survey using Typeform, SurveyMonkey, Google Forms, or Microsoft Forms and a community map-based survey using ArcGIS Survey 123, SocialPinpoint, or other preferred survey tools.
 - a. Develop an interactive map that intuitively engages stakeholders to receive project information and provide crowdsourcing map-based feedback.
 - b. Develop the mapping tool capable of featuring the LPA station areas and highlight the proposed improvements for each.
2. Distribute surveys electronically to the WSAB station area communities, commuters, and Metro transit riders, and making it accessible at pop-up workshops and community presentations.
3. Collaborate with CBO partners and extend outreach efforts to expand the reach of the survey.
4. Document and analyze the feedback and insights gathered through the survey and interactive map.
5. Use the feedback and insights gathered to inform the development of the project and to ensure that it aligns with the community's needs and goals.

Timeline:



XI. Traditional Notification Efforts

Traditional notification efforts will precede all community pop-up workshops. Traditional notification may include the development of flyers and postcards, the placement of newspaper ads, door-to-door flyer distribution and extended outreach through CBO and community partners.

- The existing WSAB communication tools and methods will serve as the primary source for providing ongoing updates related to the FLM planning process.
- AA staff will seek extended outreach strategies for supplementing notification efforts.
- Use established relationships with key stakeholders, GIS mapping, occupancy, and commercial data lists to ensure a variety of notification tactics are offered to reach area residents, organizations, businesses, and elected officials.
- Noticing will address local language needs (English and Spanish).
- Distribution of flyers at public counters and extended outreach to CBO's and partners will also be used.
- Mailed notification will be used on an as-needed basis but will not precede all community workshops.

Timeline of Traditional notification efforts will coincide with the planning and preparation for community events, workshops, presentations and survey launches.

XII. Digital Media Tactics

Digital media notification efforts will complement traditional notification efforts for larger-scale promotion of events like the nine (9) community pop-up workshops, as well as serve as the primary notification method for smaller-scale events including presentations and pop-up events, and to promote the survey.

Digital media tactics include:

- Web banners / animated ads will be featured in social media sites and community publications with a direct link to FLM resources and/or public notices.
- Digital geofencing ads will be used to push ads on the mobile devices of people who live in or are passing through the project area. These ads will target community members based on their location, demographics, or online behavior.
- SMS ads allow the targeted reach to stakeholders that have opted-in to receive SMS messages from Metro WSAB.
- Social media targeted ads (and posts) through Facebook, Instagram, Twitter and Nextdoor (posts) will be used to promote community meetings and survey tools.
 - AA will provide Metro's Social Media team with content and relevant details for posts and ad campaigns.

Timeline of digital media tactics will coincide with the planning and preparation for community events, workshops, presentations and survey launches.

XIII. Virtual Interactive Tool

The virtual interactive tool will be developed by AA in close collaboration with Metro and the technical team. The interactive StoryMap tool will serve multiple functions, including a platform to host the most up-to-date project materials, maps and surveys.

Objective: Develop an engaging and interactive project subpage to enhance public engagement and provide an in-depth understanding of the project.

Steps:

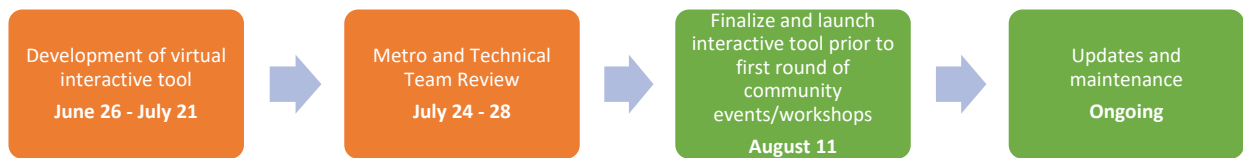
Virtual interactive tool development

1. AA's Creative Team will develop an interactive project subpage that complements the main project webpage.
 - o StoryMaps to fit the needs of the FLM study.
 - o House interactive project surveys and comment forums on the subpage to encourage community input and feedback.
 - o Collaborate with technical team to develop interactive renderings and videos to provide the public with an in-depth understanding of the project.
2. Develop a StoryMap to showcase information on each of the station areas, integrating interactive maps, station area visuals, and other helpful resources.

Launch and maintenance

3. Promote the StoryMap on the existing project website.
4. Ensure that all content on the project subpage and StoryMap is engaging, interactive, and visually appealing.
5. Continuously monitor and update the subpage and other interactive tools with new information and resources throughout the FLM planning process.

Timeline:

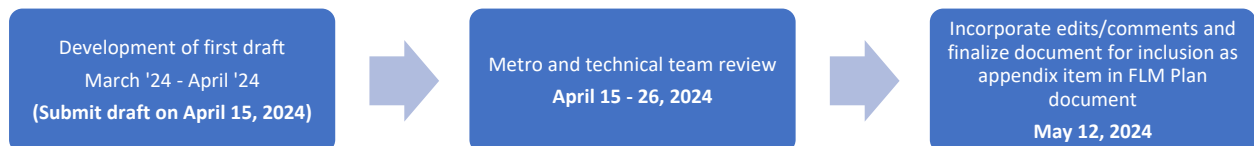


XIV. Outreach Summary Report

At the conclusion of outreach activities for the WSAB FLM Project, AA will provide an integrated Outreach Summary Report, which will serve as a summary of public input received.

- The report will include infographics, photographs, videos, and infographics.
- The report will feature quantitative metrics (e.g., number of participants and social media posts) as well as qualitative inputs (e.g., key topics and issues that emerged during public outreach).
- The report will be graphic heavy with minimal easy-to-read text, charts, tables, and infographics.
- The report will provide a quick glance summary of the input received throughout the FLM process.

Timeline:





Metro

SOUTHEAST GATEWAY LINE

Appendix B – Community Based Organizations Partnerships

Appendix B.1 – Project Charter

Appendix B.2 – Partnership Agreements



Metro

SOUTHEAST GATEWAY LINE

Appendix B.1 – Project Charter

Project Charter

Project Charter Purpose

This project charter document is for all partners to collectively establish values, goals, team norms, and expectations. The document, with the agreement of all parties, can be edited and revised continuously throughout the project duration.

Who are we? Partner Mission Statements

Mujeres Unidas Sirviendo Activamente (MUSA) 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 (SHG) is dedicated to the production, interpretation, and distribution of prints and other art media by Chicana/o and Latinx artists. Our multidisciplinary and intergenerational programs promote artistic excellence and empower our community by providing access to space, tools, training and resources.

BikeLA is a membership-based nonprofit organization that works to make all communities in LA County healthy, safe, and fun places to ride a bike through advocacy, education, and outreach.

Los Angeles Metro is a multimodal transportation agency that plans, operates, and coordinates funding and transportation services for Los Angeles County. The Metro First/Last Mile (FLM) Team is leading the agencies initiative to make it easier to get around LA, which includes improving every trip with safe and accessible first/last mile (FLM) connections.

Arellano Associates (AA) vision is to positively impact our communities through honest and creative engagement using innovative communication tools and techniques.

Cityworks Design (CWD) specializes in urban design, planning, and architecture with a special focus on the public realm and transportation projects. The firm's work is exemplary of community-based design that addresses issues from pedestrian/bike access solutions to broader land use planning, transit-oriented development, and design frameworks for transit lines.

WSP develops creative, comprehensive, and sustainable engineering solutions for a future in which society can thrive. Equipped with an intimate understanding of local intricacies, world-class talent, and proactive leadership, we plan, design, manage, and engineer long-lasting and impactful solutions to uniquely complex problems.

Shared Values

Honoring community voices in our work

We will acknowledge the context of our communities by being mindful of how this project may affect existing neighborhoods and their physical geography. As we make decisions about the project, we will recognize that we do not know better than the communities we serve. To uplift communities, project decisions will consider past experiences that a community may have had with public entities or projects that could have negatively impacted residents, friends, families, etc. Additionally, we intend to retain neighborhood character (built environment, landmarks,

West Santa Ana Branch Transit Corridor Project
First/Last Mile Planning

streetscape, etc.) and provide tools for community members to protect and enhance their cherished spaces.

Prioritizing Accessibility (physically, educationally, linguistically, culturally, etc.)

We are committed to creating culturally relevant educational resources for community members to minimize barriers to project engagement. Creating access via physical, educational, and linguistic platforms to encourage engagement from all community members.

Making a Positive Impact on People's Lives

We are united by a collective passion that envisions growth within the communities we live and work in. We are motivated by seeing and experiencing the community benefits from safe and comfortable access to transit in historically underserved areas. Additionally, planning for future generations of community members and transit riders inspires us to take pride in the legacy of our project's benefits for years to come.

Empowering Community Members

We will listen and value the knowledge and experiences of community members, and our work will reflect the information they share with us. We are also passionate about empowering community voices by providing accessible platforms (options) for communication, to ensure we can understand their vision for their community.

Goals

Improving Quality of Life

We understand that implementing a transit system and FLM improvements will require construction that could impact access and conditions on local roadways. These initial temporary changes will result in FLM streetscape projects that aim to directly improve quality of life, especially by providing communities with better access to daily needs, education, healthcare, and/or employment. We will aim to create livable communities that will prioritize community well-being throughout the term of the project.

Creating a Transit System for All

We want to build a transit system that is safe and accessible for all users, especially the most vulnerable and/or underserved communities. The project will aim to support a community vision, that will improve the quality of life for current and future generations.

Conducting Meaningful Community Engagement

We will propose project ideas that align with community feedback and are supported by community members. Creating engagement that connects with the community is one of our main priorities to build relationships. Community Based Organization (CBO) input will inform our engagement strategy and reach as many people as possible creatively. Improving every day and having fun are two additional goals that will guide our work.

Partnership Working Agreements

Communication and Feedback Styles

Communication among team members will vary based on the circumstances. Communication methods like emails are accepted for less urgent matters, while texting may be better suited for in-person event coordination. Providing team members with notice and time to prepare for meetings or events is crucial.

West Santa Ana Branch Transit Corridor Project

First/Last Mile Planning

Decision-Making

All team members are expected to be open-minded and flexible in decision-making. Each team member will contribute different skillsets and knowledge to decision-making, but all team members are expected to have an open line of communication with each other. Additionally, we will be patient in our decision making and respect the thought processes of our team members.

Transparency

We are mindful that team members have varied capacities to attend meetings, so active information sharing is a priority. The team will provide agendas ahead of each meeting and allow team members to contribute agenda items. Following each meeting, notes and action items will be distributed to all team members to ensure transparency. Prioritizing information sharing is essential for team members to be actively involved in decision making and for decisions to be made as a team.

Progress meetings and check-in process

Monitoring action items at the end of each meeting to maintain transparency across team members' responsibilities. Monitoring tasks will keep team members accountable for their designated roles.

Ongoing relationship building

Keeping open lines of communication and being transparent will strengthen communication between all parties. Relationship building will include local communities, stakeholders, and residents. Maintaining existing relationships among these partners is ideal for our teams as it will increase trust with local communities and foster opportunities for new connections.

Conflict Resolution

Respecting all team members, setting clear boundaries, and communicating within working hours are all first steps to prevent conflict. If a conflict arises, individual(s) should address issues quickly and directly with involved parties to avoid involving the whole group.

Key Project Contacts Section

| Name | Organization | Email |
|-------------------|------------------------|--------------------------------------|
| Marciela Parga | MUSA | parga.m2926@gmail.com |
| Georgina Arceo | MUSA | arceo.georgina@yahoo.com |
| Cynthia Navarro | Self Help Graphics | cynthia.navarro@selfhelpgraphics.com |
| Graham Davidson | BikeLA | graham.davidson@bike-la.org |
| Esmi Rennick | Cityworks Design | erennick@cityworksdesign.com |
| Michael Nájera | Cityworks Design | mnajera@cityworksdesign.com |
| Patricia Smith | Cityworks Design, PSLA | patlsmith@me.com |
| Yvette Ximenez | Arellano Associates | yximenez@arellanoassociates.com |
| Josh Francis | Arellano Associates | jfrancis@arellanoassociates.com |
| Isabelle Garvanne | Metro | Garvannei@metro.net |
| Jacob Lieb | Metro | Liebj@metro.net |
| Hannah Brunelle | Metro | brunelleh@metro.net |

West Santa Ana Branch Transit Corridor Project
First/Last Mile Planning

Accessibility and COVID 19

We will consider all our activities in relation to the current global health pandemic. Our individual and public safety and are a top priority.

We will consider all our activities in relation to the current global health pandemic. Our individual and public safety is a top priority.

Our individual and public safety is a top priority. Considerations include continuously monitoring that status of the pandemic and the diverse comfort levels and health needs of the project team and the community. Meetings and community events with be made virtual, hybrid, or in-person, after consideration of whichever is deemed most appropriate, effective, and, most importantly, safe.



Metro

SOUTHEAST GATEWAY LINE

Appendix B.2 – Partnership Agreements



Community-Based Organization Partnership Activity Menu

As of June 23, 2023

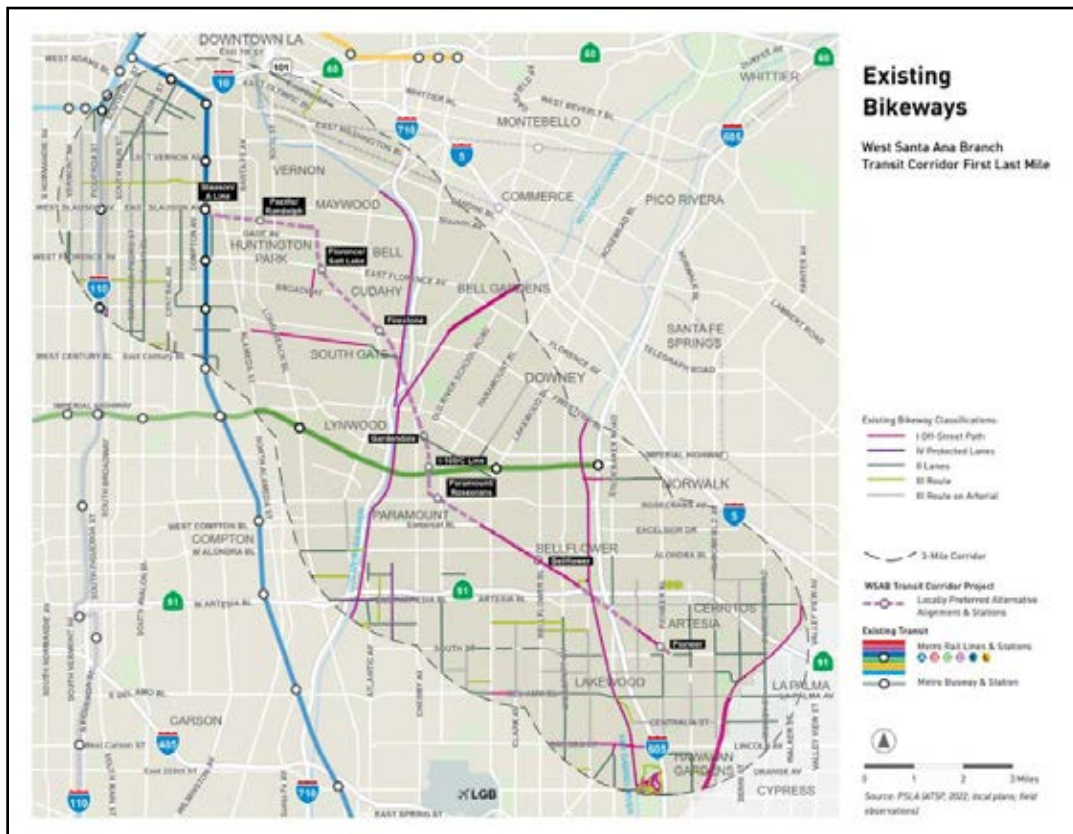
Dear Mujeres Unidas Sirviendo Activamente (MUSA),

Thank you for your interest in partnering with the Los Angeles County Metropolitan Transportation Authority (Metro) on the West Santa Ana Branch Transit Corridor Project's First/Last Mile (FLM) planning effort. The WSAB Project is a new light rail transit (LRT) line that will connect southeast LA County to downtown Los Angeles. While the project is in the environmental review phase, Metro is proceeding with planning efforts to improve walking and cycling conditions within 3 miles of each of the 9 new stations in an effort to encourage transit use once the line opens.

Our goal as partners in outreach is to raise awareness of the FLM planning effort, encourage public participation, and collect input to ensure that the project aligns with the community's needs. You can learn more about the WSAB Project [here](#) and Metro's agency-wide First/Last Mile Strategy [here](#).

This Agreement is between your organization and Arellano Associates (AA). As the outreach contractor for this Community-Based Partnership Program, Arellano Associates serves as the representative for the administration of the scope of services for this Agreement. This Community Partnership Agreement presents the agreed-upon scope of work and terms.

Project Area Map





TERM

The term of this Agreement is from July 2023 through May 2024 (*subject to change or extensions*). You are invited to support the following campaigns of outreach activities to encourage participation in community walk audits, public workshops, surveys, and pop-up workshops:

| Tasks | 2023 | | | | | | 2024 | | | | | |
|--|------|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|---|
| | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | |
| A Community Engagement Activities | * | * | * | * | * | * | * | * | * | * | * | * |
| B Walk Audits (up to 3 public) | * | * | | | | | | | | | | |
| C Pop-up Workshops (up to 8) | * | * | * | * | * | | | * | * | * | * | * |
| D Community Surveys (up to 2) | * | * | * | * | * | | | * | * | * | * | * |
| E Presentations at Existing Community Meetings (up to 4) | * | * | * | * | * | | | * | * | * | * | * |
| F Host Community Meeting Presentation (up to 2) | * | * | * | * | * | | | * | * | * | * | * |

SCOPE OF WORK

Please review the information below to ensure your organization has the capacity and resources to successfully perform the tasks outlined for each campaign.

A. Community Engagement Activities

- Promote and publicize the opportunities for community member engagement through your organization’s communication methods and channels, including, but not limited to:
 - Digital activities
 - Post on social media
 - Distribute emails
 - Publish in your newsletters
 - Conduct phone calls
 - Distribute text messages
 - In person
 - Conduct door-to-door canvassing
 - Conduct flyer canvassing at events
- Promotion may be needed at least once per month, or more during certain campaigns such as the survey campaigns or to promote certain workshops or community meetings.

B. Walk Audits (July/August 2023)

- Participate in up to 3 walk audits. Walk audits are an existing conditions and fact-finding activity designed to build a data set of barriers, strengths, and initial ideas for an identified area surrounding each station. (Note: Walk audits are conducted using Metro’s walk audit application).
- Recruit up to 15 community members for each walk audit.
- Collect data and narratives from community members about the project area.
- Support logistics during the walk audit(s) such as registration, photography, and refreshments.



- Participate in a training with the project team to be prepared for the walk audit(s).

C. Pop-up Workshops

- Identify and recommend community events, including health fairs, holiday festivals, concerts/movies-in-the-park, school events (PTA, back to school nights), church/cultural events, and others.
- Upon approval of AA, support the coordination of up to 8 pop-up workshops (i.e., booking the event space and equipment coordination).
- Co-staff up to 8 pop-up workshops with the project team staff to engage the public.

D. Community Surveys (Summer 2023 & Spring 2024)

- Promote 2 rounds of survey campaigns.
- Distribute surveys (electronically and/or in print) and collect completed surveys from the community.
- Maintain estimates of surveys distributed and records of surveys collected.

E. Presentations at Existing Community Meetings

- Identify and recommend existing community meetings for the project team to present about the project.
- Upon approval from AA, collaborate with City Council, community-based organizations, and agencies to schedule presentations.
- Attend and support up to 4 community presentations.

F. Host Community Meetings

- Host and coordinate up to 2 project-specific community meetings.
- Lead logistics, notification, and set-up for the meetings.
- The project team will facilitate the presentation. Your organization may have the opportunity to co-facilitate the presentation.
- A bonus will be offered for each meeting participant, up to \$500.

COMPENSATION

Mujeres Unidas Sirviendo Activamente (MUSA) will receive a maximum of \$18,000 for staff labor and approved direct costs for public engagement for the duration of the term. Partners will be paid based on tasks completed per month. To verify completion of work and reimbursable costs, AA will provide an invoice template which will need to be submitted to Arellano Associates' staff at the beginning of each month. The invoice template includes instructions for detailing outreach conducted, along with providing screenshots of digital outreach, photos of in-person outreach, number of individuals reached,



Los Angeles County Metropolitan Transportation Authority
West Santa Ana Branch First/Last Mile

and invoices for direct costs. **Payment will only be processed with a completed invoice form for outreach tasks completed.** Payment will be provided within 60 days of receipt of the invoice template.

AGREEMENT AMENDMENTS AND TERMINATION

This Agreement is amendable, and organizations may increase or decrease their participation to accommodate the organization's capacity at various stages of outreach, or it may also be modified based on previous performance. Compensation may be adjusted, depending on the change.

The partnership is subject to cancelation if there are ongoing communication delays that lead to missed outreach opportunities to the public as well as missing documentation for outreach conducted. If this Agreement is terminated, the organization will submit final invoice templates for any costs incurred at time of termination and will be paid within 60 days. Neither party may assign its interest in this Agreement to any other person or party without express written consent of the other party. This Agreement constitutes the complete and sole Agreement between both parties. Arellano Associates holds the right to cancel or amend this agreement.

ACTION REQUIRED

To advance as an organizational partner for Metro's West Santa Ana Branch First/Last Mile planning effort, please carefully review the following steps:

1. Please sign and return this form immediately to confirm your commitment to complete the outreach tasks outlined above. You will not be compensated if you do not submit this signed form.
2. Submit the invoice template at the beginning of each month to document tasks completed the month prior and to process payment.

By signing this Agreement, you understand that you will only be compensated for work completed with adequate supporting documentation to verify completion of tasks.

For questions about this scope of work or to discuss the conditions of the Agreement, please contact Yvette Ximenez at yximenez@arellanoassociates.com. Thank you for your participation.

Sincerely,

Genoveva Arellano



Los Angeles County Metropolitan Transportation Authority
West Santa Ana Branch First/Last Mile

ACCEPTANCE

As an authorized representative for Mujeres Unidas Sirviendo Activamente (MUSA), I hereby accept the terms listed above to join Metro's West Santa Ana Branch First/Last Mile Project.

COMMUNITY PARTNER

Authorized Representative:

Maricela Parga

Title within Organization:

Founder

Compensation Payable to:

Name: Mujeres Unidas Sirviendo Activamente

Mailing Address: 14711 El Camino Ave.

Paramount, CA. 90723

Signed: *Maricela Parga*

Date: 6/28/2023

ARELLANO ASSOCIATES

Name: Genoveva L. Arellano

Title: Principal

Signed: *Genoveva L. Arellano*
DocuSigned by:
D996EF6B39A54A6...

Date: 7/26/2023



Community-Based Organization Partnership Activity Menu

As of July 14, 2023

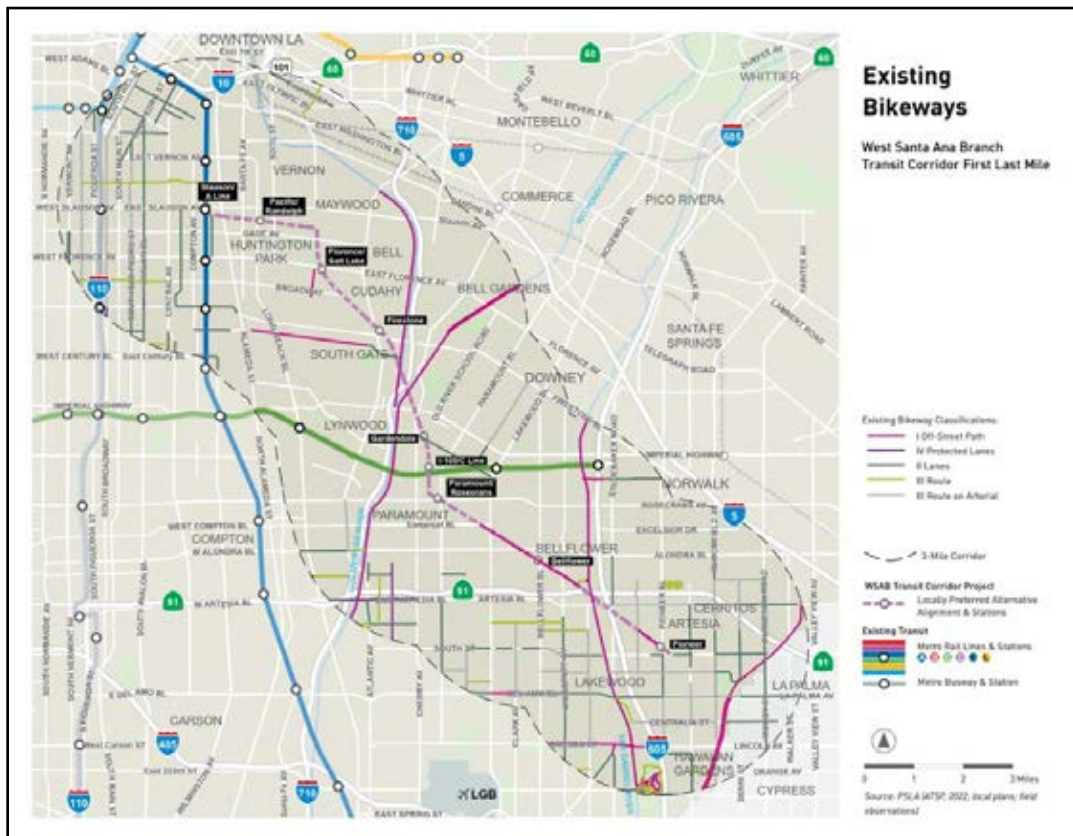
Dear Bike LA (Los Angeles County Bicycle Coalition),

Thank you for your interest in partnering with the Los Angeles County Metropolitan Transportation Authority (Metro) on the West Santa Ana Branch Transit Corridor Project's First/Last Mile (FLM) planning effort. The WSAB Project is a new light rail transit (LRT) line that will connect southeast LA County to downtown Los Angeles. While the project is in the environmental review phase, Metro is proceeding with planning efforts to improve walking and cycling conditions within 3 miles of each of the 9 new stations in an effort to encourage transit use once the line opens.

Our goal as partners in outreach is to raise awareness of the FLM planning effort, encourage public participation, and collect input to ensure that the project aligns with the community's needs. You can learn more about the WSAB Project [here](#) and Metro's agency-wide First/Last Mile Strategy [here](#).

This Agreement is between your organization and Arellano Associates (AA). As the outreach contractor for this Community-Based Partnership Program, Arellano Associates serves as the representative for the administration of the scope of services for this Agreement. This Community Partnership Agreement presents the agreed-upon scope of work and terms.

Project Area Map





TERM

The term of this Agreement is from July 2023 through May 2024 (*subject to change or extensions*). You are invited to support the following campaigns of outreach activities to encourage participation in community walk audits, public workshops, surveys, and pop-up workshops:

| Tasks | 2023 | | | | | | 2024 | | | | | |
|-----------------------------------|------|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|---|
| | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | |
| A Community Engagement Activities | | * | * | * | * | * | * | * | * | * | * | * |
| B Walk Audits (up to 3 public) | | | * | * | | | | | | | | |
| D Community Surveys (up to 2) | | * | * | * | * | | | * | * | * | * | * |

SCOPE OF WORK

Please review the information below to ensure your organization has the capacity and resources to successfully perform the tasks outlined for each campaign.

A. Community Engagement Activities

- Promote and publicize the opportunities for community member engagement through your organization’s communication methods and channels, including, but not limited to:
 - Digital activities
 - 25 social media posts
 - Distribute 5 email blasts
 - Publish 3 newsletters
- Promotion may be needed at least once per month, or more during certain campaigns such as the survey campaigns or to promote certain workshops or community meetings.

B. Walk Audits (September/October 2023)

- Participate in 3 walk audits. Walk audits are an existing conditions and fact-finding activity designed to build a data set of barriers, strengths, and initial ideas for an identified area surrounding each station. (Note: Walk audits are conducted using Metro’s walk audit application).
- Recruit up to 15 community members and volunteers (as needed) for each walk audit.
- Collect data and narratives from community members about the project area.
- Support logistics during the walk audit(s) such as registration, photography, and refreshments.
- Participate in a training with the project team to be prepared for the walk audit(s).

D. Community Surveys (Summer 2023 & Spring 2024)

- Promote 2 rounds of survey campaigns.
- Distribute surveys (electronically and/or in print) and collect completed surveys from the community.
- Maintain estimates of surveys distributed and records of surveys collected.



COMPENSATION

Bike LA (Los Angeles County Bicycle Coalition) will receive a maximum of \$17,500 for staff labor and approved direct costs for public engagement for the duration of the term. Partners will be paid based on tasks completed per month. To verify completion of work and reimbursable costs, AA will provide an invoice template which will need to be submitted to Arellano Associates' staff at the beginning of each month. The invoice template includes instructions for detailing outreach conducted, along with providing screenshots of digital outreach, photos of in-person outreach, number of individuals reached, and invoices for direct costs. **Payment will only be processed with a completed invoice form for outreach tasks completed.** Payment will be provided within 60 days of receipt of the invoice template.

AGREEMENT AMENDMENTS AND TERMINATION

This Agreement is amendable, and organizations may increase or decrease their participation to accommodate the organization's capacity at various stages of outreach, or it may also be modified based on previous performance. Compensation may be adjusted, depending on the change.

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ACTION REQUIRED

To advance as an organizational partner for Metro's West Santa Ana Branch First/Last Mile planning effort, please carefully review the following steps:

1. Please sign and return this form immediately to confirm your commitment to complete the outreach tasks outlined above. You will not be compensated if you do not submit this signed form.
2. Submit the invoice template at the beginning of each month to document tasks completed the month prior and to process payment.



Los Angeles County Metropolitan Transportation Authority
West Santa Ana Branch First/Last Mile

By signing this Agreement, you understand that you will only be compensated for work completed with adequate supporting documentation to verify completion of tasks.

For questions about this scope of work or to discuss the conditions of the Agreement, please contact Yvette Ximenez at yximenez@arellanoassociates.com. Thank you for your participation.

Sincerely,

Genoveva Arellano

Principal

Arellano Associates

ACCEPTANCE

As an authorized representative for Bike LA (Los Angeles County Bicycle Coalition), I hereby accept the terms listed above to join Metro’s West Santa Ana Branch First/Last Mile Project.

COMMUNITY PARTNER

Authorized Representative:

Eli Akira Kaufman

Title within Organization:

Executive Director

ARELLANO ASSOCIATES

Name: Genoveva L. Arellano

Title: Principal

Signed: DocuSigned by:
Genoveva L. Arellano
D996EF6B39A54A6...

Date: 7/26/2023

Compensation Payable to:

Name: Los Angeles County Bicycle Coalition

Mailing Address: 10575 Virginia Ave, Culver City, CA 90232

DocuSigned by:
Signed: Eli Kaufman
6C3989636D7F415...

Date: 7/24/2023



SELF HELP GRAPHICS & ART

— ♦ EST. 1973 ♦ —

Proposal of Services Barrio Mobile Art Studio

Founded in 1970 in the heart of East Los Angeles, Self Help Graphics & Art is dedicated to the production, interpretation, and distribution of prints and other art media by Chicana/o and Latina/o artists. Our multidisciplinary and intergenerational programs promote artistic excellence and empower our community by providing access to space, tools, training and capital.

About BMAS

Self Help Graphics & Art Barrio Mobile Art Studio (BMAS) serves our mission to nurture emerging artists and present Latino art to a broad audience, and address the vast demographic that is Los Angeles, while also expanding our audiences and community beyond the East Los Angeles and Boyle Heights communities.

Project Partner

Name of Client: Arellano Associates/Metro

Address:

Phone Number:

Email: YXimenez@arellanoassociates.com

Primary contact: Yvette Ximenez

Project Description

Date(s) of Service: TBD - 4 Hours in areas of SELA

Service:

Self Help Graphics will facilitate visual interactive community art installations/visual voting and art workshops in partnership with Arellano Associates to engage and educate communities in South East LA about a new Metro Rail project. The goal of these workshops and interactive community art installations is to learn more of the community's needs, concerns, and accommodation necessary to make the project more accessible and safe for the public.

Both activities will take place at pop-up events organized by Arellano Associates and Metro to encourage community participation.

Community Art installations can include visual voting, maps, collaging of routes, etc.

Art workshops can include Stencil screen printing on posters, relief printing on bike flags, collaging, and more.

Arellano Associates/Metro commit to providing all the tables, tents and chairs necessary for the workshops and activities

Arellano Associates/ Metro will provide training for the artists before the beginning SHG's participation in events.

Fees listed include artist fees, art materials, and preparation.

| Item | Project Details | Total Workshop Fee (includes all artist fees, supplies, & preparation) |
|---|---|--|
| SHG Artist Training | Arellano Associates trains SHG artists on project, goals, public FAQs. | \$336 |
| Commission SHG Artist to create stitched digital collage | <ul style="list-style-type: none"> ● Concept Development ● Artist honorarium ● 2 revisions | \$1,660 |
| One workshop + Original visual voting developed/design ed by artist | <ul style="list-style-type: none"> ● 4 hour Drop-in workshop + Community art/voting ● 2 Lead Artists + 2 Assistant ● Workshop Prep ● Community art/voting visuals design ● Materials for 120-200 people ● Admin fee | \$3,847 |
| Itemization: | Teaching time + Set up Breakdown (whole team) - \$1,080 Workshop Prep - \$140 Custom Visual Voting - \$520 Mileage - \$63 Artworkshop materials - \$720 Visual voting professional printing + materials to vote \$700 Admin Fee - \$624 | |
| Following workshops if same visual voting is used thereafter | <ul style="list-style-type: none"> ● 4 hour Drop-in workshop + Community art/voting ● 2 Lead Artists + 2 Assistant ● Workshop Prep ● Materials for 120-200 people ● Admin fee | \$2,883 |
| Itemization: | Teaching time + Set up Breakdown (whole team) - \$1,080 Workshop Prep - \$140 Mileage - \$63 Art Workshop materials - \$720 Visual voting materials to vote \$400 Admin Fee - \$480 | |

Terms and Conditions

The initial proposal includes an overall concept of the workshop or services to be provided, including materials and staff hours. A detailed lesson plan will be created and provided only upon the approval and signature of both parties.

Should the workshop not take place for any reason after signing this proposal, an administrative fee and artists' fee for developing the lesson plan will still be owed to SHG.

Partner Organization

Self Help Graphics and Art

Yvette Ximenez

Signature

Signature

6/23/2023

Date

Date

Yvette Ximenez

Print name

Print name



Metro

SOUTHEAST GATEWAY LINE

Appendix C – Project Material

Appendix C.1 – First-Last Mile Fact Sheet

Appendix C.2 – WSAB Fact Sheet



Metro

SOUTHEAST GATEWAY LINE

Appendix C.1 – First/Last Mile Fact Sheet

Next stop: vibrant communities.



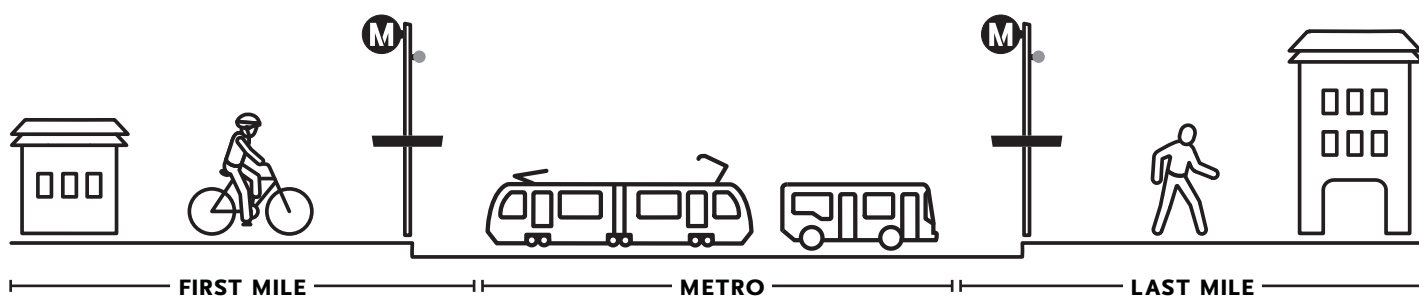
FIRST/LAST MILE Fact Sheet

Creating good connections to transit

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 connection.” Improving first/last mile connections is part of Metro’s commitment to providing outstanding trip experiences for all riders and improving access to Metro’s growing transportation network.

Why are first/last mile connections important?

- > Provides pathways to transit for people of all ages and abilities
- > Improves safety of public streets and sidewalks for people walking, biking and rolling
- > Improves the transit rider experience
- > Promotes a healthy and active lifestyle
- > Reduces dependency on vehicle trips by offering an attractive alternative



*NOT TO SCALE

Metro has a first/last mile vision

In 2016, the Metro Board passed a ground-breaking motion to integrate first/last mile improvements as part of all new rail and bus rapid transit projects. Metro envisions a safe, intuitive and pleasant network of streets surrounding stations that emphasize walking, biking and rolling connections between transit and key destinations. Metro identifies that “pathway network” through a community-centered planning process, then works to implement improvements along those pathways to support transit access. First/last mile planning breaks new ground for Metro by creating a clear focus on active transportation as an integral part of the rider experience, working directly with local agencies to improve streets, and establishing an equity-centered process that deeply engages community groups.

What is Metro's approach to first/last mile planning?

Metro partners with local communities and stakeholders to develop a set of community-supported improvements along the key pathways to Metro stations and bus stops. Metro uses a flexible, data driven and community-oriented approach to prepare plans that respond to the unique conditions of each station area and strengthen connections to nearby destinations, transit hubs and streets. Examples of first/last mile improvements include street and sidewalk infrastructure:

- > Crosswalks, bulb-outs, street trees and landscaping
- > Signal timing for pedestrians and cyclists
- > Bike lanes, bike parking, bike share stations
- > Wayfinding signage to key destinations and transit connections
- > Real-time signage or transit information kiosks

How can I participate in first/last mile planning?

As Metro expands the rail and BRT network, there will be many opportunities for community members to participate in the development of first/last mile plans around future stations. There are two key ways to participate:

- > **Join a walk audit around a station area of interest.** This is a site visit where community stakeholders and Metro representatives walk a station area and note opportunities, barriers and behaviors they observe. This information is collected, then compiled and analyzed to inform first/last mile plans to create safe pathways to transit.
- > **Attend community events.** These provide information about planning efforts and solicit feedback on the process and planned improvements.



Scramble crosswalks improve pedestrian safety and comfort.



Safe sidewalks are critical for people to access transit.



CONTACT US

 metro.net/firstlastmile

 [@metrolosangeles](https://twitter.com/metrolosangeles)

 [losangelesmetro](https://www.facebook.com/losangelesmetro)

Próxima parada: comunidades vibrantes.



PRIMERA/ÚLTIMA MILLA

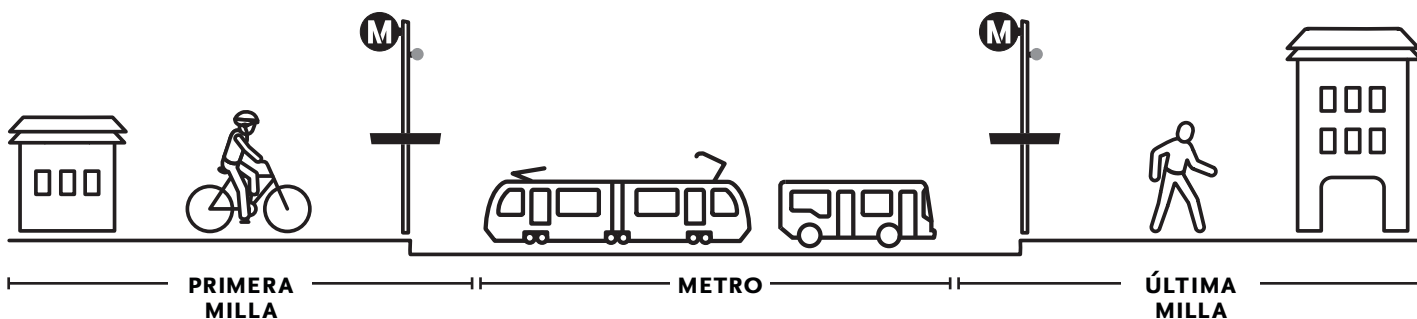
Hoja informativa

Creando buenas conexiones al transporte público

Metro se enfoca en mejorar toda la experiencia del transporte público de puerta a puerta. Debido a que la mayoría de los viajes comienzan o terminan a pie, es fundamental tener calles y aceras seguras que permitan que las personas se conecten con el transporte público fácilmente. La primera y la última parte del viaje donde los pasajeros caminan, andan en bicicleta o ruedan hacia o desde su estación de transporte público o parada de autobús más cercana se llama “conexión de primera/última milla”. Mejorar las conexiones de la primera y la última milla es parte del compromiso de Metro para ofrecer experiencias de viaje excepcionales a todos los pasajeros, así como mejorar el acceso a la creciente red de transporte de Metro.

¿Por qué son importantes las conexiones de la primera y la última milla?

- > Proporcionan caminos hacia el transporte público para personas de todas las edades y capacidades
- > Mejoran la seguridad de las calles y aceras públicas para las personas que caminan, andan en bicicleta o rodan
- > Mejoran la experiencia de transporte del pasajero
- > Promueven un estilo de vida saludable y activo
- > Reducen la dependencia de los viajes en vehículo, ofreciendo una alternativa atractiva



SU VIAJE

*NO A ESCALA

Metro tiene una visión de la primera y la última milla

En 2016, la Junta Directiva de Metro aprobó un movimiento innovador para integrar las mejoras de la primera y la última milla como parte de todos los nuevos proyectos de transporte rápido en tren y autobús. Metro contempla una red segura, intuitiva y placentera para las calles que rodean las estaciones que enfatizan el caminar, andar en bicicleta y trasladarse a las conexiones entre el transporte público y los destinos claves. Metro identifica esa “red de vías” a través de un proceso de planificación centrado en la comunidad y luego implementa mejoras en esas vías para permitir el acceso al transporte público. La planeación de la primera y la última milla abre nuevos caminos para Metro mediante la creación de un enfoque claro en el transporte activo, así como un aspecto integral de la experiencia del pasajero, trabajando directamente con las agencias locales para mejorar las calles y estableciendo un proceso centrado en la equidad que comprometa profundamente a los grupos comunitarios.



Metro

¿Cuál es el enfoque de Metro para la planificación de la primera y la última milla?

Metro se asocia con las comunidades locales y los interesados para desarrollar un conjunto de mejoras apoyadas por la comunidad a lo largo de las principales vías hacia Metro y las paradas de autobús. Metro utiliza un enfoque flexible, basado en datos y orientado hacia la comunidad para elaborar planes que respondan a las condiciones únicas del área de cada estación y que fortalezcan las conexiones a destinos, centros de transporte y calles cercanas. Ejemplos de mejoras de la primera y la última milla que incluyen infraestructura de calles y aceras:

- > Cruces peatonales, ampliaciones de las aceras, árboles en las calles y paisajismo
- > Sincronización de los señalamientos para peatones y ciclistas
- > Carriles de bicicletas, área para estacionar bicicletas y estaciones para bicicletas compartidas (Metro Bike Share)
- > Señalización vial hacia destinos y conexiones de transporte público claves
- > Señalización en tiempo real o quioscos de información de transporte público

¿Cómo puedo participar en la planificación de la primera y la última milla?

A medida que Metro amplía la red de transporte y el transporte rápido de autobús (en inglés, BRT), habrá muchas oportunidades para que los miembros de la comunidad participen en el desarrollo de los planes de la primera y la última milla alrededor de las estaciones futuras. Hay dos maneras claves para participar:

- > **Integrarse en una auditoría a pie alrededor de un área de la estación de interés.** Esta es una visita al sitio donde los interesados de la comunidad y los representantes de Metro caminan por el área de una estación y toman nota de las oportunidades, las barreras y los comportamientos que observan. Esta información se recopila y luego se compila y analiza para dar forma a los planes de la primera y la última milla para crear vías seguras hacia el transporte público.
- > **Asistir a eventos comunitarios.** Estos proporcionan información sobre los esfuerzos de planeación y solicitan retroalimentación sobre el proceso y las mejoras planeadas.



Cruces peatonales marcados mejoran la seguridad y la comodidad de los peatones.



Aceras seguras son esenciales para que las personas accedan al transporte público.



CONTÁCTENOS

 metro.net/firstlastmile

 @metrolosangeles

 losangelesmetro



Metro

SOUTHEAST GATEWAY LINE

Appendix C.2 – WSAB Fact Sheet

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR Fact Sheet



Metro

SUMMER 2023

Overview

Metro’s plan for better transit includes a new light rail transit (LRT) line connecting southeast LA County to downtown Los Angeles. The West Santa Ana Branch Corridor (WSAB) project would connect Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Firestone and Los Angeles Union Station (LAUS) in downtown Los Angeles.

The project area is home to 1.4 million residents and is a job center to approximately 618,500 employees. Projections show the resident population increasing to 1.6 million and jobs increasing to 746,000 by 2042. Population and employment densities are five times higher than the LA County average. Connecting this area to Metro’s rail network will provide alternatives to driving and create more access to opportunity.

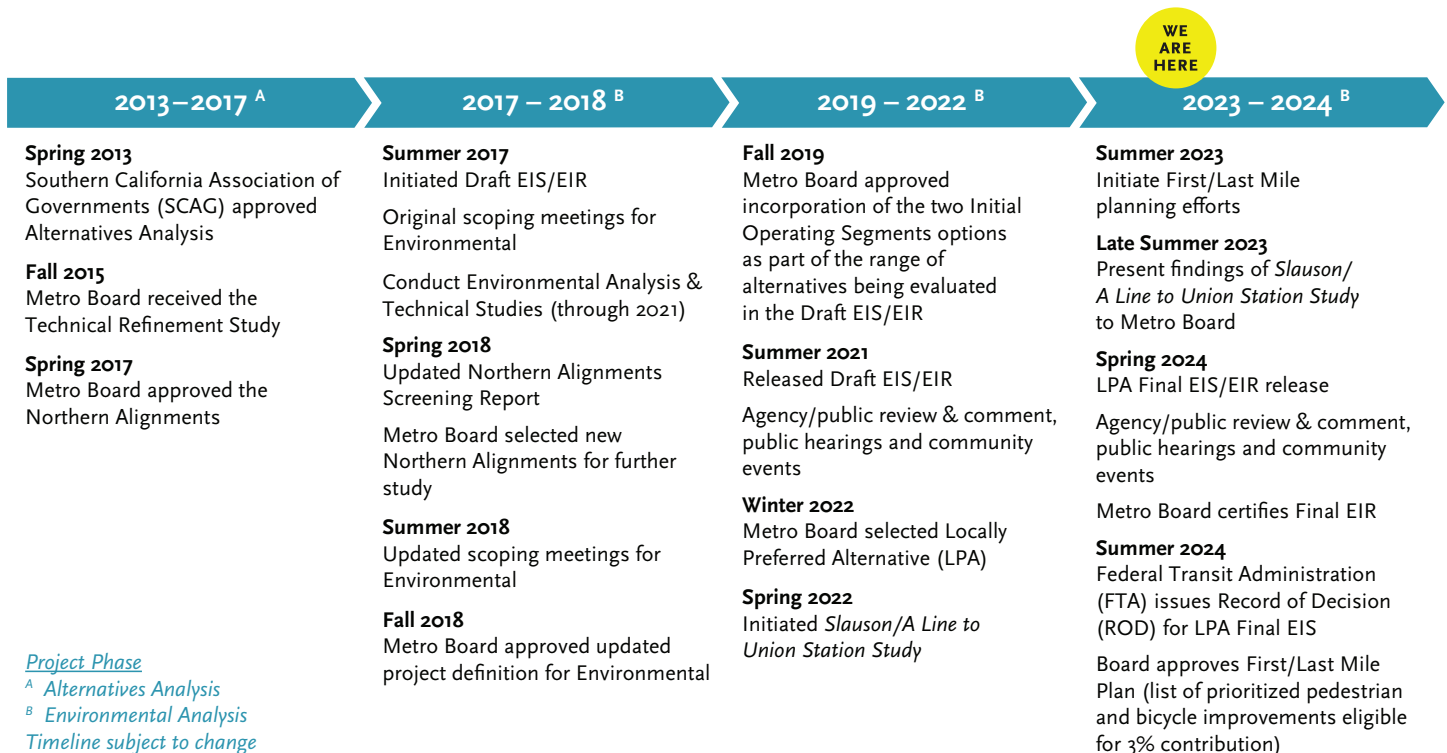
Goals

The main goals of the WSAB project are to:

1. Provide mobility improvements
2. Support local and regional land-use plans and policies
3. Minimize environmental impacts
4. Ensure cost effectiveness and financial feasibility
5. Promote equity

Milestones

The timeline below highlights the project milestones during the alternatives analysis and environmental (current) phases.



Slauson/A Line to Pioneer Station (LPA)

In January 2022, the Metro Board of Directors approved the Locally Preferred Alternative (LPA) for the WSAB project from Slauson/A Line in unincorporated Florence-Firestone to Pioneer Station in Artesia. This is a 14.5-mile segment that will feature nine stations (six at-grade, three aerial), including a new C Line infill station at I-105, up to five parking facilities, 31 at-grade crossings and 25 elevated street crossings.

The board also approved a Maintenance and Storage Facility (MSF) in Bellflower, which will be located on a commercial site of 21 acres just east of Lakewood Bl and Somerset Av. The MSF will house general administration, operation and support services. The facility will be equipped to perform inspections, body repairs, cleaning and washing of Metro’s light rail vehicle fleet. The MSF will be designed to hold up to 80 light rail vehicles (LRVs).

Slauson/A Line to Union Station Study

The board selected Los Angeles Union Station (LAUS) as the northern terminus for the project and directed staff to conduct a separate study to evaluate options for connecting from Slauson/A Line. The study results are anticipated to be presented to the Metro Board in late summer 2023 and is then expected to advance into a separate environmental planning process, after completion of the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the LPA.

West Santa Ana Branch Transit Corridor Project Overview



This rail corridor is anticipated to serve commuters in a high travel demand corridor by providing relief to the limited transportation systems currently available to these communities. In addition, the project is expected to provide a direct connection to the Metro C Line and A Line, as well as the LA County regional transit network. With the recent opening of the Regional Connector in downtown LA, WSAB transit riders will be able to transfer at Slauson/A Line Station and connect beyond downtown LA to Azusa.

Environmental Planning Process

The WSAB project's environmental process is well defined by federal requirements stipulated in the National Environmental Policy Act (NEPA) and state environmental requirements stipulated in the California Environmental Quality Act (CEQA).

The project is currently in the environmental review phase. The Draft EIS/EIR was released in July 2021 with an original 45-day public review period and was then extended to a 60-day public period, generating over 450 formal comments. Following this process, the Metro Board selected the LPA in January 2022.

The last step in the environmental phase is for the Metro Board to certify the Final EIR and the Federal Transit Administration's issuance of the Record of Decision for the Final EIS, anticipated by summer 2024.

Freight Rail Coordination

The WSAB project involves a shared use of approximately 11 miles of freight-owned Right-of-Way (ROW) that runs along the Wilmington and La Habra branches (owned by Union Pacific Railroad, UPRR) and the San Pedro Subdivision (owned by the Ports of Los Angeles and Long Beach). For the LPA alignment, 8.1 miles of freight will be realigned.

Staff is actively coordinating with UPRR and the ports on design, ROW and necessary agreements, which are needed to advance the project.

Project Delivery

To maximize project readiness for delivery of the core light rail scope, staff has evaluated and determined that the Construction Manager/General Contractor (CM/GC) is an optimal contract model for the Advanced Engineering scope, which includes utility relocation, freight relocation and grade-crossings. For delivery of the core light rail scope, Metro staff is continuing to evaluate the optimal approach, including evaluating alternative delivery methods such as public-private partnership (P3), design-build (DB), and progressive design-build (PDB).

Staff is continuing to advance key components in the Advanced Engineering scope, which will help the agency make an informed choice on the best delivery model for the light rail scope.

Funding

Per Measure M and Metro's Long Range Transportation Plan (LRTP) financial forecast, as amended, the project has a \$4 billion (B) (2015\$) allocation of planned funding (comprised of Measure M and other local, state and federal sources). Measure M funding becomes available in two cycles (2015\$):

- > FY 2022-2028 - \$535M
- > FY 2022-2041 - \$900M

Since February 2022, Metro staff has re-evaluated the forecasted LPA project cost by considering contingency, escalation to Year of Expenditure (YOE) and accuracy for estimation. As was presented to the Metro Board in September 2022, the updated project forecast range for the LPA of \$7B to \$9B in YOE is inclusive of current construction market escalation costs.

Project Development Process



**This timeline is subject to change based on various factors, including funding opportunities (see Funding section).*

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📘 [losangelesmetro](https://www.facebook.com/losangelesmetro)

Próxima parada: nuevo servicio de tren ligero al sureste del condado de Los Angeles.

CORREDOR DE TRANSPORTE DE WEST SANTA ANA BRANCH

Hoja informativa



Metro

Resumen

El plan de Metro para un mejor tránsito incluye una nueva línea de tren ligero (LRT, en inglés) que conecta el sureste del condado de Los Angeles con el centro de Los Angeles. El proyecto del Corredor de Transporte de West Santa Ana Branch (WSAB, en inglés) conectaría las ciudades y comunidades de Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, Florence-Firestone y Los Angeles Union Station (LAUS, en inglés) en el centro de Los Angeles.

El área del proyecto cuenta con 1.4 millones de habitantes y es un centro de trabajo para aproximadamente 618,500 empleados. Las proyecciones muestran que la población residencial aumentará a 1.6 millones y los empleos aumentarán a 746,000 para el año 2042. Las densidades de población y de empleo son cinco veces mayores que el promedio del condado de Los Angeles. Conectar esta área a la red ferroviaria de Metro proporcionará alternativas a la conducción y creará más acceso a las oportunidades.

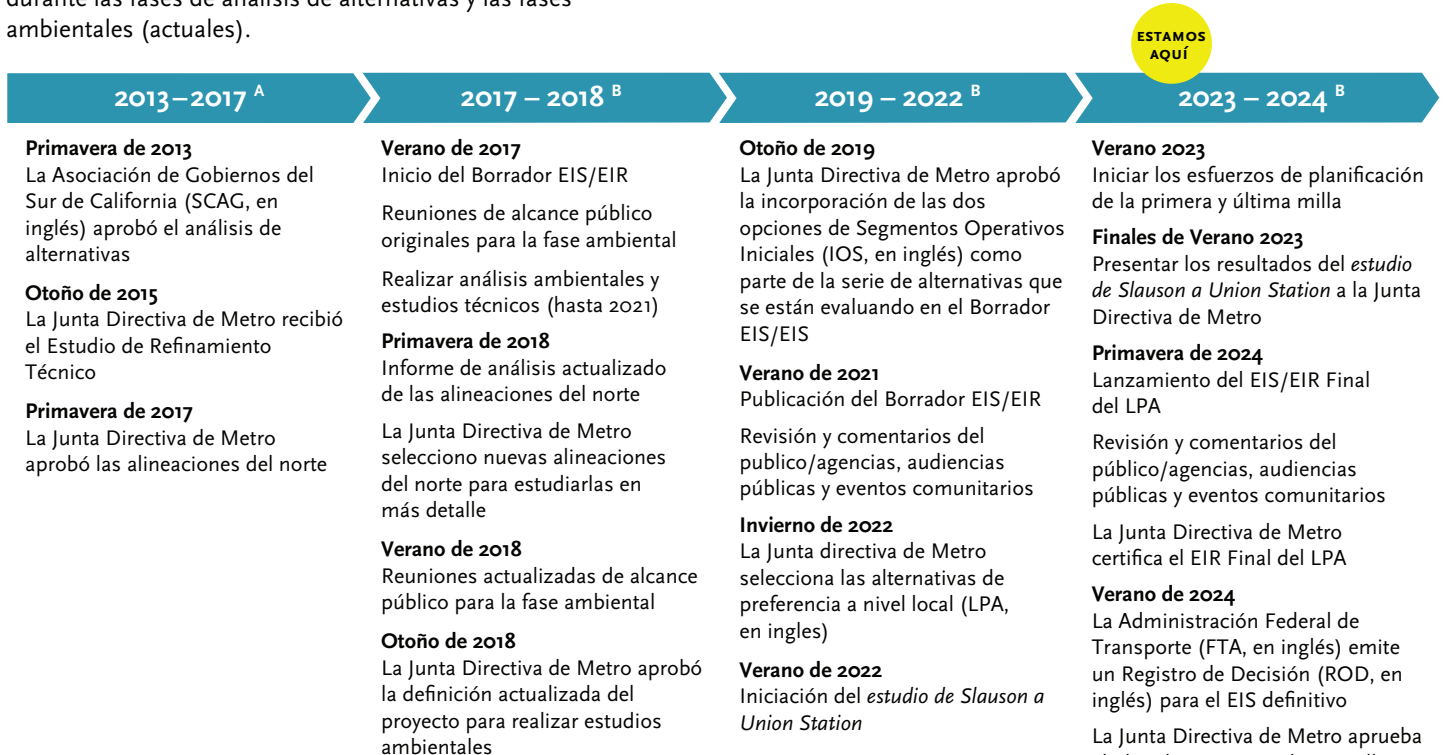
Objetivos

Los objetivos principales del proyecto WSAB son:

1. Proporcionar mejoras en la movilidad
2. Apoyar planes y políticas del uso de la tierra a nivel local y regional
3. Minimizar el impacto ambiental
4. Asegurar rentabilidad y viabilidad financiera
5. Promover la equidad

Hitos

En el siguiente cronograma se destacan los hitos del proyecto durante las fases de análisis de alternativas y las fases ambientales (actuales).



[Fase del proyecto](#)

^A Un análisis de alternativas

^B Análisis ambiental

Cronograma sujeto a cambios

Slauson/A Line a Pioneer Station (LPA)

En enero de 2022, la Junta Directiva de Metro aprobó la Alternativa Localmente Preferida (LPA, en inglés) para el proyecto WSAB desde la Slauson/A Line (Blue) en la comunidad no incorporada de Florence-Firestone hasta Pioneer Station en Artesia. Este es un segmento de 14.5 millas que contará con nueve estaciones (seis a nivel, tres aéreas), incluyendo una nueva estación de entrada de la C Line en I-105, hasta cinco instalaciones de estacionamiento, 31 cruces a nivel y 25 cruces de calles elevadas.

La Junta Directiva de Metro también aprobó una instalación de mantenimiento y almacenamiento (MSF, en inglés) en Bellflower que se ubicará en un sitio comercial de 21 acres justo al este de Lakewood Bl y Somerset Av. El MSF almacenará la administración general, la operación y los servicios de apoyo. La instalación estará equipada para realizar inspecciones, reparaciones de carrocería, limpieza y lavado de los vehículos de tren ligero de Metro. El MSF estará diseñado para almacenar hasta 80 vehículos de tren ligero (LRVs, en inglés).

Estudio de Slauson/A Line a Union Station

La Junta seleccionó a Los Angeles Union Station (LAUS, en inglés) como la terminal norte para el proyecto y dirigió al personal que realizara un estudio separado para evaluar las opciones de conexión desde Slauson/A Line. Se anticipa que los resultados del estudio se presentarán a la Junta Directiva de Metro a fines del verano de 2023 y luego se espera que avancen a un proceso de planificación ambiental separado, después de completar la Declaración de Impacto Ambiental Final / Reporte de Impacto Ambiental (EIS/EIR, en inglés) para la LPA.

Corredor de Transporte de West Santa Ana Branch

Descripción general del proyecto



Se anticipa que este corredor ferroviario servirá a los viajeros en un corredor de alta demanda de viajes al proporcionar alivio a los sistemas limitados de transporte actualmente disponibles para estas comunidades. Además, se espera que el proyecto proporcione una conexión directa a la Metro C Line y A Line, así como a la red de transporte regional del Condado de Los Angeles.

Proceso de planificación ambiental

El proceso ambiental del proyecto WSAB está bien definido por los requisitos federales estipulados en la Ley de Política Ambiental Nacional (NEPA, en inglés) y los requisitos ambientales estatales estipulados en la Ley de Calidad Ambiental de California (CEQA, en inglés).

El proyecto se encuentra actualmente en la fase de revisión ambiental. El Borrador de EIS/EIR se publicó en julio de 2021 con un período original de revisión pública de 45 días y luego se extendió a un período público de 60 días, generando más de 450 comentarios formales. Después de este proceso, la Junta Directiva de Metro seleccionó la LPA en enero de 2022.

El último paso en la fase ambiental es que la Junta Directiva de Metro certifique el EIR final y la emisión por parte de la Administración Federal de Tránsito del Registro de Decisión para el EIS final, anticipado para el verano de 2024.

Coordinación de trenes de mercancías del proyecto

El proyecto WSAB incluye un corredor compartido de aproximadamente 11 millas de carga de derecho de paso (ROW, en inglés) que corresponde a la vía de cargas de Wilmington y La Habra rutas de tren (propiedad de Union Pacific Railroad, UPRR, en inglés) y la Subdivisión de San Pedro (propiedad de Ports of Los Angeles y Long Beach). Para la alineación LPA, se realinearán 8.1 millas de carga.

El personal de Metro está coordinando activamente con UPRR y los puertos para obtener un acuerdo sobre el diseño y el derecho de paso necesario para avanzar en el proyecto.

Proceso de desarrollo del proyecto



**Este cronograma está sujeto a cambios según diversos factores, incluidas las oportunidades de financiación (consulte la sección sobre Financiación).*

CONTÁCTENOS

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Entrega del proyecto

Para maximizar la preparación del proyecto para la entrega del alcance central del tren ligero, el personal ha evaluado y determinado que el gerente de construcción/contratista general (CM/GC, en inglés) sea el modelo de contrato óptimo para el alcance de ingeniería avanzada, que incluye la reubicación de servicios públicos, la reubicación de carga y los pasos a nivel. Para la entrega del alcance central del tren ligero, el personal de Metro continúa evaluando el enfoque óptimo, incluyendo la evaluación de los métodos de entrega alternativos como la asociación público-privada (P3, en inglés), el diseño-construcción (DB, en inglés) y el diseño progresivo y la construcción (PDB, en inglés).

El personal continúa avanzando en los componentes clave en el alcance de ingeniería avanzada, lo que ayudará a la agencia a tomar una decisión informada sobre el mejor modelo de entrega para el alcance del tren ligero.

Financiación

Según el pronóstico financiero de la Medida M y el Plan de Transporte a Largo Plazo de Metro, de acuerdo con su modificación, el proyecto tiene una asignación de fondos de \$4 mil millones (en dólares de 2015) (compuesta por la Medida M y otras fuentes locales, estatales y federales). La financiación de la Medida M está disponible en dos ciclos:

> Año fiscal 2028: \$535 millones

> Año fiscal 2041: \$900 millones

Desde febrero de 2022, el personal de Metro ha reevaluado el costo previsto del proyecto LPA considerando la contingencia, la escalada al Año de Gastos (YOE, en inglés) y la precisión para la estimación. Como se presentó a la Junta Directiva de Metro en septiembre de 2022, el rango actualizado de pronóstico del proyecto es de \$7 mil millones a \$9 mil millones en YOE incluye los costos actuales de escalada del mercado de la construcción.



Metro

SOUTHEAST GATEWAY LINE

Appendix D – Walk Audits

Appendix D.1 – Participation

Appendix D.2 – Feedback (Walk Audit App Results)



Metro

SOUTHEAST GATEWAY LINE

Appendix D.1 – Participation

**West Santa Ana Branch Transit Corridor
First/Last Mile Community Walk Audit Registrations - October 2023**

| Audit # | Email Address | First Name | Last Name | Phone # | Address | City | ZIP |
|---------|---------------|------------|---------------------|---------|---------|-----------------|-------|
| 1 | | Georgina | Arceo | | | Paramount | 90723 |
| 1 | | Marylou | Moctezuma | | | Huntington Park | 90255 |
| 1 | | Rafael | Arenas | | | Paramount | 90723 |
| 1 | | Lorraine | Moctezuma | | | Huntington Park | 90255 |
| 1 | | Maricela | Parga | | | Paramount | 90723 |
| 1 | | Graham | Davidson | | | Highland Park | 90042 |
| 1 | | Diego | Renteria | | | South Gate | 90280 |
| 1 | | Marin | Chavez | | | Bell Gardens | 90201 |
| 1 | | Patricia | Laura Ramirez | | | Lynwood | 90262 |
| 1 | | Maria | Sanchez | | | | |
| 1 | | Soledad | Pineda | | | Paramount | 90723 |
| 1 | | Margarita | Bacera | | | Paramount | 90723 |
| 1 | | Braulio | Delgadillo | | | Los Angeles | 90058 |
| 1 | | Leticia | Ruiz | | | Compton | 90222 |
| 1 | | Rodrigo | Pelayo | | | | |
| 1 | | Jason | Garcia | | | Huntington Park | 90255 |
| 1 | | Mauricio | De Jesus Urrotia | | | South Gate | 90280 |
| 1 | | Guadalupe | Laskey | | | Cudahy | 90201 |
| 1 | | Raul | Diaz | | | Cudahy | 90201 |
| 1 | | Raul | | | | Huntington Park | 90255 |
| 1 | | Jessica | Guillen | | | Los Angeles | 90057 |
| 1 | | Hector | De La Torre | | | Paramount | 90723 |
| 2 | | Leticia | Ruiz | | | Compton | 90222 |
| 2 | | Alejandra | Figuroa | | | Bellflower | 90706 |
| 2 | | Oscar | Cisco | | | | |
| 2 | | Jessica | Guillen | | | Los Angeles | 90057 |
| 2 | | Olga | Rojo | | | Paramount | 90723 |
| 2 | | Gabriella | Ballesteros | | | South Gate | 90280 |
| 2 | | Sandra | Varela | | | South Gate | 90280 |
| 2 | | Rose | Andrade | | | Paramount | 90723 |
| 2 | | Margarita | Bacera | | | Paramount | 90723 |
| 2 | | Rebecca | Rodriguez | | | Long Beach | 90805 |

**West Santa Ana Branch Transit Corridor
First/Last Mile Community Walk Audit Registrations - October 2023**

| Audit # | Email Address | First Name | Last Name | Phone # | Address | City | ZIP |
|----------------|----------------------|-------------------|---------------------|----------------|----------------|-------------|------------|
| 2 | | John | King | | | Paramount | 90723 |
| 2 | | Mark | | | | | |
| 2 | | Rosa | Salazar | | | Paramount | 90723 |
| 2 | | Maricruz | Ledezma | | | Paramount | 90723 |
| 2 | | Sandra | Perez | | | South Gate | 90280 |
| 2 | | Sheila | Cornett | | | South Gate | 90280 |
| 2 | | Bernardina | Beviteza | | | Compton | 90221 |
| 2 | | Lourdes | Lopez | | | Paramount | 90723 |
| 2 | | Faraz | Aqil | | | Downey | 90242 |
| 2 | | Cristina | Romero Aqil | | | Downey | 90242 |
| 2 | | Maria | Alcazar | | | Paramount | 90723 |
| 2 | | Maricela | Parga | | | Paramount | 90723 |
| 2 | | Adriana | Figuroa | | | Paramount | 90723 |
| 2 | | Mauricio | De Jesus Urrotia | | | South Gate | 90280 |
| 2 | | Guillermo | Gonzalez | | | | |
| 2 | | Pilar | Mendoza | | | | |
| 3 | | Maria | Lopez | | | | |
| 3 | | Lourdes | Lopez | | | Paramount | 90723 |
| 3 | | Georgina | Arceo | | | Paramount | 90723 |
| 3 | | Leticia | Ruiz | | | Compton | 90222 |
| 3 | | Maria | Olga Rojo | | | | |
| 3 | | Rafael | Arenas | | | Paramount | 90723 |
| 3 | | Maria A. | Martinez | | | Compton | 90221 |
| 3 | | Maria V. | Martinez | | | | |
| 3 | | Beatriz | Guerrero | | | | |
| 3 | | Maria | Estrada | | | | |
| 3 | | Mauricio | De Jesus Urrotia | | | South Gate | 90280 |
| 3 | | Emily | | | | Paramount | 90723 |
| 3 | | Jorge | | | | Paramount | 90723 |
| 3 | | Laura | Castaneda | | | Los Angeles | 90058 |
| 3 | | Shay | Sakett | | | | |
| 4 | | Carl | Fonseca | | | Artesia | 90701 |

**West Santa Ana Branch Transit Corridor
First/Last Mile Community Walk Audit Registrations - October 2023**

| Audit # | Email Address | First Name | Last Name | Phone # | Address | City | ZIP |
|---------|---------------|------------|-------------|---------|---------|------------------|-------|
| 4 | | Lorelei | Bailey | | | Artesia | 90701 |
| 4 | | Mariel | Angeles | | | Cerritos | 90703 |
| 4 | | Karl | Eggers | | | Long Beach | 90815 |
| 4 | | Norma | Williamson | | | Cerritos | 90703 |
| 4 | | Manjula | Ramanathon | | | Cerritos | 90703 |
| 4 | | Alejandra | Figuroa | | | Bellflower | 90706 |
| 4 | | Maximina | Martinez | | | Bellflower | 90706 |
| 4 | | Lourdes | Lopez | | | Paramount | 90723 |
| 4 | | Maricela | Parga | | | Paramount | 90723 |
| 4 | | Andrew | Isip | | | Santa Fe Springs | 90670 |
| 4 | | Rosa | Andrade | | | Paramount | 90723 |
| 4 | | Carolyn | Camarena | | | Artesia | 90701 |
| 4 | | Peter | Kann | | | Artesia | 90701 |
| 4 | | Karen | Lee | | | Artesia | 90701 |
| 4 | | Leticia | Ruiz | | | | |
| 4 | | Okina | Dur | | | Artesia | 90701 |
| 4 | | Mauricio | Urrutia | | | South Gate | 90280 |
| 4 | | Maria Olga | Rojo | | | | |
| 4 | | Dianne | Van Beek | | | Artesia | 90701 |
| 4 | | Alan | Williamson | | | Cerritos | 90703 |
| 4 | | Marina | Perez | | | Lakewood | 90713 |
| 4 | | Ramona | Lara | | | Norwalk | 90650 |
| 4 | | Beatriz | Guerrero | | | Long Beach | 90806 |
| 4 | | Maria A. | Martinez | | | Compton | 90221 |
| 4 | | Hector | De La Torre | | | Paramount | 90723 |
| 4 | | Meena | Dodhiwale | | | Artesia | 90701 |
| 5 | | Maricela | Parga | | | Paramount | 90723 |
| 5 | | Maria V. | Martinez | | | | |
| 5 | | Maria A. | Martinez | | | Compton | 90221 |
| 5 | | Georgina | Arceo | | | Paramount | 90723 |
| 5 | | Maria | Estrada | | | | |
| 5 | | Maria | Olga Rojo | | | | |
| 5 | | Laura | Santiago | | | Bellflower | 90706 |

**West Santa Ana Branch Transit Corridor
First/Last Mile Community Walk Audit Registrations - October 2023**

| Audit # | Email Address | First Name | Last Name | Phone # | Address | City | ZIP |
|------------------|----------------------|-------------------|------------------|----------------|----------------|-------------|------------|
| 5 | | Faraz | Aqil | | | Downey | 90242 |
| 5 | | Juana | Lopez | | | Long Beach | 90805 |
| 5 | | Magdalena | Zarate | | | Bellflower | 90706 |
| 5 | | Leticia | Ruiz | | | | |
| 5 | | Beatriz | Guerrero | | | Long Beach | 90806 |
| | | | De Jesus | | | | |
| 5 | | Mauricio | Urrotia | | | South Gate | 90280 |
| 6 (Bellflower 2) | | Alejandra | Figuroa | | | Bellflower | 90706 |
| 6 (Bellflower 2) | | Maria | V. | | | Compton | 90221 |
| | | | Guerrero De | | | | |
| 6 (Bellflower 2) | | Beatriz | Vazquez | | | Long Beach | 90806 |
| 6 (Bellflower 2) | | Magdalena | Cerbantes | | | Bellflower | 90706 |
| 6 (Bellflower 2) | | Arturo | Briones | | | Paramount | 90723 |
| 6 (Bellflower 2) | | Faraz | Aqil | | | Downey | 90242 |
| 6 (Bellflower 2) | | Bonnie | Lin | | | Cerritos | 90703 |
| 6 (Bellflower 2) | | Helen | Huang | | | Artesia | 90701 |
| 6 (Bellflower 2) | | Liwen | Shao | | | La Palma | 90623 |
| 6 (Bellflower 2) | | Mauricio | Urrutia | | | South Gate | 90280 |
| 6 (Bellflower 2) | | Maria | Lopez | | | Paramount | 90723 |
| 6 (Bellflower 2) | | Georgina | Arceo | | | Paramount | 90723 |
| 6 (Bellflower 2) | | Olga | Rojo | | | | |
| 6 (Bellflower 2) | | Lupita | Rojo | | | Paramount | 90723 |
| 6 (Bellflower 2) | | Lourdes | Lopez | | | | |



Metro

SOUTHEAST GATEWAY LINE

Appendix D.2 – Feedback (Walk Audit App Results)

Florence/Salt Lake Community Walk Audit

Comments that are highlighted have been incorporated into the draft project list.

1.

| Florence/Salt Lake – Questions/Comments | |
|--|-------------------------|
| <ul style="list-style-type: none"> • Driveways - Safety concern for peds crossing driveway slopes. Idea - use rolled curbs, rather than traditional curb and aprons so sidewalk stays more level. | Insert photo (optional) |
| <ul style="list-style-type: none"> • Underground overhead utility poles/wires – remove/underground | |
| <ul style="list-style-type: none"> • Florence Ave – Shade Trees • Florence Ave/Bissell St Intersection – curb/median extension to provide larger pedestrian refuge for long crosswalk, consider pedestrian activated red stop light/signal • Florence Ave – consider different street for bike facilities; feels unsafe due to high traffic speeds • Florence Ave – traffic calming to reduce high travel speeds • Florence Ave – key pathway | |
| <ul style="list-style-type: none"> • California St – narrow sidewalks • California St – ADA accessible paths at driveway aprons • California St – add landscape/shade trees where possible | |
| <ul style="list-style-type: none"> • Salt Lake Ave – widen sidewalks/curb extensions especially along 4' sidewalks segments | |
| | |
| | |

2. General Project Questions

- Some participants learned from word of mouth about the audit and thought it was something very different. In the end, they enjoyed it and were very insightful and very helpful. Maybe we need to assume some participants know nothing and explain in very simple terms. Yes, we should be explaining terminology in the simplest terms so anyone can understand with no prior background.
- The app was challenging since so much terminology was new to some participants

I-105/C Line Community Walk Audit

1.

I-105 C Line - Questions/Comments

Paramount Blvd needs a complete upgrade:

- Consistent sidewalk widths – 12’ on east side is good, but west side varies from 6’ to 12’
- Shade at bus stops
- Street trees in parkways
- High visibility crosswalks
- May need to add pedestrian lighting – need to check at night
- Looks like there might be just enough room for standard bike lanes – not great, but some help to bicyclists and scooters
- Wayfinding signage to direct people to the station since it is tucked away.

Paramount Bl at Alhambra and Wilson

There is a striped crosswalk at Wilson but no traffic control on Paramount Bl. Need to add a pedestrian-activated signal and stripe with a high visibility crosswalk.

Paramount Bl at N. Somerset Ranch Rd

Because Somerset Ranch Rd is a high speed freeway access frontage road, there is always a long line of people turning right from Paramount to it and from it to Paramount. This makes it more difficult to cross both Paramount Bl and Somerset Ranch Rd. Would it be safer to have a pedestrian-activated signal and high visibility crosswalk at Lincoln (or would it be less safe)? Is there a way to make it safer to cross both streets?

- Pearlle/Paramount Intersection – consider adding signalized crossing (its currently unsafe due to speed of traffic and amount of cross traffic coming to/from Pearlle). Need for ped x-ing will increase when WSAB stations open.

Insert photo (optional)

- Paramount Pathway Trees - City is developing a tree plan with Tree People; calls for removing large ficus trees on Paramount (damage to sidewalks, catch basins) and will replace with smaller species.

- Direct Pathway to Station – Resident suggested ped path idea possibly from Paramount Blvd in center of I-105 fwy to reach future C-Line & WSAB Stations.

- Intersection of Industrial Ave/Main St/Arizona Way, suggestion for a roundabout to calm traffic and ease the confusion

| I-105 C Line - Questions/Comments | |
|--|---|
| <ul style="list-style-type: none"> Industrial Ave, upgrade the east/west crosswalk leading into the park; faded striping, pot hole in the road, and no access ramp on the west side. | |
| <ul style="list-style-type: none"> Industrial Ave and Lincoln Ave, potential for an east/west crosswalk for access for southern access to the new park. | Review Hollydale Parks Master Plan (2017) |
| <ul style="list-style-type: none"> Access ramps needed at Industrial and Harding Ave's | |
| <ul style="list-style-type: none"> Will crosswalks be included in or needed for the planned station parking? | |
| <ul style="list-style-type: none"> Industrial Ave – In fill shade trees, will trees be planted with the new parking facilities? | |
| <ul style="list-style-type: none"> Intersection of Industrial Ave and Century Bl comments: <ul style="list-style-type: none"> Add a stop sign because cars hit that curve fast How are people supposed to access the ped bridge if it is opened again? High visibility crosswalk needed Add lighting across the existing ped bridge. It looks scary to cross at night | |
| <ul style="list-style-type: none"> Century Blvd comments <ul style="list-style-type: none"> Add landscaped medians Consider traffic calming measures with an influx of cars to station parking Add mid-block crossing @ Florine Ave Add access ramps at Center St, Florine Ave, Fairlock Ave, Racine Ave on North side of street Group witnessed an elderly man with a walker cross diagonally from Arco AM/PM station to Racine Ave as a "short-cut" | |
| <ul style="list-style-type: none"> Garfield Ave comments <ul style="list-style-type: none"> Upgrade access ramps at Century Blvd to dual access ramps Garfield is comfortable to walk but could use more trees | |
| <ul style="list-style-type: none"> Main St <ul style="list-style-type: none"> Comfortable sidewalks but need more trees Wide roadway and no stop signs, so motorists tend to drive fast, even though it is a single-family neighborhood. | |

I-105 C Line - Questions/Comments

| | |
|--|--|
| <ul style="list-style-type: none"> ○ Between Center St and Industrial Ave, stops signs and high visibility crosswalks needed ○ It is on the City's bicycle master plan to be striped with Class II lanes. That would make it safer for bicyclists and scooters and might slow down traffic. ○ Need traffic calming: stop signs, speed bumps, signage ○ Need all-way stop at Main and Arizona and all-way stop/striped crosswalks at Main and Hoover. Crosswalk is marked but stops signs on Arizona Av only, giving a false sense of safety. ○ Walkway portion of sidewalk is only 4' wide while the parkway is 11' wide, which is good for the trees, but a few more feet of walkway would be better. Perhaps 6' wide walkway and 8' wide parkway (may have to reduce that directly adjacent to existing trees). | |
| <ul style="list-style-type: none"> ● Florine Ave – Narrow sidewalks, consider curb extensions where possible. ● Florine Ave/Century Blvd – add high visibility crosswalk ● Florine Ave – add pedestrian lighting ● Florine Ave – consider Bike lanes if possible ● Florine Ave – add landscape/shade trees if possible ● Florine Ave – consider waste bins; high trash/dog waste | |
| <ul style="list-style-type: none"> ● South & North Somerset Ranch Rd. People walk along the edge of S. Somerset Ranch Rd (there is no sidewalk) between Garfield Av to Paramount Bl. Add a multi-use path either adjacent to the existing curb (which may require some retaining walls) or in combination with narrowing the roadway, which currently is 32' wide with a 13' wide lane and 19' wide lane, by 6', so people and walk and cycle between the two streets. | |
| <p>Freeway Overpass/Façade Ave:</p> <ul style="list-style-type: none"> ● Uncomfortable for walking/biking ● Needs shade structure ● Widen narrow sidewalks | |

I-105 C Line - Questions/Comments

- Add signage and travel lane striping on street: no street striping which is confusing and drivers might be more reckless
- Overpass improvements: add sound barrier along I-105 freeway, safety fencing/railing between cars and sidewalk, pedestrian lights
- Drainage improvements: Suggested that a grate be added to a very high, very wide storm drain at the northwest corner of Façade Ave and Mendy St. It feels unsafe and litter should be kept from going in the drain.
- Add shade trees and landscape.

Mendy St :

- Add pedestrian lighting
- Add traffic calming
- Add shade trees and landscape
- Add high visibility crosswalks

Garfield Ave:

- Add pedestrian lights
- Add landscape and shade trees in median
- Bus stop improvements at Garfield Ave: need bus shelter
- Consider protected bike lanes: Bicyclists ride on sidewalk near on-ramp, on overpass and throughout all areas on Garfield Ave where the traffic is moving too fast.
- Garfield Ave/I-105 Fwy on-ramp/frontage rd: Add traffic calming

Garfield Ave/I-105 Fwy On-Ramp Frontage Rd:

- Curb extension and intersection improvements: Cars and enormous trucks turn the corner much too fast at the corner of Garfield Ave and the east on-ramp. (Apparently, a car once went so fast it broke through the overpass railing and landed on the freeway). Both northbound and southbound traffic move quickly and edge in on each other trying to get on the on-ramp first. Signalization needs to be improved. This corner needs to be analyzed to ensure pedestrian safety. Very, very dangerous.
- Opportunity Improvement/new cut through path new sidewalk: Many commuters walk along the 105 FWY, east bound frontage road to get to the C Line. Is there way to create a safe walking path at the top level of this ROW (level Garfield and the overpass)? This seems to be a pressing need.

I-105 C Line - Questions/Comments

- There are homeless encampments on Garfield Ave at the corners where the 105 FWY on-ramps.
- Garfield Ave/Century Blvd intersection:
- High visibility crosswalk, intersection improvements: The intersection of Garfield Ave and Century Blvd needs a scrambled crosswalk to make crossing more efficient for pedestrians especially those who are disabled.

2. General Project Questions

- CWD Pathway Map (Correction) – Note that Industrial Ave bridge is closed, is currently locked. Re-opening ped bridge will require agreement by cities.

Slauson/A Line Station Community Walk Audit

1.

| Slauson/A Line - Questions/Comments | |
|--|-------------------------|
| <ul style="list-style-type: none"> • Slauson/Compton Intersection – Needs trash cans, safer intersection design, RR tracks removed along Slauson, better signage, consider cameras here, traffic calming, cyclist and peds in danger around intersection, need slower speed limits here. | Insert photo (optional) |
| <ul style="list-style-type: none"> • Slauson Bus Stops – Should be cleaner, add trash can/shade, adjacent landscape overgrown, graffiti removal, broken meter box. | |
| <ul style="list-style-type: none"> • Slauson Pathway – Uneven sidewalks, holes and oil coming up at meter covers, slippery where properties overwater, high vehicle speeds and no buffer. • A Line Station – Need x-walk across Slauson to connect north-south sides. • Compton Ave – Parkway planting is missing or unmaintained, refuse, A.Hawkins Park edge needs maintenance, OK that park has only one entrance for security, path is unsafe for teens/kids near homeless and RVs, sidewalks blocked by parked cars, feels to dark at night per resident. • Compton Ave Bus Stops – Need shade, more security. • 55th/Compton Crossing – Faded crosswalks, no dual access ramps, ped button broken. Consider bilingual audible crossing equipment. • 56th/Compton Intersection – Uncontrolled crossing doesn't feel safe, add directional access ramps & tactile warning strips at crossings. | |

Slauson/A Line - Questions/Comments

- 57th/Compton Intersection - Need stop sign and better marked x-walks.
- Scooters/Bikes - Most all were riding on the sidewalk due to unsafe feel of Slauson and Compton pathways.
- Dog Waste Station – Need bag/waste containers.

Compton Ave:

- Add shade trees: Sidewalks on Compton Ave are wide enough, but we need more trees. The parkway and trees in front of Augustus Hawkins Park show what a difference trees can make.
- Need dog waste stations since there is a lot of dog waste outside the Augustus Hawkins Compton Ave entrance.
- Slauson Ave/Compton Ave: curb extensions or intersection safety upgrade if possible, cars driving very fast at corner of Slauson Ave and Compton Ave including right turns. How can we make this intersection safer for pedestrians?
- Add high visibility crosswalk at Slauson Ave/Compton Ave, needs continental striping.
- Bus stop improvements or relocation: Bus stops on Slauson Ave are uncomfortable and scary because they are located close to the curb and cars are speeding. Can they be moved to the back of the sidewalk?
- Bicyclists ride on sidewalk because the traffic moves too fast.
- Speed limit signs says 30 MPH, but traffic is moving much faster. Need a traffic speed feedback sign and enforcement of the speed limit.
- Opportunity Improvement: curb extension or dedicated zone for

Slauson/A Line - Questions/Comments

street vendors if possible.
Vendors block the sidewalk walking path at various locations along Compton Ave.

- Wayfinding/signage, ADA access ramps, high visibility crosswalks at alleys: A number of alleys and driveways that cross the sidewalk are wide and feel unsafe to pedestrians.
- Add street furniture/waste bins: There's a fair amount of litter. We need trash cans.

58th Dr/Compton Ave:

- Add high visibility crosswalk with signalized crossing at 58th Dr. Recommend a marked crosswalk with traffic control at 58th Dr.
- Add shade trees/landscape
- Curb extension or opportunity improvements: zoning/dedicated area for vendors. Several storefronts are not friendly. Several vendors are blocking the ROW.

60th St/Compton Ave:

- Add bus stop improvements at Compton Ave: Need for bus stop shelter over bench on west side of Compton Ave.
- Add bus stop improvements at Compton Ave: Need a bus stop bench and shelter on the east side.
- Add ADA access ramps: Need truncated dome on curb ramps at intersection.

60th St/Miramonte Blvd:

- Add high visibility crosswalks, curb extensions for traffic calming: Sometimes cars will drive fast and deliberately make donuts at the roundabout. The roundabout slows cars that tend to drive through stop signs. Adding high visibility crosswalks at the roundabout would make a safer crossing.
- Add traffic calming speed bumps on 60th St and on Miramonte Blvd.

| Slauson/A Line - Questions/Comments | |
|---|--|
| <ul style="list-style-type: none"> • Signalized crossing improvements: Stop signs at roundabout need to be more visible. | |
| <p>Miramonte Blvd:</p> <ul style="list-style-type: none"> • Add high visibility crosswalks at Miramonte Blvd/Slauson Ave • Add curb extensions/widen sidewalk: Walkway portion of the sidewalk on Miramonte Blvd needs to be at least 1-2' wider. Parkway is good. • Add bike lane: Miramonte is very wide street. Replace the center turn lane, which is not needed on a low-density residential street and is currently used for parking, with bike lanes from Slauson to Florence. • Miramonte is a good walking street. • Add landscape/shade trees: consider shade trees to be mixed with palm trees. | |
| <p>58th St/Miramonte Blvd</p> <ul style="list-style-type: none"> • Add high visibility crosswalk and signalized crossing (stop signs): there is a curb extension here (on southside of the T-intersection), but the crosswalk isn't striped. Add a marked crosswalk and perhaps stop signs to make it safe to cross and slow the traffic down. • Infill shade trees: There is ample space in empty planting areas. • Add shade trees and landscape parkways: like the block just south of Slauson Ave on Miramonte Blvd) would be ideal along all of Miramonte Blvd and all throughout this route. | |
| <p>Slauson Ave:</p> <ul style="list-style-type: none"> • Traffic calming or add mid-block signalized crossing to slow high traffic speeds on Slauson Ave; Cars drive very fast on Slauson Ave in the curb lane (there is no curbside parking), so it feels/is unsafe to walk on the half of the sidewalk next to the curb. Slauson Ave is very uncomfortable with very, dangerous fast-moving | |

Slauson/A Line - Questions/Comments

traffic. It's very dangerous for those trying to cross and get to the station without a crosswalk with traffic light.

- Add landscape parkways with shade trees and widen sidewalks on Slauson Ave: need buffer next to traffic and shade. Many people coming from the west and north will walk on the new multi-use path on the north side, but people coming from the south will still walk on the south side of Slauson Ave. **Adjacent to the LADWP facility, there is a 10' wide sidewalk and a 4' landscaped setback. It would be great to flip them, so there is a 6' parkway with trees next to the traffic lane and an 8' wide walkway.**

Slauson Ave at A Line Station:

- Add bus stop improvements: Need bus shelter at the stop near southside of station.
- Add signalized crossing, high visibility crosswalk: Need to slow down traffic on Slauson. More traffic signals are needed. One pedestrian said he was almost hit not understanding that Long Beach St is an operational street. There is no yield or stop sign there at all.
- Need a yield or stop sign at Long Beach St and Slauson Ave. and the intersection should be reconfigured to be a T intersection. Also, need a speed table crossing when the new signalized crossing is installed with Segment A of Rail to Rail.
- There needs to be increased security and more supervision at the A Line station. It feels unsafe and empty.
- Traffic calming/signage: speed limit sign on Slauson Ave indicates 35 MPH, but no one is driving 35 MPH.

