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Authority
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PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 23, 2024

SUBJECT: FIRST/LAST MILE PLAN FOR THE EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the First/Last Mile Plan for the Eastside Transit Corridor Phase 2 Project (Attachment A).

ISSUE

The First/Last Mile (FLM) Plan (Plan) for the Eastside Transit Corridor Phase 2 Project (Project) was prepared following established Metro Board policies, including the FLM Guidelines. The Plan includes a prioritized project list of FLM improvements for all of the seven stations of the full nine-mile Project: Atlantic, Atlantic/Whittier, Commerce/Citadel, Greenwood, Rosemead, Norwalk, and Lambert. These stations serve the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos. The Board's adoption of the Plan furthers Metro's goals, as the implementation of the Plan will provide pathways to transit for people of all ages and abilities, improve the safety of public streets and sidewalks for active transportation users, promote a healthy and active lifestyle, and reduce dependency on vehicle trips. Additionally, the Plan better positions FLM improvements for funding and implementation.

BACKGROUND

As part of the Existing Conditions Analysis, the project team coordinated with local jurisdictions to review plans, policies, and projects that overlap the seven proposed stations and the three-mile wheel zone, equating to a 15-minute roll to/from the station using devices such as bicycles, wheelchairs, scooters, etc. There are several active transportation investments near the project area, including Measure M-funded projects in Pico Rivera, Commerce, and East Los Angeles.

The Plan includes a list of projects that improve safety, comfort, and access for pedestrians, bicyclists, and other wheeled users to the seven Project stations. Pedestrian projects are identified within the ½-mile radius around each station and wheel/bicycle projects are identified within the 3-mile radius around each station.

The Metro FLM planning methodology, described in the 2021 First/Last Mile Guidelines, was used as the basis for Plan development.

Additional supporting documentation for the plan, including the Rough Order of Magnitude (ROM) Cost Estimates for FLM priority projects, and conceptual illustrations will be included in a final published plan document after Board adoption.

DISCUSSION

Plan Summary and Key Findings

There are a range of access, safety, and user experience issues affecting the seven stations including high traffic speeds and volume, incomplete bike networks, a lack of shade, and poor crossing and sidewalk conditions. The Plan presents a prioritized list of projects to address these issues and improve safety, connectivity, and station accessibility for pedestrians and wheeled users (including bicycles, scooters, and other modes of non-motorized wheeled transportation). Broadly, improvements include, but are not limited to, new or improved sidewalks and crosswalks, bus stop improvements, pedestrian lighting, landscaping and shade, traffic calming, and various types of bicycle facilities to prioritize safety for all ages and abilities.

In total, **273** pedestrian projects were identified, with **202** pedestrian projects prioritized, averaging **29** priority pedestrian projects per station. For wheel/bicycle projects, a total of **116** projects were identified, with **66** prioritized, averaging **9** priority wheel/bicycle projects per station. The number of projects proposed for each station area differs due to distinct land uses and street grids. The full list of projects for each station is included in the Plan, available in Attachment A. The final published plan will also contain additional background and reference material and may contain non-substantive format and text edits.

Process

Following community engagement, the project team developed a list of projects on primary and secondary pathways for each station. The team then applied prioritization to the project list, based on Metro’s adopted FLM Prioritization Methodology , resulting in a set of priority projects on primary pathways. These priority projects are eligible for local jurisdictions to advance toward design and construction.

Under Method 3 - Local Flexibility in the adopted FLM Prioritization Methodology, local jurisdictions can propose priority projects for Metro’s review and approval. Metro received **50** project proposals from local jurisdictions and approved **45** total projects. Metro staff recommends including proposed projects based on Board-approved criteria, such as a project’s clear evidence of community support. Projects not recommended for inclusion are either not geared around access and safety improvements for walking and wheeled modes or lack a clear nexus to the transit station.

Coordination with Local Agencies

FLM projects require close coordination with the local agencies that control the rights-of-way around Metro stations. Metro held a series of meetings with agency staff from the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and Los Angeles County. Staff held office hours with local agencies to review pathway networks and engagement outcomes, and to preview the next steps. Staff then held a series of working sessions to review the project list and discuss agency project proposals. Staff also provided a review and comment period for the prioritized project list and ROM cost estimates.

Staff provided periodic updates to the Gateway Cities Council of Governments (COG) and the Washington Boulevard Coalition and participated in regular monthly briefings for Metro Board Office staff.

Community Engagement

The project team included strategic compensated partnerships with three community-based organizations (CBO): People for Mobility Justice, Public Matters, and Strength-Based Community Change. The CBOs were an invaluable asset in shaping engagement strategies and recruiting community members to participate in engagement activities.

With strategic guidance from CBO partners, staff developed a comprehensive Community Engagement Strategy (CES). The CES included specific strategies to engage community members and elevate the needs of transit riders. Staff conducted **16** in-person activities, including **six** community walk/wheel audits, two community walk audits, seven pop-up events, and one FLM Partnership Briefing. Additionally, seven technical walk audits were conducted and attended by the project team, city and county staff, and CBO partners. Staff also launched and promoted an online map-based survey. The community feedback resulted in a rich body of data that informed the development of the prioritized project list, particularly emphasizing a need for shade and pedestrian and cyclist lighting. Community participation was integral to the decision-making process and crafting a project list that truly reflects the needs and aspirations of each community. Future community outreach efforts will also focus on engaging community members with varying mobility needs, including those in wheelchairs.

DETERMINATION OF SAFETY IMPACT

This Plan presents project ideas that promote improved safety for people walking or using non-motorized wheeled transportation around future Eastside Transit Corridor Phase 2 stations.

FINANCIAL IMPACT

Adoption of this Plan has no impact on the budget. Preparation of the Plan is included in the adopted budget for FY25, and budgeted in Cost Center 4310, Project # 460232, Task 02.03.

Project implementation is led by local jurisdictions;Projects included in this Plan enable local agencies to design and construct the project as part of their 3% local match requirement for the separate Eastside Transit Corridor Phase 2 Light Rail Project. .

Impact to Budget

The source of fund for this project is Measure R 35% Transit Capital. This fund source is not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The Plan proposes projects that will improve safety, comfort, and accessibility for the most vulnerable users of our streets - pedestrians and bicyclists. Much of the transit corridor, excluding Whittier, are included in the top 20 percent of overall CalEnviroScreen scores. The jurisdictions along the transit corridor, excluding Whittier, are classified by Metro as Equity Focus Communities.