2. General Project Questions

- WSAB Alignment - should go to Disneyland!

Pioneer Station Community Walk Audit

1.

| Pioneer - Questions/Comments | |
|---|-------------------------|
| <ul style="list-style-type: none"> • 187th St <ul style="list-style-type: none"> ○ Midblock crossing needed in north/south direction from existing off street path to proposed station | Insert photo (optional) |
| <ul style="list-style-type: none"> • Off Street Path <ul style="list-style-type: none"> ○ Add temporary shade structures ○ When complete add shade trees | |
| <ul style="list-style-type: none"> • 186th St, update the crosswalks at Corby Ave | |
| <ul style="list-style-type: none"> • Pioneer Blvd <ul style="list-style-type: none"> ○ From in front of Maya Plaza to 183rd, the sidewalk on the west side of Pioneer Blvd narrows and community members worry that the grates over the tree wells are not safe for people to walk over | |
| <ul style="list-style-type: none"> • Intersection of 187th and Clarkdale Ave crosswalk and access ramps needed | |
| <p>187th St/Clarkdale Ave:</p> <ul style="list-style-type: none"> • Need curb ramp in front of the church where 187th dead ends. • This intersection is one of the busiest on Fridays, Saturdays, and Sundays. People from Artesia, Lakewood, and Cerritos walk and bike to church services held in a variety of languages throughout the day. Comfort and safety on 187th St and at this intersection is key. • Pedestrian and bicycle activity is high during weekdays for those attending funerals, services, and the school (adjacent to church). • Traffic calming on Clarkdale Ave is suggested. | |
| <p>187th St:</p> <ul style="list-style-type: none"> • Sidewalks are fairly narrow considering the high volume of pedestrian use now and as an essential pathway to Pioneer station. Consider widening sidewalks. • Add landscape/shade trees: more street trees where possible. • Add bike facility: street is wide, yet quiet w/o much auto traffic. Perhaps, a good place for a bike route. | |

| | |
|---|--|
| <ul style="list-style-type: none"> • New or improved sidewalks: repair is needed on 187th St, between Arline Ave and Pioneer Blvd. • In addition to being an important route for church and school attendance, 187th St opens up to shops and stores on Pioneer Blvd so it is an important walkway for residents. | |
| <p>187th St: Pioneer – Clarkdale</p> <ul style="list-style-type: none"> • Add shade trees. • Add 4-way stop and marked crosswalks at Arline Av. • Lots of traffic to Holy Name Church and Our Lady of Fatima School. | |
| <p>Clarkdale Av 187th – South St</p> <ul style="list-style-type: none"> • Add stop signs and speed humps for Bike Friendly Street. • Add big trees (36" box) in front yards since there is no parkway. • Add sidewalk or path through park on east side. | |
| <p>South St.</p> <ul style="list-style-type: none"> • Add shade trees – <i>Moringa oleifera</i> (Moringa), a drought-tolerant tropical tree. • Add protected bike lanes – it looks like there is enough room. • If there is room for a 4' wide separation, make it a planting area with shade trees (like Rosemead Bl. in San Gabriel). • Reduce traffic speed. • Add artwork on utility boxes on sidewalk. <p>South St.: Clarkdale – Elaine North Side</p> <ul style="list-style-type: none"> • Add trees in park along back of sidewalk to provide shade. • Add shade and recycling cans (in the shape of bottles and cans, etc) at bus stop. • Fix holes in walkway at park entrance. • Bigger signs at bus stop – or digital – too small to read currently. <p>South St.: Elaine – Pioneer South Side</p> <ul style="list-style-type: none"> • Add shade trees either in setbacks. • Extend the shared use path southeast from Pioneer to South St on the WSAB ROW adjacent to tail tracks. • Make the WSAB ROW from South St to Cerritos/Don Knabe Park and Coyote Creek a greenway: extend the shared use path and | |

| | |
|---|--|
| make the rest a park. It is 100' wide so that would be 17 acres of park land – bigger than Artesia Park! | |
| | |
| <p>Pioneer Blvd:</p> <ul style="list-style-type: none"> • The street has many amenities to provide safe and comfortable pedestrian conditions. • Great pedestrian lighting. • Suggest continental striping at 187th + Pioneer Blvd. | |
| <p>187th St/Alburtis Ave:</p> <ul style="list-style-type: none"> • Add ADA curb ramps and high visibility crosswalks: intersection needs curb ramps with truncated domes and crosswalks. | |
| <p>187th/Jersey Ave:</p> <ul style="list-style-type: none"> • Add high visibility crosswalks: needed at this intersection. | |
| <p>South St:</p> <ul style="list-style-type: none"> • Bike facility improvements: Upgrade bike lanes on South St. These lanes were last improved 17 years ago. • Add roadway lighting: Suggest that the alley between Alburtis Ave and Corby Ave be lit and improved so it feels safer. • Add shade trees: shade needed along South St. | |
| <p>Corby Ave:</p> <ul style="list-style-type: none"> • Add signalized crossing (stop signs) and high visibility crosswalks at the 188th St/Corby Ave intersection. • Add shade trees: More trees/shade needed. • Widen sidewalks: Increase narrow sidewalks. • Opportunity improvements: Drainage issues on Corby Ave, flooding on roadways and sidewalks. • Plants growing into the sidewalk created some obstruction for pedestrians. • High visibility crosswalks: upgrade crosswalk at Corby Ave/187th St | |

2. General Project Questions
- Can the project engage the Holy Family Catholic Church on Clarkdale Ave?
 - Will the station include art that represents the history/culture of Artesia?
 - Metro could work with employers to make free or subsidized passes available.

- Metro, Chamber of Commerce and businesses should work together to promote Downtown Artesia.

Bellflower Station Community Walk Audit

1. All input provided in app.

| Bellflower – Questions/Comments | |
|---------------------------------|-------------------------|
| • Add to list | Insert photo (optional) |
| • | |
| • | |

2. General Project Questions



Metro

SOUTHEAST GATEWAY LINE

Appendix E – Pop-up Events

Appendix E.1 – Pop-up Event Display Board Activity Results



Metro

SOUTHEAST GATEWAY LINE

Appendix E.1 – Pop-up Event Display Board Activity Results

Artesia International Arts and Diversity Street Fair 10/07/2023

| First-Last Mile Toolkit | |
|----------------------------|----------------|
| Improvement | Number of Dots |
| Bus Stop Improvements | 10 |
| Street Lights | 17 |
| Signalized Crossing | 4 |
| High Visability Crosswalk | 8 |
| Overpass Improvements | 16 |
| Shade Structre | 19 |
| Underpass improvements | 7 |
| Plaza/Parklet | 15 |
| Pedestrian and Bike Lights | 11 |
| Multimodal Mobility Hub | 11 |
| Opportunity Improvement | 2 |
| Street Furniture | 12 |
| Wayfinding Signage | 4 |
| Landscape and Shade | 13 |
| New or Improved Sidewalk | 6 |
| Curb Ramps | 16 |
| Traffic Calming | 7 |
| Roundabout | 2 |
| Curb Extension | 1 |
| | 442 |

Slauson A Line Pop-up 10/19/2023

| First-Last Mile Toolkit | |
|----------------------------|----------------|
| Improvement | Number of Dots |
| Bus Stop Improvements | 52 |
| Street Lights | 50 |
| Signalized Crossing | 40 |
| High Visibility Crosswalk | 31 |
| Overpass Improvements | 25 |
| Shade Structure | 23 |
| Underpass improvements | 23 |
| Plaza/Parklet | 20 |
| Pedestrian and Bike Lights | 20 |
| Multimodal Mobility Hub | 19 |
| Opportunity Improvement | 19 |
| Street Furniture | 19 |
| Wayfinding Signage | 19 |
| Landscape and Shade | 18 |
| New or Improved Sidewalk | 17 |
| Curb Ramps | 16 |
| Traffic Calming | 14 |
| Roundabout | 10 |
| Curb Extension | 7 |
| | 442 |

| Slauson-A Line Pathway Network | |
|--------------------------------|----------------|
| Primary Pathway | |
| Pathway | Number of Dots |
| Slauson | 37 |
| Long Beach Av (East) | 4 |
| Randolph St. | 3 |
| Long Beach Av (West) | 2 |
| | |
| Secondary Pathway | |
| Pathway | Number of Dots |
| Holmes Av | 7 |
| Compton Av | 5 |
| 55th St | 1 |
| 60th St | 1 |

Bellflower Bike Pop-up 10/21/2023

| First-Last Mile Toolkit | |
|----------------------------|----------------|
| Improvement | Number of Dots |
| Bus Stop Improvements | 0 |
| Street Lights | 6 |
| Signalized Crossing | 6 |
| High Visability Crosswalk | 3 |
| Overpass Improvements | 5 |
| Shade Structre | 5 |
| Underpass improvements | 6 |
| Plaza/Parklet | 3 |
| Pedestrian and Bike Lights | 6 |
| Multimodal Mobility Hub | 1 |
| Opportunity Improvement | 0 |
| Street Furniture | 2 |
| Wayfinding Signage | 0 |
| Landscape and Shade | 3 |
| New or Improved Sidewalk | 7 |
| Curb Ramps | 1 |
| Traffic Calming | 5 |
| Roundabout | 2 |
| Curb Extension | 3 |

64

| Bellflower Pathway Network | |
|----------------------------|----------------|
| Primary Pathway | |
| Pathway | Number of Dots |
| Bellflower Bike Trail | 0 |
| Bellflower Blvd | 10 |
| | |
| Secondary Pathway | |
| Pathway | Number of Dots |
| Alondra Bl | 3 |
| Flora Vista | 1 |
| Flower St | 0 |
| Oak St | 2 |

| Bike Input | |
|------------|----------------|
| Class | Number of Dots |
| Class 1 | 4 |
| Class 2 | 0 |
| Class 3 | 1 |
| Class 4 | 14 |

Paramount HS Pop -up 10/27/2023

| First-Last Mile Toolkit | |
|----------------------------|----------------|
| Improvement | Number of Dots |
| Bus Stop Improvements | 32 |
| Street Lights | 43 |
| Signalized Crossing | 31 |
| High Visability Crosswalk | 37 |
| Overpass Improvements | 24 |
| Shade Structre | 25 |
| Underpass improvements | 22 |
| Plaza/Parklet | 44 |
| Pedestrian and Bike Lights | 20 |
| Multimodal Mobility Hub | 32 |
| Opportunity Improvement | 17 |
| Street Furniture | 22 |
| Wayfinding Signage | 17 |
| Landscape and Shade | 30 |
| New or Improved Sidewalk | 38 |
| Curb Ramps | 24 |
| Traffic Calming | 21 |
| Roundabout | 20 |
| Curb Extension | 15 |
| | 514 |

| Paramount Pathway Network | |
|---------------------------|----------------|
| Primary Pathway | |
| Pathway | Number of Dots |
| Paramount Bl | 20 |
| Rosecrans Ave | 20 |
| | |
| Secondary Pathway | |
| Pathway | Number of Dots |
| Anderson St | 1 |
| Merkel Av- Century Bl | 0 |
| 3rd St. | 0 |

Downey Dia De Los Muertos 10/29/2023

| First-Last Mile Toolkit | |
|----------------------------|----------------|
| Improvement | Number of Dots |
| Bus Stop Improvements | 29 |
| Street Lights | 71 |
| Signalized Crossing | 16 |
| High Visibility Crosswalk | 32 |
| Overpass Improvements | 17 |
| Shade Structure | 26 |
| Underpass improvements | 14 |
| Plaza/Parklet | 14 |
| Pedestrian and Bike Lights | 29 |
| Multimodal Mobility Hub | 17 |
| Opportunity Improvement | 3 |
| Street Furniture | 16 |
| Wayfinding Signage | 14 |
| Landscape and Shade | 29 |
| New or Improved Sidewalk | 26 |
| Curb Ramps | 15 |
| Traffic Calming | 15 |
| Roundabout | 4 |
| Curb Extension | 11 |
| | 398 |

| Pathway Network | |
|--------------------------------------|----------------|
| Primary Pathway | |
| Pathway | Number of Dots |
| Shared Use/Off Street Path (Class I) | 6 |
| Protected Bicycle Lane (Class IV) | 11 |
| Bicycle Lane (Class II) | 2 |
| Long Beach Av (Class III) | 2 |

| Pathway Network (Gardena) | |
|---------------------------|----------------|
| Primary Pathway | |
| Pathway | Number of Dots |
| Gardendale St | 1 |
| Industrial Av | 0 |
| | |
| | |
| Pathway | Number of Dots |
| Garfield Av | 1 |
| Monroe Av | 0 |

Superior Grocery Pop-up 11/01/2023

| First-Last Mile Toolkit | |
|----------------------------|----------------|
| Improvement | Number of Dots |
| Bus Stop Improvements | 6 |
| Street Lights | 6 |
| Signalized Crossing | 4 |
| High Visibility Crosswalk | 7 |
| Overpass Improvements | 5 |
| Shade Structure | 6 |
| Underpass improvements | 4 |
| Plaza/Parklet | 5 |
| Pedestrian and Bike Lights | 6 |
| Multimodal Mobility Hub | 2 |
| Opportunity Improvement | 4 |
| Street Furniture | 4 |
| Wayfinding Signage | 4 |
| Landscape and Shade | 5 |
| New or Improved Sidewalk | 3 |
| Curb Ramps | 1 |
| Traffic Calming | 6 |
| Roundabout | 1 |
| Curb Extension | 0 |
| | 79 |

Huntington Park Station Pop-up 11/03/2023

| First-Last Mile Toolkit | |
|----------------------------|----------------|
| Improvement | Number of Dots |
| Street Lights | 35 |
| New or Improved Sidewalk | 27 |
| High Visibility Crosswalk | 26 |
| Signalized Crossing | 25 |
| Bus Stop Improvements | 23 |
| Pedestrian and Bike Lights | 21 |
| Shade Structure | 20 |
| Landscape and Shade | 19 |
| Opportunity Improvement | 18 |
| Wayfinding Signage | 15 |
| Curb Ramps | 15 |
| Street Furniture | 14 |
| Traffic Calming | 14 |
| Overpass Improvements | 13 |
| Plaza/Parklet | 12 |
| Curb Extension | 11 |
| Underpass improvements | 10 |
| Multimodal Mobility Hub | 6 |
| Roundabout | 5 |
| | 329 |

Northgate Mall (Bell) Pop-up 11/10/2023

| First-Last Mile Toolkit | |
|----------------------------|----------------|
| Improvement | Number of Dots |
| Bus Stop Improvements | 39 |
| Street Lights | 65 |
| Signalized Crossing | 45 |
| High Visability Crosswalk | 41 |
| Overpass Improvements | 28 |
| Shade Structre | 51 |
| Underpass improvements | 37 |
| Plaza/Parklet | 31 |
| Pedestrian and Bike Lights | 30 |
| Multimodal Mobility Hub | 18 |
| Opportunity Improvement | 21 |
| Street Furniture | 34 |
| Wayfinding Signage | 25 |
| Landscape and Shade | 36 |
| New or Improved Sidewalk | 27 |
| Curb Ramps | 17 |
| Traffic Calming | 24 |
| Roundabout | 11 |
| Curb Extension | 14 |
| | 594 |

| Pathway Network | |
|---------------------|----------------|
| Primary Pathway | |
| Pathway | Number of Dots |
| Florence Av | 21 |
| Salt Lake Av | 1 |
| | |
| Secondary Pathway | |
| Pathway | Number of Dots |
| Salt Lake Av (East) | 1 |
| Bear Av | 0 |
| Bell Av- Saturn Av | 0 |
| Bissell | 0 |
| California Av | 2 |
| Live Oak St | 0 |



Metro

SOUTHEAST GATEWAY LINE

Appendix F – Community Workshops

Appendix F.1 – Participation

Appendix F.2 – Art Activity (Community Workshop)

Appendix F.3 – Display Board Activity Results

Appendix F.4 – Art Activity (Zine Making)

Appendix F.5 – Notification

Appendix F.6 – Photos



Metro

SOUTHEAST GATEWAY LINE

Appendix F.1 – Participation

Community Workshop Participation November 15th, 2023

| Name | Organization | Email Address | Phone Number | Address |
|----------------------|---------------------|---------------|--------------|---------|
| Georgina Arceo | MUSA | | | |
| Mary Herrera | Paramount | | | |
| Serena Liu | | | | |
| Jose Loera | City of South Gate | | | |
| Maricela Parga | | | | |
| Gabriela Ballesteros | Asm. Anthony Rendon | | | |
| Maria Olga Rojo | MUSA | | | |
| Loordes Lopez | MUSA | | | |
| Ryan Miller | Maersk | | | |
| Matt Paxson | Maersk | | | |
| Diana Oroza | DEA | | | |
| Lorelei Bailey | | | | |
| Andrew Isip | Norwalk | | | |
| Brandon Flores | | | | |
| Margarita Bector | MUSA | | | |
| John K | City of Paramount | | | |
| Tony Mendoza | | | | |
| Belinda Mekdara | | | | |

Women's Workshop Participation November 17th, 2023

| Name | Organization | Email Address | Phone Number | Address |
|-----------------------------|--------------------|---------------|--------------|---------|
| Lorelei Bailey | | | | |
| Connie Mendoza | Self Help Graphics | | | |
| Beatriz Guerrero De Vazquez | MUSA | | | |
| Abelina Carillo | | | | |
| Daisy Loya | Community Member | | | |
| Sandy Brambila | CBE | | | |
| Dilia Ortega | | | | |
| Nancy Sandez | CBE | | | |
| Esmeralda | | | | |
| Maya Inigo-Anderson | CBE | | | |
| Maria A. Martinez | MUSA | | | |
| Nicole Vera | CBE | | | |
| Susan Honey Bizarro | | | | |
| Erica Mareda | | | | |
| Briana Villoverde | | | | |
| Marcelene Pasta | | | | |

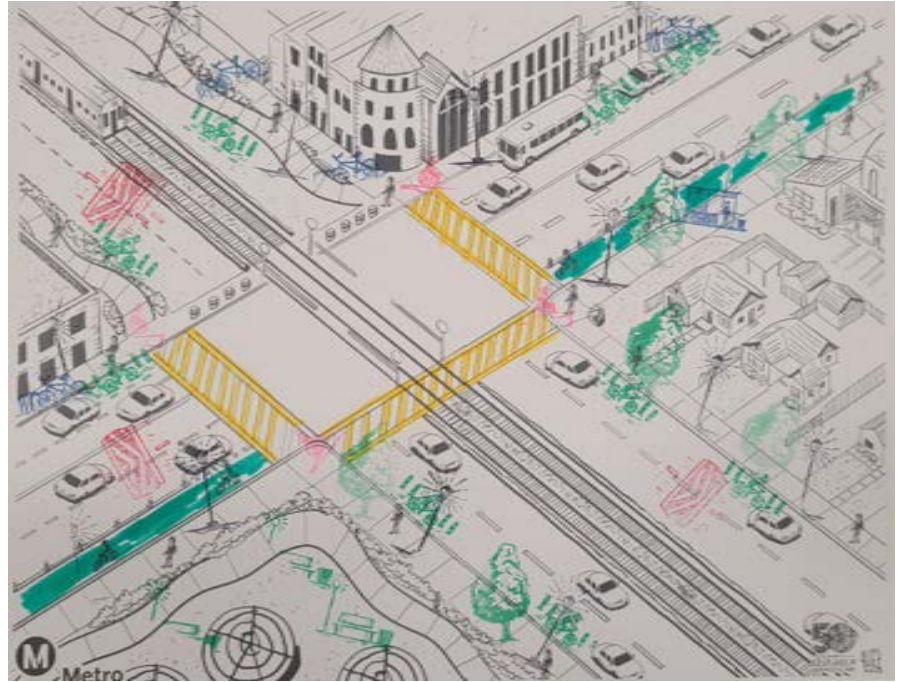
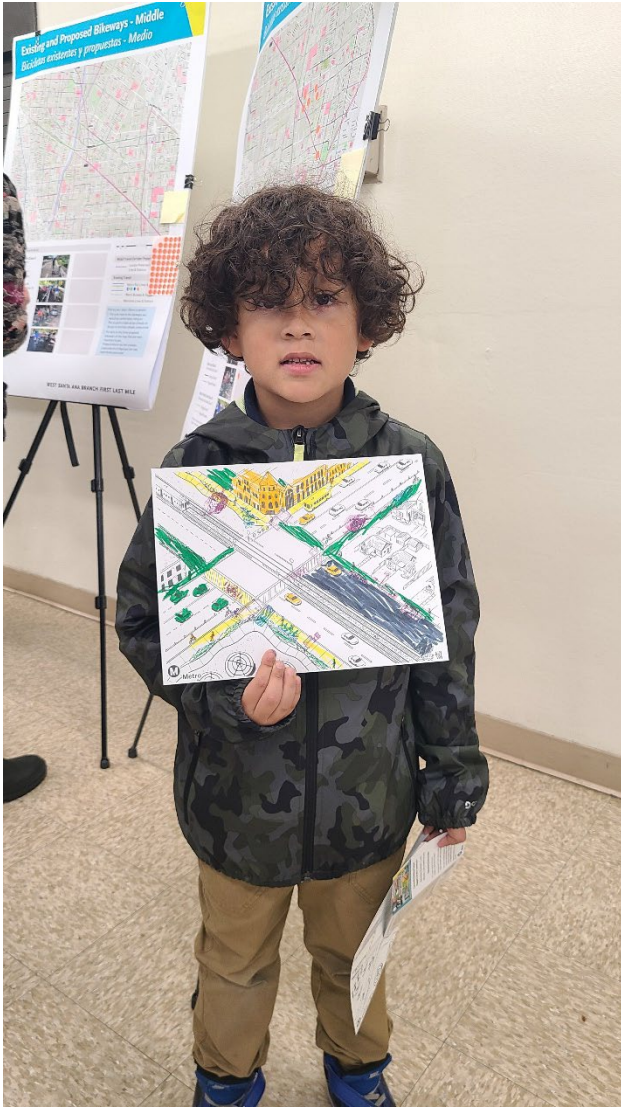


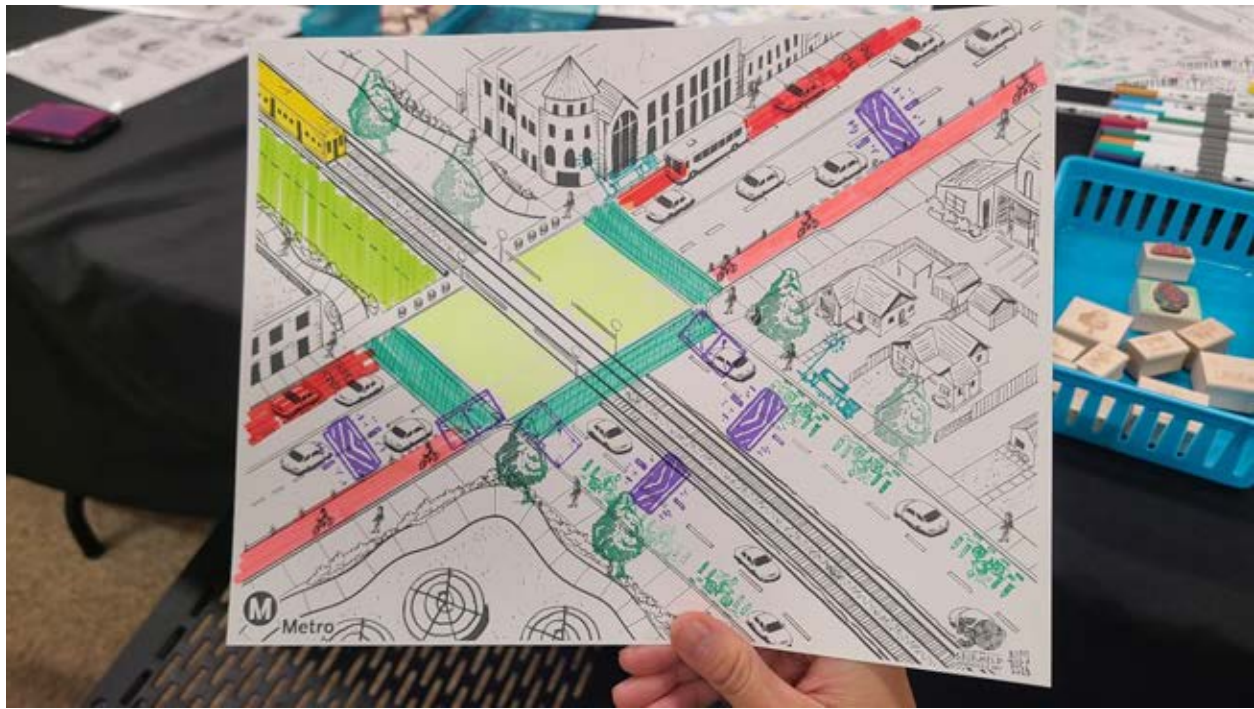
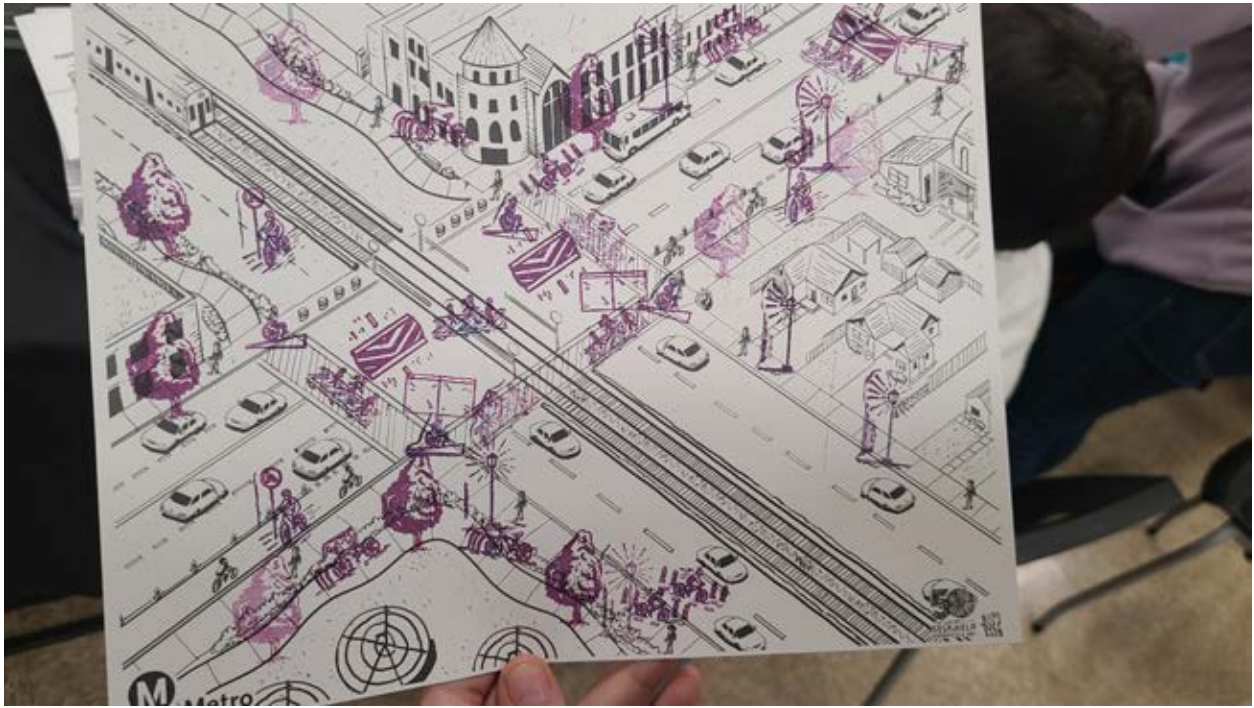
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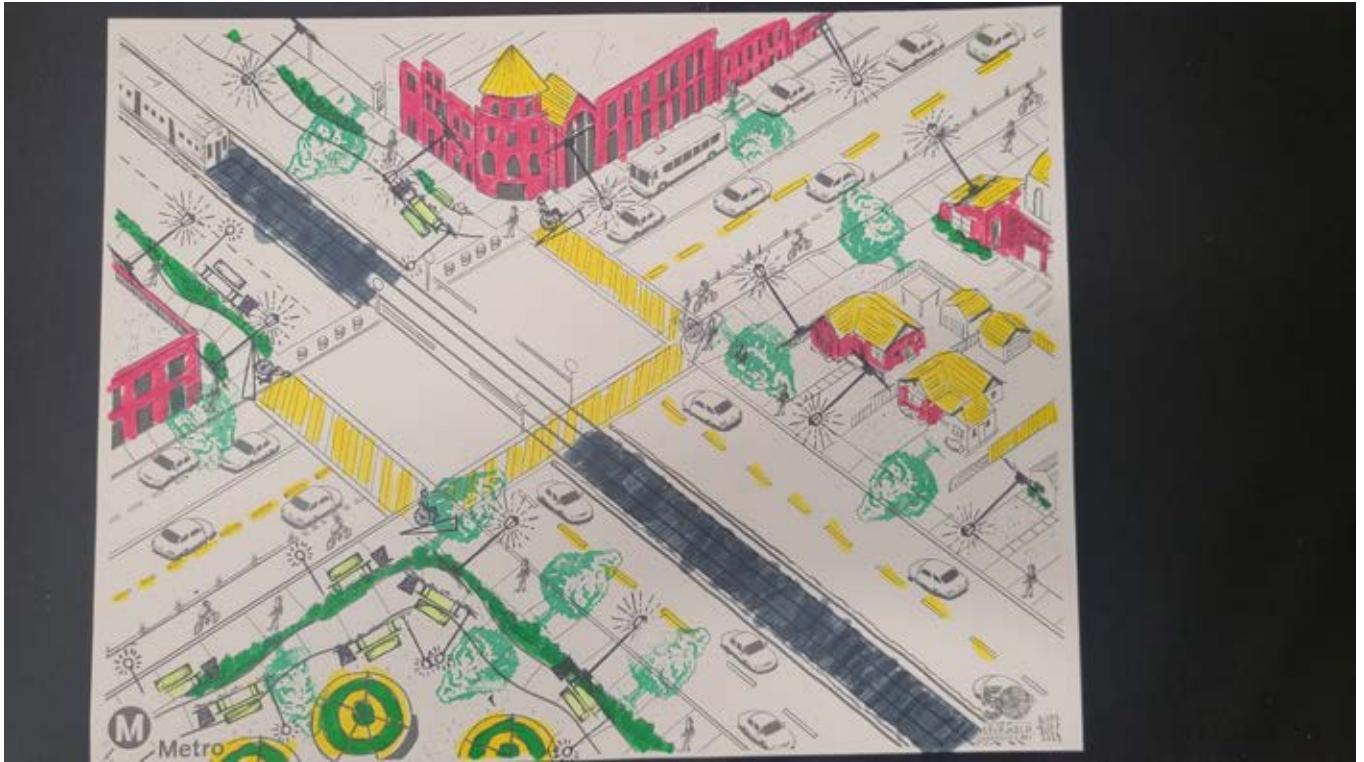
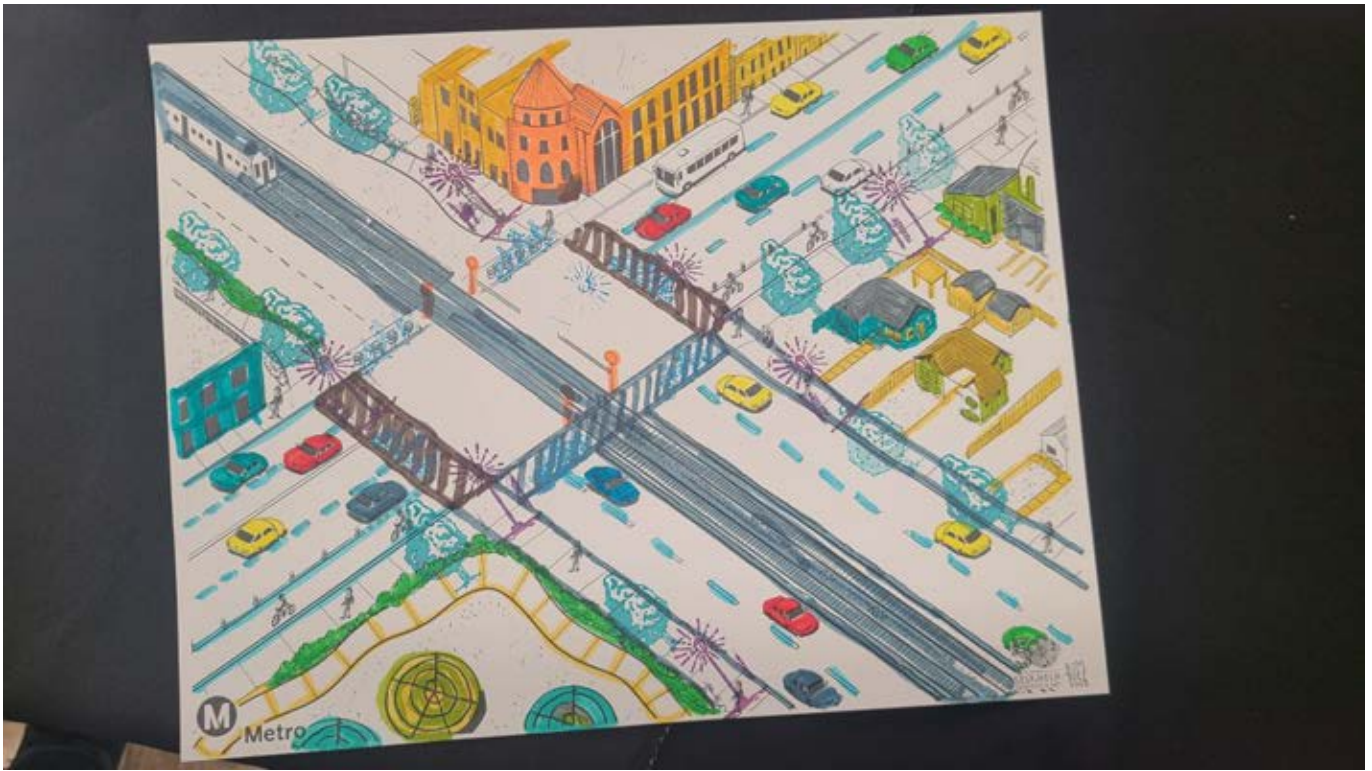
SOUTHEAST GATEWAY LINE

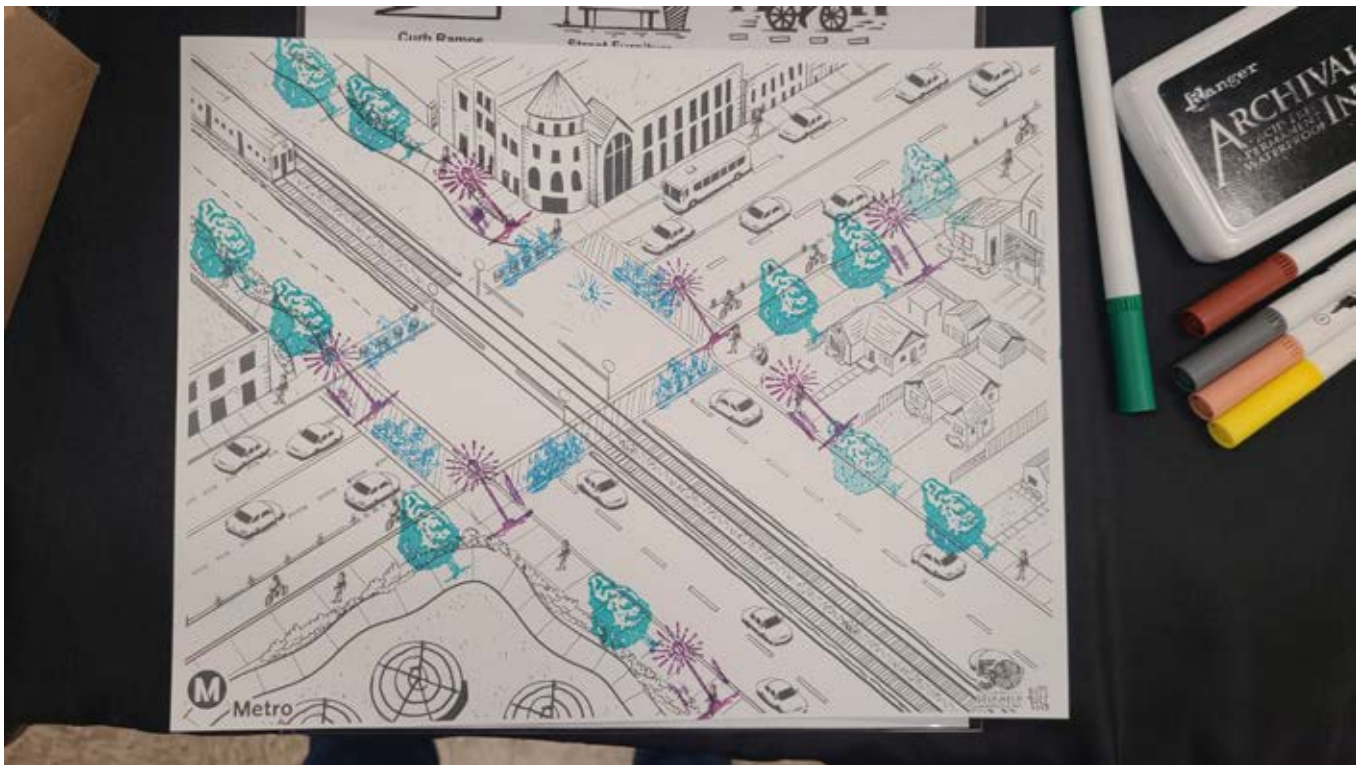
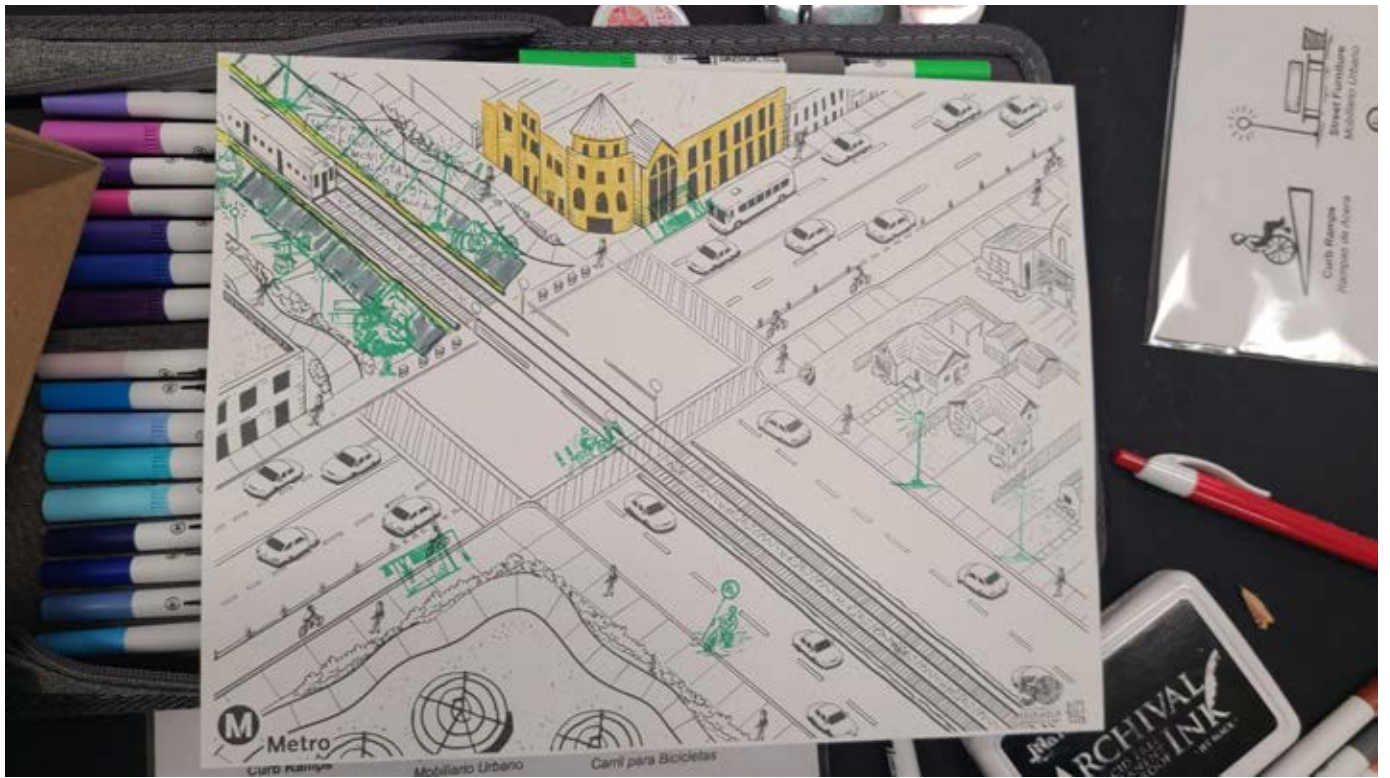
Appendix F.2 – Art Activity (Community Workshop)

Self Help Graphics Art Activity- Community Workshop November 15th, 2023













Metro

SOUTHEAST GATEWAY LINE

Appendix F.3 – Display Board Activity Results

Slauson A Line- Community Workshop Activity Results
November 15th, 2023

| Slauson/A Line Pathway Network | |
|--------------------------------|----------------|
| Primary Pathway | |
| Pathway | Number of Dots |
| Long Beach Av (W of alignment) | 1 |
| Long Beach Av (E of alignment) | 1 |
| Randolph St | 0 |
| Slauson Av | 1 |

| Secondary Pathway | |
|-------------------|----------------|
| Pathway | Number of Dots |
| Compton Av | 1 |
| Holmes Av | 0 |
| 55th St | 0 |
| 60th St | 0 |

| Slauson/A Line Toolkit | |
|---------------------------|----------------|
| Pioneer Bl | |
| Improvement | Number of Dots |
| Bus Stop Improvements | 1 |
| High Visibility Crosswalk | 1 |
| Landscape and Shade | 1 |
| New or Improved Sidewalk | 1 |
| Curb Ramps | 0 |
| Signalized Crossing | 0 |
| Traffic Calming | 0 |

| Randolph St | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| Traffic Calming | 0 |
| New or Improved Sidewalk | 0 |
| High Visibility Crosswalk | 0 |
| Landscape and Shade | 0 |

| Long Beach Av | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| Curb Ramps | 0 |
| High Visibility Crosswalk | 1 |
| Landscape and Shade | 1 |
| New or Improved Sidewalk | 1 |

| Holmes Av | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| Bus Stop Improvements | 0 |
| High Visibility Crosswalk | 0 |
| Landscape and Shade | 0 |
| New or Improved Sidewalk | 0 |
| Curb Ramps | 0 |
| Traffic Calming | 0 |

| Slauson/A Line Toolkit 2 | |
|----------------------------|----------------|
| Compton Av | |
| Improvement | Number of Dots |
| Bus Stop Improvements | 1 |
| Curb Ramps | 0 |
| High Visibility Crosswalk | 1 |
| Landscape and Shade | 1 |
| New or Improved Sidewalk | 1 |
| Short Term Bicycle Parking | 0 |
| Street Furniture | 0 |
| Traffic Calming | 0 |

| 55th St | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| High Visibility Crosswalk | 0 |
| Landscape and Shade | 0 |
| New or Improved Sidewalk | 0 |
| Curb Ramps | 0 |
| Bus Stop Improvements | 0 |

| 60th Av | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| New or Improved Sidewalk | 0 |
| High Visibility Crosswalk | 0 |
| Landscape and Shade | 0 |
| Curb Ramps | 0 |
| Traffic Calming | 0 |

Firestone- Community Workshop Activity Results
November 15th, 2023

| Firestone Pathway Network | |
|---------------------------|----------------|
| Primary Pathway | |
| Pathway | Number of Dots |
| Atlantic Av | 1 |
| Firestone Bl | 1 |

| Secondary Pathway | |
|----------------------|----------------|
| Pathway | Number of Dots |
| Mildreth Av | 1 |
| Patata St- Wilcox Av | 0 |
| Salt Lake Av | 0 |

| Firestone Toolkit | |
|----------------------------|----------------|
| Bellflower Bl | |
| Improvement | Number of Dots |
| Bus Stop Improvements | 0 |
| Pedestrian and Bike Lights | 3 |
| High Visability Crosswalk | 0 |
| Landscape and Shade | 0 |
| New or Improved Sidewalk | 2 |
| Curb Ramps | 0 |
| Signalized Crossing | 0 |
| Traffic Calming | 0 |

| Firestone Bl | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| Bus Stop Improvements | 1 |
| New or Improved Sidewalks | 1 |
| High Visability Crosswalk | 1 |
| Landscape and Shade | 2 |
| Signalized Crossing | 0 |
| Curb Ramps | 0 |

| Salt Lake Ave | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| High Visability Crosswalk | 0 |
| New or Improved Sidewalk | 0 |
| Traffic Calming | 0 |

| Patat St/Wilcox Av | |
|--------------------------|----------------|
| Improvement | Number of Dots |
| Bus Stop Improvements | 0 |
| New or Improved Sidewalk | 0 |
| Landscape and Shade | 0 |

| Hildreth Av | |
|---------------------|----------------|
| Improvement | Number of Dots |
| Landscape and Shade | 1 |

Gardendale- Community Workshop Activity Results
November 15th, 2023

| Gardendale Pathway Network | |
|-----------------------------------|-----------------------|
| Primary Pathway | |
| Pathway | Number of Dots |
| Gardendale St | 1 |
| Industrial Av | 1 |

| Secondary Pathway | |
|--------------------------|-----------------------|
| Pathway | Number of Dots |
| GarfieldAv | 2 |
| Monroe Av | 1 |

| Gardendale Toolkit | |
|---------------------------|-----------------------|
| Gardendale St | |
| Improvement | Number of Dots |
| Plaza/Parklet | 0 |
| High Visability Crosswalk | 1 |
| Landscape and Shade | 1 |
| New or Improved Sidewalk | 0 |
| Curb Ramps | 1 |
| Signalized Crossing | 1 |
| Traffic Calming | 0 |

| Garfield Av | |
|---------------------------|-----------------------|
| Improvement | Number of Dots |
| Bus Stop Improvements | 1 |
| New or Improved Sidewalks | 3 |
| High Visability Crosswalk | 0 |
| Landscape and Shade | 3 |
| Signalized Crossing | 0 |
| Traffic Calming | 0 |
| Curb Ramps | 0 |

| Industrial Av | |
|---------------------------|-----------------------|
| Improvement | Number of Dots |
| Curb Ramps | 0 |
| Landscape and Shade | 1 |
| Roundabout | 1 |
| High Visability Crosswalk | 0 |
| New or Improved Sidewalk | 2 |
| Traffic Calming | 0 |

| Monroe Av | |
|--------------------|-----------------------|
| Improvement | Number of Dots |
| Curb Ramps | 1 |

Pioneer- Community Workshop Activity Results
November 15th, 2023

| I 105 C Line Pathway Network | |
|------------------------------|----------------|
| Primary Pathway | |
| Pathway | Number of Dots |
| Arthur Av | 3 |
| Century Bl | 4 |
| Industrial Av | 3 |

| Secondary Pathway | |
|-------------------------------|----------------|
| Pathway | Number of Dots |
| Florine Av/Facade Av/Mendy St | 0 |
| Garfield Av | 4 |
| Main St | 1 |
| Paramount Bl | 3 |

| I 105 C Line Toolkit | |
|---------------------------|----------------|
| Main St | |
| Improvement | Number of Dots |
| Bus Stop Improvements | 3 |
| Signalized Crossing | 1 |
| High Visibility Crosswalk | 3 |
| Landscape and Shade | 1 |
| New or Improved Sidewalk | 2 |
| Curb Ramps | 1 |
| Traffic Calming | 2 |

| Paramount Bl | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| Bus Stop Improvements | 2 |
| Signalized Crossing | 4 |
| High Visibility Crosswalk | 1 |
| Landscape and Shade | 3 |
| New or Improved Sidewalk | 2 |
| Curb Ramps | 1 |

| Mendy St/Grove St/Florine Ave St | |
|----------------------------------|----------------|
| Improvement | Number of Dots |
| Pedestrian and Bike Lights | 2 |
| Street Furniture | 2 |
| High Visibility Crosswalk | 2 |
| Landscape and Shade | 1 |
| New or Improved Sidewalk | 1 |
| Curb Ramps | 1 |
| Traffic Calming | 1 |

| Arthur Av | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| High Visibility Crosswalk | 4 |

| I 105 C Line Toolkit 2 | |
|----------------------------|----------------|
| Industrial Av | |
| Improvement | Number of Dots |
| Pedestrian and Bike Lights | 1 |
| Signalized Crossing | 0 |
| High Visibility Crosswalk | 0 |
| Landscape and Shade | 1 |
| New or Improved Sidewalk | 2 |
| Curb Ramps | 0 |
| Traffic Calming | 0 |

| Century Bl | |
|----------------------------|----------------|
| Improvement | Number of Dots |
| Pedestrian and Bike Lights | 3 |
| Plaza/Parklet | 1 |
| High Visibility Crosswalk | 0 |
| Landscape and Shade | 1 |
| New or Improved Sidewalk | 0 |
| Curb Ramps | 1 |
| Street Furniture | 0 |
| Traffic Calming | 0 |

| Garfield Av | |
|----------------------------|----------------|
| Improvement | Number of Dots |
| Pedestrian and Bike Lights | 0 |
| High Visibility Crosswalk | 0 |
| Landscape and Shade | 1 |
| Curb Extension | 0 |
| Traffic Calming | 0 |

Paramount/Rosecrans- Community Workshop Activity Results
November 15th, 2023

| Paramount/Rosecrans Pathway Network | |
|-------------------------------------|----------------|
| Primary Pathway | |
| Pathway | Number of Dots |
| Paramount Bl | 3 |
| Rosecrans Av | 3 |

| Secondary Pathway | |
|----------------------|----------------|
| Pathway | Number of Dots |
| Anderson St | 2 |
| Merkel Av/Century Bl | 1 |
| 3rd St | 1 |

| Paramount/Rosecrans Toolkit | |
|-----------------------------|----------------|
| Paramount Bl | |
| Improvement | Number of Dots |
| Bus Stop Improvements | 2 |
| New or Improved Sidewalks | 1 |
| High Visibility Crosswalk | 1 |
| Landscape and Shade | 2 |
| Signalized Crossing | 1 |
| Pedestrian and Bike Lights | 1 |
| Traffic Calming | 0 |
| Curb Ramps | 2 |

| Rosecrans Av | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| Bus Stop Improvements | 2 |
| New or Improved Sidewalks | 2 |
| High Visibility Crosswalk | 2 |
| Landscape and Shade | 2 |
| Signalized Crossing | 2 |
| Plaza Parklet | 3 |
| Traffic Calming | 1 |
| Curb Ramps | 2 |

| Anderson St | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| Curb Ramps | 1 |
| Landscape and Shade | 0 |
| High Visibility Crosswalk | 1 |
| New or Improved Sidewalk | 1 |

| Century Bl | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| Landscape and Shade | 2 |
| High Visibility Crosswalk | 2 |

| 3rd St | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| Landscape and Shade | 2 |
| New or Improved Side Walk | 2 |

Bellflower- Community Workshop Activity Results
 November 15th, 2023

| Bellflower Pathway Network | |
|----------------------------|----------------|
| Primary Pathway | |
| Pathway | Number of Dots |
| Bellflower Bike Trail | 3 |
| Bellflower BI | 5 |

| Secondary Pathway | |
|-------------------|----------------|
| Pathway | Number of Dots |
| Alondra BI | 1 |
| Flora Vista St | 1 |
| Flower St | 2 |
| Oak St | 3 |

| Bellflower Toolkit | |
|---------------------------|----------------|
| Bellflower BI | |
| Improvement | Number of Dots |
| Bus Stop Improvements | 1 |
| Shade Structure | 0 |
| High Visibility Crosswalk | 0 |
| Landscape and Shade | 1 |
| New or Improved Sidewalk | 3 |
| Curb Ramps | 1 |
| Traffic Calming | 1 |

| Bellflower Bike Trail | |
|------------------------------------|----------------|
| Improvement | Number of Dots |
| Improved Crossing at Intersections | 1 |
| PEdestrian and Bike Lights | 3 |
| High Visibility Crosswalk | 0 |
| Landscape and Shade | 3 |
| Street Furniture | 0 |
| Curb Ramps | 0 |

| Oak St | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| High Visibility Crosswalk | 0 |
| New or Improved Sidewalk | 0 |
| Curb Ramps | 0 |

| Bellflower Toolkit 2 | |
|---------------------------|----------------|
| Alondra St | |
| Improvement | Number of Dots |
| Bus Stop Improvements | 1 |
| Signalized Crossing | 1 |
| High Visibility Crosswalk | 0 |
| Landscape and Shade | 0 |
| New or Improved Sidewalk | 1 |
| Curb Ramps | 0 |
| Traffic Calming | 1 |

| Flower St | |
|----------------------------|----------------|
| Improvement | Number of Dots |
| Pedestrian and Bike Lights | 1 |
| Signalized Crossing | 0 |
| High Visibility Crosswalk | 0 |
| Landscape and Shade | 0 |
| New or Improved Sidewalk | 0 |
| Curb Ramps | 0 |
| Street Furniture | 0 |
| Traffic Calming | 0 |

| Eucalyptus Av | |
|--------------------------|----------------|
| Improvement | Number of Dots |
| Traffic Calming | 1 |
| New or Improved Sidewalk | 1 |
| Landscape and Shade | 1 |

Pioneer- Community Workshop Activity Results
November 15th, 2023

| Pioneer Pathway Network | |
|---|----------------|
| Primary Pathway | |
| Pathway | Number of Dots |
| Artesia Historic Distric/Recreational Trail | 2 |
| Pioneer Bl | 3 |
| 187th St | 2 |

| Secondary Pathway | |
|-------------------|----------------|
| Pathway | Number of Dots |
| Clarkdale Av | 0 |
| Corby Av | 0 |
| South St | 3 |
| 183rd St | 2 |

| | |
|---|---|
| One additional dot with note, see board picture | 1 |
|---|---|

| Pioneer Toolkit | |
|----------------------------|----------------|
| Pioneer Bl | |
| Improvement | Number of Dots |
| Bus Stop Improvements | 0 |
| Wayfinding Signage | 2 |
| High Visability Crosswalk | 0 |
| Landscape and Shade | 2 |
| New or Improved Sidewalk | 0 |
| Curb Ramps | 1 |
| Pedestrian and Bike Lights | 0 |
| Traffic Calming | 1 |

| 187th St | |
|----------------------------|----------------|
| Improvement | Number of Dots |
| Pedestrian and Bike Lights | 1 |
| Signalized Crossing | 1 |
| High Visability Crosswalk | 0 |
| Landscape and Shade | 0 |
| New or Improved Sidewalk | 0 |
| Traffic Calming | 0 |
| Curb Ramps | 0 |

| | |
|--|---|
| One additional dot with note: "187th St protected bike lane" see board picture | 1 |
|--|---|

| Corby Av | |
|----------------------------|----------------|
| Improvement | Number of Dots |
| Pedestrian and Bike Lights | 2 |
| High Visability Crosswalk | 0 |
| Landscape and Shade | 0 |
| New or Improved Sidewalk | 0 |

| Pioneer Toolkit 2 | |
|--|----------------|
| Artesia Historic District Recreational Trail | |
| Improvement | Number of Dots |
| Better Lighting | 1 |
| Landscape and Shade | 1 |
| Street Furniture | 1 |

| Clarkdale Av | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| High Visability Crosswalk | 0 |
| Landscape and Shade | 0 |
| New or Improved Sidewalk | 0 |
| Curb Ramps | 0 |
| Traffic Calming | 0 |

| South St | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| Wayfinding Signage | 1 |
| Bus Stop Improvements | 0 |
| New or Improved Sidewalk | 1 |
| Signalized Crossing | 0 |
| High Visability Crosswalk | 0 |
| Landscape and Shade | 1 |
| Curb Ramps | 0 |
| Traffic Calming | 0 |

| 183rd St | |
|---------------------------|----------------|
| Improvement | Number of Dots |
| High Visability Crosswalk | 1 |
| Landscape and Shade | 1 |
| New or Improved Sidewalk | 1 |
| Curb Ramps | 1 |

Bike- Community Workshop Activity Results

November 15th, 2023

Existing and Proposed Bikeways South

| Wheel Facility | Number of Dots |
|--------------------------------------|----------------|
| Shared Use/Off Street Path (Class I) | 2 |
| Protected Bike Lane (Class IV) | 6 |
| Bicycle Lane (Class II) | 2 |
| Bicycle-Friendly Street (Class III) | 2 |

Existing and Proposed Bikeways

| Wheel Facility | Number of Dots |
|--------------------------------------|----------------|
| Shared Use/Off Street Path (Class I) | 2 |
| Protected Bike Lane (Class IV) | 2 |
| Bicycle Lane (Class II) | 1 |
| Bicycle-Friendly Street (Class III) | 1 |

Existing and Proposed Bikeways North

| Wheel Facility | Number of Dots |
|--------------------------------------|----------------|
| Shared Use/Off Street Path (Class I) | 2 |
| Protected Bike Lane (Class IV) | 3 |
| Bicycle Lane (Class II) | 1 |
| Bicycle-Friendly Street (Class III) | 0 |



Metro

SOUTHEAST GATEWAY LINE

Appendix F.4 – Art Activity (Zine Making)



Emocionado
Exited
😊
4 Nuestra Parada



Surprised
Waaou
😊
3 el paisaje de L.A



2 Disfrutando el Paisaje



Hungry
al cafe
😊
Yo y Abby



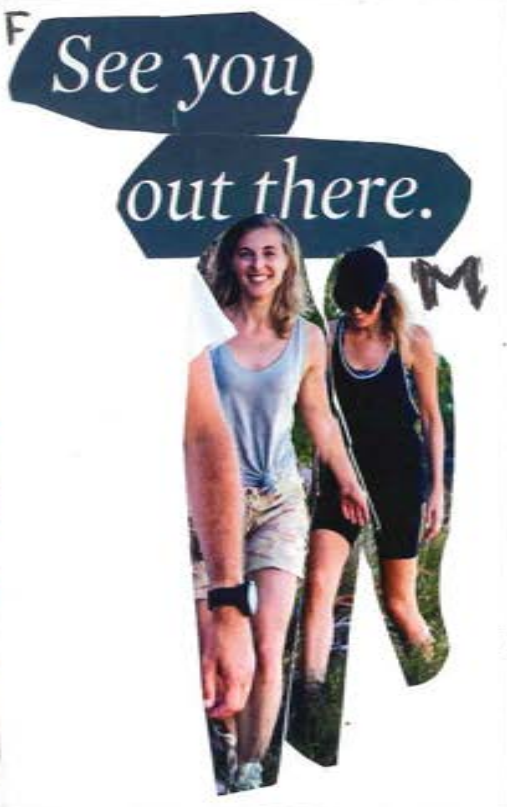
9 The view's
better



Me encanto el paisaje



Disfrute Mucho Gracias Metro
La experiencia y Aventura



F See you
out there.



3



2



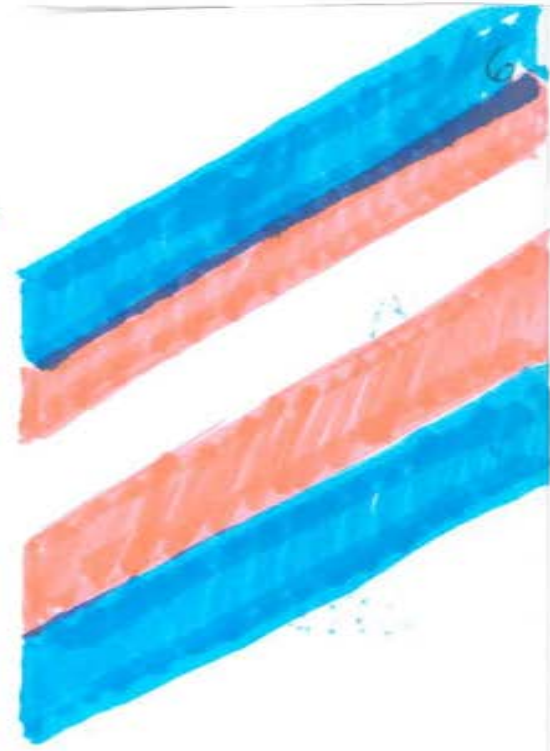
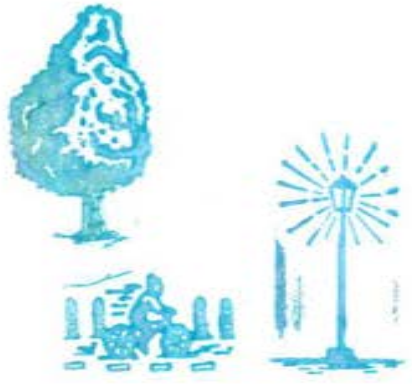
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4

5

Artesia



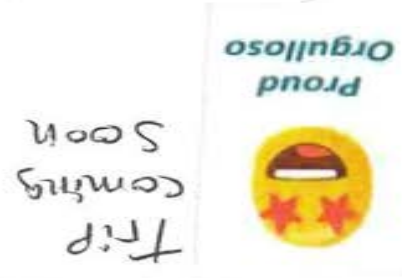
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B

F

STOCK



Trip coming soon

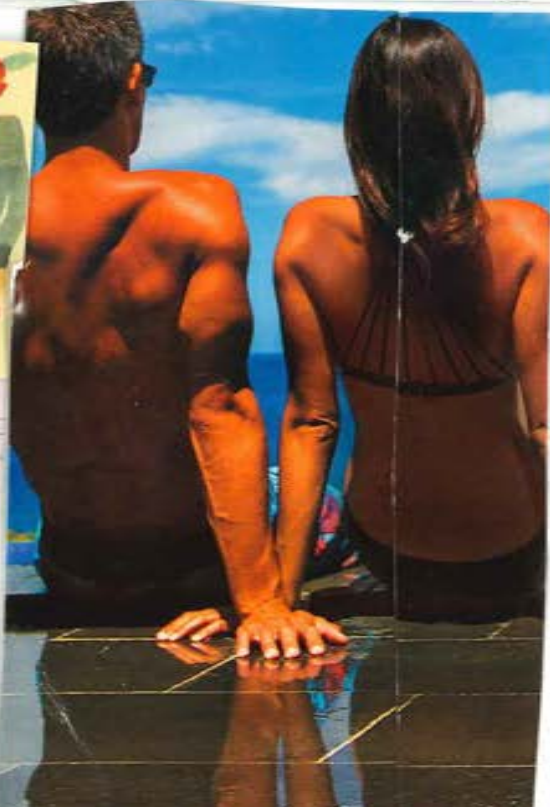
Los Angeles

I'm in Paramount

5 Shopping with Susy



6 Arrive at city





SCARY

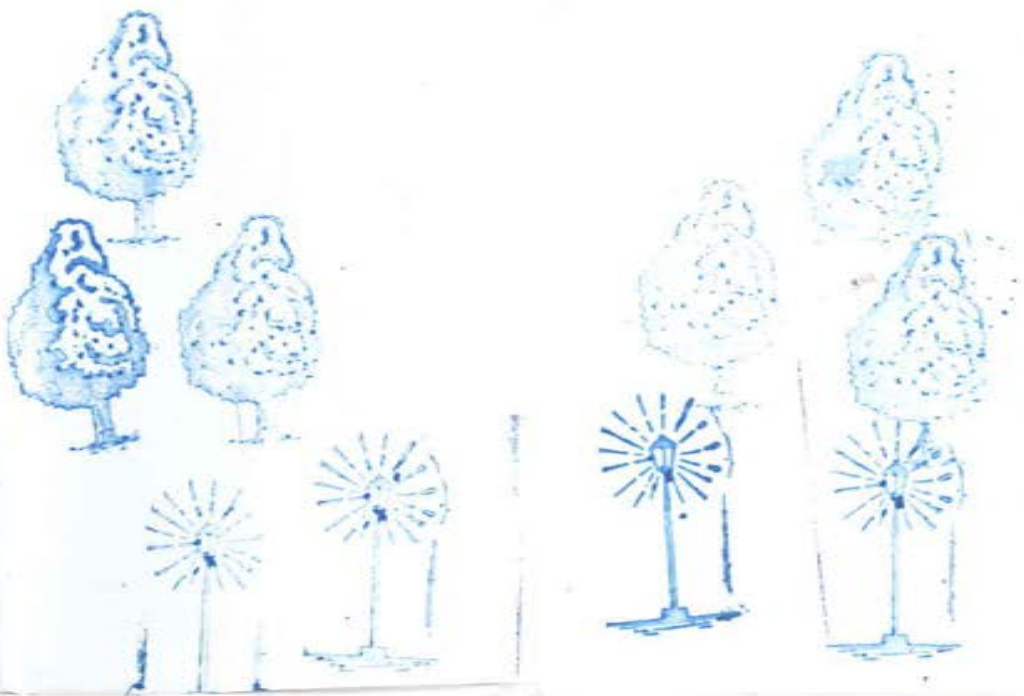
My Metro Experience



ALWAYS ON

“R U FKING WITH ME”

So what did you do next?



Lonely



It means something not to be lost in the face of terror but to move through it. Because how else did we move?

Being a woman was not an issue,

community with passion for art

WELL



Village

a

takes

goals

Old
Old
NO

I Saw

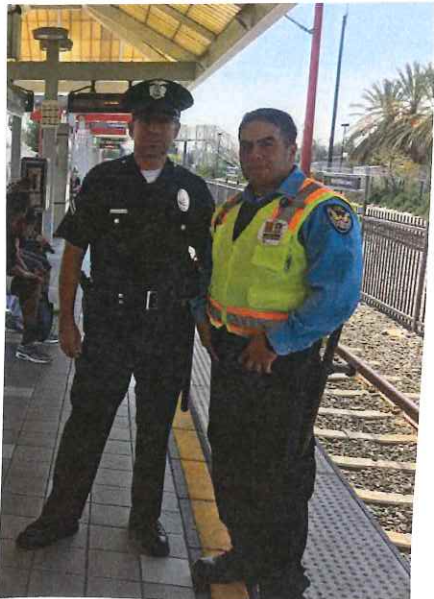
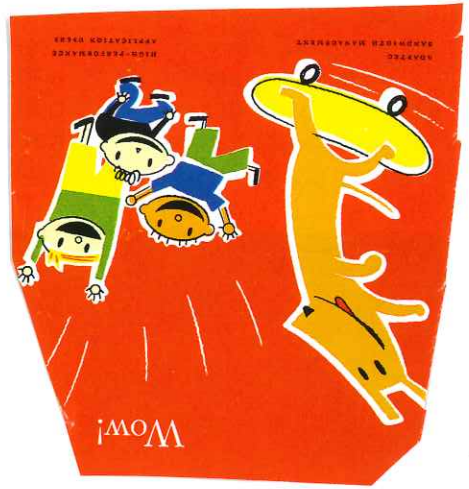
GROSS
MEN



2
3

4
5

6





Honoring Our Origins
Toppling uses an Indigenous Tongva medicine woman in the TV Campaign that led a Revolution against San Gabriel filtration.
Honrando Nuestro Origen
Toppling uses un medicina indígena Tongva de una mujer en la campaña que llevó a la revolución contra la filtración de San Gabriel.
M. Loree Chan-Guile



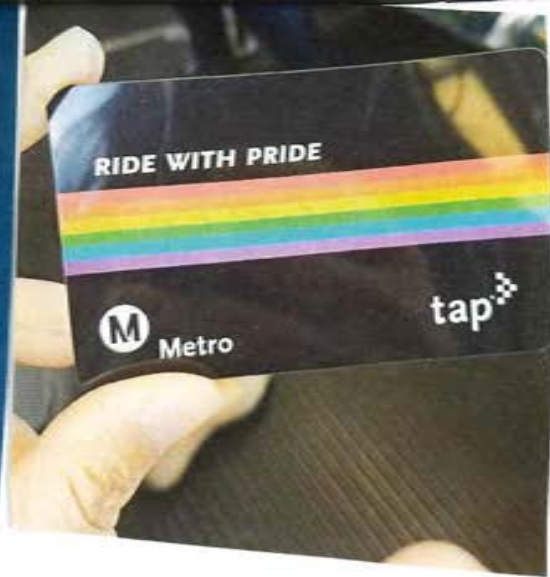
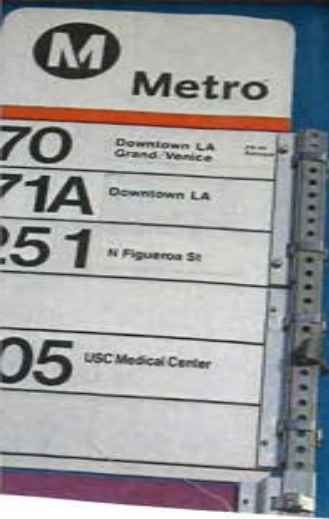
4
3

5
2

6

7

8



4



7



8

12

11



Que aiga seguridad
en el metro

2



9

6





LAVIA

WE - MOM.



CHOICE

M
room
to
grow



Improvements

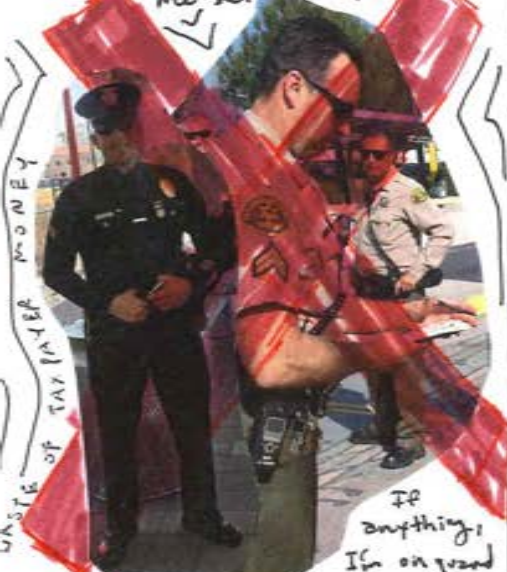
The
68



FACE-FREE TRANSIT
 When I stand riding Metro for school the student cards would wide spread & I noticed on journey drivers to let me on. I would get so anxious wondering if I'd be let on... Also, the more people with the cards I feel so

LOPS OFF TRANSIT

Against what Metro & conservative communities think cops never make me feel safe.



WASTE OF TAXPAYER MONEY
 If anything, I'm on guard to make sure that don't harass anyone! Especially the unhoused.

In highschool, I was in multiple extreme car crashes. That car crashes made me physically tremor- tried & stand every time I got in a car or was walking along a street w/ high speed cars. I began riding Metro in highschool as well because bus in cars was so debilitating. My I feel safest when I'm inside a Metro heavy vehicle. I feel like I'm inside an insulated fortified bubble where no cars can hurt me. However, my journey before & after happening in a bus or rail car sometimes isn't as fortified as inside. Here are suggestions →

LOVE ON DRIVERS

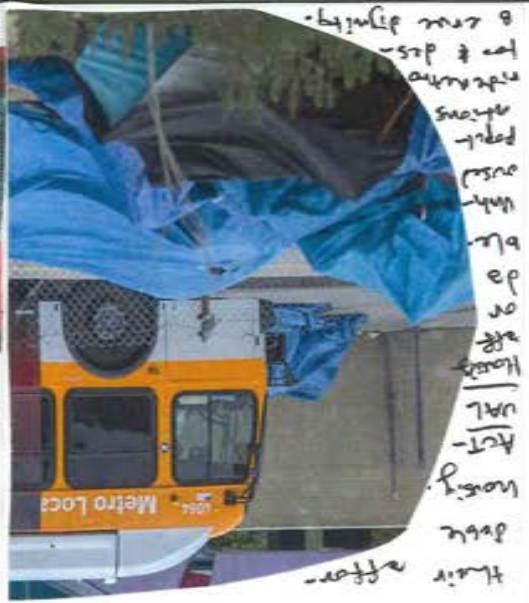
A friendly driver can make a bad journey to my stop.



So much better, I wish we loved our drivers more on our drivers more need a cycle of love & community



MY MODESHIFT IS NOT OPTIONAL
 HOW CRASHES MADE ME METRO DEPENDENT & HOW TO IMPROVE THE SYSTEM



HOUSING FOR ALL
 Swamps are not the answer. Housing is a human right & I wish Metro would expand their effort.

WE KEEP US SAFE

Community keeps us safe not cops. Reimagining public safety. Street vendors, people along my route make me safe.



More frequent service

LOOKING AHEAD

The slipped on liquids in the station & I've had a dream of a guerrilla group of Metro cleaners that's community led. Fill Jop Metro won't.



WE HAVE SOME LONG NIGHTS AHEAD OF US.

ACT-UALITY. Mosty. I'd be let on... Also, the more people with the cards I feel so

Continued collaboration



THIS TO THAT

M



access to services

CLEAN BUS SHELTERS





Metro

SOUTHEAST GATEWAY LINE

Appendix F.5 – Notification



WEST SANTA ANA BRANCH TRANSIT CORRIDOR FIRST/LAST MILE

Join us for a Community Workshop!

Metro’s plan for better transit includes a new 14.5-mile light rail transit line that will connect Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Firestone and downtown Los Angeles. Metro is currently conducting First/Last Mile planning efforts to make it easier for riders to walk, bike or roll to and from their nearest station.

What

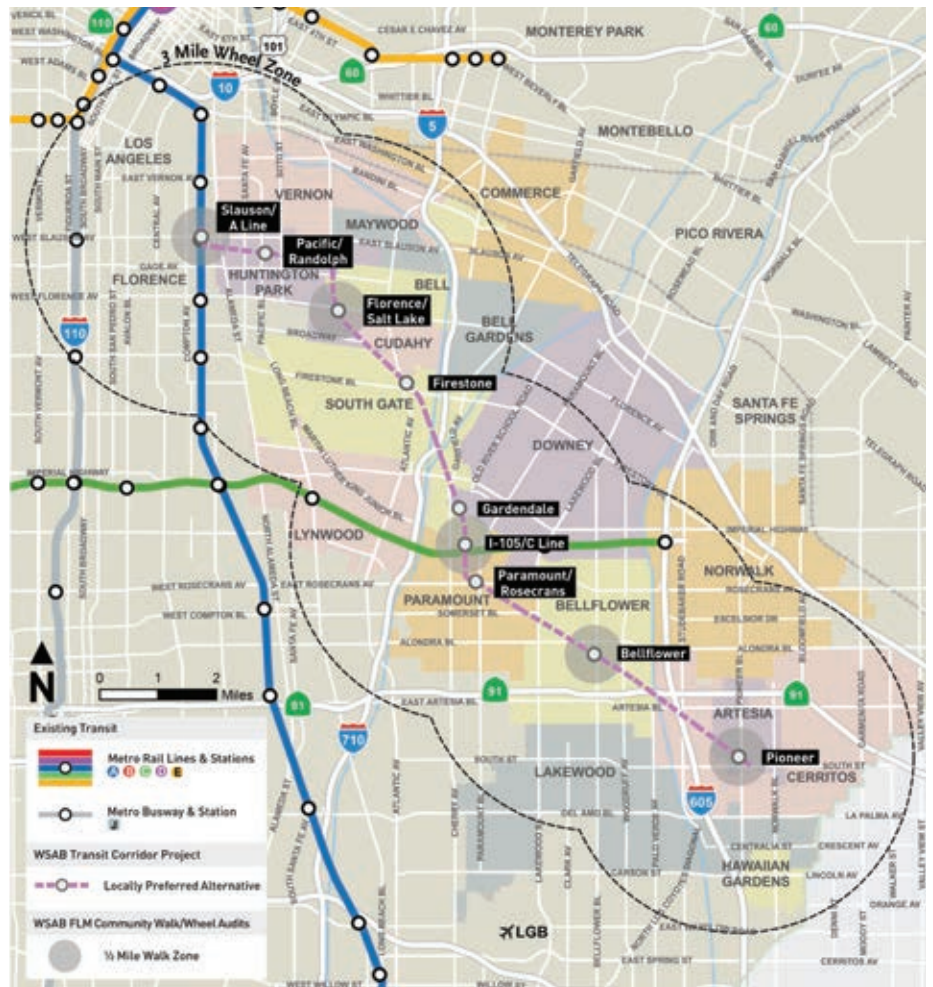
With support from our community-based organization partners—Self Help Graphics (SHG), BikeLA, and Mujeres Unidas Sirviendo Activamente (MUSA)—Metro will host an open-house-style workshop to gather station-specific project feedback. The goal is to enhance future walk and wheel accessibility to these locations.

When

Wednesday, November 15, 2023 - 5–7pm
T. Mayne Thompson Park – Multi-purpose room
 14001 Bellflower Bl, Bellflower, CA 90706
**Interpretation in Spanish will be available*



Please scan this QR code to visit the project website.



CONTACT US
 ☎ 213.922.6262
 ✉ wsab@metro.net
 🌐 metro.net/wsab



WEST SANTA ANA BRANCH TRANSIT CORRIDOR FIRST/LAST MILE

¡Acompañenos a un taller comunitario!

El plan de Metro para mejorar el tránsito incluye una nueva línea de tren ligero de 14.5 millas que conectará Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, la zona no incorporada de Florence-Firestone y el centro de Los Ángeles. Metro actualmente está llevando a cabo esfuerzos de planificación de la primera/ última milla para facilitar el desplazamiento de los usuarios que van a pie, en bicicleta o en carro hasta y desde su estación más cercana.

Qué

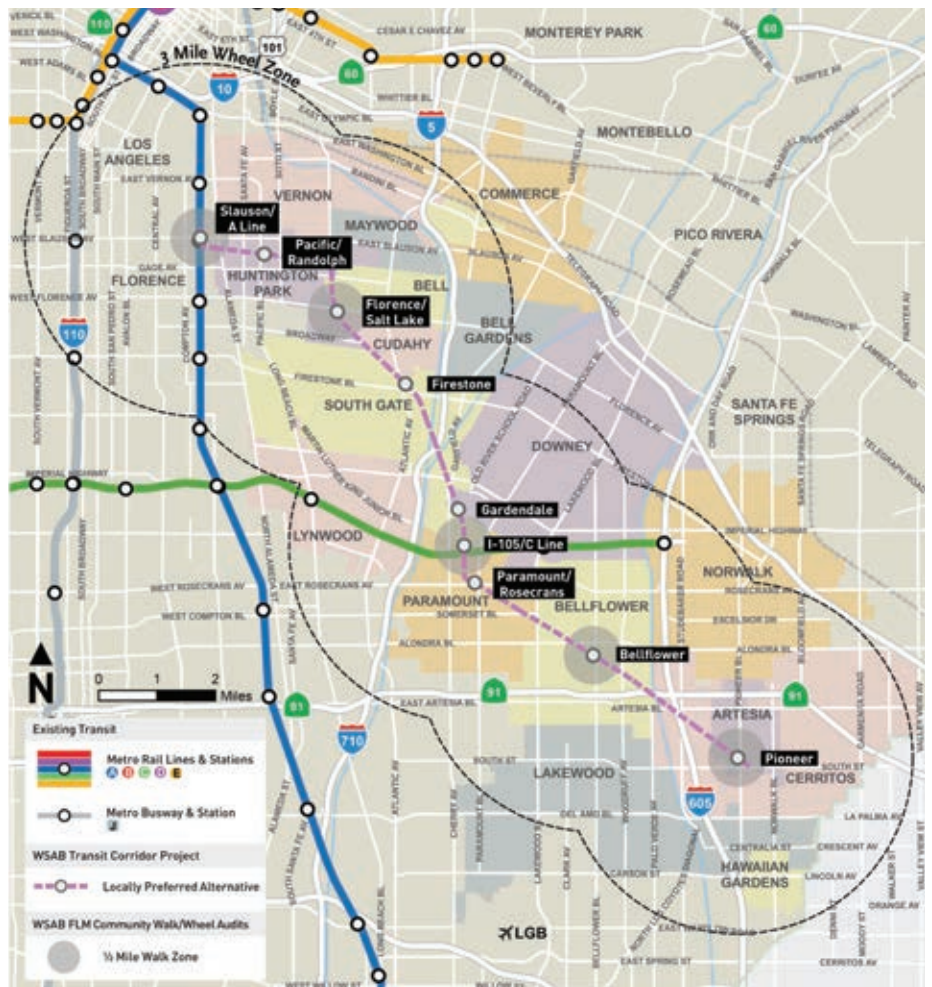
Con el apoyo de nuestras organizaciones comunitarias colaboradoras, Self Help Graphics (SHG), BikeLA y Mujeres Unidas Sirviendo Activamente (MUSA), Metro organizará un taller de puertas abiertas para conocer opiniones sobre proyectos específicos de estaciones. El objetivo de mejorar la futura accesibilidad a pie y sobre ruedas a estos lugares.

Cuando

Miércoles, 15 de noviembre de 2023 - 5-7pm
T. Mayne Thompson Park – Multi-purpose room
 14001 Bellflower Bl, Bellflower, CA 90706
 *Habrá interpretación en español



Escanee este código QR para visitar el sitio web del proyecto.



CONTÁCTENOS

- 213.922.6262
- wsab@metro.net
- metro.net/wsab



WEST SANTA ANA BRANCH TRANSIT CORRIDOR FIRST/LAST MILE

Join us for a Women/Women-Identifying Community Workshop!

Metro's plan for better transit includes a new 14.5-mile light rail transit line that will connect Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Firestone and downtown Los Angeles. Metro is currently conducting First/Last Mile planning efforts to make it easier for riders to walk, bike or roll to and from their nearest station.

What

With support from our community-based organization partners—Self Help Graphics (SHG), BikeLA, and Mujeres Unidas Sirviendo Activamente (MUSA)—Metro will conduct an art-based workshop centered on the transit experience of women/women-identifying riders.

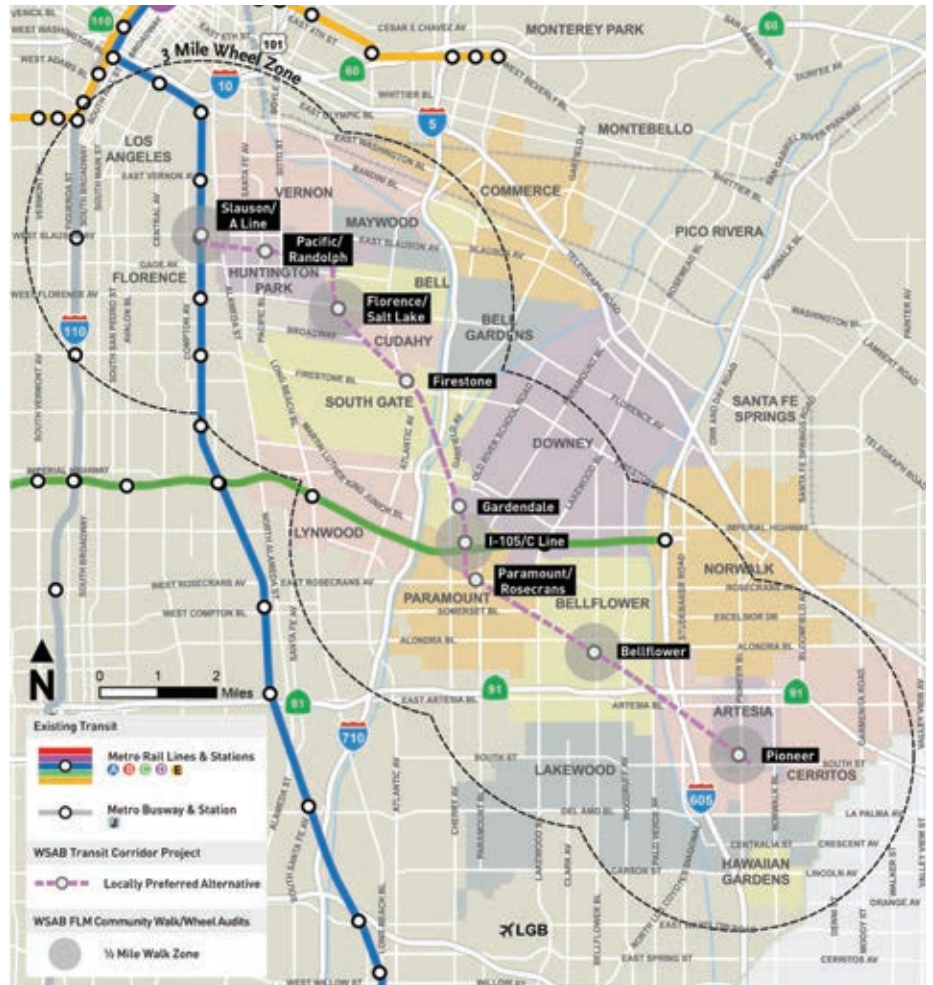
When

Friday, November 17, 2023 - 10am–1pm
South Gate Girls Club House
 4940 Southern Av, South Gate, CA 90280
 Lunch will be provided
 *Interpretation in Spanish will be available

Register Here



Please register at bit.ly/wsabworkshop or by calling the project helpline at 213.922.6262. Registration is limited to 25 participants.



CONTACT US
 213.922.6262
wsab@metro.net
metro.net/wsab



WEST SANTA ANA BRANCH TRANSIT CORRIDOR FIRST/LAST MILE

¡Acompañenos a un taller comunitario para mujeres y personas que se identifican como mujeres!

El plan de Metro para mejorar el tránsito incluye una nueva línea de tren ligero de 14.5 millas que conectará Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, la zona no incorporada de Florence-Firestone y el centro de Los Ángeles. Metro actualmente está llevando a cabo esfuerzos de planificación de la primera/última milla para facilitar el desplazamiento de los usuarios que van a pie, en bicicleta o en carro hasta y desde su estación más cercana.

Qué

Con el apoyo de nuestros colaboradores de organizaciones de base comunitaria, Self Help Graphics (SHG) y Mujeres Unidas Sirviendo Activamente (MUSA), el equipo del proyecto llevará a cabo un taller basado en el arte y centrado en la experiencia de tránsito de usuarias mujeres/personas que se identifican como mujeres.

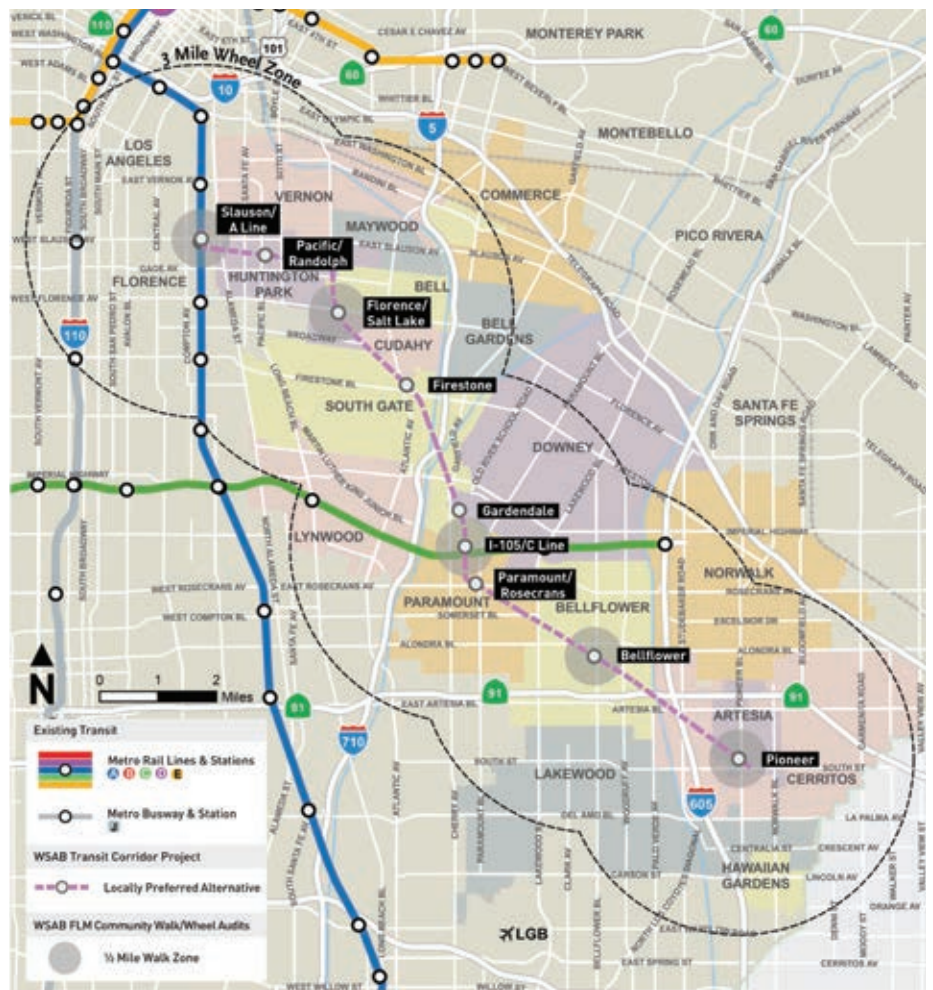
Cuando

viernes, 17 de noviembre de 2023 - 10am-1pm
South Gate Girls Club House
 4940 Southern Av, South Gate, CA 90280
 Se proveerá almuerzo
 *Habrá interpretación en español

Regístrese aquí



Por favor, inscríbese en bit.ly/wsabworkshop o llamando a la línea de asistencia del proyecto al 213.922.6262. Este evento está limitado a 25 participantes.



(MUSA) Mujeres Unidas Sirviendo Activamente



CONTÁCTENOS

☎ 213.922.6262
 ✉ wsab@metro.net
 🌐 metro.net/wsab



Metro

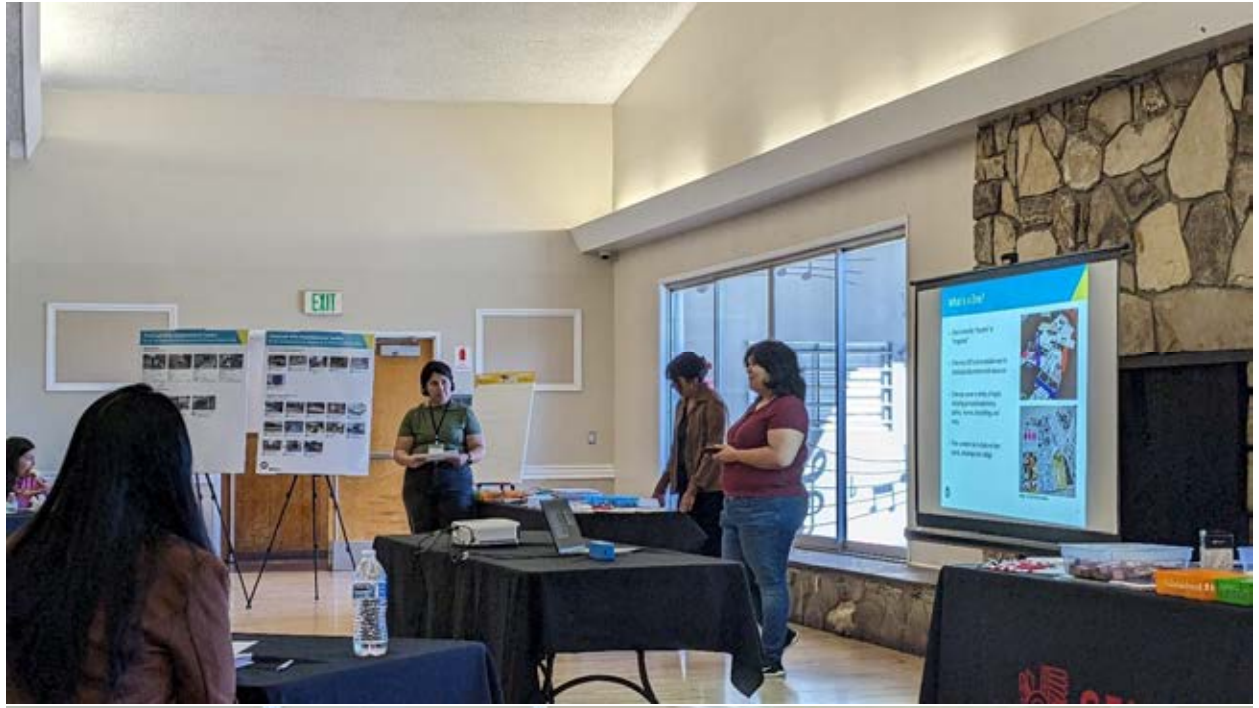
SOUTHEAST GATEWAY LINE

Appendix F.6 – Photos

**West Santa Ana Branch Transit Corridor
Women's Workshop Photos- November 17th, 2023**























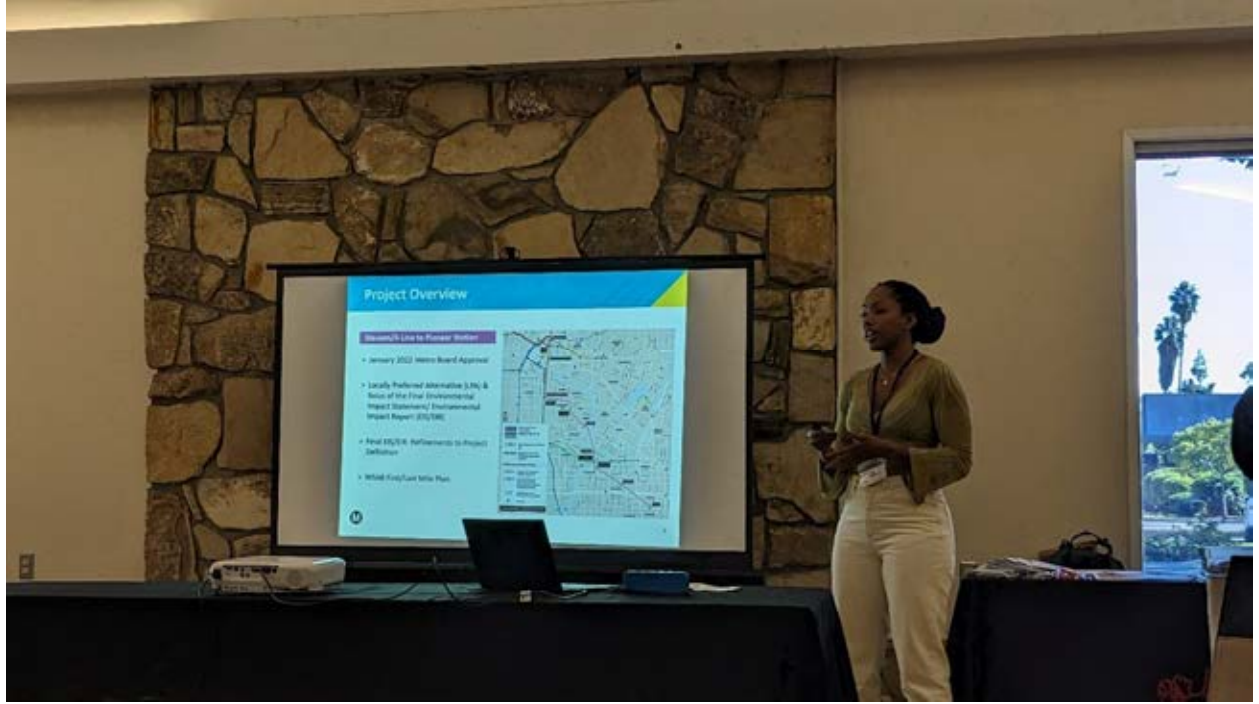


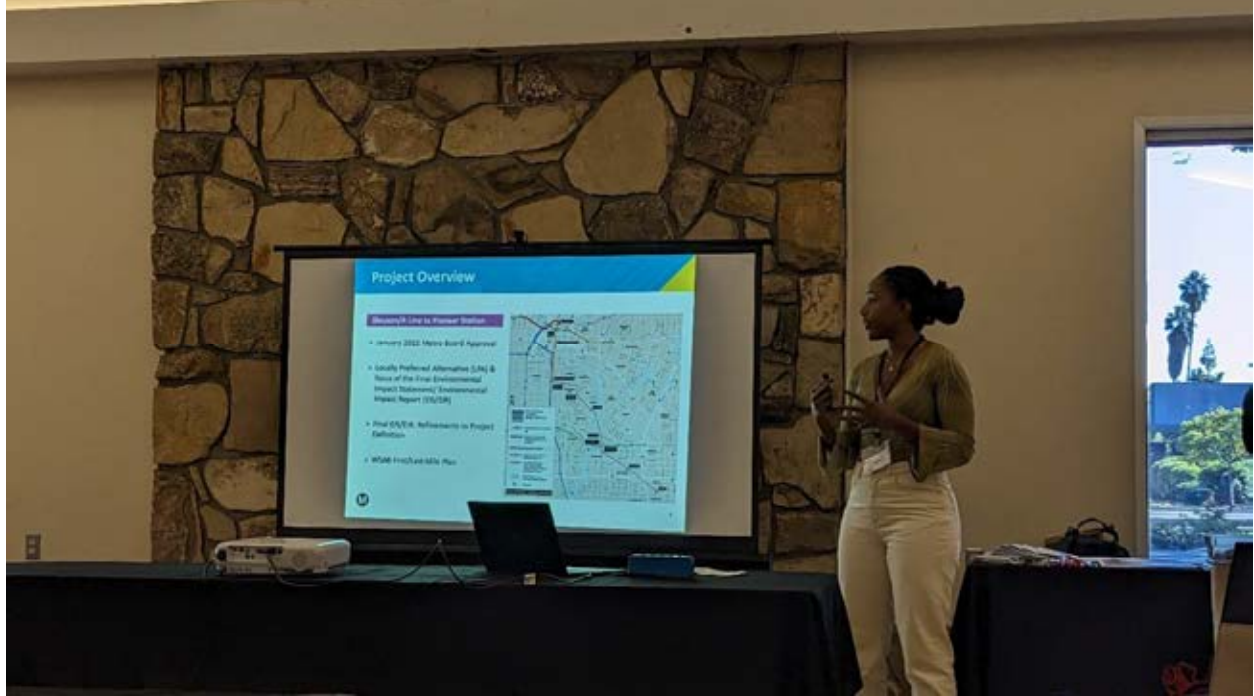
































Metro

SOUTHEAST GATEWAY LINE

Appendix G – Survey

Appendix G.1 – Survey

Appendix G.2 – Survey Results



Metro

SOUTHEAST GATEWAY LINE

Appendix G.1 – Survey

West Santa Ana Branch Transit Corridor First/Last Mile

Take Our Survey / ¡Tome nuestra encuesta!

Metro is developing a First/Last Mile Plan for the WSAB Transit Corridor to identify improvements that will make it safer and more enjoyable to walk, bike, and roll to stations. Metro needs your input to help identify First/Last Mile improvements at the future stations.

Metro está desarrollando un plan de primera/última milla del corredor de tránsito WSAB para identificar las mejoras que harán más seguro y agradable moverse a pie, en bicicleta o rodando hasta las estaciones. Metro necesita su opinión para ayudar a informar sobre las mejoras de primera/última milla en las futuras estaciones WSAB.

Scan the QR code or visit / Escanea el código QR o visita bit.ly/wsabflmsurvey





Metro

SOUTHEAST GATEWAY LINE

Appendix G.2 – Survey Results

West Santa Ana Branch FLM 2

introduction



There are no answers to this question yet.

- o *Para tomar esta encuesta en español, haga clic en el icono del globo terráqueo en la parte superior de es...*

There are no answers to this question yet.

- o **A desktop computer or laptop are the best devices to take this survey on, however; the survey can be tak...**

There are no answers to this question yet.

- o **language_selection**

es en

Word

Count

| | |
|----|----|
| en | 46 |
| es | 3 |

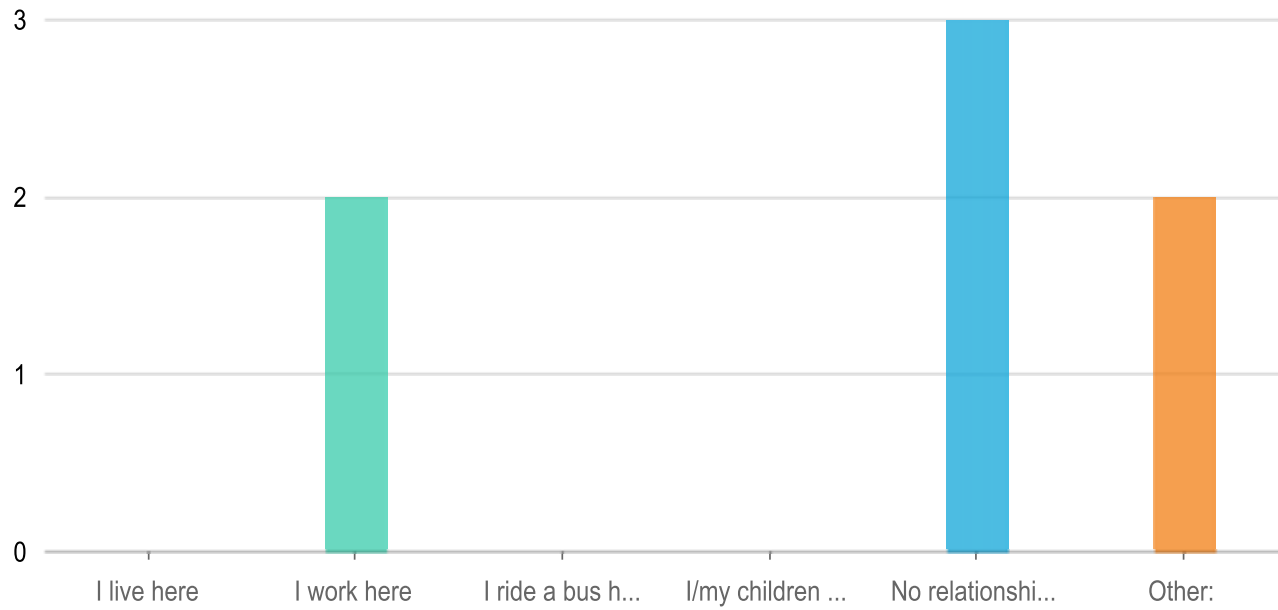
Answered: 49 Skipped: 0

Slauson/A Line Station Questions

- Zoom in to make pathway images larger*

There are no answers to this question yet.

- What is your relationship to the Slauson/A Line station area?**



Answers

Count

Percentage

| | | |
|---------------------------------|---|-------|
| I live here | 0 | 0% |
| I work here | 2 | 4.08% |
| I ride a bus here | 0 | 0% |
| I/my children go to school here | 0 | 0% |
| No relationship | 3 | 6.12% |
| Other: | 2 | 4.08% |

Answered: 7 Skipped: 42

Other:

The word cloud requires at least 20 answers to show.

| Word | Count |
|-------------|--------------|
|-------------|--------------|

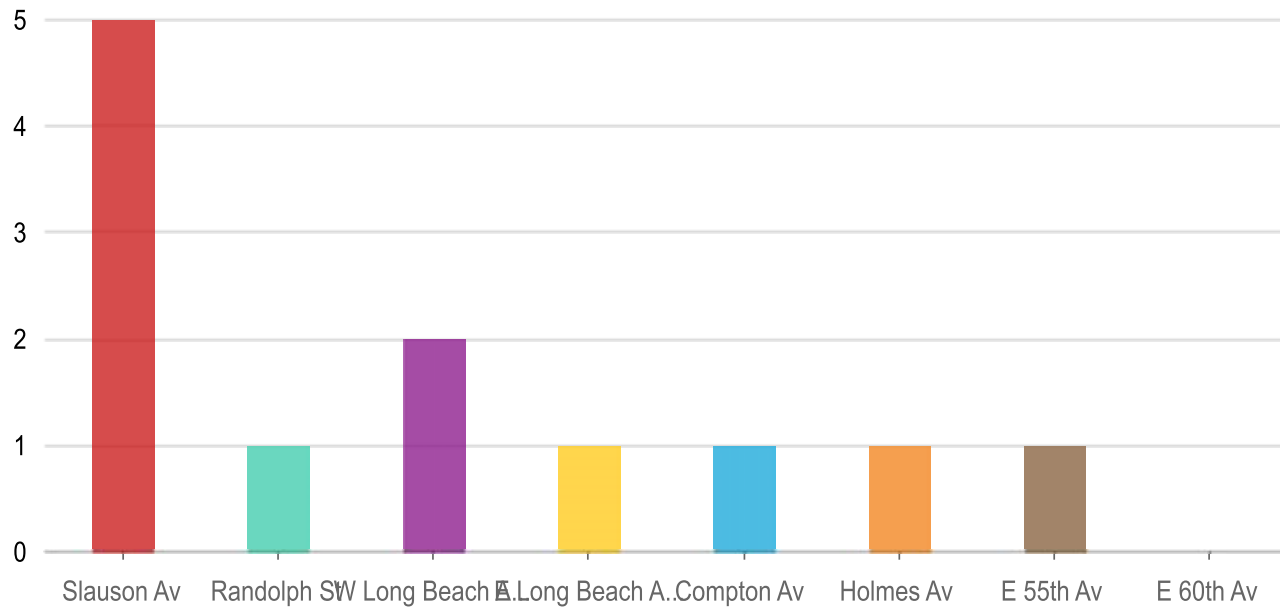
| | |
|--------|---|
| Visit | 1 |
| family | 1 |
| Metro | 1 |
| A-Line | 1 |

Answered: 2 Skipped: 47

slauson_pathways

There are no answers to this question yet.

Which three streets would you use to get to the station? (check all that apply)



Answers

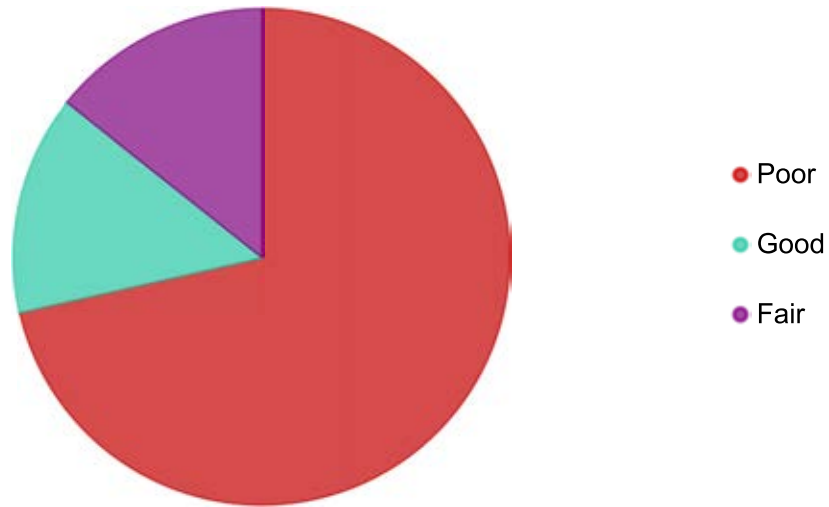
Count

Percentage

| | | |
|-----------------|---|-------|
| Slauson Av | 5 | 10.2% |
| Randolph St | 1 | 2.04% |
| W Long Beach Av | 2 | 4.08% |
| E Long Beach Av | 1 | 2.04% |
| Compton Av | 1 | 2.04% |
| Holmes Av | 1 | 2.04% |
| E 55th Av | 1 | 2.04% |
| E 60th Av | 0 | 0% |

Answered: 7 Skipped: 42

o On the streets you checked, what is the walking experience like during the day?



Answers

Count

Percentage

| | | |
|------|---|-------|
| Poor | 5 | 10.2% |
| Good | 1 | 2.04% |
| Fair | 1 | 2.04% |

Answered: 7 Skipped: 42

o Please explain why (fill in answer):

The word cloud requires at least 20 answers to show.

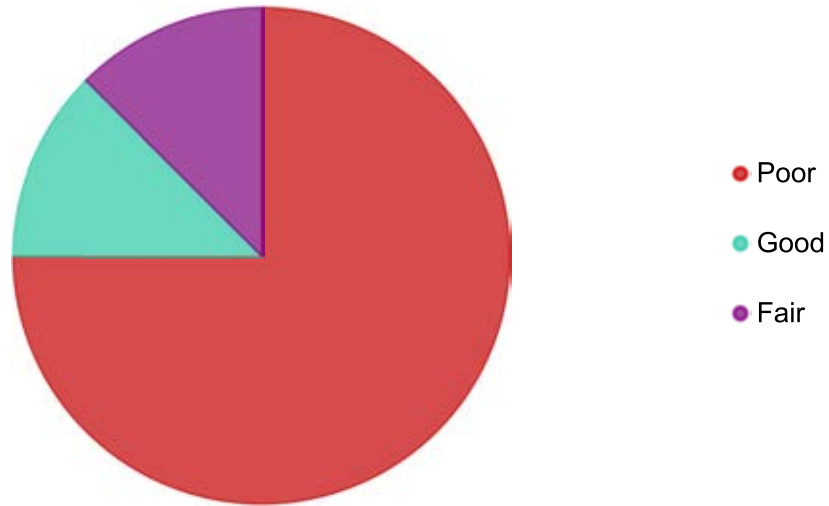
Word**Count**

| | |
|--------------|---|
| cars | 2 |
| unsafe | 2 |
| Loud | 2 |
| Slauson | 1 |
| poor | 1 |
| biking | 1 |
| walking... | 1 |
| tho. | 1 |
| transferring | 1 |
| Blue | 1 |
| Line... | 1 |
| (whose | 1 |
| station | 1 |
| design | 1 |
| determined) | 1 |
| Sidewalks | 1 |

| | |
|-------------|---|
| narrow | 1 |
| poorly | 1 |
| maintained | 1 |
| streets | 1 |
| wide. | 1 |
| zooming | 1 |
| makes | 1 |
| feel | 1 |
| pedestrian. | 1 |
| safe | 1 |
| area | 1 |
| walk | 1 |
| traffic | 1 |
| set | 1 |
| feels | 1 |
| shade | 1 |
| polluted | 1 |

Answered: 5 Skipped: 44

○ On the streets you checked, what is the walking experience like at night?



Answers

Count

Percentage

| | | |
|------|---|--------|
| Poor | 6 | 12.24% |
| Good | 1 | 2.04% |
| Fair | 1 | 2.04% |

Answered: 8 Skipped: 41

○ Please explain why (fill in answer):

The word cloud requires at least 20 answers to show.

Word**Count**

| | |
|-----------|---|
| Station | 1 |
| design | 1 |
| provided | 1 |
| lighting | 1 |
| improved | 1 |
| Slauson | 1 |
| & | 1 |
| WSAB | 1 |
| tation | 1 |
| platform | 1 |
| darker | 1 |
| safe | 1 |
| Loud | 1 |
| narrow | 1 |
| sidewalks | 1 |
| polluted | 1 |

| | |
|-----------|---|
| Barely | 1 |
| street | 1 |
| lighting. | 1 |

Answered: 5 Skipped: 44

o Do you have any ideas that would improve safety and access for walking to the Slauson/A Li...

The word cloud requires at least 20 answers to show.

| Word | Count |
|-----------|-------|
| Sidewalks | 3 |
| bike | 3 |
| Wider | 2 |
| trees | 2 |
| protected | 2 |
| Station | 2 |
| Blue | 2 |
| Line | 2 |
| & | 2 |
| shading | 1 |

| | |
|-----------|---|
| paths | 1 |
| Slauson | 1 |
| amazing. | 1 |
| traffic | 1 |
| calming | 1 |
| separate | 1 |
| lanes | 1 |
| shade | 1 |
| protect | 1 |
| sidewalk. | 1 |
| sides | 1 |
| entrance | 1 |
| north | 1 |
| side | 1 |
| street | 1 |
| place | 1 |
| Interline | 1 |
| WSAB | 1 |

| | |
|-------------|---|
| Union | 1 |
| (watch | 1 |
| headsigns) | 1 |
| Gold | 1 |
| interlining | 1 |
| routes | 1 |
| diverge | 1 |
| = | 1 |
| eliminate | 1 |
| change | 1 |
| trains | 1 |
| walking | 1 |
| all. | 1 |
| riders | 1 |
| transfer | 1 |
| walk | 1 |
| there. | 1 |
| friendly | 1 |

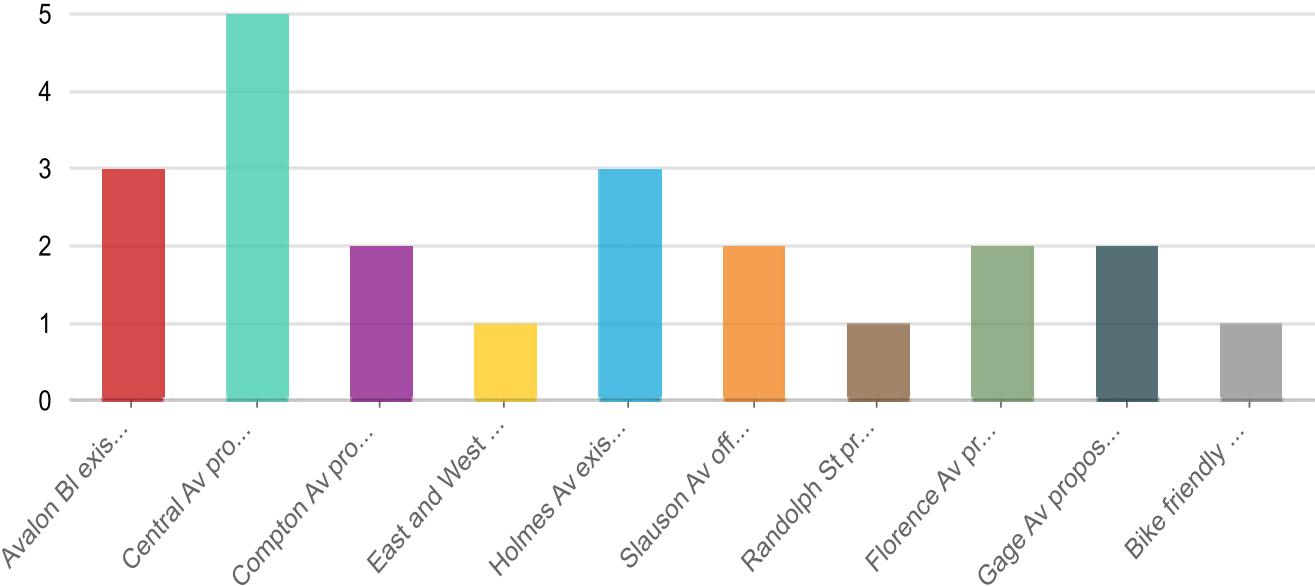
| | |
|-------------|---|
| security | 1 |
| maintenance | 1 |

Answered: 5 Skipped: 44

o slauson_bikeways

There are no answers to this question yet.

o Would you (or someone you know) use any of the following bike routes to access the...



| Answers | Count | Percentage |
|--|-------|------------|
| Avalon Bl existing bike lanes | 3 | 6.12% |
| Central Av proposed protected bike lanes | 5 | 10.2% |
| Compton Av proposed bike lanes south of Slauson Bl | 2 | 4.08% |
| East and West Long Beach Av proposed bike lanes | 1 | 2.04% |
| Holmes Av existing bike lanes/proposed protected bike lanes | 3 | 6.12% |
| Slauson Av off-street path on north side of street (under construction) | 2 | 4.08% |
| Randolph St proposed bike route | 1 | 2.04% |
| Florence Av proposed bike lanes | 2 | 4.08% |
| Gage Av proposed protected bike lanes | 2 | 4.08% |
| Bike friendly streets (small residential streets with speed bumps, speed limit signs, other measure to slow traffic to less than 25 mph) | 1 | 2.04% |

Answered: 6 Skipped: 43

o Do you have any ideas that would improve safety and access for wheeling to the Slauson/A...

The word cloud requires at least 20 answers to show.

Word**Count**

Wider

1

smoother

1

sidewalks.

1

Extend

1

curb

1

ramps.

1

Lay

1

Slauson

1

bikeway

1

crap;

1

MetroLink

1

MetroRail

1

line.

1

Free

1

bikes

1

community

1

| | |
|---------|---|
| Access | 1 |
| station | 1 |
| north | 1 |
| side | 1 |
| street | 1 |

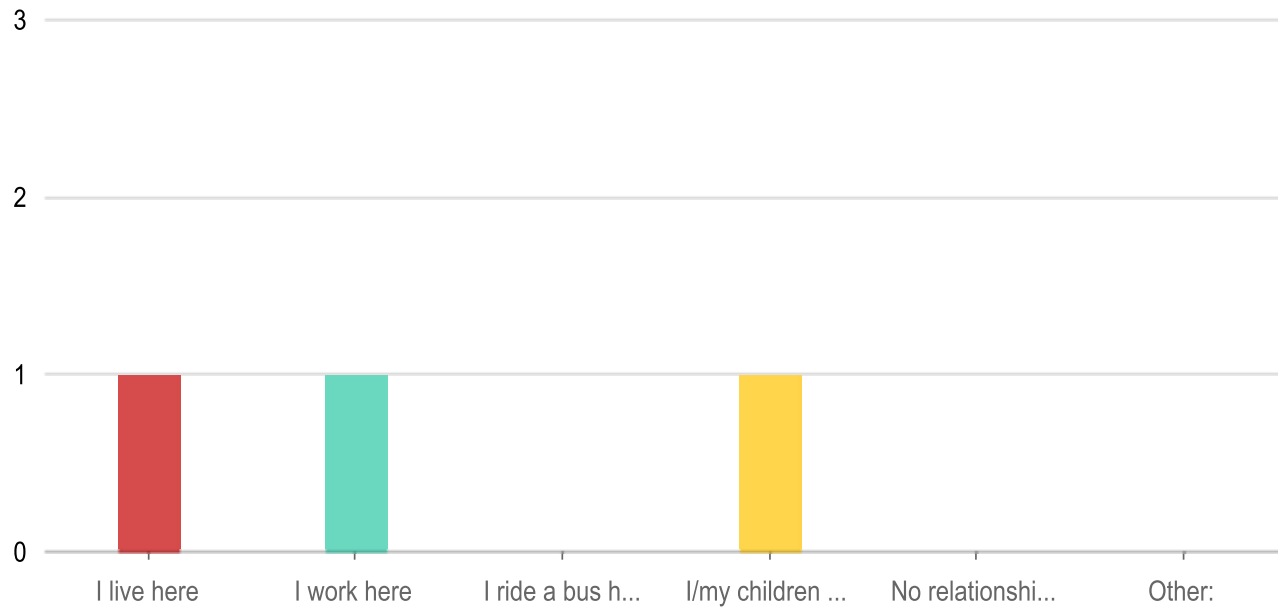
Answered: 4 Skipped: 45

Pacific/Randolph Station Questions

- Zoom in to make pathway images larger*

There are no answers to this question yet.

- What is your relationship to the Pacific/Randolph Station?**



Answers

Count

Percentage

| | | |
|---------------------------------|---|-------|
| I live here | 1 | 2.04% |
| I work here | 1 | 2.04% |
| I ride a bus here | 0 | 0% |
| I/my children go to school here | 1 | 2.04% |
| No relationship | 0 | 0% |
| Other: | 0 | 0% |

Answered: 3 Skipped: 46

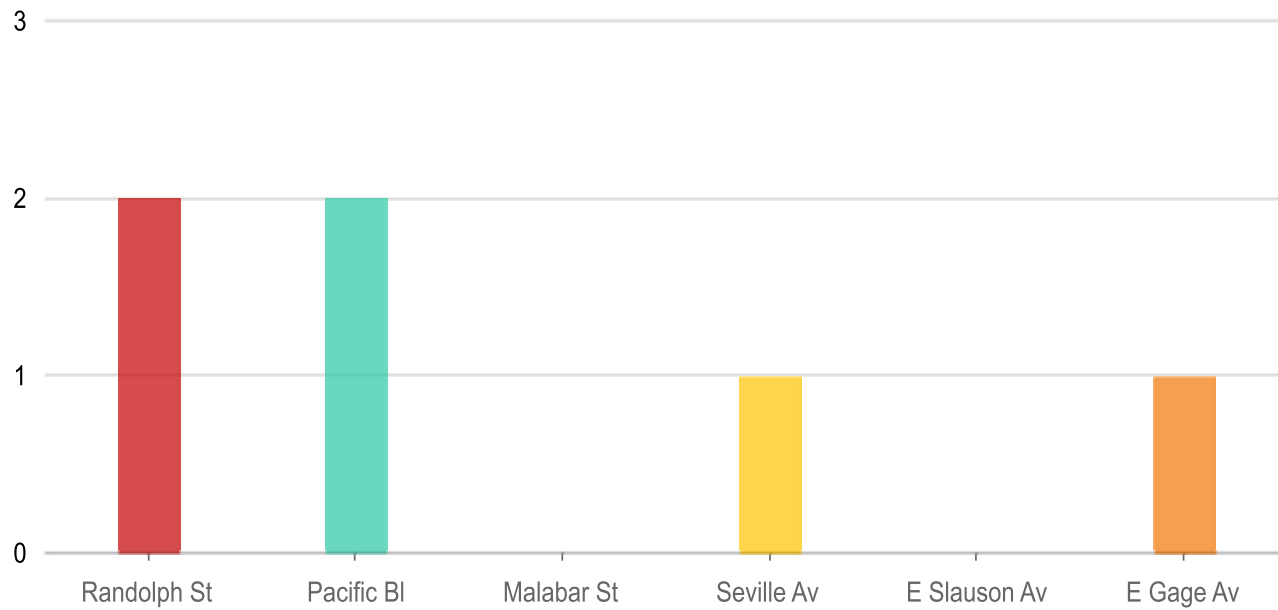
Other:

There are no answers to this question yet.

pacific_pathways

There are no answers to this question yet.

Which three streets would you use to get to the station? (check all that apply)



Answers

Count

Percentage

Randolph St

2

4.08%

Pacific Bl

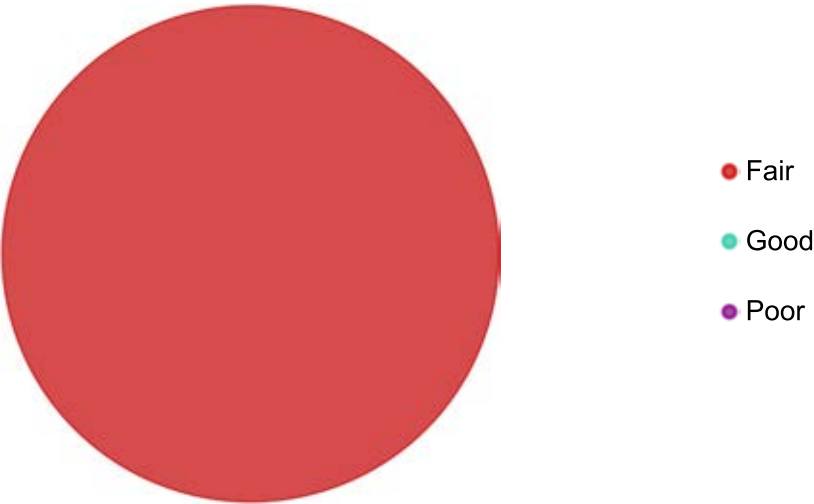
2

4.08%

| | | |
|--------------|---|-------|
| Malabar St | 0 | 0% |
| Seville Av | 1 | 2.04% |
| E Slauson Av | 0 | 0% |
| E Gage Av | 1 | 2.04% |
| Seville Av | 0 | 0% |

Answered: 3 Skipped: 46

o On the streets you checked, what is the walking experience like during the day?



| Answers | Count | Percentage |
|---------|-------|------------|
| Fair | 2 | 4.08% |

| | | |
|------|---|----|
| Good | 0 | 0% |
| Poor | 0 | 0% |

Answered: 2 Skipped: 47

o Please explain why (fill in answer):

There are no answers to this question yet.

o On the streets you checked, what is the walking experience like at night?



Answers**Count****Percentage**

| | | |
|------|---|-------|
| Fair | 2 | 4.08% |
| Good | 0 | 0% |
| Poor | 0 | 0% |

Answered: 2 Skipped: 47

○ Please explain why (fill in answer):

There are no answers to this question yet.

○ Do you have any ideas that would improve safety and access for walking to the...

The word cloud requires at least 20 answers to show.

Word**Count**

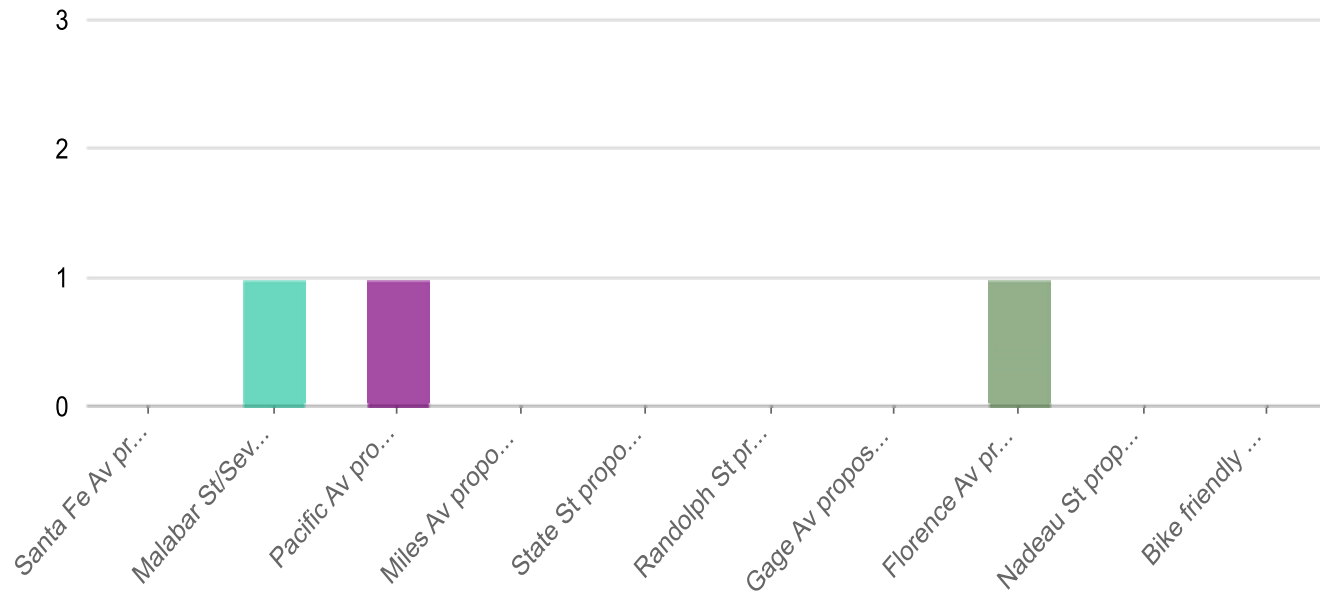
| | |
|----------|---|
| Brighter | 1 |
| Street | 1 |
| lights | 1 |

Answered: 1 Skipped: 48

o **pacific_bikeways**

There are no answers to this question yet.

o **Would you (or someone you know) use any of the following bike routes to access the...**



Answers

Count

Percentage

| | | |
|---|---|-------|
| Santa Fe Av proposed bike lanes | 0 | 0% |
| Malabar St/Seville Av bike friendly residential streets | 1 | 2.04% |
| Pacific Av proposed bike lanes | 1 | 2.04% |

| | | |
|--|---|-------|
| Miles Av proposed bike lanes | 0 | 0% |
| State St proposed bike lanes | 0 | 0% |
| Randolph St proposed bike route | 0 | 0% |
| Gage Av proposed protected bike lanes | 0 | 0% |
| Florence Av proposed bike lanes | 1 | 2.04% |
| Nadeau St proposed bike lanes | 0 | 0% |
| Bike friendly streets (small residential streets with speed bumps, s tops signs, other measure to slow traffic to less than 25 mph) | 0 | 0% |

Answered: 2 Skipped: 47

o Please describe any specific ideas you have to improve safety and access wheeling to this...

The word cloud requires at least 20 answers to show.

| Word | Count |
|-----------|-------|
| Protected | 1 |
| bike | 1 |
| lanes | 1 |

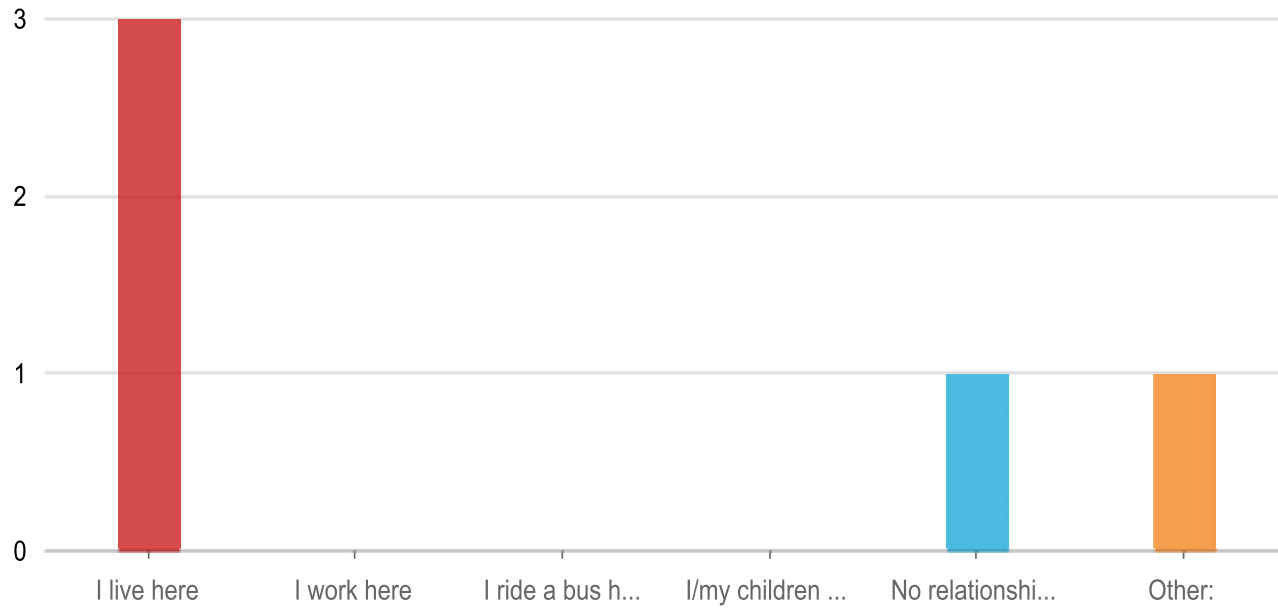
Answered: 1 Skipped: 48

Florence/Salt Lake Station Questions

- o *Zoom in to make pathway images larger*

There are no answers to this question yet.

- o **What is your relationship to the Florence/Salt Lake Station?**



Answers

Count

Percentage

I live here

3

6.12%

I work here

0

0%

| | | |
|---------------------------------|---|-------|
| I ride a bus here | 0 | 0% |
| I/my children go to school here | 0 | 0% |
| No relationship | 1 | 2.04% |
| Other: | 1 | 2.04% |

Answered: 5 Skipped: 44

Other:

The word cloud requires at least 20 answers to show.

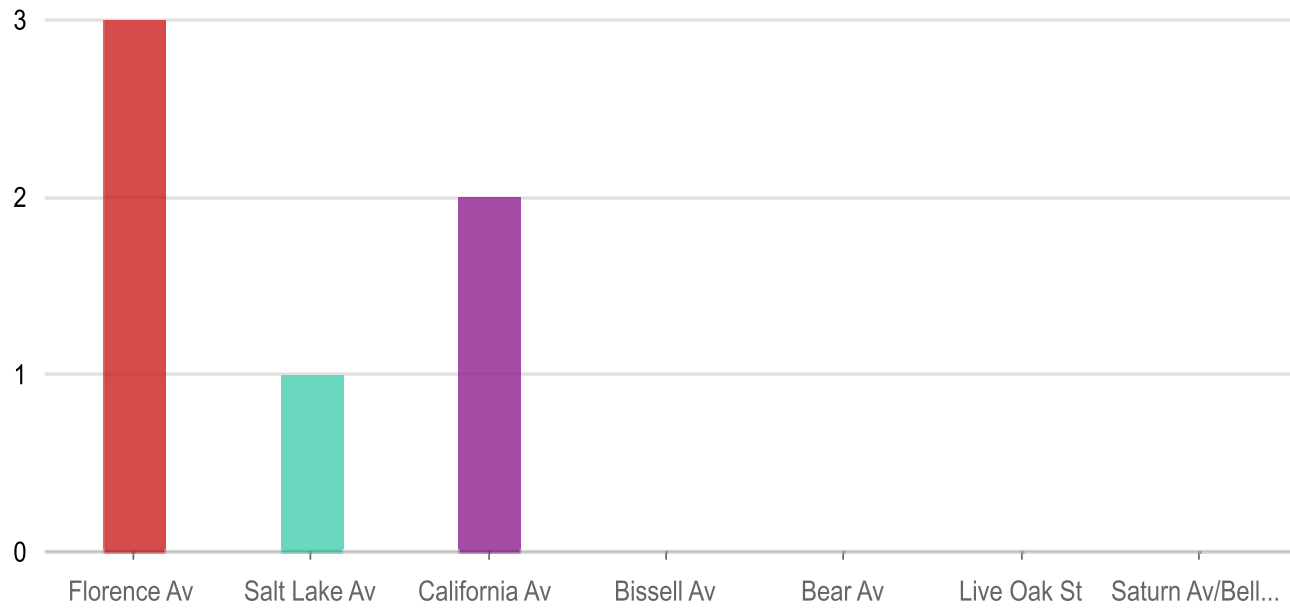
| Word | Count |
|--------|-------|
| Family | 1 |
| live | 1 |
| nearby | 1 |

Answered: 1 Skipped: 48

florence_pathways

There are no answers to this question yet.

Which three streets would you use to get to the station? (check all that apply)



Answers

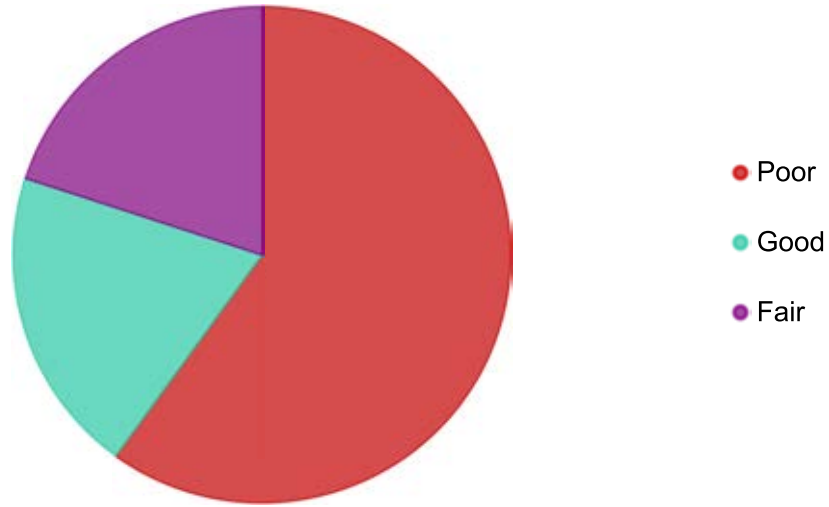
Count

Percentage

| | | |
|-------------------|---|-------|
| Florence Av | 3 | 6.12% |
| Salt Lake Av | 1 | 2.04% |
| California Av | 2 | 4.08% |
| Bissell Av | 0 | 0% |
| Bear Av | 0 | 0% |
| Live Oak St | 0 | 0% |
| Saturn Av/Bell Av | 0 | 0% |

Answered: 5 Skipped: 44

○ On the streets you checked, what is the walking experience like during the day?



Answers

Count

Percentage

| | | |
|------|---|-------|
| Poor | 3 | 6.12% |
| Good | 1 | 2.04% |
| Fair | 1 | 2.04% |

Answered: 5 Skipped: 44

○ Please explain why (fill in answer):

The word cloud requires at least 20 answers to show.

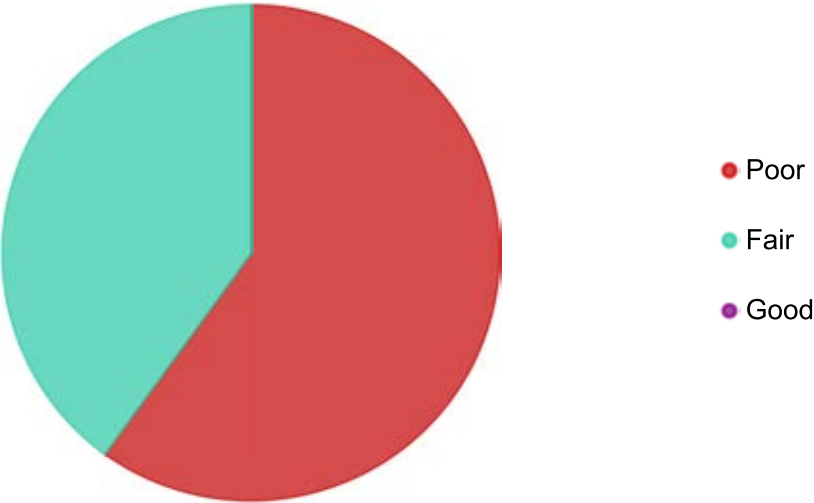
Word**Count**

| | |
|-----------|---|
| traffic | 2 |
| heavy | 1 |
| streets | 1 |
| empty. | 1 |
| Selected | 1 |
| "poor" | 1 |
| walk | 1 |
| anywhere. | 1 |
| Question | 1 |
| apply. | 1 |
| Low | 1 |
| foot | 1 |
| makes | 1 |
| feel | 1 |
| unsafe. | 1 |
| Cars | 1 |

| | |
|-----------|---|
| zooming | 1 |
| high | 1 |
| speeds | 1 |
| blocking | 1 |
| sidewalk. | 1 |

Answered: 3 Skipped: 46

o On the streets you checked, what is the walking experience like at night?



| Answers | Count | Percentage |
|---------|-------|------------|
| Poor | 3 | 6.12% |

| | | |
|------|---|-------|
| Fair | 2 | 4.08% |
| Good | 0 | 0% |

Answered: 5 Skipped: 44

o Please explain why (fill in answer):

The word cloud requires at least 20 answers to show.

| Word | Count |
|-------------|--------------|
| Selected | 1 |
| "poor" | 1 |
| walk | 1 |
| anywhere. | 1 |
| Question | 1 |
| apply. | 1 |
| Lighting | 1 |
| limited | 1 |
| night | 1 |
| activity | 1 |
| ensure | 1 |

| | |
|---------|---|
| people | 1 |
| around. | 1 |
| Dark | 1 |
| lit | 1 |

Answered: 3 Skipped: 46

o Do you have any ideas that would improve safety and access for walking to the Florence/Salt...

The word cloud requires at least 20 answers to show.

| Word | Count |
|--------------|-------|
| Lighting | 1 |
| improvements | 1 |
| traffic | 1 |
| slow | 1 |
| downs. | 1 |
| crossings | 1 |
| needed | 1 |
| lot | 1 |
| people | 1 |

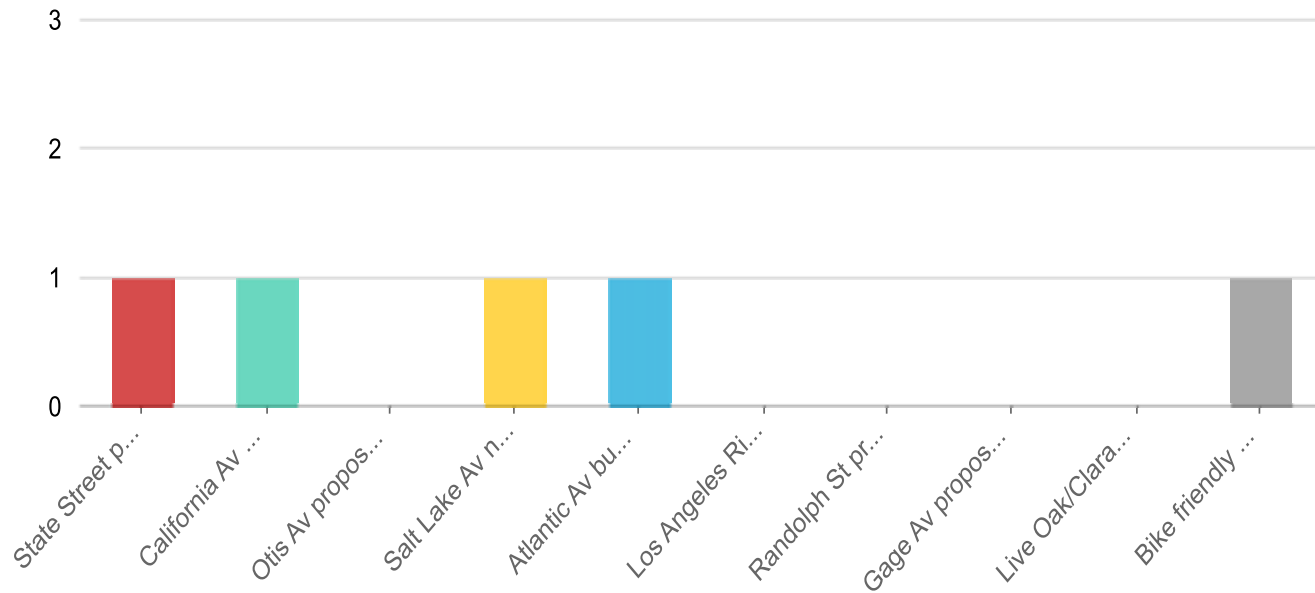
| | |
|----------|---|
| jaywalk | 1 |
| cross. | 1 |
| Brighter | 1 |
| street | 1 |
| lights | 1 |

Answered: 2 Skipped: 47

o florence_bikeways

There are no answers to this question yet.

o Would you (or someone you know) use any of the following bike routes to access the...



Answers

Count

Percentage

| Answers | Count | Percentage |
|--|-------|------------|
| State Street proposed bike lanes | 1 | 2.04% |
| California Av proposed bike lanes | 1 | 2.04% |
| Otis Av proposed bike lanes | 0 | 0% |
| Salt Lake Av north of Florence proposed off street path | 1 | 2.04% |
| Atlantic Av buffered bike lanes (funded/to be installed by City of Cudahy) | 1 | 2.04% |
| Los Angeles River existing off-street path | 0 | 0% |
| Randolph St proposed off-street path | 0 | 0% |
| Gage Av proposed protected bike lanes | 0 | 0% |

Live Oak/Clara proposed bike lanes

0

0%

Bike friendly streets (small residential streets with speed bumps, speed limit signs, other measure to slow traffic to less than 25 mph)

1

2.04%

Answered: 3 Skipped: 46

o Do you have any location-specific ideas to improve safety and access wheeling to the future WSAB...

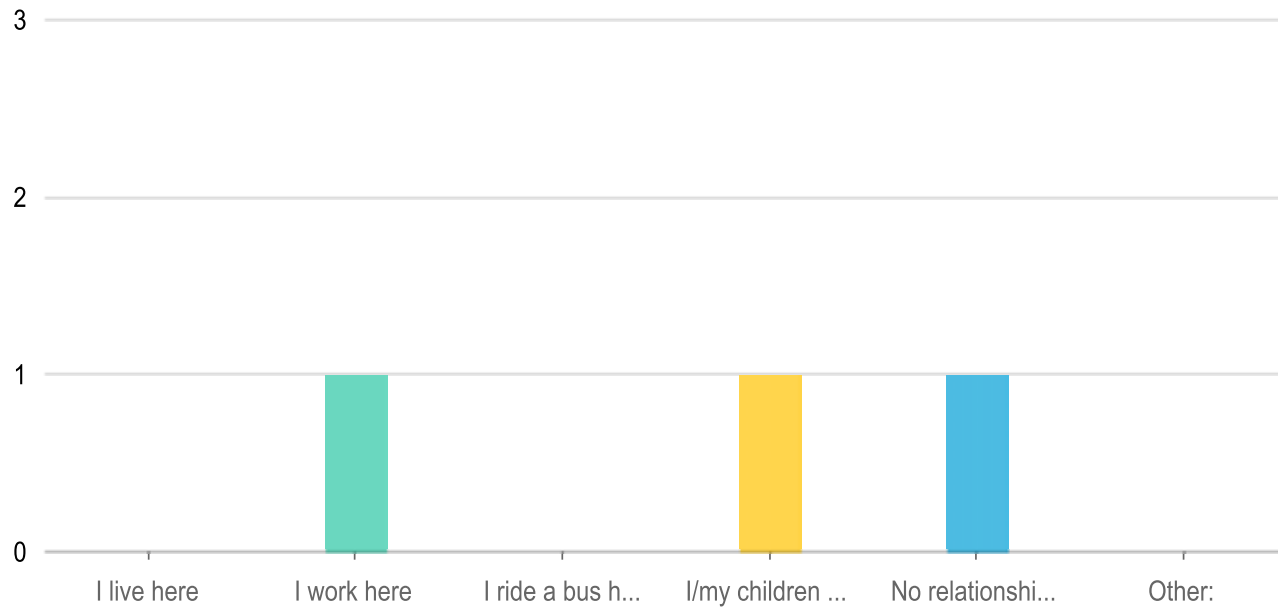
There are no answers to this question yet.

Firestone Station Questions

o *Zoom in to make pathway images larger*

There are no answers to this question yet.

o What is your relationship to the Firestone Station?



Answers

Count

Percentage

| | | |
|---------------------------------|---|-------|
| I live here | 0 | 0% |
| I work here | 1 | 2.04% |
| I ride a bus here | 0 | 0% |
| I/my children go to school here | 1 | 2.04% |
| No relationship | 1 | 2.04% |
| Other: | 0 | 0% |

Answered: 3 Skipped: 46

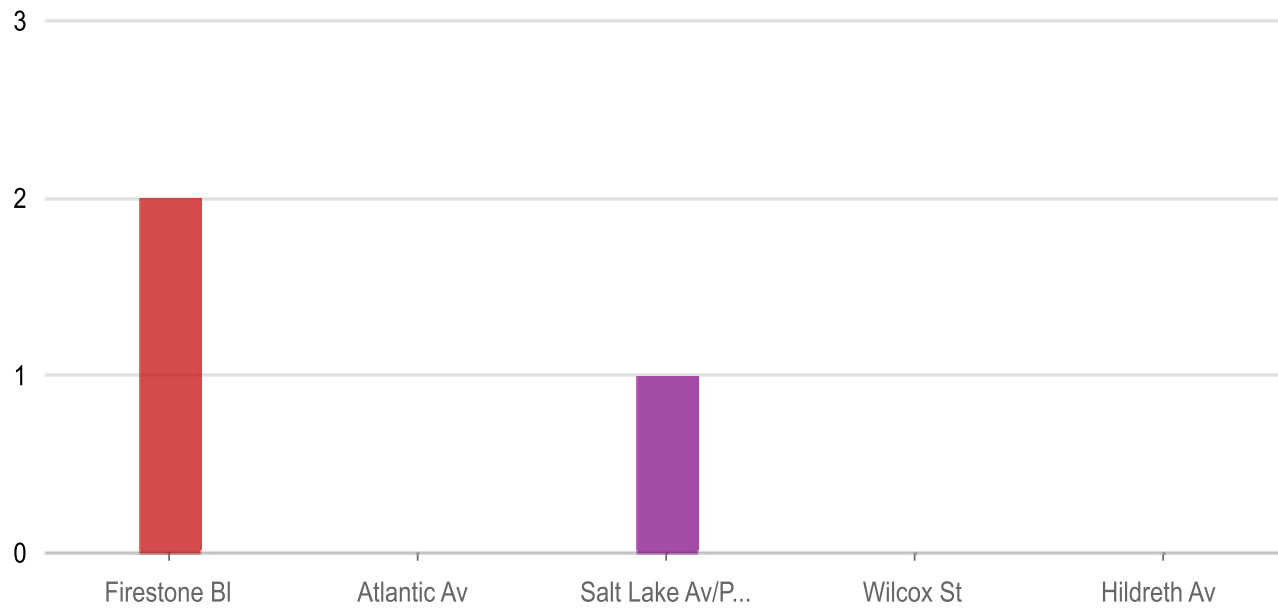
Other:

There are no answers to this question yet.

o firestone_pathways

There are no answers to this question yet.

o Which three streets would you use to get to the station? (check all that apply)



Answers

Count

Percentage

Firestone Bl

2

4.08%

Atlantic Av

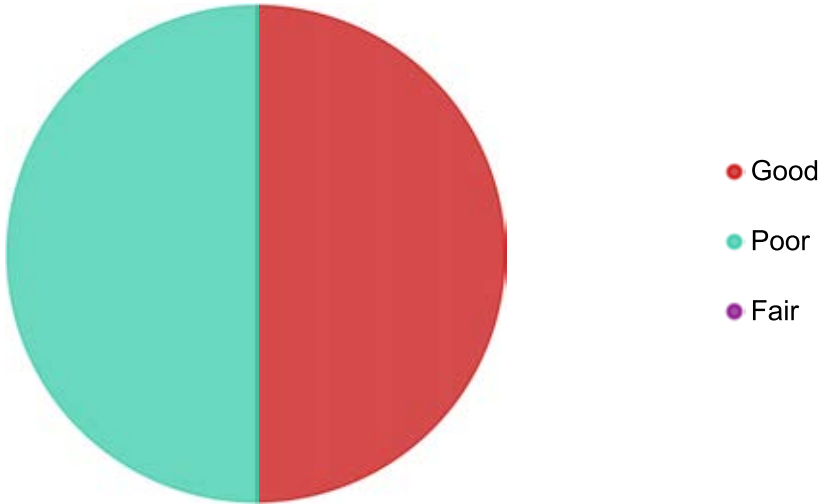
0

0%

| | | |
|------------------------|---|-------|
| Salt Lake Av/Patata St | 1 | 2.04% |
| Wilcox St | 0 | 0% |
| Hildreth Av | 0 | 0% |

Answered: 2 Skipped: 47

o On the streets you checked, what is the walking experience like during the day?



| Answers | Count | Percentage |
|---------|-------|------------|
| Good | 1 | 2.04% |
| Poor | 1 | 2.04% |
| Fair | 0 | 0% |

Answered: 2 Skipped: 47

o Please explain why (fill in answer):

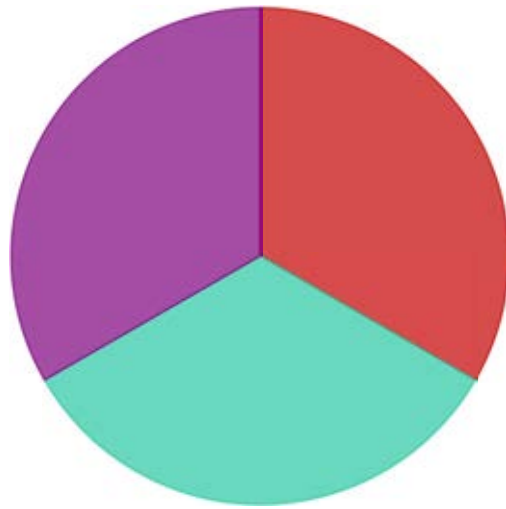
The word cloud requires at least 20 answers to show.

Word **Count**

| | |
|-----------|---|
| Selected | 1 |
| "poor" | 1 |
| walk | 1 |
| anywhere. | 1 |
| Question | 1 |
| apply. | 1 |

Answered: 1 Skipped: 48

o On the streets you checked, what is the walking experience like at night?



- Good
- Fair
- Poor

| Answers | Count | Percentage |
|---------|-------|------------|
| Good | 1 | 2.04% |
| Fair | 1 | 2.04% |
| Poor | 1 | 2.04% |

Answered: 3 Skipped: 46

○ Please explain why (fill in answer):

The word cloud requires at least 20 answers to show.

Word**Count**

| | |
|-----------|---|
| Selected | 1 |
| "poor" | 1 |
| walk | 1 |
| anywhere. | 1 |
| Question | 1 |
| apply. | 1 |

Answered: 1 Skipped: 48

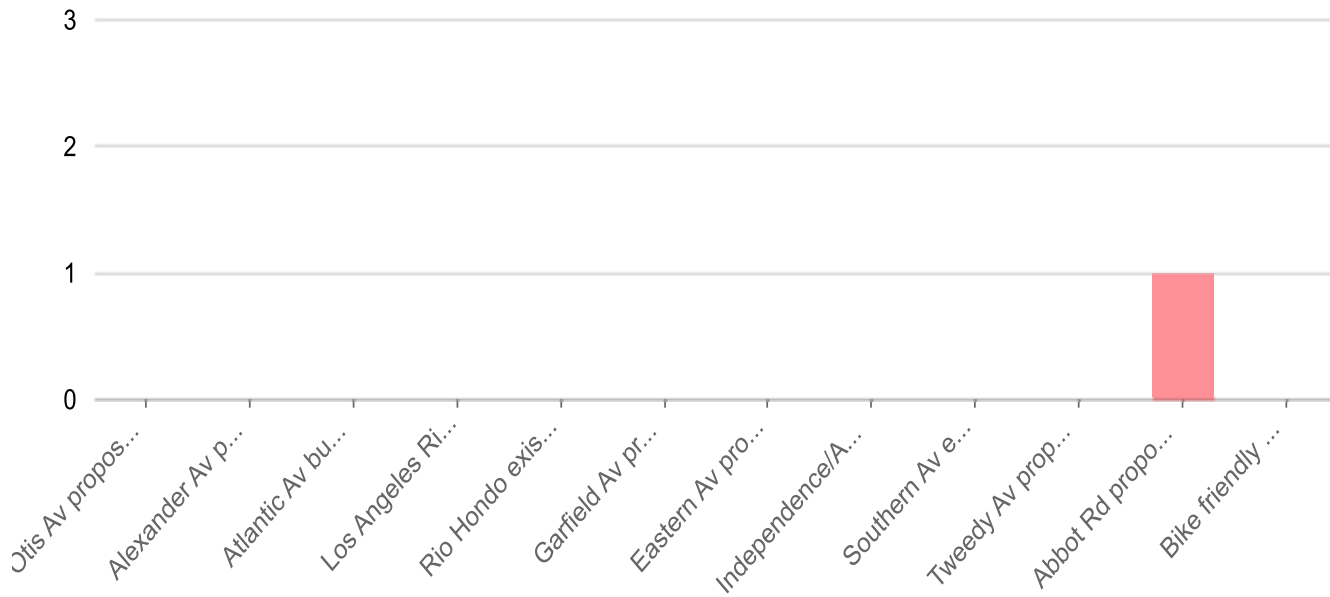
- Do you have any ideas that would improve safety and access for walking to the Firestone station?**

There are no answers to this question yet.

- firestone_bikeways**

There are no answers to this question yet.

- Would you (or someone you know) use any of the following bike routes to access the...**



Answers

Count

Percentage

| Answers | Count | Percentage |
|---|-------|------------|
| Otis Av proposed bike lanes | 0 | 0% |
| Alexander Av proposed bike lanes | 0 | 0% |
| Atlantic Av buffered bike lanes north of Firestone (funded/to be installed by City of Cudahy) | 0 | 0% |
| Los Angeles River existing off-street path | 0 | 0% |
| Rio Hondo existing off-street path | 0 | 0% |
| Garfield Av proposed bike lanes | 0 | 0% |
| Eastern Av proposed protected bike lanes | 0 | 0% |
| Independence/Ardmore proposed bike lanes | 0 | 0% |

| | | |
|--|---|-------|
| Southern Av existing off-street path | 0 | 0% |
| Tweedy Av proposed bike lanes | 0 | 0% |
| Abbot Rd proposed bike lanes | 1 | 2.04% |
| Bike friendly streets (small residential streets with speed bumps, speed limit signs, other measure to slow traffic to less than 25 mph) | 0 | 0% |

Answered: 1 Skipped: 48

o Do you have any location-specific ideas to improve safety and access wheeling to the future WSAB...

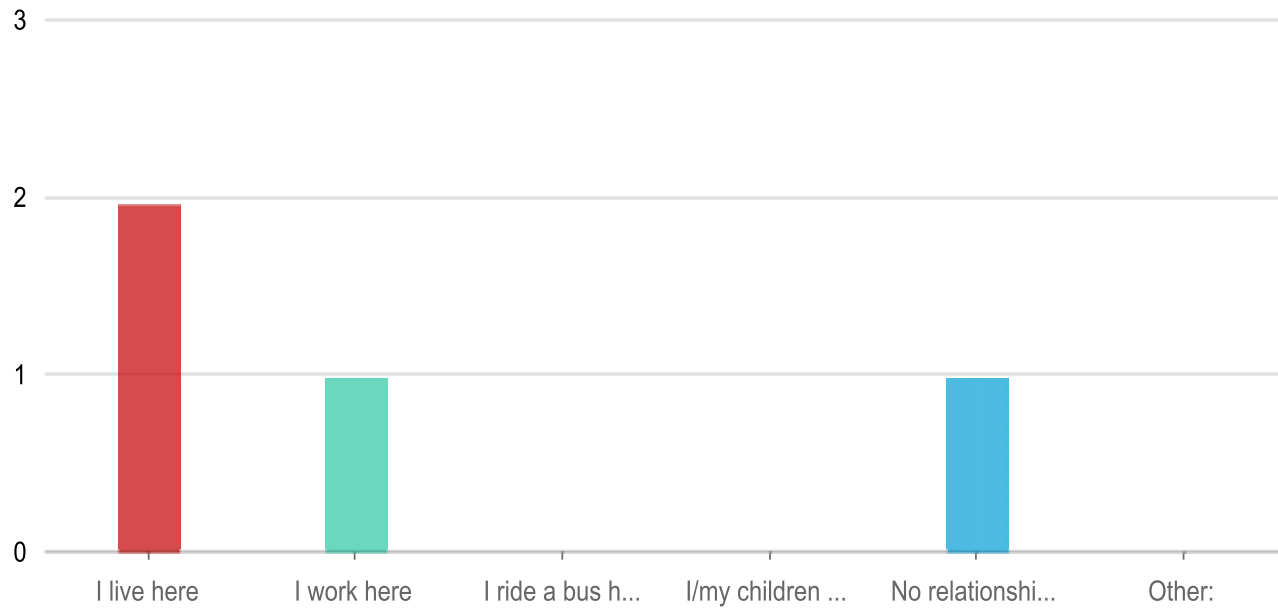
There are no answers to this question yet.

Gardendale Station Questions

o *Zoom in to make pathway images larger*

There are no answers to this question yet.

o What is your relationship to the Gardendale Station?



Answers

Count

Percentage

| | | |
|---------------------------------|---|-------|
| I live here | 2 | 4.08% |
| I work here | 1 | 2.04% |
| I ride a bus here | 0 | 0% |
| I/my children go to school here | 0 | 0% |
| No relationship | 1 | 2.04% |
| Other: | 0 | 0% |

Answered: 4 Skipped: 45

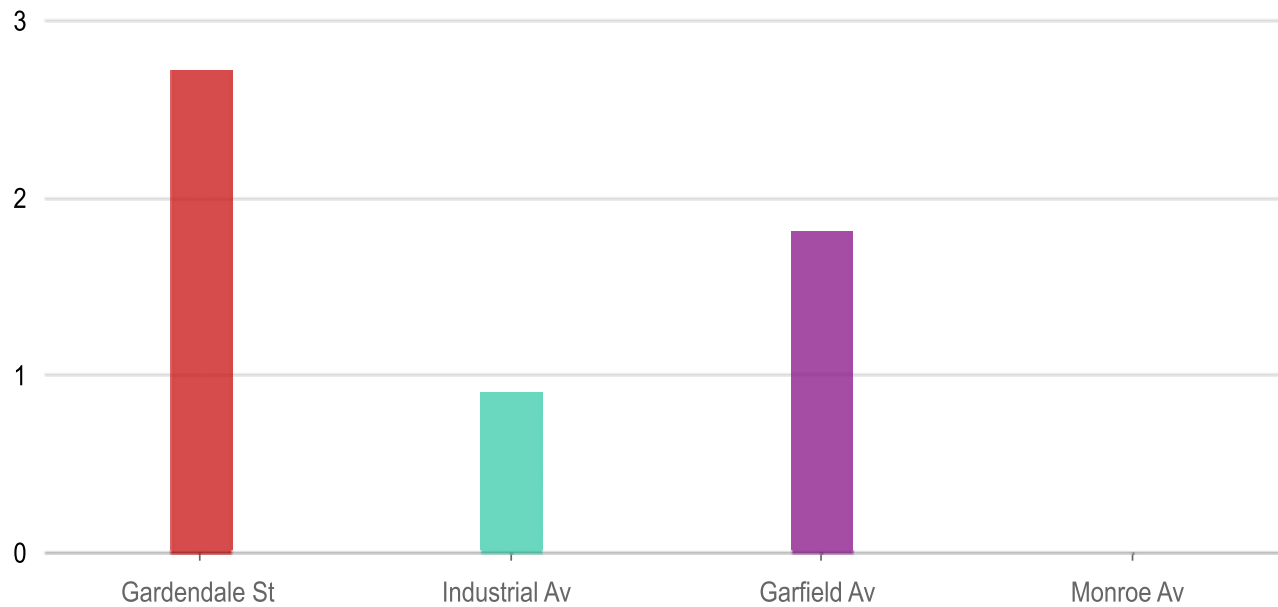
Other:

There are no answers to this question yet.

gardendale_pathways

There are no answers to this question yet.

Which three streets would you use to get to the station? (check all that apply)



Answers

Count

Percentage

Gardendale St

3

6.12%

Industrial Av

1

2.04%

| | | |
|-------------|---|-------|
| Garfield Av | 2 | 4.08% |
| Monroe Av | 0 | 0% |

Answered: 3 Skipped: 46

o On the streets you checked, what is the walking experience like during the day?



| Answers | Count | Percentage |
|---------|-------|------------|
| Good | 2 | 4.08% |
| Poor | 2 | 4.08% |
| Fair | 0 | 0% |

Answered: 4 Skipped: 45

o Please explain why (fill in answer):

The word cloud requires at least 20 answers to show.

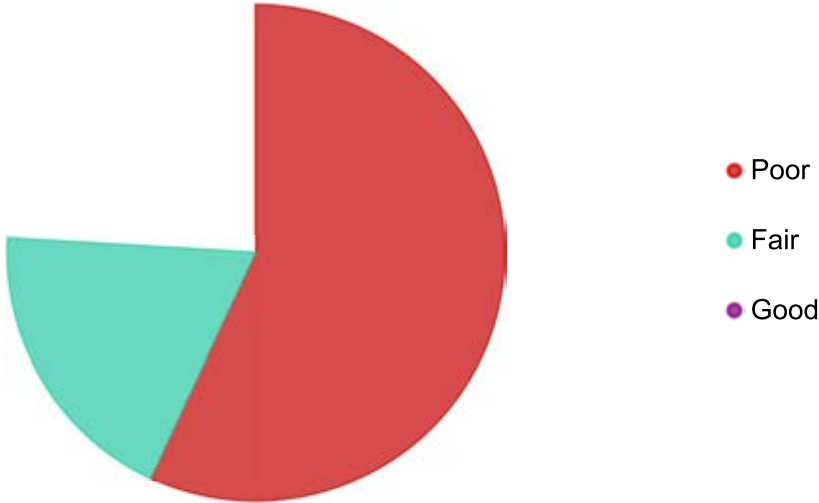
| Word | Count |
|-------------|-------|
| sidewalks | 2 |
| walking | 2 |
| street | 2 |
| Narrow | 1 |
| fast | 1 |
| traffic. | 1 |
| factors | 1 |
| make | 1 |
| unsafe | 1 |
| unpleasant. | 1 |
| Hostile | 1 |
| experience. | 1 |
| Erickson | 1 |
| Ave | 1 |

| | |
|------------|---|
| enter | 1 |
| Gardentale | 1 |
| Station. | 1 |
| live | 1 |
| Apollo | 1 |
| Park | 1 |
| closer. | 1 |
| quiet | 1 |
| industrial | 1 |
| area | 1 |
| cars | 1 |
| nice | 1 |
| long | 1 |
| walks | 1 |
| abandoned | 1 |
| Rancho | 1 |
| Los | 1 |
| Amigos | 1 |

| | |
|----------|---|
| area. | 1 |
| Distance | 1 |

Answered: 3 Skipped: 46

o On the streets you checked, what is the walking experience like at night?



| Answers | Count | Percentage |
|---------|-------|------------|
| Poor | 3 | 6.12% |
| Fair | 1 | 2.04% |
| Good | 0 | 0% |

Answered: 4 Skipped: 45

o Please explain why (fill in answer):

The word cloud requires at least 20 answers to show.

| Word | Count |
|-----------|-------|
| abandoned | 2 |
| street | 1 |
| lighting | 1 |
| fast | 1 |
| traffic. | 1 |
| Dangerous | 1 |
| Los | 1 |
| Amigos | 1 |
| buildings | 1 |
| residents | 1 |
| coyotes | 1 |
| (and | 1 |
| believe) | 1 |
| poor | 1 |

| | |
|-----------|---|
| lighting. | 1 |
| night. | 1 |

Answered: 3 Skipped: 46

o Do you have any ideas that would improve safety and access for walking to the Gardendale...

The word cloud requires at least 20 answers to show.

| Word | Count |
|--------------|--------------|
| Lighting | 2 |
| LA | 2 |
| Security | 1 |
| wider | 1 |
| sidewalks | 1 |
| trees | 1 |
| pedestrian | 1 |
| scale | 1 |
| architecture | 1 |
| Metro | 1 |
| County | 1 |

| | |
|-------------|---|
| (which | 1 |
| owns | 1 |
| properties | 1 |
| here) | 1 |
| & | 1 |
| Downey | 1 |
| city | 1 |
| modernize | 1 |
| street | 1 |
| (Erickson | 1 |
| Ave). | 1 |
| sidewalk | 1 |
| repairs | 1 |
| importantly | 1 |
| restoring | 1 |
| buildings | 1 |
| longer | 1 |
| abandoned | 1 |

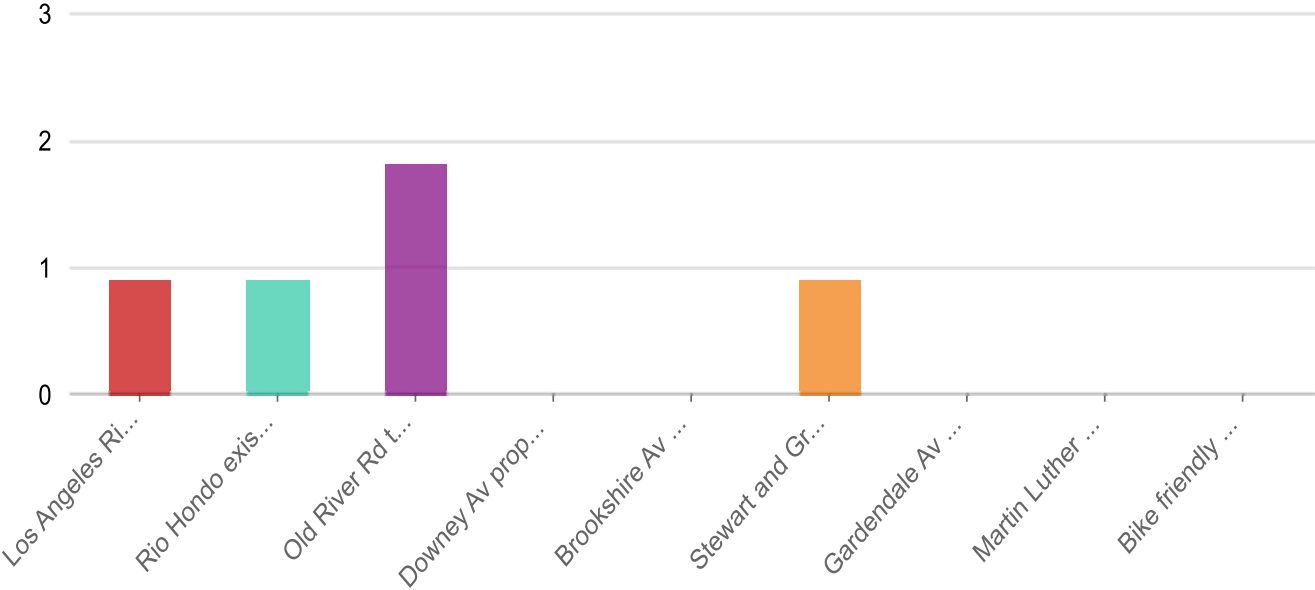
| | |
|-------------|---|
| (great | 1 |
| opportunity | 1 |
| affordable | 1 |
| housing) | 1 |

Answered: 3 Skipped: 46

o gardendale_bikeways

There are no answers to this question yet.

o Would you (or someone you know) use any of the following bike routes to access the...



| Answers | Count | Percentage |
|--|-------|------------|
| Los Angeles River existing off-street path | 1 | 2.04% |
| Rio Hondo existing off-street path | 1 | 2.04% |
| Old River Rd through Rancho Los Amigos proposed bike lanes | 2 | 4.08% |
| Downey Av proposed bike lanes | 0 | 0% |
| Brookshire Av proposed bike lanes | 0 | 0% |
| Stewart and Gray Rd proposed bike lanes | 1 | 2.04% |
| Gardendale Av existing bike lanes | 0 | 0% |
| Martin Luther King Jr Bl proposed bike lanes | 0 | 0% |
| Bike friendly streets (small residential streets with speed bumps, speed limit signs, other measure to slow traffic to less than 25 mph) | 0 | 0% |

Answered: 4 Skipped: 45

o Do you have any location-specific ideas to improve safety and access wheeling to the future...

The word cloud requires at least 20 answers to show.

| Word | Count |
|---------|-------|
| station | 2 |
| access | 2 |

| | |
|--------------|---|
| & | 2 |
| Protected | 1 |
| bike | 1 |
| lanes. | 1 |
| Sharrows | 1 |
| work. | 1 |
| site | 1 |
| security | 1 |
| easy | 1 |
| Garfield | 1 |
| Ave/Imperial | 1 |
| Hwy | 1 |
| easier | 1 |
| needing | 1 |
| Gardendale | 1 |
| St. | 1 |
| Erickson | 1 |
| Ave. | 1 |

| | |
|---------|---|
| bus | 1 |
| lines | 1 |
| nearby | 1 |
| serve | 1 |
| (both | 1 |
| LA | 1 |
| Metro | 1 |
| Downey | 1 |
| Link | 1 |
| buses). | 1 |

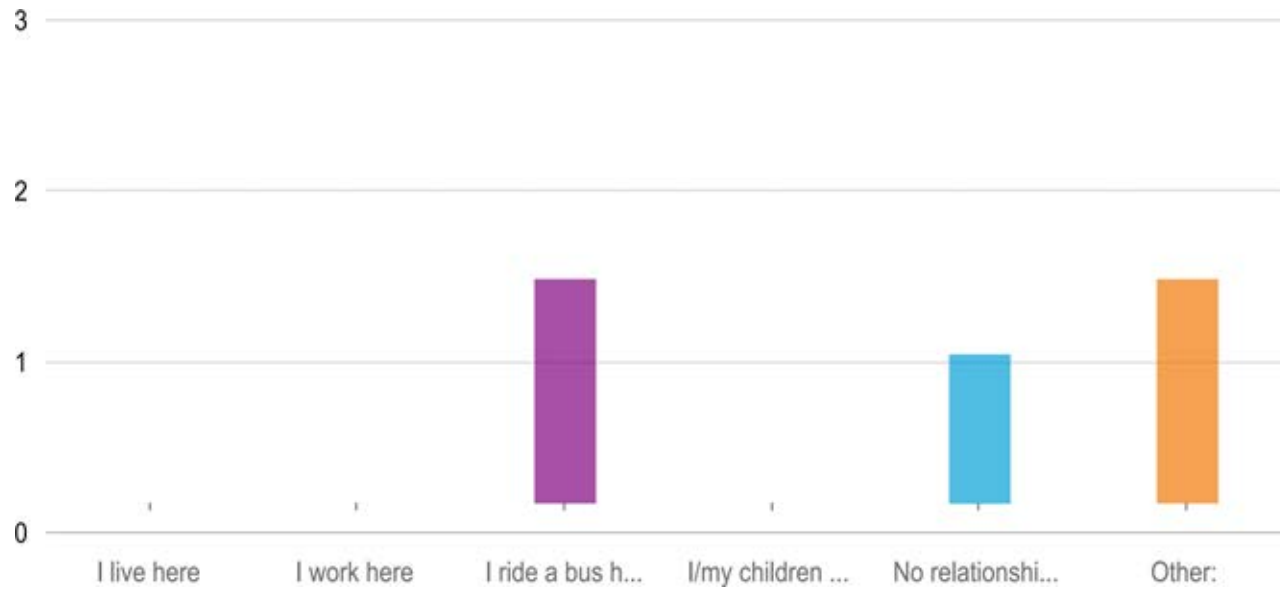
Answered: 3 Skipped: 46

I105/C Line Station Questions

- Zoom in to make pathway images larger*

There are no answers to this question yet.

- What is your relationship to the I-105/C Line Station?**



| Answers | Count | Percentage |
|---------|-------|------------|
|---------|-------|------------|

| | | |
|---------------------------------|---|-------|
| I live here | 0 | 0% |
| I work here | 0 | 0% |
| I ride a bus here | 3 | 6.12% |
| I/my children go to school here | 0 | 0% |
| No relationship | 2 | 4.08% |
| Other: | 3 | 6.12% |

Answered: 8 Skipped: 41

Other:

The word cloud requires at least 20 answers to show.

| Word | Count |
|-------------|--------------|
|-------------|--------------|

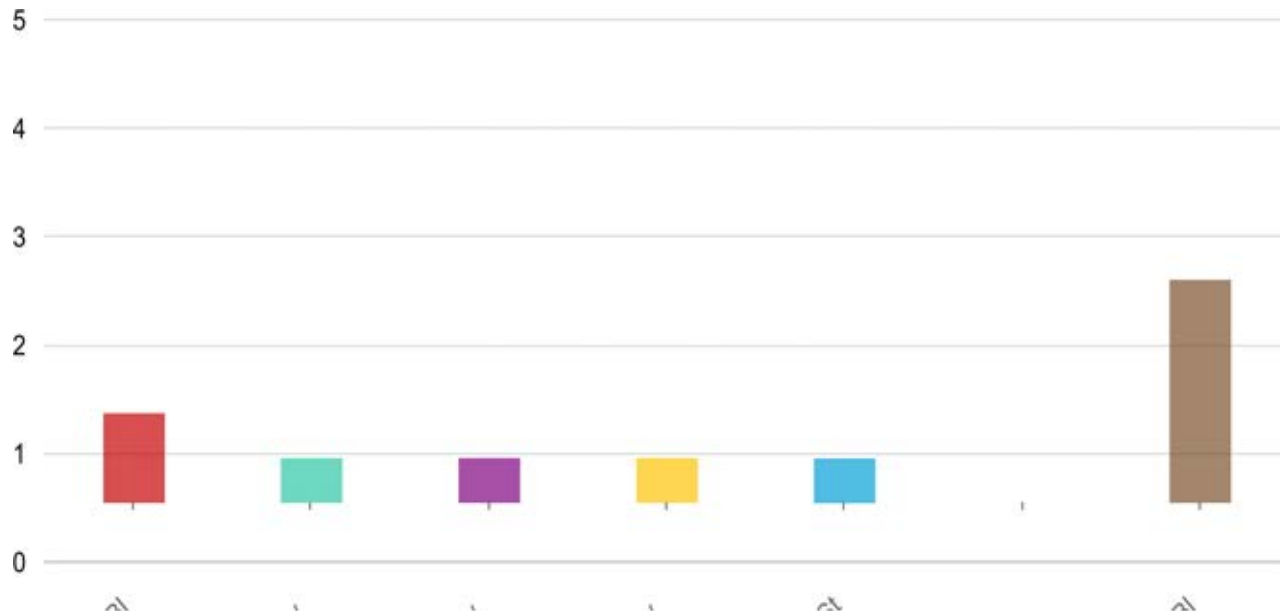
| | |
|-----------|---|
| Line | 2 |
| ride | 1 |
| Green | 1 |
| transfer. | 1 |
| football | 1 |
| games | 1 |
| LAX | 1 |

Answered: 3 Skipped: 46

i105_pathways

There are no answers to this question yet.

Which three streets would you use to get to the station? (check all that apply)



Answers

Count

Percentage

| | | |
|------------------------------|---|-------|
| Century BI | 2 | 4.08% |
| Arthur Av | 1 | 2.04% |
| Industrial Av | 1 | 2.04% |
| Garfield Av | 1 | 2.04% |
| Main St | 1 | 2.04% |
| Mendy St/Grove St/Florine Av | 0 | 0% |
| Paramount BI | 5 | 10.2% |

Answered: 7 Skipped: 42

○ On the streets you checked, what is the walking experience like during the day?



Answers

Count

Percentage

| | | |
|------|---|-------|
| Fair | 3 | 6.12% |
| Poor | 2 | 4.08% |
| Good | 0 | 0% |

Answered: 5 Skipped: 44

○ Please explain why (fill in answer):

The word cloud requires at least 20 answers to show.

Word**Count**

walking

3

heavy

2

105

1

ride

1

Green

1

Line

1

there;

1

levels

1

station.

1

Paramount

1

Bldv:

1

busy

1

street

1

FWY

1

entrances.

1

limit

1

| | |
|-------------|---|
| area. | 1 |
| Main | 1 |
| St: | 1 |
| residential | 1 |
| area | 1 |
| good | 1 |
| sidewalks. | 1 |
| careful | 1 |
| Industrial | 1 |
| Ave | 1 |
| (with | 1 |
| industrial | 1 |
| buildings | 1 |
| area). | 1 |
| Loud | 1 |
| inhumane | 1 |
| walk | 1 |
| walked | 1 |

| | |
|-----------|---|
| traffic | 1 |
| Dangerous | 1 |

Answered: 7 Skipped: 42

o On the streets you checked, what is the walking experience like at night?