The Plan was developed with significant community feedback, summarized in the Community Engagement section of this report, with additional detail available in **Attachment A**. Partnerships with CBOs were integral to broaden the engagement efforts and increase participation from communities that are generally underrepresented in public participation processes. Materials and activities for community engagement were made available in English and Spanish.

In addition to the three CBO partners, Public Matters also engaged five CBOs from East Los Angeles to develop Community-Led Video Tours. These groups included The Garage Board Shop, Eastmont Community Center, East LA Women's Center, East LA Runner's Club, and Moving Con Safos.

In the development of the Plan, the project team coordinated closely with the six jurisdictions along the corridor. Should the cities advance this concept-level Plan, additional research and community engagement are encouraged to better understand and mitigate potential impacts and ensure the project's benefits are equitably distributed.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support two Strategic Plan goals:

- Deliver outstanding trip experiences (Goal #2): the FLM plan recognizes that trip experience includes time getting to and from transit stations. The Plan prepares projects that make trip experiences safer, more comfortable, and more accessible.
- Transform LA County through collaboration and leadership (Goal #4): Metro is uniquely situated to prepare FLM plans that span jurisdictional boundaries. In adopting this Plan, Metro is leading in this area by preparing FLM projects at the future Atlantic, Atlantic/Whittier, Commerce/Citadel, Greenwood, Rosemead, Norwalk, and Lambert Stations.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the FLM Plan. This is not recommended for the following reasons:

1) May 2016 Board approved Motion 14.1 by Directors Garcetti, Bonin, Kuehl, Solis, DuBois, and

Najarian, First - Last Mile (Attachment B), directs FLM projects to be incorporated into transit corridor project delivery; and

2) An adopted plan better positions the FLM projects for future grant funding opportunities.

NEXT STEPS

Following the FLM Plan adoption, staff anticipates commencing post-plan activities with cities that choose to advance FLM priority projects toward design and construction. This includes entering into cooperative agreements with cities to advance priority projects eligible for 3% contribution and supporting multi-jurisdictional coordination as needed.

ATTACHMENTS

Attachment A - First/Last Mile Plan for Eastside Transit Corridor Phase 2 Project
Attachment B - Motion 14.1 - First-Last Mile

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Eastside Transit Corridor Phase 2 (Metro E Line)

FIRST/LAST MILE PLAN PRIORITIZATION SUMMARY

September 2024

Metro®

EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

FIRST/LAST MILE PLAN PRIORIZATION SUMMARY

SEPTEMBER 20, 2024

Prepared by:

CORDOBA | HNTB DESIGN PARTNERS

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Table of Contents

Figures

Appendix

Appendix A: Walk Priority Projects List and Half-Mile Maps

Appendix B: Wheel Priority Projects List and Half-Mile Maps

Appendix C: Community Walk Audit Memo

Acronyms and Abbreviations

ADT	Average Daily Traffic
b	Bike lane
bu	Striped buffer between bike lane and travel or parking lane
CAB	Community Activity Board
CBO	Community Based Organization
cl	Striped center lane, typically left-turn lanes and either a striped median or center turn lane
CWA	Community Walk Audit
EIR	Environmental Impact Report
EFC	Equity Focus Community
FLM	First/Last Mile
I-605	Interstate 605
IOS	Initial Operating Segment
JOH	Jurisdictional Workshop/Office Hours
LRT	Light Rail Transit
ltl	Left turn lane
m	Raised median measured from face of curb to face of curb
MMS	Multimedia Messaging Service
NSA	North Star Alliances
p	Parking lane where parking is separated from the curb travel lane
PMJ	People for Mobility Justice
Metro	Los Angeles County Metropolitan Transportation Authority
OLS	Online Survey
Project	Eastside Transit Corridor Phase 2
ROM	Rough-Order Magnitude
SBCC	Strength-Based Community Change
sw	Sidewalk
TWA	Technical Walk Audit

I. Project Overview

A. Project Background

The Los Angeles County Metropolitan Transportation Authority (Metro) initiated a Draft Environmental Impact Report (Draft EIR) for the Eastside Transit Corridor Phase 2 (ESP2) Project (Project). The Project is a light rail transit (LRT) extension of the existing Metro E Line, which currently ends at Atlantic Station in East Los Angeles. The Project would connect Atlantic Station to Whittier in the Gateway Cities subregion of Los Angeles County. The Project would serve the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, as well as the unincorporated communities of East Los Angeles and West Whittier-Los Nietos. The Project route passes through a variety of land uses including residential, commercial, industrial, parks and recreational, health and medical, and educational institutions. The route also passes through densely populated low-income areas that rely heavily on public transit. The Project aims to address mobility issues in East Los Angeles County such as lack of rail transit options, high congestion, infrastructure constraints, and poor air quality.

The Project objectives include:

- Enhance regional connectivity and air quality goals by extending the existing Metro E Line further east from the East Los Angeles terminus
- Provide mobility options to increase accessibility and convenience to and from eastern Los Angeles County
- Improve transit access to primary destinations and employment within eastern Los Angeles County that would be served by the Project
- Accommodate future transportation demand resulting from increased population and employment growth
- Enable jurisdictions in eastern Los Angeles County to address their transit-oriented community goals and provide equitable development opportunities
- Improve accessibility and connectivity to transit-dependent communities

In June 2022, the Draft EIR was released. In December 2022, the Metro Board approved the Locally Preferred Alternative as Alternative 3: Initial Operating Segment (IOS) Greenwood, which would connect Atlantic Station to Greenwood station in Montebello. Alternative 3 would extend 4.6 miles long and include three new stations, which include Atlantic/Whittier (underground), Commerce/Citadel (underground), and Greenwood (at-grade). The existing Atlantic Station would be relocated and converted to a shallow open-air underground station. However, the Final EIR and First/Last Mile plan include all seven stations from the current terminus at Pomona Boulevard and Atlantic Boulevard to the final terminus at Lambert station in Whittier. Figure 1 shows a map of the Project.