- Poor
- Fair
- Good

| Answers | Count | Percentage |
|---------|-------|------------|
| Poor | 5 | 10.2% |
| Fair | 1 | 2.04% |
| Good | 0 | 0% |

Answered: 6 Skipped: 43

o Please explain why (fill in answer):

The word cloud requires at least 20 answers to show.

| Word | Count |
|-----------|-------|
| Paramount | 2 |
| walking | 2 |
| night | 2 |
| walked | 2 |
| bus | 2 |
| poor | 1 |
| lighting | 1 |
| Bldv: | 1 |
| careful | 1 |
| cars | 1 |
| coming | 1 |
| FWY | 1 |
| on/exit | 1 |
| ramps | 1 |

| | |
|-----------|---|
| Blvd. | 1 |
| Main | 1 |
| St: | 1 |
| time | 1 |
| (so | 1 |
| know). | 1 |
| Minimize | 1 |
| station | 1 |
| night; | 1 |
| well-lit. | 1 |
| Dump | 1 |
| car | 1 |
| parking | 1 |
| (=crime | 1 |
| magnet!) | 1 |
| Install | 1 |
| bays | 1 |
| only... | 1 |

| | |
|-----------|---|
| lots | 1 |
| barriers | 1 |
| nearby | 1 |
| routes | 1 |
| Loud | 1 |
| inhumane | 1 |
| heard | 1 |
| Dangerous | 1 |

Answered: 7 Skipped: 42

o Do you have any ideas that would improve safety and access for walking to the I105/C Line...

The word cloud requires at least 20 answers to show.

| Word | Count |
|-------------|--------------|
| security | 2 |
| WSAB | 2 |
| Green | 2 |
| Line | 2 |
| 105 | 1 |

| | |
|-------------|---|
| transients | 1 |
| ride | 1 |
| sleep | 1 |
| rides | 1 |
| . | 1 |
| Remove | 1 |
| site | 1 |
| security. | 1 |
| homeless | 1 |
| 1. | 1 |
| interline; | 1 |
| S.E. | 1 |
| branch | 1 |
| route | 1 |
| (see | 1 |
| headsign) | 1 |
| EXPANDING | 1 |
| METRORAIL'S | 1 |

| | |
|-----------|---|
| NETWORK | 1 |
| Santa | 1 |
| Ana. | 1 |
| \$Bils | 1 |
| saved | 1 |
| finish | 1 |
| past | 1 |
| I-105 | 1 |
| NORWALK | 1 |
| SantaFe | 1 |
| Sprgs' | 1 |
| MetroLink | 1 |
| platform. | 1 |
| = | 1 |
| WALKING! | 1 |

Answered: 6 Skipped: 43

o i105_bikeways

There are no answers to this question yet.

o Would you (or someone you know) use any of the following bike routes to access the I105/...



| Answers | Count | Percentage |
|---------|-------|------------|
|---------|-------|------------|

| | | |
|--|---|-------|
| Los Angeles River existing off-street path | 4 | 8.16% |
| Garfield Av proposed bike lanes | 0 | 0% |
| Gardendale Av existing bike lanes | 2 | 4.08% |
| Century BI proposed bike lanes | 1 | 2.04% |
| Main St proposed bike lanes | 0 | 0% |

Bike friendly streets (small residential streets with speed bumps, s
tops signs, other measure to slow traffic to less than 25 mph)

3 6.12%

Answered: 6 Skipped: 43

o Do you have any location-specific ideas to improve safety and access wheeling to the future...

The word cloud requires at least 20 answers to show.

Word **Count**

riders 2

access 2

station 2

site 1

security. 1

allowing 1

Paramount 1

Blvd 1

Garfield 1

Ave 1

travel 1

| | |
|-------------|---|
| residential | 1 |
| areas | 1 |
| Main | 1 |
| St. | 1 |
| & | 1 |
| Century | 1 |
| Bldv. | 1 |
| avoids | 1 |
| adding | 1 |
| 0.6-0.9 | 1 |
| mile | 1 |
| detour | 1 |
| distance. | 1 |
| Ensure | 1 |
| easy | 1 |
| Bike | 1 |
| security | 1 |
| big | 1 |

| | |
|----------|---|
| prob. | 1 |
| I-105 | 1 |
| Green | 1 |
| Line | 1 |
| station. | 1 |
| Keeping | 1 |
| well-lit | 1 |
| do. | 1 |

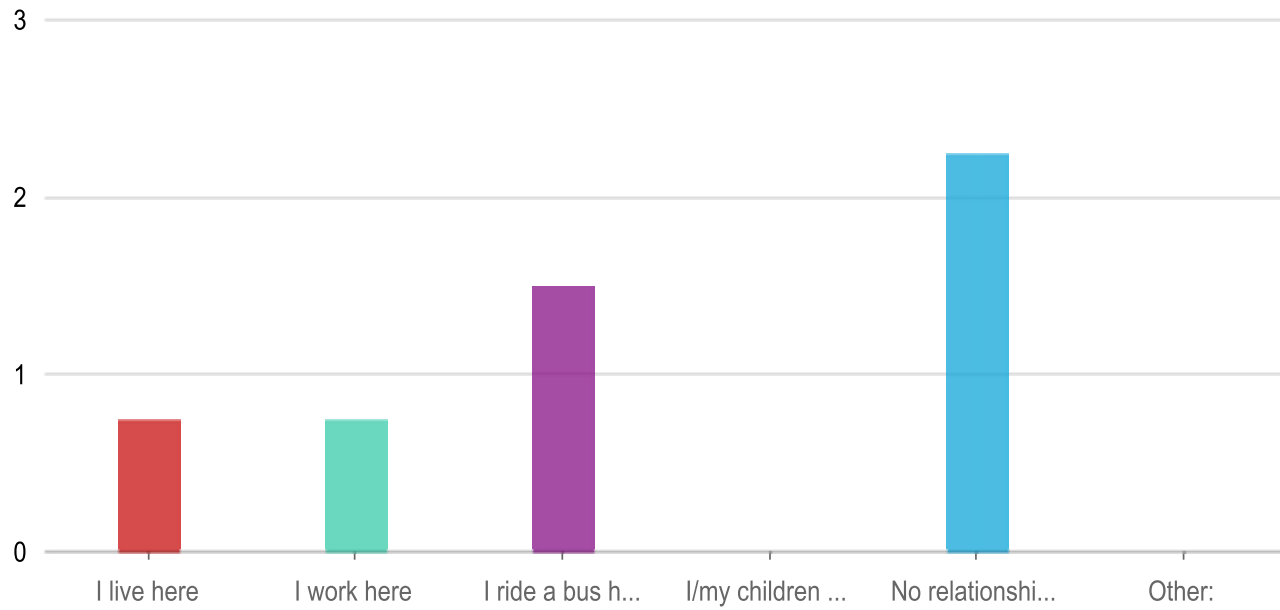
Answered: 4 Skipped: 45

Paramount/Rosecrans Station Questions

- Zoom in to make pathway images larger*

There are no answers to this question yet.

- What is your relationship to the Paramount Station?**



Answers

Count

Percentage

| Answers | Count | Percentage |
|---------------------------------|-------|------------|
| I live here | 1 | 2.04% |
| I work here | 1 | 2.04% |
| I ride a bus here | 2 | 4.08% |
| I/my children go to school here | 0 | 0% |
| No relationship | 3 | 6.12% |
| Other: | 0 | 0% |

Answered: 7 Skipped: 42

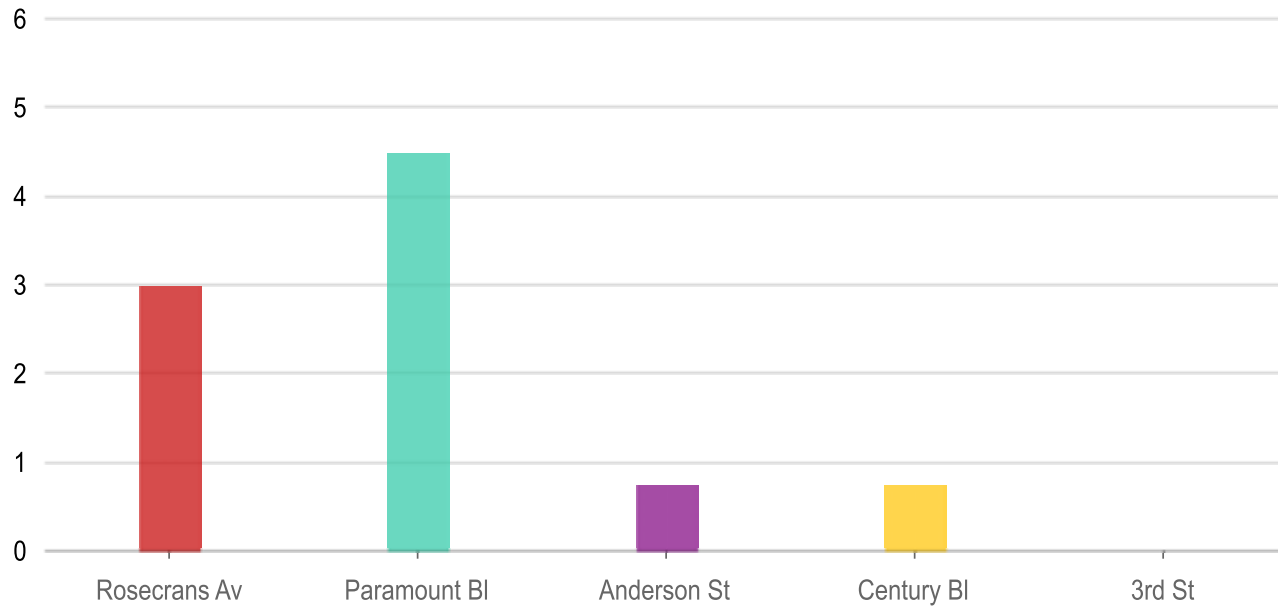
Other:

There are no answers to this question yet.

paramount_pathways

There are no answers to this question yet.

Which three streets would you use to get to the station? (check all that apply)



Answers

Count

Percentage

Rosecrans Av

4

8.16%

Paramount Bl

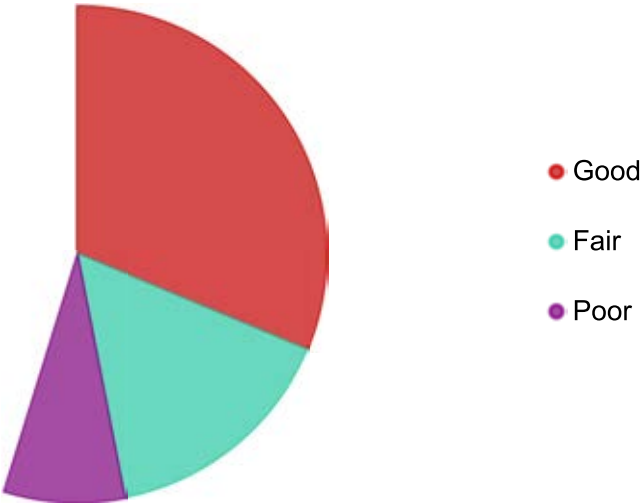
6

12.24%

| | | |
|-------------|---|-------|
| Anderson St | 1 | 2.04% |
| Century Bl | 1 | 2.04% |
| 3rd St | 0 | 0% |

Answered: 7 Skipped: 42

o On the streets you checked, what is the walking experience like during the day?



| Answers | Count | Percentage |
|---------|-------|------------|
| Good | 4 | 8.16% |
| Fair | 2 | 4.08% |
| Poor | 1 | 2.04% |

o Please explain why (fill in answer):

The word cloud requires at least 20 answers to show.

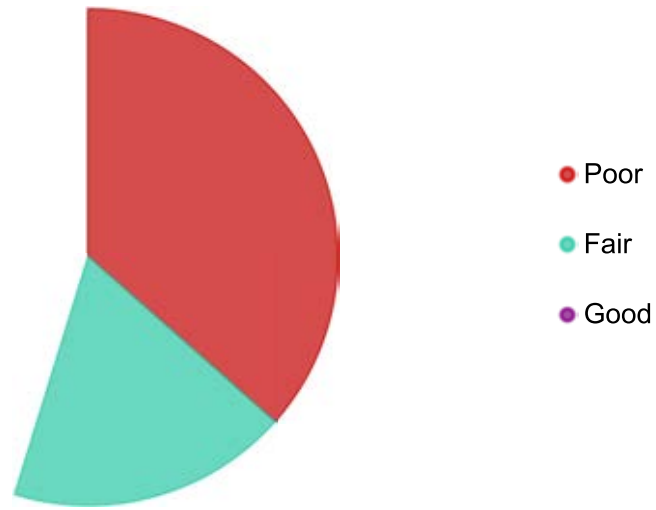
| Word | Count |
|------|-------|
|------|-------|

| | |
|-----------|---|
| traffic | 2 |
| nearby | 2 |
| Selected | 1 |
| "poor" | 1 |
| walk | 1 |
| anywhere. | 1 |
| Question | 1 |
| apply. | 1 |
| Los | 1 |
| foot | 1 |
| high | 1 |
| nice | 1 |
| green | 1 |

| | |
|-------------------|---|
| area. | 1 |
| park | 1 |
| visited. | 1 |
| businesses | 1 |
| famous | 1 |
| Paramount | 1 |
| Swapmeet/Drive-In | 1 |
| Theatres. | 1 |

Answered: 5 Skipped: 44

- o On the streets you checked, what is the walking experience like at night?



| Answers | Count | Percentage |
|---------|-------|------------|
| Poor | 4 | 8.16% |
| Fair | 2 | 4.08% |
| Good | 0 | 0% |

Answered: 6 Skipped: 43

Please explain why (fill in answer):

The word cloud requires at least 20 answers to show.

| Word | Count |
|-----------|-------|
| Dark | 2 |
| Selected | 1 |
| "poor" | 1 |
| walk | 1 |
| anywhere. | 1 |
| Question | 1 |
| apply. | 1 |
| light | 1 |
| Lonely | 1 |
| slightly | 1 |
| safe | 1 |
| night | 1 |

Answered: 5 Skipped: 44

o Do you have any ideas that would improve safety and access for walking to the...

The word cloud requires at least 20 answers to show.

| Word | Count |
|-------------------------|--------------|
| Light | 2 |
| make | 1 |
| train | 1 |
| stays | 1 |
| grade | 1 |
| sepearated. | 1 |
| busy | 1 |
| car | 1 |
| interesection | 1 |
| riders/cars/pedestrains | 1 |
| constantly | 1 |
| dealing | 1 |
| At-Grade | 1 |
| trains | 1 |
| 4-way | 1 |
| interection. | 1 |

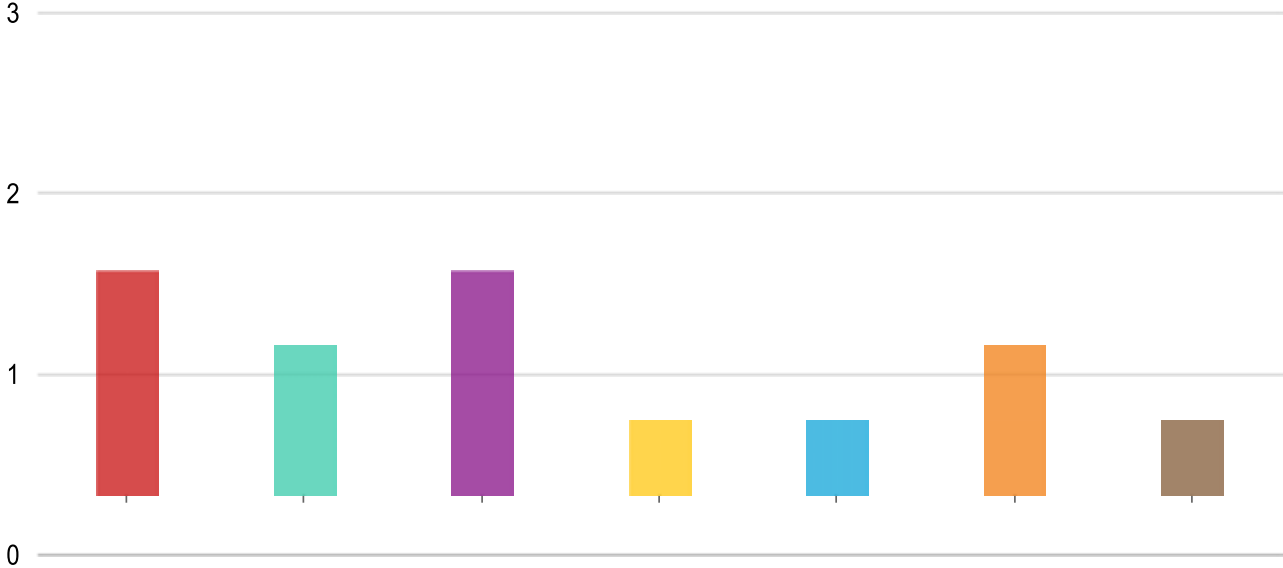
| | |
|----------|---|
| Street | 1 |
| lights | 1 |
| security | 1 |

Answered: 4 Skipped: 45

o paramount_bikeways

There are no answers to this question yet.

o Would you (or someone you know) use any of the following bike routes to access the...



| Answers | Count | Percentage |
|---------|-------|------------|
|---------|-------|------------|

| | | |
|---|---|-------|
| WSAB existing/proposed off-street path from LA River to San Gabriel River | 3 | 6.12% |
| Los Angeles River existing off-street path | 2 | 4.08% |
| Paramount BI widen sidewalks to access local streets north and south | 3 | 6.12% |
| Transmission ROW west of Texaco St proposed off-street path | 1 | 2.04% |
| Somerset BI proposed standard & protected bike lanes | 1 | 2.04% |
| Jefferson/Orizaba proposed protected bike lanes | 2 | 4.08% |
| Bike friendly streets (small residential streets with speed bumps, stop signs, other measure to slow traffic to less than 25 mph) | 1 | 2.04% |

Answered: 5 Skipped: 44

o Do you have any location-specific ideas to improve safety and access wheeling to the future...

The word cloud requires at least 20 answers to show.

| Word | Count |
|------|-------|
|------|-------|

| | |
|----|---|
| NA | 1 |
|----|---|

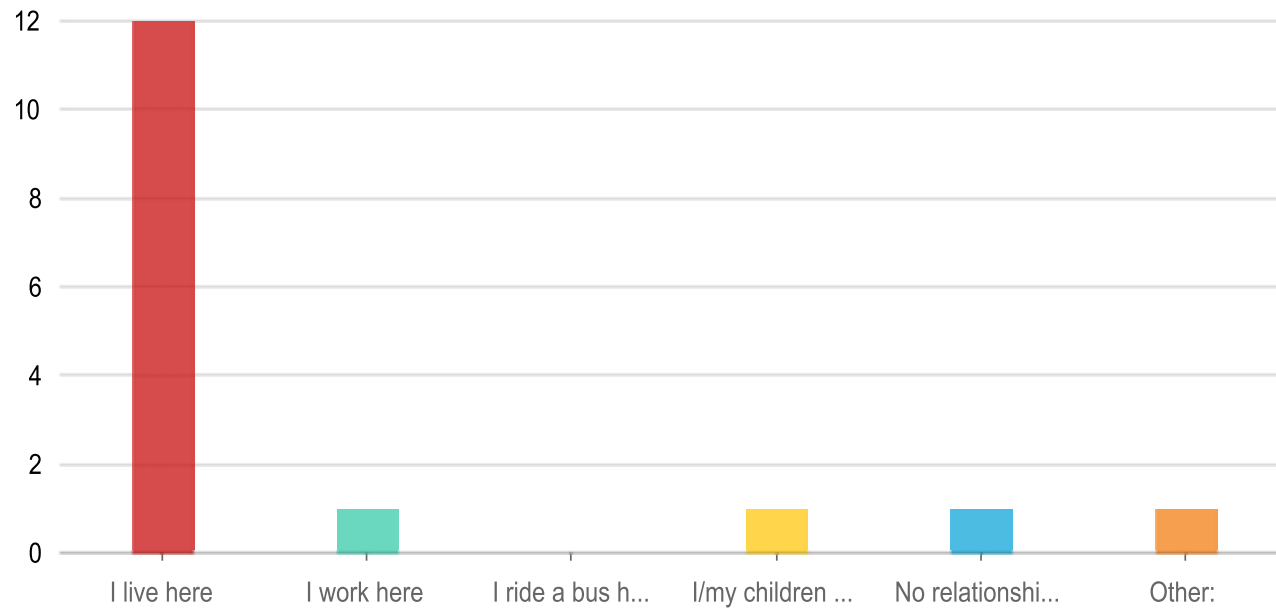
Answered: 1 Skipped: 48

Bellflower Station Questions

- *Zoom in to make pathway images larger*

There are no answers to this question yet.

- **What is your relationship to the Bellflower Station?**



Answers

Count

Percentage

I live here

12

24.49%

I work here

1

2.04%

| | | |
|---------------------------------|---|-------|
| I ride a bus here | 0 | 0% |
| I/my children go to school here | 1 | 2.04% |
| No relationship | 1 | 2.04% |
| Other: | 1 | 2.04% |

Answered: 16 Skipped: 33

o Other:

The word cloud requires at least 20 answers to show.

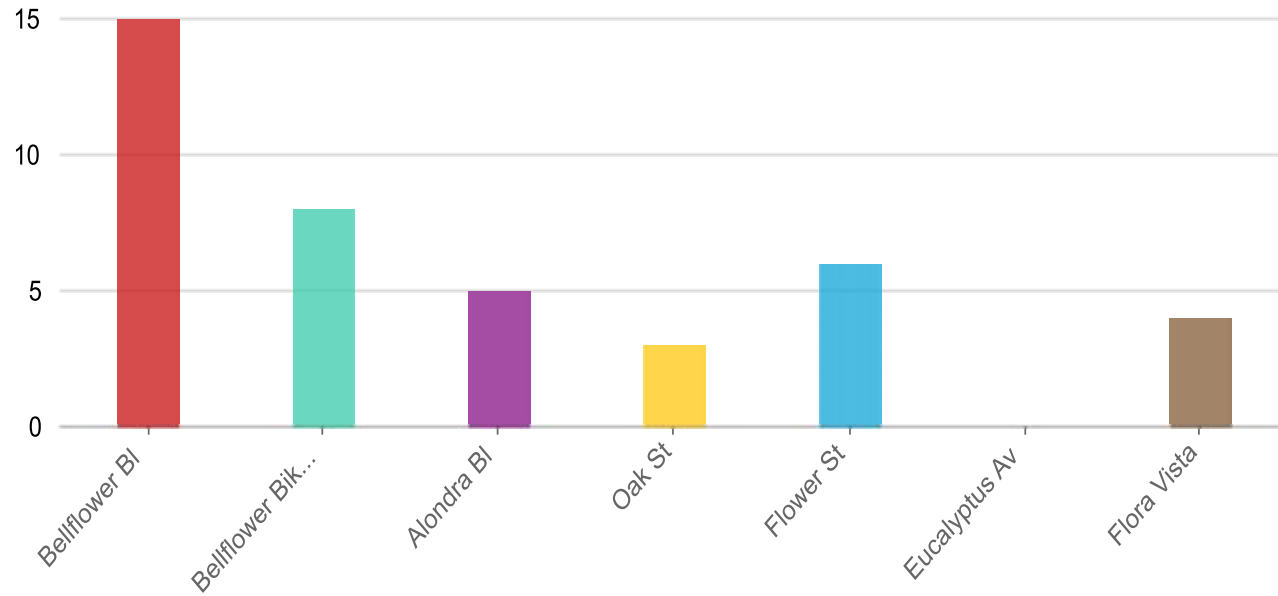
| Word | Count |
|-----------|-------|
| community | 1 |
| frequent | 1 |
| food | 1 |
| coffee | 1 |
| events. | 1 |

Answered: 1 Skipped: 48

o bellflower_pathways

There are no answers to this question yet.

o Which three streets would you use to get to the station? (check all that apply)



Answers

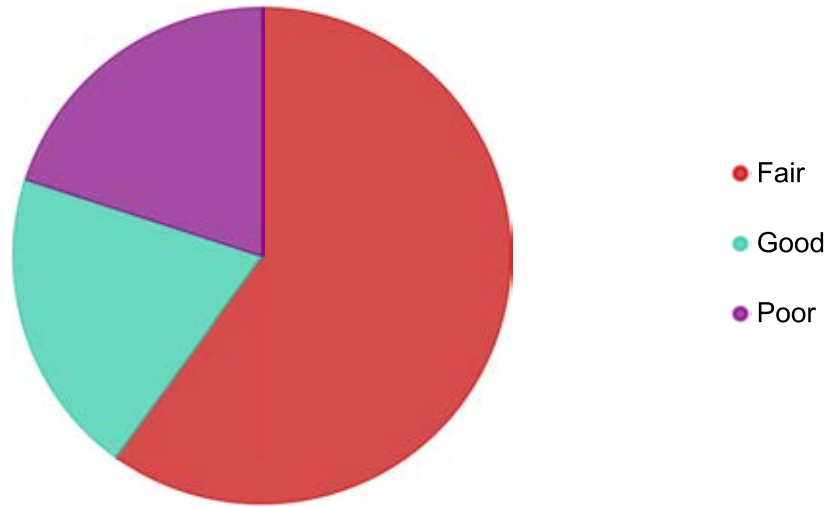
Count

Percentage

| Answers | Count | Percentage |
|---|-------|------------|
| Bellflower Bl | 15 | 30.61% |
| Bellflower Bike Trail (off-street path) | 8 | 16.33% |
| Alondra Bl | 5 | 10.2% |
| Oak St | 3 | 6.12% |
| Flower St | 6 | 12.24% |
| Eucalyptus Av | 0 | 0% |
| Flora Vista | 4 | 8.16% |

Answered: 16 Skipped: 33

o On the streets you checked, what is the walking experience like during the day?



Answers

Count

Percentage

| | | |
|------|---|--------|
| Fair | 9 | 18.37% |
| Good | 3 | 6.12% |
| Poor | 3 | 6.12% |

Answered: 15 Skipped: 34

o Please explain why (fill in answer):

The word cloud requires at least 20 answers to show.

| Word | Count |
|---------------|--------------|
| bike | 3 |
| lot | 3 |
| cars | 3 |
| 91 | 2 |
| intersection | 2 |
| speed | 2 |
| Bellflower | 2 |
| flower | 2 |
| poor | 2 |
| busy | 1 |
| friendly | 1 |
| homeless | 1 |
| closer | 1 |
| freeway | 1 |
| Skateboarding | 1 |

| | |
|-------------|---|
| bicycle | 1 |
| sidewalks | 1 |
| run | 1 |
| pedestrians | 1 |
| lit | 1 |
| traffic. | 1 |
| unhoused | 1 |
| people. | 1 |
| frustrating | 1 |
| dangerous | 1 |
| crossing | 1 |
| trail | 1 |
| Woodruff. | 1 |
| roll | 1 |
| stops. | 1 |
| cross | 1 |
| order | 1 |
| stay | 1 |

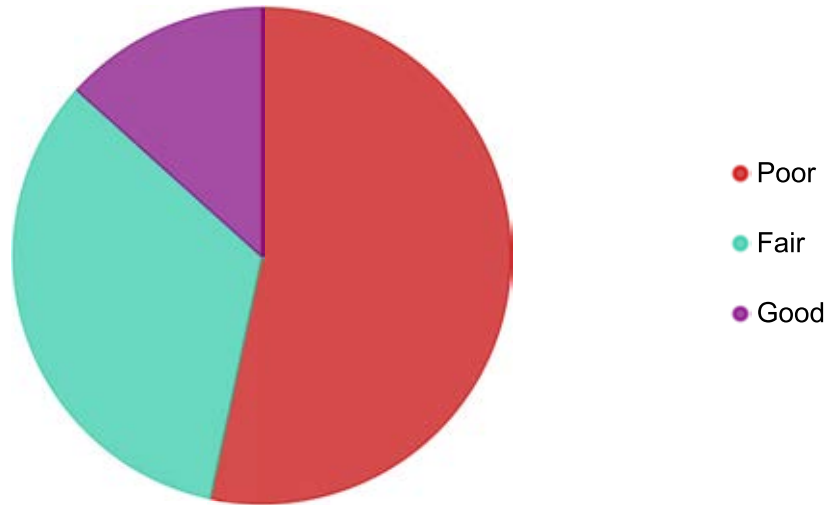
| | |
|---------------|---|
| lane. | 1 |
| comfortable | 1 |
| them. | 1 |
| High | 1 |
| intersections | 1 |
| okay. | 1 |
| love | 1 |
| path | 1 |
| Artesia | 1 |
| Woodruff | 1 |
| utilize | 1 |
| walking | 1 |
| experience. | 1 |
| Broken | 1 |
| glass | 1 |
| trash | 1 |
| lighting | 1 |
| Bld. | 1 |

freeway.

1

Answered: 9 Skipped: 40

o On the streets you checked, what is the walking experience like at night?



Answers

Count

Percentage

Poor

8

16.33%

Fair

5

10.2%

Good

2

4.08%

Answered: 15 Skipped: 34

o Please explain why (fill in answer):

The word cloud requires at least 20 answers to show.

| Word | Count |
|-----------|-------|
| Homeless | 2 |
| lighting | 2 |
| 91 | 1 |
| closer | 1 |
| freeway | 1 |
| day | 1 |
| worse | 1 |
| lighting. | 1 |
| Safety | 1 |
| reasons | 1 |
| streets | 1 |
| dark | 1 |
| issue | 1 |
| unhoused. | 1 |

| | |
|--------------|---|
| Mid | 1 |
| walk | 1 |
| night | 1 |
| there. | 1 |
| tend | 1 |
| aggressive | 1 |
| Familiarity. | 1 |

Answered: 9 Skipped: 40

o Do you have any ideas that would improve safety and access for walking to the Bellflower...

The word cloud requires at least 20 answers to show.

| Word | Count |
|-------------|--------------|
| Bike | 3 |
| Lighting | 3 |
| Put | 1 |
| protected | 1 |
| lane | 1 |
| bellflower | 1 |

| | |
|---------------|---|
| Blvd | 1 |
| flower | 1 |
| street | 1 |
| gripe | 1 |
| Woodruff. | 1 |
| overpasses | 1 |
| broken | 1 |
| glass | 1 |
| sidewalk | 1 |
| year. | 1 |
| route | 1 |
| path | 1 |
| landscaping | 1 |
| signalized | 1 |
| intersections | 1 |
| slower | 1 |
| speeds. | 1 |
| security. | 1 |

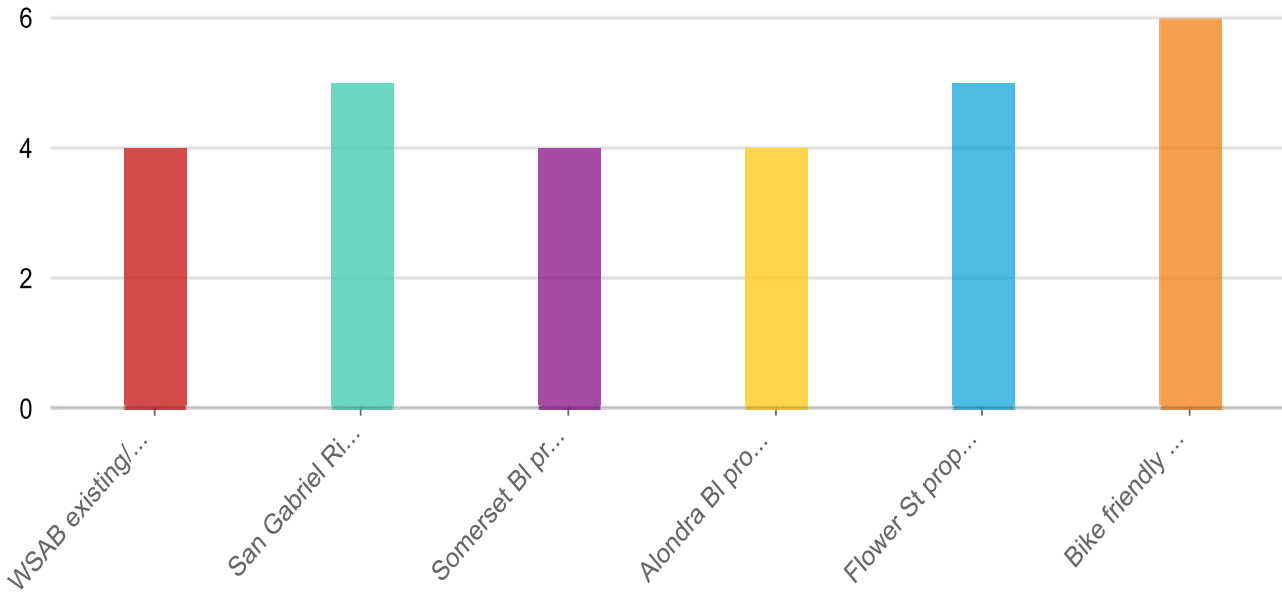
| | |
|---------------|---|
| law | 1 |
| enforcement | 1 |
| patrols. | 1 |
| Enforce | 1 |
| posted | 1 |
| laws | 1 |
| governing | 1 |
| skateboarding | 1 |
| bicycling | 1 |
| sidewalks. | 1 |
| lanes | 1 |
| diagonal | 1 |
| crosswalk. | 1 |
| turns | 1 |
| red. | 1 |

Answered: 8 Skipped: 41

bellflower_bikeways

There are no answers to this question yet.

o Would you (or someone you know) use any of the following bike routes to access the...



Answers

Count

Percentage

| | | |
|---|---|-------|
| WSAB existing/proposed off-street path from LA River to San Gabriel River | 4 | 8.16% |
| San Gabriel River existing off-street path | 5 | 10.2% |
| Somerset Bl proposed bike lanes | 4 | 8.16% |
| Alondra Bl proposed bike lanes | 4 | 8.16% |
| Flower St proposed bike lanes | 5 | 10.2% |

Bike friendly streets (small residential streets with speed bumps, s
tops signs, other measure to slow traffic to less than 25 mph)

6 12.24%

Answered: 12 Skipped: 37

o Do you have any location-specific ideas to improve safety and access wheeling to the future...

The word cloud requires at least 20 answers to show.

Word **Count**

Bellflower

3

lane

2

Bld

2

Lighting

2

Protected

1

bike

1

flower

1

st

1

law

1

enforcement

1

mutilple

1

| | |
|-----------|---|
| bus | 1 |
| lines | 1 |
| stop | 1 |
| directly | 1 |
| WSAB | 1 |
| station | 1 |
| free | 1 |
| secured | 1 |
| parking | 1 |
| station. | 1 |
| Make | 1 |
| downtown | 1 |
| portion | 1 |
| direction | 1 |
| cars | 1 |
| 2. | 1 |
| Raised | 1 |
| crossing | 1 |

| | |
|-------------|---|
| pedestrians | 1 |
| security. | 1 |

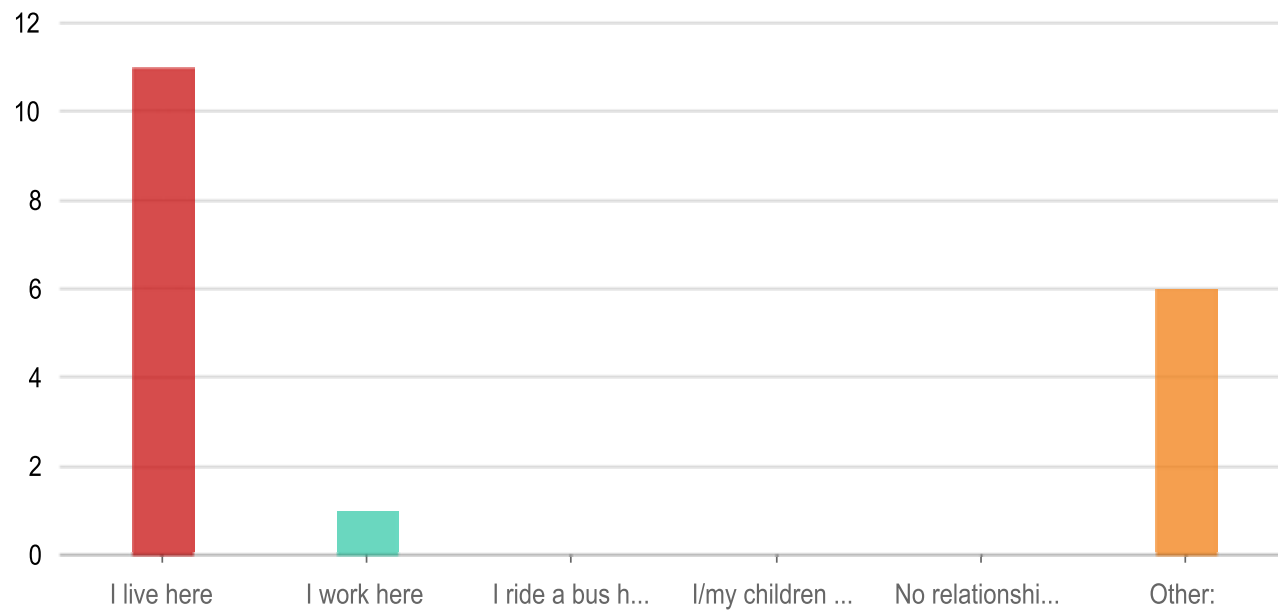
Answered: 4 Skipped: 45

Pioneer Station Questions

- Zoom in to make pathway images larger*

There are no answers to this question yet.

- What is your relationship to the Pioneer Station?**



| Answers | Count | Percentage |
|---------------------------------|-------|------------|
| I live here | 11 | 22.45% |
| I work here | 1 | 2.04% |
| I ride a bus here | 0 | 0% |
| I/my children go to school here | 0 | 0% |
| No relationship | 0 | 0% |
| Other: | 6 | 12.24% |

Answered: 18 Skipped: 31

o Other:

The word cloud requires at least 20 answers to show.

| Word | Count |
|---------|-------|
| visit | 2 |
| closest | 2 |
| station | 2 |
| tp | 1 |
| house. | 1 |

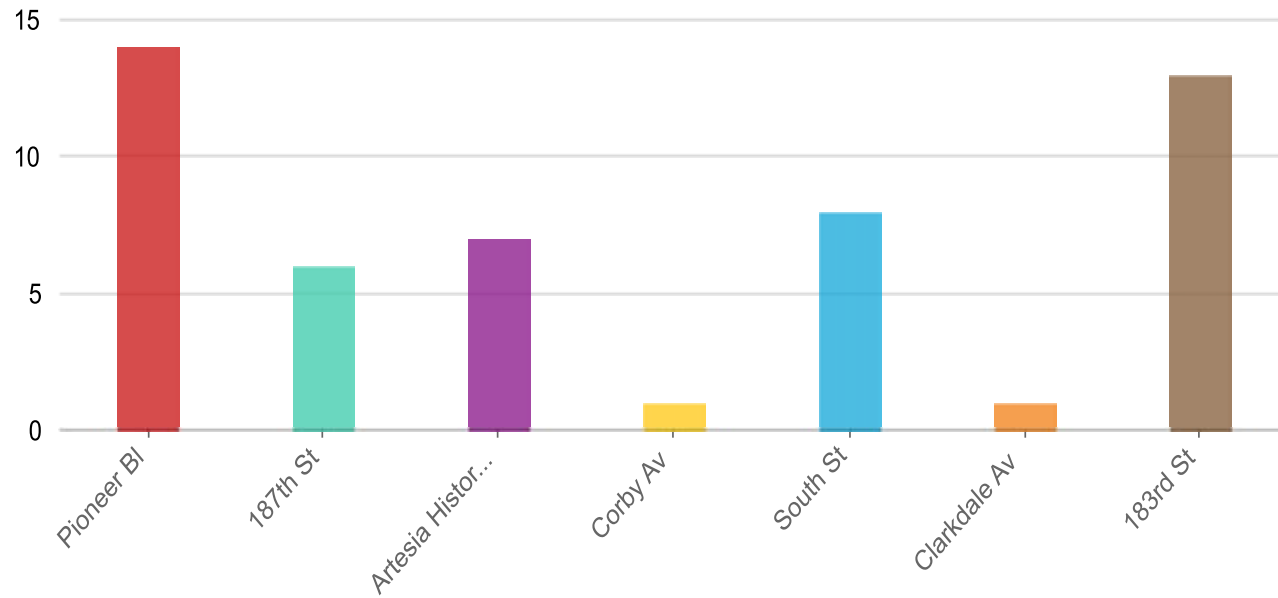
| | |
|--------------|---|
| walk | 1 |
| Allington | 1 |
| existing | 1 |
| bike | 1 |
| path/walking | 1 |
| path | 1 |
| station. | 1 |
| proposed | 1 |
| WSAB | 1 |
| live | 1 |
| shop | 1 |
| here. | 1 |
| hang | 1 |
| eat | 1 |
| restaurants | 1 |

Answered: 5 Skipped: 44

pioneer_pathways

There are no answers to this question yet.

o Which three streets would you use to get to the station? (check all that apply)



Answers

Count

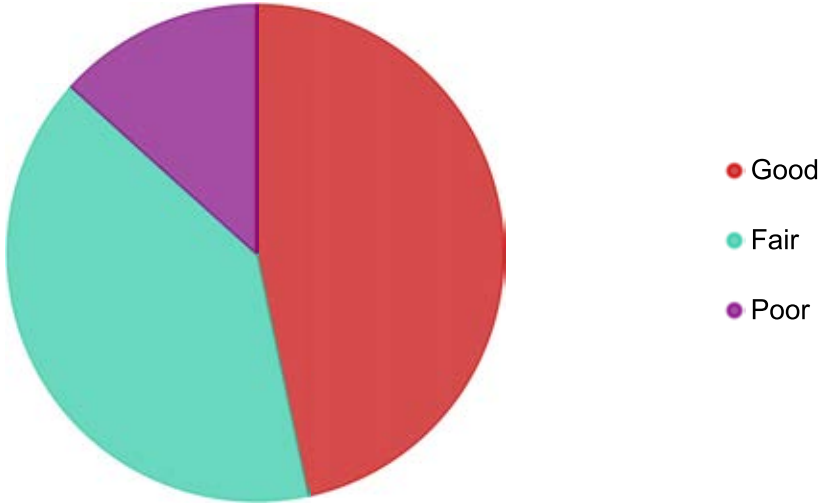
Percentage

| | | |
|---|----|--------|
| Pioneer Bl | 14 | 28.57% |
| 187th St | 6 | 12.24% |
| Artesia Historic District Recreational Trail (off-street) | 7 | 14.29% |
| Corby Av | 1 | 2.04% |
| South St | 8 | 16.33% |

| | | |
|--------------|----|--------|
| Clarkdale Av | 1 | 2.04% |
| 183rd St | 13 | 26.53% |

Answered: 18 Skipped: 31

o On the streets you checked, what is the walking experience like during the day?



| Answers | Count | Percentage |
|---------|-------|------------|
| Good | 7 | 14.29% |
| Fair | 6 | 12.24% |
| Poor | 2 | 4.08% |

Answered: 15 Skipped: 34

○ Please explain why (fill in answer):

The word cloud requires at least 20 answers to show.

| Word | Count |
|-------------|--------------|
| sidewalks | 3 |
| lighting | 3 |
| Cars | 3 |
| feel | 3 |
| sidewalk | 3 |
| speed | 3 |
| wide | 2 |
| street | 2 |
| walkers | 2 |
| Pioneer | 2 |
| South | 2 |
| people | 2 |
| walk | 2 |
| traffic | 2 |

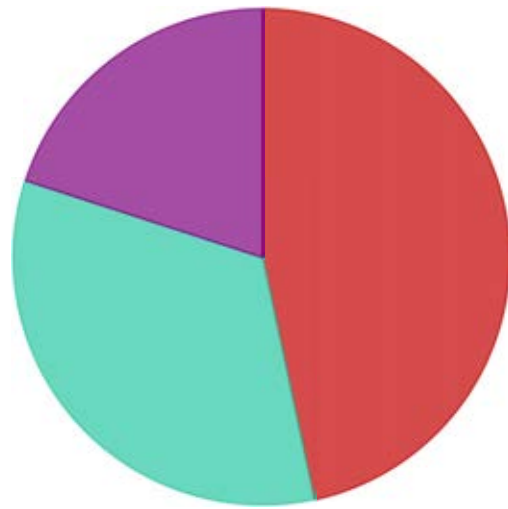
| | |
|-------------|---|
| lights | 2 |
| traffic. | 2 |
| shade | 2 |
| decent | 1 |
| busy | 1 |
| dog | 1 |
| (so | 1 |
| safe). | 1 |
| Bld | 1 |
| St. | 1 |
| wider | 1 |
| (especially | 1 |
| coming | 1 |
| station | 1 |
| Cerritos | 1 |
| Mall). | 1 |
| streets | 1 |
| ride | 1 |

| | |
|-----------|---|
| bike. | 1 |
| Love | 1 |
| 183rd | 1 |
| feels | 1 |
| bolstered | 1 |
| street. | 1 |
| work | 1 |
| pretty | 1 |
| rough | 1 |
| spots | 1 |
| slow | 1 |
| bumps | 1 |
| area | 1 |
| good | 1 |
| amount | 1 |
| foot | 1 |
| safe. | 1 |
| narrow | 1 |

| | |
|----------------|---|
| weird | 1 |
| signals | 1 |
| Safe | 1 |
| trail | 1 |
| unsafe | 1 |
| High | 1 |
| noisy | 1 |
| Ample | 1 |
| large | 1 |
| intersections. | 1 |

Answered: 12 Skipped: 37

- On the streets you checked, what is the walking experience like at night?



● Fair

● Good

● Poor

Answers

Count

Percentage

| | | |
|------|---|--------|
| Fair | 7 | 14.29% |
| Good | 5 | 10.2% |
| Poor | 3 | 6.12% |

Answered: 15 Skipped: 34

○ Please explain why (fill in answer):

The word cloud requires at least 20 answers to show.

Word**Count**

lighting

4

lit

3

traffic.

2

street

2

clean

1

trees

1

growing

1

sidewalk

1

wouldnt

1

feel

1

safe.

1

cars

1

lots

1

vehicle/pedestrian/bike

1

traffic

1

calming

1

| | |
|-----------|---|
| Fairly | 1 |
| Pioneer | 1 |
| shops | 1 |
| open | 1 |
| decent | 1 |
| time. | 1 |
| good | 1 |
| lighting. | 1 |
| Feels | 1 |
| safer. | 1 |
| Decently | 1 |
| lights. | 1 |
| areas | 1 |
| day. | 1 |
| Bad | 1 |
| lighing | 1 |

Answered: 11 Skipped: 38

o Do you have any ideas that would improve safety and access for walking to the Pioneer...

The word cloud requires at least 20 answers to show.

| Word | Count |
|----------------|-------|
| vehicle | 2 |
| traffic | 2 |
| landscaping | 2 |
| lighting | 2 |
| Pioneer | 1 |
| Bld | 1 |
| slow | 1 |
| adding | 1 |
| station | 1 |
| create | 1 |
| lot | 1 |
| traffic. | 1 |
| infrastructure | 1 |
| bring | 1 |

| | |
|-------------|---|
| cars | 1 |
| help. | 1 |
| Protected | 1 |
| bike | 1 |
| lane | 1 |
| Studebaker | 1 |
| 183rd | 1 |
| gridley | 1 |
| ans | 1 |
| artesa | 1 |
| Pedestrian | 1 |
| streets | 1 |
| amazing. | 1 |
| Neighboring | 1 |
| areas | 1 |
| trees | 1 |
| calming | 1 |
| measures | 1 |

| | |
|--------------|---|
| prettier | 1 |
| walk. | 1 |
| security | 1 |
| cleanliness. | 1 |
| higher | 1 |
| density | 1 |
| population | 1 |
| lights | 1 |
| upkeep | 1 |
| Emergency | 1 |
| call | 1 |
| buttons | 1 |
| college | 1 |
| campuses | 1 |
| dog | 1 |
| waste | 1 |
| bags | 1 |
| water | 1 |

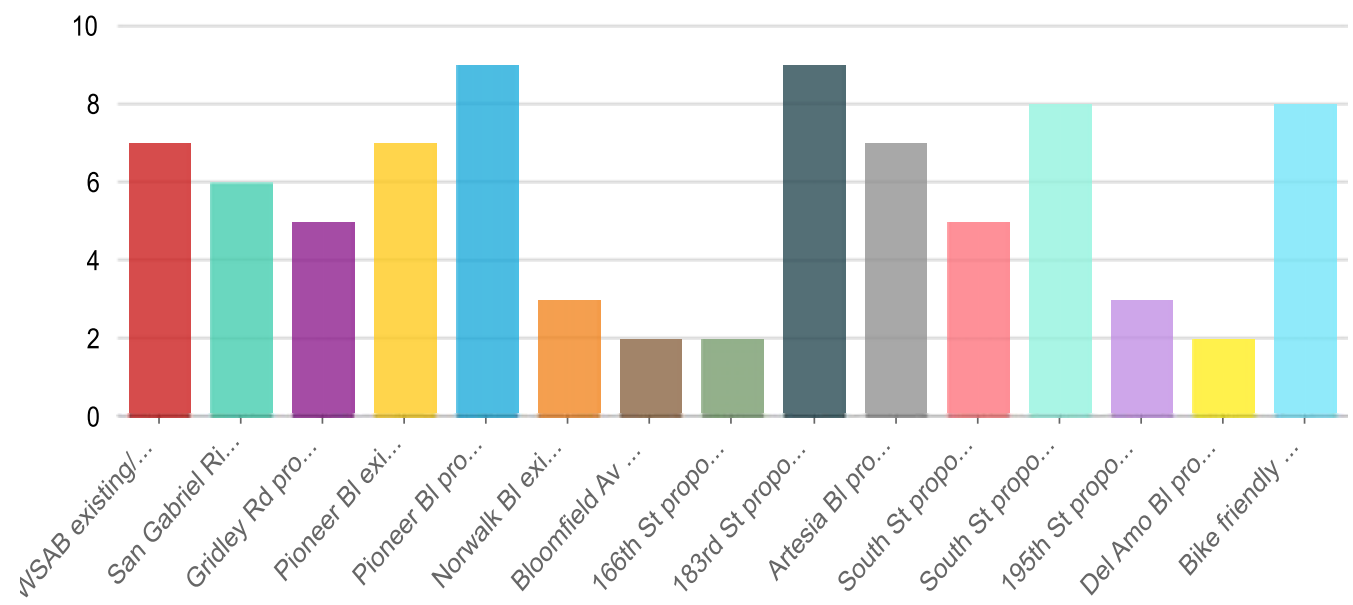
| | |
|------------|---|
| fill | 1 |
| stations | 1 |
| Additional | 1 |

Answered: 9 Skipped: 40

o pioneer_bikeways

There are no answers to this question yet.

o Would you (or someone you know) use any of the following bike routes to access the...



| Answers | Count | Percentage |
|--|--------------|-------------------|
| WSAB existing/proposed off-street path from San Gabriel River to Coyote Creek | 7 | 14.29% |
| San Gabriel River existing off-street path | 6 | 12.24% |
| Gridley Rd proposed protected bike lanes | 5 | 10.2% |
| Pioneer Bl existing/proposed bike lanes south of station | 7 | 14.29% |
| Pioneer Bl proposed protected bike lanes north of 183rd St | 9 | 18.37% |
| Norwalk Bl existing/proposed bike lanes | 3 | 6.12% |
| Bloomfield Av proposed bike lanes | 2 | 4.08% |
| 166th St proposed protected bike lanes (to Cerritos College) | 2 | 4.08% |
| 183rd St proposed mix of standard/protected bike lanes | 9 | 18.37% |
| Artesia Bl proposed bike lanes | 7 | 14.29% |
| South St proposed bike lanes | 5 | 10.2% |
| South St proposed protected bike lanes | 8 | 16.33% |
| 195th St proposed protected bike lanes from San Gabriel River to Coyote Creek | 3 | 6.12% |
| Del Amo Bl proposed protected bike lanes | 2 | 4.08% |
| Bike friendly streets (small residential streets with speed bumps, speed limit signs, other measure to slow traffic to less than 25 mph) | 8 | 16.33% |

o Do you have any location-specific ideas to improve safety and access wheeling to the future...

The word cloud requires at least 20 answers to show.

| Word | Count |
|-----------|-------|
| bike | 5 |
| protected | 4 |
| lanes | 4 |
| station | 3 |
| Gridley | 2 |
| Pioneer | 2 |
| street | 2 |
| crossing | 2 |
| major | 2 |
| streets | 2 |
| Cerritos | 2 |
| center | 2 |
| Remove | 1 |

| | |
|--------------|---|
| homeless | 1 |
| encampments. | 1 |
| lane | 1 |
| Artesia | 1 |
| Studebaker; | 1 |
| residential | 1 |
| areas | 1 |
| connect | 1 |
| blocks | 1 |
| well. | 1 |
| Make | 1 |
| riders | 1 |
| safely | 1 |
| access | 1 |
| sides | 1 |
| street. | 1 |
| people | 1 |
| busy | 1 |

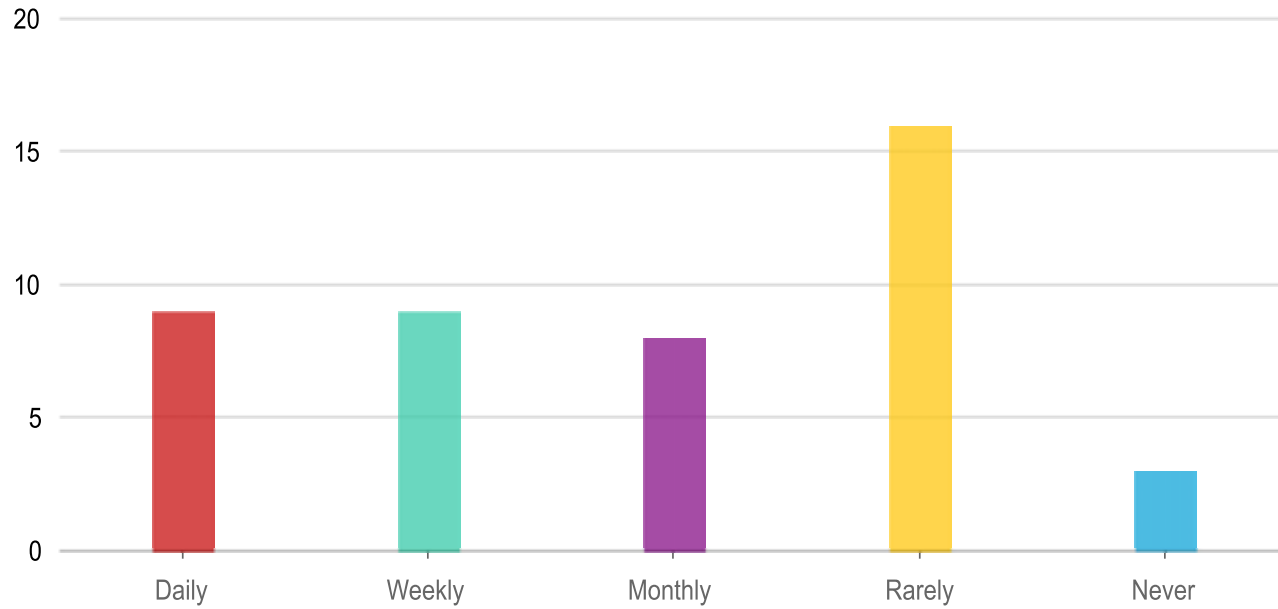
| | |
|------------|---|
| 1-lane | 1 |
| reach | 1 |
| station. | 1 |
| recommend | 1 |
| passage | 1 |
| under/over | 1 |
| Pionner | 1 |
| Bld. | 1 |
| closer | 1 |
| easy | 1 |
| access. | 1 |
| corridors | 1 |
| leading | 1 |
| to/from | 1 |
| (Pioneer | 1 |
| South) | 1 |
| wide | 1 |
| preferred. | 1 |

| | |
|---------------|---|
| curb | 1 |
| ramp | 1 |
| SE | 1 |
| corner | 1 |
| Gridley/183rd | 1 |
| existing | 1 |
| multi-use | 1 |
| trail | 1 |
| markings; | 1 |
| hard | 1 |
| curb. | 1 |
| biking | 1 |
| corridor/safe | 1 |
| Towne | 1 |
| Performing | 1 |
| Arts | 1 |
| great | 1 |

Answered: 8 Skipped: 41

Additional Information

○ How often do you ride public transit?



Answers

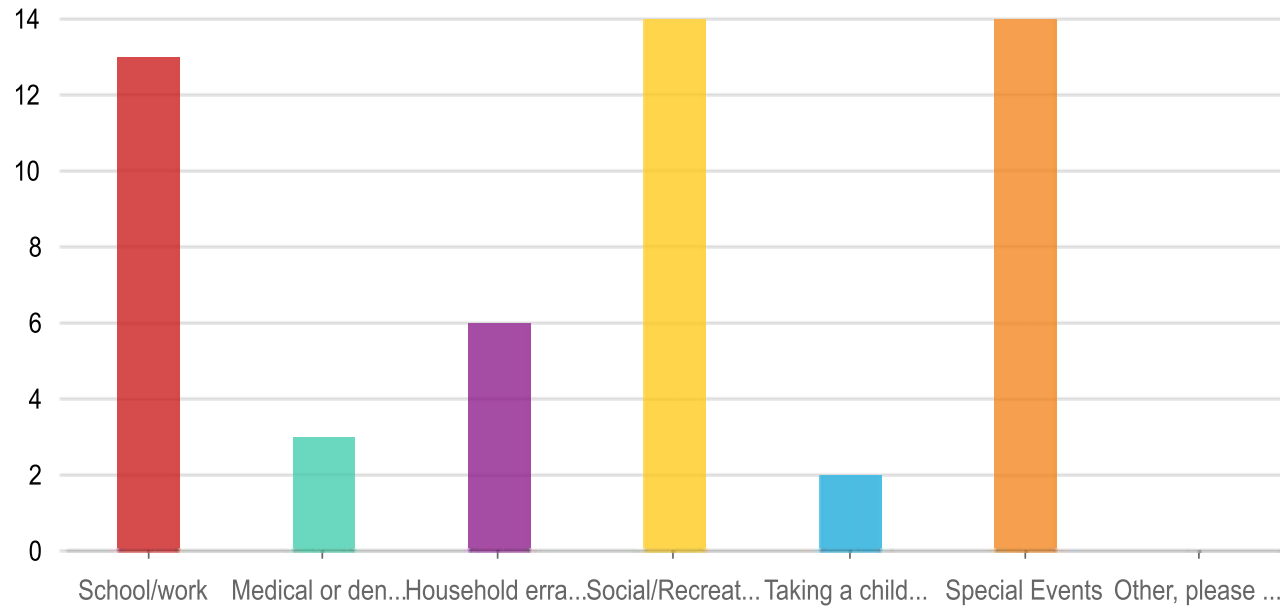
Count

Percentage

| | | |
|---------|----|--------|
| Daily | 9 | 18.37% |
| Weekly | 9 | 18.37% |
| Monthly | 8 | 16.33% |
| Rarely | 16 | 32.65% |
| Never | 3 | 6.12% |

Answered: 45 Skipped: 4

o What types of activities do you use public transit to access? (Select all that apply)



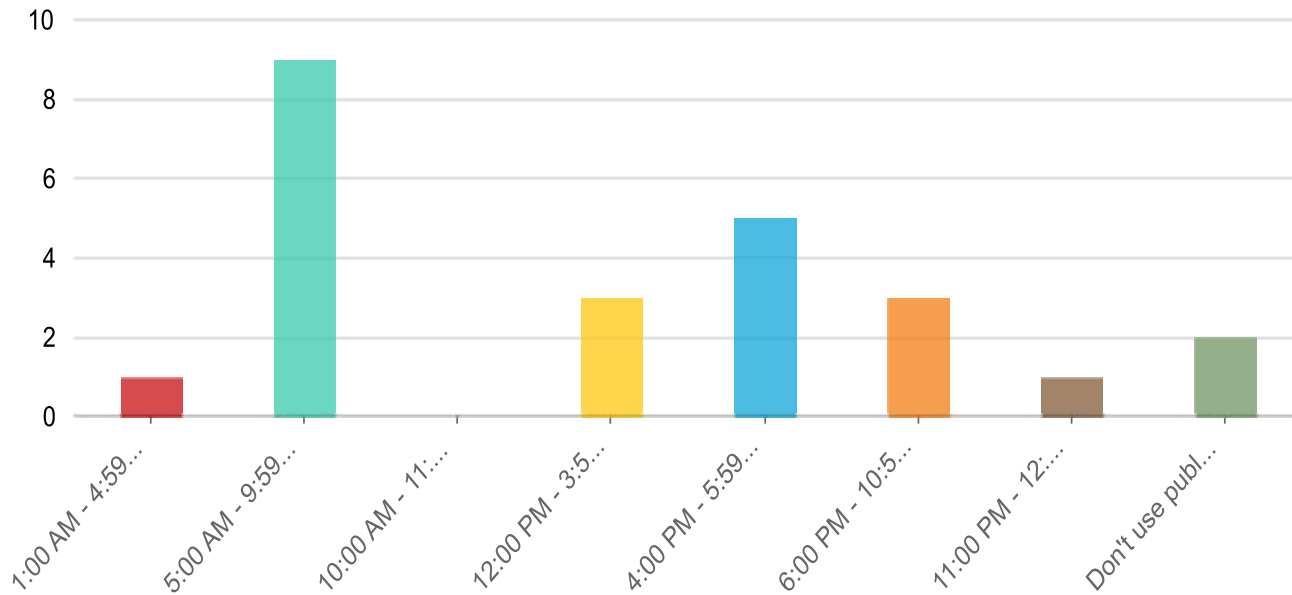
Answers **Count** **Percentage**

| | | |
|--|----|--------|
| School/work | 13 | 26.53% |
| Medical or dental appointments | 3 | 6.12% |
| Household errands | 6 | 12.24% |
| Social/Recreational activities | 14 | 28.57% |
| Taking a child or family member to a destination | 2 | 4.08% |
| Special Events | 14 | 28.57% |
| Other, please explain | 0 | 0% |

o Please explain why (fill in answer):

There are no answers to this question yet.

o During what times of the day do you typically use public transit on weekdays?



Answers

Count

Percentage

1:00 AM - 4:59 AM

1

2.04%

5:00 AM - 9:59 AM

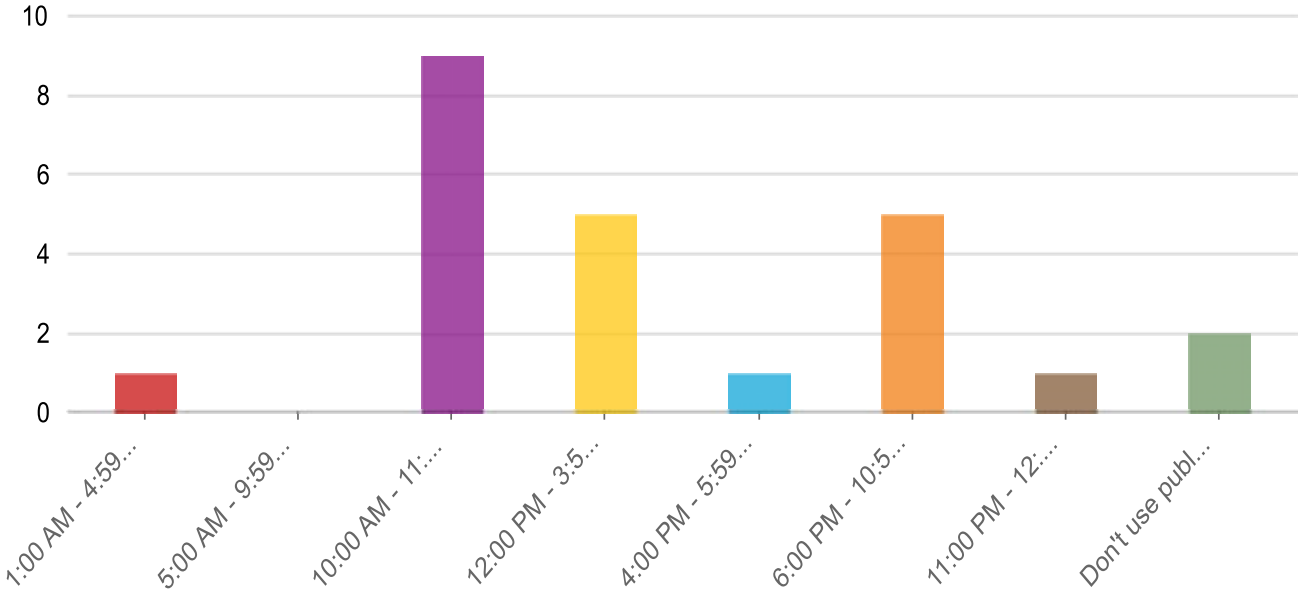
9

18.37%

| | | |
|--|---|-------|
| 10:00 AM - 11:59 AM | 0 | 0% |
| 12:00 PM - 3:59 PM | 3 | 6.12% |
| 4:00 PM - 5:59 PM | 5 | 10.2% |
| 6:00 PM - 10:59 PM | 3 | 6.12% |
| 11:00 PM - 12:59 AM | 1 | 2.04% |
| Don't use public transit during the week | 2 | 4.08% |

Answered: 24 Skipped: 25

o During what times of the day do you typically use public transit on weekends?



| Answers | Count | Percentage |
|---|--------------|-------------------|
| 1:00 AM - 4:59 AM | 1 | 2.04% |
| 5:00 AM - 9:59 AM | 0 | 0% |
| 10:00 AM - 11:59 AM | 9 | 18.37% |
| 12:00 PM - 3:59 PM | 5 | 10.2% |
| 4:00 PM - 5:59 PM | 1 | 2.04% |
| 6:00 PM - 10:59 PM | 5 | 10.2% |
| 11:00 PM - 12:59 AM | 1 | 2.04% |
| Don't use public transit on the weekend | 2 | 4.08% |

Answered: 24 Skipped: 25

3.4

Walk Audit Summary Memo

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

MEMO

To Hannah Brunelle, Metro
From Michael Nájera and Esmi Rennick, Cityworks Design
Date December 11, 2023
Re **West Santa Ana Branch Transit Corridor
First-Last Mile Planning – Walk Audit Summary**

Metro West Santa Ana Branch Transit Corridor (WSAB) is in the final phase of environmental analysis culminating in an Environmental Impact Report/Statement (EIR/EIS) for the Locally Preferred Alternative (LPA) that will provide light rail transit service between Southeast Los Angeles County (Cities of Artesia, Cerritos) and the City of Los Angeles (Slauson/A Line Station) with rail, bus and bike transfers to Downtown Los Angeles, LA Union Station and the Rail to Rail Active Transportation Corridor now under construction.

The LPA consists of 9 stations that underwent two types of audits led by Metro's technical FLM consultants (Cityworks Design, WSP) in collaboration with community-based partners (MUSA, BikeLA) and Metro's outreach consultant (Arellano Associates). The station names and immediate surrounding cities listed north to south:

- Slauson A/Line, City of Los Angeles
- Pacific/Randolph Station, City of Huntington Park
- Florence 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, City of Paramount
- Paramount Station, City of Paramount
- Bellflower Station, City of Bellflower
- Pioneer Station, City of Artesia, City of Cerritos

1. CBO Participation

Partnering CBOs, Mujeres Unidas Sirviendo Activamente (MUSA) and BikeLA were integral in building community interest and support for the FLM project throughout the walk/wheel audit process. CBO roles and responsibilities evolved as the FLM Team planned and facilitated community walk audits, to embrace the strengths and capabilities of each CBO partner, in alignment with their respective mission statements:

MUSA strives towards the goal of empowering, motivating, and encouraging women to bring about productive, meaningful, and responsible civic, educational, and cultural engagement.

BikeLA works to make all communities in LA County healthy, safe, and fun places to ride a bike through advocacy, education, and outreach.

The CBOs pursued outreach opportunities to connect and educate community members on the FLM Project, especially by reaching neighborhoods and local residents that would help broaden community participation in the walk/wheel audits. CBO partners distributed event flyers to their contact lists and canvased their familiar activity centers around station areas to help encourage a strong and diverse turnout, with a focus on connecting with women and bike riders. They also participated in planning meetings that helped determine the 5 stations chosen for the community walk/wheel audits; and provided significant guidance on the accessibility and language format for these outreach events. MUSA participated at every audit and provided bilingual translation of presentation materials and activities for Spanish-speaking attendees.

2. Technical Walk Audits

All 9 stations listed above underwent technical walk audits by the consulting team and Metro staff in July 2023. 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 WSAB FLM web-based app and identify potential modifications to its menu; and 3) build the technical team's understanding of key challenges to inform the community walk/wheel audits. The final WSAB FLM Plan can include this summary of walk audit findings as an appendix so a correlation can be made between the issues observed, suggested improvements to address them, and the final list of potential FLM projects that resulted. The technical walk audits included consideration of wheel routes/facilities on the primary and secondary walk paths within one-half mile.

3. Community Walk/Wheel Audits

After Metro's community outreach consultant brought on board community-based organizations (CBOs) local to the project area (MUSA, Self Help Graphics, and BikeLA) a project charter was developed, and planning for the community walk/wheel audit events commenced. Two of the participating CBOs (MUSA and BikeLA) were available to participate in the planning of the community walk audits, and expressed their support for the 5 stations listed below. Each station underwent community walk/wheel audits, facilitated by Metro's outreach consultant and technical team, with the support of CBOs and Metro staff. These stations were selected because they represented a variety of conditions and geography along the alignment, including terminus and transfer stations.

- 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)

While the Slauson/A Line Station was included in the Blue Line First/Last Mile: A Community-Based Process and Plan (2018) it made sense to re-audit the station area in light of Metro's Rail to Rail (Segment A) Active Transportation Corridor (under construction) and the proposed WSAB aerial station.

The purpose of the community walk/wheel audits was 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 WSAB corridor. Using Metro's FLM app, written notes, and activity boards, technical team members captured observations by asking the CBO representatives and community members to identify their preferred routes to each station, prioritize proposed bikeways, and identify other potential improvements on a map (on a single large-scale map). A pathway network board accompanied wheel activity boards to help gather community input on priorities focused on pedestrian/wheel safety and access.

The need for wheel facilities was considered on primary and secondary paths that were 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.

The technical team discussed with BikeLA the viability of hosting wheel audits during an active group bike ride, but it was deemed infeasible due to logistics and safety (ability to conduct an active audit while riding, and ability to recruit local audit teams). Products that will be included in the WSAB FLM Plan include a wheel network of potential facilities needed, and a summary of input heard regarding preferred routes.

4. Walk Audit Summary

The PowerPoint slides that follow provide a summary of observations collected during the technical and community walk audits. The walk audits were focused on recording existing conditions, including safety, connectivity, and access barriers along the draft Primary & Secondary Pathway network and within a half-mile station area. The consulting team used this data to develop a "Walkability Rating Map" for each station, rating the pedestrian experience and walkability of all routes within the pathway network. It is important to note that the ratings are very generalized and capture an average across the entire pathway; some segments may be better or worse than the rating shown. Generally, pathways that scored a 'fair' or 'poor' rating indicated segments where there could be a higher potential for FLM improvement projects, and pathways that scored 'good' exhibited a safe and comfortable pedestrian experience but could still benefit from some improvements. The 3-Mile Wheel Network maps highlight the proposed wheel facilities that were identified by participants as project ideas or as projects they would use or like to see constructed.

Through a review of data collected using Metro’s walk audit app, written notes and photography—the technical team drafted preliminary lists of project ideas to address pedestrian and bicycle safety, and/or enhance the routes connecting to stations. These project ideas would then be presented to community members at a public workshop to ascertain community/stakeholder priorities at each station. The draft list of project ideas will evolve through the remainder of the FLM planning process as Metro and the technical team coordinate with local jurisdictions to incorporate plans and projects relevant to FLM improvements and eligibility pertaining to the prioritization process. Metro’s FLM Prioritization Methodology will be applied to all draft project lists integrated into the WSAB FLM Plan.

For more details on walk audit outreach communications, processes, logistics and summary of notifications and participation, please refer to Metro Outreach Consultant’s “Outreach Plan Memo” and event summary.



First/Last Mile Planning

Walk Audit Summary

December 2023

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



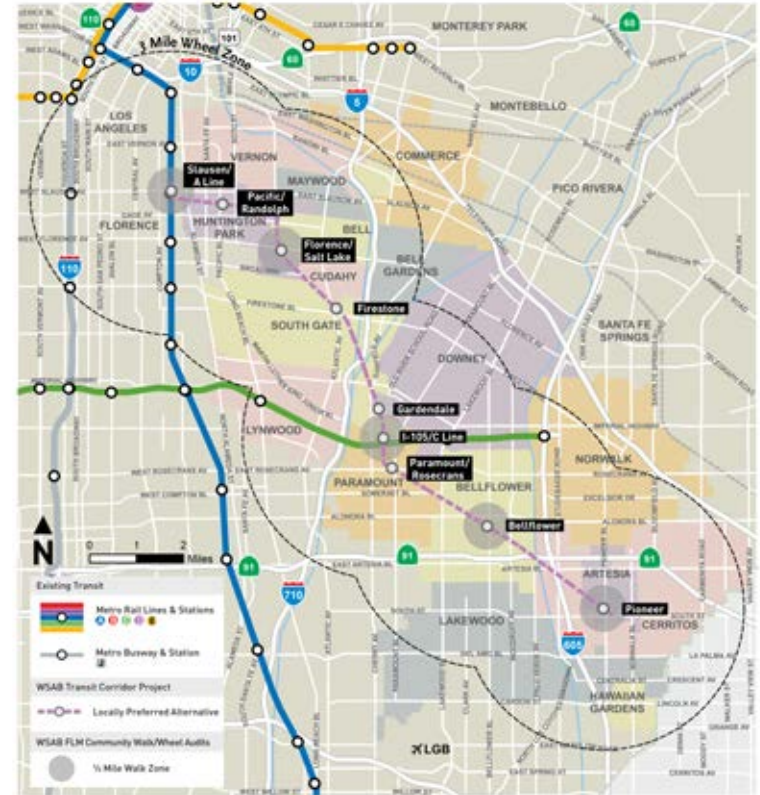
Outline

> Technical Walk Audits

- Draft Pathway Network
- Summary of Barriers on Pathways
- Walkability Rating

> Community Walk Audits

- Engagement Approach
- Summary of Walk/Wheel Findings



Project Overview Map with 5 Community Walk Audit Stations



Technical Walk Audits

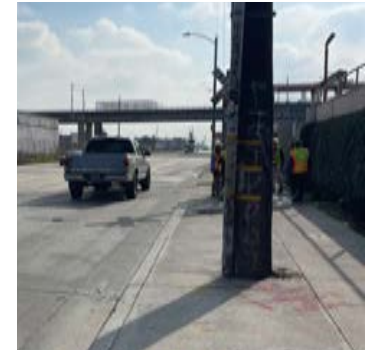
Performed at 9 Locally Preferred Alternative (LPA) Stations
(July 2023)

- > Focused on Primary & Secondary Pathways
- > Recorded safety, connectivity and access barriers within a half-mile station area using Metro's App
- > Identified preliminary FLM walk/wheel improvements and ideas
- > Technical Team rated walkability of pathways based on existing conditions; ratings represent an average of entire pathways (some segments could be better/worse)



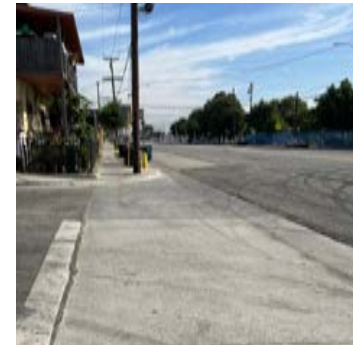
Slauson A/Line Station – Primary Pathway Barriers

- > Slauson Ave & Long Beach Ave – Narrow sidewalks with limited/no ADA access, lack of shade trees, and poor bus stop conditions.
- > Slauson Ave – High vehicular speeds with potential for traffic calming, high visibility crosswalks, widening sidewalks or adding parkway buffers for pedestrian safety.
- > Randolph St – Obstructions on sidewalks ranging from encampments to waste/dumped materials east of existing A Line Station entrance.