In February 2023, Metro initiated First/Last Mile (FLM) planning for the Project. The FLM Plan includes all seven potential stations for all EIR Project alternatives between Atlantic Station and Lambert station. The seven stations and their locations are:

- Atlantic Station, Los Angeles County
- Atlantic/Whittier Station, Los Angeles County

> Commerce/Citadel Station, City of Commerce

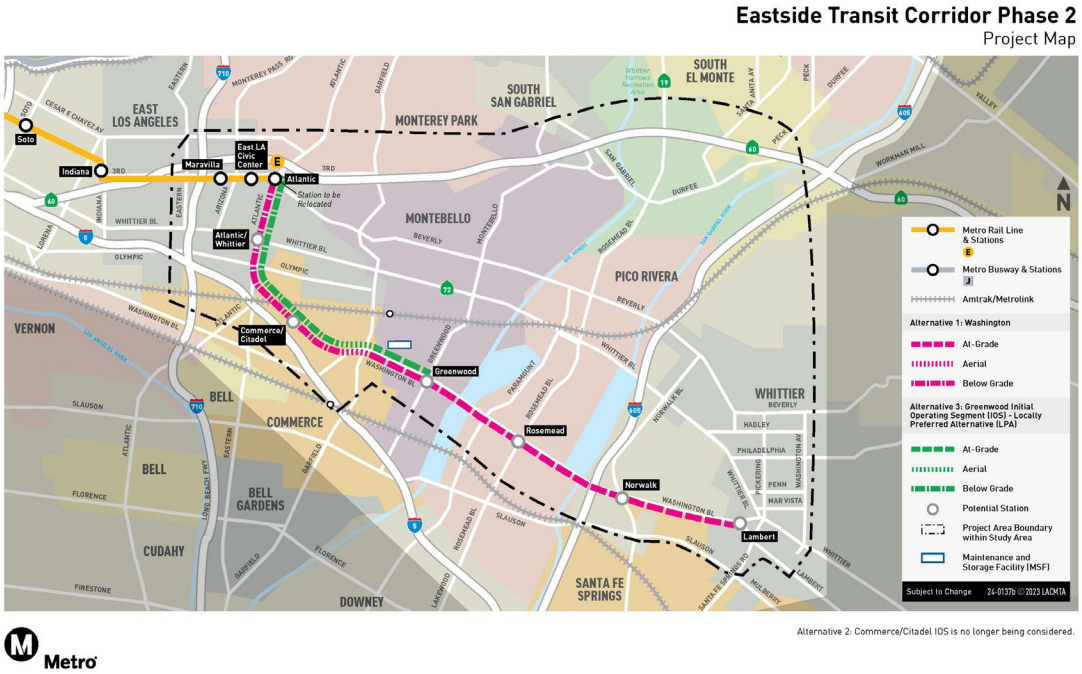
> Greenwood Station, City of Montebello

> Rosemead Station, City of Pico Rivera

> Norwalk Station, Los Angeles County, City of Santa Fe Springs

> Lambert Station, City of Whittier

Figure 1: Eastside Transit Corridor Phase 2 Project Map



Source: Metro, 2023.

The ESP2 FLM Plan proposes walk and wheel projects that develop and improve FLM connectivity and access for people going to and from the planned half-mile station areas and who roll within the broader three-mile area. All proposed projects aim to make the walking and rolling experience safe, comfortable, and dignified for all road users.

B. Purpose of this Report

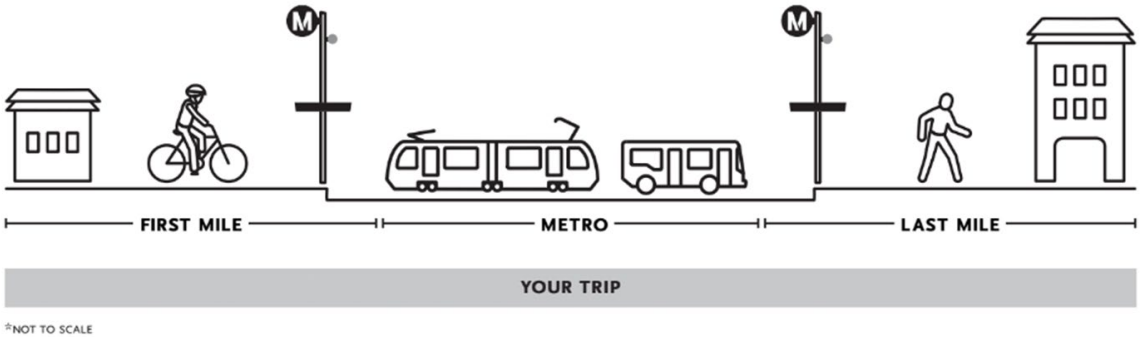
The FLM Plan provides prioritized projects that meet Metro's FLM Guidelines methodology for local jurisdictions to consider for implementation. This FLM Prioritization Summary includes a summary of the FLM planning process, prioritization process and eligible prioritized projects.

After prioritized projects are adopted and the FLM Plan is completed, agencies and local jurisdictions can opt to pursue the prioritized projects and work with Metro to fulfill the 3% local contribution requirements based on the Metro Board adopted FLM Guidelines.

II. FLM Planning Process

The FLM planning process focuses on improving safety and access within a half-mile walk radius and a three-mile wheel radius of each station. Both a half-mile walk radius and a three-mile wheel radius equates to about a 15-minute walk or roll to/from the station.

FLM evaluates walking, biking, and rolling access to transit stations. FLM improvements make it easier and safer for Metro customers to walk or roll (using devices like bicycles, scooters, or skateboards) to their nearest station. In Metro's FLM Strategic Plan adopted in 2014, "wheels" are also known as "rolling", which includes a variety of devices as defined in its Appendix: Taxonomy of Mobility Devices. This includes bicycles, roller skates, rollerblades, kick scooters, electric golf carts, bicycles, scooters, skateboards, gyroscopic devices, mobility scooters, and other new technologies.



Source: Metro, 2021.

The FLM planning process is based on a methodology established in the Metro FLM Strategic Plan and methodology updates from the Metro FLM Guidelines adopted in May 2021. This technical and community-based planning process consists of several tasks including but not limited to existing conditions data collection and analysis, conducting walk audits, defining the pathway network, robust community and stakeholder engagement, plan refinement and cost estimation, and prioritization. Coordination with local jurisdictions, community-based organizations (CBOs), relevant stakeholders, and the public occurs throughout the planning process.

The FLM planning process for the Project includes the following tasks:

- Data Compilation and Review (Existing Conditions Analysis)
- Walk and Wheel Audits
- Local Agency Coordination (occurs at multiple points in the planning process)
- Pathway Network Development
- Community and Stakeholder Engagement (occurs at multiple points in the planning process)
- Recommendations, Prioritization, and Final Plan

A. Existing Conditions Analysis

The Existing Conditions Analysis was conducted to provide a comprehensive understanding of the existing conditions and needs relevant to FLM station access for the project. To develop the analysis, the technical team reviewed local plans, policies, and projects from various jurisdictions that overlap the seven proposed stations and the three-mile wheel zone, as well as relevant governmental agencies. The jurisdictions and agencies included LA Metro, LA County, SCAG, City of Alhambra, City of Bell, City of Bell Gardens, City of Commerce, City of Downey, City of Huntington Park, City of Montebello, City of Monterey Park, City of Pico Rivera, City of Santa Fe Springs, City of Vernon, and City of Whittier. Various indicators were analyzed as part of the process such as adopted land use, population and employment density, existing tree canopy, posted speed limits, Metro Equity Focus Communities (EFC), existing and planned wheel facilities, and automobile collisions involving pedestrians and cyclists. The report also provided an in-depth analysis of traffic safety issues using Metro's FLM Safety Analysis Tool and of existing conditions for micromobility usage using Metro's FLM Planning for Micromobility tool.

Based on the analysis, four major themes emerged that guided the development of FLM recommendations:

- SAFETY: Improve safety and access for pedestrians and wheel users
- CONNECTIVITY: Enhance network connectivity for pedestrian and wheel users to and from transit
- EQUITABLE ACCESS: Facilitate equitable access to transit and key primary destinations
- RESILIENCY: Develop climate-resilient transportation infrastructure to support vulnerable populations

B. Walk and Wheel Audits

1. Technical Walk Audits

In Fall 2023, seven technical walk audits were conducted for all proposed stations. The walk audits served as an opportunity to collect first-hand, on-the-ground data about the existing FLM conditions within the half-mile walk zone for stations. The audits were led by the technical team and Metro staff, and participants included city and county staff and Community Based Organizations (CBOs). Excluding Metro and technical team staff, a total of 26 people attended the audits. During the technical walk audits, participants used Metro's web-based app to record FLM-related problems, propose corresponding solutions, and provide the location, photos, and/or videos of their observations.

2. Community Walk and Wheel Audits

In Spring 2024, eight community walk audits and six community wheel audits were conducted to gather community input on existing conditions and potential FLM improvements in the proposed station areas. Local residents, stakeholders, and CBOs were invited to participate. There was a total of 82 community members that attended the walk and wheel audits. Participants were each given a paper survey packet and given the option of either walking or biking along the walk and wheel audit routes. The survey packet contained a community walk/wheel audit worksheet with sensory-based questions to gather input on general impressions and areas of improvement in the half-mile station area. The community walk and wheel audits were led by the technical team and Metro staff. After each community walk and

wheel audit, participants were asked to rank their top FLM improvements based on the Metro FLM Toolkit, identifying different pedestrian and wheel projects on interactive prioritization activity boards.

Source: VICUS, 2024.

After both walk and wheel audits, all recorded entries related to proposed FLM improvements were analyzed. Proposed projects eligible per Metro's FLM Prioritization Methodology were incorporated into the final list of FLM priority walk and wheel projects. Community input regarding non-prioritized projects was also documented in the final list of FLM priority projects.

C. Local Agency Coordination

Local agency coordination took place throughout the FLM prioritization process. This included coordination with agencies and local jurisdictions within the walk and wheel zones, agency presentations at key project milestones, opportunities to review draft materials and provide input, and coordination on outreach and engagement activities. Additionally, Metro coordinated with agencies and the six local jurisdictions around the proposed stations to review FLM projects as part of the Method 3 prioritization methodology described in more detail in Section III.

The following summarizes key touch points with agencies and local jurisdictions and coordination throughout the FLM planning and prioritization process.

In Fall 2023, Metro and the technical team met with agencies and local jurisdictions to introduce the FLM planning process, answer any questions, and solicit local plans or projects to be considered as part of the FLM planning process. Agency staff also participated in documenting FLM observations and opportunities as participants in seven technical walk audits.

In Spring 2024, Metro and the technical team met with agencies and local jurisdictions to present key findings from the existing conditions analysis and provide input on the draft pathway maps. The team presented a summary of the technical walk audit findings and key takeaways. In February and March, agency staff were invited to participate in community walk and wheel audits.

In Summer 2024, Metro submitted the draft walk and wheel priority projects to agencies and local jurisdictions for review. Six in-person workshops were hosted with all agencies and local jurisdictions including Los Angeles County, City of Commerce, City of Montebello, City of Pico Rivera, City of Santa Fe Springs, and City of Whittier. During the workshops, the technical team presented the project lists, and agencies and local jurisdictions had the opportunity to ask questions and propose local projects through Method 3. Following the submission of agency comments through Method 3 via an online questionnaire, Metro staff held follow up meetings "office hours" with agencies and local jurisdictions to address outstanding questions.

Metro will continue to coordinate with agencies and local jurisdictions, providing an opportunity to review the draft FLM plan and participating in meetings as needed.

D. Pathway Network Development

The technical team developed draft and final pathway networks for all proposed stations to inform the development of walk and wheel priority projects. In each proposed station area, the technical team designated different routes as primary pathways, secondary pathways, and cut-through pathways, as defined by Metro FLM Guidelines. This includes:

- Primary pathways – Primary pathways are defined as routes that provide direct access to and from a Metro station. They are typically major arterial streets that connect directly to the station.
- Secondary pathways – Secondary pathways are defined as routes that do not directly connect to the station but feed into a primary pathway. They serve to reduce travel distance from local neighborhoods to a station for non-motorized users. Secondary pathways can also be categorized as routes with fewer travel lanes, low posted speeds and access to local destinations (i.e., schools and parks).
- Cut-through pathways – Cut-through pathways are off-street passageways that shorten walking and biking distances to a Metro station. They are typically identified in surface parking lots or alleyways.

The final pathway maps, provided in this report, identify pathways and FLM priority projects.

E. Community Engagement

Community engagement took place throughout the FLM planning process to strengthen relationships with community members, provide information about the project and its progress, and gather community input and feedback to inform the FLM project prioritization process. Metro and the outreach and technical teams partnered with CBOs to carry out engagement activities and utilized a diverse set of tools and tactics to reach community members.

1. FLM CBO Partnership

Metro partnered with North Star Alliances (NSA) to recruit CBOs to support community outreach as part of the FLM process. The CBO partners that were recruited included Strength-Based Community Change (SBCC), People for Mobility Justice (PMJ), and Public Matters. CBO partners played a significant role in providing input on community outreach materials and processes. Metro and the technical team organized a CBO roundtable to collaborate with these organizations on FLM planning and outreach activities. The roundtable began with a chartering meeting, in which a project charter was developed for all project partners to collectively establish values, goals, team norms, and expectations. Subsequent monthly meetings with CBOs were also organized to provide direction, input and resources to support technical walk audits, community walk and wheel audits, community pop-up events, and various other initiatives.