Slauson A/Line Station – Secondary Pathway Barriers

- > Compton Ave & Holmes Ave – Poor sidewalk conditions, lack of shade trees, missing parkway buffers, and high concentration of encampments near Augustus F. Hawkins Park and existing rail right-of-way.
- > Compton Ave – High vehicular speeds, unsafe pedestrian conditions at mid-block crossings and intersections.
- > Compton Ave – Poor bus stop conditions with no shade structures



Slauson A/Line Station – Walkability Rating

> Primary Pathways

- Slauson Ave (poor)
- Randolph St (poor)
- E Long Beach Ave (poor)
- W Long Beach Ave (fair)

> Secondary Pathways

- Compton Ave (fair)
- Holmes Ave (fair)
- E 55th St (fair)
- E 60th St (fair)



Walkability Rating

- Good
- Fair
- Poor

- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- Existing Metro A Line Slauson Station
- Existing Rail Tracks
- City Boundary
- Existing Bus Stop

Pacific/Randolph Station – DRAFT Pathway Network

> Primary Pathways

- Pacific Blvd
- Randolph St

> Secondary Pathways

- Slauson Ave
- Gage Ave
- Malabar St
- Seville Ave



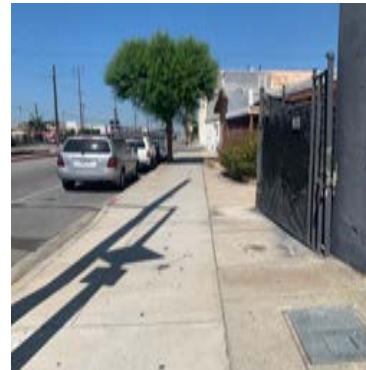
Pacific/Randolph Station – Primary Pathway Barriers

> All Pathways

- Limited visibility at crosswalks and need for ADA access at intersections
- Lack of shade trees and parkways with landscaping

> Pacific Blvd and Slauson Ave Intersection – High vehicular speeds and collisions; wide intersections with long crossing distances and faded crosswalks

> Pacific Blvd – Wide intersections with long crossing distances and faded crosswalks at 58th, 57th and 56th streets

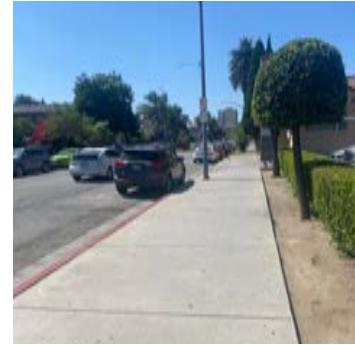


Pacific/Randolph Station – Secondary Pathway Barriers

> All Pathways

- Poor crossing conditions; potential for high visibility crosswalks and traffic calming
- Lack of shade trees and parkways with landscaping

> Gage Ave – High vehicular speeds, and high injury intersections near schools at Miles Ave and Middleton St



Pacific/Randolph Station – Walkability Rating

> Primary Pathways

- Pacific Blvd (good)
- Randolph St (fair)

> Secondary Pathways

- Slauson Ave (fair)
- Gage Ave (poor)
- Malabar St (good/fair)
- Seville Ave (fair)



Walkability Rating

- Good
- Fair
- Poor

Proposed Metro Station and Entrances

Proposed WSAB Alignment

Existing Rail Tracks

City Boundary

Existing Bus Stop

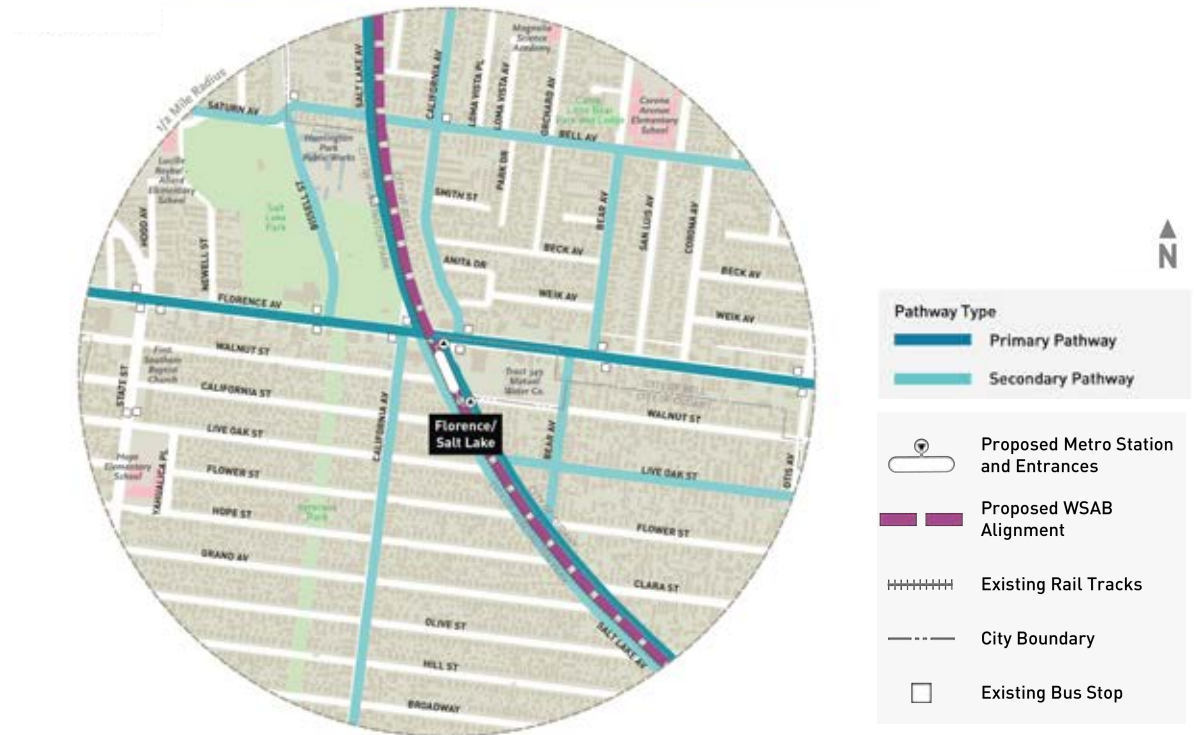
Florence/Salt Lake – DRAFT Pathway Network

> Primary Pathways

- Florence Ave
- Salt Lake Ave (North of Florence)
- Salt Lake Ave (South of Florence and east of ROW)

> Secondary Pathways

- Saturn/Bell Ave
- Bissell St
- Bear Ave
- California Ave
- Live Oak St



Florence/Salt Lake Station – Primary Pathway Barriers

> All Pathways

- High speed traffic
- Narrow sidewalks with no buffer from high traffic speeds
- Poor street crossing conditions at intersections; low visibility crosswalks with high traffic speeds
- Limited shade and landscaping

- ## > Florence Ave – Poor crossing conditions at Salt Lake Ave, Metro ROW, and California Ave;
- intersections with faded crosswalks and narrow sidewalks



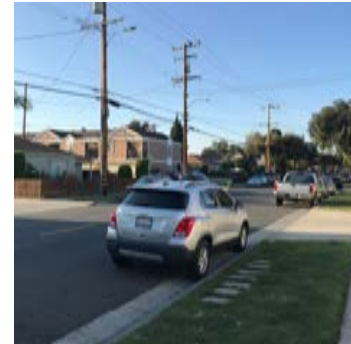
Florence/Salt Lake Station – Secondary Pathway Barriers

> All Pathways

- Narrow sidewalk widths with no buffer from traffic
- Limited shade and landscaping
- Poor crossing conditions; low visibility at crosswalks and high vehicular speeds

> California Ave, Saturn Ave, Salt Lake Ave (south of Florence Ave and west of the Metro ROW) – High vehicular speeds

> Salt Lake Ave (south of Florence Ave and west of the Metro ROW), Live Oak Ave – Narrow sidewalks with obstructions



Florence/Salt Lake – Walkability Rating

> Primary Pathways

- Florence Ave (fair)
- Salt Lake Ave (North of Florence) (fair)
- Salt Lake Ave (South of Florence and east of ROW) (poor)

> Secondary Pathways

- Saturn/Bell Ave (good)
- Bissell St (good)
- Bear Ave (good/ fair)
- California Ave (fair)
- Live Oak St (fair)



Walkability Rating

- Good
- Fair
- Poor

Proposed Metro Station and Entrances

Proposed WSAB Alignment

Existing Rail Tracks

City Boundary

Existing Bus Stop

Firestone Station – DRAFT Pathway Network

> Primary Pathways

- Firestone Blvd
- Atlantic Ave

> Secondary Pathways

- Salt Lake Ave
- Patata St
- Wilcox Ave
- Hildreth Ave



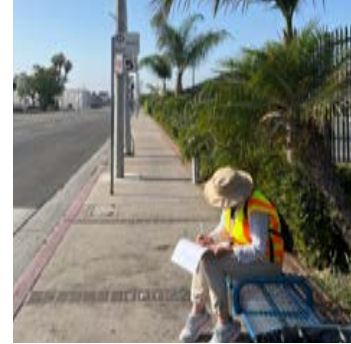
Firestone Station – Primary Pathway Barriers

> All Pathways

- High vehicular speeds
- Long crosswalks
- Limited shade and landscaping
- Poor bus stop conditions

> Firestone Blvd (east of Firestone Pl) – narrow sidewalks with steep driveway slopes, improvements needed for ADA access

> Atlantic Ave – Poor crossing conditions over existing rail lines, missing pedestrians crossing features



Firestone Station – Secondary Pathway Barriers

- > All Pathways
 - Limited shade and landscaping
- > Salt Lake Ave, Patata St, and Wilcox Ave – High vehicular speeds, heavy semi-truck traffic, and narrow sidewalks
- > Hildreth Ave (south of Southern Ave) – limited or missing shade and landscaping
- > Wilcox Ave – Poor bus stop conditions



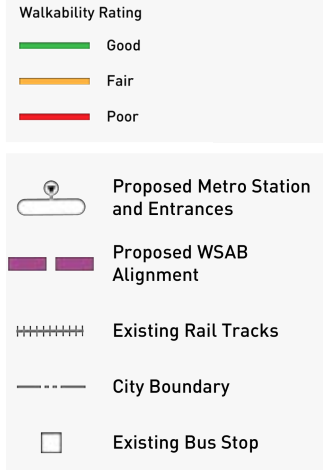
Firestone Station – Walkability Rating

> Primary Pathways

- Firestone Blvd (fair)
- Atlantic Ave (poor)

> Secondary Pathways

- Salt Lake Ave (poor)
- Patata St (poor)
- Wilcox Ave (poor)
- Hildreth Ave (fair)



Gardendale Station – Primary Pathway Barriers

> All Pathways

- Poor sidewalk conditions and need for improved high visibility crosswalks and/or signalized crossings
- Limited shade and landscaping

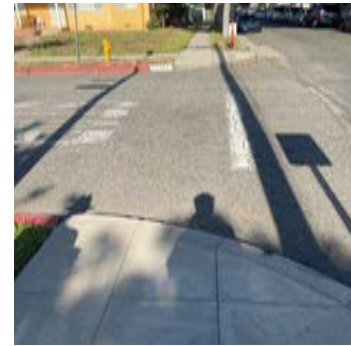
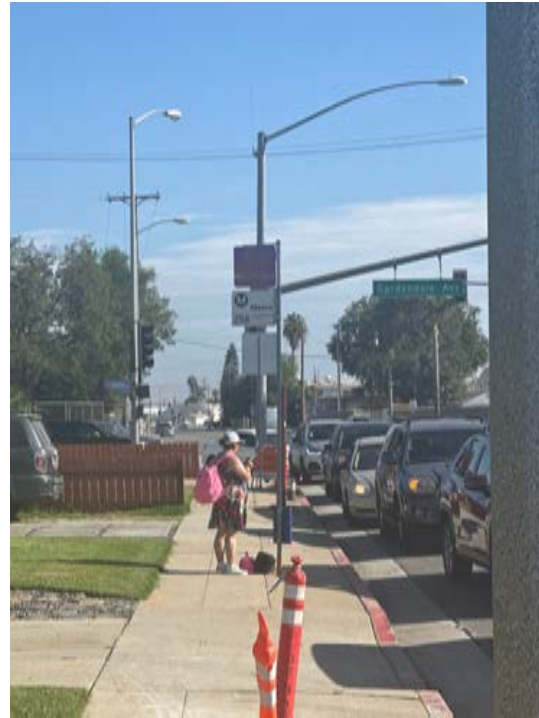
> Gardendale St – High vehicular speeds, poor sidewalk conditions near existing rail tracks with no pedestrian safety features (ADA access, fencing)

> Industrial Ave – Unsafe intersection and crossing conditions, with limited visibility between pedestrians and vehicular traffic turning onto Gardendale St



Gardendale Station – Secondary Pathway Barriers

- > Garfield Ave – Long crosswalk distances with short crossing time and indirect paths at “Y” junction of Garfield Pl
- > Garfield Ave – Limited shade and landscaping
- > Garfield Ave – Poor bus stop conditions with no shade or seating, and cars observed blocking pedestrians and buses from loading zone
- > Monroe Ave – ADA Access ramps missing poor sidewalk conditinos



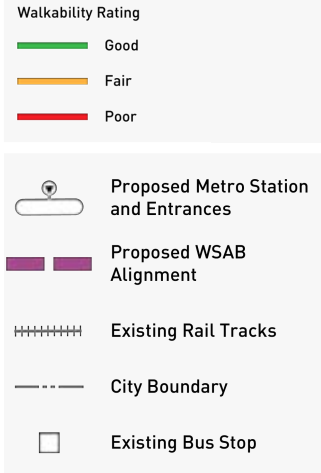
Gardendale Station – Walkability Rating

> Primary Pathways

- Gardendale St
- Industrial Ave

> Secondary Pathways

- Garfield Ave
- Monroe Ave



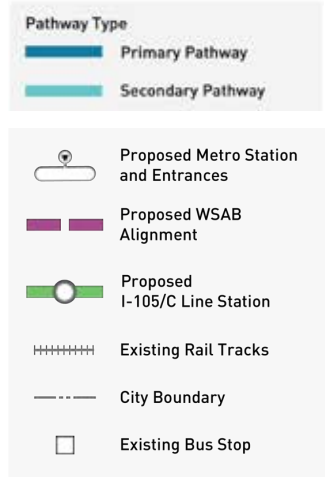
I-105/C Line – DRAFT Pathway Network

> Primary Pathways

- Industrial Ave
- Arthur Ave
- Century Blvd

> Secondary Pathways

- Main St
- Garfield Ave
- Paramount Blvd
- Florine Ave/Grove St/
Mendy St



I-105/C Line - Primary Pathway Barriers

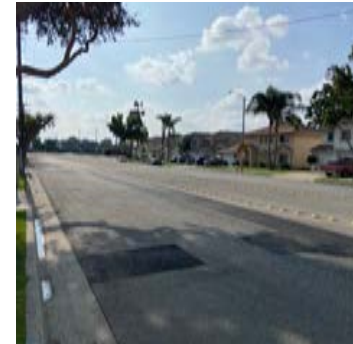
> All Pathways

- Limited or missing shade and landscaping
- Poor crossing conditions

> Industrial Blvd – Narrow sidewalks near Hollydale Community Center & Park and missing access ramps

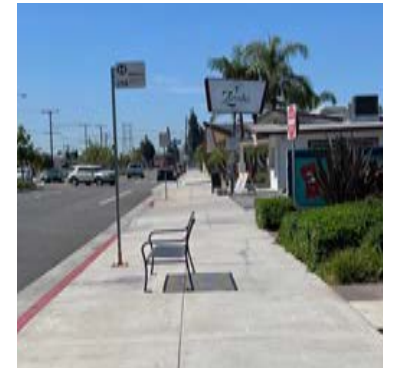
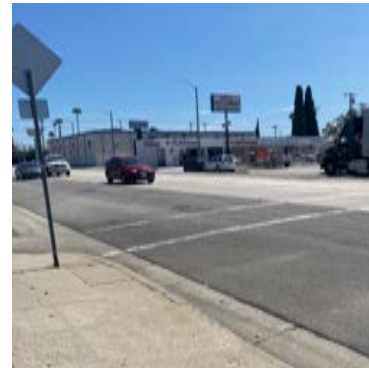
> Century Blvd – High vehicular speeds

> Century Blvd – Intersection with Florence Ave poor crossing conditions, missing access ramps, long intersection, and sidewalk obstructions



I-105/C Line - Secondary Pathway Barriers

- > All Pathways
 - Limited or missing shade and landscaping
 - Fair to poor bus stop conditions
- > Garfield Ave, Main St and Paramount Blvd – High vehicular speeds
- > Paramount Blvd – At Wilson Ave poor crossing conditions, faded crosswalk and and no signals or flashers to slow motorists
- > Main St – Poor crossing conditions from Arizona Ave to Center St, faded crosswalks, and no traffic calming



I-105/C Line – Walkability Rating

> Primary Pathways

- Industrial Ave (fair)
- Arthur Ave (good)
- Century Blvd (fair)

> Secondary Pathways

- Main St (good)
- Garfield Ave (fair)
- Paramount Blvd (fair)
- Florine Ave/Grove St/
Mendy St (fair)



Walkability Rating

- Good
- Fair
- Poor

- Proposed Metro Station and Entrances
- Proposed WSAB Alignment
- Proposed I-105/C Line Station
- Existing Rail Tracks
- City Boundary
- Existing Bus Stop

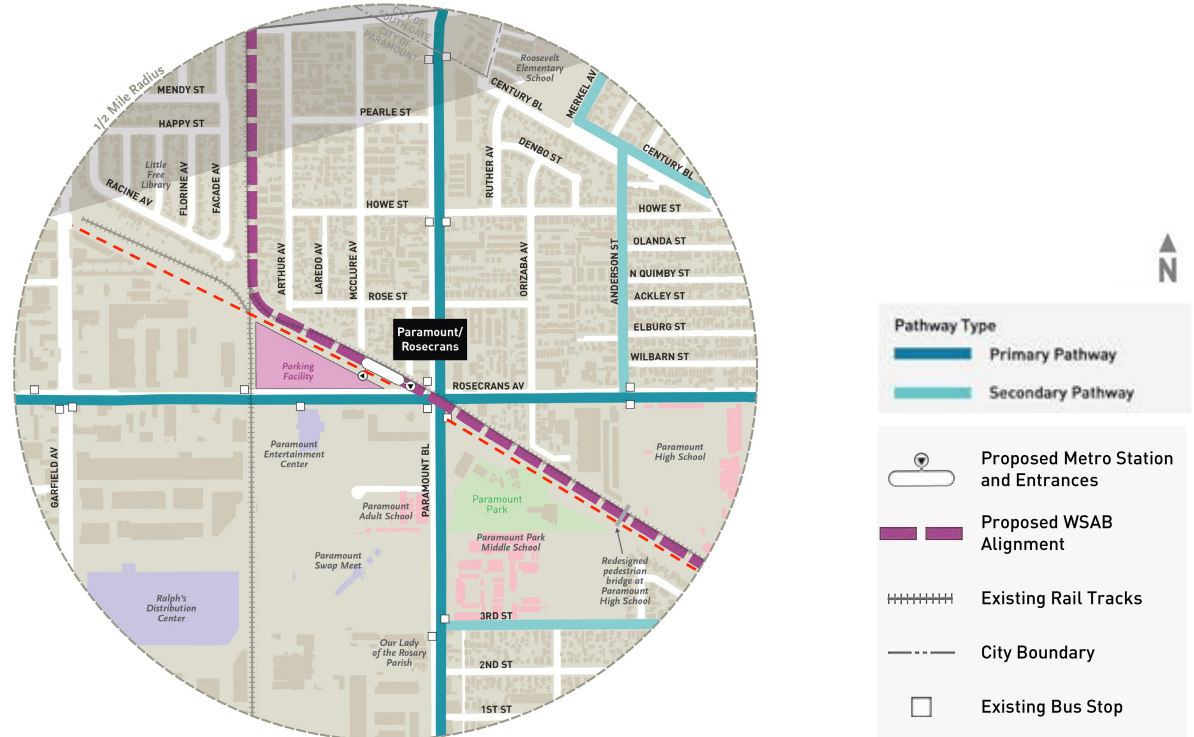
Paramount/Rosecrans Station – DRAFT Pathway Network

> Primary Pathways

- Paramount Blvd
- Rosecrans Ave
- Future off-street path on ROW (to be added)

> Secondary Pathways

- 3rd St
- Anderson St
- Century Blvd
- Merkel Ave



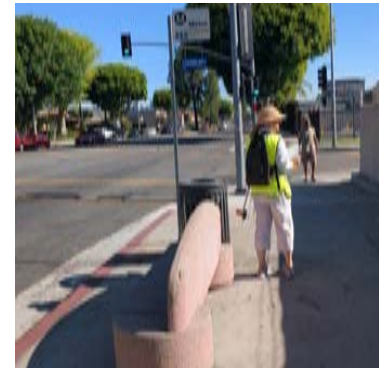
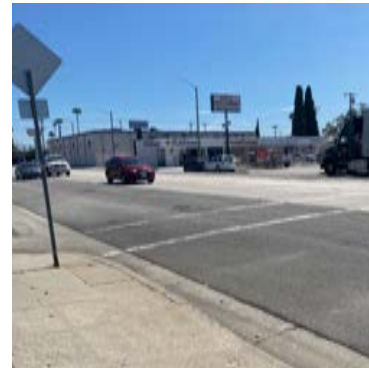
Paramount/Rosecrans Station – Primary Pathway Barriers

> All Pathways

- Poor crossing conditions
- Poor bus stop conditions
- Opportunities to infill shade trees and landscaping

> Rosecrans Ave/Paramount Blvd intersection – high injury/collisions, long crosswalks with short crossing times

> Paramount Blvd/All American City Way intersection – high visibility crosswalks



Paramount/Rosecrans Station – Secondary Pathway Barriers

- > All Pathways
 - Narrow sidewalks with obstructions
 - Limited or missing shade and landscaping
- > Anderson St – At Olanda St sidewalk obstructions like fire hydrants and stop signs
- > Anderson St – Missing east to west crosswalk to access the safe north to south crossing at Century Blvd
- > 3rd St – Missing north to south crosswalk to access the middle school



Paramount/Rosecrans Station – Walkability Rating

> Primary Pathways

- Paramount Blvd (good)
- Rosecrans Ave (fair)

> Secondary Pathways

- 3rd St (fair)
- Anderson St (fair)
- Century Blvd (fair)
- Merkel Ave (fair)



Walkability Rating

- Good
- Fair
- Poor

Proposed Metro Station and Entrances

Proposed WSAB Alignment

Existing Rail Tracks

City Boundary

Existing Bus Stop

Bellflower Station – DRAFT Pathway Network

> Primary Pathways

- Bellflower Blvd
- Existing Off-Street Path on ROW

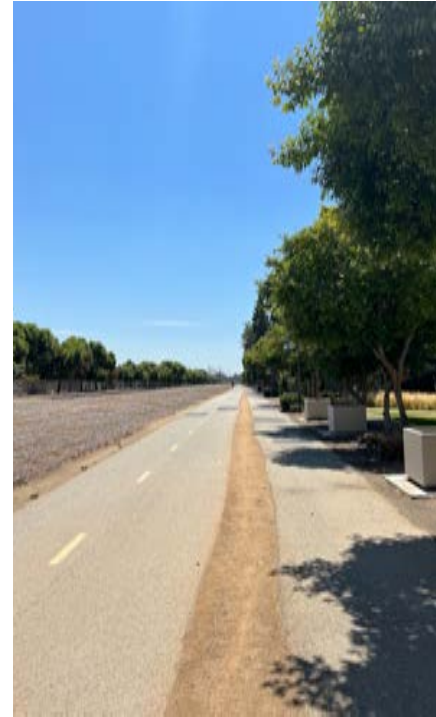
> Secondary Pathways

- Alondra Blvd
- Oak St
- Flower St
- Eucalyptus Ave
- Flora Vista St



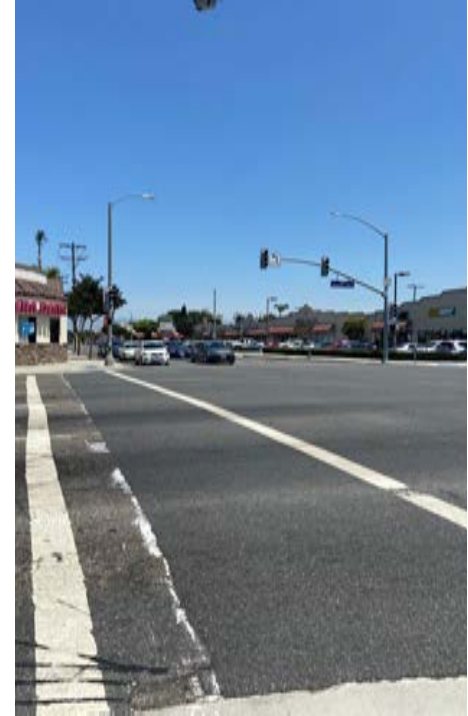
Bellflower Station – Primary Pathway Barriers

- > All Pathways
 - Limited or missing shade and landscaping
- > Bellflower Blvd – At Oak St and Flower St high injury intersections
- > Bellflower Blvd – At Alondra Blvd high vehicular speeds and ADA access ramps in need of upgrades
- > Existing Off-Street Path – Limited pedestrian seating and landscape improvements between bike and pedestrian paths



Bellflower Station – Secondary Pathway Barriers

- > All Pathways
 - Limited or missing shade and landscaping
 - Poor sidewalk and crosswalk conditions
- > Alondra Blvd – At Eucalyptus Ave high injury intersection, no shade and limited amenities at bus stops
- > Flora Vista St and Eucalyptus Ave – No sidewalks, and high vehicular speeds
- > Flower St – At Bixby Av need for signalized crossing



Bellflower Station – Walkability Rating

> Primary Pathways

- Bellflower Blvd (fair)
- Existing Off-Street Path (green)

> Secondary Pathways

- Alondra Blvd (poor)
- Oak St (fair)
- Flower St (good)
- Eucalyptus Ave (good)
- Flora Vista St (poor)



DRAFT SEPTEMBER 2023



Walkability Rating

- Good
- Fair
- Poor

Proposed Metro Station and Entrances

Proposed WSAB Alignment

Existing Bus Stop

Pioneer Station – DRAFT Pathway Network

> Primary Pathways

- Pioneer Blvd
- 187th St
- Existing Off-Street Path
- Future Off-Street Path on ROW (to be added)

> Secondary Pathways

- 183rd St
- South St
- Clarkdale Ave
- Corby Ave (or Alburtis Ave, tbc)



DRAFT SEPTEMBER 2023



Pioneer Station – Primary Pathway Barriers

> All Pathways

- Limited or missing shade and landscaping
- Poor sidewalk conditions
- Poor crosswalk conditions

> Pioneer Blvd – Limited or missing pedestrian lighting, sidewalk obstructions & missing shade/amenities at existing bus stops

> 187th St – Missing mid-block crossing for pedestrian/wheel access to Artesia Historic District Recreational Trail



Pioneer Station – Secondary Pathway Barriers

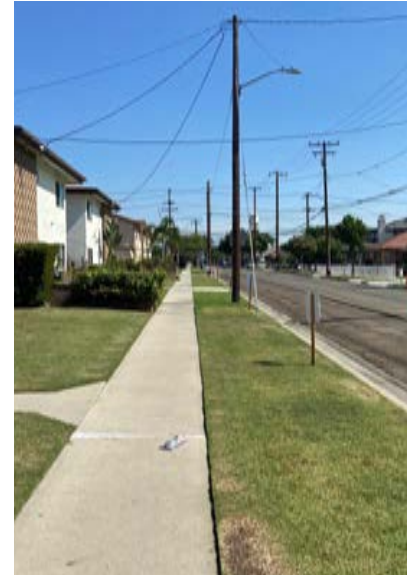
> All Pathways

- Limited or missing shade and landscaping
- Poor sidewalk conditions
- Poor crosswalk conditions

> Clarkdale Ave – Safety features needed to address high injury/collisions at 183rd St intersection, drainage issues near Artesia City Hall

> South St – Poor bus stop conditions lacking shade

> 183rd St – Parked cars obstructing sidewalk, and missing ADA access ramps



Pioneer Station – Walkability Rating

> Primary Pathways

- Pioneer Blvd (fair)
- 187th St (fair)
- Existing Off-Street Path (good)

> Secondary Pathways

- 183rd St (fair)
- South St (good/fair)
- Clarkdale Ave (good)
- Corby Ave (fair)



DRAFT SEPTEMBER 2023



Walkability Rating

- Good
- Fair
- Poor

Proposed Metro Station and Entrances

Proposed WSAB Alignment

City Boundary

Existing Bus Stop

Community Engagement Approach

- > Work with CBO partners to engage community members on First/Last Mile priorities through:
 - Community Walk Audits
 - Local 'quick hit' pop-up events
 - Community event pop-ups
 - Community Workshops*

- > Develop a map-based interactive survey and activities to solicit feedback from communities near WSAB station areas

- *Community workshops will include one general workshop for all WSAB station area stakeholders and one women-focused workshop*



Community Walk Audits

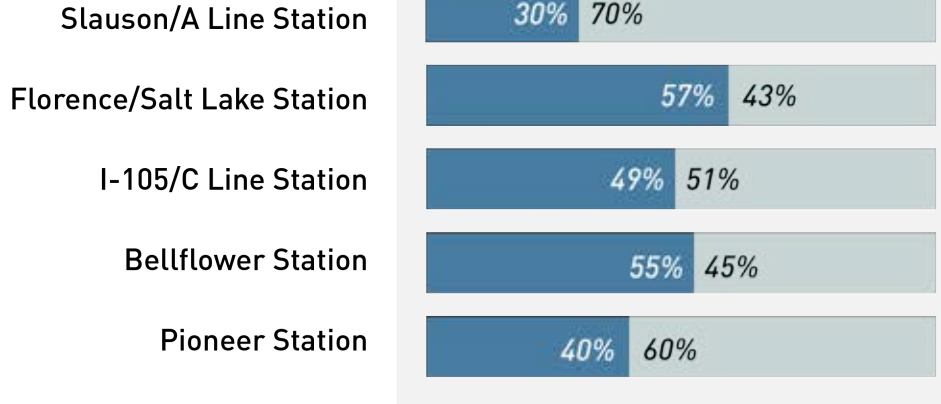
Performed at 5 stations representing a geographic variety, both LPA terminus and transfer stations (Nov-Oct 2023):

- 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)



Community Walk Audit Findings

215 Community Project Ideas identified for 5 Stations



Pathway Types

- Primary Pathway
- Secondary Pathway

Top 3 Project Ideas by Pathway Type



Note: Top project ideas were not voted on, but suggested most frequently on a pathway by community members using the app

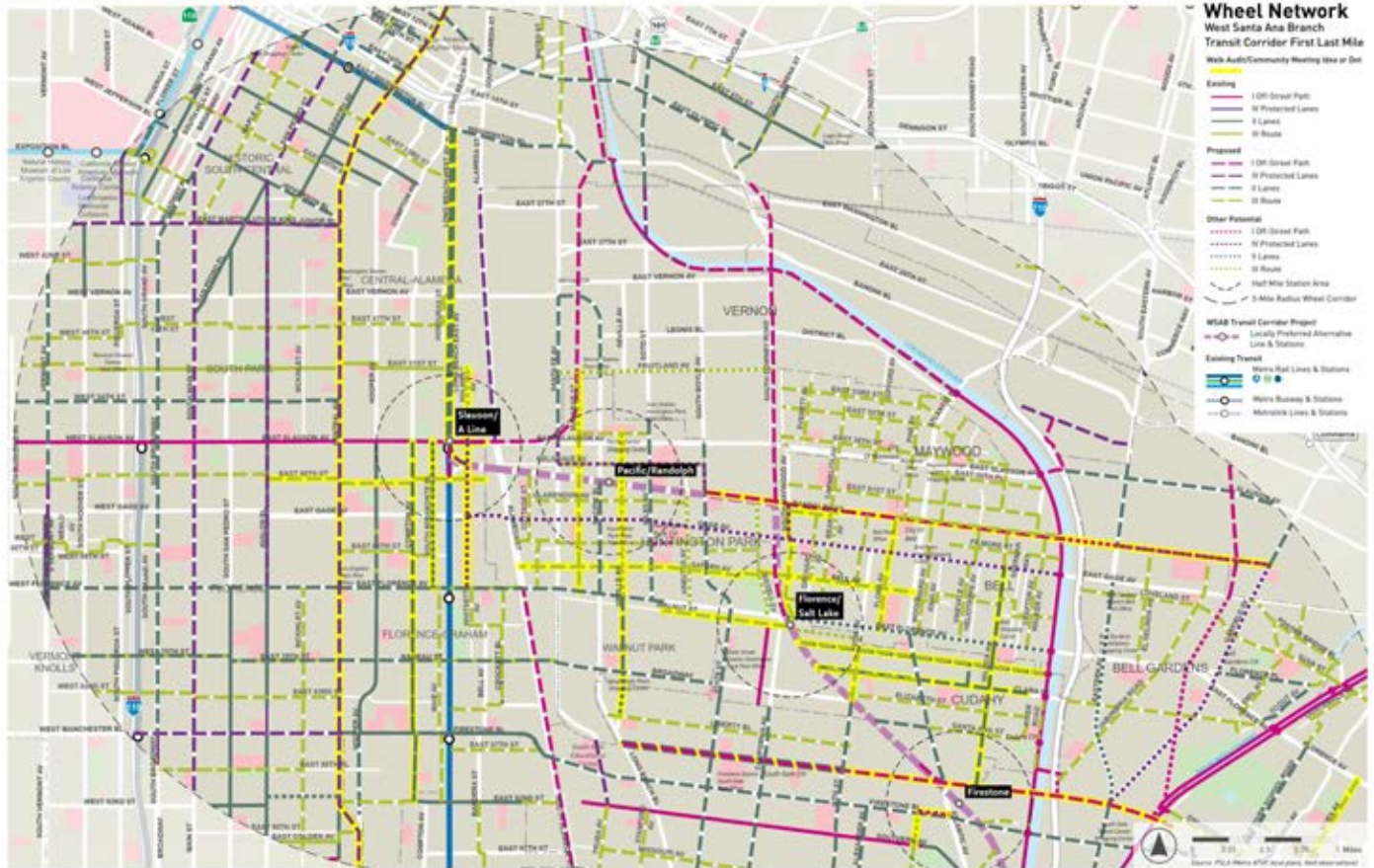
Proposed Wheel Routes With Community Support

Slauson/A Line Station to Firestone Station

On Primary Paths:

- Slauson Bl
- Long Beach Av
- Randolph St
- Pacific Av
- Salt Lake Av (north of Florence Av)
- Firestone Bl

+ many on secondary pathways and other streets



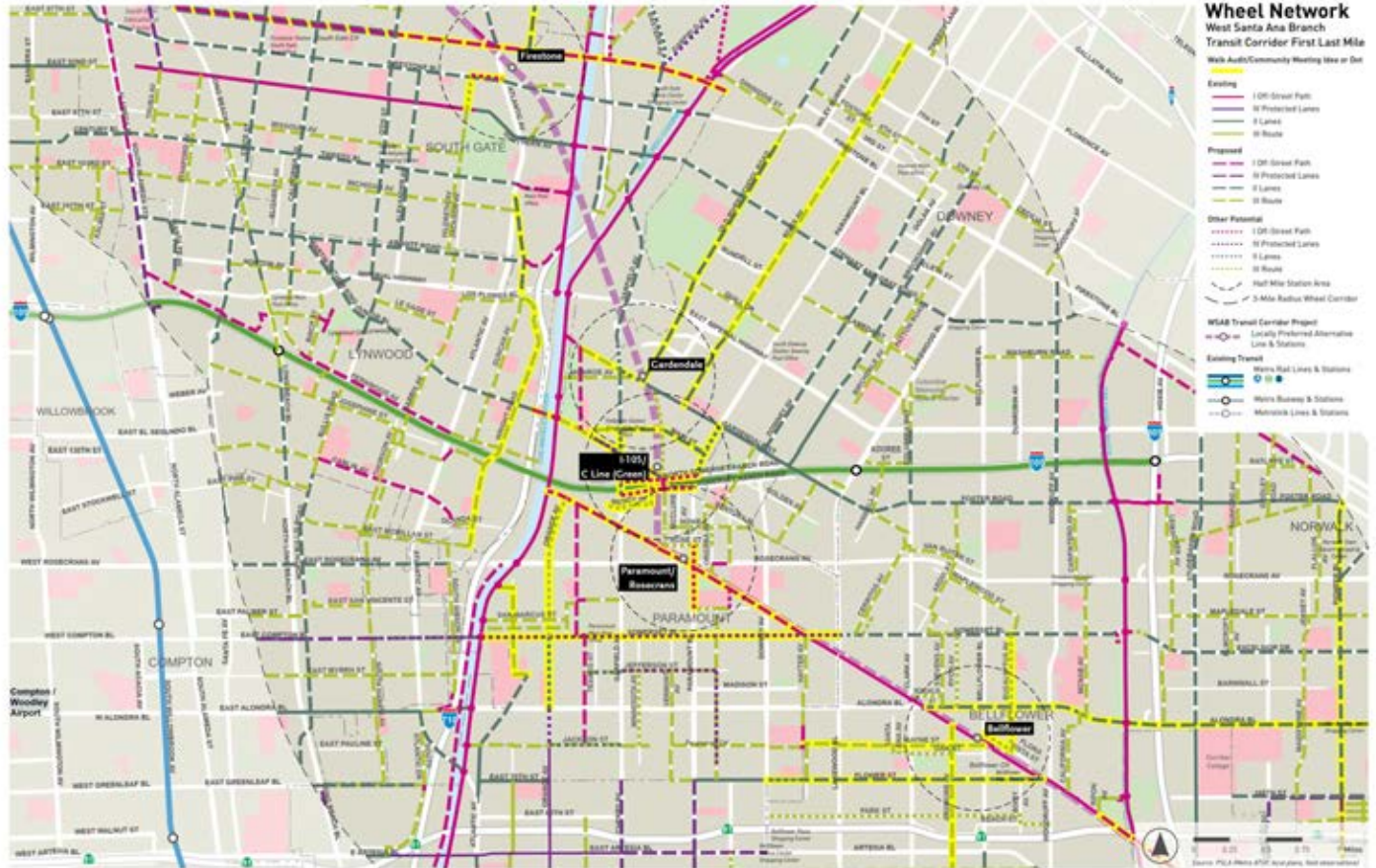
Proposed Wheel Routes With Community Support

Firestone Station to Bellerflower Station

On Primary Paths:

- Gardendale St
- Century Bl
- WSAB ROW
- Paramount Bl

+ many on secondary pathways and other streets



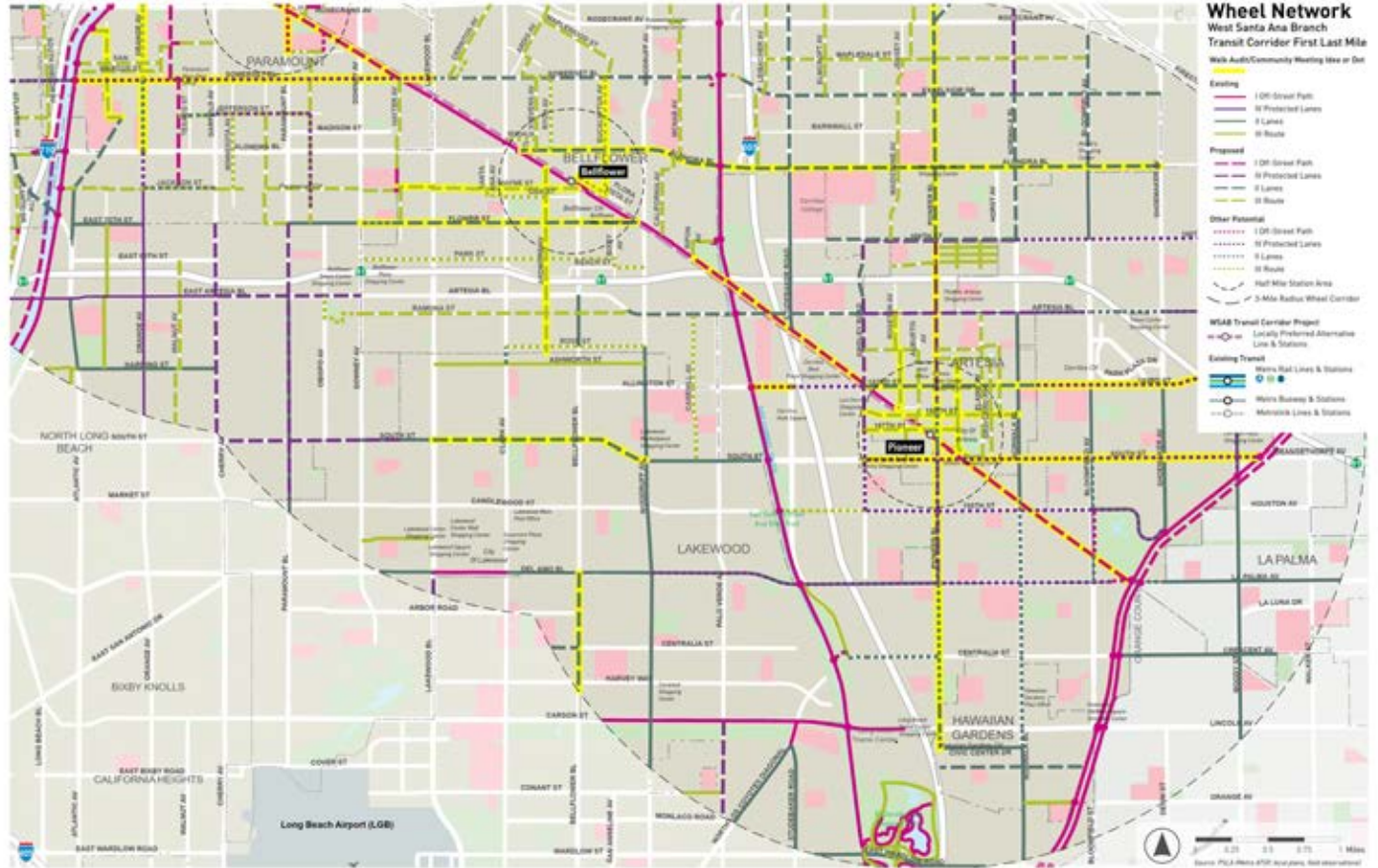
Proposed Wheel Routes With Community Support

Bellflower Station to Pioneer Station

On Primary Paths:

- WSAB ROW
- Pioneer Bl
- 187th St

+ many on secondary pathways and other streets



3.5

Cost Estimating Methodology Memo

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

Cost Methodology Memorandum

INTRODUCTION

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 9 LRT stations and approximately 2,800 parking spaces. Of the 9 LRT stations, 6 stations will be at-grade and 3 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 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

The SGL FLM Plan proposes potential projects that develop and/or enhance first/last mile (FLM) 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. Priority projects included in the adopted FLM Plan are eligible for cities to design and construct to receive credit toward the 3% local contribution. 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.

METHODOLOGY

The SGL FLM Plan proposes potential projects near each of the station areas along the SGL corridor. Potential projects were developed through a robust engagement process with local stakeholders, jurisdictions, and community groups. Technical walk audits were conducted at each station area and existing conditions were considered in developing potential projects. Community support was identified for each potential project and projects were categorized based on need, vicinity to station areas, and feasibility. Once these elements were

considered, projects were prioritized according to Metro’s FLM Prioritization Methodology to determine priority projects for the FLM Plan.

Rough order magnitude (ROM) cost estimates were developed for priority projects from Prioritization Methods 1, 2, and 3 as described in Metro’s adopted FLM Prioritization Methodology. Through Prioritization Method 3 – Local Flexibility, local jurisdictions proposed projects to Metro for prioritization. Where there are priority projects on secondary pathways, these projects were proposed by jurisdictions through Prioritization Method 3. Please refer to Section 2 – Core Documents of the FLM Plan for additional details on prioritization methods and methodology. Appendix B of this memo identifies the specific costs associated with each prioritized project; please see this appendix for ROM cost estimates for each priority project.

The ROM cost estimates are intended to be used as a tool for planning to guide future decision-making processes. Since these projects are in the early planning stages of development and no design has been conducted, the Caltrans Contract Cost Data source was chosen as the main source for unit costs because the source is publicly available and generally is a conservative estimate for each unit cost. Cost information from the Caltrans Cost Data site is easily filtered for specific cost information within the same district as these prioritized projects. Awarded bid unit costs that were used for these ROM cost estimates potentially include contractor markups resulting in higher costs. Since the delivery methods for each of these projects are unknown at this stage, these conservative unit costs were preferred to avoid underestimating cost. As cities advance projects into design and a delivery method is determined, cost estimates will need to be refined to reflect the design, the current cost considerations, and selected delivery methods.

Projects recommended as part of the FLM Plan include the below information:

- Project ID
- Project Type/Improvement
- Location
- Cross Streets/Limits
- Class (Wheel Projects only)
- Prioritization Method (Walk Projects only)
- Notes
- Sidewalk/Roadway Width
- Project Origin
- Length (Wheel Projects only)
- Plan or Project Name
- Jurisdiction
- Lane Striping (Wheel Projects only)

ROM cost estimates were then developed for each priority project. Because design is not developed at this stage, general unit costs were developed for specific elements included in the FLM Plan. Unit costs were developed in three separate categories: spot improvements (e.g.: ADA curb ramp), corridor improvements (e.g.: shade trees), and typical project costs for wheel projects (Class III – Bike Friendly Street).

Wheel Projects

Bike projects were categorized into 10 separate “typical project cost” categories within the traditional Class I through IV bike project classifications. Using these general assumptions, a unit cost was developed for each of

the 10 categories. Appendix A identifies the unit costs developed and provides additional details on these unit costs. The 10 categories are as follows:

- Class I – Bike Path
- Class I – Multi-Use Path
- Class II – Striped Bike Lanes (Arterial with Center Turn Lane)
- Class II – Striped Bike Lanes (Arterial with Raised Median)
- Class II – Bike Lane (Striped Bike Lane Only)
- Class III – Bike Friendly Street
- Class IV – Protected Bike Lanes (K71 Bollards)
- Class IV – Protected Bike Lanes (Raised Buffer)
- Class IV – Protected Bike Lanes (Modify Curb Lanes Only)
- Class IV – Protected Bike Lanes (Widen Sidewalk)

Each bike project proposed in the FLM Plan was then categorized within one of the above 10 categories and the unit cost was applied to the length of the applicable segment. In addition to these “typical project costs”, spot and corridor improvement costs were developed on a per component or per mile basis to augment the “typical project costs” for each project. Elements such as speed humps, stop signs, and pedestrian activated signals are included in these costs. In development of the FLM Plan, specific elements were called out in addition to the general classification, and those unit costs were then added to the “typical project costs”.

Walk Projects

Pedestrian projects were categorized into 15 separate project types, but do not include overall project cost estimates per categorization. Unit costs were developed for both spot and corridor improvements for each of the pedestrian projects. Unit costs were developed on a per item or per mile basis, and lengths were calculated based on the cross streets/limits of each priority project included in the FLM Plan. Appendix A identifies the unit costs developed and provides additional details on whether unit costs are based on a spot or corridor improvement basis. The 15 categories are as follows:

- Bus Stop Improvements
- Curb Ramps
- High Visibility Crosswalks
- Traffic Calming
- Landscape and Shade
- Opportunity Improvement
- Signalized Crossing
- New or Improved Sidewalk
- Pedestrian and Bicycle Lighting
- Plaza/Parklet
- Curb Extension
- Roundabout
- Seating
- Shade Structures
- Wayfinding and Signage

Each pedestrian project proposed in the FLM Plan includes specific assumptions for each element assumed within the proposed project. Spot and corridor improvement costs were developed on a per unit or per mile basis. Elements such as shade trees, bus shelters, and curb extensions are included in these costs.

ASSUMPTIONS

Once construction cost was estimated using the above methodology, a contingency was applied to each of the estimates to better estimate the full cost associated with each individual potential project. The following assumptions were used to develop the total construction estimates.

A contingency of 50% was used for each project based on consultation with Metro and consistent with the Caltrans Project Development and Procedures Manual for feasibility cost estimates. This contingency is a general estimate that is applied to project cost estimates in the initial stages of development. It is expected that as the projects continue to advance, this contingency can be lowered as additional cost considerations are added to the cost estimates.

No escalation is included at this stage since the project implementation schedules have yet to be developed. Project costs are presented in 2023 dollars and can 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 this would vary by jurisdiction. These costs will need to be determined in future project funding projections and agreements.

Due to uncertainty over construction schedule for these FLM projects, cost estimates have been estimated in 2023 dollars. For any jurisdiction applying escalation to cost estimates as construction schedules become more defined, Metro recommends applying an 8% escalation per year factor. This is based on economic and industry trends as of 2023.

While some specific traffic calming measures are included at select locations in the overall FLM Plan (i.e.: curb extensions and/or high visibility crosswalks), traffic calming allowances are also included for each station along identified street segments near station areas. The traffic calming allowance is a cost assumption aimed at improving pedestrian safety by implementing measures to slow vehicular traffic but is not tied to specific identified improvements along these segments. Since these specific traffic calming measures are yet to be determined, a general per-mile ROM cost was developed for potential traffic calming measures at identified locations. This per-mile ROM cost includes the addition of signage, chicanes, and mini-roundabouts, and assumes these would be implemented along five blocks every mile. These assumptions were then used to calculate the allowance based on a per-mile cost and applied to segments near each station where a traffic calming recommendation was made.

Similar to the traffic calming allowance introduced above, each unit cost includes specific assumptions to arrive at a specific cost for each "typical project cost", spot improvement, and corridor improvement unit costs. A full listing of those assumptions is included in each of the individual unit cost details in Appendix A. A general description of unit cost development is also included below.

UNIT COSTS

As discussed previously, “typical project costs”, spot improvement costs, and corridor improvement costs were developed for the FLM Plan cost estimates. Because design is not developed at this stage, assumptions were made throughout the development of these unit costs to be consistent with similar projects. Multiple sources were used in the development of these unit costs, all sourced from publicly available information. Table 1 below identifies the three unit cost categories.

Table 1 Unit Cost Categories

| Wheel Projects: Typical Project Costs per Mile | Walk/Wheel Projects: Spot Improvement Costs | Walk/Wheel Projects: Corridor Improvement Costs |
|--|---|---|
| I – Bike Path | Bike Phase Intersection | Bike Racks |
| I – Multi-Use Path | Metro Bike Hubs | Shade Tree |
| IV – Protected Bike Lanes (K71 Bollards) | Seating Bench | Landscaping |
| IV – Protected Bike Lanes (Raised Buffer) | Bus Stop Shelter | Demolition |
| IV – Protected Bike Lanes (Modify Curb Lanes Only) | Signage | Tree Grate |
| IV – Protected Bike Lanes (Widen Sidewalk) | Waste Receptacle | New Sidewalk |
| II – Striped Bike Lanes (Arterial with Raised Median) | Curb Extension | New Curb |
| II – Striped Bike Lanes (Arterial with Center Turn Lane) | ADA Curb Ramp | Sidewalk Repair |
| II – Bike Lane (Striped Bike Lane Only) | High Visibility Crosswalk | Sidewalk Demolition |
| III – Bike Friendly Street | Loop Detectors | Lighting |
| | Stop Signs | Traffic Calming |
| | Limit Lines | Signage |
| | Ped/Bike Bridge | Speed Hump |
| | Elevator | |
| | Large Roundabout | |
| | Ped Activated Signal | |
| | Wayfinding Signage | |
| | Plaza/Parklet | |
| | Tactile Warning Strips | |
| | Signal Timing Optimization | |
| | HAWK Signal | |

Source: Metro, 2023

Notes:

See Appendix A for additional information.

The main source used in development of unit costs for the FLM Plan cost estimates is the California Department of Transportation (Caltrans) Contract Cost Data. Since all projects would be constructed in the vicinity of the SGL Transit Corridor, cost data was used from winning bids within Caltrans District 7. District 7 is the district that contains Los Angeles County, so cost is expected to be most similar within the same district. Additionally, 2023 winning bid unit costs were used, as feasible, to get the most current cost information. If data was used from previous years, the unit costs was escalated to November 2023 values. Caltrans cost data was not available for all elements within the FLM Plan, so additional sources were used when Caltrans cost data was not available/applicable. Similar to Caltrans cost data, 2023 cost information was used, as feasible, and any prior year cost information was escalated to November 2023 values.

Appendix A identifies all unit costs that were developed for the ROM cost estimate and includes the assumptions made for each individual unit cost.

CONCLUSION

Once the “typical project costs”, spot improvement, corridor improvement, and contingency costs are summed, a total ROM construction cost is presented for each of the projects identified in the FLM Plan. Appendix B includes an itemized breakdown of costs for each prioritized project. Costs are presented in 2023 dollars and must be escalated to a future year of expenditure as the project schedule is developed. Additionally, as design is advanced as the projects continue to develop, contingency will decrease. Construction cost will generally increase as additional cost elements are scoped and cost considerations such as right-of-way and demolition cost are determined. The estimates provide a general idea for cost considerations for each project but will vary as design is advanced for each project. Metro will continue to coordinate with local jurisdictions as the SGL Transit Corridor is constructed and FLM projects are advanced.

A summary of total FLM project costs by station are shown below in Table 2.

Table 2 Construction Cost Summary

| Station | Number of Prioritized Walk Projects | Number of Prioritized Wheel Projects | ROM Construction Cost (\$2023) | Construction Contingency (50%) | Total Construction Cost (\$2023) |
|----------------------|-------------------------------------|--------------------------------------|--------------------------------|--------------------------------|----------------------------------|
| Slauson/A Line | 33 | 12 | \$15,654,000 | \$7,827,000 | \$23,484,000 |
| Pacific/ Randolph | 34 | 13 | \$73,186,000 | \$36,593,000 | \$109,780,000 |
| Florence/ Salt Lake | 27 | 14 | \$53,782,000 | \$26,891,000 | \$80,675,000 |
| Firestone | 21 | 17 | \$72,093,000 | \$36,046,000 | \$108,136,000 |
| Gardendale | 24 | 25 | \$14,295,000 | \$7,147,000 | \$21,443,000 |
| I-105/C Line | 32 | 10 | \$51,808,000 | \$25,904,000 | \$77,712,000 |
| Paramount/ Rosecrans | 14 | 23 | \$44,719,000 | \$22,359,000 | \$67,078,000 |
| Bellflower | 12 | 16 | \$15,556,000 | \$7,777,000 | \$23,333,000 |
| Pioneer | 29 | 23 | \$31,575,000 | \$15,636,000 | \$47,210,000 |
| Total | 226 | 153 | \$372,668,000 | \$186,180,000 | \$558,851,000 |

Source: Metro, 2023

Notes:

ROM = rough order magnitude, rounded to the nearest \$1,000

Contingency based on Caltrans Project Development Procedures Manual for feasibility studies (Chapter 20)

See Appendix B for additional cost breakdowns.

Appendix A - Unit Cost Index

WALK AND WHEEL PROJECTS: SPOT AND CORRIDOR IMPROVEMENT COSTS

| Category | Item | Item Cost | Unit | Quantity | Quantity Cost | Quantity Unit | Assumptions |
|---------------------------------|---|----------------|-----------|----------|----------------|---------------|--|
| Bike Hub | Metro Bike Hub Allowance | \$1,493,747.49 | each | 1.00 | \$1,493,747.49 | station | Average square footage (2,100 square feet) and construction cost of existing Metro bike hubs |
| Bike Phase Intersection | Bike Phase Intersection | \$557,118.64 | each | 1.00 | \$557,118.64 | intersection | Includes each direction, 1 each way |
| Bike Rack | Bike Rack Allowance | \$262.99 | each | 16.00 | \$4,207.84 | per mile | 16 per mile |
| Bus Stop Improvements | Seating Bench | \$2,092.00 | each | 1.00 | \$2,092.00 | bus stop | |
| Bus Stop Improvements | Bus Stop Shelter | \$35,000.00 | each | 1.00 | \$35,000.00 | bus stop | |
| Bus Stop Improvements | Signage | \$495.74 | each | 4.00 | \$1,982.96 | bus stop | 4 signs per bus stop |
| Bus Stop Improvements | Waste Receptacle | \$1,515.00 | each | 1.00 | \$1,515.00 | bus stop | |
| Curb Extension | Curb Extension | \$20,000.00 | each | 1.00 | \$20,000.00 | per extension | No drainage cost is included |
| Curb Ramps | ADA Curb Ramp | \$8,000.00 | each | 1.00 | \$8,000.00 | ramp | |
| High Visibility Crosswalks | High Visibility Crosswalk | \$5.41 | square ft | 192.00 | \$1,038.72 | crosswalk | 48 foot length (4 traffic lanes), with 6 foot x 2 foot marks with 1 foot spacing between each |
| High Visibility Crosswalks | Loop Detectors (standard intersection) | \$509.93 | each | 8.00 | \$4,079.44 | intersection | |
| High Visibility Crosswalks | Loop Detectors (t-intersection) | \$509.93 | each | 6.00 | \$3,059.58 | intersection | |
| High Visibility Crosswalks | Loop Detectors (mid-block intersection) | \$509.93 | each | 4.00 | \$2,039.72 | intersection | |
| High Visibility Crosswalks | Loop Detectors (single crosswalk) | \$509.93 | each | 2.00 | \$1,019.86 | intersection | |
| Landscape and Shade | Shade Tree Allowance | \$191.00 | each | 528.00 | \$100,848.00 | per mile | Both sides of street/path, additional 50% cost for irrigation and mulch, every 30 feet |
| Landscape and Shade | Landscaping (beneath shade trees) Allowance | \$14.46 | each | 3520.00 | \$50,899.20 | per mile | Both sides of street/path, 10 small plants at each tree well, every 30 feet |
| Landscape and Shade | Demolition (tree well) Allowance | \$8.99 | square ft | 5632.00 | \$50,631.68 | per mile | Both sides of street/path, 4 foot by 4 foot demolition required at each tree well |
| Landscape and Shade | Tree Grate Allowance | \$2,700.00 | each | 352.00 | \$950,400.00 | per mile | Both sides of street/path, 16 square foot tree grate, cast iron material |
| Multiple | Stop signs | \$495.74 | each | 2.00 | \$991.48 | pair | Single post |
| Multiple | Limit Lines | \$5.41 | square ft | 20.00 | \$108.20 | each | 10 foot by 2 foot limit lines |
| New or Improved Sidewalk | New Sidewalk Allowance | \$1,800.21 | cubic yd | 645.33 | \$1,161,735.52 | per mile | 4 inch depth and 10 feet wide |
| New or Improved Sidewalk | New Curb Allowance | \$38.87 | linear ft | 5280.00 | \$205,233.60 | per mile | No drainage cost is included |
| New or Improved Sidewalk | Sidewalk Repair Allowance | \$1,800.21 | cubic yd | 32.27 | \$58,086.78 | per mile | 5% of sidewalks require reconstruction, 4 inch depth and 10 feet wide |
| New or Improved Sidewalk | Sidewalk Demolition Allowance | \$112.60 | square yd | 96.80 | \$10,899.68 | per mile | 5% of sidewalks require reconstruction, 4 inch depth and 10 feet wide |
| Opportunity Improvement | Standard Ped/Bike Bridge | \$477.38 | square ft | 1.00 | \$477.38 | square ft | Cast in Place Box Girder, encompasses total bridge cost |
| Opportunity Improvement | Landmark Ped/Bike Bridge | \$3,165.78 | square ft | 1.00 | \$3,165.78 | square ft | Assumes architecturally significant bridge, encompasses total bridge cost |
| Opportunity Improvement | Elevator | \$1,231,000.00 | each | 1.00 | \$1,231,000.00 | elevator | |
| Pedestrian and Bicycle Lighting | Lighting Allowance | \$4,000.00 | each | 176.00 | \$704,000.00 | per mile | Both sides of street/path, every 60 feet |
| Plaza/Parklet | Plaza/Parklet Allowance | \$250,000.00 | each | 1.00 | \$250,000.00 | each | Cost highly variable based on scope and conditions |
| Roundabout | Large Roundabout | \$250,000.00 | each | 1.00 | \$250,000.00 | each | |
| Signalized Crossing | Ped Activated Signal (4-way) | \$26,692.16 | signal | 4.00 | \$106,768.64 | each | |
| Signalized Crossing | Ped Activated Signal (3-way) | \$26,692.16 | signal | 4.00 | \$106,768.64 | each | |
| Signalized Crossing | Ped Activated Signal (2-way) | \$26,692.16 | signal | 2.00 | \$53,384.32 | each | |
| Signalized Crossing | Ped Activated Signal | \$26,692.16 | signal | 1.00 | \$26,692.16 | each | |
| Traffic Calming | Wayfinding Signage | \$495.74 | each | 1.00 | \$495.74 | each | Single post |
| Traffic Calming | Traffic Calming Allowance | \$435,000.00 | mile | 1.00 | \$435,000.00 | per mile | Includes signage, chicanes, and mini-roundabouts. 5 blocks per mile |
| Traffic Calming | Tactile Warning Strips | \$50.00 | square ft | 20.00 | \$1,000.00 | each | Includes 2 tiles at each location. Tiles are 2 foot x 5 foot |
| Traffic Calming | Signal Timing Optimization | \$4,569.00 | each | 1.00 | \$4,569.00 | intersection | Applied at signals along primary and secondary pathways within 0.5-mile of station area |
| Traffic Calming | HAWK Signal | \$197,720.00 | each | 1.00 | \$197,720.00 | intersection | |
| Traffic Calming | Signage Allowance | \$495.74 | each | 20.00 | \$9,914.80 | per mile | 4 signs per bus stop |
| Traffic Calming | Speed Hump Allowance | \$456.46 | ton | 98.00 | \$44,731.62 | per mile | 1 speed hump per 400 feet, or 12 per mile. 16 foot traversible profile, 1:25 ramp slopes, roadway width of 40 feet. 145 pounds per cubic foot of asphalt |

WHEEL PROJECTS: TYPICAL PROJECT COSTS PER MILE

I - Bike Path

| Item | Item Cost | Unit | Quantity | Quantity Cost | Quantity Unit | Assumptions |
|-----------------------|-------------|------------|----------|-----------------------|-----------------|--|
| Demolition | \$8.99 | square ft | 63360.00 | \$569,606.40 | per mile | 12 foot width |
| Clearing and Grubbing | \$19,863.70 | acre | 1.45 | \$28,892.65 | per mile | 12 foot width |
| Gravel base | \$225.00 | cubic yard | 586.67 | \$132,000.00 | per mile | 12 foot width and 3 inch depth |
| Grading | \$124.00 | cubic yard | 1173.33 | \$145,493.33 | per mile | 12 foot width and 6 inch depth |
| Asphalt Section | \$133.62 | square yd | 7040.00 | \$940,684.80 | per mile | 12 foot width |
| Lighting | \$4,000.00 | each | 176.00 | \$704,000.00 | per mile | 12-15 foot poles, both sides of path, every 60 feet |
| Shade Tree | \$191.00 | each | 528.00 | \$100,848.00 | per mile | Both sides of street/path, additional 50% cost for irrigation and mulch, every 30 feet |
| Striping | \$1.83 | linear ft | 15840.00 | \$28,987.20 | per mile | 3 trips for center and edge lines |
| Total | | | | \$2,650,512.39 | per mile | |

I - Multi-Use Path

| Item | Item Cost | Unit | Quantity | Quantity Cost | Quantity Unit | Assumptions |
|-----------------------|-------------|------------|----------|-----------------------|-----------------|--|
| Demolition | \$8.99 | square ft | 95040.00 | \$854,409.60 | per mile | 18 foot width |
| Clearing and Grubbing | \$19,863.70 | acre | 2.18 | \$43,338.98 | per mile | 18 foot width |
| Gravel base | \$225.00 | cubic yard | 880.00 | \$198,000.00 | per mile | 18 foot width and 3 inch depth |
| Grading | \$124.00 | cubic yard | 1760.00 | \$218,240.00 | per mile | 18 foot width and 6 inch depth |
| Asphalt Section | \$133.62 | square yd | 10560.00 | \$1,411,027.20 | per mile | 18 foot width |
| Lighting | \$4,000.00 | each | 176.00 | \$704,000.00 | per mile | 12-15 foot poles, both sides of path, every 60 feet |
| Shade Tree | \$191.00 | each | 528.00 | \$100,848.00 | per mile | Both sides of street/path, additional 50% cost for irrigation and mulch, every 30 feet |
| Striping | \$1.83 | linear ft | 15840.00 | \$28,987.20 | per mile | 3 trips for center and edge lines |
| Total | | | | \$3,558,850.98 | per mile | |

IV - Protected Bike Lanes (K71 Bollards)

| Item | Item Cost | Unit | Quantity | Quantity Cost | Quantity Unit | Assumptions |
|------------------------------|--------------|-----------|----------|-----------------------|-----------------|--|
| Remove Striping | \$3.79 | linear ft | 31680.00 | \$120,067.20 | per mile | 6 trips across all lanes |
| Bike Path Striping | \$1.83 | linear ft | 21120.00 | \$38,649.60 | per mile | 4 trips for edges of bike path each direction |
| Street Striping | \$1.99 | linear ft | 21120.00 | \$42,028.80 | per mile | 4 lanes |
| Parking Striping | \$1.99 | linear ft | 21120.00 | \$42,028.80 | per mile | Buffer (two strips) for each direction |
| Bike Path Marker | \$5.41 | square ft | 3840.00 | \$20,774.40 | per mile | 12 square feet per marking (MUTCD A24C). 8 markers per 0.05-mile (160 per mile) per direction. |
| Bollards | \$91.25 | each | 440.00 | \$40,150.00 | per mile | Both sides of path, every 24 feet |
| Traffic Signal Modifications | \$557,118.64 | each | 2.00 | \$1,114,237.28 | per mile | Includes each direction, 1 each way |
| Total | | | | \$1,417,936.08 | per mile | |

IV - Protected Bike Lanes (Raised Buffer)

| Item | Item Cost | Unit | Quantity | Quantity Cost | Quantity Unit | Assumptions |
|------------------------------|--------------|-----------|----------|-----------------------|-----------------|--|
| Remove Striping | \$3.79 | linear ft | 31680.00 | \$120,067.20 | per mile | 6 trips across all lanes |
| Bike Path Striping | \$1.83 | linear ft | 21120.00 | \$38,649.60 | per mile | 4 trips for edges of bike path each direction |
| Street Striping | \$1.99 | linear ft | 21120.00 | \$42,028.80 | per mile | 4 lanes |
| Parking Striping | \$1.99 | linear ft | 21120.00 | \$42,028.80 | per mile | Buffer (two strips) for each direction |
| Bike Path Marker | \$5.41 | square ft | 3840.00 | \$20,774.40 | per mile | 12 square feet per marking (MUTCD A24C). 8 markers per 0.05-mile (160 per mile) per direction. |
| Raised Median | \$500.00 | linear ft | 7920.00 | \$3,960,000.00 | per mile | Both sides of path, 3 foot width and 6 inch curb. Assumes 75% of section includes raised median. |
| Traffic Signal Modifications | \$557,118.64 | each | 2.00 | \$1,114,237.28 | per mile | Includes each direction, 1 each way |
| Total | | | | \$5,337,786.08 | per mile | |

IV - Protected Bike Lanes (Modify Curb Lanes Only)

| Item | Item Cost | Unit | Quantity | Quantity Cost | Quantity Unit | Assumptions |
|------------------------------|--------------|-----------|----------|-----------------------|-----------------|--|
| Remove Striping | \$3.79 | linear ft | 10560.00 | \$40,022.40 | per mile | 2 trips across two lanes |
| Bike Path Striping | \$1.83 | linear ft | 21120.00 | \$38,649.60 | per mile | 4 trips for edges of bike path each direction |
| Bike Path Marker | \$5.41 | square ft | 3840.00 | \$20,774.40 | per mile | 12 square feet per marking (MUTCD A24C). 8 markers per 0.05-mile (160 per mile) per direction. |
| Bollards | \$91.25 | each | 440.00 | \$40,150.00 | per mile | Both sides of path, every 24 feet |
| Traffic Signal Modifications | \$557,118.64 | each | 2.00 | \$1,114,237.28 | per mile | Includes each direction, 1 each way |
| Total | | | | \$1,253,833.68 | per mile | |

IV - Protected Bike Lanes (Widen Sidewalk)

| Item | Item Cost | Unit | Quantity | Quantity Cost | Quantity Unit | Assumptions |
|------------------------------|--------------|-----------|----------|-----------------------|-----------------|--|
| Remove Striping | \$3.79 | linear ft | 31680.00 | \$120,067.20 | per mile | 6 trips across all lanes |
| Bike Path Striping | \$1.83 | linear ft | 21120.00 | \$38,649.60 | per mile | 4 trips for edges of bike path each direction |
| Street Striping | \$1.99 | linear ft | 21120.00 | \$42,028.80 | per mile | 4 lanes |
| Parking Striping | \$1.99 | linear ft | 21120.00 | \$42,028.80 | per mile | Buffer (two strips) for each direction |
| Bike Path Marker | \$5.41 | square ft | 3840.00 | \$20,774.40 | per mile | 12 square feet per marking (MUTCD A24C). 8 markers per 0.05-mile (160 per mile) per direction. |
| Regrade Street | \$3,510.98 | cubic yd | 1564.44 | \$5,492,733.16 | per mile | 1 foot depth of regrading and 4 foot width (half lane) for sawcut limit. Only a portion of the street will be regraded in this scenario. |
| Widened Sidewalk | \$1,800.21 | cubic yd | 1466.67 | \$2,640,308.00 | per mile | 6 inch curb and 5 foot sidewalk extension in both directions |
| Traffic Signal Modifications | \$557,118.64 | each | 2.00 | \$1,114,237.28 | per mile | Includes each direction, 1 each way |
| Total | | | | \$9,510,827.24 | per mile | |

II - Striped Bike Lanes (Arterial with Raised Median)

| Item | Item Cost | Unit | Quantity | Quantity Cost | Quantity Unit | Assumptions |
|--------------------|-----------|-----------|----------|---------------------|-----------------|--|
| Remove Striping | \$3.79 | linear ft | 21120.00 | \$80,044.80 | per mile | 4 trips across all lanes |
| Bike Path Striping | \$1.83 | linear ft | 21120.00 | \$38,649.60 | per mile | 4 trips for edges of bike path each direction |
| Street Striping | \$1.99 | linear ft | 10560.00 | \$21,014.40 | per mile | 2 lines across all lanes |
| Bike Path Marker | \$5.41 | square ft | 3840.00 | \$20,774.40 | per mile | 12 square feet per marking (MUTCD A24C). 8 markers per 0.05-mile (160 per mile) per direction. |
| Total | | | | \$160,483.20 | per mile | |

II - Striped Bike Lanes (Arterial with Center Turn Lane)

| Item | Item Cost | Unit | Quantity | Quantity Cost | Quantity Unit | Assumptions |
|--------------------|-----------|-----------|----------|---------------------|-----------------|--|
| Remove Striping | \$3.79 | linear ft | 31680.00 | \$120,067.20 | per mile | 6 trips across all lanes |
| Bike Path Striping | \$1.83 | linear ft | 21120.00 | \$38,649.60 | per mile | 4 trips for edges of bike path each direction |
| Street Striping | \$1.99 | linear ft | 21120.00 | \$42,028.80 | per mile | 4 lines across all lanes |
| Bike Path Marker | \$5.41 | square ft | 3840.00 | \$20,774.40 | per mile | 12 square feet per marking (MUTCD A24C). 8 markers per 0.05-mile (160 per mile) per direction. |
| Total | | | | \$221,520.00 | per mile | |

II - Bike Lane (Striped Bike Lane Only)

| Item | Item Cost | Unit | Quantity | Quantity Cost | Quantity Unit | Assumptions |
|--------------------|-----------|-----------|----------|--------------------|-----------------|--|
| Remove Striping | \$3.79 | linear ft | 10560.00 | \$40,022.40 | per mile | 2 trips across all lanes |
| Bike Path Striping | \$1.83 | linear ft | 21120.00 | \$38,649.60 | per mile | 4 trips for edges of bike path each direction |
| Bike Path Marker | \$5.41 | square ft | 3840.00 | \$20,774.40 | per mile | 12 square feet per marking (MUTCD A24C). 8 markers per 0.05-mile (160 per mile) per direction. |
| Total | | | | \$99,446.40 | per mile | |

III - Bike Friendly Street

| Item | Item Cost | Unit | Quantity | Quantity Cost | Quantity Unit | Assumptions |
|------------------|-----------|-----------|----------|--------------------|-----------------|--|
| Speed Humps | \$456.46 | ton | 98.00 | \$44,731.62 | per mile | 1 speed hump per 400 feet, or 12 per mile. 16 foot traversible profile, 1:25 ramp slopes, roadway width of 40 feet. 145 pounds per cubic foot of asphalt |
| Stop signs | \$495.74 | each | 8.80 | \$4,362.51 | per mile | Signs are every 1,200 feet in both directions |
| Signage | \$495.74 | each | 26.40 | \$13,087.54 | per mile | Signage at each speed hump in both directions |
| Bike Path Marker | \$5.41 | square ft | 3840.00 | \$20,774.40 | per mile | 12 square feet per marking (MUTCD A24C). 8 markers per 0.05-mile (160 per mile) per direction. |
| Total | | | | \$82,956.07 | per mile | |

Construction ROM Cost Estimate - Unit Cost Index

| Source | Unit Cost(s) |
|---|--|
| Caltrans Contract Cost Data | Demolition, Clearing and Grubbing, Gravel Base, Grading, Asphalt Section, Loop Detectors, Shade Tree, Striping, Remove Striping, Bike Path Striping, Street Striping, Parking Striping, Bike Path Marker, Traffic Signal Modifications, Regrade Street, Widened Sidewalk, Speed Hump, Stop Signs, Signage, Bike Phase, Landscaping, Limit Lines, New Sidewalk, New Curb, High Visibility Crosswalk, Wayfinding Signage |
| Los Angeles Metro | Metro Bike Hub |
| SGL EIS/EIR Cost Estimate | Elevators |
| Federal Highway Administration | Raised Median, Floating Bus Stop, Curb Extension, Traffic Calming, Large Roundabout |
| Caltrans Comparative Bridge Cost | Bike/Pedestrian Bridge, Widen Undercrossing |
| City of Cerritos Recommendation (Feb. 2024) | ADA Curb Ramp |
| Cost Analysis of Bicycle Facilities: Cases from cities in the Portland, OR region | Pedestrian Activated Signal, HAWK, Bike Loops, Mini Roundabout |
| Intelligent Transportation Systems Joint Program Office | Signal Timing Optimization |
| TacticalUrbanismGuide.org | Bollards, Armadillos |
| GotItWholesale.com | Lighting, Fixture |
| Reliance-Foundry.com | Tree Grate |
| TruncatedDomesDepot.com | Tactile Warning Strips |
| Other First/Last Mile Projects | Seating Bench, Bus Stop Shelter, Waste Receptacle |
| Other Bridge Projects | Landmark Bike/Pedestrian Bridge (LA Kretz Equestrian Bridge & Taylor Yard Bridge) |

Appendix B - Itemized Cost List

Prioritized Wheel Projects

Construction ROM Cost Estimate - Prioritized Wheel Projects

| Station | Number of Prioritized Wheel Projects | ROM Construction Cost (\$2023) | Construction Contingency (50%) | Total Construction Cost (\$2023) |
|---------------------|--------------------------------------|--------------------------------|--------------------------------|----------------------------------|
| Slauson/A Line | 12 | \$8,488,000 | \$4,244,000 | \$12,735,000 |
| Pacific/Randolph | 13 | \$49,964,000 | \$24,982,000 | \$74,948,000 |
| Florence/Salt Lake | 14 | \$39,843,000 | \$19,922,000 | \$59,767,000 |
| Firestone | 17 | \$65,123,000 | \$32,561,000 | \$97,683,000 |
| Gardendale | 25 | \$8,742,000 | \$4,371,000 | \$13,115,000 |
| I-105/C Line | 10 | \$47,294,000 | \$23,647,000 | \$70,941,000 |
| Paramount/Rosecrans | 23 | \$40,569,000 | \$20,284,000 | \$60,851,000 |
| Bellflower | 16 | \$13,581,000 | \$6,790,000 | \$20,371,000 |
| Pioneer | 23 | \$26,886,000 | \$13,292,000 | \$40,181,000 |
| Total | 153 | \$300,490,000 | \$150,093,000 | \$450,592,000 |

Notes: ROM = rough order of magnitude, rounded to nearest \$1,000
 Contingency based on Caltrans PDPM for feasibility studies (Ch 20)

See memo for additional details regarding cost assumptions
 Cost estimates are intended to be used as a tool for planning to guide future decision-making processes.
 Totals may vary slightly due to rounding

Construction ROM Cost Estimate - Prioritized Wheel Projects

SLAUSON /A LINE STATION

Slauson Avenue/AT&SF ROW Shared-Use Path

| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
|--------------------|---------------|--------------|----------------|------|----------|-------------------------|----------------|----------------|----------|
| I - Multi-Use Path | 1 | IB Unit Cost | \$3,558,850.98 | MI | 0.74 | \$2,649,680.38 | \$1,324,840.19 | \$3,975,000.00 | |
| | | | | | | \$2,649,680.38 | \$1,324,840.19 | \$3,975,000.00 | |

Long Beach Avenue East and West Bike Lanes

| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
|--|---------------|---------------|-------------|------|----------|-------------------------|--------------|--------------|----------|
| II - Bike Lane (Stripe Bike Lane Only) | 2A | IIC Unit Cost | \$99,446.40 | MI | 2.11 | \$209,968.13 | \$104,984.06 | \$315,000.00 | |
| II - Bike Lane (Stripe Bike Lane Only) | 2B | IIC Unit Cost | \$99,446.40 | MI | 2.15 | \$213,792.75 | \$106,896.37 | \$321,000.00 | |
| | | | | | | \$423,760.87 | \$211,880.44 | \$636,000.00 | |

Miramonte Boulevard Bike Lanes/Maie Avenue Bike Friendly Street

| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
|--|---------------|-----------------------------|--------------|------|----------|-------------------------|--------------|----------------|---|
| II - Bike Lane (Stripe Bike Lane Only) | 3A | IIC Unit Cost | \$99,446.40 | MI | 1.00 | \$99,874.72 | \$49,937.36 | \$150,000.00 | |
| | | Stop Signs | \$495.74 | EA | 8.00 | \$3,965.92 | \$1,982.96 | \$6,000.00 | |
| | | Bike Phase Intersection | \$557,118.64 | EA | 1.00 | \$557,118.64 | \$278,559.32 | \$836,000.00 | Bike phase intersection required for this segment not included in unit cost |
| III - Bike Friendly Street | 3B | III Unit Cost | \$82,956.07 | MI | 1.55 | \$128,581.90 | \$64,290.95 | \$193,000.00 | Unit cost includes signage, speed humps, and stop signs |
| | | Pedestrian Activated Signal | \$53,384.32 | EA | 2.00 | \$106,768.64 | \$53,384.32 | \$160,000.00 | |
| | | | | | | \$896,309.83 | \$448,154.91 | \$1,345,000.00 | |

Compton Avenue Bike Lanes

| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
|--|---------------|---------------|-------------|------|----------|-------------------------|-------------|--------------|---|
| II - Bike Lane (Stripe Bike Lane Only) | 5A | IIC Unit Cost | \$99,446.40 | MI | 1.00 | \$99,446.40 | \$49,723.20 | \$149,000.00 | |
| II - Bike Lane (Stripe Bike Lane Only) | 5B | IIC Unit Cost | \$99,446.40 | MI | 0.77 | \$76,573.73 | \$38,286.86 | \$115,000.00 | Unit cost includes signage, speed humps, and stop signs |
| | | | | | | \$176,020.13 | \$88,010.06 | \$264,000.00 | |

Holmes Avenue Protected Bike Lanes

| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
|---|---------------|-------------------------|----------------|------|----------|-------------------------|--------------|----------------|---|
| IV - Protected Bike Lanes (Curb Lanes Only) | 7-8 | IVC Unit Cost | \$1,253,833.68 | MI | 1.00 | \$1,253,833.68 | \$626,916.84 | \$1,881,000.00 | Includes approximately 2 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 1.00 | \$557,118.64 | \$278,559.32 | \$836,000.00 | Bike phase intersection required for this segment not included in unit cost |
| | | | | | | \$1,810,952.32 | \$905,476.16 | \$2,717,000.00 | |

Randolph Street Bike Lanes

| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
|--------------------------------|---------------|---------------|--------------|------|----------|-------------------------|-------------|-------------|----------|
| II - Bike Lane (Raised Median) | 13 | IIB Unit Cost | \$160,483.20 | MI | 0.32 | \$51,354.62 | \$25,677.31 | \$77,000.00 | |
| | | | | | | \$51,354.62 | \$25,677.31 | \$77,000.00 | |

Long Beach Avenue/Metro A Line ROW Bike Path

| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
|---------------|---------------|--------------|----------------|------|----------|-------------------------|--------------|----------------|----------|
| I - Bike Path | 114 | IA Unit Cost | \$2,650,512.39 | MI | 0.31 | \$821,658.84 | \$410,829.42 | \$1,232,000.00 | |
| | | | | | | \$821,658.84 | \$410,829.42 | \$1,232,000.00 | |

Non-Linear Wheel Projects

| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
|-----------------------------|---------------|--------------------|----------------|------|----------|-------------------------|--------------|----------------|-------------------------------|
| Signal Timing Optimization | 120 | TSP Unit Cost | \$4,568.51 | EA | 28.00 | \$127,918.28 | \$63,959.14 | \$192,000.00 | |
| Bicycle and Scooter Parking | 121 | Bike Hub Allowance | \$1,493,747.49 | EA | 1.00 | \$1,493,747.49 | \$746,873.75 | \$2,241,000.00 | assumes full service bike hub |
| | | Parking Unit Cost | \$4,207.84 | MI | 8.80 | \$37,028.99 | \$18,514.50 | \$56,000.00 | |
| | | | | | | \$1,658,694.76 | \$829,347.38 | \$2,489,000.00 | |

TOTAL SUM: \$12,735,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Wheel Projects

| PACIFIC/RANDOLPH STATION | | | | | | | | | |
|---|---------------|-------------------------|----------------|------|----------|-------------------------|----------------|-----------------|--|
| Randolph Street Bikeway (Rail to River Segment B/Randolph Corridor Active Transportation Grant) | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Bike Path (TBD) | 1A | IA Unit Cost | \$2,650,512.39 | MI | 1.66 | \$4,399,850.56 | \$2,199,925.28 | \$6,600,000.00 | |
| IV - Protected Bike Lanes (Raised Buffer) | 1B | IVB Unit Cost | \$5,337,786.08 | MI | 2.48 | \$13,212,692.47 | \$6,606,346.24 | \$19,819,000.00 | Includes approximately 5 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | -2.00 | -\$1,114,237.28 | -\$557,118.64 | -\$1,671,000.00 | Bike phase intersections not required for this segment included in unit cost |
| | | | | | | \$16,498,305.75 | \$8,249,152.88 | \$24,748,000.00 | |

| Randolph Street Bikeway Bridges | | | | | | | | | |
|---------------------------------|---------------|--------------------------|------------|------|----------|-------------------------|-----------------|-----------------|-----------------------|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| New Bridge | 1C | Landmark Bike/Ped Bridge | \$3,165.78 | SF | 6600.00 | \$20,894,115.00 | \$10,447,057.50 | \$31,341,000.00 | Assumes 12 foot width |
| | | Standard Bike/Ped Bridge | \$477.38 | SF | 2400.00 | \$1,145,712.00 | \$572,856.00 | \$1,719,000.00 | Assumes 12 foot width |
| | | | | | | \$22,039,827.00 | \$11,019,913.50 | \$33,060,000.00 | |

| Randolph Street Bikeway East of I-710 (Randolph Corridor Active Transportation Grant) | | | | | | | | | |
|---|---------------|-------------------------|----------------|------|----------|-------------------------|---------------|----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| IV - Protected Bike Lanes (K71 Bollards) | 1D | IVA Unit Cost | \$1,417,936.08 | MI | 0.25 | \$354,484.02 | \$177,242.01 | \$532,000.00 | |
| | | IVA Unit Cost | \$1,417,936.08 | MI | 1.07 | \$1,517,191.61 | \$758,595.80 | \$2,276,000.00 | Includes approximately 2 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | -1.00 | -\$557,118.64 | -\$278,559.32 | -\$836,000.00 | Bike phase intersections not required for this segment included in unit cost |
| | | | | | | \$1,314,556.99 | \$657,278.49 | \$1,972,000.00 | |

| Pacific Boulevard/Long Beach Boulevard Bike Lanes | | | | | | | | | |
|--|---------------|-------------------------|----------------|------|----------|-------------------------|----------------|-----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2A | IVC Unit Cost | \$1,253,833.68 | MI | 0.78 | \$977,356.66 | \$488,678.33 | \$1,466,000.00 | Includes approximately 2 bike phase intersections in unit cost |
| II - Striped Bike Lanes - (Arterial with Raised Median) | 2B | IIB Unit Cost | \$160,483.20 | MI | 0.47 | \$75,750.85 | \$37,875.43 | \$114,000.00 | |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | | IIA Unit Cost | \$221,520.00 | MI | 0.27 | \$58,889.39 | \$29,444.70 | \$88,000.00 | |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2C | IIC Unit Cost | \$1,253,833.68 | MI | 0.54 | \$677,070.19 | \$338,535.09 | \$1,016,000.00 | Includes approximately 1 bike phase intersection in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 1.00 | \$557,118.64 | \$278,559.32 | \$836,000.00 | Bike phase intersection required for this segment not included in unit cost |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 2C | IIC Unit Cost | \$221,520.00 | MI | 0.54 | \$119,620.80 | \$59,810.40 | \$179,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2D | IVC Unit Cost | \$1,253,833.68 | MI | 1.54 | \$1,930,903.87 | \$965,451.93 | \$2,896,000.00 | Includes approximately 3 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 7.00 | \$3,899,830.48 | \$1,949,915.24 | \$5,850,000.00 | Bike phase intersections required for this segment not included in unit cost |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 2D | IIC Unit Cost | \$221,520.00 | MI | 1.54 | \$341,140.80 | \$170,570.40 | \$512,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| | | | | | | \$8,348,832.55 | \$4,174,416.28 | \$12,524,000.00 | |

| Non-Linear Wheel Projects | | | | | | | | | |
|-----------------------------|---------------|--------------------|----------------|------|----------|-------------------------|--------------|----------------|-------------------------------|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Signal Timing Optimization | 37 | TSP Unit Cost | \$4,568.51 | EA | 48.00 | \$219,288.48 | \$109,644.24 | \$329,000.00 | |
| Bicycle and Scooter Parking | 38 | Bike Hub Allowance | \$1,493,747.49 | EA | 1.00 | \$1,493,747.49 | \$746,873.75 | \$2,241,000.00 | assumes full service bike hub |
| | | Parking Unit Cost | \$4,207.84 | MI | 11.70 | \$49,231.73 | \$24,615.86 | \$74,000.00 | |
| | | | | | | \$1,762,267.70 | \$881,133.85 | \$2,644,000.00 | |

TOTAL SUM: \$74,948,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Wheel Projects

| FLORENCE/SALT LAKE STATION | | | | | | | | | |
|---|---------------|---------------|----------------|------|----------|-------------------------|----------------|-----------------|--|
| Salt Lake Avenue/SGL ROW/Maywood Avenue/UPRR ROW Bikeways | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| IV - Protected Bike Lanes (K71 Bollards) | 1A | IVA Unit Cost | \$1,417,936.08 | MI | 0.55 | \$784,406.36 | \$392,203.18 | \$1,177,000.00 | |
| II - Bike Lane (Stripe Bike Lane Only) | 1B | IIC Unit Cost | \$99,446.40 | MI | 0.21 | \$20,621.20 | \$10,310.60 | \$31,000.00 | |
| III - Bike Friendly Street | 1B | III Unit Cost | \$82,956.07 | MI | 0.21 | \$17,201.76 | \$8,600.88 | \$26,000.00 | Unit cost includes signage, speed humps, and stop signs. Alternate low-cost project for above project. Not included in total cost estimate |
| I - Multi-Use Path | 1C | IB Unit Cost | \$3,558,850.98 | MI | 1.74 | \$6,192,400.71 | \$3,096,200.35 | \$9,289,000.00 | |
| | | | | | | \$6,997,428.27 | \$3,498,714.13 | \$10,497,000.00 | |

| Salt Lake Avenue/SGL ROW Bikeways | | | | | | | | | |
|--|---------------|---------------|----------------|------|----------|-------------------------|-----------------|-----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| IV - Protected Bike Lanes (Raised Cycle Track) | 2 | IVD Unit Cost | \$9,510,827.24 | MI | 0.10 | \$951,082.72 | \$475,541.36 | \$1,427,000.00 | Assumes more conservative cost consideration |
| | | IVD Unit Cost | \$9,510,827.24 | MI | 1.37 | \$13,029,833.31 | \$6,514,916.66 | \$19,545,000.00 | Assumes more conservative cost consideration |
| IV - Protected Bike Lanes (Raised Cycle Track) | 3 | IVD Unit Cost | \$9,510,827.24 | MI | 0.83 | \$7,858,681.54 | \$3,929,340.77 | \$11,788,000.00 | Assumes more conservative cost consideration |
| | | | | | | \$21,839,597.58 | \$10,919,798.79 | \$32,760,000.00 | |

| Florence Avenue Bike Lanes | | | | | | | | | |
|--|---------------|-------------------------------|----------------|------|----------|-------------------------|----------------|-----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 4A | IIA Unit Cost | \$221,520.00 | MI | 2.24 | \$495,927.68 | \$247,963.84 | \$744,000.00 | |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 4B | IIA Unit Cost | \$221,520.00 | MI | 0.84 | \$185,534.55 | \$92,767.28 | \$278,000.00 | |
| IV - Protected Bike Lanes (K71 Bollards) | 4C | IVA Unit Cost | \$1,417,936.08 | MI | 1.80 | \$2,552,284.94 | \$1,276,142.47 | \$3,828,000.00 | Includes approximately 4 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 4.00 | \$2,228,474.56 | \$1,114,237.28 | \$3,343,000.00 | Bike phase intersections required for this segment not included in unit cost |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 4C | IIA Unit Cost | \$221,520.00 | MI | 1.80 | \$398,736.00 | \$199,368.00 | \$598,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| New Sidewalk | 4D | New Sidewalk | \$1,093,575.30 | MI | 0.16 | \$174,972.05 | \$87,486.02 | \$262,000.00 | assumes 80% of unit cost required - 8 foot sidewalk |
| | | Pedestrian Lights | \$704,000.00 | MI | 0.16 | \$112,640.00 | \$56,320.00 | \$169,000.00 | assumes new streetlights as conservative estimate |
| | | New Sidewalk | \$820,181.47 | MI | 0.09 | \$73,816.33 | \$36,908.17 | \$111,000.00 | assumes 80% of unit cost required - 8 foot sidewalk |
| | | Pedestrian Lights | \$704,000.00 | MI | 0.09 | \$63,360.00 | \$31,680.00 | \$95,000.00 | assumes new streetlights as conservative estimate |
| | | New Sidewalk | \$820,181.47 | MI | 0.30 | \$246,054.44 | \$123,027.22 | \$369,000.00 | assumes 80% of unit cost required - 8 foot sidewalk |
| IV - Protected Bike Lanes (Curb Lanes Only) | 4E | Ped-Activated Signals (2-way) | \$53,384.32 | EA | 8.00 | \$427,074.56 | \$213,537.28 | \$641,000.00 | |
| | | IVC Unit Cost | \$1,253,833.68 | MI | 0.85 | \$1,065,758.63 | \$532,879.31 | \$1,599,000.00 | Includes approximately 2 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 3.00 | \$1,671,355.92 | \$835,677.96 | \$2,507,000.00 | Bike phase intersections required for this segment not included in unit cost |
| | | | | | | \$9,297,253.67 | \$4,648,626.83 | \$13,946,000.00 | |

| Non-Linear Wheel Projects | | | | | | | | | |
|-----------------------------|---------------|--------------------|----------------|------|----------|-------------------------|--------------|----------------|-------------------------------|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Signal Timing Optimization | 94 | TSP Unit Cost | \$4,568.51 | EA | 37.00 | \$169,034.87 | \$84,517.44 | \$254,000.00 | |
| Bicycle and Scooter Parking | 95 | Bike Hub Allowance | \$1,493,747.49 | EA | 1.00 | \$1,493,747.49 | \$746,873.75 | \$2,241,000.00 | assumes full service bike hub |
| | | Parking Unit Cost | \$4,207.84 | MI | 11.00 | \$46,286.24 | \$23,143.12 | \$69,000.00 | |
| | | | | | | \$1,709,068.60 | \$854,534.30 | \$2,564,000.00 | |

TOTAL SUM: \$59,767,000.00

Note: totals may vary slightly due to rounding
 Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Wheel Projects

| FIRESTONE STATION | | | | | | | | | |
|--|---------------|-------------------------|----------------|------|----------|-------------------------|----------------|----------------|--|
| Atlantic Avenue Corridor Bike Lanes | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| II - Bike Lane (Stripe Bike Lane Only) | 1A | IIC Unit Cost | \$99,446.40 | MI | 1.05 | \$104,059.53 | \$52,029.76 | \$156,000.00 | |
| IV - Protected Bike Lanes (Curb Lanes Only) | 1B | IVC Unit Cost | \$1,253,833.68 | MI | 1.08 | \$1,350,391.26 | \$675,195.63 | \$2,026,000.00 | Includes approximately 2 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 2.00 | \$1,114,237.28 | \$557,118.64 | \$1,671,000.00 | Bike phase intersections required for this segment not included in unit cost |
| IV - Protected Bike Lanes (Curb Lanes Only) | 1C | IVC Unit Cost | \$1,253,833.68 | MI | 0.46 | \$576,763.49 | \$288,381.75 | \$865,000.00 | Includes approximately 1 bike phase intersection in unit cost |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 1C | IIA Unit Cost | \$221,520.00 | MI | 0.46 | \$101,899.20 | \$50,949.60 | \$153,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 1C | IIA Unit Cost | \$221,520.00 | MI | 0.20 | \$44,304.00 | \$22,152.00 | \$66,000.00 | |
| III - Bike Friendly Street | 1D | III Unit Cost | \$82,956.07 | MI | 1.04 | \$86,513.82 | \$43,256.91 | \$130,000.00 | Unit cost includes signage, speed humps, and stop signs |
| | | | | | | \$3,276,269.37 | \$1,638,134.69 | \$4,914,000.00 | |

| Firestone Boulevard Bike Lanes | | | | | | | | | |
|---|---------------|-----------------------------|--------------|------|----------|-------------------------|----------------|-----------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| II - Striped Bike Lanes - (Arterial with Raised Median) | 2A | IIB Unit Cost | \$160,483.20 | MI | 3.00 | \$481,449.60 | \$240,724.80 | \$722,000.00 | |
| II - Striped Bike Lanes - (Arterial with Raised Median) | 2B | IIB Unit Cost | \$160,483.20 | MI | 0.91 | \$146,039.71 | \$73,019.86 | \$219,000.00 | |
| | | Standard Bike/Ped Bridge | \$477.38 | SF | 5100.00 | \$2,434,638.00 | \$1,217,319.00 | \$3,652,000.00 | Assumes 425 foot length and 12 foot width |
| | | IIB Unit Cost | \$160,483.20 | MI | 0.32 | \$51,354.62 | \$25,677.31 | \$77,000.00 | Guardrail cost included in contingency |
| | | Pedestrian Activated Signal | \$53,384.32 | EA | 4.00 | \$213,537.28 | \$106,768.64 | \$320,000.00 | |
| | | High Visibility Crosswalk | \$1,038.72 | EA | 2.00 | \$2,077.44 | \$1,038.72 | \$3,000.00 | |
| | | Standard Bike/Ped Bridge | \$477.38 | SF | 5700.00 | \$2,721,066.00 | \$1,360,533.00 | \$4,082,000.00 | Assumes 475 foot length and 12 foot width |
| | | Standard Bike/Ped Bridge | \$477.38 | SF | 2748.00 | \$1,311,840.24 | \$655,920.12 | \$1,968,000.00 | Assumes 229 foot length and 12 foot width |
| | | | | | | \$7,362,002.90 | \$3,681,001.45 | \$11,043,000.00 | |

| Patata Av Extension/UPRR ROW Bike Path | | | | | | | | | |
|--|---------------|--------------------------|----------------|------|----------|-------------------------|-----------------|-----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| I - Bike Path | 5B | IA Unit Cost | \$2,650,512.39 | MI | 0.62 | \$1,643,317.68 | \$821,658.84 | \$2,465,000.00 | |
| I - Bike Path | 5C | IA Unit Cost | \$2,650,512.39 | MI | 1.00 | \$2,650,512.39 | \$1,325,256.19 | \$3,976,000.00 | |
| | | Landmark Bike/Ped Bridge | \$3,165.78 | SF | 6600.00 | \$20,894,115.00 | \$10,447,057.50 | \$31,341,000.00 | Assumes 550 foot length and 12 foot length |
| | | Standard Bike/Ped Bridge | \$477.38 | SF | 3000.00 | \$1,432,140.00 | \$716,070.00 | \$2,148,000.00 | Assumes 250 foot length and 12 foot width |
| | | | | | | \$26,620,085.07 | \$13,310,042.53 | \$39,930,000.00 | |

| Southern Avenue/Stewart and Gray Road Bike Lanes | | | | | | | | | |
|--|---------------|--------------------------|----------------|------|----------|-------------------------|-----------------|-----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| II - Bike Lane (Stripe Bike Lane Only) | 13A | IIC Unit Cost | \$99,446.40 | MI | 0.66 | \$65,634.62 | \$32,817.31 | \$98,000.00 | |
| I - Bike Path | 13B | IA Unit Cost | \$2,650,512.39 | MI | 0.26 | \$701,995.04 | \$350,997.52 | \$1,053,000.00 | |
| | | Landmark Bike/Ped Bridge | \$3,165.78 | SF | 6600.00 | \$20,894,115.00 | \$10,447,057.50 | \$31,341,000.00 | Assumes 550 foot length and 12 foot length |
| | | Standard Bike/Ped Bridge | \$477.38 | SF | 3000.00 | \$1,432,140.00 | \$716,070.00 | \$2,148,000.00 | Assumes 250 foot length and 12 foot width |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 15B | IIA Unit Cost | \$221,520.00 | MI | 0.21 | \$46,519.20 | \$23,259.60 | \$70,000.00 | |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 7 | IIA Unit Cost | \$221,520.00 | MI | 0.93 | \$207,113.42 | \$103,556.71 | \$311,000.00 | |
| IV - Protected Bike Lanes (K71 Bollards) | | IVA Unit Cost | \$1,417,936.08 | MI | 1.22 | \$1,736,621.38 | \$868,310.69 | \$2,605,000.00 | Includes approximately 2 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 2.00 | \$1,114,237.28 | \$557,118.64 | \$1,671,000.00 | Bike phase intersections required for this segment not included in unit cost |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 7 | IIA Unit Cost | \$221,520.00 | MI | 1.22 | \$271,307.27 | \$135,653.64 | \$407,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| | | | | | | \$26,198,375.94 | \$13,099,187.97 | \$39,297,000.00 | |

| Non-Linear Wheel Projects | | | | | | | | | |
|-----------------------------|---------------|--------------------|----------------|------|----------|-------------------------|--------------|----------------|-------------------------------|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Signal Timing Optimization | 68 | TSP Unit Cost | \$4,568.51 | EA | 28.00 | \$127,918.28 | \$63,959.14 | \$192,000.00 | |
| Bicycle and Scooter Parking | 69 | Bike Hub Allowance | \$1,493,747.49 | EA | 1.00 | \$1,493,747.49 | \$746,873.75 | \$2,241,000.00 | assumes full service bike hub |
| | | Parking Unit Cost | \$4,207.84 | MI | 10.50 | \$44,182.32 | \$22,091.16 | \$66,000.00 | |
| | | | | | | \$1,665,848.09 | \$832,924.05 | \$2,499,000.00 | |