2. Communication Tools and Methods

The outreach team used a variety of tools and methods to conduct community outreach. The tools include:

> Door-to-Door Notice Distribution

During the community walk and wheel audits and online FLM survey, the outreach team passed out notices door-to-door to properties within the half-mile area for the seven proposed stations. In total, 14,000 flyers were distributed.

> Public Counter Drop-offs

The outreach team distributed flyers to community organizations including public agencies, community groups, libraries, community centers, faith-based organizations, and chambers of commerce. Over 1,400 flyers were distributed to 42 sites on the project corridor.

> Emails/Eblasts

The outreach team sent emails to stakeholders that shared information about the community walk and wheel audits and the online FLM survey. The emails included links to RSVP for the audits. There were ten email campaigns with approximately 2,000 email recipients for each campaign. The email open rates ranged from 33 to 47 percent.

> Outreach Toolkit

The outreach team developed electronic toolkits that featured information about the project that could be easily replicated and shared through various other channels such as eblasts, newsletters, social media, and websites.

> Multimedia Messaging Service (MMS) Texts

The outreach team sent text messages to various stakeholders that included information about the community walk and wheel audits and the online FLM survey. There were seven text campaigns with approximately 80 texts sent for each campaign.

> Website

The project website was used to provide announcements regarding the community walk and wheel audits and the online FLM survey.

> Visual Interactive Tool (StoryMap)

  The visual interactive StoryMap was developed to support engagement efforts for the community walk and wheel audits and online FLM survey. The StoryMap provided an overview of the project and directed viewers to important project resources. More details regarding how the StoryMap was used in the online FLM survey are below.

> Facebook and NextDoor

  The outreach team developed social media posts on Facebook and NextDoor to promote the online FLM survey. The posts included general information about the survey and a link to access it. Metro posted on various Facebook group pages in the region and in pages for communities on the project corridor on NextDoor.

> Helpline

  The project helpline was used to handle all project-related inquiries and provide project updates to community members in English and Spanish.

> Phone Calls

  The outreach team conducted phone calls to remind confirmed attendees about the technical walk audits and FLM partnership briefing.

> Pop-up Events

  The outreach team hosted pop-up events at local events to inform the public about the project and gather community input. More details on the community pop-up events are below.

Several CBOs and local jurisdictions including the City of Commerce, City of Pico Rivera, and SBCC also posted on social media about the community walk and wheel audits and online FLM survey.

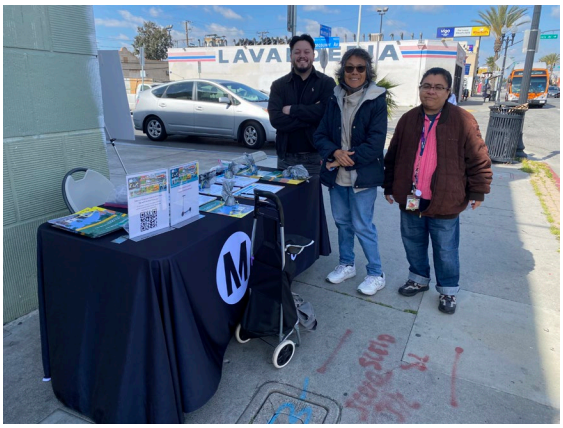
3. Online Survey

An online survey was distributed to members of the public to gather input on the types of FLM improvements that should be considered in the station area. The survey, which was hosted on the ArcGIS Survey123 platform, included introductory questions about the respondent's relationship to the project area, their primary mode of transportation to and from the project area, and their level of transit usage. The survey also gave respondents the opportunity to select desired FLM walk and wheel improvements and pin them on maps of the project area. To gather input on wheel facilities, the survey allowed respondents to add colored lines that represented different wheel facility classifications on maps. To encourage participation, the outreach team offered a $100 gift card as a raffle prize to a randomly selected winner. The survey received 186 responses with over 1,000 improvements recommended.

4. Community Pop-up Events

During Spring 2024, seven pop-up events were conducted at existing community events near each of the proposed stations. Locations included the Citadel Outlets, East Los Angeles Farmers Market, Greenwood Elementary School, Smith Park, Ada D. Nelson Elementary School, Evergreen Elementary School, and Olvera Music. During the pop-up events, the outreach team provided an overview of the ESP2 project and Metro's FLM process to attendees. Later pop-ups which occurred after the launch of the online FLM survey included laptops for attendees to complete the activity. The pop-ups also featured the interactive activity boards used during the

community walk and wheel audits to gather community input on FLM improvements. To encourage participation, the outreach team offered a raffle prize of one electric scooter to one random winner. A total of 375 people were engaged during the pop-up events, with the event for the Commerce/Citadel Station reaching the most people at 100.



Source: Arrellano Associates, 2024.

F. Stakeholder Engagement

Stakeholder engagement involved city and agency staff and elected officials. Activities included a FLM partnership briefing and a virtual infrastructure tour.

1. FLM Partnership Briefing

Stakeholder outreach focused on outreach to city and agency staff, and elected officials. In January 2024, the project team hosted a FLM partnership briefing at the Holifield Community Center in the City of Montebello for elected officials, city staff, and CBOs serving communities in the project area. The briefing session aimed to convene various key stakeholders and demonstrate a shared commitment of support for the project. The session included opening remarks from local representatives, a project team presentation, a Q&A session, and a photography session. There were 29 participants at the session led by Metro Board member and LA County Supervisor Hilda L. Solis.

Source: Arrellano Associates, 2024.

2. Virtual Infrastructure Tour

The project team also hosted a virtual infrastructure tour in January 2024 for city staff and elected officials serving the project areas of the Eastside Transit Corridor Phase 2 and Southeast

Gateway Line. The session, which was facilitated by the City of Long Beach, aimed to present case study examples of FLM improvements that could be implemented through a FLM Plan and lessons learned from such projects. There were 89 participants in attendance.

G. Recommendations, Prioritization, and Final Plan

The Metro FLM Guidelines and Prioritization Methodology outlines a process for developing FLM recommendations, identification of priority projects, and developing components of the final plan. Project recommendations are prepared based on existing conditions data, community-driven input, and technical analysis. FLM projects are then analyzed and prioritized using the FLM Prioritization Methodology described in detail below. A jurisdictional review of draft priority projects is conducted to inform the final FLM priority project lists and maps. The section below details the prioritization process. Once the FLM projects are approved by the Metro Board, they will be included in the final Eastside Transit Corridor FLM plan.

III. FLM Prioritization Process

A. Prioritization Process Overview

The list of potential walk and wheel projects was developed for each station based on technical data, walk and wheel audits, and community input. To refine the list of recommendations and identify priority projects for successful implementation, Metro developed the FLM Prioritization Methodology, which includes three methods to determine eligible projects.

Metro's goals for the FLM prioritization process are as follows:

> Improve primary pathways that lead to new rail stations for people walking and wheeling

> Advance safety for pedestrians and wheel users

> Connect wheeled customers to the broader wheel network

> Allow for local flexibility in project priorities if these FLM goals are upheld, achieved more effectively, and/or have strong community support

Through the prioritization process, primary pathways can be developed into 'complete streets' with FLM improvements that are connected and cohesive and provide safe and comfortable access for users of all ages and abilities to walk or wheel to a transit station.

The following outlines the FLM prioritization process for Method 1, Method 2, or Method 3, which are used to inform the selection of priority walk and wheel projects.

> Method 1 – Walk/wheel projects within one-half mile of the station

- Must be located on primary pathways as defined in adopted FLM plans
- Must improve safety for walk and wheel users through safety-focused project types as designated by Metro

> Method 2 – Wheel projects between one-half mile and three miles of station

- Must be located on primary pathways to the extent delineated in an adopted FLM Plan

    - Must improve safety for wheel users through safety-focused project types as designated by Metro
    - Must connect directly to a key destination and/or other wheel network facilities located between one-half mile and up to three miles from a new rail transit station
- > Method 3 – Local Flexibility for proposed walk and wheel projects. Allows for introduction of FLM projects if they meet a list of Metro criteria. Detailed information on Method 3 is discussed below.

Applying Methods 1 and 2 is the first step in the project prioritization process. Additional technical analysis is then applied to define each of the proposed projects, providing details on exact locations (spot or corridor-wide improvements), quantities, infrastructure features, and relevant details needed for cost estimating. Once the draft list of priority projects was identified using Methods 1 and 2, Metro met with agencies to vet the draft recommendations and initiate Method 3 Local Flexibility.

Rough-order magnitude (ROM) costs will be developed for all prioritized walk and wheel projects once adopted. The ROM costs are used to inform budgeting, grant applications, and implementation of the proposed FLM projects. The cost for approved prioritized projects will be included in the final FLM plan.

B. Method 3 - Local Flexibility

Method 3 allows local jurisdictions to propose their own projects that meet local needs if such projects are not identified using Method 1 or 2. Local jurisdictions also provide comments on proposed projects for further refinement. Projects that become prioritized under Method 3 must satisfy at least one of the following criteria:

- > Project shows strong evidence in the FLM Plan of community support, such as projects addressing a community's top 25% key issues/concerns within a station area
- > Project is identified in an adopted local active transportation, street safety or related plans/projects and connects to a station or an existing, safe facility that connects to station
- > Project substitutes for or modifies a project in the adopted FLM plan and demonstrates comparable benefit and intent as the plan project
- > Project provides walk and wheel benefits that can be achieved more efficiently, cost effectively, and attempts to reduce construction impacts if implemented concurrently with a related project, noting the incremental cost savings, will be considered
- > Project provides a safe and comfortable route with the same or similar connection to the station as the primary pathway when a facility cannot be integrated on the primary pathway due to right-of-way constraints or discontinuous street grid
- > Project on a secondary pathway that is identified in the adopted FLM plan, and station connection is safer than the facility proposed on a primary pathway. Prioritization order should be by bicycle facility classification: Class I, IV, II, then III, and secondary pathways should be prioritized over a parallel non-secondary pathway

Due to the passing of Measure M, jurisdictions that have a rail station are required to contribute 3% of the total transit project cost. Through Method 3, local jurisdictions can fund their prioritized FLM projects and receive a 3% credit if the FLM projects are still present after the rail station is completed.

C. Walk Project List Prioritization Process

Walk projects were developed for all seven stations based on the FLM planning process. Projects were prioritized using the FLM Prioritization Methodology Method 1, followed by additional technical analysis to define projects details. This included reviewing data and information from city plans, existing conditions analysis, and site conditions. This secondary step was necessary to provide sufficient project details for city review (Method 3) and future cost estimating.

The FLM technical team reviewed all potential walk projects suggested during outreach events and coordination meetings for jurisdictional staff for feasibility using professional experience, visual observation, and application of Metro's prioritization methodology. Projects were not design-tested via engineering but were given a "fit test" appropriate for creating a list of potential improvement projects. As noted in the FLM Prioritization Methodology, project substitutions or modifications for a project in the adopted FLM plan can be made if the projects demonstrates comparable benefit and intent as the plan project. Once priority walk projects were defined in draft proposed project lists, Metro met with the local jurisdictions and conducted FLM workshops and collected input for Method 3 via an online questionnaire and follow up meetings. Projects added to the list following local jurisdictional workshop/office hours in Summer 2024 were not reviewed for feasibility but will be coordinated with the local jurisdiction following FLM Plan adoption if local jurisdictions choose to advance projects. This information is included in the final list of recommendations. **Appendix A - Walk Priority Projects List and Half-Mile Maps** presents priority walk projects for Board consideration.

The following summarizes the type of walk projects analyzed as part of Method 1 and includes technical information used to define projects. The projects are categorized into prioritized projects and non-prioritized projects.

1. Prioritized Projects

> **Bus Stop Improvements** – Bus stop improvements include bus shelters/shade structures, benches, and other amenities like trash receptacles, as defined by Metro. The team identified existing bus stop locations on primary pathways and evaluated which stops had missing amenities including bus shelters, seating, and trash receptacles. Bus stop improvements were proposed as spot improvements at locations where one or more such improvements were missing. Additionally, the technical team measured and analyzed the sidewalk widths at all proposed bus stop improvement locations to assess the feasibility of adding bus shelters. Generally, sidewalks are required to be at least 8 feet wide for bus shelters to be feasible. Bus shelters were proposed at all identified locations, but local jurisdictions have discretion as to whether bus shelters are feasible and should be implemented at the proposed locations.

> **Curb Extensions** – Curb extensions refer to infrastructure improvements that shorten the crossing distance and slow traffic at intersections or at mid-block locations, as defined by Metro. The technical team identified locations on primary pathways with high traffic speeds to evaluate where curb extensions could be feasible. Additionally, the technical team researched average daily traffic (ADT) volumes and traffic conditions at all proposed curb extension locations to assess whether curb extensions were needed. Curb extensions were proposed at locations on primary pathways with high vehicle volumes and speeds, high pedestrian traffic, connectivity to secondary pathways, and connectivity to primary destinations.