TOTAL SUM: \$97,683,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Wheel Projects

| GARDENDALE STATION | | | | | | | | | |
|---|---------------|---------------|----------------|------|----------|-------------------------|----------------|----------------|--|
| Gardendale Street/Foster Road Bike Lanes | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| I - Bike Path | 1A | IA Unit Cost | \$2,650,512.39 | MI | 0.15 | \$391,286.51 | \$195,643.25 | \$587,000.00 | |
| III - Striped Bike Lanes - (Arterial with Center Turn Lane) | 1B | IIA Unit Cost | \$221,520.00 | MI | 0.31 | \$68,245.26 | \$34,122.63 | \$102,000.00 | |
| | | Stop Signs | \$495.74 | EA | 4.00 | \$1,982.96 | \$991.48 | \$3,000.00 | Not included in unit cost |
| | | Speed Humps | \$44,731.62 | MI | 0.31 | \$13,780.79 | \$6,890.40 | \$21,000.00 | Not included in unit cost |
| | | Signage | \$9,914.80 | MI | 0.31 | \$3,054.52 | \$1,527.26 | \$5,000.00 | Not included in unit cost |
| II - Bike Lane (Stripe Bike Lane Only) | 1C | IIC Unit Cost | \$99,446.40 | MI | 0.09 | \$9,177.82 | \$4,588.91 | \$14,000.00 | |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 1D | IIA Unit Cost | \$221,520.00 | MI | 0.24 | \$53,408.60 | \$26,704.30 | \$80,000.00 | |
| IV - Protected Bike Lanes (K71 Bollards) | | IVA Unit Cost | \$1,417,936.08 | MI | 1.63 | \$2,317,819.76 | \$1,158,909.88 | \$3,477,000.00 | Includes approximately 3 bike phase intersections in unit cost |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | | IIA Unit Cost | \$221,520.00 | MI | 1.63 | \$362,106.19 | \$181,053.10 | \$543,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| | | | | | | \$2,858,756.23 | \$1,429,378.12 | \$4,289,000.00 | |

| Downey Avenue Bike Lanes | | | | | | | | | |
|---|---------------|-------------------------|----------------|------|----------|-------------------------|----------------|----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| II - Striped Bike Lanes - (Arterial with Raised Median) | 11A | IIB Unit Cost | \$160,483.20 | MI | 1.41 | \$226,281.31 | \$113,140.66 | \$339,000.00 | |
| IV - Protected Bike Lanes (Curb Lanes Only) | 11B | IVC Unit Cost | \$1,253,833.68 | MI | 0.63 | \$789,915.22 | \$394,957.61 | \$1,185,000.00 | Includes approximately 1 bike phase intersection in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 1.00 | \$557,118.64 | \$278,559.32 | \$836,000.00 | Bike phase intersection required for this segment not included in unit cost |
| IV - Protected Bike Lanes (Curb Lanes Only) | 11B | IIB Unit Cost | \$160,483.20 | MI | 0.63 | \$101,104.42 | \$50,552.21 | \$152,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| III - Bike Friendly Street | 10 | III Unit Cost | \$82,956.07 | MI | 0.30 | \$24,832.66 | \$12,416.33 | \$37,000.00 | Unit cost includes signage, speed humps, and stop signs |
| IV - Protected Bike Lanes (Curb Lanes Only) | 28 | IVC Unit Cost | \$1,253,833.68 | MI | 0.52 | \$651,257.48 | \$325,628.74 | \$977,000.00 | |
| II - Striped Bike Lanes - (Arterial with Raised Median) | 28 | IIB Unit Cost | \$160,483.20 | MI | 0.52 | \$83,357.06 | \$41,678.53 | \$125,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| | | | | | | \$2,249,405.30 | \$1,124,702.65 | \$3,374,000.00 | |

| Garfield Avenue and Connecting Bikeways | | | | | | | | | |
|--|---------------|---------------|--------------|------|----------|-------------------------|--------------|--------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 12 | IIA Unit Cost | \$221,520.00 | MI | 1.98 | \$439,604.23 | \$219,802.11 | \$659,000.00 | |
| II - Striped Bike Lanes - (Arterial with Raised Median) | | IIB Unit Cost | \$160,483.20 | MI | 0.24 | \$38,515.97 | \$19,257.98 | \$58,000.00 | |
| | | IIB Unit Cost | \$160,483.20 | MI | 0.08 | \$12,036.24 | \$6,018.12 | \$18,000.00 | assumes only one side of street needs bike lane |
| II - Bike Lane (Stripe Bike Lane Only) | 14 | IIC Unit Cost | \$99,446.40 | MI | 0.23 | \$23,003.63 | \$11,501.81 | \$35,000.00 | |
| III - Bike Friendly Street | 48 | III Unit Cost | \$82,956.07 | MI | 0.34 | \$28,195.62 | \$14,097.81 | \$42,000.00 | Unit cost includes signage, speed humps, and stop signs |
| III - Bike Friendly Street | 50 | III Unit Cost | \$82,956.07 | MI | 0.36 | \$30,201.04 | \$15,100.52 | \$45,000.00 | Unit cost includes signage, speed humps, and stop signs |
| III - Bike Friendly Street | 56 | III Unit Cost | \$82,956.07 | MI | 0.42 | \$34,664.63 | \$17,332.32 | \$52,000.00 | Unit cost includes signage, speed humps, and stop signs |
| | | | | | | \$606,221.35 | \$303,110.68 | \$909,000.00 | |

| Hollydale Area Access Improvement Projects | | | | | | | | | |
|--|---------------|-------------------------|--------------|------|----------|-------------------------|--------------|----------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| III - Bike Friendly Street | 7A | III Unit Cost | \$82,956.07 | MI | 0.18 | \$15,118.33 | \$7,559.16 | \$23,000.00 | Unit cost includes signage, speed humps, and stop signs |
| II - Bike Lane (Stripe Bike Lane Only) | 7B | IIC Unit Cost | \$99,446.40 | MI | 0.61 | \$60,662.30 | \$30,331.15 | \$91,000.00 | |
| | | Stop Signs | \$495.74 | EA | 8.00 | \$3,965.92 | \$1,982.96 | \$6,000.00 | Not included in unit cost |
| | | Speed Humps | \$44,731.62 | MI | 0.61 | \$27,286.29 | \$13,643.14 | \$41,000.00 | Not included in unit cost |
| | | Signage | \$9,914.80 | MI | 0.61 | \$6,048.03 | \$3,024.01 | \$9,000.00 | Not included in unit cost |
| III - Bike Friendly Street | 51 | III Unit Cost | \$82,956.07 | MI | 0.47 | \$39,045.52 | \$19,522.76 | \$59,000.00 | Unit cost includes signage, speed humps, and stop signs |
| III - Bike Friendly Street | 52 | III Unit Cost | \$82,956.07 | MI | 0.62 | \$51,432.76 | \$25,716.38 | \$77,000.00 | Unit cost includes signage, speed humps, and stop signs |
| III - Bike Friendly Street | 53 | III Unit Cost | \$82,956.07 | MI | 0.56 | \$46,455.40 | \$23,227.70 | \$70,000.00 | Unit cost includes signage, speed humps, and stop signs |
| | | Bike Phase Intersection | \$557,118.64 | EA | 1.00 | \$557,118.64 | \$278,559.32 | \$836,000.00 | Bike phase intersection required for this segment not included in unit cost |
| III - Bike Friendly Street | 54 | III Unit Cost | \$82,956.07 | MI | 0.17 | \$14,102.53 | \$7,051.27 | \$21,000.00 | Unit cost includes signage, speed humps, and stop signs |
| | | Bike Phase Intersection | \$557,118.64 | EA | 1.00 | \$557,118.64 | \$278,559.32 | \$836,000.00 | Bike phase intersection required for this segment not included in unit cost |
| III - Bike Friendly Street | 56 | III Unit Cost | \$82,956.07 | MI | 0.33 | \$27,375.50 | \$13,687.75 | \$41,000.00 | Unit cost includes signage, speed humps, and stop signs |
| | | | | | | \$1,405,729.86 | \$702,864.93 | \$2,110,000.00 | |

| Non-Linear Wheel Projects | | | | | | | | | |
|-----------------------------|---------------|--------------------|----------------|------|----------|-------------------------|--------------|----------------|-------------------------------|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Signal Timing Optimization | 57 | TSP Unit Cost | \$4,568.51 | EA | 17.00 | \$77,664.67 | \$38,832.34 | \$116,000.00 | |
| Bicycle and Scooter Parking | 58 | Bike Hub Allowance | \$1,493,747.49 | EA | 1.00 | \$1,493,747.49 | \$746,873.75 | \$2,241,000.00 | assumes full service bike hub |
| | | Parking Unit Cost | \$4,207.84 | MI | 12.00 | \$50,494.08 | \$25,247.04 | \$76,000.00 | |
| | | | | | | \$1,621,906.24 | \$810,953.12 | \$2,433,000.00 | |

TOTAL SUM: \$13,115,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Wheel Projects

| I-105/C LINE STATION | | | | | | | | | |
|---|---------------|--------------------------|----------------|------|----------|-------------------------|-----------------|-----------------|--|
| Century Boulevard/Martin Luther King Jr. Boulevard Bike Lanes | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| II - Bike Lane (Stripe Bike Lane Only) | 1A | IIC Unit Cost | \$99,446.40 | MI | 0.54 | \$53,539.25 | \$26,769.63 | \$80,000.00 | |
| III - Bike Friendly Street | 1B | III Unit Cost | \$82,956.07 | MI | 0.30 | \$24,626.61 | \$12,313.30 | \$37,000.00 | Unit cost includes signage, speed humps, and stop signs |
| New Bridge | 1C | Landmark Bike/Ped Bridge | \$3,165.78 | SF | 12000.00 | \$37,989,300.00 | \$18,994,650.00 | \$56,984,000.00 | Assumes 1,000 foot length and 12 foot width |
| IV - Protected Bike Lanes (K71 Bollards) | 1D | IVA Unit Cost | \$1,417,936.08 | MI | 0.48 | \$680,609.32 | \$340,304.66 | \$1,021,000.00 | Includes approximately 1 bike phase intersections in unit cost |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 1D | IIA Unit Cost | \$221,520.00 | MI | 0.48 | \$106,329.60 | \$53,164.80 | \$159,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (K71 Bollards) | 1D | IVA Unit Cost | \$1,417,936.08 | MI | 1.57 | \$2,226,159.65 | \$1,113,079.82 | \$3,339,000.00 | Includes approximately 3 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 3.00 | \$1,671,355.92 | \$835,677.96 | \$2,507,000.00 | Bike phase intersections required for this segment not included in unit cost |
| II - Bike Lane (Stripe Bike Lane Only) | 1D | IIC Unit Cost | \$99,446.40 | MI | 1.57 | \$156,130.85 | \$78,065.42 | \$234,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| | | | | | | \$42,645,590.75 | \$21,322,795.37 | \$63,968,000.00 | |

| Arthur Avenue Bicycle Friendly Street | | | | | | | | | |
|---------------------------------------|---------------|--------------------------|-------------|------|----------|-------------------------|----------------|----------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| New Bridge | 2A | Standard Bike/Ped Bridge | \$477.38 | SF | 6300.00 | \$3,007,494.00 | \$1,503,747.00 | \$4,511,000.00 | Assumes 450 foot length and 14 foot width |
| III - Bike Friendly Street | 2B | III Unit Cost | \$82,956.07 | MI | 0.37 | \$30,693.74 | \$15,346.87 | \$46,000.00 | Unit cost includes signage, speed humps, and stop signs |
| | | | | | | \$3,038,187.74 | \$1,519,093.87 | \$4,557,000.00 | |

| Industrial Avenue Bicycle Friendly Street | | | | | | | | | |
|---|---------------|---------------|-------------|------|----------|-------------------------|-------------|-------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| III - Bike Friendly Street | 3 | III Unit Cost | \$82,956.07 | MI | 0.62 | \$51,187.39 | \$25,593.70 | \$77,000.00 | Unit cost includes signage, speed humps, and stop signs |
| | | Stop Signs | \$495.74 | EA | 24.00 | \$11,897.76 | \$5,948.88 | \$18,000.00 | Additional stop signs required for this segment |
| | | | | | | \$63,085.15 | \$31,542.58 | \$95,000.00 | |

| Non-Linear Wheel Projects | | | | | | | | | |
|-----------------------------|---------------|--------------------|----------------|------|----------|-------------------------|--------------|----------------|-------------------------------|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Signal Timing Optimization | 10 | TSP Unit Cost | \$4,568.51 | EA | 8.00 | \$36,548.08 | \$18,274.04 | \$55,000.00 | |
| Bicycle and Scooter Parking | 11 | Bike Hub Allowance | \$1,493,747.49 | EA | 1.00 | \$1,493,747.49 | \$746,873.75 | \$2,241,000.00 | assumes full service bike hub |
| | | Parking Unit Cost | \$4,207.84 | MI | 4.00 | \$16,831.36 | \$8,415.68 | \$25,000.00 | |
| | | | | | | \$1,547,126.93 | \$773,563.47 | \$2,321,000.00 | |

TOTAL SUM: \$70,941,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Wheel Projects

| PARAMOUNT/ROSECRANS STATION | | | | | | | | | |
|-----------------------------|---------------|--------------|----------------|------|----------|-------------------------|----------------|-----------------|----------|
| SGL ROW Bike Path | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| I - Multi-Use Path | 1A | IB Unit Cost | \$3,558,850.98 | MI | 0.91 | \$3,238,554.39 | \$1,619,277.20 | \$4,858,000.00 | |
| I - Multi-Use Path | 1B | IB Unit Cost | \$3,558,850.98 | MI | 1.07 | \$3,807,970.55 | \$1,903,985.27 | \$5,712,000.00 | |
| | | | | | | \$7,046,524.94 | \$3,523,262.47 | \$10,570,000.00 | |

| Paramount Boulevard Bike Lanes | | | | | | | | | |
|--|---------------|-------------------------|----------------|------|----------|-------------------------|----------------|-----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2B | IVC Unit Cost | \$1,253,833.68 | MI | 0.37 | \$463,918.46 | \$231,959.23 | \$696,000.00 | Includes approximately 1 bike phase intersections in unit cost |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 2B | IIA Unit Cost | \$221,520.00 | MI | 0.37 | \$40,981.20 | \$123,000.00 | \$164,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2B | IVC Unit Cost | \$1,253,833.68 | MI | 0.15 | \$188,075.05 | \$94,037.53 | \$282,000.00 | Includes approximately 0 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 2.00 | \$1,114,237.28 | \$557,118.64 | \$1,671,000.00 | Additional bike phase intersections required for this segment |
| II - Bike Lane (Stripe Bike Lane Only) | 2B | IIC Unit Cost | \$99,446.40 | MI | 0.15 | \$14,916.96 | \$7,458.48 | \$22,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2C | IVC Unit Cost | \$1,253,833.68 | MI | 0.34 | \$426,303.45 | \$213,151.73 | \$639,000.00 | Includes approximately 1 bike phase intersections in unit cost |
| II - Bike Lane (Stripe Bike Lane Only) | 2C | IIC Unit Cost | \$99,446.40 | MI | 0.34 | \$33,811.78 | \$16,905.89 | \$51,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2C | IVC Unit Cost | \$1,253,833.68 | MI | 0.13 | \$162,998.38 | \$81,499.19 | \$244,000.00 | Includes approximately 0 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 1.00 | \$557,118.64 | \$278,559.32 | \$836,000.00 | Additional bike phase intersection required for this segment |
| II - Bike Lane (Stripe Bike Lane Only) | 2C | IIC Unit Cost | \$99,446.40 | MI | 0.13 | \$12,928.03 | \$6,464.02 | \$19,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2C | IVC Unit Cost | \$1,253,833.68 | MI | 0.87 | \$1,090,835.30 | \$545,417.65 | \$1,636,000.00 | Includes approximately 2 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 3.00 | \$1,671,355.92 | \$835,677.96 | \$2,507,000.00 | Additional bike phase intersections required for this segment |
| II - Bike Lane (Stripe Bike Lane Only) | 2C | IIC Unit Cost | \$99,446.40 | MI | 0.87 | \$86,518.37 | \$43,259.18 | \$130,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2C | IVC Unit Cost | \$1,253,833.68 | MI | 0.12 | \$150,460.04 | \$75,230.02 | \$226,000.00 | |
| II - Bike Lane (Stripe Bike Lane Only) | 2C | IIC Unit Cost | \$99,446.40 | MI | 0.12 | \$11,933.57 | \$5,966.78 | \$18,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2C | IVC Unit Cost | \$1,253,833.68 | MI | 0.39 | \$488,995.14 | \$244,497.57 | \$733,000.00 | Includes approximately 1 bike phase intersection in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 1.00 | \$557,118.64 | \$278,559.32 | \$836,000.00 | Additional bike phase intersection required for this segment |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 2C | IIA Unit Cost | \$221,520.00 | MI | 0.39 | \$86,392.80 | \$43,196.40 | \$130,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2C | IVC Unit Cost | \$1,253,833.68 | MI | 0.61 | \$764,838.54 | \$382,419.27 | \$1,147,000.00 | Includes approximately 1 bike phase intersection in unit cost |
| II - Bike Lane (Stripe Bike Lane Only) | 2C | IIC Unit Cost | \$99,446.40 | MI | 0.61 | \$60,662.30 | \$30,331.15 | \$91,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2D | IVC Unit Cost | \$1,253,833.68 | MI | 1.90 | \$2,387,495.39 | \$1,193,747.70 | \$3,581,000.00 | Includes approximately 4 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 1.00 | \$557,118.64 | \$278,559.32 | \$836,000.00 | Additional bike phase intersection required for this segment |
| | | | | | | \$10,580,868.88 | \$5,290,434.44 | \$15,870,000.00 | |

| Rosecrans Avenue Bike Lanes | | | | | | | | | |
|---|---------------|-------------------------------|----------------|------|----------|-------------------------|----------------|-----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| New Sidewalk | 3 | New Sidewalk | \$1,366,969.12 | MI | 0.12 | \$167,582.96 | \$83,791.48 | \$251,000.00 | Includes new curb cost |
| | | New Sidewalk | \$1,366,969.12 | MI | 0.12 | \$167,582.96 | \$83,791.48 | \$251,000.00 | Includes new curb cost |
| II - Bike Lane (Stripe Bike Lane Only) | 4A | IIC Unit Cost | \$99,446.40 | MI | 0.97 | \$96,904.53 | \$48,452.27 | \$145,000.00 | |
| II - Bike Lane (Stripe Bike Lane Only) | 4B | IIC Unit Cost | \$99,446.40 | MI | 0.54 | \$53,701.06 | \$26,850.53 | \$81,000.00 | |
| Widen Sidewalk | 4C | New Sidewalk | \$1,093,575.30 | MI | 0.33 | \$360,879.85 | \$180,439.92 | \$541,000.00 | assumes 80% of unit cost required - 8 foot sidewalk |
| | | Guardrail | \$0.00 | MI | 0.33 | \$0.00 | \$0.00 | \$0.00 | Included in contingency |
| | | Ped-Activated Signals (2-way) | \$53,384.32 | EA | 4.00 | \$213,537.28 | \$106,768.64 | \$320,000.00 | |
| | | High Visibility Crosswalk | \$1,038.72 | EA | 8.00 | \$8,309.76 | \$4,154.88 | \$12,000.00 | |
| Guardrail | | Guardrail | \$0.00 | MI | 0.10 | \$0.00 | \$0.00 | \$0.00 | Included in contingency |
| IV - Protected Bike Lanes (Curb Lanes Only) | 4D | IVC Unit Cost | \$1,253,833.68 | MI | 0.71 | \$890,221.91 | \$445,110.96 | \$1,335,000.00 | Includes approximately 1 bike phase intersection in unit cost |
| IV - Protected Bike Lanes (Raised Buffer) | | IVB Unit Cost | \$5,337,786.08 | MI | 1.50 | \$8,006,679.12 | \$4,003,339.56 | \$12,010,000.00 | Includes approximately 3 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 1.00 | \$557,118.64 | \$278,559.32 | \$836,000.00 | Additional bike phase intersection required for this segment |
| IV - Protected Bike Lanes (K71 Bollards) | 4E | IVA Unit Cost | \$1,417,936.08 | MI | 2.00 | \$2,835,872.16 | \$1,417,936.08 | \$4,254,000.00 | Includes approximately 4 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 1.00 | \$557,118.64 | \$278,559.32 | \$836,000.00 | Additional bike phase intersection required for this segment |
| | | | | | | \$13,915,508.87 | \$6,957,754.44 | \$20,872,000.00 | |

| SCE ROW Shared-Use Path | | | | | | | | | |
|-------------------------|---------------|-------------------------|----------------|------|----------|-------------------------|----------------|-----------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| I - Multi-Use Path | 30 | IB Unit Cost | \$3,558,850.98 | MI | 1.72 | \$6,130,710.23 | \$3,065,355.11 | \$9,196,000.00 | |
| | | Bike Phase Intersection | \$557,118.64 | EA | 2.00 | \$1,114,237.28 | \$557,118.64 | \$1,671,000.00 | Additional bike phase intersections required for this segment |
| | | | | | | \$7,244,947.51 | \$3,622,473.75 | \$10,867,000.00 | |

| Non-Linear Wheel Projects | | | | | | | | | |
|-----------------------------|---------------|--------------------|----------------|------|----------|-------------------------|--------------|----------------|-------------------------------|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Signal Timing Optimization | 79 | TSP Unit Cost | \$4,568.51 | EA | 49.00 | \$223,856.99 | \$111,928.50 | \$336,000.00 | |
| Bicycle and Scooter Parking | 80 | Bike Hub Allowance | \$1,493,747.49 | EA | 1.00 | \$1,493,747.49 | \$746,873.75 | \$2,241,000.00 | assumes full service bike hub |
| | | Parking Unit Cost | \$4,207.84 | MI | 15.00 | \$63,117.60 | \$31,558.80 | \$95,000.00 | |
| | | | | | | \$1,780,722.08 | \$890,361.04 | \$2,672,000.00 | |

TOTAL SUM: \$60,851,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Wheel Projects

| BELLFLOWER STATION | | | | | | | | | |
|--|---------------|---------------|----------------|------|----------|-------------------------|----------------|----------------|--|
| Bellflower Boulevard Bike Lanes | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| IV - Protected Bike Lanes (Curb Lanes Only) | 1A | IVC Unit Cost | \$1,253,833.68 | MI | 1.60 | \$2,006,133.89 | \$1,003,066.94 | \$3,009,000.00 | Includes approximately 3 bike phase intersections in unit cost |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 1A | IIA Unit Cost | \$221,520.00 | MI | 1.60 | \$354,432.00 | \$177,216.00 | \$532,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 1B | IIA Unit Cost | \$221,520.00 | MI | 0.80 | \$177,216.00 | \$88,608.00 | \$266,000.00 | |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 1C | IIA Unit Cost | \$221,520.00 | MI | 1.56 | \$346,069.10 | \$173,034.55 | \$519,000.00 | |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 1D | IVC Unit Cost | \$1,253,833.68 | MI | 0.82 | \$1,022,886.77 | \$511,443.38 | \$1,534,000.00 | |
| | | | | | | \$3,552,305.76 | \$1,776,152.88 | \$5,328,000.00 | |

| Alondra Boulevard Bike Lanes | | | | | | | | | |
|--|---------------|-------------------------------|----------------|------|----------|-------------------------|----------------|-----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2A | IVC Unit Cost | \$1,253,833.68 | MI | 0.85 | \$1,065,758.63 | \$532,879.31 | \$1,599,000.00 | Includes approximately 2 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 2.00 | \$1,114,237.28 | \$557,118.64 | \$1,671,000.00 | Additional bike phase intersections required for this segment |
| | | IVC Unit Cost | \$1,253,833.68 | MI | 0.35 | \$438,841.79 | \$219,420.89 | \$658,000.00 | Includes approximately 1 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 1.00 | \$557,118.64 | \$278,559.32 | \$836,000.00 | Additional bike phase intersection required for this segment |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2B | IVC Unit Cost | \$1,253,833.68 | MI | 0.21 | \$263,305.07 | \$131,652.54 | \$395,000.00 | |
| | | IVC Unit Cost | \$1,253,833.68 | MI | 0.30 | \$376,150.10 | \$188,075.05 | \$564,000.00 | |
| | | Ped-Activated Signals (2-way) | \$53,384.32 | EA | 4.00 | \$213,537.28 | \$106,768.64 | \$320,000.00 | |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 2B | IIA Unit Cost | \$221,520.00 | MI | 0.30 | \$66,456.00 | \$33,228.00 | \$100,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2C | IVC Unit Cost | \$1,253,833.68 | MI | 0.15 | \$188,075.05 | \$94,037.53 | \$282,000.00 | Includes approximately 0 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 1.00 | \$557,118.64 | \$278,559.32 | \$836,000.00 | Additional bike phase intersection required for this segment |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 2C | IIA Unit Cost | \$221,520.00 | MI | 0.15 | \$33,228.00 | \$16,614.00 | \$50,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2C | IVC Unit Cost | \$1,253,833.68 | MI | 0.50 | \$626,916.84 | \$313,458.42 | \$940,000.00 | Includes approximately 1 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 1.00 | \$557,118.64 | \$278,559.32 | \$836,000.00 | Additional bike phase intersection required for this segment |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 2C | IIA Unit Cost | \$221,520.00 | MI | 0.50 | \$110,760.00 | \$55,380.00 | \$166,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2C | IVC Unit Cost | \$1,253,833.68 | MI | 0.25 | \$313,458.42 | \$156,729.21 | \$470,000.00 | Includes approximately 0 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 1.00 | \$557,118.64 | \$278,559.32 | \$836,000.00 | Additional bike phase intersection required for this segment |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 2C | IIA Unit Cost | \$221,520.00 | MI | 0.25 | \$55,380.00 | \$27,690.00 | \$83,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2C | IVC Unit Cost | \$1,253,833.68 | MI | 0.80 | \$1,003,066.94 | \$501,533.47 | \$1,505,000.00 | Includes approximately 2 bike phase intersections in unit cost |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 2C | IIA Unit Cost | \$221,520.00 | MI | 0.80 | \$177,216.00 | \$88,608.00 | \$266,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| | | | | | | \$7,831,821.97 | \$3,915,910.98 | \$11,748,000.00 | |

| Flower Street Bike Lanes | | | | | | | | | |
|--|---------------|---------------|--------------|------|----------|-------------------------|--------------|--------------|----------|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 3A | IIA Unit Cost | \$221,520.00 | MI | 1.66 | \$367,191.98 | \$183,595.99 | \$551,000.00 | |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 3B | IIA Unit Cost | \$221,520.00 | MI | 0.25 | \$55,446.70 | \$27,723.35 | \$83,000.00 | |
| | | | | | | \$422,638.68 | \$211,319.34 | \$634,000.00 | |

| Non-Linear Wheel Projects | | | | | | | | | |
|-----------------------------|---------------|--------------------|----------------|------|----------|-------------------------|--------------|----------------|-------------------------------|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Signal Timing Optimization | 44 | TSP Unit Cost | \$4,568.51 | EA | 52.00 | \$237,562.52 | \$118,781.26 | \$356,000.00 | |
| Bicycle and Scooter Parking | 45 | Bike Hub Allowance | \$1,493,747.49 | EA | 1.00 | \$1,493,747.49 | \$746,873.75 | \$2,241,000.00 | assumes full service bike hub |
| | | Parking Unit Cost | \$4,207.84 | MI | 10.20 | \$42,919.97 | \$21,459.98 | \$64,000.00 | |
| | | | | | | \$1,774,229.98 | \$887,114.99 | \$2,661,000.00 | |

TOTAL SUM: \$20,371,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Wheel Projects

| PIONEER STATION | | | | | | | | | |
|------------------------|---------------|-------------------------------|----------------|------|----------|-------------------------|----------------|-----------------|----------|
| SGL ROW Multi-Use Path | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| I - Multi-Use Path | 1A | IB Unit Cost | \$3,558,850.98 | MI | 0.68 | \$2,420,018.67 | \$1,210,009.33 | \$3,630,000.00 | |
| | | Ped-Activated Signals (2-way) | \$53,384.32 | EA | 1.00 | \$53,384.32 | \$26,692.16 | \$80,000.00 | |
| I - Multi-Use Path | 1B | IB Unit Cost | \$3,558,850.98 | MI | 0.12 | \$420,451.04 | \$210,225.52 | \$631,000.00 | |
| | | IB Unit Cost | \$3,558,850.98 | MI | 1.62 | \$5,768,364.06 | \$2,884,182.03 | \$8,653,000.00 | |
| I - Multi-Use Path | 1C | Ped-Activated Signals (2-way) | \$53,384.32 | EA | 2.00 | \$106,768.64 | \$53,384.32 | \$160,000.00 | |
| | | IB Unit Cost | \$3,558,850.98 | MI | 0.50 | \$1,779,425.49 | \$889,712.75 | \$2,669,000.00 | |
| I - Multi-Use Path | 1D | Ped-Activated Signals (2-way) | \$53,384.32 | EA | 1.00 | \$53,384.32 | \$26,692.16 | \$80,000.00 | |
| | | | | | | \$10,601,796.53 | \$5,300,898.27 | \$15,903,000.00 | |

| Pioneer Boulevard Bike Lanes | | | | | | | | | |
|--|---------------|-------------------------------|----------------|------|----------|-------------------------|----------------|-----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2A | IVC Unit Cost | \$1,253,833.68 | MI | 1.50 | \$1,880,750.52 | \$940,375.26 | \$2,821,000.00 | Includes approximately 3 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 4.00 | \$2,228,474.56 | \$1,114,237.28 | \$3,343,000.00 | Additional bike phase intersections required for this segment |
| II - Bike Lane - Stripe Bike Lane Only | 2A | IIC Unit Cost | \$99,446.40 | MI | 1.50 | \$149,169.60 | \$74,584.80 | \$224,000.00 | Includes approximately 3 bike phase intersections in unit cost. Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2B | IVC Unit Cost | \$1,253,833.68 | MI | 1.10 | \$1,376,675.56 | \$688,337.78 | \$2,065,000.00 | Includes approximately 2 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 4.00 | \$2,228,474.56 | \$1,114,237.28 | \$3,343,000.00 | Additional bike phase intersections required for this segment |
| II - Bike Lane (Stripe Bike Lane Only) | 2C | Ped-Activated Signals (2-way) | \$53,384.32 | EA | 4.00 | \$213,537.28 | \$106,768.64 | \$320,000.00 | |
| | | IIC Unit Cost | \$99,446.40 | MI | 0.29 | \$29,105.65 | \$14,552.82 | \$44,000.00 | |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2D | IVC Unit Cost | \$1,253,833.68 | MI | 0.12 | \$150,460.04 | \$75,230.02 | \$226,000.00 | Includes approximately 0 bike phase intersections in unit cost |
| | | Bike Phase Intersection | \$557,118.64 | EA | 2.00 | \$1,114,237.28 | \$557,118.64 | \$1,671,000.00 | Additional bike phase intersections required for this segment |
| II - Striped Bike Lanes - Arterial with Center Turn Lane | 2D | IIA Unit Cost | \$221,520.00 | MI | 0.12 | \$26,582.40 | \$13,291.20 | \$40,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2D | IVC Unit Cost | \$1,253,833.68 | MI | 0.17 | \$209,154.61 | \$104,577.30 | \$314,000.00 | |
| IV - Protected Bike Lanes (Curb Lanes Only) | 2E | IVC Unit Cost | \$1,253,833.68 | MI | 0.69 | \$861,776.91 | \$430,888.46 | \$1,293,000.00 | |
| II - Striped Bike Lanes - (Arterial with Center Turn Lane) | 2F | IIA Unit Cost | \$221,520.00 | MI | 0.83 | \$184,388.73 | \$92,194.36 | \$277,000.00 | |
| II - Striped Bike Lanes - (Arterial with Raised Median) | 2G | IIB Unit Cost | \$160,483.20 | MI | 0.17 | \$27,477.18 | \$13,738.59 | \$41,000.00 | |
| II - Striped Bike Lanes - (Arterial with Raised Median) | 2H | IIB Unit Cost | \$160,483.20 | MI | 0.14 | \$22,467.65 | \$11,233.82 | \$34,000.00 | |
| | | | | | | \$10,526,980.52 | \$5,263,490.26 | \$15,792,000.00 | |

| 183rd Street Bike Lanes | | | | | | | | | |
|---|---------------|---------------|----------------|------|----------|-------------------------|----------------|----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| IV - Protected Bike Lanes (Curb Lanes Only) | 3A | IVC Unit Cost | \$1,253,833.68 | MI | 0.27 | \$341,679.79 | \$170,839.89 | \$513,000.00 | Assumes more conservative cost consideration |
| II - Striped Bike Lanes - (Arterial with Raised Median) | 3A | IIB Unit Cost | \$160,483.20 | MI | 0.27 | \$43,732.97 | \$21,866.48 | \$66,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| IV - Protected Bike Lanes (Curb Lanes Only) | 3A | IVC Unit Cost | \$1,253,833.68 | MI | 0.50 | \$626,899.75 | \$313,449.88 | \$940,000.00 | |
| II - Bike Lane (Stripe Bike Lane Only) | 3B | IIC Unit Cost | \$99,446.40 | MI | 1.19 | \$118,415.78 | \$59,207.89 | \$178,000.00 | |
| IV - Protected Bike Lanes (Curb Lanes Only) | 3C | IVC Unit Cost | \$1,253,833.68 | MI | 1.89 | \$2,369,990.84 | \$1,184,995.42 | \$3,555,000.00 | Assumes more conservative cost consideration |
| II - Striped Bike Lanes - (Arterial with Raised Median) | 3C | IIB Unit Cost | \$160,483.20 | MI | 1.89 | \$303,313.25 | \$151,656.62 | \$455,000.00 | Alternate low-cost project for above project. Not included in total cost estimate. |
| | | | | | | \$3,456,986.16 | \$1,728,493.08 | \$5,186,000.00 | |

| 166th Street Bike Lanes | | | | | | | | | |
|--|---------------|---------------|--------------|------|----------|-------------------------|-------------|--------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| II - Bike Lane (Stripe Bike Lane Only) | 83 | IIC Unit Cost | \$302,508.00 | EA | 1.00 | \$302,508.00 | \$0.00 | \$303,000.00 | City of Artesia provided cost information for this project which is now complete. |
| | | | | | | \$302,508.00 | \$0.00 | \$303,000.00 | |

| Bike Friendly Streets Near Station | | | | | | | | | |
|------------------------------------|---------------|---------------|-------------|------|----------|-------------------------|-------------|--------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| III - Bike Friendly Street | 5 | III Unit Cost | \$82,956.07 | MI | 0.65 | \$53,555.89 | \$26,777.94 | \$80,000.00 | Unit cost includes signage, speed humps, and stop signs |
| III - Bike Friendly Street | 6 | III Unit Cost | \$82,956.07 | MI | 1.07 | \$88,689.68 | \$44,344.84 | \$133,000.00 | Unit cost includes signage, speed humps, and stop signs |
| III - Bike Friendly Street | 32 | III Unit Cost | \$82,956.07 | MI | 0.20 | \$16,572.83 | \$8,286.42 | \$25,000.00 | Unit cost includes signage, speed humps, and stop signs |
| | | | | | | \$158,818.40 | \$79,409.20 | \$238,000.00 | |

| Non-Linear Wheel Projects | | | | | | | | | |
|-----------------------------|---------------|--------------------|----------------|------|----------|-------------------------|--------------|----------------|-------------------------------|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Signal Timing Optimization | 84 | TSP Unit Cost | \$4,568.51 | EA | 63.00 | \$287,816.13 | \$143,908.07 | \$432,000.00 | |
| Bicycle and Scooter Parking | 85 | Bike Hub Allowance | \$1,493,747.49 | EA | 1.00 | \$1,493,747.49 | \$746,873.75 | \$2,241,000.00 | assumes full service bike hub |
| | | Parking Unit Cost | \$4,207.84 | MI | 13.70 | \$57,647.41 | \$28,823.70 | \$86,000.00 | |
| | | | | | | \$1,839,211.03 | \$919,605.51 | \$2,759,000.00 | |

TOTAL SUM: \$40,181,000.00
 Note: totals may vary slightly due to rounding
 Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Prioritized Walk Projects

Construction ROM Cost Estimate - Prioritized Walk Projects

| Station | Number of Prioritized Walk Projects | ROM Construction Cost (\$2023) | Construction Contingency (50%) | Total Construction Cost (\$2023) |
|---------------------|-------------------------------------|--------------------------------|--------------------------------|----------------------------------|
| Slauson/A Line | 33 | \$7,166,000 | \$3,583,000 | \$10,749,000 |
| Pacific/Randolph | 34 | \$23,222,000 | \$11,611,000 | \$34,832,000 |
| Florence/Salt Lake | 27 | \$13,939,000 | \$6,969,000 | \$20,908,000 |
| Firestone | 21 | \$6,970,000 | \$3,485,000 | \$10,453,000 |
| Gardendale | 24 | \$5,553,000 | \$2,776,000 | \$8,328,000 |
| I-105/C Line | 32 | \$4,514,000 | \$2,257,000 | \$6,771,000 |
| Paramount/Rosecrans | 14 | \$4,150,000 | \$2,075,000 | \$6,227,000 |
| Bellflower | 12 | \$1,975,000 | \$987,000 | \$2,962,000 |
| Pioneer | 29 | \$4,689,000 | \$2,344,000 | \$7,029,000 |
| Total | 226 | \$72,178,000 | \$36,087,000 | \$108,259,000 |

Notes: ROM = rough order of magnitude, rounded to nearest \$1,000
 Contingency based on Caltrans PDPM for feasibility studies (Ch 20)

See memo for additional details regarding cost assumptions

Cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Totals may vary slightly due to rounding

Construction ROM Cost Estimate - Prioritized Walk Projects

| SLAUSON /A LINE STATION | | | | | | | | | |
|---|---------------|------------------------------|--------------|------|----------|-------------------------|--------------|----------------|--|
| Slauson Avenue - Primary (Hooper Avenue to Regent Street) | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Bus Stop Improvements | 1, 7 | Shade Structure | \$35,000.00 | EA | 6.00 | \$210,000.00 | \$105,000.00 | \$315,000.00 | |
| | | Trash Cans | \$1,515.00 | EA | 4.00 | \$6,060.00 | \$3,030.00 | \$9,000.00 | |
| Curb Ramps | 2 | ADA Curb Ramp | \$8,000.00 | EA | 6.00 | \$48,000.00 | \$24,000.00 | \$72,000.00 | Assumes dual curb ramps |
| High Visibility Crosswalks | 3 | High Visibility Crosswalk | \$1,038.72 | EA | 10.00 | \$10,387.20 | \$5,193.60 | \$16,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 20.00 | \$10,198.60 | \$5,099.30 | \$15,000.00 | Assumes 2 t-intersections and 1 standard intersection |
| Traffic Calming | 4 | Traffic Calming | \$435,000.00 | MI | 1.00 | \$435,000.00 | \$217,500.00 | \$653,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile)) |
| Landscape and Shade | 5 | Shade Tree | \$100,848.00 | MI | 0.50 | \$50,424.00 | \$25,212.00 | \$76,000.00 | Assumes only along south side of street (50%) |
| | | Landscaping | \$50,899.20 | MI | 0.50 | \$25,449.60 | \$12,724.80 | \$38,000.00 | Assumes only along south side of street (50%) |
| | | Demolition | \$50,631.68 | MI | 0.50 | \$25,315.84 | \$12,657.92 | \$38,000.00 | Assumes only along south side of street (50%) |
| | | Tree Grate | \$950,400.00 | MI | 0.50 | \$475,200.00 | \$237,600.00 | \$713,000.00 | Assumes only along south side of street (50%) |
| Signalized Crossing | 6 | Ped Activated Signal (2-way) | \$53,384.32 | EA | 1.00 | \$53,384.32 | \$26,692.16 | \$80,000.00 | |
| | | High Visibility Crosswalk | \$1,038.72 | EA | 1.00 | \$1,038.72 | \$519.36 | \$2,000.00 | |
| New or Improved Sidewalk | 8 | New Sidewalk | \$58,086.78 | MI | 1.00 | \$58,086.78 | \$29,043.39 | \$87,000.00 | Assumes 5% of sidewalks require reconstruction, south side only |
| | | Sidewalk Demolition | \$10,899.68 | MI | 1.00 | \$10,899.68 | \$5,449.84 | \$16,000.00 | Assumes 5% of sidewalks require reconstruction, south side only |
| Pedestrian and Bicycle Lighting | 9 | Lighting (12-15' poles) | \$704,000.00 | MI | 0.57 | \$401,280.00 | \$200,640.00 | \$602,000.00 | Approximately 0.5 mile to the west (south only) and approximately 0.32 mile to the east, assumes 100% infill |
| Signalized Crossing | 9A | Traffic Signal Optimization | \$4,569.00 | EA | 14.00 | \$63,966.00 | \$31,983.00 | \$96,000.00 | |
| | | | | | | \$1,884,690.74 | \$942,345.37 | \$2,828,000.00 | |

| Long Beach Avenue (West) - Primary (East 52nd Street to Slauson Avenue) | | | | | | | | | |
|---|---------------|---------------------------|--------------|------|----------|-------------------------|--------------|--------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Bus Stop Improvements | 11 | Shade Structure | \$35,000.00 | EA | 2.00 | \$70,000.00 | \$35,000.00 | \$105,000.00 | |
| | | Seating Bench | \$2,092.00 | EA | 2.00 | \$4,184.00 | \$2,092.00 | \$6,000.00 | |
| | | Trash Cans | \$1,515.00 | EA | 2.00 | \$3,030.00 | \$1,515.00 | \$5,000.00 | |
| High Visibility Crosswalks | 12 | High Visibility Crosswalk | \$1,038.72 | EA | 6.00 | \$6,232.32 | \$3,116.16 | \$9,000.00 | 1 additional included in the SGL EIR Project (no cost included) |
| | | Loop Detectors | \$509.93 | EA | 12.00 | \$6,119.16 | \$3,059.58 | \$9,000.00 | Assumes 2 t-intersections loops |
| Landscape and Shade | 13 | Shade Tree | \$100,848.00 | MI | 0.45 | \$45,381.60 | \$22,690.80 | \$68,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.45 | \$22,904.64 | \$11,452.32 | \$34,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.45 | \$22,784.26 | \$11,392.13 | \$34,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 0.45 | \$427,680.00 | \$213,840.00 | \$642,000.00 | Assumes both sides of street |
| Curb Ramps | 14 | ADA Curb Ramp | \$8,000.00 | EA | 2.00 | \$16,000.00 | \$8,000.00 | \$24,000.00 | Assumes dual curb ramps |
| | | | | | | \$624,315.98 | \$312,157.99 | \$936,000.00 | |

| Long Beach Avenue (East) - Primary (East 52nd Street to Slauson Avenue) | | | | | | | | | |
|---|---------------|---------------------|--------------|------|----------|-------------------------|--------------|--------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Landscape and Shade | 15 | Shade Tree | \$100,848.00 | MI | 0.45 | \$45,381.60 | \$22,690.80 | \$68,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.45 | \$22,904.64 | \$11,452.32 | \$34,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.45 | \$22,784.26 | \$11,392.13 | \$34,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 0.45 | \$427,680.00 | \$213,840.00 | \$642,000.00 | Assumes both sides of street |
| New or Improved Sidewalk | 16 | Sidewalk Demolition | \$10,899.68 | MI | 0.22 | \$2,397.93 | \$1,198.96 | \$4,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | New Sidewalk | \$58,086.78 | MI | 0.22 | \$12,779.09 | \$6,389.55 | \$19,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| Bus Stop Improvements | 16A | Shade Structure | \$35,000.00 | EA | 1.00 | \$35,000.00 | \$17,500.00 | \$53,000.00 | |
| | | Seating Bench | \$2,092.00 | EA | 1.00 | \$2,092.00 | \$1,046.00 | \$3,000.00 | |
| | | Trash Cans | \$1,515.00 | EA | 1.00 | \$1,515.00 | \$757.50 | \$2,000.00 | |
| | | | | | | \$572,534.52 | \$286,267.26 | \$859,000.00 | |

Construction ROM Cost Estimate - Prioritized Walk Projects

| Randolph Street - Primary (Slauson Avenue to Regent Street) | | | | | | | | | |
|---|---------------|---------------------------|--------------|------|----------|-------------------------|--------------|----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Landscape and Shade | 17 | Shade Tree | \$100,848.00 | MI | 0.56 | \$56,474.88 | \$28,237.44 | \$85,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.56 | \$28,503.55 | \$14,251.78 | \$43,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.56 | \$28,353.74 | \$14,176.87 | \$43,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 0.56 | \$532,224.00 | \$266,112.00 | \$798,000.00 | Assumes both sides of street |
| High Visibility Crosswalks | 18 | High Visibility Crosswalk | \$1,038.72 | EA | 13.00 | \$13,503.36 | \$6,751.68 | \$20,000.00 | 8 additional included in the SGL EIR Project (no cost included) |
| | | Loop Detectors | \$509.93 | EA | 26.00 | \$13,258.18 | \$6,629.09 | \$20,000.00 | Assumes 4 t-intersections and 1 single crosswalk loops |
| New or Improved Sidewalk | 19 | New Sidewalk | \$58,086.78 | MI | 0.64 | \$37,175.54 | \$18,587.77 | \$56,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 0.64 | \$6,975.80 | \$3,487.90 | \$10,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| Curb Ramps | 20 | New Curb Ramps | - | EA | 10.00 | - | - | - | SGL EIR Project (no cost included) |
| | | | | | | \$716,469.04 | \$358,234.52 | \$1,075,000.00 | |

| Holmes Avenue - Secondary (52nd Street to Gage Avenue) | | | | | | | | | |
|--|---------------|---------------------------|--------------|------|----------|-------------------------|--------------|----------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| New or Improved Sidewalk | 21 | New Sidewalk | \$58,086.78 | MI | 1.84 | \$106,879.67 | \$53,439.83 | \$160,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 1.84 | \$20,055.41 | \$10,027.71 | \$30,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| High Visibility Crosswalks | 22 | High Visibility Crosswalk | \$1,038.72 | EA | 17.00 | \$17,658.24 | \$8,829.12 | \$26,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 28.00 | \$14,278.04 | \$7,139.02 | \$21,000.00 | Assumes 2 std intersections loops, 2 T intersection loops for signalized intersections. |
| Bus Stop Improvements | 23 | Shade Structure | \$35,000.00 | EA | 6.00 | \$210,000.00 | \$105,000.00 | \$315,000.00 | |
| | | Seating Bench | \$2,092.00 | EA | 6.00 | \$12,552.00 | \$6,276.00 | \$19,000.00 | |
| | | Trash Cans | \$1,515.00 | EA | 6.00 | \$9,090.00 | \$4,545.00 | \$14,000.00 | |
| Landscape and Shade | 24 | Shade Tree | \$100,848.00 | MI | 0.92 | \$92,780.16 | \$46,390.08 | \$139,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.92 | \$46,827.26 | \$23,413.63 | \$70,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.92 | \$46,581.15 | \$23,290.57 | \$70,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 0.92 | \$874,368.00 | \$437,184.00 | \$1,312,000.00 | Assumes both sides of street |
| Curb Extension | 24A | Curb Extension | \$20,000.00 | EA | 6.00 | \$120,000.00 | \$60,000.00 | \$180,000.00 | |
| | | | | | | \$1,571,069.93 | \$785,534.96 | \$2,356,000.00 | |

| Compton Avenue - Secondary (53rd Street to Gage Avenue) | | | | | | | | | |
|---|---------------|---------------------------|--------------|------|----------|-------------------------|--------------|----------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 29 | High Visibility Crosswalk | \$1,038.72 | EA | 24.00 | \$24,929.28 | \$12,464.64 | \$37,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 18.00 | \$9,178.74 | \$4,589.37 | \$14,000.00 | Assumes 1 standard intersection, 1 t-intersection, and 1-midblock intersection |
| Bus Stop Improvements | 31 | Shade Structure | \$35,000.00 | EA | 8.00 | \$280,000.00 | \$140,000.00 | \$420,000.00 | |
| Signalized Crossing | 33 | Install Hawks | \$197,720.00 | EA | 2.00 | \$395,440.00 | \$197,720.00 | \$593,000.00 | |
| | | High Visibility Crosswalk | \$1,038.72 | EA | 2.00 | \$2,077.44 | \$1,038.72 | \$3,000.00 | |
| | | Ped Activated Signal | \$53,384.32 | EA | 1.00 | \$53,384.32 | \$26,692.16 | \$80,000.00 | |
| Traffic Calming | 35 | Traffic Calming | \$435,000.00 | MI | 0.88 | \$382,800.00 | \$191,400.00 | \$574,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile) |
| | | | | | | \$1,147,809.78 | \$573,904.89 | \$1,721,000.00 | |

| Wilmington Avenue - Secondary (Slauson Avenue to Gage Avenue) | | | | | | | | | |
|---|---------------|---------------------------|--------------|------|----------|-------------------------|--------------|--------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 41 | High Visibility Crosswalk | \$1,038.72 | EA | 4.00 | \$4,154.88 | \$2,077.44 | \$6,000.00 | |
| Landscape and Shade | 42 | Shade Tree | \$100,848.00 | MI | 0.50 | \$50,424.00 | \$25,212.00 | \$76,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.50 | \$25,449.60 | \$12,724.80 | \$38,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.50 | \$25,315.84 | \$12,657.92 | \$38,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 0.50 | \$475,200.00 | \$237,600.00 | \$713,000.00 | Assumes both sides of street |
| New or Improved Sidewalk | 43 | New Sidewalk | \$58,086.78 | MI | 1.00 | \$58,086.78 | \$29,043.39 | \$87,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 1.00 | \$10,899.68 | \$5,449.84 | \$16,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | | | | | \$649,530.78 | \$324,765.39 | \$974,000.00 | |

TOTAL SUM: \$10,749,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Walk Projects

| PACIFIC/RANDOLPH STATION | | | | | | | | | |
|---|---------------|-----------------------------|--------------|------|----------|-------------------------|----------------|----------------|---|
| Pacific Boulevard - Primary (56th Street to Zoe Avenue) | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 1 | High Visibility Crosswalk | \$1,038.72 | EA | 28.00 | \$29,084.16 | \$14,542.08 | \$44,000.00 | 4 additional included in the SGL EIR Project (no cost included) |
| | | Loop Detectors | \$509.93 | EA | 56.00 | \$28,556.08 | \$14,278.04 | \$43,000.00 | Assumes 1 t-intersection, 6 standard intersections, and 1 single crosswalk loops |
| Landscape and Shade | 2 | Shade Tree | \$100,848.00 | MI | 0.88 | \$88,746.24 | \$44,373.12 | \$133,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.88 | \$44,791.30 | \$22,395.65 | \$67,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.88 | \$44,555.88 | \$22,277.94 | \$67,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 0.88 | \$836,352.00 | \$418,176.00 | \$1,255,000.00 | Assumes both sides of street |
| Traffic Calming | 3 | Traffic Calming | \$435,000.00 | MI | 0.88 | \$382,800.00 | \$191,400.00 | \$574,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile) |
| Curb Ramps | 4 | ADA Curb Ramp | \$8,000.00 | EA | 56.00 | \$448,000.00 | \$224,000.00 | \$672,000.00 | Assumes dual curb ramps |
| Signalized Crossing | 4A | Traffic Signal Optimization | \$4,569.00 | EA | 36.00 | \$164,484.00 | \$82,242.00 | \$247,000.00 | |
| | | | | | | \$2,067,369.65 | \$1,033,684.83 | \$3,102,000.00 | |

| Randolph Street - Primary (Albany Street to Arbutus Avenue) | | | | | | | | | |
|---|---------------|---------------------------|----------------|------|----------|-------------------------|----------------|-----------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 5 | High Visibility Crosswalk | \$1,038.72 | EA | 28.00 | \$29,084.16 | \$14,542.08 | \$44,000.00 | 18 additional included in the SGL EIR Project (no cost included) |
| | | Loop Detectors | \$509.93 | EA | 56.00 | \$28,556.08 | \$14,278.04 | \$43,000.00 | Assumes 6 t-intersection and 10 single crosswalk loops |
| Curb Ramps | 6 | ADA Curb Ramp | \$8,000.00 | EA | 32.00 | \$256,000.00 | \$128,000.00 | \$384,000.00 | Assumes dual curb ramps, 20 additional included in the SGL EIR Project (no cost included) |
| Landscape and Shade | 7 | Shade Tree | \$100,848.00 | MI | 1.02 | \$102,864.96 | \$51,432.48 | \$154,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 1.02 | \$51,917.18 | \$25,958.59 | \$78,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 1.02 | \$51,644.31 | \$25,822.16 | \$77,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 1.02 | \$969,408.00 | \$484,704.00 | \$1,454,000.00 | Assumes both sides of street |
| New or Improved Sidewalk | 8 | New Sidewalk | \$58,086.78 | MI | 2.04 | \$118,497.02 | \$59,248.51 | \$178,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 2.04 | \$22,235.35 | \$11,117.67 | \$33,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| Traffic Calming | 9 | ADA Curb Ramp | \$8,000.00 | EA | 8.00 | \$64,000.00 | \$32,000.00 | \$96,000.00 | Assumes dual curb ramps, curb ramp radii adjusted in the SGL EIR Project (no cost included) |
| Opportunity Improvement | 10A | Standard Bike/Ped Bridge | \$477.38 | SF | 20000.00 | \$9,547,600.00 | \$4,773,800.00 | \$14,321,000.00 | Assumes 10,000 SF per bridge (including ramps) |
| | | Elevator | \$1,231,000.00 | EA | 4.00 | \$4,924,000.00 | \$2,462,000.00 | \$7,386,000.00 | Includes elevator at each end of bridge |
| Pedestrian and Bicycle Lighting | 10B | Lighting (12-15' poles) | \$704,000.00 | MI | 0.51 | \$359,040.00 | \$179,520.00 | \$539,000.00 | Assumes both sides of street, assumes 50% infill |
| | | | | | | \$16,524,847.07 | \$8,262,423.53 | \$24,787,000.00 | |

| Seville Avenue - Secondary (58th Street to Zoe Avenue) | | | | | | | | | |
|--|---------------|---------------------------|--------------|------|----------|-------------------------|--------------|--------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 12 | High Visibility Crosswalk | \$1,038.72 | EA | 15.00 | \$15,580.80 | \$7,790.40 | \$23,000.00 | |
| | | ADA Ramp | \$8,000.00 | EA | 2.00 | \$16,000.00 | \$8,000.00 | \$24,000.00 | Assumes unidirectional ramps |
| | | Curb Extension | \$20,000.00 | EA | 2.00 | \$40,000.00 | \$20,000.00 | \$60,000.00 | Curb extension at driveway extents |
| Curb Ramps | 12A | ADA Curb Ramp | \$8,000.00 | EA | 30.00 | \$240,000.00 | \$120,000.00 | \$360,000.00 | Assumes dual ramps where applicable |
| Pedestrian and Bicycle Lighting | 12B | Lighting (12-15' poles) | \$704,000.00 | MI | 0.38 | \$264,000.00 | \$132,000.00 | \$396,000.00 | Assumes both sides of street, assumes 50% infill |
| | | | | | | \$575,580.80 | \$287,790.40 | \$863,000.00 | |

| Malabar Street- Secondary (56th Street to Zoe Avenue) | | | | | | | | | |
|---|---------------|---------------------------|--------------|------|----------|-------------------------|--------------|--------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 15 | High Visibility Crosswalk | \$1,038.72 | EA | 16.00 | \$16,619.52 | \$8,309.76 | \$25,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 16.00 | \$8,158.88 | \$4,079.44 | \$12,000.00 | Assumes 2 standard intersection loops |
| Curb Ramps | 15A | ADA Curb Ramp | \$8,000.00 | EA | 16.00 | \$128,000.00 | \$64,000.00 | \$192,000.00 | Assumes dual ramps |
| Pedestrian and Bicycle Lighting | 15B | Lighting (12-15' poles) | \$704,000.00 | MI | 0.44 | \$309,760.00 | \$154,880.00 | \$465,000.00 | Assumes both sides of street, assumes 50% infill |
| | | | | | | \$462,538.40 | \$231,269.20 | \$694,000.00 | |

Construction ROM Cost Estimate - Prioritized Walk Projects

| Slauson Avenue- Secondary (Regent Street to Bickett Street) | | | | | | | | | |
|---|---------------|---------------------------|--------------|------|----------|-------------------------|--------------|----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Bus Stop Improvements | 17 | Shade Structure | \$35,000.00 | EA | 7.00 | \$245,000.00 | \$122,500.00 | \$368,000.00 | |
| | | Seating Bench | \$2,092.00 | EA | 7.00 | \$14,644.00 | \$7,322.00 | \$22,000.00 | |
| | | Trash Cans | \$1,515.00 | EA | 7.00 | \$10,605.00 | \$5,302.50 | \$16,000.00 | |
| Landscape and Shade | 18 | Shade Tree | \$100,848.00 | MI | 1.08 | \$108,915.84 | \$54,457.92 | \$163,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 1.08 | \$54,971.14 | \$27,485.57 | \$82,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 1.08 | \$54,682.21 | \$27,341.11 | \$82,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 1.08 | \$1,026,432.00 | \$513,216.00 | \$1,540,000.00 | Assumes both sides of street |
| New or Improved Sidewalk | 19 | New Sidewalk | \$58,086.78 | MI | 2.16 | \$125,467.44 | \$62,733.72 | \$188,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 2.16 | \$23,543.31 | \$11,771.65 | \$35,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| High Visibility Crosswalks | 20 | High Visibility Crosswalk | \$1,038.72 | EA | 14.00 | \$14,542.08 | \$7,271.04 | \$22,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 28.00 | \$14,278.04 | \$7,139.02 | \$21,000.00 | Assumes 3 standard intersections and 1 mid-block intersection loops |
| | | | | | | \$1,693,081.06 | \$846,540.53 | \$2,539,000.00 | |

| East Gage Avenue- Secondary (Cottage Street to Arbutus Avenue) | | | | | | | | | |
|--|---------------|---------------------------|--------------|------|----------|-------------------------|--------------|----------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 22 | High Visibility Crosswalk | \$1,038.72 | EA | 38.00 | \$39,471.36 | \$19,735.68 | \$59,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 38.00 | \$19,377.34 | \$9,688.67 | \$29,000.00 | Assumes 4 standard intersections and 1 t-intersection loops |
| Curb Ramps | 23 | ADA Curb Ramp | \$8,000.00 | EA | 24.00 | \$192,000.00 | \$96,000.00 | \$288,000.00 | Assumes dual curb ramps |
| Signalized Crossing | 24 | Ped Activated Signal | \$26,692.16 | EA | 1.00 | \$26,692.16 | \$13,346.08 | \$40,000.00 | |
| | | High Visibility Crosswalk | \$1,038.72 | EA | 4.00 | \$4,154.88 | \$2,077.44 | \$6,000.00 | |
| | | Rapid Flash Beacon | \$106,768.64 | EA | 1.00 | \$106,768.64 | \$53,384.32 | \$160,000.00 | |
| New or Improved Sidewalk | 25 | New Sidewalk | \$58,086.78 | MI | 1.68 | \$97,585.78 | \$48,792.89 | \$146,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 1.68 | \$18,311.46 | \$9,155.73 | \$27,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| Traffic Calming | 26A | Traffic Calming | \$435,000.00 | MI | 1.10 | \$478,500.00 | \$239,250.00 | \$718,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile) |
| Pedestrian and Bicycle Lighting | 26B | Lighting (12-15' poles) | \$704,000.00 | MI | 0.55 | \$387,200.00 | \$193,600.00 | \$581,000.00 | Assumes both sides of street, assumes 50% infill |
| | | | | | | \$1,370,061.63 | \$685,030.81 | \$2,054,000.00 | |

| Middleton Street- Secondary (Belgrave Avenue to Zoe Avenue) | | | | | | | | | |
|---|---------------|---------------|------------|------|----------|-------------------------|-------------|-------------|-------------------------|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Curb Ramps | 27 | ADA Curb Ramp | \$8,000.00 | EA | 8.00 | \$64,000.00 | \$32,000.00 | \$96,000.00 | Assumes dual curb ramps |
| | | | | | | \$64,000.00 | \$32,000.00 | \$96,000.00 | |

| Rugby Avenue- Secondary (Belgrave Avenue to Zoe Avenue) | | | | | | | | | |
|---|---------------|---------------------------|--------------|------|----------|-------------------------|--------------|--------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Curb Ramps | 28 | ADA Curb Ramp | \$8,000.00 | EA | 16.00 | \$128,000.00 | \$64,000.00 | \$192,000.00 | Assumes dual ramps |
| | | Waste Receptacle | \$1,515.00 | EA | 2.00 | \$3,030.00 | \$1,515.00 | \$5,000.00 | |
| | | Ped Lighting | \$4,000.00 | EA | 1.00 | \$4,000.00 | \$2,000.00 | \$6,000.00 | Assumes one electrolier |
| High Visibility Crosswalks | 29 | High Visibility Crosswalk | \$1,038.72 | EA | 8.00 | \$8,309.76 | \$4,154.88 | \$12,000.00 | |
| Pedestrian and Bicycle Lighting | 30 | Lighting (12-15' poles) | \$704,000.00 | MI | 0.28 | \$193,600.00 | \$96,800.00 | \$290,000.00 | Assumes both sides of street, assumes 50% infill |
| | | | | | | \$336,939.76 | \$168,469.88 | \$505,000.00 | |

| Rita Avenue- Secondary (Randolph Street to Zoe Avenue) | | | | | | | | | |
|--|---------------|---------------|------------|------|----------|-------------------------|-------------|-------------|-------------------------|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Curb Ramps | 31 | ADA Curb Ramp | \$8,000.00 | EA | 8.00 | \$64,000.00 | \$32,000.00 | \$96,000.00 | Assumes dual curb ramps |
| | | | | | | \$64,000.00 | \$32,000.00 | \$96,000.00 | |

| Templeton Street- Secondary (Slauson Avenue to Zoe Avenue) | | | | | | | | | |
|--|---------------|---------------|------------|------|----------|-------------------------|-------------|-------------|-------------------------|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Curb Ramps | 32 | ADA Curb Ramp | \$8,000.00 | EA | 8.00 | \$64,000.00 | \$32,000.00 | \$96,000.00 | Assumes dual curb ramps |
| | | | | | | \$64,000.00 | \$32,000.00 | \$96,000.00 | |

TOTAL SUM: \$34,832,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Walk Projects

| FLORENCE/SALT LAKE STATION | | | | | | | | | |
|---|---------------|------------------------------|----------------|------|----------|-------------------------|----------------|-----------------|--|
| Florence Avenue - Primary (State Street to Otis Avenue) | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 1 | High Visibility Crosswalk | \$1,038.72 | EA | 14.00 | \$14,542.08 | \$7,271.04 | \$22,000.00 | 4 additional included in the SGL EIR Project (no cost included) |
| | | Loop Detectors | \$509.93 | EA | 28.00 | \$14,278.04 | \$7,139.02 | \$21,000.00 | Assumes 2 standard intersection, 1 mid-block intersection, and 4 single crosswalk loops |
| New or Improved Sidewalk | 2, 3 | New Sidewalk | \$58,086.78 | MI | 1.82 | \$105,717.93 | \$52,858.97 | \$159,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 1.82 | \$19,837.42 | \$9,918.71 | \$30,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | New Sidewalk | \$1,161,735.52 | MI | 0.25 | \$290,433.88 | \$145,216.94 | \$436,000.00 | Assumes 100% new sidewalk |
| | | New Curb | \$205,233.60 | MI | 0.25 | \$51,308.40 | \$25,654.20 | \$77,000.00 | |
| Signalized Crossing | 4 | Ped Activated Signal (2-way) | \$53,384.32 | EA | 1.00 | \$53,384.32 | \$26,692.16 | \$80,000.00 | |
| | | Curb Extension | \$20,000.00 | EA | 2.00 | \$40,000.00 | \$20,000.00 | \$60,000.00 | |
| Bus Stop Improvements | 5 | Shade Structure | \$35,000.00 | EA | 2.00 | \$70,000.00 | \$35,000.00 | \$105,000.00 | |
| Landscape and Shade | 6 | Shade Tree | \$100,848.00 | MI | 0.91 | \$91,771.68 | \$45,885.84 | \$138,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.91 | \$46,318.27 | \$23,159.14 | \$69,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.91 | \$46,074.83 | \$23,037.41 | \$69,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 0.91 | \$864,864.00 | \$432,432.00 | \$1,297,000.00 | Assumes both sides of street |
| Pedestrian and Bicycle Lighting | 7 | Lighting (12-15' poles) | \$704,000.00 | MI | 0.46 | \$320,320.00 | \$160,160.00 | \$480,000.00 | Assumes both sides of street, assumes 50% infill |
| Traffic Calming | 8 | Traffic Calming | \$435,000.00 | MI | 0.91 | \$395,850.00 | \$197,925.00 | \$594,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile) |
| Curb Ramps | 9 | Curb Ramps | \$8,000.00 | EA | 8.00 | \$64,000.00 | \$32,000.00 | \$96,000.00 | Assumes dual curb ramps. 7 additional included in the SGL EIR Project (no cost included) |
| Signalized Crossing | 9A | Traffic Signal Optimization | \$4,569.00 | EA | 9.00 | \$41,121.00 | \$20,560.50 | \$62,000.00 | |
| Opportunity Improvement | 9B | Standard Bike/Ped Bridge | \$477.38 | SF | 11000.00 | \$5,251,180.00 | \$2,625,590.00 | \$7,877,000.00 | Assumes 11,000 SF for bridge (including ramps) |
| | | Elevator | \$1,231,000.00 | EA | 2.00 | \$2,462,000.00 | \$1,231,000.00 | \$3,693,000.00 | Includes elevator at each end of bridge |
| | | | | | | \$10,243,001.85 | \$5,121,500.93 | \$15,365,000.00 | |

| Salt Lake Avenue - Primary (North of Florence Avenue - Gage Avenue to Florence Avenue) | | | | | | | | | |
|--|---------------|---------------------------|--------------|------|----------|-------------------------|--------------|----------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 11 | High Visibility Crosswalk | \$1,038.72 | EA | 6.00 | \$6,232.32 | \$3,116.16 | \$9,000.00 | 3 additional included in the SGL EIR Project (no cost included) |
| | | Loop Detectors | \$509.93 | EA | 12.00 | \$6,119.16 | \$3,059.58 | \$9,000.00 | Assumes 2 t-intersection loops |
| New or Improved Sidewalk | 12 | New Sidewalk | \$58,086.78 | MI | 1.10 | \$63,895.45 | \$31,947.73 | \$96,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 1.10 | \$11,989.65 | \$5,994.82 | \$18,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| Landscape and Shade | 13 | Shade Tree | \$100,848.00 | MI | 0.55 | \$55,466.40 | \$27,733.20 | \$83,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.55 | \$27,994.56 | \$13,997.28 | \$42,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.55 | \$27,847.42 | \$13,923.71 | \$42,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 0.55 | \$522,720.00 | \$261,360.00 | \$784,000.00 | Assumes both sides of street |
| Pedestrian and Bicycle Lighting | 14 | Lighting (12-15' poles) | \$704,000.00 | MI | 0.28 | \$193,600.00 | \$96,800.00 | \$290,000.00 | Assumes west side only (50%), assumes 100% infill |
| Traffic Calming | 15 | Traffic Calming | \$435,000.00 | MI | 0.55 | \$239,250.00 | \$119,625.00 | \$359,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile) |
| | | | | | | \$1,155,114.97 | \$577,557.48 | \$1,732,000.00 | |

| Salt Lake Avenue (East Side) - Primary (South of Florence Avenue - Florence Avenue to Elizabeth Street) | | | | | | | | | |
|---|---------------|---------------------------|----------------|------|----------|-------------------------|----------------|----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 16 | High Visibility Crosswalk | \$1,038.72 | EA | 7.00 | \$7,271.04 | \$3,635.52 | \$11,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 14.00 | \$7,139.02 | \$3,569.51 | \$11,000.00 | assumes 7 single crosswalk loops |
| Curb Ramps | 17 | ADA Curb Ramp | \$8,000.00 | EA | 14.00 | \$112,000.00 | \$56,000.00 | \$168,000.00 | Assumes dual curb ramps at two leg crossings and unidirectional at single, 1 additional included in the SGL EIR Project (no cost included) |
| New or Improved Sidewalk | 18 | New Sidewalk | \$58,086.78 | MI | 1.34 | \$77,836.28 | \$38,918.14 | \$117,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 1.34 | \$14,605.57 | \$7,302.79 | \$22,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| Landscape and Shade | 19 | New Sidewalk (Widening) | \$1,161,735.52 | MI | 0.34 | \$389,181.40 | \$194,590.70 | \$584,000.00 | Assumes 5 feet of widening |
| | | Shade Tree | \$100,848.00 | MI | 0.67 | \$67,568.16 | \$33,784.08 | \$101,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.67 | \$34,102.46 | \$17,051.23 | \$51,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.67 | \$33,923.23 | \$16,961.61 | \$51,000.00 | Assumes both sides of street |
| Traffic Calming | 20 | Traffic Calming | \$435,000.00 | MI | 0.67 | \$291,450.00 | \$145,725.00 | \$437,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile) |
| Curb Extension | 21 | ADA Curb Ramp | \$8,000.00 | EA | 8.00 | \$64,000.00 | \$32,000.00 | \$96,000.00 | Assumes dual curb ramps |
| | | Curb Extension | \$20,000.00 | EA | 4.00 | \$80,000.00 | \$40,000.00 | \$120,000.00 | |
| Pedestrian and Bicycle Lighting | 21B | Lighting (12-15' poles) | \$704,000.00 | MI | 0.34 | \$235,840.00 | \$117,920.00 | \$354,000.00 | Assumes west side only (50%), assumes 100% infill |
| Seating | 21C | Benches | \$2,092.00 | EA | 2.00 | \$4,184.00 | \$2,092.00 | \$6,000.00 | |
| Bus Stop Improvements | 21D | Shade Structure | \$35,000.00 | EA | 1.00 | \$35,000.00 | \$17,500.00 | \$53,000.00 | |
| | | Seating Bench | \$2,092.00 | EA | 1.00 | \$2,092.00 | \$1,046.00 | \$3,000.00 | |
| | | Trash Cans | \$1,515.00 | EA | 1.00 | \$1,515.00 | \$757.50 | \$2,000.00 | |
| | | | | | | \$2,094,476.16 | \$1,047,238.08 | \$3,142,000.00 | |

| California Avenue - Secondary (Gage Avenue to Broadway) | | | | | | | | | |
|---|---------------|---------------------------|------------|------|----------|-------------------------|--------------|--------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 34 | High Visibility Crosswalk | \$1,038.72 | EA | 29.00 | \$30,122.88 | \$15,061.44 | \$45,000.00 | |
| Curb Ramps | 36A | ADA Curb Ramp | \$8,000.00 | EA | 52.00 | \$416,000.00 | \$208,000.00 | \$624,000.00 | Assumes dual curb ramps where applicable. |
| | | | | | | \$446,122.88 | \$223,061.44 | \$669,000.00 | |

TOTAL SUM: \$20,908,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Walk Projects

| FIRESTONE STATION | | | | | | | | | |
|---|---------------|------------------------------|----------------|------|----------|-------------------------|----------------|----------------|--|
| Atlantic Avenue - Primary (Santa Ana Street to Southern Avenue) | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 1 | High Visibility Crosswalk | \$1,038.72 | EA | 16.00 | \$16,619.52 | \$8,309.76 | \$25,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 32.00 | \$16,317.76 | \$8,158.88 | \$24,000.00 | Assumes 1 standard intersection, 2 t-intersection, and 6 single crosswalk loops |
| | | ADA Curb Ramp | \$8,000.00 | EA | 1.00 | \$8,000.00 | \$4,000.00 | \$12,000.00 | |
| Signalized Crossing | 2, 9, 10 | Ped Activated Signal (4-way) | \$106,768.64 | EA | 1.00 | \$106,768.64 | \$53,384.32 | \$160,000.00 | 1 traffic signal included in the SGL EIR Project (no cost included) |
| | | ADA Curb Ramp | \$8,000.00 | EA | 10.00 | \$80,000.00 | \$40,000.00 | \$120,000.00 | Assumes dual curb ramps, 4 additional included in the SGL EIR Project (no cost included) |
| | | High Visibility Crosswalk | \$1,038.72 | EA | 4.00 | \$4,154.88 | \$2,077.44 | \$6,000.00 | 4 additional included in the SGL EIR Project (no cost included) |
| | | Loop Detectors | \$509.93 | EA | 8.00 | \$4,079.44 | \$2,039.72 | \$6,000.00 | Assumes 1 standard intersection loops |
| | | Curb Extension | \$20,000.00 | EA | 2.00 | \$40,000.00 | \$20,000.00 | \$60,000.00 | |
| | | Traffic Signal Optimization | \$4,569.00 | EA | 10.00 | \$45,690.00 | \$22,845.00 | \$69,000.00 | |
| New or Improved Sidewalk | 3 | New Sidewalk | \$58,086.78 | MI | 2.08 | \$120,820.49 | \$60,410.25 | \$181,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 2.08 | \$22,671.33 | \$11,335.67 | \$34,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | New Sidewalk | \$1,161,735.52 | MI | 0.17 | \$197,495.04 | \$98,747.52 | \$296,000.00 | Assumes 100% new sidewalk, no curb reconstruction required |
| Bus Stop Improvements | 4 | Shade Structure | \$35,000.00 | EA | 10.00 | \$350,000.00 | \$175,000.00 | \$525,000.00 | |
| Curb Ramps | 5 | Tactile Warning Strips | \$1,000.00 | EA | 17.00 | \$17,000.00 | \$8,500.00 | \$26,000.00 | |
| | | ADA Curb Ramp | \$8,000.00 | EA | 5.00 | \$40,000.00 | \$20,000.00 | \$60,000.00 | Assumes unidirectional ramps |
| Pedestrian and Bicycle Lighting | 6 | Lighting (12-15' poles) | \$704,000.00 | MI | 0.52 | \$366,080.00 | \$183,040.00 | \$549,000.00 | Assumes both sides of street, assumes 50% infill |
| Landscape and Shade | 7 | Shade Tree | \$100,848.00 | MI | 1.04 | \$104,881.92 | \$52,440.96 | \$157,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 1.04 | \$52,935.17 | \$26,467.58 | \$79,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 1.04 | \$52,656.95 | \$26,328.47 | \$79,000.00 | Assumes both sides of street |
| | | Tree Gate | \$950,400.00 | MI | 1.04 | \$988,416.00 | \$494,208.00 | \$1,483,000.00 | Assumes both sides of street |
| Traffic Calming | 8 | Traffic Calming | \$435,000.00 | MI | 1.04 | \$452,400.00 | \$226,200.00 | \$679,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile) |
| | | | | | | \$3,086,987.14 | \$1,543,493.57 | \$4,630,000.00 | |

| Firestone Boulevard - Primary (Alexander Avenue to I-710 Freeway Southbound On/Off Ramps) | | | | | | | | | |
|---|---------------|------------------------------|--------------|------|----------|-------------------------|----------------|----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Landscape and Shade | 11 | Shade Tree | \$100,848.00 | MI | 1.23 | \$124,043.04 | \$62,021.52 | \$186,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 1.23 | \$62,606.02 | \$31,303.01 | \$94,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 1.23 | \$62,276.97 | \$31,138.48 | \$93,000.00 | Assumes both sides of street |
| | | Tree Gate | \$950,400.00 | MI | 1.23 | \$1,168,992.00 | \$584,496.00 | \$1,753,000.00 | Assumes both sides of street |
| Bus Stop Improvements | 12 | Shade Structure | \$35,000.00 | EA | 6.00 | \$210,000.00 | \$105,000.00 | \$315,000.00 | |
| | | Seating Bench | \$2,092.00 | EA | 6.00 | \$12,552.00 | \$6,276.00 | \$19,000.00 | |
| | | Trash Cans | \$1,515.00 | EA | 6.00 | \$9,090.00 | \$4,545.00 | \$14,000.00 | |
| High Visibility Crosswalks | 14 | High Visibility Crosswalk | \$1,038.72 | EA | 23.00 | \$23,890.56 | \$11,945.28 | \$36,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 30.00 | \$15,297.90 | \$7,648.95 | \$23,000.00 | Assumes 3 t-intersection, 2 standard, and 2 single crosswalk loops |
| New or Improved Sidewalk | 15 | New Sidewalk | \$58,086.78 | MI | 2.46 | \$142,893.47 | \$71,446.73 | \$214,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 2.46 | \$26,813.21 | \$13,406.61 | \$40,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| Curb Extension | 16 | Curb Extension | \$20,000.00 | EA | 1.00 | \$20,000.00 | \$10,000.00 | \$30,000.00 | |
| Curb Ramps | 17 | ADA Curb Ramp | \$8,000.00 | EA | 1.00 | \$8,000.00 | \$4,000.00 | \$12,000.00 | Assumes unidirectional ramp |
| Traffic Calming | 18 | ADA Curb Ramp | \$8,000.00 | EA | 54.00 | \$432,000.00 | \$216,000.00 | \$648,000.00 | Assumes dual ramps where applicable. 2 additional included in the SGL EIR Project (no cost included) |
| Traffic Calming | 18 | Traffic Calming | \$435,000.00 | MI | 1.23 | \$535,050.00 | \$267,525.00 | \$803,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile) |
| Pedestrian and Cyclist Lighting | 18A | Lighting (12-15' poles) | \$704,000.00 | MI | 0.64 | \$450,560.00 | \$225,280.00 | \$676,000.00 | Assumes both sides of street, assumes 50% infill |
| Signalized Crossing | 18B | Ped Activated Signals (RFB) | \$106,768.64 | EA | 1.00 | \$106,768.64 | \$53,384.32 | \$160,000.00 | |
| Wayfinding and Signage | 19 | Wayfinding Signage Allowance | \$495.74 | EA | 10.00 | \$4,957.40 | \$2,478.70 | \$7,000.00 | Assumes 10 signs for approach directions |
| | | | | | | \$3,415,791.20 | \$1,707,895.60 | \$5,123,000.00 | |

| Salt Lake Avenue/Patata Street - Secondary (Cecilia Street to Wilcox Avenue) | | | | | | | | | |
|--|---------------|---------------------|----------------|------|----------|-------------------------|--------------|--------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| New or Improved Sidewalk | 21 | New Sidewalk | \$58,086.78 | MI | 1.30 | \$75,512.81 | \$37,756.40 | \$113,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 1.30 | \$14,169.58 | \$7,084.79 | \$21,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | New Sidewalk | \$1,161,735.52 | MI | 0.33 | \$377,564.04 | \$188,782.02 | \$566,000.00 | Assumes 100% new sidewalk for 5 ft widening |
| | | | | | | \$467,246.44 | \$233,623.22 | \$700,000.00 | |

TOTAL SUM: \$10,453,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Walk Projects

| GARDENDALE STATION | | | | | | | | | |
|--|---------------|-----------------------------|--------------|------|----------|-------------------------|--------------|----------------|--|
| Gardendale Street - Primary (Hollydale Regional Park to Hoover Avenue) | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Landscape and Shade | 1 | Shade Tree | \$100,848.00 | MI | 1.10 | \$110,932.80 | \$55,466.40 | \$166,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 1.10 | \$55,989.12 | \$27,994.56 | \$84,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 1.10 | \$55,694.85 | \$27,847.42 | \$84,000.00 | Assumes both sides of street |
| | | Tree Gate | \$950,400.00 | MI | 1.10 | \$1,045,440.00 | \$522,720.00 | \$1,568,000.00 | Assumes both sides of street |
| New or Improved Sidewalk | 2 | New Sidewalk | \$58,086.78 | MI | 0.31 | \$18,006.90 | \$9,003.45 | \$27,000.00 | Assumes 5% of sidewalks require reconstruction, assumes north side only |
| | | Sidewalk Demolition | \$10,899.68 | MI | 0.31 | \$3,378.90 | \$1,689.45 | \$5,000.00 | Assumes 5% of sidewalks require reconstruction, assumes north side only |
| High Visibility Crosswalks | 3 | High Visibility Crosswalk | \$1,038.72 | EA | 11.00 | \$11,425.92 | \$5,712.96 | \$17,000.00 | 6 additional included in the SGL EIR Project (no cost included) |
| | | Loop Detectors | \$509.93 | EA | 22.00 | \$11,218.46 | \$5,609.23 | \$17,000.00 | Assumes 1 standard intersection and 7 single crosswalk loops |
| Traffic Calming | 4 | ADA Curb Ramp | \$8,000.00 | EA | 6.00 | \$48,000.00 | \$24,000.00 | \$72,000.00 | Assumes dual curb ramps |
| | | High Visibility Crosswalk | \$1,038.72 | EA | 4.00 | \$4,154.88 | \$2,077.44 | \$6,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 2.00 | \$1,019.86 | \$509.93 | \$2,000.00 | Assumes 1 single crosswalk loops |
| | | Curb Extension | \$20,000.00 | EA | 1.00 | \$20,000.00 | \$10,000.00 | \$30,000.00 | |
| Curb Ramps | 5 | ADA Curb Ramp | \$8,000.00 | EA | 24.00 | \$192,000.00 | \$96,000.00 | \$288,000.00 | Assumes dual curb ramps, 6 additional included in the SGL EIR Project (no cost included) |
| Curb Extension | 6 | Curb Extension | \$20,000.00 | EA | 1.00 | \$20,000.00 | \$10,000.00 | \$30,000.00 | |
| | | ADA Curb Ramp | \$8,000.00 | EA | 3.00 | \$24,000.00 | \$12,000.00 | \$36,000.00 | Assumes unidirectional ramps |
| Signalized Crossing | 7 | RRFB signals | \$53,384.32 | EA | 2.00 | \$106,768.64 | \$53,384.32 | \$160,000.00 | 2 traffic signals included in the SGL EIR Project (no cost included) |
| Signalized Crossing | 7A | Traffic Signal Optimization | \$4,569.00 | EA | 4.00 | \$18,276.00 | \$9,138.00 | \$27,000.00 | |
| Wayfinding Signage | 9 | Signage Allowance | \$9,914.80 | MI | 1.10 | \$10,906.28 | \$5,453.14 | \$16,000.00 | |
| | | | | | | \$1,757,212.61 | \$878,606.30 | \$2,635,000.00 | |

| Industrial Avenue - Primary (Gardendale Street to Main Street) | | | | | | | | | |
|--|---------------|---------------------------|--------------|------|----------|-------------------------|--------------|--------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Traffic Calming | 10 | Traffic Calming | \$435,000.00 | MI | 0.30 | \$130,500.00 | \$65,250.00 | \$196,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile)) |
| High Visibility Crosswalks | 11 | High Visibility Crosswalk | \$1,038.72 | EA | 3.00 | \$3,116.16 | \$1,558.08 | \$5,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 4.00 | \$2,039.72 | \$1,019.86 | \$3,000.00 | Assumes 2 single crosswalk loops |
| Landscape and Shade | 12 | Shade Tree | \$100,848.00 | MI | 0.30 | \$30,254.40 | \$15,127.20 | \$45,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.30 | \$15,269.76 | \$7,634.88 | \$23,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.30 | \$15,189.50 | \$7,594.75 | \$23,000.00 | Assumes both sides of street |
| | | Tree Gate | \$950,400.00 | MI | 0.30 | \$285,120.00 | \$142,560.00 | \$428,000.00 | Assumes both sides of street |
| | | | | | | \$481,489.54 | \$240,744.77 | \$723,000.00 | |

| Garland Avenue - Primary (Imperial Highway to Main Street) | | | | | | | | | |
|--|---------------|---------------------------|--------------|------|----------|-------------------------|----------------|----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Landscape and Shade | 13 | Shade Tree | \$100,848.00 | MI | 0.90 | \$90,763.20 | \$45,381.60 | \$136,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.90 | \$45,809.28 | \$22,904.64 | \$69,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.90 | \$45,568.51 | \$22,784.26 | \$68,000.00 | Assumes both sides of street |
| | | Tree Gate | \$950,400.00 | MI | 0.90 | \$855,360.00 | \$427,680.00 | \$1,283,000.00 | Assumes both sides of street |
| High Visibility Crosswalks | 14 | High Visibility Crosswalk | \$1,038.72 | EA | 13.00 | \$13,503.36 | \$6,751.68 | \$20,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 18.00 | \$9,178.74 | \$4,589.37 | \$14,000.00 | Assumes 2 standard intersections and 1 single crosswalk intersection for loops |
| New or Improved Sidewalk | 16 | New Sidewalk | \$58,086.78 | MI | 1.80 | \$104,556.20 | \$52,278.10 | \$157,000.00 | Assumes 5% of sidewalks require reconstruction, assumes north side only |
| | | Sidewalk Demolition | \$10,899.68 | MI | 1.80 | \$19,619.42 | \$9,809.71 | \$29,000.00 | Assumes 5% of sidewalks require reconstruction, assumes north side only |
| Traffic Calming | 17 | Traffic Calming | \$435,000.00 | MI | 0.90 | \$391,500.00 | \$195,750.00 | \$587,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile)) |
| Bus Stop Improvements | 18 | Shade Structure | \$35,000.00 | EA | 3.00 | \$105,000.00 | \$52,500.00 | \$158,000.00 | |
| | | Seating Bench | \$2,092.00 | EA | 3.00 | \$6,276.00 | \$3,138.00 | \$9,000.00 | |
| | | Trash Cans | \$1,515.00 | EA | 3.00 | \$4,545.00 | \$2,272.50 | \$7,000.00 | |
| Signalized Crossing | 19A | RRFB signals | \$53,384.32 | EA | 1.00 | \$53,384.32 | \$26,692.16 | \$80,000.00 | Assumes single Rapid Flash Beacon for each direction |
| | | High Visibility Crosswalk | \$1,038.72 | EA | 2.00 | \$2,077.44 | \$1,038.72 | \$3,000.00 | |
| Seating | 19B | Seating Bench | \$2,092.00 | EA | 5.00 | \$10,460.00 | \$5,230.00 | \$16,000.00 | |
| Curb Ramps | 19C | ADA Curb Ramp | \$8,000.00 | EA | 21.00 | \$168,000.00 | \$84,000.00 | \$252,000.00 | Assumes unidirectional ramps |
| Signalized Crossing | 19D | RRFB signals | \$53,384.32 | EA | 1.00 | \$53,384.32 | \$26,692.16 | \$80,000.00 | Assumes single Rapid Flash Beacon for each direction |
| Pedestrian and Cyclist Lighting | 19E | Lighting (12-15' poles) | \$704,000.00 | MI | 0.45 | \$316,800.00 | \$158,400.00 | \$475,000.00 | Assumes both sides of street, assumes 50% infill |
| | | | | | | \$2,295,785.79 | \$1,147,892.90 | \$3,443,000.00 | |

| Dakota Avenue - Secondary (Gardendale Street to Main Street) | | | | | | | | | |
|--|---------------|-------------------------|----------------|------|----------|-------------------------|--------------|----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Pedestrian and Cyclist Lighting | 22 | Lighting (12-15' poles) | \$704,000.00 | MI | 0.17 | \$116,160.00 | \$58,080.00 | \$174,000.00 | Assumes both sides of street, assumes 50% infill |
| New or Improved Sidewalk | 23 | New Sidewalk | \$1,161,735.52 | MI | 0.66 | \$766,745.44 | \$383,372.72 | \$1,150,000.00 | |
| | | New Curb | \$205,233.60 | MI | 0.66 | \$135,454.18 | \$67,727.09 | \$203,000.00 | Assumes both sides of street |
| | | | | | | \$1,018,359.62 | \$509,179.81 | \$1,527,000.00 | |