- **Curb Ramps** – Curb ramps refer to infrastructure improvements that facilitate street crossings for mobility device users, as defined by Metro. Curb ramps were classified into several types. Uni-directional dual curb ramps refer to two uni-directional curb ramps perpendicular to each other on the corner of an intersection. Uni-directional curb ramps refer to curb ramps that face the same direction as the crosswalk. Bi-directional curb ramps refer to curb ramps that face diagonally into an intersection and do not face the same direction as the crosswalk. The technical team analyzed the proposed locations of all curb ramps to evaluate the type of curb ramp to be implemented. Uni-directional dual curb ramps were recommended at major intersections due to high pedestrian and vehicle volumes. Uni-directional curb ramps were recommended at T-intersections. Bi-directional curb ramps were recommended at intersections with lower vehicle/pedestrian volumes or intersections with insufficient sidewalk space for uni-directional dual curb ramps. Tactile warning strips were recommended at locations with level ground such as driveway entrances to primary destinations or pedestrian islands. The team identified locations on primary pathways where curb ramps were missing or could be upgraded to evaluate where curb ramps could be feasible.
- **High Visibility Crosswalks** – High-visibility crosswalks refer to new or upgraded crosswalks in a high–visibility pattern, as defined by Metro. The technical team identified locations on primary pathways that did not have existing high-visibility crosswalks. The team also selected locations with high pedestrian activity and proximity to primary destinations and secondary pathways to evaluate where high-visibility crosswalks could be feasible. High-visibility crosswalks were proposed at locations that met such criteria.
- **Landscape and Shade** – Landscape and shade refers to plantings that provide shade and improve the walking environment, as defined by Metro. The technical team identified primary pathways where landscape and shade were missing or insufficient. Landscape and shade were proposed as corridor improvements on primary pathways that met such criteria.
- **New or Improved Sidewalk** – New or improved sidewalks refer to the construction of new sidewalks or widening or upgrades of existing sidewalks. The technical team identified primary pathways where sidewalk holes and cracks or sidewalk obstructions may exist. New or improved sidewalks were proposed as corridor improvements on primary pathways that met such criteria.
- **Pedestrian and Cyclist Lighting** – Pedestrian and cyclist lighting refers to person-scaled lighting for comfort and safety. The technical team identified primary pathways where pedestrian and cyclist lighting were missing or could be enhanced. Pedestrian and cyclist lighting was proposed as corridor improvements on primary pathways that met such criteria. Only pedestrian/cyclist lighting are considered safety-focused projects based on Metro's FLM prioritization methodology. Street/roadway lighting are not considered as safety-focused projects.
- **Signalized Crossings** – Signalized crossings refer to traffic signals and mid-block crossing signals as defined by Metro. The technical team identified locations on primary pathways that did not have signalized crossings and had long block lengths between existing signalized crossings. The team also selected locations with high pedestrian traffic and close to secondary pathways and primary destinations. Signalized crossings were proposed on primary pathways that met such criteria.

- **Traffic Calming** – Traffic calming refers to measures to reduce traffic speeds including speed humps, chicanes, and other treatments. The technical team identified primary pathways with high vehicle speeds where traffic calming measures could improve safety for pedestrians and wheel users. Traffic calming was proposed on primary pathways that met such criteria. However, specific traffic calming measures were not proposed in the current phase and are left to be determined in future project phases as such measures should be left up to local jurisdictions' discretion.

2. Non-Prioritized Projects

- **Multimodal Mobility Hub** – Multimodal mobility hubs refer to sites that can incorporate multiple transportation options such as bikeshare, carshare, and transit stops and information, as defined by Metro. The technical team identified locations near the proposed rail stop that could provide a variety of mobility services such as bikeshare, carshare, and transit access. Multimodal mobility hubs were proposed as spot improvements at locations near the proposed rail stops. Multimodal mobility hubs are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.
- **Opportunity Improvement –** Opportunity improvements refer to improvements that do not fall into any other existing classification such as pedestrian refuges. Opportunity improvements were identified during the walk audit and community outreach process. However, they are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.
- **Overpass Improvements** – Overpass improvements refer to measures to improve comfort and safety on overpasses such as new sidewalks, wayfinding, shade, and lighting. The technical team identified locations that would benefit from a pedestrian bridge, as well as existing crossing locations that could benefit from additional elements such as sidewalks, lighting, public art, etc. Crossing improvements are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.
- **Plaza/Parklet** - Plaza/parklets refer to public open spaces to accommodate walking and rolling mode movement or public gathering spaces in locations that were former roadway spaces, as defined by Metro. The technical team identified locations at or near the locations of the proposed stations that could include a plaza/parklet. The team also identified other locations where a plaza/parklet would be feasible and beneficial to surrounding communities. Plazas/parklets are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.
- **Roundabouts** – Roundabouts refer to neighborhood traffic circle intersection measures used to reduce traffic speeds. Although roundabouts are included in Metro's list of priority list of safety-focused projects, they were not recommended as part of the prioritization process.
- **Shade Structures** – Shade structures refer to canopy to provide shade that may accompany plazas or parklets, as defined by Metro. The technical team proposed shade structures at the same locations where plazas/parklets were proposed. Plazas/parklets are not in Metro's priority list of safety-focused projects and thus, shade structures were not included as priority projects except for one location where a plaza already exists.
- **Street Furniture** – Street furniture refers to public benches, trash receptacles, and other amenities, as defined by Metro. The technical team identified primary pathways with high

pedestrian traffic where street furniture was missing or could be enhanced. Street furniture is not included in Metro's priority list of safety-focused projects and was thus, not included as priority projects.

- **Street/Roadway Lights** – Street/roadway lights refer to street-scaled lighting for comfort and safety. Street/roadway lights are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.
- **Underpass Improvements** – Underpass improvements refer to measures to improve comfort and safety in underpasses such as new sidewalks, wayfinding, and lighting. The technical team identified locations with existing underpasses that could benefit from safety and comfort-related improvements. Underpass improvements are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.
- **Wayfinding Signage** – Wayfinding refers to signage that improves navigation to transit stations and local destinations. The technical team identified primary pathways where wayfinding could be implemented to direct people to the station and key destinations. Wayfinding is not included in Metro's priority list of safety-focused projects and thus, was not included as priority projects.