TOTAL SUM: \$8,328,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Walk Projects

| I-105/C LINE STATION | | | | | | | | | |
|--|---------------|---------------------------|--------------|------|----------|-------------------------|--------------|--------------|----------------------------------|
| Arthur Avenue - Primary (Denver Street to Howe Street) | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 1 | High Visibility Crosswalk | \$1,038.72 | EA | 1.00 | \$1,038.72 | \$519.36 | \$2,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 2.00 | \$1,019.86 | \$509.93 | \$2,000.00 | Assumes 1 single crosswalk loops |
| Landscape and Shade | 2 | Shade Tree | \$100,848.00 | MI | 0.25 | \$25,212.00 | \$12,606.00 | \$38,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.25 | \$12,724.80 | \$6,362.40 | \$19,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.25 | \$12,657.92 | \$6,328.96 | \$19,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 0.25 | \$237,600.00 | \$118,800.00 | \$356,000.00 | Assumes both sides of street |
| | | | | | | \$290,253.30 | \$145,126.65 | \$436,000.00 | |

| Industrial Avenue - Primary (Main Street to Century Boulevard) | | | | | | | | | |
|--|---------------|---------------------------|----------------|------|----------|-------------------------|--------------|----------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Traffic Calming | 3, 8, 11 | Traffic Calming | \$435,000.00 | MI | 0.32 | \$139,200.00 | \$69,600.00 | \$209,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile) |
| | | ADA Curb Ramp | \$8,000.00 | EA | 2.00 | \$16,000.00 | \$8,000.00 | \$24,000.00 | Assumes dual curb ramps |
| | | High Visibility Crosswalk | \$1,038.72 | EA | 2.00 | \$2,077.44 | \$1,038.72 | \$3,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 4.00 | \$2,039.72 | \$1,019.86 | \$3,000.00 | Assumes 2 single crosswalk loops |
| | | Stop Signs | \$495.74 | EA | 4.00 | \$1,982.96 | \$991.48 | \$3,000.00 | |
| | | Limit Lines | \$108.20 | EA | 4.00 | \$432.80 | \$216.40 | \$1,000.00 | |
| | | New Sidewalk | \$1,161,735.52 | MI | 0.04 | \$46,469.42 | \$23,234.71 | \$70,000.00 | Assumes 100% new sidewalk |
| Landscape and Shade | 4 | New Curb | \$205,233.60 | MI | 0.04 | \$8,209.34 | \$4,104.67 | \$12,000.00 | |
| | | Curb Extension | \$20,000.00 | EA | 1.00 | \$20,000.00 | \$10,000.00 | \$30,000.00 | |
| | | Shade Tree | \$100,848.00 | MI | 0.32 | \$32,271.36 | \$16,135.68 | \$48,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.32 | \$16,287.74 | \$8,143.87 | \$24,000.00 | Assumes both sides of street |
| New or Improved Sidewalk | 5, 9 | Demolition | \$50,631.68 | MI | 0.32 | \$16,202.14 | \$8,101.07 | \$24,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 0.32 | \$304,128.00 | \$152,064.00 | \$456,000.00 | Assumes both sides of street |
| | | New Sidewalk | \$58,086.78 | MI | 0.14 | \$8,132.15 | \$4,066.07 | \$12,000.00 | Assumes 5% of sidewalks require reconstruction, both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 0.14 | \$1,525.96 | \$762.98 | \$2,000.00 | Assumes 5% of sidewalks require reconstruction, both sides of street |
| Roundabout | 6 | New Sidewalk | \$205,233.60 | MI | 0.15 | \$174,260.33 | \$87,130.16 | \$261,000.00 | Assumes 100% new sidewalk |
| | | New Curb | \$205,233.60 | MI | 0.15 | \$30,785.04 | \$15,392.52 | \$46,000.00 | |
| Curb Ramps | 7 | Large Roundabout | \$250,000.00 | EA | 1.00 | \$250,000.00 | \$125,000.00 | \$375,000.00 | Allowance |
| | | ADA Curb Ramp | \$8,000.00 | EA | 20.00 | \$160,000.00 | \$80,000.00 | \$240,000.00 | Assumes dual curb ramps where feasible |
| High Visibility Crosswalks | 10 | Tactile Warning Strips | \$1,000.00 | EA | 10.00 | \$10,000.00 | \$5,000.00 | \$15,000.00 | |
| | | High Visibility Crosswalk | \$1,038.72 | EA | 12.00 | \$12,464.64 | \$6,232.32 | \$19,000.00 | |
| | | | | | | \$1,252,469.04 | \$626,234.52 | \$1,877,000.00 | |

| Century Boulevard - Primary (Pennsylvania Avenue to Industrial Avenue) | | | | | | | | | |
|--|---------------|---------------------------|----------------|------|----------|-------------------------|--------------|----------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Traffic Calming | 13, 17 | Traffic Calming | \$435,000.00 | MI | 1.08 | \$469,800.00 | \$234,900.00 | \$705,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile) |
| | | High Visibility Crosswalk | \$1,038.72 | EA | 3.00 | \$3,116.16 | \$1,558.08 | \$5,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 6.00 | \$3,059.58 | \$1,529.79 | \$5,000.00 | Assumes 1 t-intersection crosswalk loops |
| | | Stop Signs | \$495.74 | EA | 4.00 | \$1,982.96 | \$991.48 | \$3,000.00 | |
| | | Limit Lines | \$108.20 | EA | 4.00 | \$432.80 | \$216.40 | \$1,000.00 | |
| Curb Ramps | 14 | ADA Curb Ramp | \$8,000.00 | EA | 36.00 | \$288,000.00 | \$144,000.00 | \$432,000.00 | Assumes dual curb ramps where applicable, 2 additional included in the SGL EIR Project (no cost included) |
| High Visibility Crosswalks | 15 | High Visibility Crosswalk | \$1,038.72 | EA | 14.00 | \$14,542.08 | \$7,271.04 | \$22,000.00 | 1 additional included in the SGL EIR Project (no cost included) |
| | | Loop Detectors | \$509.93 | EA | 28.00 | \$14,278.04 | \$7,139.02 | \$21,000.00 | Assumes 1 standard intersection, 1 mid-block intersection and 8 single crosswalk loops |
| Seating | 16 | Seating Bench | \$2,092.00 | EA | 2.00 | \$4,184.00 | \$2,092.00 | \$6,000.00 | |
| New or Improved Sidewalk | 18, 19 | ADA Curb Ramp | \$8,000.00 | EA | 4.00 | \$32,000.00 | \$16,000.00 | \$48,000.00 | Assumes dual curb ramps |
| | | New Sidewalk | \$1,161,735.52 | MI | 0.05 | \$58,086.78 | \$29,043.39 | \$87,000.00 | Assumes 100% new sidewalk |
| | | | | | | \$889,482.40 | \$444,741.20 | \$1,335,000.00 | |

Construction ROM Cost Estimate - Prioritized Walk Projects

| Garfield Ave - Primary (Main Street to Mendy Street) | | | | | | | | | |
|--|---------------|-----------------------------|--------------|------|----------|-------------------------|--------------|----------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Landscape and Shade | 22 | Shade Tree | \$100,848.00 | MI | 0.54 | \$54,457.92 | \$27,228.96 | \$82,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.54 | \$27,485.57 | \$13,742.78 | \$41,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.54 | \$27,341.11 | \$13,670.55 | \$41,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 0.54 | \$513,216.00 | \$256,608.00 | \$770,000.00 | Assumes both sides of street |
| Pedestrian and Bicycle Lighting | 23 | Lighting (12-15' poles) | \$704,000.00 | MI | 0.27 | \$190,080.00 | \$95,040.00 | \$285,000.00 | Assumes both sides of street, assumes 50% infill |
| Curb Extension | 24 | Curb Extension | \$20,000.00 | EA | 4.00 | \$80,000.00 | \$40,000.00 | \$120,000.00 | |
| | | ADA Curb Ramp | \$8,000.00 | EA | 8.00 | \$64,000.00 | \$32,000.00 | \$96,000.00 | Assumes dual curb ramps |
| Traffic Calming | 25 | Traffic Calming | \$435,000.00 | MI | 0.54 | \$234,900.00 | \$117,450.00 | \$352,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile)) |
| Bus Stop Improvements | 26 | Shade Structure | \$35,000.00 | EA | 3.00 | \$105,000.00 | \$52,500.00 | \$158,000.00 | |
| | | Seating Bench | \$2,092.00 | EA | 3.00 | \$6,276.00 | \$3,138.00 | \$9,000.00 | |
| | | Trash Cans | \$1,515.00 | EA | 3.00 | \$4,545.00 | \$2,272.50 | \$7,000.00 | |
| High Visibility Crosswalks | 27 | High Visibility Crosswalk | \$1,038.72 | EA | 16.00 | \$16,619.52 | \$8,309.76 | \$25,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 22.00 | \$11,218.46 | \$5,609.23 | \$17,000.00 | Assumes 1 standard intersection, 1 t-intersection, and 2 midblock intersection loops |
| Signalized Crossing | 27A | RRFB signals | \$53,384.32 | EA | 1.00 | \$53,384.32 | \$26,692.16 | \$80,000.00 | Assumes single Rapid Flash Beacon for each direction |
| | | High Visibility Crosswalk | \$1,038.72 | EA | 1.00 | \$1,038.72 | \$519.36 | \$2,000.00 | |
| Signalized Crossing | 27B | Traffic Signal Optimization | \$4,569.00 | EA | 8.00 | \$36,552.00 | \$18,276.00 | \$55,000.00 | |
| Signalized Crossing | 27C | RRFB signals | \$53,384.32 | EA | 1.00 | \$53,384.32 | \$26,692.16 | \$80,000.00 | Assumes single Rapid Flash Beacon for each direction |
| Curb Ramps | 27D | ADA Curb Ramp | \$8,000.00 | EA | 24.00 | \$192,000.00 | \$96,000.00 | \$288,000.00 | Assumes dual curb ramps where applicable |
| New or Improved Sidewalk | 27E | New Sidewalk | \$58,086.78 | MI | 1.06 | \$61,571.98 | \$30,785.99 | \$92,000.00 | Assumes 5% of sidewalks require reconstruction, both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 1.06 | \$11,553.66 | \$5,776.83 | \$17,000.00 | Assumes 5% of sidewalks require reconstruction, both sides of street |
| Seating | 27F | Seating Bench | \$2,092.00 | EA | 11.00 | \$23,012.00 | \$11,506.00 | \$35,000.00 | |
| | | | | | | \$1,767,636.58 | \$883,818.29 | \$2,652,000.00 | |

| Main Street - Secondary (Pennsylvania Avenue to Paramount Boulevard) | | | | | | | | | |
|--|---------------|---------------------------|------------|------|----------|-------------------------|--------------|--------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 29 | High Visibility Crosswalk | \$1,038.72 | EA | 18.00 | \$18,696.96 | \$9,348.48 | \$28,000.00 | Assumes dual curb ramps where applicable, 1 additional included in the SGL EIR Project (no cost included) |
| | | Loop Detectors | \$509.93 | EA | 14.00 | \$7,139.02 | \$3,569.51 | \$11,000.00 | Assumes 1 T and 1 standard intersection loops |
| Curb Ramps | 30 | ADA Curb Ramp | \$8,000.00 | EA | 36.00 | \$288,000.00 | \$144,000.00 | \$432,000.00 | Assumes dual curb ramps where applicable, 2 additional included in the SGL EIR Project (no cost included) |
| | | | | | | \$313,835.98 | \$156,917.99 | \$471,000.00 | |

TOTAL SUM: \$6,771,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Walk Projects

PARAMOUNT/ROSECRANS STATION

Paramount Boulevard - Primary (South Somerset Ranch Road to Somerset Boulevard)

| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
|---------------------------------|---------------|------------------------------|--------------|------|----------|-------------------------|----------------|----------------|--|
| Landscape and Shade | 1 | Shade Tree | \$100,848.00 | MI | 1.03 | \$103,873.44 | \$51,936.72 | \$156,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 1.03 | \$52,426.18 | \$26,213.09 | \$79,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 1.03 | \$52,150.63 | \$26,075.32 | \$78,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 1.03 | \$978,912.00 | \$489,456.00 | \$1,468,000.00 | Assumes both sides of street |
| Pedestrian and Cyclist Lighting | 2 | Lighting (12-15' poles) | \$704,000.00 | MI | 0.52 | \$362,560.00 | \$181,280.00 | \$544,000.00 | Assumes both sides of street, assumes 50% infill |
| High Visibility Crosswalks | 3 | High Visibility Crosswalk | \$1,038.72 | EA | 10.00 | \$10,387.20 | \$5,193.60 | \$16,000.00 | 4 additional included in the SGL EIR Project (no cost included) |
| | | Loop Detectors | \$509.93 | EA | 20.00 | \$10,198.60 | \$5,099.30 | \$15,000.00 | Assumes 1 standard intersection, 1 t-intersection, 1 mid-block intersection and 1 single crosswalk loops |
| Curb Ramps | 4 | ADA Curb Ramp | \$8,000.00 | EA | 6.00 | \$48,000.00 | \$24,000.00 | \$72,000.00 | Assumes dual curb ramps, 6 additional included in the SGL EIR Project (no cost included) |
| New or Improved Sidewalk | 5 | New Sidewalk | \$58,086.78 | MI | 0.18 | \$10,455.62 | \$5,227.81 | \$16,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 0.18 | \$1,961.94 | \$980.97 | \$3,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| Bus Stop Improvements | 6 | Shade Structure | \$35,000.00 | EA | 9.00 | \$315,000.00 | \$157,500.00 | \$473,000.00 | |
| Signalized Crossing | 7 | High Visibility Crosswalk | \$1,038.72 | EA | 6.00 | \$6,232.32 | \$3,116.16 | \$9,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 12.00 | \$6,119.16 | \$3,059.58 | \$9,000.00 | Assumes 1 standard intersection and 1 mid-block intersection crosswalk loops |
| | | Ped Activated Signal (2-way) | \$53,384.32 | EA | 2.00 | \$106,768.64 | \$53,384.32 | \$160,000.00 | |
| Signalized Crossing | 7A | Traffic Signal Optimization | \$4,569.00 | EA | 10.00 | \$45,690.00 | \$22,845.00 | \$69,000.00 | |
| | | | | | | \$2,110,735.73 | \$1,055,367.86 | \$3,167,000.00 | |

Rosecrans Avenue - Primary (Garfield Avenue to Downey Avenue)

| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
|----------------------------|---------------|---------------------------|--------------|------|----------|-------------------------|----------------|----------------|--|
| Landscape and Shade | 10 | Shade Tree | \$100,848.00 | MI | 1.00 | \$100,848.00 | \$50,424.00 | \$151,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 1.00 | \$50,899.20 | \$25,449.60 | \$76,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 1.00 | \$50,631.68 | \$25,315.84 | \$76,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 1.00 | \$950,400.00 | \$475,200.00 | \$1,426,000.00 | Assumes both sides of street |
| Curb Ramps | 11 | ADA Curb Ramp | \$8,000.00 | EA | 26.00 | \$208,000.00 | \$104,000.00 | \$312,000.00 | Assumes dual curb ramps where applicable |
| New or Improved Sidewalk | 12 | New Sidewalk | \$58,086.78 | MI | 2.00 | \$116,173.55 | \$58,086.78 | \$174,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 2.00 | \$21,799.36 | \$10,899.68 | \$33,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| Bus Stop Improvements | 13 | Shade Structure | \$35,000.00 | EA | 7.00 | \$245,000.00 | \$122,500.00 | \$368,000.00 | |
| | | Seating Bench | \$2,092.00 | EA | 7.00 | \$14,644.00 | \$7,322.00 | \$22,000.00 | |
| | | Trash Cans | \$1,515.00 | EA | 7.00 | \$10,605.00 | \$5,302.50 | \$16,000.00 | |
| High Visibility Crosswalks | 14 | High Visibility Crosswalk | \$1,038.72 | EA | 10.00 | \$10,387.20 | \$5,193.60 | \$16,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 20.00 | \$10,198.60 | \$5,099.30 | \$15,000.00 | Assumes 1 standard intersection and 3 mid-block intersection loops |
| Landscape and Shade | 15 | Plaza | \$250,000.00 | EA | 1.00 | \$250,000.00 | \$125,000.00 | \$375,000.00 | Assumes allowance |
| | | | | | | \$2,039,586.59 | \$1,019,793.30 | \$3,060,000.00 | |

TOTAL SUM: \$6,227,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Walk Projects

BELLFLOWER STATION

Bellflower Boulevard - Primary (Jefferson Street to Arkansas Street)

| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
|----------------------------|---------------|-----------------------------|--------------|------|----------|-------------------------|--------------|----------------|---------------------------------------|
| Landscape and Shade | 1 | Shade Tree | \$100,848.00 | MI | 0.94 | \$94,797.12 | \$47,398.56 | \$142,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.94 | \$47,845.25 | \$23,922.62 | \$72,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.94 | \$47,593.78 | \$23,796.89 | \$71,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 0.94 | \$893,376.00 | \$446,688.00 | \$1,340,000.00 | Assumes both sides of street |
| High Visibility Crosswalks | 2 | High Visibility Crosswalk | \$1,038.72 | EA | 16.00 | \$16,619.52 | \$8,309.76 | \$25,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 32.00 | \$16,317.76 | \$8,158.88 | \$24,000.00 | Assumes 4 standard intersection loops |
| Curb Ramps | 3 | ADA Curb Ramp | \$8,000.00 | EA | 8.00 | \$64,000.00 | \$32,000.00 | \$96,000.00 | Assumes dual curb ramps |
| Shade Structures | 4 | Shade Structure | \$35,000.00 | EA | 2.00 | \$70,000.00 | \$35,000.00 | \$105,000.00 | |
| Bus Stop Improvements | 5 | Shade Structure | \$35,000.00 | EA | 5.00 | \$175,000.00 | \$87,500.00 | \$263,000.00 | |
| Signalized Crossing | 5A | Traffic Signal Optimization | \$4,569.00 | EA | 20.00 | \$91,380.00 | \$45,690.00 | \$137,000.00 | |
| | | | | | | \$1,516,929.43 | \$758,464.71 | \$2,275,000.00 | |

Bellflower Bike Trail (Existing Off-Street Path) - Primary (Alondra Boulevard to Flower Street)

| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
|----------------------------|---------------|---------------------------|----------------|------|----------|-------------------------|--------------|--------------|--|
| Landscape and Shade | 7 | Shade Tree | \$100,848.00 | MI | 0.50 | \$50,424.00 | \$25,212.00 | \$76,000.00 | Assumes both sides of path, bike path realignment included in the SGL EIR Project (no cost included) |
| | | Landscaping | \$50,899.20 | MI | 0.50 | \$25,449.60 | \$12,724.80 | \$38,000.00 | Assumes both sides of path, bike path realignment included in the SGL EIR Project (no cost included) |
| | | Demolition | \$50,631.68 | MI | 0.50 | \$25,315.84 | \$12,657.92 | \$38,000.00 | Assumes both sides of path, bike path realignment included in the SGL EIR Project (no cost included) |
| New or Improved Sidewalk | 8 | New Sidewalk | \$1,161,735.52 | MI | 0.02 | \$23,234.71 | \$11,617.36 | \$35,000.00 | Assumes 100% new sidewalk, bike path connection included in the SGL EIR Project (no cost included) |
| Curb Ramps | 9 | ADA Curb Ramp | \$8,000.00 | EA | 2.00 | \$16,000.00 | \$8,000.00 | \$24,000.00 | Assumes dual curb ramps, 5 additional included in the SGL EIR Project (no cost included) |
| High Visibility Crosswalks | 10 | High Visibility Crosswalk | \$1,038.72 | EA | 2.00 | \$2,077.44 | \$1,038.72 | \$3,000.00 | 3 additional included in the SGL EIR Project (no cost included) |
| | | Loop Detectors | \$509.93 | EA | 4.00 | \$2,039.72 | \$1,019.86 | \$3,000.00 | Assumes 1 mid-block intersection loops |
| Shade Structures | 11 | Shade Structure | \$35,000.00 | EA | 8.00 | \$280,000.00 | \$140,000.00 | \$420,000.00 | |
| Seating | 12 | Seating Bench | \$2,092.00 | EA | 16.00 | \$33,472.00 | \$16,736.00 | \$50,000.00 | |
| | | | | | | \$458,013.31 | \$229,006.66 | \$687,000.00 | |

TOTAL SUM: \$2,962,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

Construction ROM Cost Estimate - Prioritized Walk Projects

| PIONEER STATION | | | | | | | | | |
|---|---------------|-----------------------------|----------------|------|----------|-------------------------|----------------|----------------|---|
| Pioneer Boulevard - Primary (Ashworth Street to 195th Street) | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Landscape and Shade | 1 | Shade Tree | \$100,848.00 | MI | 1.05 | \$105,890.40 | \$52,945.20 | \$159,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 1.05 | \$53,444.16 | \$26,722.08 | \$80,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 1.05 | \$53,163.26 | \$26,581.63 | \$80,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 1.05 | \$997,920.00 | \$498,960.00 | \$1,497,000.00 | Assumes both sides of street |
| Pedestrian and Cyclist Lighting | 2 | Lighting (12-15' poles) | \$704,000.00 | MI | 0.23 | \$158,400.00 | \$79,200.00 | \$238,000.00 | Assumes both sides of street, assumes 50% infill |
| New or Improved Sidewalk | 3, 8 | New Sidewalk | \$58,086.78 | MI | 1.05 | \$60,991.11 | \$30,495.56 | \$91,000.00 | Assumes 5% of sidewalks require reconstruction, assumes east side only |
| | | Sidewalk Demolition | \$10,899.68 | MI | 1.05 | \$11,444.66 | \$5,722.33 | \$17,000.00 | Assumes 5% of sidewalks require reconstruction, assumes east side only |
| | | New Sidewalk | \$1,161,735.52 | MI | 0.22 | \$255,581.81 | \$127,790.91 | \$383,000.00 | Assumes 100% new sidewalk |
| | | New Curb | \$205,233.60 | MI | 0.22 | \$45,151.39 | \$22,575.70 | \$68,000.00 | |
| Bus Stop Improvements | 4 | Shade Structure | \$35,000.00 | EA | 1.00 | \$35,000.00 | \$17,500.00 | \$53,000.00 | |
| | | Seating Bench | \$2,092.00 | EA | 1.00 | \$2,092.00 | \$1,046.00 | \$3,000.00 | |
| | | Trash Cans | \$1,515.00 | EA | 1.00 | \$1,515.00 | \$757.50 | \$2,000.00 | |
| Curb Ramps | 5 | ADA Curb Ramp | \$8,000.00 | EA | 34.00 | \$272,000.00 | \$136,000.00 | \$408,000.00 | Assumes dual curb ramps |
| High Visibility Crosswalks | 6 | High Visibility Crosswalk | \$1,038.72 | EA | 27.00 | \$28,045.44 | \$14,022.72 | \$42,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 54.00 | \$27,536.22 | \$13,768.11 | \$41,000.00 | Assumes 6 standard intersection, 1 mid-block intersection, and 1 single crosswalk loops |
| Traffic Calming | 7, 9 | Curb Extension | \$20,000.00 | EA | 1.00 | \$20,000.00 | \$10,000.00 | \$30,000.00 | |
| | | Traffic Calming | \$435,000.00 | MI | 1.05 | \$456,750.00 | \$228,375.00 | \$685,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile) |
| Signalized Crossing | 10 | Signalized Intersection | - | EA | 1.00 | - | - | - | Signalized intersection, crosswalks, and curb ramps by SGL EIR at Solana St and Pioneer Blvd (no cost included) |
| Signalized Crossing | 10A | Traffic Signal Optimization | \$4,569.00 | EA | 20.00 | \$91,380.00 | \$45,690.00 | \$137,000.00 | |
| | | | | | | \$2,676,305.47 | \$1,338,152.73 | \$4,014,000.00 | |
| 187th Street - Primary (Gridley Road to Clarkdale Avenue) | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Landscape and Shade | 12 | Shade Tree | \$100,848.00 | MI | 0.64 | \$64,542.72 | \$32,271.36 | \$97,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.64 | \$32,575.49 | \$16,287.74 | \$49,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.64 | \$32,404.28 | \$16,202.14 | \$49,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 0.64 | \$608,256.00 | \$304,128.00 | \$912,000.00 | Assumes both sides of street |
| Traffic Calming | 13, 15, 16 | Traffic Calming | \$435,000.00 | MI | 0.64 | \$278,400.00 | \$139,200.00 | \$418,000.00 | Allowance (includes signage, chicanes, mini-roundabouts (assumes 5 blocks per mile) |
| | | ADA Curb Ramp | \$8,000.00 | EA | 8.00 | \$64,000.00 | \$32,000.00 | \$96,000.00 | Assumes dual curb ramps |
| | | High Visibility Crosswalk | \$1,038.72 | EA | 8.00 | \$8,309.76 | \$4,154.88 | \$12,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 16.00 | \$8,158.88 | \$4,079.44 | \$12,000.00 | Assumes 2 standard intersection crosswalk loops |
| | | Stop Signs | \$495.74 | EA | 4.00 | \$1,982.96 | \$991.48 | \$3,000.00 | |
| | | Limit Lines | \$108.20 | EA | 4.00 | \$432.80 | \$216.40 | \$1,000.00 | |
| | | New Sidewalk | \$1,161,735.52 | MI | 0.02 | \$23,234.71 | \$11,617.36 | \$35,000.00 | Assumes 100% new sidewalk |
| | | New Curb | \$205,233.60 | MI | 0.02 | \$4,104.67 | \$2,052.34 | \$6,000.00 | |
| High Visibility Crosswalks | 14 | High Visibility Crosswalk | \$1,038.72 | EA | 10.00 | \$10,387.20 | \$5,193.60 | \$16,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 20.00 | \$10,198.60 | \$5,099.30 | \$15,000.00 | Assumes 1 standard intersection, 1 t-intersection, 1 mid-block intersection, and 1 single crosswalk loops |
| Curb Ramps | 17 | ADA Curb Ramp | \$8,000.00 | EA | 2.00 | \$16,000.00 | \$8,000.00 | \$24,000.00 | Assumes dual curb ramps |
| | | | | | | \$1,162,988.07 | \$581,494.03 | \$1,745,000.00 | |
| Artesia Historic District Recreational Trail (Existing Off-Street Path) - Primary (183rd Street to Pioneer Boulevard) | | | | | | | | | |
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Landscape and Shade | 19 | Shade Tree | \$100,848.00 | MI | 0.61 | \$61,517.28 | \$30,758.64 | \$92,000.00 | Assumes both sides of path |
| | | Landscaping | \$50,899.20 | MI | 0.61 | \$31,048.51 | \$15,524.26 | \$47,000.00 | Assumes both sides of path |
| | | Demolition | \$50,631.68 | MI | 0.61 | \$30,885.32 | \$15,442.66 | \$46,000.00 | Assumes both sides of path |
| New or Improved Sidewalk | 20 | New Sidewalk | \$1,161,735.52 | MI | 0.01 | \$11,617.36 | \$5,808.68 | \$17,000.00 | Assumes 100% new sidewalk |
| Shade Structure | 21 | Shade Structure | \$35,000.00 | EA | 4.00 | \$140,000.00 | \$70,000.00 | \$210,000.00 | |
| Seating | 22 | Seating Bench | \$2,092.00 | EA | 8.00 | \$16,736.00 | \$8,368.00 | \$25,000.00 | |
| High Visibility Crosswalks | 24 | High Visibility Crosswalk | \$1,038.72 | EA | 0.00 | \$0.00 | \$0.00 | \$0.00 | No cost. SGL improvement |
| | | | | | | \$291,804.47 | \$145,902.24 | \$437,000.00 | |

Construction ROM Cost Estimate - Prioritized Walk Projects

| Alburtis Avenue - Primary (187th Street to South Street) | | | | | | | | | |
|--|---------------|---------------------------|--------------|------|----------|-------------------------|--------------|--------------|--|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| Landscape and Shade | 25 | Shade Tree | \$100,848.00 | MI | 0.20 | \$20,169.60 | \$10,084.80 | \$30,000.00 | Assumes both sides of street |
| | | Landscaping | \$50,899.20 | MI | 0.20 | \$10,179.84 | \$5,089.92 | \$15,000.00 | Assumes both sides of street |
| | | Demolition | \$50,631.68 | MI | 0.20 | \$10,126.34 | \$5,063.17 | \$15,000.00 | Assumes both sides of street |
| | | Tree Grate | \$950,400.00 | MI | 0.20 | \$190,080.00 | \$95,040.00 | \$285,000.00 | Assumes both sides of street |
| New or Improved Sidewalk | 26 | New Sidewalk | \$58,086.78 | MI | 0.20 | \$11,617.36 | \$5,808.68 | \$17,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| | | Sidewalk Demolition | \$10,899.68 | MI | 0.20 | \$2,179.94 | \$1,089.97 | \$3,000.00 | Assumes 5% of sidewalks require reconstruction, assumes both sides of street |
| High Visibility Crosswalks | 27 | High Visibility Crosswalk | \$1,038.72 | EA | 8.00 | \$8,309.76 | \$4,154.88 | \$12,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 8.00 | \$4,079.44 | \$2,039.72 | \$6,000.00 | Assumes 1 standard intersection loops |
| | | | | | | \$256,742.27 | \$128,371.13 | \$383,000.00 | |

| South Street - Secondary (Gridley Road to Grayland Avenue) | | | | | | | | | |
|--|---------------|---------------------------|-------------|------|----------|-------------------------|--------------|--------------|---|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 30 | High Visibility Crosswalk | \$1,038.72 | EA | 17.00 | \$17,658.24 | \$8,829.12 | \$26,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 32.00 | \$16,317.76 | \$8,158.88 | \$24,000.00 | Assumes 2 standard intersection, 1 t-intersection and 2 single crossing loops |
| Bus Stop Improvements | 34 | Shade Structure | \$35,000.00 | EA | 6.00 | \$210,000.00 | \$105,000.00 | \$315,000.00 | |
| | | Seating Bench | \$2,092.00 | EA | 6.00 | \$12,552.00 | \$6,276.00 | \$19,000.00 | |
| | | Trash Cans | \$1,515.00 | EA | 6.00 | \$9,090.00 | \$4,545.00 | \$14,000.00 | |
| | | | | | | \$265,618.00 | \$132,809.00 | \$398,000.00 | |

| 183rd Street - Secondary (Gridley Road to Elaine Avenue) | | | | | | | | | |
|--|---------------|---------------------------|------------|------|----------|-------------------------|-------------|-------------|---------------------------------------|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 37 | High Visibility Crosswalk | \$1,038.72 | EA | 18.00 | \$18,696.96 | \$9,348.48 | \$28,000.00 | |
| | | Loop Detectors | \$509.93 | EA | 16.00 | \$8,158.88 | \$4,079.44 | \$12,000.00 | Assumes 2 standard intersection loops |
| | | | | | | \$26,855.84 | \$13,427.92 | \$40,000.00 | |

| Clarkdale Avenue - Secondary (Ashworth Street to South Street) | | | | | | | | | |
|--|---------------|---------------------------|------------|------|----------|-------------------------|-------------|-------------|----------|
| Project Type | Project ID(s) | Description | Unit Cost | Unit | Quantity | Total Construction Cost | Contingency | Total Cost | Comments |
| High Visibility Crosswalks | 39 | High Visibility Crosswalk | \$1,038.72 | EA | 8.00 | \$8,309.76 | \$4,154.88 | \$12,000.00 | |
| | | | | | | \$8,309.76 | \$4,154.88 | \$12,000.00 | |

TOTAL SUM: \$7,029,000.00

Note: totals may vary slightly due to rounding

Note: cost estimates are intended to be used as a tool for planning to guide future decision-making processes.

3.6

Gender Analysis Tool

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

3.6 GENDER ANALYSIS TOOL

Project Name: Southeast Gateway Line (SGL) First/Last Mile (FLM) Planning

Team Members: Metro First/Last Mile Planning, Arellano Associates, Cityworks Design, WSP, and partnering CBO's Mujeres Unidas Sirviendo Activamente (MUSA), Shelf Help Graphics, and BikeLA

IDENTIFYING GENDER-SPECIFIC NEEDS AND IMPACTS

The term "women" is used to signify people whose gender identity is that of female, regardless of their sex assigned at birth. This terminology recognizes that trans women are women, not simply "people who identify as women."

1. *How did the current/proposed action identify the different needs and interests of different genders?*

The FLM technical team collected and analyzed gender-disaggregated quantitative and qualitative data during the outreach phase of the project. Project partner community-based organizations (CBOs) MUSA, Self Help Graphics, and BikeLA, helped develop outreach activities to encourage women's attendance at events. The main outreach activities were an online survey and a women's community workshop. Other outreach activities included community walk audits, pop-ups, and a community workshop.

2. *Has the project team collected and analyzed gender-disaggregated data or research to inform the current/proposed action?*

The team reviewed and summarized gender-based studies and plans, which informed the project's outreach efforts. They served as a guide to collecting gender-disaggregated data via an online survey and a targeted focus group workshop. Below is a summary of the gender-based studies and plans that were reviewed and the outreach efforts.

Relevant Gender-Based Studies and Plans

Metro's Equity Platform Framework (2018) – Metro developed an Equity platform to address the historic access disparities felt among cities in Los Angeles County. The framework consists of four pillars that guide the incorporation of equity into every aspect of the agency's business, projects, investments, and new initiatives. The four pillars of the equity framework include Define and Measure, Listen and Learn, Focus and Deliver, Train and Grow.

Metro's Understanding How Women Travel Study (2019) – This study was recommended by Metro's Women and Girls Governing Council as an initiative to gather and analyze Metro-specific and County-specific data to identify the unmet needs of women riders. Data reviewed for the plan included quantitative and qualitative sources. The findings are categorized into five themes: Travel Behavior Trends, Safety, Access, Reliability, Convenience, and Comfort. Recommendations included actionable items for each of the five themes, including creating a Gender Action Plan.

The World Bank's Handbook for Gender-Inclusive Urban Planning Design (2020) – A handbook that identifies practical approaches, activities, and design guidelines for incorporating gender inclusion into urban planning and design. Successful case studies of gender-inclusive projects and sample participatory design activities showcase how simple design measures can dramatically increase safety and access for marginalized groups.

LADOT's Changing Lanes: A Gender Equity Transportation Study (2021) – Commissioned by the Los Angeles Department of Transportation (LADOT) to study, prioritize, and advance gender equity in transportation planning and design. The study team identified that the only means of achieving gender equity in transportation planning and design is to focus on directly serving low-income BIPOC women and communities at every stage of the planning and implementation process. The findings and recommendations are organized into four categories: Closing the Data Gap, Inclusive Infrastructure, Services, and Programs.

Metro's Gender Action Plan (2022) – The GAP builds on the Understanding How Women Travel Study and outlines a framework and implementation plan to incorporate gender-focused perspectives into Metro's policies, projects, programs, and services. The primary goals of the GAP are to:

- Raise awareness of the gender differences in travel
- Ensure diverse gender perspectives are considered
- Address gender gaps in Metro's policies, programs, etc.
- Improve the quality and accessibility of Metro's services for women
- Create measurable progress to the GAP goals.

Lastly, the GAP includes the Gender Analysis Tool (GAT), a standardized tool to help advance the GAP's goals in Metro plans, projects, and policies.

Online Survey

An online survey was designed to identify the barriers riders face when accessing transit and their priority FLM improvements. By incorporating demographic-based questions, the data could be further analyzed based on age, gender, ethnicity, and income, thus allowing the team to identify the improvements and priorities specific to women across multiple equity factors.

The survey launched in November 2023 and remained open for one month. During that time, 39 participants completed the survey. The team analyzed the results of the following questions to reflect community support for the prioritized projects in the FLM plan: *What would help you feel safer while walking or wheeling to a Metro station?* and *What would help you feel more comfortable walking or wheeling to a metro station?* The answers to these questions allowed the team to deduce which toolkit improvements were a priority to riders. The data analysis showed that, given the sample size of participants, there wasn't a significant difference in FLM toolkit priorities chosen by all participants compared to those selected by women. The following table summarizes those findings.

Women’s Community Workshop Summary



Thank you for attending Metro's Women's Community Workshop!

Your participation in the zine-making and discussion helped the team better understand women's challenges when accessing transit. Your input helped us identify the most meaningful projects that could be implemented at the nine West Santa Ana Branch Transit Corridor stations. The following notes are a summary of what we heard pertaining to First/Last Mile planning.

Lighting was frequently mentioned as an improvement that would make women feel safe when walking to and from stations or bus stops at night.

Wayfinding and Signage are needed to help people orient themselves to bus stops or stations if they are in a new area, lost, or the routes change.

Community Care is needed for unhoused riders. How can Metro support all riders without stigmatizing certain groups?

Bus Stops need real-time route information. Adding a north arrow would help those who are lost or new to an area.

Security could be improved by having more community eyes at stations and on trains. Stations and stops should be located near busy streets or mixed-use developments. The ambassador program has been a great help.

Terminus Stations should be evaluated for safety measures differently than other stations. At the end of the line, there is no way to hide from an aggressor. Consider installing emergency phones, better lighting, and ambassadors.

Bicyclists would benefit from lighting and protected bike lanes or alternate routes to access the stations.

Priority First/Last Mile Improvements
As a group, you decided on the following list of priority improvements.

-  Pedestrian and Bicyclist Lighting
-  Bus Stop Improvements (real-time information, maps, route info, north arrow)
-  Opportunity Improvement - Emergency Telephones
-  Wayfinding Signage
-  Landscape and Shade
-  Access Ramps
-  Traffic Calming
-  Buffered Bicycle Lanes (Class II)

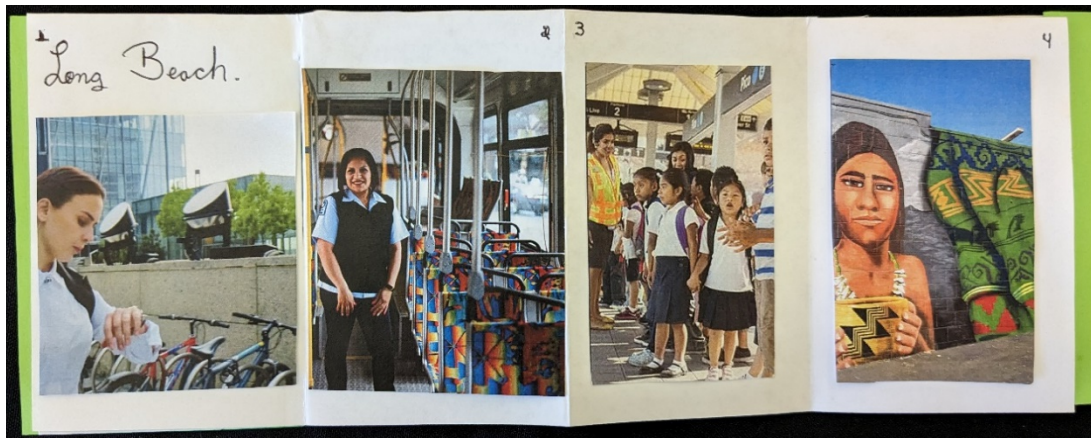
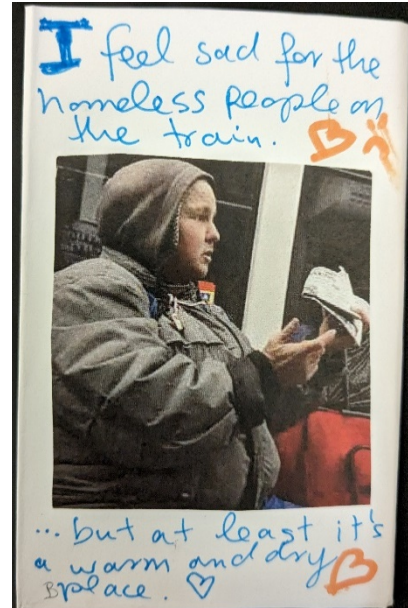
We also heard feedback about system-wide improvements, such as an alert system for disabled riders when routes change, the implementation of women/children-only train cars, reliable Wi-Fi at stations/stops, and the cleanliness of trains and buses. Those comments will be recorded in the final outreach report and shared with other Metro departments.

We still want to hear from you if you could not participate in the discussion. Please submit all edits, stories, comments, and complete/incomplete zines to the team via email by **Friday, December 8**.

Thank you again for participating!



Women's Community Workshop Zines



3. *In addition to gender, have other equity factors been considered in order to address intersecting identities and needs (e.g., race, age, and income)? Does the current/proposed action pose a risk or burden to these intersectional identities? Are there potential unintended consequences? If so, explain.*

The technical team analyzed Metro's Equity Focused Communities (EFC) data in proximity to the project area and crafted a survey to gather information based on ethnicity, age, income, and gender. The FLM guidelines, toolkit, and prioritization methodology provide a fair and unbiased approach to identifying priority projects. The current/proposed action will not pose any risks or burdens to intersecting identities.

4. *Will the current/proposed action create specific benefits for women? Please explain.*

With support from our partner CBO MUSA, the community walk audits were well attended by participants of different genders and ethnicities. The findings from this process directly formulated the final project list in the plan, so the current proposed actions will specifically benefit women.

The FLM planning process is designed to address safety and security issues at each station via an impartial process that would benefit all transit riders, including women. Specific and effective improvements that were not part of the FLM toolkit were proposed during outreach. These suggestions were related to transit safety and would create specific benefits for women. However, they were not included in the final FLM plan due to the complexities of coordinating with jurisdictions. There should be a more flexible framework within the FLM guidelines or a more robust planning process to ensure the consideration and incorporation of safety measures that are outside of the FLM toolkit.

5. *How does the current/proposed action support Metro's gender equity goals? Identify which goals the action supports and why.*

The FLM plan supports Metro's gender equity goal of ensuring diverse gender perspectives via outreach. The project team developed a creative and interactive women's workshop and survey that allowed data to be analyzed by gender. Women varying in age and ethnicity participated in the workshop and shared their experiences accessing transit and prioritized improvements from the FLM toolkit. These findings are reflected in the final plan to be used by local jurisdictions as evidence of community support for elevating projects to the priority list.

The project's technical walk audits, community walk audits, online survey, and women's workshop all had diverse participants in terms of gender, age, ethnicity, and income level. Ensuring that all outreach events had a majority level of female participation, the project's proposed actions will certainly improve the quality and accessibility of Metro services for women.

SUPPORT AND ENGAGE WITH WOMEN

1. *Has the current/proposed action undertaken gender-specific outreach? Did the outreach itself take care to ensure diverse gender attendance (e.g., childcare available at meetings, dates/times for variety of attendee schedules, outreach to specific community-based organizations)?*

Additional details will be included in this analysis post Plan adoption. Metro intends to publish this report separately following Metro Board adoption.

2. *Does the current/proposed action need to be revised to reflect gender-related input and feedback? Please describe.*

The FLM plan does not need to be revised to reflect gender-related input. The technical team tracked the priority toolkit improvements based on gender from the survey and women's community workshop in the plan. Projects that were identified as a priority for women were identified with the acronym "WWS" in the "Project Origin" column of the prioritized project lists. This information is intended to help jurisdictions identify non-prioritized projects that could be elevated based on community support during their review period.

3. *What partnerships internal to Metro (e.g., other Metro departments) are part of the current/proposed action that would maximize progress towards gender equity goals? List the partnerships and their potential contributions.*

Additional details will be included in this analysis post Plan adoption. Metro intends to publish this report separately following Metro Board adoption.

4. *What partnerships external to Metro (e.g., stakeholders, organizations, other agencies, etc.) are or could be part of the current/proposed action that would maximize progress toward gender equity goals? List the partnerships and their potential contributions.*

Additional details will be included in this analysis post Plan adoption. Metro intends to publish this report separately following Metro Board adoption.

IMPLEMENTATION AND ACCOUNTABILITY

1. *Are there any variables that could prevent the current/proposed action from achieving gender equity goals (e.g., schedule, budget, review time)? If so, describe.*

An accelerated project schedule and established FLM guidelines could prevent future FLM plans from achieving gender equity. The project schedule was accelerated in the Spring of 2023 to meet the EIR submittal to Metro's board in the Spring of 2024. Unfortunately, this change resulted in less planning and preparation time for outreach events, a reduced time frame for the survey to remain live, and shorter review/feedback periods from communities and jurisdictions.

Given the shortened window of time for community members to participate in the survey, the input from 39 participants was insufficient to determine strong FLM trends based on gender. A longer time for survey input and stronger efforts to encourage survey participation would help ensure that the team receives enough information to determine transit priorities by gender. During the women's workshop, the team gained a more accurate and deeper understanding of gender-specific needs and

priorities. However, the technical team could only facilitate one women's workshop, whereas two to three, with follow-up meetings, would have allowed the team to gather more robust feedback.

The FLM guidelines and methodology facilitate an impartial process for identifying priority improvements; however, the framework would benefit from being more adaptable and flexible to incorporate project specific and women specific input. For example, during the women's community workshop, participants brought to the team's attention how terminus stations feel much less safe than other stations and suggested enhanced security measures, such as installing emergency telephones. This project idea was not included in the priority project lists, but instead only noted in the plan narrative as a community priority. There should be a formal process for documenting and incorporating project ideas that were suggested but outside the FLM toolkit to provide transparency and accountability to community members who participated in the process. Resulting in a more robust evaluation of women's needs and the advancement of gender equity.

2. *How can the current/proposed action be measured and evaluated relative to Metro's gender equity goals?*

The plan can be measured and evaluated by the following:

- If jurisdictions used the community support column as a determining factor to elevate projects or if they are only elevating projects that align with their existing plans and projects to reach the 3% match.
- The number of projects identified by women that were elevated for inclusion in the prioritized project list.
- The number of projects identified by women that were not originally included in the FLM toolkit that were elevated for inclusion in the prioritized project list.
- The amount of outreach events and follow up events geared toward women, two at the least
- Follow up outreach events or a survey could be distributed up to one year post project completion to see if women riders feel safe accessing the new stations.

3. *How can the current/proposed action further communicate and engage with stakeholders during and after implementation?*

The FLM team could review the FLM toolkit to ensure that the ped and wheel infrastructure improvements meet women's safety and security concerns by holding women-centered focus groups and conducting technical walk audits. If the FLM team decided to have one last community outreach event, they could display and distribute copies of the zines created during the women's workshop, provide information on the process, and describe how the concerns of women were included in the final plan.

4. *Will there be updates to the current/proposed action that would further promote gender equity goals? If so, describe these opportunities.*

There may be an opportunity for jurisdictions to revisit the project elevation process after submittal to the Metro board in April 2024. If so, that would be a suitable time to remind those jurisdictions to review the project list and elevate ideas supported by women for implementation. Lastly, Metro's 3% match policy could be amended to specify that projects identified by women as a priority would also count towards the jurisdiction's total match.

3.7

Safety Analysis Tool

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

3.7 SAFETY ANALYSIS TOOL SUMMARY

Introduction

The following is a summary of 3.8A First/Last Mile Bicycle Safety Analysis (June 2023), in which the technical team addressed the following questions posed in the Metro's FLM Wheel Safety Analysis Tool:

- Which corridors have the highest number of collisions involving bicyclists?
- Which corridors have the highest number of severe injury or fatal collisions involving bicyclists?
- Which intersections have the highest number of collisions involving bicyclists?
- Which intersections have the highest number of severe injury or fatal collisions involving bicyclists?
- Which Midblock Locations have the highest number of collisions involving bicyclists?
- Which Midblock Locations have the highest number of severe injuries and fatal collisions involving bicyclists?

All findings apply to the six-year period from January 1, 2016 through December 31, 2021 for the 110-square mile WSAB three-mile radius wheel corridor.

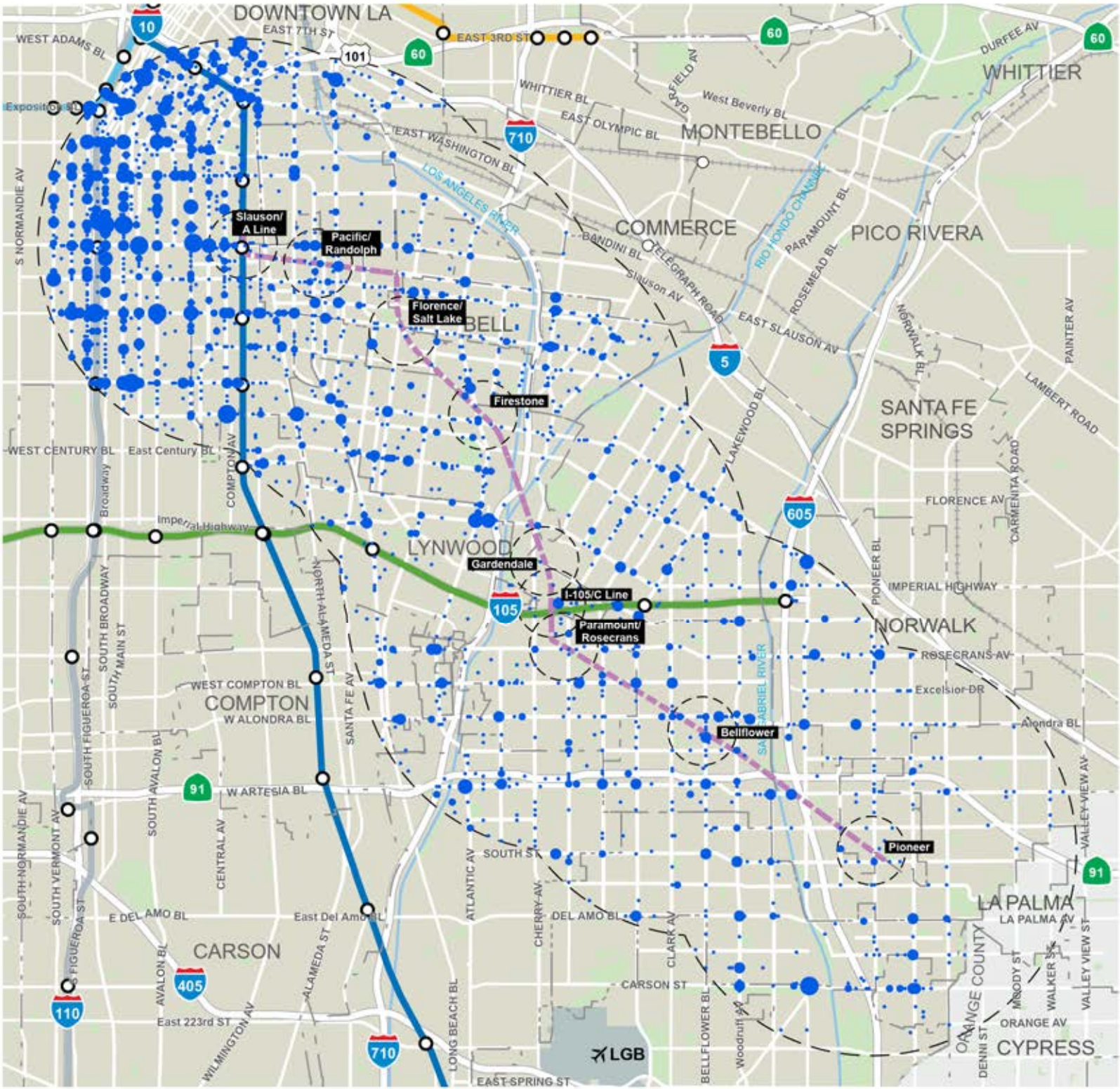
Key Findings

- **All Bicycle/Vehicle Collisions.** Figure 1 shows all motor vehicle/bicycle collisions on all streets that experienced more than one such collision per mile.
- **All Bicycle/Vehicle Collisions per Mile of Street and Hot Spots.** Figure 2 shows motor vehicle/bicycle collisions per mile, along with hotspot locations at which 4 or more collisions occurred with a distance of 200 feet of one another.
 - Seventeen of the top 18 streets are in the 3-mile Slauson/A-Line station area. Tweedy Avenue is in the 3-mile Firestone station area.
 - Figueroa Street had the highest number of collisions per mile at 21.5.
 - Manchester Avenue, Broadway, Jefferson Boulevard, Central Avenue, Main Street, and 14th Place each had more than 15 collisions per mile.
- **All Fatal or Severe Injury Bicycle/Vehicle Collisions.** Figure 3 shows the location of all bicycle/vehicle collisions that resulted in bicyclist fatalities (35) and severe injuries (245).
 - Imperial Highway had three fatalities. Each of the following streets had two fatalities: Broadway, Atlantic Avenue, Washington Boulevard and Compton Boulevard. One fatality occurred on each of the other streets.
 - Florence Avenue had the highest number of severe injuries at 13 (1.3 per mile), followed by Central Avenue at 11 (1.8 per mile) However, Nadeau Street had the highest number of severe injuries per mile at 2.7, followed by Manchester Boulevard at 1.8.

- **Bicycle/Vehicle Collisions at Intersections.** Figure 4 maps all motor vehicle/bicycle collisions that occurred at intersections and shows the number of collisions at each.
 - 43% of all bicycle/auto collisions and 47% of fatalities occurred at intersections. However, only 34% of severe injuries occurred at intersections.
 - The highest number of collisions (eight) occurred at San Pedro Street and Slauson Avenue. None of them resulted in a death or severe injury.
 - Five intersections experienced five collisions each. Of those, Main Street/Manchester Avenue had a fatality. Flower Street/Florence Avenue had two severe injuries and Avalon Boulevard/Florence Avenue had one.
 - Fourteen intersections each had four collisions. Of those, Flower Street/Jefferson Boulevard had one fatality and one severe injury. Santa Fe Avenue/Florence Avenue and Downey Avenue/Firestone Boulevard each had one severe injury.
- **Bicycle/Vehicle Collisions at Midblock Locations.** Figure 5 maps all midblock motor vehicle/bicycle collisions.
 - Overall, 57% of all bicycle/auto collisions and 53% of fatal collisions occurred at midblock locations. However, 66% of severe injuries occurred at midblock locations.
 - Figueroa Street had the highest number of midblock collisions per mile at 13.5.
 - Manchester Boulevard, Central Avenue, 38th Street, Vernon Avenue, Main Street, Broadway, Florence Avenue, and Martin Luther King Boulevard each had more than 7 midblock collisions per mile.
 - There were eight midblock collisions in each of the following street segments:
 - Slauson Boulevard between Central Avenue and Hooper Avenue
 - 92nd Street between Compton Avenue and Graham Avenue
 - Imperial Highway between Atlantic Avenue and the 710 Freeway
 - Manchester Boulevard between Figueroa Street and main Street.
- **Streets that Appear as Safety Hot Spots in Multiple Analyses.** Table 1 shows streets that appear as safety hot spots in multiple analyses. It also indicates whether there is an existing or proposed wheel facility (bikeway) on the street. Of the 21 streets listed, all have proposed wheel facilities on the FLM Wheel Network except Alameda St West, Imperial Hwy, and Vernon Av.
- **Half-Mile Station Areas.** Table 2 summarizes bicycle/auto collisions in the nine half-mile station areas. Of all the auto/bicycle collisions that occurred in the nine half-mile station areas, almost half (48%) occurred at the Slauson/A Line and Pacific/Randolph Stations. There were no bicyclists killed. There were nine severe injury collisions.

Figure 1 All Bicycle/ Vehicle Collisions

West Santa Ana Branch
Transit Corridor First Last Mile



Bicycle/Vehicle Collisions
1/1/2016 - 12/31/2021:

- 1
- 2
- 3 - 4
- 5 - 6
- 7 - 8

- Half Mile Station Area
- 3-Mile Corridor

WSAB Transit Corridor Project
Locally Preferred Alternative
Alignment & Stations

- Existing Transit
- Metro Rail Lines & Stations
 - Metro Busway & Station



Source: PSLA (Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, 2022)

Figure 2 Bicycle/Vehicle Collisions Per Mile and Hot Spots

West Santa Ana Branch
Transit Corridor First Last Mile

Bicycle/Vehicle Collisions
1/1/2016 - 12/31/2021

Collisions Per Mile by Street

- 0 - 1
- 1.1 - 5
- 5.1 - 10
- 10.1 - 15
- 15.1 - 21.5

Intersection Collision Hotspots

- 4
- 5 - 6
- 7 - 8

Note: For per mile count, intersection collisions are counted once; they are assigned to one of the two cross streets.

- Half Mile Station Area
- 3-Mile Corridor

WSAB Transit Corridor Project
Locally Preferred Alternative
Alignment & Stations

Existing Transit

- Metro Rail Lines & Stations
- Metro Busway & Station



0 1 2 3 Miles

Source: PSLA (Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, 2022)

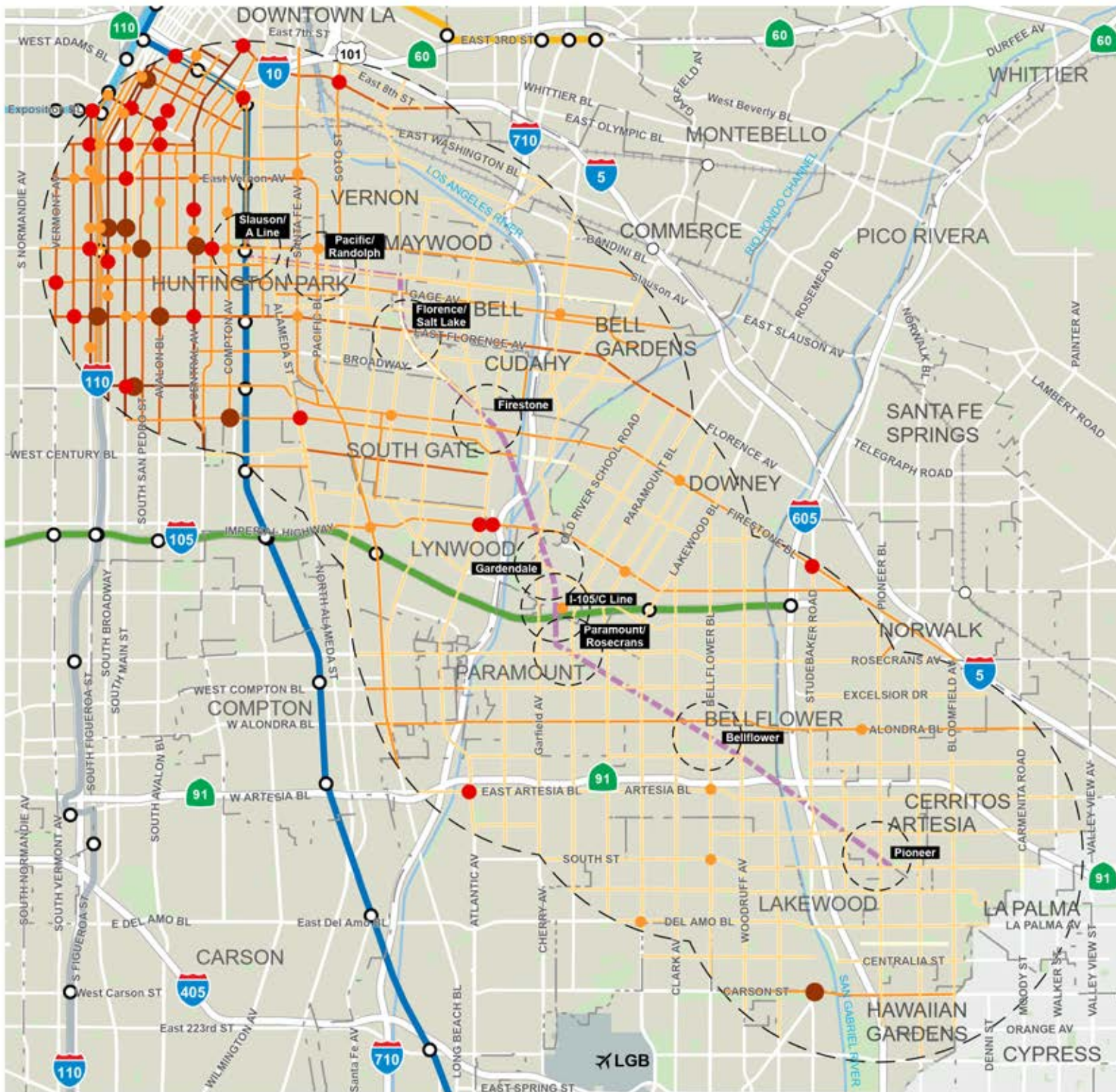
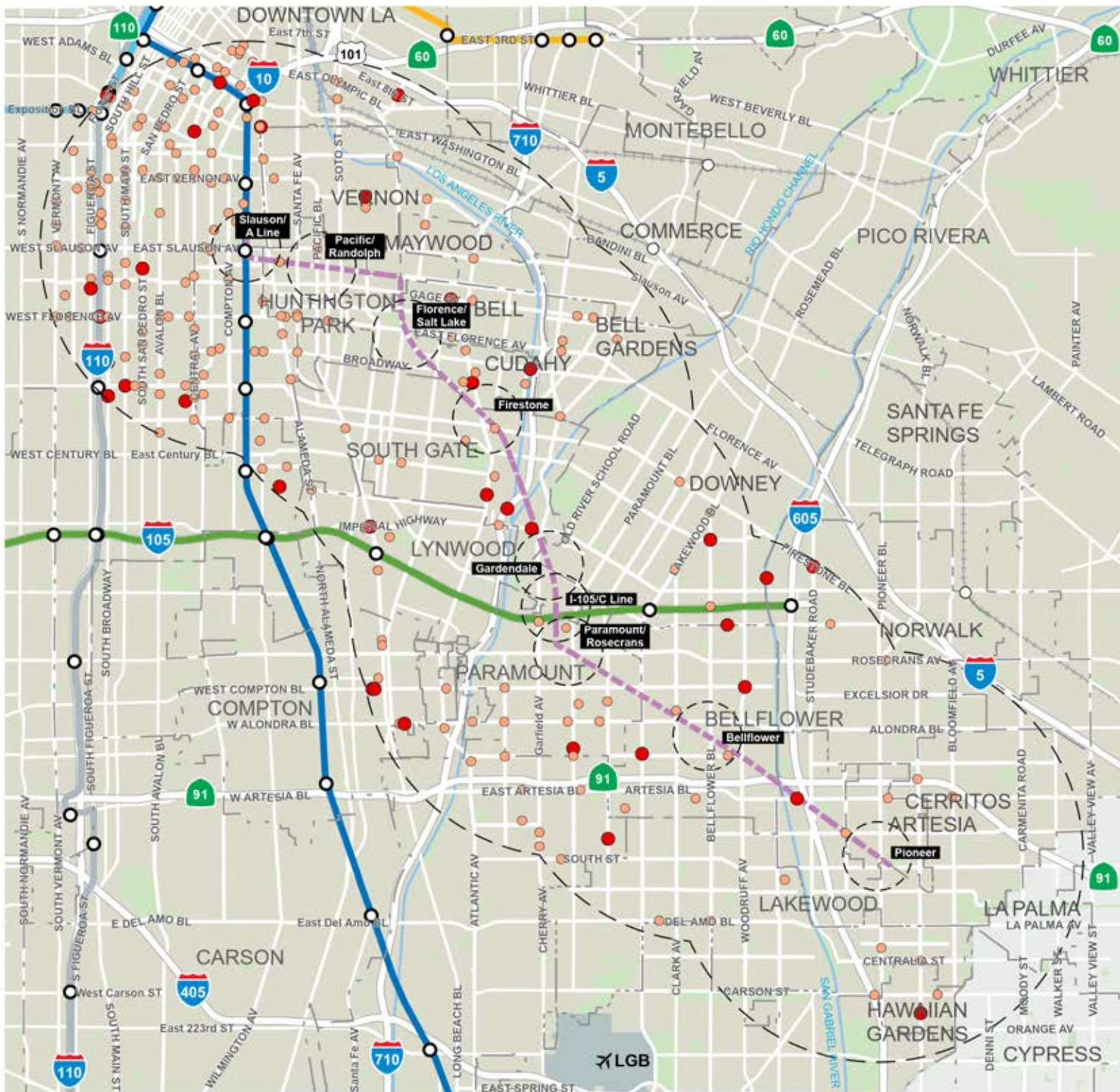


Figure 3 Fatal and Severe Injury Bicycle/ Vehicle Collisions

West Santa Ana Branch
Transit Corridor First Last Mile



Bicycle/Vehicle Collisions
1/1/2016 - 12/31/2021

- Bicyclist Killed
- Bicyclist Severely Injured

- Half Mile Station Area
- 3-Mile Corridor

WSAB Transit Corridor Project
 Locally Preferred Alternative Alignment & Stations

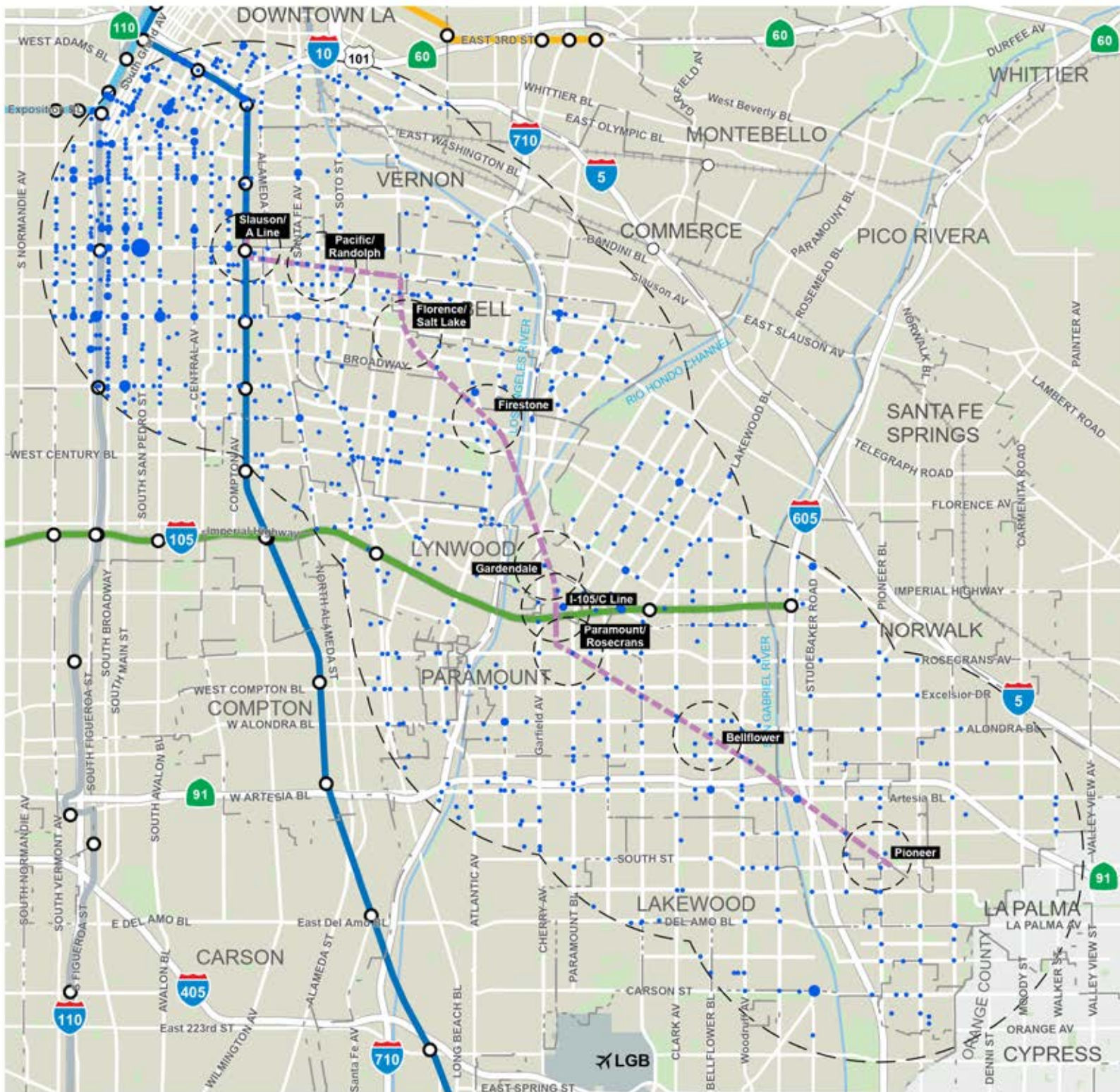
Existing Transit
 Metro Rail Lines & Stations
 Metro Busway & Station



Source: PSLA (Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, 2022)

Figure 4 Intersection Bicycle/Vehicle Collisions

West Santa Ana Branch
Transit Corridor First Last Mile



Bicycle/Vehicle Collisions
1/1/2016 - 12/31/2021:

- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 8

- Half Mile Station Area
- 3-Mile Corridor

WSAB Transit Corridor Project
 - - - Locally Preferred Alternative Alignment & Stations

Existing Transit
 Metro Rail Lines & Stations
 Metro Busway & Station



Source: PSLA (Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, 2022)

Table 1 Streets That Are Safety Hot Spots Based on Multiple Metrics

| Location: Type of Collision: Range: | Corridor | | | Intersection | Mid-Block | Bikeway** | |
|---|----------|--------|--------|--------------|-----------|-----------|----------|
| | All | Fatal | Severe | All* | All | Existing | Proposed |
| | 10+/mi | 1 to 3 | 3+/mi | 4+ | 6+/mi | | |
| Adams Blvd | ■ | | | | ■ | ● | |
| Alondra Blvd | | ■ | ■ | | | | ○ |
| Avalon Blvd | ■ | | ■ | ■ | ■ | ● | ○ |
| Broadway | ■ | | | ■ | ■ | ● | ○ |
| Central Ave | ■ | ■ | ■ | | ■ | | ○ |
| Figueroa St | | ■ | ■ | | ■ | ● | |
| Florence Ave | ■ | ■ | ■ | ■ | ■ | | ○ |
| Flower St (LA) | | ■ | ■ | | | ● | ○ |
| Gage Ave | | ■ | ■ | | | | ○ |
| Imperial Hwy | | ■ | ■ | | | | |
| Jefferson Blvd | ■ | | | | ■ | ● | ○ |
| Main St (LA) | ■ | | ■ | ■ | ■ | | ○ |
| Manchester Blvd | ■ | ■ | ■ | | ■ | ● | ○ |
| Martin Luther King Blvd (LA) | ■ | | | | ■ | ● | ○ |
| Nadeau St | | | ■ | | ■ | | ○ |
| Olympic Blvd | ■ | | ■ | | | | ○ |
| San Pedro St | ■ | ■ | ■ | ■ | | ● | ○ |
| Slauson Ave | | | ■ | ■ | | | ○ |
| Vermont Ave | ■ | | ■ | | | ● | ○ |
| Vernon Ave | ■ | | ■ | ■ | ■ | | |
| Washington Blvd | | ■ | | ■ | | | ○ |

* Primary Street

** On a segment of the street; not necessarily where collision occurred.

Table 2 Bicycle/Vehicle Collisions in Half-Mile Station Areas

| Station | All Auto/ Bicycle Collisions | % of All Half-Mile Auto/ Bike Collisions | Severe Injury | Intersection | High-Collision Streets with % of All Station Area Collisions | Number of Collisions | % of Collisions |
|---------------------|------------------------------------|---|------------------|--------------|---|-------------------------|-----------------|
| Slauson/A Line | 49 | 23% | 3 | 21 | Compton Av | 10 | 20% |
| | | | | | Slauson Av | 8 | 17% |
| Pacific/Randolph | 54 | 25% | 1 | 14 | Slauson Av | 12 | 22% |
| | | | | | Pacific Av | 9 | 17% |
| | | | | | Gage Av | 8 | 15% |
| Florence Salt Lake | 19 | 9% | 0 | 4 | Florence Av | 7 | 37% |
| Firestone | 21 | 10% | 2 | 11 | Firestone Bl | 8 | 38% |
| | | | | | Atlantic Av | 6 | 29% |
| Gardendale | 2 | 1% | 0 | 1 | Gardendale St | 1 | 50% |
| | | | | | Garfield Av | 1 | 50% |
| I-105/C-Line | 10 | 5% | 2 | 4 | Paramount Bl | 3 | 30% |
| Paramount/Rosecrans | 12 | 6% | 0 | 4 | Paramount Bl | 6 | 51% |
| | | | | | Rosecrans Av | 5 | 40% |
| Bellflower | 33 | 16% | 1 | 11 | Alondra Bl | 17 | 52% |
| Pioneer | 12 | 6% | 0 | 7 | South St | 6 | 50% |
| Total | 212 | 100% | 9 | 77 | | | |

3.7A First Last Mile Bicycle Safety Analysis: Safety Hotspots, Contributing Factors, and Equity (Age and Gender)

June 29, 2023

This analysis of 1) bicycle safety hotspots, 2) factors that may contribute to their occurrence, 3) age and gender of bicycle/vehicle collision victims, and 4) distribution of collisions by jurisdiction in the WSAB three-mile radius wheel responds to questions listed in Metro's *First/Last Mile Safety Analysis Tool*. The analysis first considers the three-mile radius corridor. It then focuses on the area with one-half mile of each planned station.

The questions asked by the *First/Last Mile Safety Analysis Tool* are grouped by project phase, specifically:

- Identify Safety Hotspots during the Existing Conditions Analysis.
- Determine Collision Contributing Factors during Pathway Network & Project Idea Development.
- Propose Targeted Pathway Network Improvements during Project Prioritization & Selection.
- The phases at which Equity Factors and Local Plans/Initiatives should be addressed are not specified. Proposed bikeways on hotspot streets and at hotspot intersections are included in this memorandum, as are Age and Gender of collision victims. Local vision zero or similar initiatives regarding streets with high injury/fatality rates will be addressed during Pathway Network & Project Idea Development.

This analysis uses:

- Data provided by the Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley (2022) for the six-year period from January 1, 2016 through December 31, 2021. TIMS maps data collected by law enforcement personnel and compiled by the California Highway Patrol in the Statewide Integrated Traffic Records System (SWITRS).
- Existing and proposed bicycle facilities documented in the WSAB FLM Existing Conditions memo.
- Arterial street speed limits documented in the WSAB FLM Existing Conditions memo.
- Field and aerial/street view Google Map observation of lane width, signalization, posted speeds.

All findings apply to the six-year period from January 1, 2016 through December 31, 2021 for the 107-square mile WSAB three-mile radius wheel corridor.

THREE-MILE RADIUS CORRIDOR SAFETY HOTSPOTS

1. CORRIDOR COLLISIONS

Which Corridors Have the Highest Number of Collisions Involving Bicyclists?

Bicycle/Vehicle Collisions Per Mile by Street

Figure 1 shows all bicycle/vehicle collisions. Bicycle/vehicle collision data by street for all streets that experienced more than one collision per mile were analyzed in order to compare corridors. The dataset includes 123 streets on which 2,394 or 85% of all bicycle/vehicle collisions in the WSAB three-mile radius wheel corridor occurred. The 123 streets were sorted by number of collisions per mile from highest to lowest. Figure 2 shows collisions per mile on the 123 streets in the dataset, along with hotspot locations at which 4 or more collisions occurred within 200 feet of one another. Table 1 lists the 18 streets that experienced more than 10 bicycle/vehicle collisions per mile.

Key Findings

- 37% of the collisions in the dataset were located on the 18 streets in Table 1, which comprise only 15% of the total length of the all the streets in the dataset.
- The average for these 18 streets was 13.9 collisions per mile compared with 5.7 collisions per mile for all the streets in the dataset.
- Similarly, there were 1.2 severe injuries per mile on the top 18 streets, compared with 0.4 severe injuries per mile on all streets in the dataset.
- Seventeen of the top 18 streets are in the 3-mile Slauson/A-Line station area. Tweedy Avenue is in the 3-mile Firestone station area.
- Of all the streets with more than one collision per mile, only Florence Avenue is in a half-mile station area. It is also one of the 18 high-collision streets.
- Eleven of the top 18 streets have existing bikeways on a portion of their length.
- Sixteen of the top 18 streets have proposed bikeways on a portion of their length.

Which Corridors Have the Highest Number of Fatal and Severe Injury Collisions Involving Bicyclists?

Figure 3 shows the location of all bicycle/vehicle collisions that resulted in bicyclist fatalities (35) and severe injuries (245). Table 2A lists the 28 streets on which the 35 bicyclists were killed. Imperial Highway had three fatalities. Each of the following streets had two fatalities: Broadway, Atlantic Avenue, Washington Boulevard and Compton Boulevard. One fatality occurred on each of the other streets. Table 2B lists fatalities individually, including cross street, violation, collision type, lighting, control devices and jurisdiction.

- Table 3 lists 22 streets with three or more severe injuries each. These 22 streets account for 46% of all severe injuries. Florence Avenue had the highest number of severe injuries at 13 (1.3 per mile), followed by Central Avenue at 11 (1.8 per mile). However, Nadeau Street had the highest number of severe injuries per mile at 2.7, followed by Manchester Boulevard at 1.8.

2. INTERSECTION COLLISIONS

Which Intersections Have the Highest Number of Collisions Involving Bicyclists?

Intersection Hot Spots

Figure 4 maps all intersection collisions and shows the number of collisions at each. Table 4 lists intersections at which four or more bicycle/vehicle collisions occurred in the six-year period. There 20 intersection hot spots listed.

Key Findings

- 43% of all bicycle/auto collisions and 47% of fatalities occurred at intersections. However, only 34% of severe injuries occurred at intersections.
- There were 89 collisions or 7% of all intersection collisions at the 20 hotspot intersections.
- None of the hotspot intersections is located within one-half mile of a proposed WSAB station.
- Seventeen of the hotspot intersections (85%) are located in the 3-mile Slauson/A-Line station area.
- The highest number of collisions (eight) occurred at San Pedro Street and Slauson Avenue. None of them resulted in a death or severe injury.
- Five intersections experienced five collisions each. Of those, Main Street/Manchester Avenue had a fatality. Flower Street/Florence Avenue had two severe injuries and Avalon Boulevard/Florence Avenue had one.
- The remaining 14 intersections each had four collisions. Flower Street/Jefferson Boulevard had one fatality and one severe injury. Santa Fe Avenue/Florence Avenue and Downey Avenue/Firestone Boulevard each had one severe injury.
- Unsafe speed was listed as the cause of three collisions. More common causes listed were wrong-way cycling and auto right-of-way, i.e., bicyclist at fault.
- The following streets had multiple intersections with four or more collisions: five on Florence Avenue, three on 54th Street, and two each on Slauson Avenue, Main Street, Flower Street, Washington Boulevard, and Broadway.
- All of the intersections include at least one arterial street with four or more through lanes.
- The speed limit is typically 35 miles per hour (mph) on at least one of the two intersecting streets.
- Of the 20 intersections, 18 have traffic signals, one has a four-way stop, and one stops signs on the collector street and no traffic control on the arterial street.
- Three of the intersections have existing bicycle facilities. At two of them the bikeways were added during the reporting period.
 - There were five collisions at Avalon Boulevard and Florence Avenue prior to the installation of protected (Class IV) bike lanes on Avalon Boulevard in 2020, of which two resulted in severe injuries; no collisions were reported in the 18 months following the installation.
 - There were four collisions at Hoover Street and Vernon Avenue where bike lanes were added on Hoover north of the intersection in mid-2028.
 - There were five collisions at Carson Street and Los Coyotes Diagonal.
- Bikeways are proposed on at least one street at all of the other intersections.

- Six of the intersections are located near schools; three are located along at-grade Metro rail lines.
- Fourteen of the top 20 intersections include one of the 18 top collision corridors in Table 1.

Which intersections Have the Highest Number of Severe Injury or Fatal Collisions Involving Bicyclists?

Figure 5 maps all fatal and severe injury bicycle collisions at intersections. Table 5 lists all intersections (16) at which fatalities occurred. Of all 245 severe injuries, 82 or 34% occurred at intersections.

There are no intersections at which more than one fatality occurred.

There are two intersections at which two severe injuries occurred:

- Avalon Boulevard and Florence Avenue
- Florence Avenue and Ajax Avenue

There are two intersections at which a fatality and a severe injury occurred:

- Flower Street and Jefferson Boulevard
- Main Street and Manchester Boulevard

3. MIDBLOCK COLLISIONS

Which Midblock Locations Have the Highest Number of Collisions Involving Bicyclists?

A total of 1,620 midblock bicycle/vehicle collisions occurred in the six-year period. Figure 6 shows all midblock bicycle vehicle collisions. Figure 7 shows midblock bicycle/vehicle collisions per mile. Table 6 lists midblock collisions per mile by street for 19 streets with six or more midblock collisions per mile, using the same dataset as was used for Table 1. (The dataset includes 123 streets on which 2,394 (85%) of all the bicycle/vehicle collisions in the WSAB three-mile radius wheel corridor occurred.) Eleven of the 19 streets with six or more midblock collisions per mile are also included in Table 1 (streets with more than 10 bicycle/vehicle collisions per mile). Table 7 lists the 13 midblock collision hotspots.

Key Findings

Midblock Collisions Per Mile by Street

- Overall, 57% of all bicycle/auto collisions and 53% of fatal collisions occurred at midblock locations. However, 66% of severe injuries occurred at midblock locations.
- 32% of the midblock collisions in the dataset were located on the 19 streets in Table 6, which comprise only 13% of the total length of the all the streets in the dataset.
- The average for these 18 streets was 8.0 midblock collisions per mile compared with 3.2 collisions per mile for all the streets in the dataset.
- However, the number of severe injuries resulting from midblock collisions per mile was almost the same for the top 19 streets (.09 per mile) as for the entire dataset (.08 per mile).
- Fifteen of the top 19 streets are located in the 3-mile Slauson/A-Line station area.
- Two of the 19 streets – Florence Avenue and Wilmington Boulevard – are located in a half-mile station area.
- Figueroa Street had the highest number of midblock collisions per mile at 13.5.

- In addition, Manchester Boulevard, Central Avenue, 38th Street, Vernon Avenue, Main Street, Broadway, Florence Avenue, and Martin Luther King Boulevard each had more than 7 midblock collisions per mile.
- Eight (8) of the 19 streets with six (6) or more midblock collisions per mile have existing bikeways on a portion of the street, while 13 have proposed bikeways on a portion of the street.

Midblock Collisions Hotspots

- There were 79 collisions on the 13 midblock collisions hotspot segments. There were no fatalities and 11 severe injury collisions.
- None of the 13 midblock collision hotspots mile is located in the half-mile station areas.
- All but two of the hotspot intersections are located in the 3-mile Slauson/A-Line station area.
- There were eight (8) collisions in each of the following street segments:
 - Slauson Boulevard between Central Avenue and Hooper Avenue
 - 92nd Street between Compton Avenue and Graham Avenue
 - Imperial Highway between Atlantic Avenue and the 710 Freeway
 - Manchester Boulevard between Figueroa Street and main Street.
- Common causes listed were wrong-way cycling and auto right-of-way, and improper turn. Speeding and DUI were not listed.
- All but two of the hotspot street segments have four or more through lanes.
- The speed limit is 35 mph on all but two street segments.
- Four (4) hotspot street segments are near schools; two are at freeway ramps.
- Eight (8) hotspot street segments are on the 18 top collision corridors in Table 1.
- Only one (1) the 13 midblock collision hotspots has existing bike lanes. Six (6) of the 13 midblock collision hotspots have proposed bikeways.

Which Midblock Locations Have the Highest Number of Severe Injury and Fatal Collisions Involving Bicyclists?

Figure 8 shows midblock collisions that resulted in a fatality or severe injury. Table 8 lists all the midblock locations (17) at which fatalities occurred.

4. OTHER COLLISION HOTSPOTS

Which Combined Intersection/Midblock Locations Have the Highest Number of Severe Injury and Fatal Collisions Involving Bicyclists?

Figure 9 shows locations in which four or more collisions (both at intersections and midblock) occurred within a 200-foot square area. The majority of these clusters are captured in the analyses of collisions per mile or by the intersection and midblock hot spot analyses above. Locations that experienced more than four (4) collisions in a 200-foot square area that are not included in the other three analyses are:

- Firestone Boulevard/Studebaker Road (6) – an elementary school, middle school and park are nearby.
- Alondra Boulevard/Maidstone Avenue (6) – an elementary school and shopping center are located at the intersection and Cerritos Community College is nearby.
- Compton Avenue/51st Street (5)

Which streets have Multiple Safety Hotspots?

The following streets occur on all five collision hotspot lists (corridors per mile, intersections, midblock hotspots, severe injury and fatal):

- Florence Avenue
- Central Avenue
- Figueroa Street

The following streets occur on four of the five collision hotspot lists:

- Broadway
- Manchester Boulevard
- Main Street
- Vernon Avenue

Imperial Highway is only on two lists (it tops the fatality list and is also on the severe injury list). It is also has a 40 mph speed limit.

5. POTENTIAL CONTRIBUTING FACTORS

Potential factors contributing to the intersections and midblock hotspots are included in Table 4 and Table 7. Table 9 provides the distribution of violations cited in all collisions included on TIMS.

Number of Lanes. All but one of the 28 intersection hotspot include at least one street with four through lanes and all but one of the 13 midblock hotspot street has at least four through lanes. Most of the corridors with fatalities and with three or more severe injuries have at least four through lanes.

Traffic Speed. All but two of the intersection hotspots have at least one street with a speed limit of 35 mph or greater. All but one of the midblock hotspots have a speed limit of 35 mph or greater.

Signalization. All but two hotspot intersections are signalized in all directions.

Activity Centers. Seven of the 20 hotspot intersections are adjacent to or near a school.

Existing Bikeways. Only three of the hotspot intersections have bikeways on one or both streets:

- Avalon Boulevard's bike lanes at Florence Avenue were added in mid-2020
- Hoover Street's bike lanes north of Vernon Avenue were added in mid-2019
- Carson Street has a shared sidewalk on its south side. Los Coyotes Diagonal has a shared sidewalk on its west side south of Carson Street. The intersection is signalized and crosswalks are striped, but there is no restriction against turning right on a red light.

Unsafe Speed. While unsafe speed was listed in 5.2% of all collisions, it was listed for 14% of fatalities.

No Street Lights at Night. No street lights at night was rarely listed. However, it was listed for two of the 34 fatalities (6%).

Alcohol/Drugs. Driving or bicycling under the influence of alcohol or drugs was listed in only 0.6% of all collisions.

Other Violations. Wrong side of the road was listed in 22.2 % of all collisions, while Automobile Right of Way was listed in 33.9% for a total of over 50% attributing the cause to the bicyclist. In addition, most of the other violations could be attributed to either the bicyclist or the motorist.

Summary. In summary, four or more through lanes, a speed limit of 35 mph or greater, and lacking a Class II or higher quality bikeway are the most common characteristics associated with fatalities, severe and multiple collisions. Proximity to schools is a less common characteristic, occurring at 35% of hotspot locations. Inadequate street lighting is rarely cited; however, lack of lighting at night was listed in 2 of the 34 fatalities (6%).

6. EQUITY FACTORS (AGE AND GENDER)

- Collision victims under 18 comprise 14% of the collision victims, compared with 26% of the entire population in the three-mile radius corridor.
- Collision victims over 64 comprise 6% of the collision victims, compared with 10% of the entire population in the three-mile radius corridor.
- Women and girls comprise 16% of the collision victims, compared with approximately 50% of the entire population in the three-mile radius corridor. However, this percentage is consistent with the percentage of all cyclists who are female, according to 2019 pedestrian/ bicycle count BY the City of Los Angeles (in which 43.4% of all bicycle/vehicle collisions occurred), in which 17% of cyclists counted were female.

7. BICYCLE/VEHICLE COLLISIONS BY JURISDICTION

Table 10 lists the number and percentage of bicycle/vehicle collision in the three-mile radius wheel corridor in each jurisdiction. As noted above, 43.4% occurred in the City of Los Angeles.

HALF-MILE STATION AREA SAFETY HOTSPOTS

There were no fatalities resulting from bicycle/vehicle collisions within a half mile of any station location. Primary causes of collisions listed were wrong side and auto right-of-way, both attributable to cyclists.

1. PIONEER STATION

- Of the 12 bicycle/vehicle collisions that occurred within a half mile of the Pioneer station, none resulted in severe injury.
- Seven were at intersections.
- Intersections with multiple collisions are:
 - Two at Gridley Road and 187th Street, which is signalized with striped crosswalks on three of four legs. The southern leg across Gridley Road is not striped. 187th Street widens at the intersection from 40 feet (one lane each way) to 60 feet (two westbound through/right lanes and one left lane and one eastbound lane).
 - Two at Pioneer Boulevard and South Street, which is signalized with striped crosswalks. Both streets are arterials with two through lanes each way, left-turn lanes and unstriped right-turn lanes. There are Class II bicycle lanes on Pioneer Boulevard south of South Street.
- A total of six, or half of all bicycle/vehicle collisions occurred on South Street.
- Factors that may contribute to the high collision volume on South Street:
 - Two through lanes each way with left-turn lanes and unstriped right-turn lanes.
 - 605 Freeway ramps are located less than a quarter mile west with three travel lanes each way west of Gridley Road.
 - A posted 40 mph speed limit and average daily traffic (ADT) volumes of 16,500 to 19,400 (23,300 west of Gridley Avenue) (Cerritos, 2018). These volumes are relatively low for a four- to six-lane street, which typically results in high traffic speeds.
 - Multiple retail destinations are located along South Street, including Los Cerritos Center and other shopping malls, with numerous restaurants and shops.
 - Four of the six were located where bicycle lane striping stops:
 - > A cyclist was hit broadside just past Clarkdale Avenue, where the westbound bicycle lane in Artesia ends at the boundary with Cerritos.
 - > A cyclist was hit at Pioneer Boulevard and another 15 feet west, where the bike lanes are again striped in the City of Artesia.
 - > A cyclist was hit just west of Jersey Avenue, just before the westbound bicycle lane ends.
- The City of Artesia shows Class II bike lanes on Pioneer Boulevard between South Street and the WSAB alignment and 187th Street as a Class III Bicycle Friendly Street in its Active Transportation Plan.

2. BELLFLOWER STATION

- Of the 33 bicycle/vehicle collisions within a half mile of the Bellflower station, one resulted severe injury.
- Eleven were at intersections.
- The severe injury crash occurred on Flower Street approximately 15 feet east of Bixby Avenue. Flower Street is 56 feet wide with four travel lanes and, in this location, curbside parking, with a posted speed of 30 mph.

SWITRS data indicates the cyclist had the right-of-way. The cyclist could have been hit by a car in the travel lane or a car pulling in or out of a parking space or by a car door. Incidentally, there are striped crosswalks across Flower Street at Bixby Avenue, but no traffic control. (There is a stop sign on Bixby Avenue.)

- Intersections with multiple collisions area:
 - Two at Alondra Boulevard and Eucalyptus Avenue and another two were located within 100 feet of that intersection. The intersection is signalized. Curb extensions to reduce crossing width and increase pedestrian visibility were added in the second half of 2019. The two collisions at the intersection occurred before the curb extensions were installed. Those curb extensions also eliminated the informal right-turn lanes and, therefore, may reduce the likelihood of both pedestrian/vehicle collisions and bicycle/vehicle collisions.
 - Three at Bellflower Boulevard and Oak Street, which is signalized. Bellflower Boulevard has two through lanes each way with a left-turn/through phase in each direction to accommodate left turns.
- A total of 17, or slightly more than half of all bicycle/vehicle collisions occurred on Alondra Boulevard.
- Possible contributing factors to the high volume of bicycle/vehicle collisions on Alondra Boulevard include:
- blah
 - Roadway width of 74 feet with four through lanes, left-turn lanes, and, on two corners, unstripped right-turn lanes.
 - Posted speed of 40 mph and traffic volumes of 18,800 to 21,000 ADT in 1997, projected to be 21,000 to 23,400 ADT in 2015 (Bellflower Circulation Update). These volumes are relatively low for a four-lane street, which typically results in high traffic speeds.
 - A 21 to 23 feet wide curb lane on each side (23 feet is wide enough to accommodate Class II bike lanes), providing more space between parked cars and moving vehicles than on many streets and, therefore, may attract cyclists.
 - Numerous shops and restaurants that may be destinations for cyclists, but also result in a higher volume of vehicles cross the path of cyclists.
- There were intersection collisions on Ardmore Avenue: at Flower St and Oak Street
- Bellflower show Flower Street and Alondra Boulevard as potential Class II bikeways and Ardmore Avenue as a Class III Bicycle Friendly Street.

3. PARAMOUNT/ROSECRANS STATION

- Of the 12 bicycle/vehicle collisions that occurred within a half mile of the Paramount/ Rosecrans station, none resulted in severe injury.
- Four were at intersections – all along Rosecrans Avenue.
- There were two bicycle/vehicle collisions at the intersection of Rosecrans Avenue and Garfield Avenue, which is signalized. Both streets have two through lanes each way, left-turn lanes, and striped right-turn lanes and 40 mph posted speed limits.
- There were three bicycle/vehicle collisions on Paramount Boulevard approaching its intersections with Howe Street. The intersection is signalized. There are two through lanes each way and left-turn lanes on Paramount Boulevard and one lane each way on Howe Street.
- A total of six or half the bicycle/vehicle collisions occurred on Paramount Boulevard. Five (one-third of all collisions) occurred on Rosecrans Avenue.
- Possible contributing factors to the high volume of bicycle/vehicle collisions on Paramount Boulevard and Rosecrans Avenue include:
 - Roadway width of 80 to 82 feet with four through lanes, left-turn lanes, and unstripped right-turn lanes.
 - Posted speed of 40 mph.

- Destinations, including Paramount High School, movie theaters, swap meet, and other restaurants and shops.
- The City of Paramount shows Howe Street as a Class III Bicycle Friendly Street in its active Transportation Plan. The Paramount North Gateway Specific Plan suggests options to provide bicycle access on Paramount Boulevard from the intersection of Rosecrans Avenue to Rose Street.

4. I-105/C LINE STATION

- Of the 10 bicycle/vehicle collisions that occurred within a half mile of the I-105/C Line station, two resulted severe injury.
- Four were at intersections.
- A severe injury crash occurred on Pearle Street 30 feet east of McClure Avenue. Both are two-lane local streets (25 mph speed limit) with a four-way stop at their intersection.
- A severe injury crash occurred on Garfield Avenue at Somerset Ranch Road, while a crash resulting in visual injury occurred at Century Boulevard.
- Possible contributing factors to the intersection collisions on Garfield Avenue include:
 - 35 mph posted speed limit and two through travel lanes each way, two southbound left-turn lanes, and a northbound right turn lane on Garfield.
 - 40 mph speed limit Somerset Ranch Road, which is a one-way eastbound freeway frontage road with two through lanes and a right-turn lane.
 - There are Class II bicycle lanes in the southbound direction between Century Boulevard and Howery Street, but not in the northbound direction.
- There were three bicycle/vehicle collisions on Paramount Boulevard.
- Possible contributing factors to the high volume of bicycle/vehicle collisions on Paramount Boulevard include:
 - Roadway width of 80 to 82 feet with four through lanes, left-turn lanes, and unstripped right-turn lanes.
 - Posted speed of 40 mph.

5. GARDENDALE STATION

- Of the two bicycle/vehicle collisions that occurred within a half mile of the Gardendale station, none resulted severe injury or death.
- One was at an intersection, specifically at Gardendale Street and Monroe Avenue, where there are Class II bicycle lanes on Gardendale Street, but neither a traffic control device or a break in the center turn lane.
- The other was on Garfield Boulevard approaching McKinley Avenue. The intersection is unsignalized. There are stop signs on McKinley Avenue.
- The City of South Gate identifies both Gardendale Avenue and Monroe Avenue between Hollydale Park/San Gabriel River Trail as potential Class III Bicycle Friendly Streets. On Gardendale Avenue, a Class II lane would have to be added on the southside between Monroe Avenue and Garfield Avenue and traffic calming (speed humps) west of Garfield Avenue where it is a local street with one lane each way. Monroe Avenue is a local street with one lane each way and provides a more direct connection to the San Gabriel River Trail. It could be improved as a Bike Friendly Street by adding traffic control (a signal) at Garfield Avenue and traffic calming (speed humps).

6. FIRESTONE STATION

- Of the 21 bicycle/vehicle collisions that occurred within a half mile of the Firestone station, two resulted severe injury.
- Eleven (just over 50%) were at or approaching intersections.
- There were multiple collisions at or approaching the following intersections:
 - Three at the intersection of Atlantic Avenue and westbound Cecilia Street, which is signalized.
 - Two at the intersection of Atlantic Avenue and Mason Street/Azalea Shopping Center entrance, which is signalized.
 - Two approaching the intersection of Atlantic Avenue and Firestone Boulevard, which is signalized.
 - Two at the intersection of Salt Lake Avenue and Ardine Street, which is signalized.
 - Two at the intersection of Southern Avenue, Southern Place and Vossler Avenue, which is adjacent to South Gate Park and has a four-way stop and a pork chop island with a slip lane on eastbound Southern that cyclists have to cross if they are going north on Vossler or straight on Southern Place
- Eight bicycle/vehicle collisions occurred on Firestone Boulevard and six on Atlantic Avenue for a total of 14 or two-thirds of all collisions on the two major arterials serving the station.
- Possible factors that may contribute to the high collision volume on Firestone:
 - Three through lanes each way, including the curb lane (no curbside parking), single or double left-turn lanes and unstripped right-turn lanes.
 - A posted 35 mph speed limit.
 - High traffic volumes.
- Possible factors that may contribute to the high collision volume on Atlantic Avenue:
 - Two to three through lanes each way with left-turn and right-turn lanes.
 - A posted 35 mph speed limit.
 - High traffic volumes.

7. FLORENCE/SALT LAKE STATION

- Of the 19 bicycle/vehicle collisions that occurred within a half mile of the Florence Salt Lake station, none resulted severe injury.
- Four were at or approaching intersections.
- There was one each at State Street and Hope Street (signalized), Live Oak Street and Otis Avenue (signalized), Bell Avenue and Bear Avenue (four-way stop), and Bell Avenue and Orchard Street (four-way stop).
- Seven bicycle/vehicle collisions occurred on Florence Avenue and three on State Street for a total of 10 or just over half of all collisions on arterial streets.
- Possible factors that may contribute to the high collision volume on Florence Avenue:
 - Two through lanes each way, left-turn lanes and unstripped right-turn lanes.
 - Curb lanes east of Salt Lake Avenue are 23 feet, wide enough for stripped bicycle lanes. Curb lanes west of Salt Lake Avenue are only 19 feet wide.
 - A posted 35 mph speed limit.
 - High traffic volumes.

- Possible factors that may contribute to the high collision volume on State Street:
 - Two through lanes each way, left-turn lanes at Florence Avenue only, and unstripped right-turn lanes.
 - A posted 35 mph speed limit south of Florence Avenue where the collisions occurred.
 - High traffic volumes.

8. PACIFIC/RANDOLPH STATION

- The Pacific/Randolph half-mile station area had the highest number of bicycle/vehicle collisions of all the WSAB station areas.
- Of the 54 bicycle/vehicle collisions that occurred within a half mile of the station, one resulted severe injury.
- Fourteen (26%) were at or approaching intersections.
- There were multiple collisions at the following intersections:
 - Four at Slauson Avenue and Pacific Boulevard
 - Three at Miles Avenue/State Street and Randolph Street
 - Three at Gage Avenue and Rugby Avenue
 - Two each at Randolph Street and Rita Avenue, Pacific Avenue and Clarendon Avenue, and Gage Avenue and Stafford Avenue.
- Twelve bicycle/vehicle collisions occurred on Slauson Avenue, nine on Pacific Avenue, eight on Gage Avenue, and four on Randolph Street for a total of 33 or 61% of all collisions on streets with two through lanes each way.
- Possible factors that may contribute to the high collision volumes on the above streets are:
 - Two through lanes each way, left-turn lanes and, in some locations unstripped right-turn lanes.
 - High traffic volumes.
- Possible factors that may contribute to the high collision volumes in the station area in general are:
 - Pacific Boulevard is an active commercial street with restaurants, shops and other destinations.
 - This area has a higher population density, more streets with two through lanes each way, and higher traffic volumes than station areas to the south.

9. SLAUSON/A LINE STATION

- The Slauson/A Line half-mile station area had almost as many bicycle/vehicle collisions as the half-mile Pacific/Randolph station area.
- Of the 49 bicycle/vehicle collisions that occurred within a half mile of the Slauson/A Line station, three resulted severe injury.
- Twenty-one bicycle/vehicle collisions (43%) were at or approaching intersections.
- There were multiple collisions at the following intersections:
 - Four at Hooper Avenue and Slauson Avenue (at the western edge of the station area)
 - Three at Slauson Avenue and Compton Avenue
 - Two at Holmes Avenue and 55th Street
 - Two at East 58th Place and Compton Avenue, which is unsignalized and very close to the entrance to Augustus Hawkins Park
 - Two at Converse Avenue and Gage Avenue
- Ten bicycle/vehicle collisions occurred on Compton Avenue and eight on Slauson Avenue for a total of 18 or 37% of all collisions on streets with two through lanes each way.

- Possible factors that may contribute to the high collision volume on Slauson Avenue are:
 - Two through lanes each way, left-turn lanes and unstripped right-turn lanes.
 - A posted 35 mph speed limit on Slauson Avenue. Slauson Avenue has no curbside parking
 - High traffic volumes.

10. POTENTIAL SAFETY IMPROVEMENTS BASED ON HALF-MILE ANALYSIS

South Street

South Street has existing Class II lanes or is identified for potential Class II lanes in all segments except between the San Gabriel River and Jersey Avenue in Cerritos. The Gateway Cities COG and Metro identifies it as a priority regional bikeway.

City of Cerritos counts in 2018 show 16,500 to 19,000 ADT between Pioneer Boulevard and Gridley Road and 23,800 ADT between Gridley Road and the Cerritos Shopping Center access to the west. These traffic volumes indicate that no more than two lanes in each direction are required, suggesting that the curb lanes could be converted to Class IV protected bicycle lanes. Note: Traffic counts should be taken farther west to determine the volumes between the shopping center and the 605 Freeway.

However, the 605 Freeway ramps are a major obstacle. Even if the curb lanes were converted to protected bicycle lanes, the four multi-lane free-flowing ramps would remain unsafe for cyclists.

Given that South Street is identified as a priority regional bikeway, a potential alternative to to avoid the 605 ramps would be to add Class IV protected lanes on Gridley Road between South Street and 195th Street, where it is currently two lanes each way with 9,300 ADT, and Class III Bicycle Friendly Street improvements on 195th Street between Gridley Road and the San Gabriel River Trail, which would connect back to South Street and would require a traffic control device at that location. Note: Gridley Road's traffic volumes north of South Street (14,500 to 15,100 between South Street and 183rd Street and 10,600 between 183rd Street and Artesia Boulevard) would similarly accommodate Class IV protected lanes. Those segments are shown in Artesia's ATP as Class IV between 187th Street and Aclare Street (north of Artesia Boulevard).

187th Street and Its Intersection with Gridley Road

187th Street provides a short walk or ride from the Pioneer Station to the Cerritos Shopping Center on a relatively quiet residential street. Shade trees and speed humps would enhance 187th Street for both walking and wheels. Its intersection with Gridley Road, where two bicycle collisions occurred could be improved by add continental crosswalk striping on all four legs, converting a portion of the 18-foot westbound curb lane into a green bike lane. Converting the travel portion of that into a right-only lane could also be considered.

Alondra Boulevard

Bellflower and Norwalk shows Alondra Boulevard as a potential Class II bikeway. There are existing Class II bike lanes in Compton.

In Norwalk, Alondra Boulevard has a 34.5 to 35-foot wide roadway on either side of the existing raised median. From the Marquardt Avenue (just west of the I-5) to Studebaker Road, there is a 23-foot wide curb lane and an 11.5 to 12-foot wide travel lane with no curbside parking, except for 900 feet adjacent to Cerritos College, short segments of the eastbound curb lane are divided into a travel lane and right-turn lane to access the college parking lot. This segment could accommodate Class IV protected lanes, except adjacent to Cerritos College

where the sidewalk could be widened to accommodate an off-street path to avoid conflicts with the right-turn lanes.

From Studebaker Road west to Hayford Street for a length of 4,000 feet in which 605 Freeway access ramps are located, Alondra Boulevard is striped with three lanes in each direction and the roadway width varies. Bike lanes cannot be accommodated unless a lane is eliminated in each direction.

In Bellflower, from Hayforth Road to Woodruff there is a 23-foot wide curb lane and an 11 to 12-foot wide travel lane, with no curbside parking in Norwalk and with curbside parking in Bellflower.

In Paramount where wider medians reduce width on either side from 35 feet to 33 feet
A width of 35 feet can accommodate a 23-foot curb lane with parking, a Class II bike lane and a travel lane and a 12-foot travel lane or a 10-foot protected bike lane and two 12.5-foot wide travel lanes.

Class IV bicycle lanes could be striped in Norwalk from the Marquardt Avenue (just west of the I-5) to Studebaker Road. Class III These segments would need to be evaluated to determine whether the third lane and right-turn lanes could be eliminated.

In most locations, adjacent uses are commercial or industrial with off-street parking or the backside of residential development without direct access to Alondra. Exceptions are:

Curbside parking appears to be more heavily used in Bellflower than in the other cities.

A combination of Class IV and Class II bike lanes with reduced traffic speed (from 40 to 35 or preferably 30).

Paramount Boulevard

Getting to the Paramount/Rosecrans Station on a bicycle or other wheels is challenging. In general, the City's ATP proposes a network of collector and local bicycle friendly streets for bicycle circulation in the City. However, the station is not accessible by local streets due to freight rail tracks to the north and west. One option to provide access both north to Rose Street and south to 3rd Street is to widen sidewalks into setbacks to add a two-way path on one side or one-way path on each side.

Bicycle friendly street improvements would need to be added on Rose Street between McClure Avenue and Orizaba Avenue and on McClure Avenue between Rose Street and Howe Street.

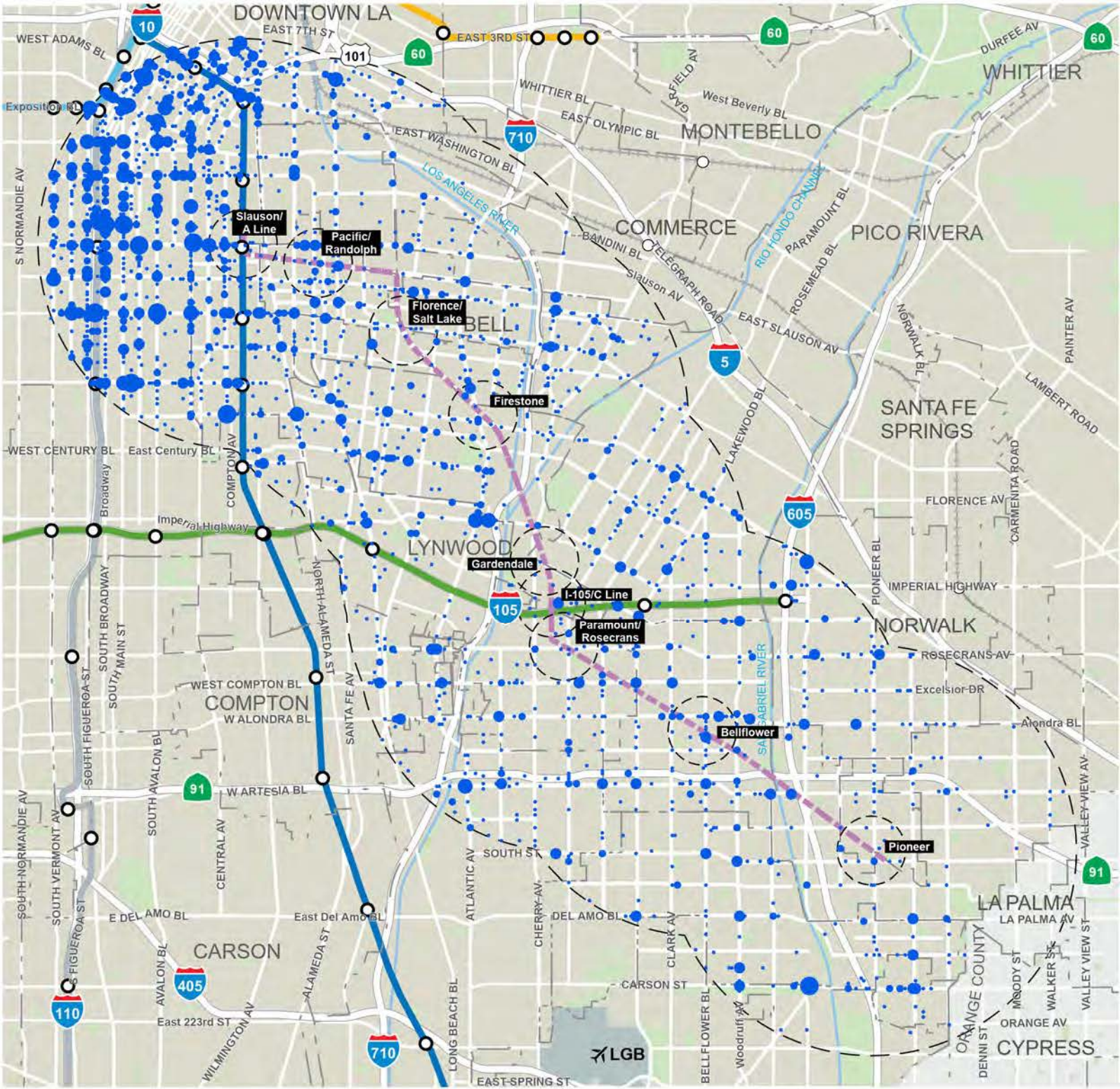
South of Rosecrans Avenue sidewalks could be similarly widened into the street, requiring the

Hooper Street

Continue existing bike lanes north to the intersection. They currently end approximately 100 feet south of the south crosswalk strip.

Figure 1 All Bicycle/ Vehicle Collisions

West Santa Ana Branch
Transit Corridor First Last Mile



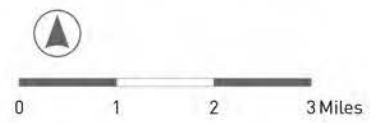
Bicycle/Vehicle Collisions
1/1/2016 - 12/31/2021:

- 1
- 2
- 3-4
- 5-6
- 7-8

- Half Mile Station Area
- 3-Mile Corridor

WSAB Transit Corridor Project
Locally Preferred Alternative
Alignment & Stations

Existing Transit
 Metro Rail Lines & Stations
 Metro Busway & Station



Source: PSLA (Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, 2022)

Figure 2 Bicycle/Vehicle Collisions Per Mile and Hot Spots

West Santa Ana Branch
Transit Corridor First Last Mile

Bicycle/Vehicle Collisions
1/1/2016 - 12/31/2021

Collisions Per Mile by Street

- 0 - 1
- 1.1 - 5
- 5.1 - 10
- 10.1 - 15
- 15.1 - 21.5

Intersection Collision Hotspots

- 4
- 5 - 6
- 7 - 8

Note: For per mile count, intersection collisions are counted once; they are assigned to one of the two cross streets.

- Half Mile Station Area
- 3-Mile Corridor

WSAB Transit Corridor Project
Locally Preferred Alternative
Alignment & Stations

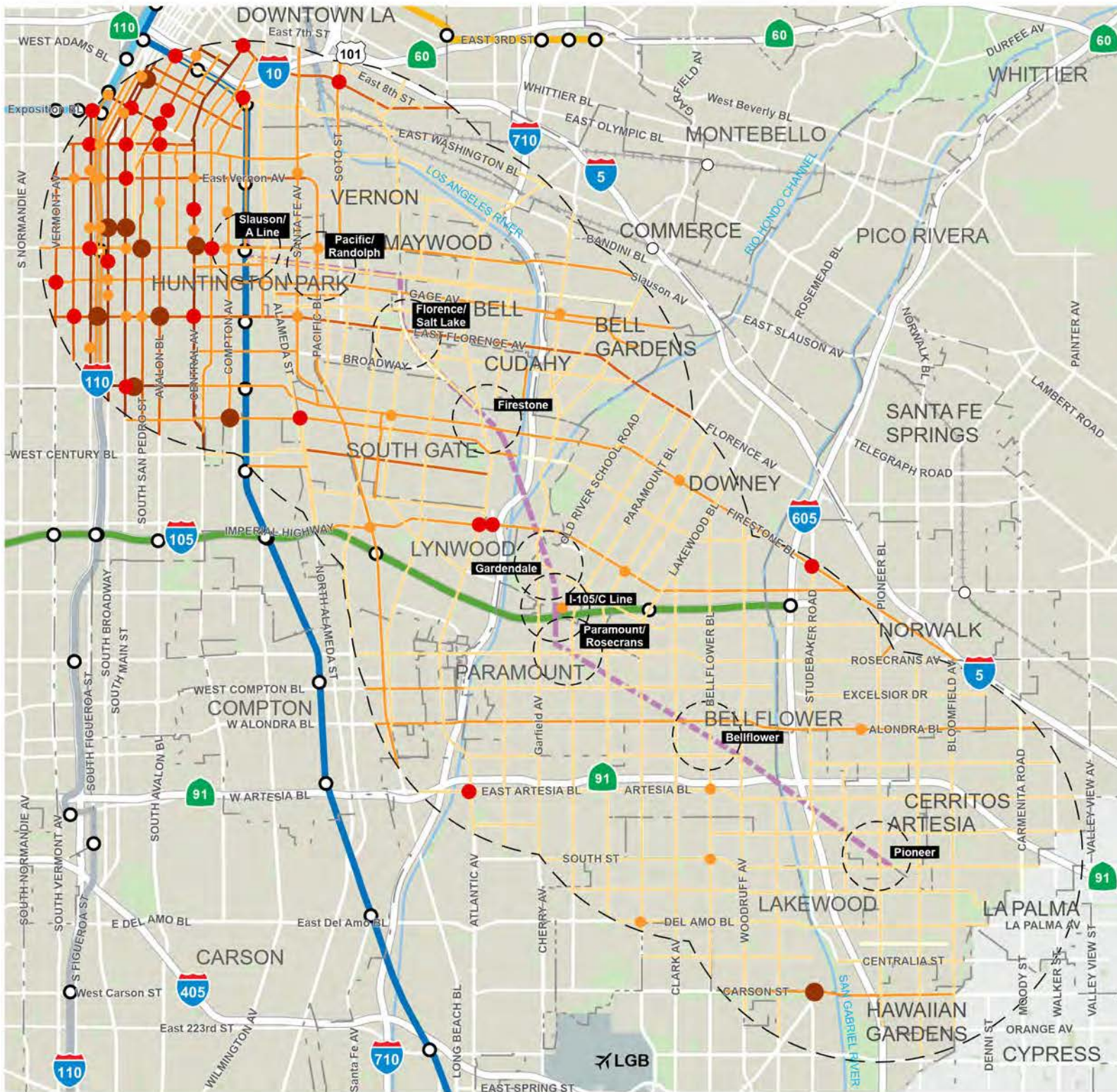
Existing Transit

- Metro Rail Lines & Stations
- Metro Busway & Station



0 1 2 3 Miles

Source: PSLA [Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, 2022]



**Table 1 Bicycle/Vehicle Collisions Per Mile On Streets with More than Ten Collisions Per Mile
1/1/1016 - 12/31/2021**

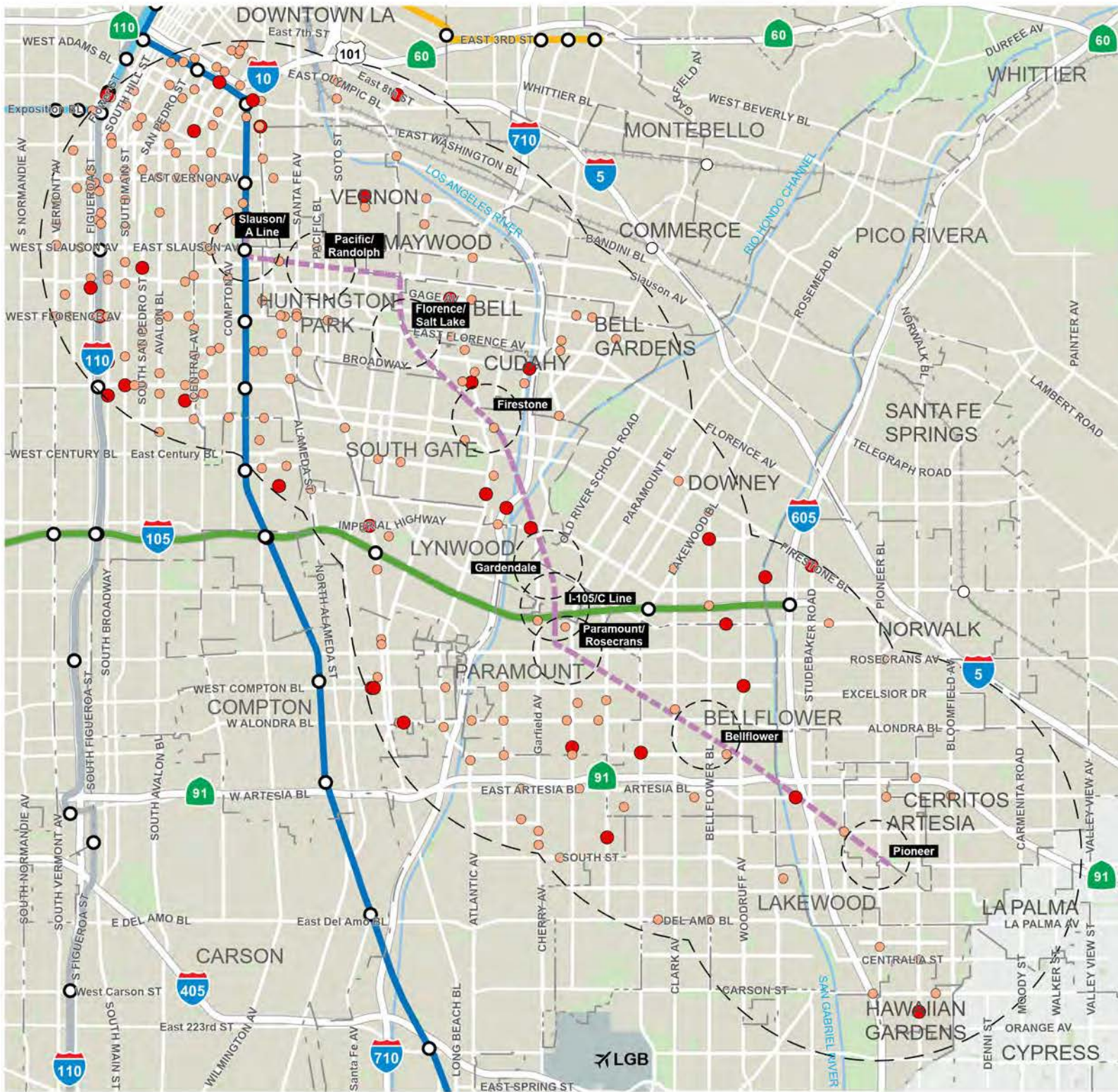
| Name | Length (Miles) | Total Collisions | Collisions Per Mile | Number Killed | Number Injured | Severe Injury | Existing Bikeway | Proposed Bikeway |
|---------------------------------------|----------------|------------------|---------------------|---------------|----------------|---------------|-----------------------|------------------------------|
| Manchester Blvd | 1.5 | 29 | 19.4 | 1 | 30 | 3 | II Central-Alameda | IV 110-Central |
| Broadway (Los Angeles) | 5.0 | 93 | 18.5 | 2 | 94 | 3 | IV 89th-Manchester | II 36th-Manchester |
| Jefferson Blvd | 0.9 | 16 | 18.2 | 0 | 18 | 2 | II Main-San Pedro | II San Pedro-Central |
| Central Ave | 6.2 | 108 | 17.3 | 1 | 112 | 11 | | IV Olympic-99th |
| Main St (Los Angeles) | 5.3 | 90 | 17.1 | 0 | 92 | 6 | | IV 22nd-90th |
| Avalon Blvd | 4.5 | 66 | 14.6 | 0 | 66 | 8 | II Jefferson-95th | IV Jefferson-Florence |
| Vernon Ave | 3.7 | 41 | 11.0 | 0 | 41 | 5 | | |
| Florence Ave | 9.7 | 106 | 11.0 | 1 | 106 | 13 | | II Vermont-Alameda |
| Adams Blvd | 1.7 | 19 | 10.9 | 0 | 24 | 1 | II Broadway-Compton | II Broadway-Compton |
| Olympic Blvd | 3.4 | 37 | 10.9 | 0 | 37 | 3 | | II Central-Lorena |
| San Pedro St | 5.8 | 62 | 10.8 | 1 | 62 | 6 | II Jefferson-Main | IV Washington- |
| Tweedy Blvd | 2.7 | 29 | 10.7 | 0 | 29 | 1 | II Compton-Wilmington | II-Wilmington- |
| Vermont Ave | 2.3 | 24 | 10.5 | 0 | 24 | 3 | II Gage-74th | IV 60th-74th II 43rd-60th |
| Martin Luther King Blvd (Los Angeles) | 1.8 | 19 | 10.3 | 0 | 19 | 2 | II Broadway-Central | IV Hoover-Central |
| Hoover St | 3.1 | 32 | 10.2 | 0 | 32 | 1 | II MLK-Vernon | II MLK-Vernon |

Note: GIS assigns collisions to the closest street and not necessarily based on primary street SWITRS designation.

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2022

Figure 3 Fatal and Severe Injury Bicycle/ Vehicle Collisions

West Santa Ana Branch
Transit Corridor First Last Mile



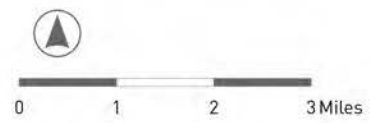
Bicycle/Vehicle Collisions
1/1/2016 - 12/31/2021

- Bicyclist Killed
- Bicyclist Severely Injured

- Half Mile Station Area
- 3-Mile Corridor

WSAB Transit Corridor Project
Locally Preferred Alternative
Alignment & Stations

- Existing Transit
- Metro Rail Lines & Stations
A C E L
 - Metro Busway & Station



Source: PSLA (Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, 2022)

Table 2A Bicyclist Fatalities by Street 1/1/1016 - 12/31/2021

| Name | Length (Miles) | Total Collisions | Collisions Per Mile | Bicyclists Killed | Bicyclists | | Existing Bikeway | Proposed Bikeway |
|-------------------------|----------------|------------------|---------------------|-------------------|-----------------|--------------------|--|--------------------------------------|
| | | | | | Severly Injured | Bicyclists Injured | | |
| Imperial Hwy | 8.2 | 49 | 6.0 | 3 | 3 | 47 | | |
| Broadway | 5.0 | 93 | 18.5 | 2 | 3 | 94 | IV Manchester-89th | II 36th-Manchester |
| Atlantic Ave | 10.3 | 47 | 4.5 | 2 | 2 | 46 | II Harding-Artesia | II LA River-Alondra |
| Washington Blvd | 5.9 | 27 | 4.5 | 2 | 2 | 25 | | II Maple-LA River |
| Compton Blvd | 1.4 | 10 | 6.9 | 2 | 1 | 9 | | |
| Central Ave | 6.2 | 108 | 17.3 | 1 | 11 | 112 | | IV Olympic-99th |
| Florence Ave | 9.7 | 106 | 11.0 | 1 | 13 | 106 | | II Vermont-Alameda |
| Figueroa St | 4.0 | 86 | 21.5 | 1 | 6 | 87 | II MLK-Exposition | |
| Gage Ave | 9.2 | 75 | 8.1 | 1 | 4 | 75 | | |
| San Pedro St | 5.8 | 62 | 10.8 | 1 | 6 | 62 | II Jefferson-Main | IV Washington-90th |
| Alondra Blvd | 9.7 | 60 | 6.2 | 1 | 5 | 60 | | II WSAB-Shoemaker |
| Artesia Ave | 9.6 | 36 | 3.7 | 1 | 1 | 36 | II Shoemaker-Edwards; Norwalk-Bloomfield | IV Norwalk-Gridley; Gridley-Woodruff |
| Paramount Blvd | 7.4 | 36 | 4.8 | 1 | 1 | 35 | | |
| Downey Ave | 7.5 | 35 | 4.7 | 1 | 2 | 34 | | |
| Lakewood Blvd (Rt. 19) | 7.1 | 29 | 4.1 | 1 | 2 | 28 | | |
| Manchester Blvd | 1.5 | 29 | 19.4 | 1 | 3 | 30 | II Central-Alameda | IV 110-Central |
| Flower St (Los Angeles) | 4.2 | 26 | 6.3 | 1 | 4 | 26 | | II Jefferson-37th |
| Woodruff Ave | 7.2 | 22 | 3.1 | 1 | 0 | 22 | II Harco-Rose | II Foster-Firestone |
| Norwalk Blvd | 5.8 | 20 | 3.5 | 1 | 0 | 19 | II Artesia-WSAB | II/IV 166th-Rosecrans |
| Studebaker Rd | 4.5 | 15 | 3.3 | 1 | 0 | 14 | II Artesia-Alondra | |
| Clara St | 3.1 | 12 | 3.9 | 1 | 0 | 11 | | II WB River-WSAB |
| Stewart and Gray Rd | 3.2 | 9 | 2.8 | 1 | 0 | 9 | | II 710-Woodruff |
| Leonis Blvd | 2.5 | 6 | 2.4 | 1 | 1 | 5 | | |
| Foster Rd | 1.6 | 5 | 3.1 | 1 | 0 | 4 | I/II San Gabriel R-Pioneer | II San Gabriel R-Lakewood |
| Wadsworth Av | 1.9 | 4 | 2.1 | 1 | 0 | 3 | | |
| Alamenda St East | 1.8 | 3 | 1.7 | 1 | 0 | 3 | | I/IV Florence-105 |
| Lorena St | 0.7 | 3 | 4.3 | 1 | 0 | 2 | | II E 7th-S Grande Vista |
| 107th St | 0.5 | 2 | 4.0 | 1 | 0 | 1 | | III Anzac-Mona |

Note: GIS assigns collisions to the closest street and not necessarily based on primary street SWITRS designation.

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2022

Table 2B Bicyclist Fatalities 1/1/1016 - 12/31/2021

| PRIMARY_RD | SECONDARY_RD | INTER-SECTION | VIOLATION CATEGORY | COLLISION TYPE | LIGHT-ING | JURISDICITON |
|----------------------|----------------|---------------|--------------------|----------------|-----------|------------------|
| 107TH ST | LOU DILLON AV | N | 05 | A | C | LOS ANGELES |
| ALONDRA BL | BRADFIELD AV | N | 03 | G | C | COMPTON |
| ARTESIA BL | DUMONT AV | Y | 03 | C | A | CERRITOS |
| ATLANTIC AV | SANTA ANA ST | Y | 17 | A | A | CUDAHY |
| ATLANTIC AV | TENAYA AV | N | 00 | G | C | SOUTH GATE |
| BELLFLOWER BL | STEWART & GRAY | Y | 12 | D | C | DOWNEY |
| BOYLE AV | LEONIS BL | Y | 08 | H | A | VERNON |
| BROADWAY | 87TH PL | Y | 03 | D | C | LOS ANGELES |
| CENTRAL AV | 33RD ST | Y | 09 | D | C | LOS ANGELES |
| CLARA ST | RIVER RD | N | 05 | H | D | CUDAHY |
| COMPTON BL | SLOAN AV | N | 05 | A | A | COMPTON |
| COMPTON BL | SLOAN AV | Y | 09 | D | A | COMPTON |
| DEL RIO CT | IMPERIAL HWY | N | 22 | B | D | NORWALK |
| DOWNEY AV | HEDDA ST | N | 07 | A | A | LONG BEACH |
| E MANCHESTER AV | S MAIN ST | Y | 09 | H | C | LOS ANGELES |
| FIGUEROA ST | 65TH ST | Y | 10 | A | A | LOS ANGELES |
| FIRESTONE BL | STUDEBAKER RD | Y | 12 | A | C | NORWALK |
| FLORENCE AV | GRAND AV | Y | 17 | D | C | LOS ANGELES |
| FOSTER RD | DUNROBIN AV | Y | 00 | H | B | DOWNEY |
| GAGE AV | FISHBURN AV | N | 05 | H | A | BELL |
| IMPERIAL HWY | RUCHTI RD | N | 05 | D | C | SOUTH GATE |
| IMPERIAL HWY | LONG BEACH BL | Y | 05 | D | A | LYNWOOD |
| LORENA ST | 8TH ST | Y | 07 | H | C | LOS ANGELES |
| NORWALK BL | 221ST ST | Y | 12 | D | B | HAWAIIAN GARDENS |
| PARAMOUNT BL | HARRISON ST | N | 05 | D | A | PARAMOUNT |
| LAKESWOOD BL (RT 19) | FLOWER ST | N | 05 | C | C | BELLFLOWER |
| S ALAMEDA ST | E 25TH ST | N | 12 | D | C | LOS ANGELES |
| S BROADWAY | W 82ND ST | Y | 03 | D | C | LOS ANGELES |
| SAN PEDRO ST | 59TH PL | N | 08 | D | C | LOS ANGELES |
| STAUNTON AV | WASHINGTON BL | Y | 09 | | A | LOS ANGELES |
| W JEFFERSON BL | S FLOWER ST | Y | 12 | H | C | LOS ANGELES |
| WADSWORTH AV | 88TH PL | N | 03 | B | C | LOS ANGELES |
| WASHINGTON BL | CENTRAL AV | N | 04 | C | A | LOS ANGELES |
| WOODRUFF AV | SOMERSET AV | N | 12 | D | - | BELLFLOWER |

Violation Categories:

- 03 - Unsafe Speed
- 04 - Following Too Closely
- 05 - Wrong Side of Road
- 07 - Unsafe Lane Change
- 08 - Improper Turning
- 09 - Automobile Right of Way
- 12 - Traffic Signals and Signs
- 17 - Other Hazardous Violation
- 22 - Other Improper Driving

Collision Types:

- A - Head-On
- B - Sideswipe
- C - Rear End
- D - Broadside
- E - Hit Object
- F - Overturned
- G - Vehicle/Pedestrian
- H - Other

Lighting:

- A - Daylight
- B - Dusk - Dawn
- C - Dark - Street Lights
- D - Dark - No Street Lights

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2022

**Table 3 Bicyclists Severely Injured by Street on Streets with 3 or More Severely Injured Bicycleists
1/1/1016 - 12/31/2021**

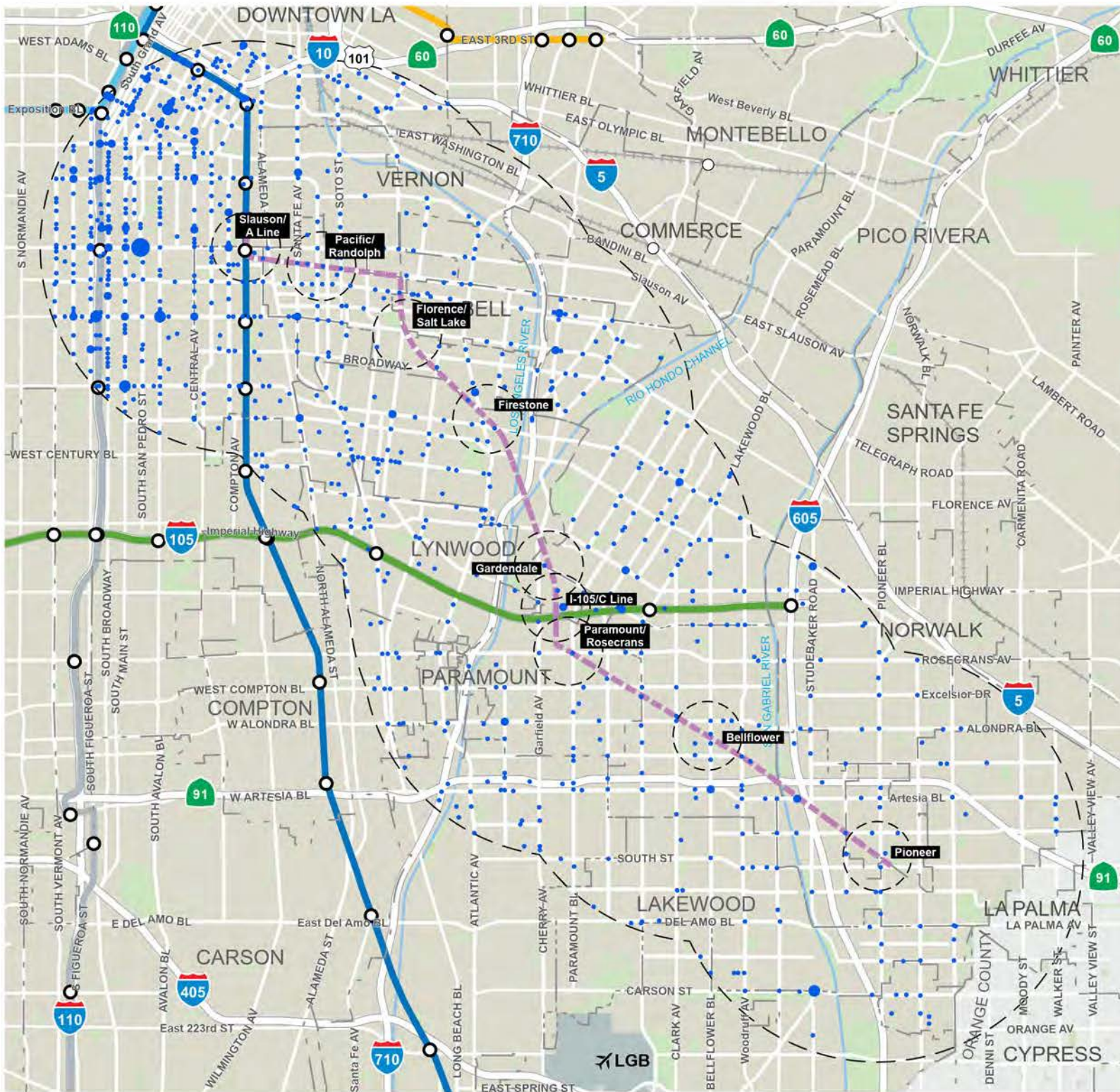
| Name | Length (Miles) | Total Collisions | Collisions Per Mile | Bicyclists Killed | Bicyclists Severely Injured | Severely Injured Per Mile | Bicyclists Injured | Existing Bikeway | Proposed Bikeway |
|-------------------------|----------------|------------------|---------------------|-------------------|-----------------------------|---------------------------|--------------------|---------------------|-----------------------|
| Florence Ave | 9.7 | 106 | 11.0 | 1 | 13 | 1.3 | 106 | | II Vermont-Alameda |
| Central Ave | 6.2 | 108 | 17.3 | 1 | 11 | 1.8 | 112 | | IV Olympic-99th |
| Avalon Blvd | 4.5 | 66 | 14.6 | 0 | 8 | 1.8 | 66 | II 95th-Jefferson | IV Jefferson-Florence |
| Hooper Av | 5.7 | 49 | 8.6 | 0 | 7 | 1.2 | 49 | | |
| Main St (Los Angeles) | 5.3 | 90 | 17.1 | 0 | 6 | 1.1 | 92 | | IV 22rd-90th |
| Figueroa St | 4.0 | 86 | 21.5 | 1 | 6 | 1.5 | 87 | II MLK-Exposition | II MLK-Exposition |
| San Pedro St | 5.8 | 62 | 10.8 | 1 | 6 | 1.0 | 62 | II Main-Jefferson | IV/II Pico -90th |
| Alondra Blvd | 9.7 | 60 | 6.2 | 1 | 5 | 0.5 | 60 | | II WSAB-Shoemaker |
| Slauson Ave | 8.7 | 55 | 6.3 | 0 | 5 | 0.6 | 56 | | I Budlong-Santa Fe |
| Vernon Ave | 3.7 | 41 | 11.0 | 0 | 5 | 1.3 | 41 | | |
| Gage Ave | 9.2 | 75 | 8.1 | 1 | 4 | 0.4 | 75 | | |
| Long Beach Blvd | 5.8 | 33 | 5.6 | 0 | 4 | 0.7 | 34 | | II Slauson-Washington |
| Alameda St West | 7.2 | 32 | 4.4 | 0 | 4 | 0.6 | 32 | | |
| Flower St (Los Angeles) | 4.2 | 26 | 6.3 | 1 | 4 | 1.0 | 26 | II Downey-Paramount | II Downey-WSAB |
| Nadeau St | 1.5 | 14 | 9.3 | 0 | 4 | 2.7 | 14 | | II Central-State |
| Broadway (Los Angeles) | 5.0 | 93 | 18.5 | 2 | 3 | 0.6 | 94 | IV 89th-Manchester | II 36th-Manchester |
| Imperial Hwy | 8.2 | 49 | 6.0 | 3 | 3 | 0.4 | 47 | | |
| Olympic Blvd | 3.4 | 37 | 10.9 | 0 | 3 | 0.9 | 37 | | II Central-Lorena |
| Grand Av | 4.6 | 31 | 6.8 | 0 | 3 | 0.7 | 32 | II 28th-39th | |
| Manchester Blvd | 1.5 | 29 | 19.4 | 1 | 3 | 2.0 | 30 | II Central- | IV 110- |
| Vermont Ave | 2.3 | 24 | 10.5 | 0 | 3 | 1.3 | 24 | II Gage-74th | IV 60th-74th |
| Maple Av | 1.5 | 14 | 9.3 | 0 | 3 | 2.0 | 14 | | III MLK-Washington |

Note: GIS assigns collisions to the closest street and not necessarily based on primary street SWITRS designation.

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2022

Figure 4 Intersection Bicycle/Vehicle Collisions

West Santa Ana Branch
Transit Corridor First Last Mile



Bicycle/Vehicle Collisions
1/1/2016 - 12/31/2021:

- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 8

- Half Mile Station Area
- 3-Mile Corridor

WSAB Transit Corridor Project
 - Locally Preferred Alternative Alignment & Stations

Existing Transit

- Metro Rail Lines & Stations
- Metro Busway & Station



0 1 2 3 Miles

Source: PSLA (Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, 2022)

Table 4 Bicycle/Auto Collision Intersection Hot Spots 1/1/2016 - 12/31/2021

Hot Spots are intersections at which four or more bicycle/vehicle collisions occurred in the 6-year period.

This table includes only collisions that occurred at intersections according to SWITRS data.

The number after street name indicates which number of times that street was listed as the primary street in SWITERS data.

| North-South Street | East-West Street | Colli- sion | Severity 1 2 3 4 | Causes | Speed Limit | Traffic Control | Through Lanes | Total Lanes | Existing Bikeway | Proposed Bikeway | Land Use* | Activity Centers | Jurisdiction |
|--------------------------|------------------------|-------------|------------------|------------------------------|-------------|----------------------|---------------|---------------|---------------------|-----------------------------|---------------|-------------------|--------------------------|
| San Pedro St.-5 | Slauson Av.-3 | 8 | 4 4 | 1 wrong side | 25x35 | Signal | 2x4 | 2/3x5 | No | I Slauson | Ind. | | Los Angeles |
| San Pedro St.-2 | 30th St.-3 | 5 | 2 3 | 2 wrong side 2 auto ROW | 35x25 | Signal | | 4x2 | No | III 30th | Ind. | | Los Angeles |
| Main St-3 | Manchester Av-2 | 5 | 1 3 1 | | 30x35 | Signal | 4x4(6) | 5x5(7) | No | IV Main IV Manchester | Com. | | Los Angeles |
| Flower St | Florence Av-5 | 5 | 1 4 | 2 wrong side | 25x35 | Signal | 1x4(6) | 3/1x5(7) | No | II Florence | Ind. | | Los Angeles |
| Avalon Bl-5 | Florence Av | 5 | 2 3 | 1 unsafe speed 1 auto ROW | 30/35x35 | Signal | 2x4(6) | 3x5(7) | IV Avalon 7/2020 | II Florence | Ind. | | Los Angeles |
| Carson St-3 | Los Coyotes Diagonal-2 | 5 | 3 2 | 1 wrong side 2 auto ROW | 40x40 | Signal | 4x4 | 6x6 | I Carson I Los | | Com. | | Carson |
| Maple St | Washinton Bl-4 | 4 | 4 | 1 wrong side 1 auto ROW | 25x35 | Signal | 2x4 | 3x5 | No | II (no.)/III (so.) Maple | Com./ Ind. | SLAHS: A Line | Los Angeles |
| Compton Av-2 | Washington Bl-2 | 4 | 4 | 1 wong way | 25x35 | 2-way stop Signal | 2x4/5 | 2x4/5 | No | | Ind. | A Line Sta. | Los Angeles |
| Flower St-2 | Jefferson Bl-2 | 4 | 1 1 2 | 4 signal | ?x? | Signal | 3/4x4 | 4/2x5 | No | II (so.) Flower | USC | USC; E Line | Los Angeles |
| Hoover St | Vernon Av-4 | 4 | 2 2 | 1 unsafe speed 2 auto ROW | 25x25 | Signal | 3/2x2(4) | 5/4x3(5)) | II (no.) Hoover | | Com. | | Los Angeles |
| Grand Av-1 (1-way NB) | 54th St-3 | 4 | 2 2 | 3 wrong side 1 auto ROW | 25x25 | 4-way stop Signal | 2x2 | 2x2 | No | II 54th | Res. | 110 ramps | Los Angeles |
| Broadway-2 | 54th St-2 | 4 | 1 3 | 1 unsafe speed | 35x25 | Signal | 4x2 | 4x2 | No | II Broadway II 54th | Com./ Res. | | Los Angeles |
| Main St-2 | 54th St-4 | 4 | 3 1 | | ?x25 | Signal | 4x2 | 4x2 | No | IV Main II 54th | Com./ Res. | | Los Angeles |
| Boyle-1 | Slauson Av-3 | 4 | 4 | 3 wrong side 1 auto ROW | ?x35 | Signal | 4x4 | 5x5(7) | No | II (so.) Boyle | Ind. | HPHS | Huntington Park/Verno |
| Hoover St-1 | Florence Av-3 | 4 | 3 1 | 3 auto ROW | ?x35 | Signal | 4x4(6) | 5x5(7) | No | II Florence | Res. | Rec. Ctr. | Los Angeles |
| Central Av-1 | Florence Av-3 | 4 | 2 2 | | ?x35 | Signal | 4x4 | 5x5 | No | II Florence IV Central | Ind./Co m. | USPS dist.; ES | Los Angeles |
| Santa Fe Av-2 | Florence Av-2 | 4 | 1 2 1 | 1 auto ROW | 35x35 | Signal | 4x4 | 6/5x6 | No | II Florence | Com./ Res. | MS; supermkt | Los Angeles |
| Broadway-2 | 67th St-2 | 4 | 3 1 | 1 auto ROW 2 signal | 40x25 | Signal | 4x4 | 5x4 | | II Broadway | Ind./ Res. | MS | Los Angeles |
| Figuroa St-2 | 79th St-2 | 4 | 2 2 | 1 auto ROW | 35x25 | Signal | 4x2 | 5x2 | No | II 79th St | Res. | | Los Angeles |
| Downey Av-2 | Firestone Bl-2 | 4 | 1 3 | 2 wong way | 25x35 | Signal | 2x6 | 5x7 | No | II Downey | Com. | | Downey |

* Table shows land use on the corridor within a block of the intersection; typically surrounding neighborhoods are residential.

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2022

Figure 5 Intersection Bicycle/Vehicle Collision Severity

West Santa Ana Branch
Transit Corridor First Last Mile

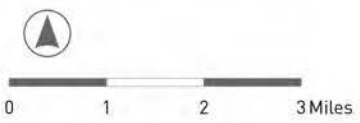
Intersection Bicycle/Vehicle
Collision Fatalities and Severe Injuries
1/1/2016 - 12/31/2021

- Fatality
- Severe Injury

- Half Mile Station Area
- 3-Mile Corridor

- WSAB Transit Corridor Project**
- Locally Preferred Alternative Alignment & Stations

- Existing Transit**
- Metro Rail Lines & Stations
 - Metro Busway & Station



Source: PSLA (Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, 2022)

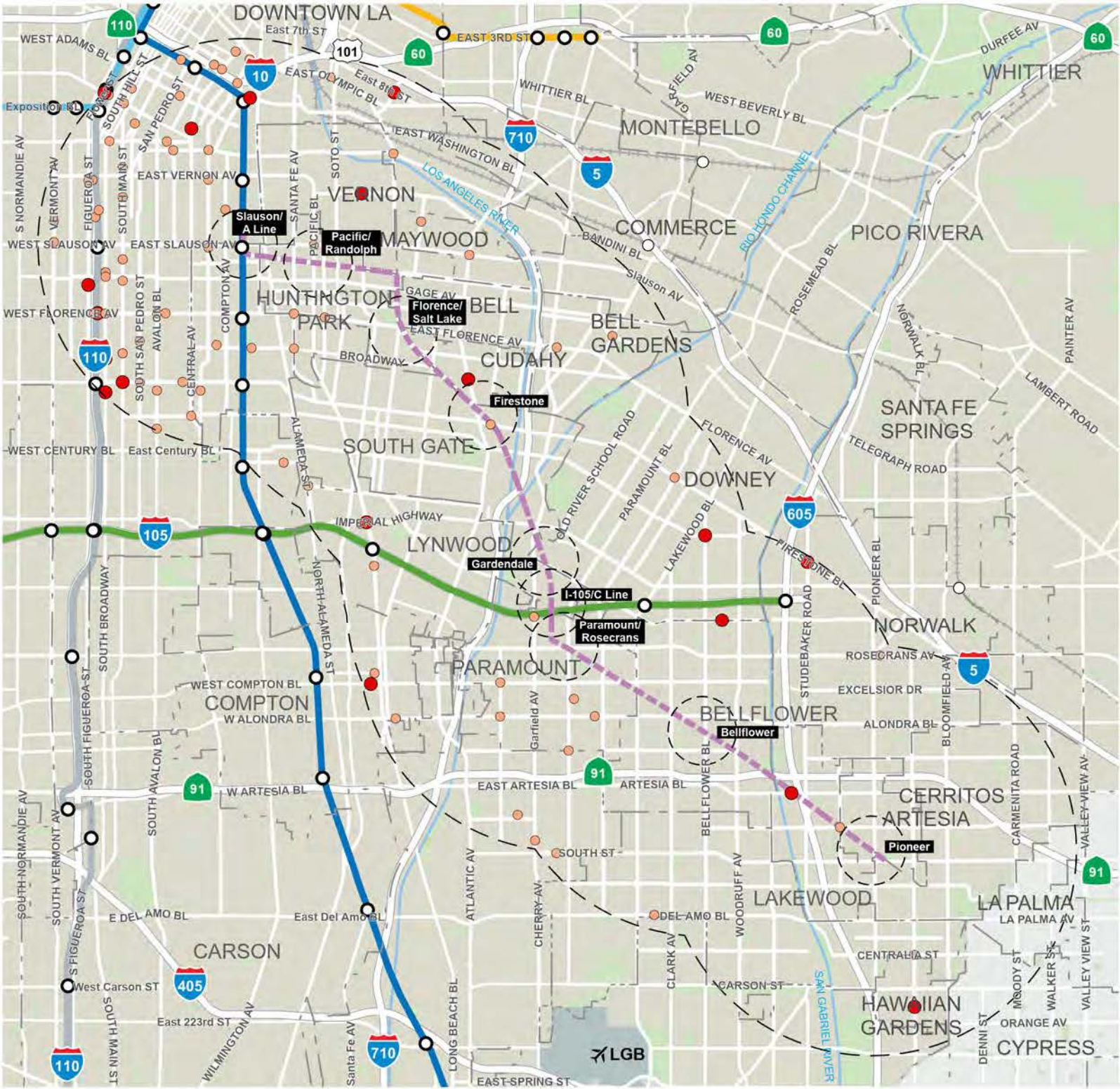


Table 5 Bicyclist Fatalities at Intersections 1/1/1016 - 12/31/2021

| Primary Rd | Secondary Rd | Number Killed | Number Injured | Violation Cat. | Collision Type | Lighting | Control Device | City |
|-----------------|---------------|---------------|----------------|----------------|----------------|----------|----------------|-------------|
| ARTESIA BL | DUMONT AV | 1 | 0 | 03 | C | A | D | CERRITOS |
| ATLANTIC AV | SANTA ANA ST | 1 | 0 | 17 | A | A | A | CUDAHY |
| BELLFLOWER BL | STEWART | 1 | 0 | 12 | D | C | A | DOWNEY |
| BOYLE AV | LEONIS BL | 1 | 0 | 08 | H | A | A | VERNON |
| BROADWAY | 87TH PL | 1 | 0 | 03 | D | C | A | LOS ANGELES |
| CENTRAL AV | 33RD ST | 1 | 0 | 09 | D | C | D | LOS ANGELES |
| COMPTON BL | SLOAN AV | 1 | 1 | 09 | D | A | A | COMPTON |
| E MANCHESTER AV | S MAIN ST | 1 | 0 | 09 | H | C | A | LOS ANGELES |
| FIGUEROA ST | 65TH ST | 1 | 0 | 10 | A | A | D | LOS ANGELES |
| FIRESTONE BL | STUDEBAKER RD | 1 | 0 | 12 | A | C | A | NORWALK |
| FLORENCE AV | GRAND AV | 1 | 0 | 17 | D | C | A | LOS ANGELES |
| FOSTER RD | DUNROBIN AV | 1 | 0 | 00 | H | B | A | DOWNEY |
| IMPERIAL HWY | LONG BEACH BL | 1 | 0 | 05 | D | A | A | LYNWOOD |
| LORENA ST | 8TH ST | 1 | 0 | 07 | H | C | A | LOS ANGELES |
| | | | | | | | | HAWAIIAN |
| NORWALK BL | 221ST ST | 1 | 0 | 12 | D | B | A | GARDENS |
| S BROADWAY | W 82ND ST | 1 | 1 | 03 | D | C | - | LOS ANGELES |
| STAUNTON AV | WASHINGTON BL | 1 | 0 | 09 | D | A | A | LOS ANGELES |
| W JEFFERSON BL | S FLOWER ST | 1 | 0 | 12 | H | C | A | LOS ANGELES |

Violation Categories:

- 03 - Unsafe Speed
- 07 - Unsafe Lane Change
- 08 - Improper Turning
- 09 - Automobile Right of Way
- 10 - Pedestrian Right of Way
- 12 - Traffic Signals and Signs
- 17 - Other Hazardous Violation

Collision Types:

- A - Head-On
- D - Broadside
- H - Other

Lighting:

- A - Daylight
- B - Dusk - Dawn
- C - Dark - Street Lights

Control Device:

- A - Functioning
- D - None

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2022

Figure 6 Midblock Bicycle/Vehicle Collisions

West Santa Ana Branch
Transit Corridor First Last Mile

Intersection Bicycle/Vehicle
Collision Fatalities and Severe Injuries
1/1/2016 - 12/31/2021

COUNT

- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 8

- Half Mile Station Area
- 3-Mile Corridor

WSAB Transit Corridor Project
Locally Preferred Alternative
Alignment & Stations

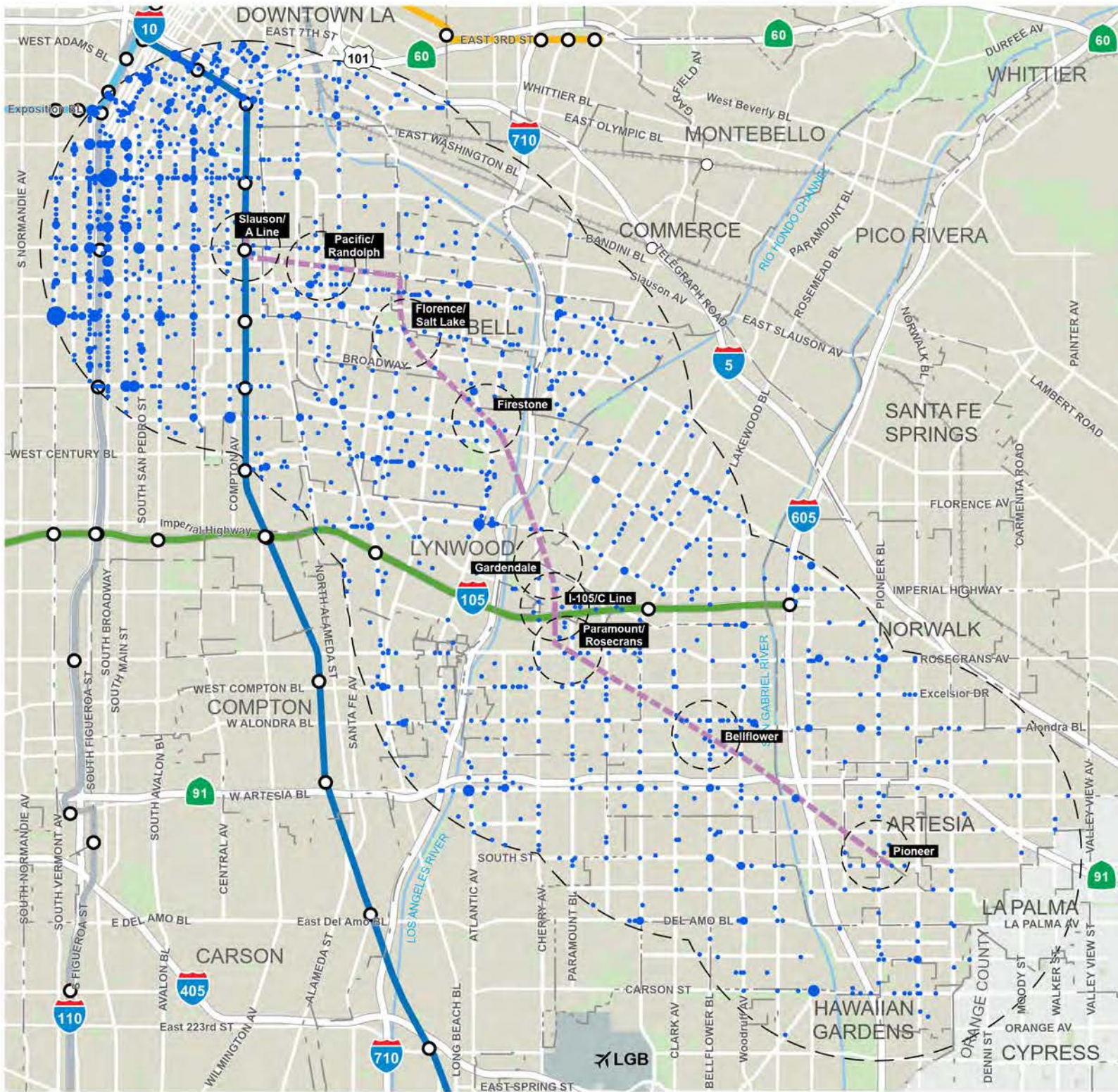
Existing Transit

- Metro Rail Lines & Stations
- Metro Busway & Station



0 1 2 3 Miles

Source: PSLA (Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, 2022)



**Table 6 Midblock Bicycle/Vehicle Collisions Per Mile On Streets with Six or More Collisions Per Mile
1/1/1016 - 12/31/2021**

| Name | Length (Miles) | Total Collisions | Collisions Per Mile | Number Killed | Number Injured | Severe Injury | Existing Bikeway | Proposed Bikeway |
|-------------------------|----------------|------------------|---------------------|---------------|----------------|---------------|---------------------|-----------------------|
| Figueroa St | 4.0 | 53 | 13.3 | 0 | 54 | 5 | II MLK-Exposition | |
| Manchester Blvd | 1.5 | 19 | 12.7 | 0 | 19 | 1 | II Central-Alameda | IV 110-Central |
| Central Ave | 6.2 | 63 | 10.1 | 0 | 63 | 7 | | IV Olympic-99th |
| 14th Pl | 0.5 | 4 | 8.4 | 0 | 5 | 0 | | |
| 38th St (Vernon) | 0.7 | 6 | 8.3 | 0 | 6 | 1 | | |
| Vernon Ave | 3.7 | 27 | 7.3 | 0 | 27 | 5 | | |
| Main St (Los Angeles) | 5.3 | 38 | 7.2 | 0 | 40 | 1 | | IV 22nd-90th |
| Broadway (Los Angeles) | 5.0 | 36 | 7.2 | 0 | 36 | 1 | IV 89th-Manchester- | II 36th-Manchester |
| Florence Ave | 9.7 | 69 | 7.1 | 0 | 70 | 8 | | II Vermont-Alameda |
| Martin Luther King Blvd | 1.8 | 13 | 7.1 | 0 | 13 | 0 | II Broadway-Central | IV Hoover-Central |
| Jefferson Blvd | 0.9 | 6 | 6.8 | 0 | 6 | 0 | II Main-San Pedro | II San Pedro-Central |
| San Antonio Rd Norwalk | 0.3 | 2 | 6.8 | 0 | 2 | 0 | | |
| Avalon Blvd | 4.5 | 30 | 6.6 | 0 | 30 | 4 | II Jefferson-95th | IV Jefferson-Florence |
| Adams Blvd | 1.7 | 11 | 6.3 | 0 | 16 | 0 | II Broadway-Compton | II Broadway-Compton |
| Zoe Av | 1.0 | 6 | 6.3 | 0 | 6 | 0 | | III Alemda-Miles |
| River Rd | 0.5 | 3 | 6.1 | 0 | 4 | 1 | | III Clara-Fostoria |
| Wilmington Av | 1.0 | 6 | 6.0 | 0 | 6 | 1 | | |
| 92nd St | 2.5 | 15 | 6.0 | 0 | 17 | 2 | II Compton-Miner | III Compton-Clovis |
| Nadeau St | 1.5 | 9 | 6.0 | 0 | 9 | 2 | | II Central-State |
| | 417 | 1314 | 3.2 | 4 | 1327 | 99 | | |
| | | | | | | 0.08 | | |

Note: GIS assigns collisions to the closest street and not necessarily based on primary street SWITRS designation.
Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2022

Table 7 Bicycle/Vehicle Collision Midblock Hot Spots 1/1/2016 through 12/31/2021

Hot Spots are midblock segments in which four or more bicycle/vehicle collisions occurred in the 6-year period.

This table includes only collisions that did not occur at intersections according to SWITRS data.

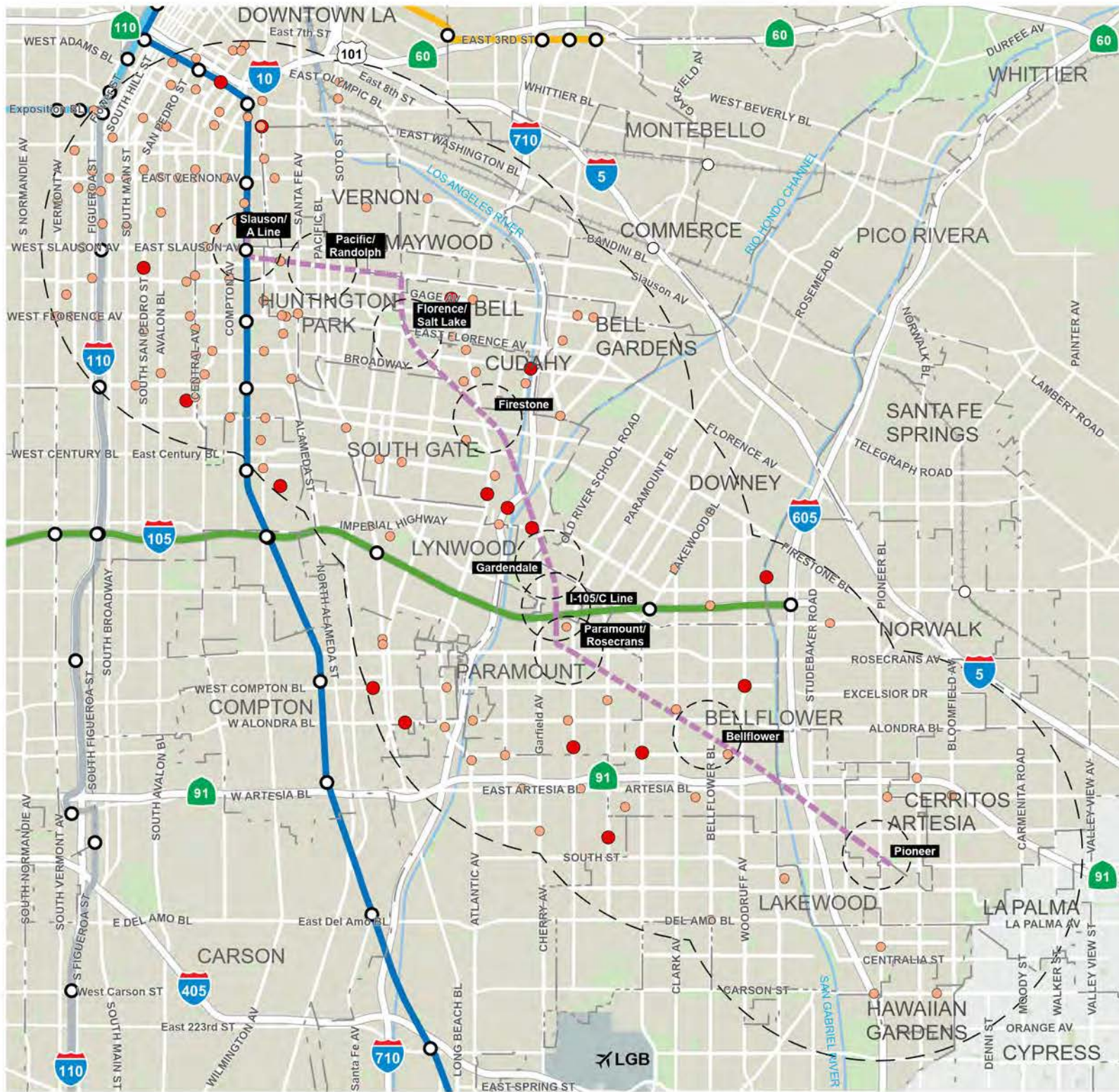
| Street | From | To | Total | Severity | | | | Causes | Speed Limit | Through Lanes | Total Lanes | Existing Bikeway | Proposed Bikeway | Land Use* | Activity Centers | Jurisdiction |
|---------------|-------------|--------------|-------|----------|---|---|---|--|---------------------|---------------|---------------|------------------|------------------|--------------|------------------|----------------------|
| | | | | 1 | 2 | 3 | 4 | | | | | | | | | |
| Slauson Bl | Central Av | Hooper Av | 8 | 1 | 1 | 6 | 4 | 2 auto ROW 2 lane change | 35 | 4 | 5 | No | I | Ind. | | Los Angeles & County |
| 92nd St | Compton Av | Graham Av | 8 | | | 5 | 3 | 3 wrong side 2 auto ROW | | 2 | 3 | II | | Res. | Park | Los Angeles |
| Imperial Hwy | Atlantic Av | 710 | 8 | | | 4 | 4 | 2 auto ROW 1 improp. turn | 40 | 4 to 6 | 5 to 6 | No | No | Com. | 710 EB-SB ramps | South Gate & Lynwood |
| Manchester Bl | Figueroa St | Main St | 8 | | | 2 | 6 | 2 auto ROW 1 improp. turn | 35 | 6 | 7 | No | IV | Com. | 110 ramps | Los Angeles |
| Central Av | Slauson Bl | 58th St | 7 | | | 4 | 3 | 3 wrong way 3 auto ROW 1 improp. turn | 35 | 4 | 5 | No | IV | Com. | | Los Angeles |
| Carson St | Juan Av | Claretta Av | 7 | | 2 | 1 | 2 | 2 auto ROW 1 wrong side 1 improp. turn | 40 | 4 | 5 | No | No | Com. | | Hawaiian Gardens |
| Washington Bl | Maple | San Pedro St | 6 | | | 1 | 5 | 3 auto ROW 1 wrong side | 35 | 4 | 4 + A Line | No | II | Com. | HS; A Line | Los Angeles |
| Olympic Bl | Boyle | Soto St | 5 | | | 2 | 3 | 2 auto ROW 1 improp. turn 1 wrong side | 35 | 4 | 5 | No | II | Ind. Com. | | Los Angeles |
| Florence Av | Vermont Av | Raymond Av | 5 | | 3 | 2 | | 2 auto ROW | 35 | 4 (6) | 5 (7) | No | II | Res. Com. | | Los Angeles |
| Vernon Av | Avalon Bl | Central Av | 5 | | 2 | 1 | 2 | 3 improp. turn 1 auto ROW 1 wrong side | 30 25 school) | 4 | 4 | No | No | Res. | MS | Los Angeles |
| Vernon Av | Main St | San Pedro St | 4 | | 1 | 3 | | 4 auto ROW 1 improp. turn | 30 | 4 | 4 | No | No | Res. | | Los Angeles |
| Figueroa St | 61st St | Gage Av | 4 | | 1 | 1 | 2 | 1 auto ROW 1 wrong side | 35 | 4 (6) | 5 (7) | No | No | Com. | ES | Los Angeles |
| Main St | 52nd St | 54th St | 4 | | 1 | 1 | 2 | 1 improp. turn 1 wrong side | 30 25 school) | 4 | 4 | No | No | Com. | ES | Los Angeles |

* Table shows land use on the corridor within a block of the intersection; typically surrounding neighborhoods are residential.

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2022

Figure 8 Midblock Fatal and Severe Injury Bicycle/ Vehicle Collisions

West Santa Ana Branch
Transit Corridor First Last Mile



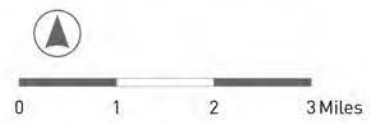
Bicycle/Vehicle Collisions
1/1/2016 - 12/31/2021

- Bicyclist Killed
- Bicyclist Severely Injured

- Half Mile Station Area
- 3-Mile Corridor

WSAB Transit Corridor Project
Locally Preferred Alternative
Alignment & Stations

- Existing Transit
- Metro Rail Lines & Stations
A C E L
 - Metro Busway & Station



Source: PSLA (Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, 2022)

Table 8 Bicyclist Fatalities in Midblock Collisions 1/1/1016 - 12/31/2021

| Primary Rd | Secondary Rd | Number Killed | Number Injured | Violation Cat. | Collision Type | Lighting | Control Device | City |
|---------------|---------------|---------------|----------------|----------------|----------------|----------|----------------|-------------|
| WADSWORTH AV | 88TH PL | 1 | 2 | 03 | B | C | D | LOS ANGELES |
| WOODRUFF AV | SOMERSET AV | 1 | 0 | 12 | D | - | A | BELLFLOWER |
| GAGE AV | FISHBURN AV | 1 | 0 | 05 | H | A | D | BELL |
| S ALAMEDA ST | E 25TH ST | 1 | 1 | 12 | D | C | A | LOS ANGELES |
| CLARA ST | RIVER RD | 1 | 0 | 05 | H | D | D | CUDAHY |
| COMPTON BL | SLOAN AV | 1 | 0 | 05 | A | A | D | COMPTON |
| ALONDRA BL | BRADFIELD AV | 1 | 0 | 03 | G | C | D | COMPTON |
| IMPERIAL HWY | RUCHTI RD | 1 | 0 | 05 | D | C | D | SOUTH GATE |
| WASHINGTON BL | CENTRAL AV | 1 | 0 | 04 | C | A | A | LOS ANGELES |
| PARAMOUNT BL | HARRISON ST | 1 | 0 | 05 | D | A | A | PARAMOUNT |
| ATLANTIC AV | TENAYA AV | 1 | 0 | 00 | G | C | D | SOUTH GATE |
| RT 19 | FLOWER ST | 1 | 0 | 05 | C | C | D | BELLFLOWER |
| DOWNEY AV | HEDDA ST | 1 | 0 | 07 | A | A | D | LONG BEACH |
| 107TH ST | LOU DILLON AV | 1 | 0 | 05 | A | C | D | LOS ANGELES |
| SAN PEDRO ST | 59TH PL | 1 | 0 | 08 | D | C | D | LOS ANGELES |
| DEL RIO CT | IMPERIAL HWY | 1 | 0 | 22 | B | D | D | NORWALK |

Excludes one fatality on 1-710 N/B Freeway ramp 1,400' from its intersection with Imperial Hwy.

Violation Categories:

- 03 - Unsafe Speed
- 04 - Following Too Closely
- 05 - Wrong Side of Road
- 07 - Unsafe Lane Change
- 08 - Improper Turning
- 09 - Automobile Right of Way
- 10 - Pedestrian Right of Way
- 12 - Traffic Signals and Signs
- 17 - Other Hazardous Violation
- 22 - Other Improper Driving

Collision Types:

- A - Head-On
- D - Broadside
- H - Other

Lighting:

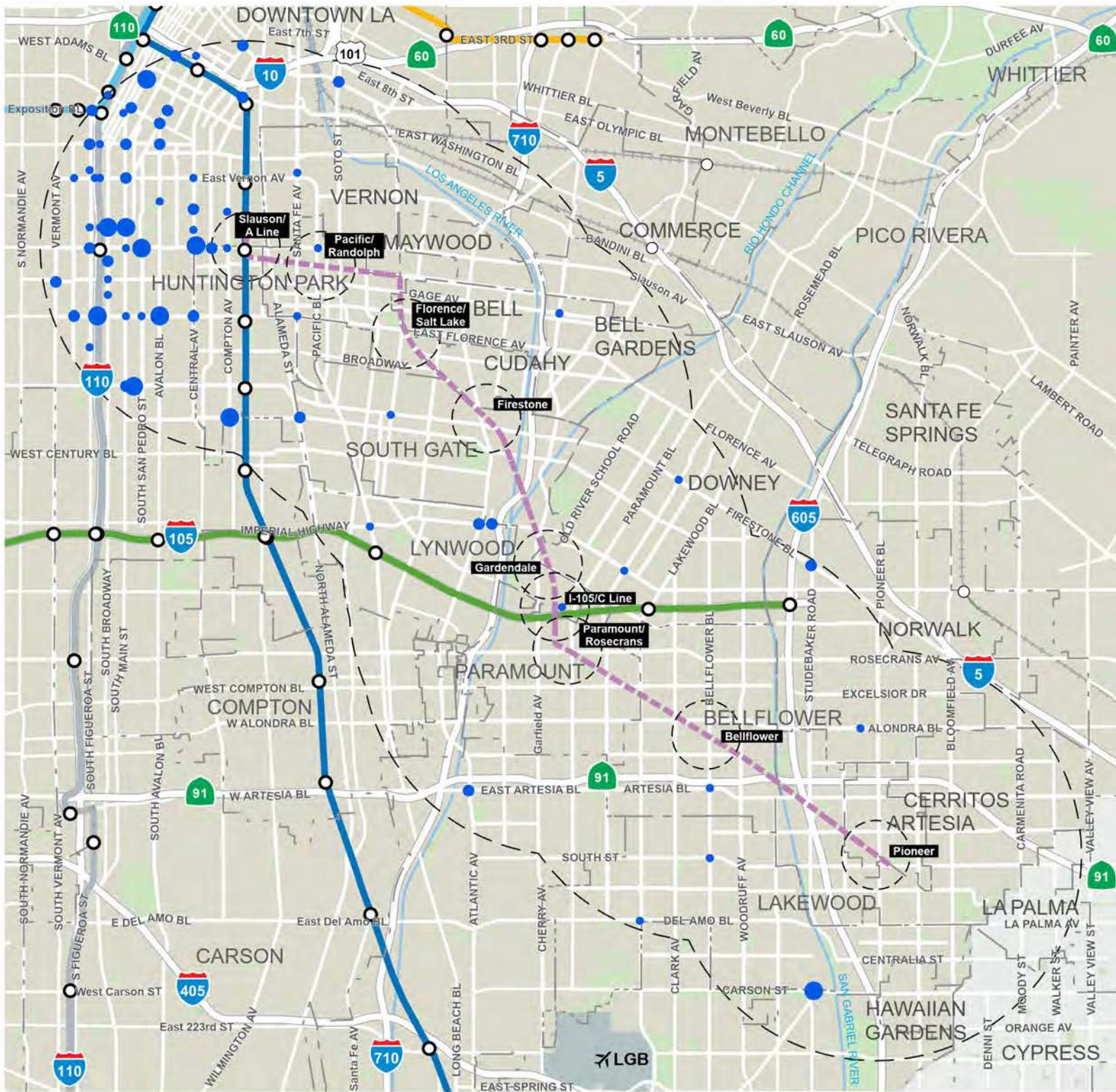
- A - Daylight
- B - Dusk - Dawn
- C - Dark - Street Lights
- D - Dark - No Street Lights

Control Device:

- A - Functioning
- D - None

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2022

Figure 9
**4+ Bicycle/
 Vehicle Collisions**
 West Santa Ana Branch
 Transit Corridor First Last Mile



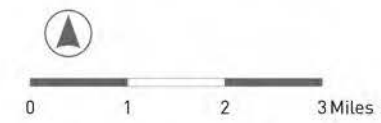
Bicycle/Vehicle Collisions
 1/1/2016 - 12/31/2021:

- 4
- 5 - 6
- 7 - 8

- Half Mile Station Area
- 3-Mile Corridor

WSAB Transit Corridor Project
 Locally Preferred Alternative Alignment & Stations

- Existing Transit**
- Metro Rail Lines & Stations
 - A C E L
 - Metro Busway & Station



Source: PSLA (Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, 2022)

**Table 9 Violation Listed All Bicycle/Vehicle Collisions
1/1/1016 - 12/31/2021**

| | |
|---|-------|
| 01 - Driving or Bicycling Under the Influence of Alcohol/Drug | 0.6% |
| 03 - Unsafe Speed | 5.2% |
| 04 - Following Too Closely | 0.8% |
| 05 - Wrong Side of Road | 22.0% |
| 06 - Improper Passing | 1.2% |
| 07 - Unsafe Lane Change | 1.4% |
| 08 - Improper Turning | 2.2% |
| 09 - Automobile Right of Way | 33.9% |
| 10 - Pedestrian Right of Way | 3.3% |
| 11 - Pedestrian Violation | 1.4% |
| 12 - Traffic Signals and Signs | 13.4% |
| Other or not specified | 14.7% |

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2022

Table 10 Bicycle/Vehicle Collisions by Jurisdiction

| Jurisdiction | Percentage |
|-----------------------|-------------------|
| Los Angeles | 43.4% |
| Unincorporated County | 7.8% |
| South Gate | 5.8% |
| Downey | 4.8% |
| Bellflower | 4.6% |
| Huntington Park | 3.8% |
| Lakewood | 3.6% |
| Long Beach | 3.6% |
| Norwalk | 3.5% |
| Lynwood | 2.8% |
| Paramount | 2.8% |
| Bell Gardens | 2.7% |
| Vernon | 2.2% |
| Bell | 2.0% |
| Cerritos | 1.7% |
| Compton | 1.6% |
| Cudahy | 1.0% |
| Artesia | 0.8% |
| Maywood | 0.7% |
| Hawaiian Gardens | 0.6% |
| Carosn | 0.0% |
| Commerce | 0.0% |

*Source: Transportation Injury Mapping System (TIMS),
Safe Transportation Research and Education Center,
University of California, Berkeley. 2022*

Table 10 Bicycle/Vehicle Collisions in Half-Mile Station Areas

| Station | All Auto/ Bicycle Collision | % of All Half-Mile Auto/ Bike Collisions | Severe Injury | Intersection | High-Collision Streets with Number and % of All Station Area Collision |
|---------------------|--|---|--------------------------|---------------------|---|
| Slauson/A Line | 49 | 23% | 3 | 21 | Compton Av 10 20% |
| | | | | | Slauson Av 8 17% |
| | | | | | Slauson Av 12 22% |
| Pacific/Randolph | 54 | 25% | 1 | 14 | Pacific Av 9 17% |
| | | | | | Gage Av 8 15% |
| | | | | | |
| Florence Salt Lake | 19 | 9% | 0 | 4 | Florence Av 7 37% |
| Firestone | 21 | 10% | 2 | 11 | Firestone Bl 8 38% |
| | | | | | Atlantic Av 6 29% |
| Gardendale | 2 | 1% | 0 | 1 | Gardendale St 1 50% |
| | | | | | Garfield Av 1 50% |
| I-105/C-Line | 10 | 5% | 2 | 4 | Paramount Bl 3 30% |
| Paramount/Rosecrans | 12 | 6% | 0 | 4 | Paramount Bl 6 51% |
| | | | | | Rosecrans Av 5 40% |
| Bellflower | 33 | 16% | 1 | 11 | Alondra Bl 17 52% |
| Pioneer | 12 | 6% | 0 | 7 | South St 6 50% |
| Totals | 212 | 100% | 9 | 77 | |

3.8

Micromobility Planning Summary

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

3.8 MICROMOBILITY PLANNING SUMMARY

E-Scooter Use Along the Southeast Gateway Line (SGL)

Currently, dockless e-scooters are available in the City of Los Angeles, but not in the County or other cities along the SGL. Thus, the analysis of existing dockless e-scooter use is limited to the area around the Slauson/A Line Station in the City of Los Angeles. The FLM Technical Team did not observe any e-scooter use in the vicinity of the Slauson/A Line station on Community or Technical Walk Audits. E-scooter apps show scooters east of the 110 Freeway and just south of the 10 Freeway. For example, the Lime app shows activity in the vicinity of USC and the Uber app shows activity in the vicinity of USC and Downtown.

Metro's Micromobility Analysis Questions

- Identify "hot spots" where safe bikeways are needed to accommodate scooters.
- Identify e-scooter/pedestrian conflict areas where:
 - E-scooters might need to be restricted
 - Infrastructure changes could be made to reduce conflicts
- Identify potential locations for scooter parking

Given observed low dockless scooter use both visually and on scooter apps in the vicinity of the Slauson A-Line station, there are currently few, if any, conflicts between pedestrians, buses or other motor vehicles and scooters. However, it is possible to anticipate issues and potential solutions based on observations of e-scooter use near existing transit stations and other destinations/points of interest.

Hotspots Where Safe Bikeways are Need. There are typically concentrations of scooter use near:

- Transit stations,
- Public facilities, including colleges/universities, high schools, parks and civic centers,
- Shopping/dining districts
- High-density residential neighborhoods.

On streets that do not have safe bikeways, e-scooter users ride either in a travel lane or on the sidewalk (although riding an e-scooter on the sidewalk is illegal in California). On local (minor) streets with relatively low traffic volumes/speeds and traffic calming measures in place, if e-scooter users wear helmets and comply with the motor vehicle code, including stopping at red lights and stop signs and remaining alert to motor vehicles and pedestrians, they can ride relatively safely, similar to a cyclist. On the other hand, riding an e-scooter in a travel lane on an arterial street, similar to riding a bicycle, is neither safe nor comfortable.

The provision of a network of safe bikeways would facilitate the use of both bicycles and e-scooters.

Conflicts between E-Scooters and Pedestrians. On streets without safe bikeways, e-scooter riders use either the travel lane closest to the curb, like bicycles, or ride on the sidewalk. In spite of the fact that e-scooters are not permitted on sidewalks, where there are high traffic volumes and speeds, e-scooter riders use the sidewalk. Where sidewalks are at least 15 to 20 feet wide, both e-scooters and pedestrians can be accommodated if the e-scooter riders move more slowly than they would on the street and both e-scooter riders and pedestrians are aware of their surroundings and considerate of one another. Where sidewalks are narrower, which more typical on streets near SGL stations, there will be conflicts.

Locations Where E-Scooter Parking is Needed. E-scooter parking, like bicycle parking, is needed at the destinations noted above, including:

- Transit stations;
- Public facilities, including colleges/universities, high schools, parks and civic centers;
- At various locations along a street with a concentration of shopping/dining, as well as in off-street parking facilities;
- At various locations along a street with high-density residential development, as well as in off-street parking facilities for that development.

Recommendations

- Provide a network of safe bikeways approaching each SGL stations from all directions, including Class IV or II bike lanes on arterial streets and high-volume collector streets and Class III bike friendly streets on low-volume, low-speed local (minor) streets. For each SGL station, proposed Priority Wheel Projects, which are primarily on arterial streets, or substitutes for them, combined with a network of Class III Bike Friendly Streets on lower-volume collector streets, should be implemented to provide access for e-scooters.
- Establish designated e-scooter parking adjacent to each station where e-scooters are available or anticipated to be available. E-scooter and bicycle parking demand should be monitored on a regular basis and expanded as demand increase.
- Establish designated e-scooter parking adjacent to destinations where e-scooters are available or anticipated to be available. E-scooter and bicycle parking demand should be monitored on a regular basis and expanded as demand increase. Along the SGL, such locations include:
 - Trade Tech College
 - Cerritos College
 - Exposition Park
 - USC
 - All high schools
 - All civic centers
 - All community and regional parks
 - Shopping centers including Azalea, Cerritos Shopping Center and Cerritos Towne Center.
 - Community “Main Streets”, including segments of Pioneer Bl, Bellflower Bl, Garfield Bl, Firestone Bl, Florence Av, and Pacific Av.

- Establish designated E-scooter parking locations within the public ROW, for example, an area within 4' of the curb or in a curbside parking space. More than 50 e-scooters can be accommodated in the space required for one car.
- Establish designated E-scooter parking locations in parking facilities near stations and destinations.
- E-scooter restricted zones should be added in the future only if there are observed conflicts between e-scooters and pedestrians after safe bikeways and adequate parking have been provided.



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