Appendix A lists all walk priority projects. The list includes the following information for each project:

- **Project ID.** A unique number to identify each project by station. Project IDs with a letter indicate the project was added by local jurisdictions through Method 3.
- **Project Icon.** A visual icon from the Metro FLM Toolkit that accompanies each project type. The project icons are only included on prioritized projects.
- **Project Type.** The type of FLM project as defined per Metro's FLM Toolkit.
- **Location.** The specific street the project is on (with primary or secondary noted in the header above it).
- **Cross Street/Limits.** The extent of the project by cross street.
- **Prioritization Method.** The method used to identify the priority project based on Metro's FLM Prioritization Methodology.
- **Notes.** The general description of the project and factors that affect project cost.
- **Sidewalk Width.** The width or range of widths of the sidewalk on the street where a given project is located.
- **Project Origin.** The FLM planning or outreach activity where the project was identified or support for the project was expressed.
    - TWA = Technical Walk Audit
    - OLS = On-Line Survey
    - CWA = Community Walk Audit
    - CAB = Community Activity Board
    - JOH = Jurisdictional Workshop/Office Hours
- **Existing Plan or Project.** The local or regional plan in which the project is identified.

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

D. Wheel Project List Prioritization Process

Prioritized wheel projects were developed for all seven proposed stations. Wheel projects were prioritized using the FLM Prioritization Methodology Method 1 and Method 2. This was then followed by additional technical analysis to outline the details associated with bikeway classifications including features such as available right of way, existing and proposed striping, and notable features for implementation of wheel projects. As part of Method 2, the technical team analyzed wheel facilities within the three-mile radius connecting to the proposed station. This involved a detailed review of adopted bicycle and active transportation plans for local jurisdictions and regional planning agencies. The detailed review conducted as part of the prioritization process was necessary to provide sufficient project details for agency review (Method 3) and future cost estimating.

The FLM technical team reviewed all potential wheel projects suggested during outreach events and coordination meetings for jurisdictional staff for city staff for feasibility using professional experience, visual observation, and application of Metro's prioritization methodology. As noted in the FLM Prioritization Methodology, project substitutions or modifications for a project in the adopted FLM plan can be made if the project demonstrates comparable benefit and intent as the plan project. Projects were not design-tested via engineering but were given a "fit test" appropriate for creating a list of potential improvement projects. Once draft priority wheel projects were defined for the half-mile and three mile station area, Metro gathered input via Method 3 by conducting agency workshops, an online questionnaire and follow up meetings. Projects added to the list following local jurisdictional workshop/office hours in Summer 2024 were not reviewed for feasibility but will be coordinated with the local jurisdiction following FLM Plan adoption if local jurisdictions choose to advance projects. This information is included in the final list of recommendations. **Appendix B- Wheel Priority Projects List and Half-Mile Maps** presents priority wheel projects for Board consideration.

The following summarizes the type of wheel projects analyzed and technical information used to define projects. Four primary types of wheel facilities were analyzed, as defined by Metro FLM Guidelines. They meet Caltrans' bikeway classifications as well as classifications in bicycle/active transportation plans adopted by agencies and local jurisdictions within the three-mile wheel network. Metro's focus on safety informed the type of facilities prioritized. They are listed below in order of level of protection (highest to lowest safety for wheel users) and categorized by prioritized projects and non-prioritized projects:

1. Prioritized Projects

- **Class I – Shared-Use/Off-Street Path** - Also known as shared-use paths, these are facilities with exclusive right-of-way for wheeled mode and pedestrians, away from the roadway and with cross flows by motor traffic minimized. Some systems provide separate pedestrian facilities.

- **Class IV – Protected Bicycle Lane** - Also called cycle tracks or separated lanes, these facilities are located on roadways but use a variety of methods for physical protection and separation from passing traffic, such as grade separation, flexible delineators or inflexible barriers, and, in some cases, by on-street parking as well. The comfort of protected bicycle lanes and the performance of the means of separation depends on the street context. Streets with higher

traffic volumes and speeds often require more robust means of separation than flexible delineators alone, such as concrete barriers or medians. Protected bicycle lanes can provide one-way or two-way travel on one side of the street. Protected bicycle lanes are typically implemented on arterial streets.

- **Class II – Bicycle Lane** - These lanes are located on roadways and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. Lanes are one-way facilities, typically striped adjacent to motor traffic travelling in the same direction. Contraflow bicycle lanes can be provided on one-way streets for bicyclists traveling in the opposite direction. Striped lanes are best suited to streets with lower traffic speeds and volumes.
- **Class III – Bicycle-Friendly Streets** - Bicycle-friendly streets designate, through signage and markings, preferred routes for wheeled modes on local or collector streets not served by dedicated bicycle lanes. Because bicyclists share the roadway with motor vehicles, Bicycle-friendly streets are sited on calmer streets where traffic volumes and speeds are already low or can be reduced through traffic calming measures, such as speed humps, traffic circles and traffic diverters.
- **Bicycle-Friendly Intersection –** Bicycle-friendly intersections refer to improvements to accommodate bicycle access and safety at intersections such as 4-way stops, bike signals, or bike boxes. The technical team identified signalized intersections on primary pathways with high vehicle speeds and volumes that would benefit from increased safety through bicycle-friendly intersections.

2. Non-Prioritized Projects

- **Bicycle Repair Station –** Bicycle repair stations refer to facilities that provide tools for basic bicycle maintenance. The team identified primary pathways that would benefit from bicycle repair stations on a corridor-wide basis. However, such improvements are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.
- **Short Term Bicycle Parking –** Short term bicycle parking refers to racks that provide secure bicycle parking on public sidewalks on on-street areas. The team identified primary pathways that would benefit from short term bicycle parking on a corridor-wide basis. However, such improvements are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.

To assign the appropriate type of wheel facility, the technical team analyzed the following additional factors:

- Relevant existing and planned facilities – The team analyzed existing and planned wheel facilities from city plans to identify the wheel network within the half- and three-mile project areas. Pathways that provide connectivity to the station were considered for wheel facilities.
- Right of way – The technical team analyzed the number of lanes within the right of way on pathways to identify opportunities and constraints for incorporating wheel facilities into the existing roadway.

- Roadway width – The technical team analyzed existing curb-to-curb roadway width of pathways to identify feasible wheel facilities that would fit within the existing roadway and provide the highest level of safety for wheel users.
- Vehicle speeds – The technical team analyzed vehicle speeds on pathways to identify appropriate wheel facilities that would provide the highest level of protection and safety for wheel users. On streets with posted speeds over 30 miles per hour, Class IV bicycle facilities and above were prioritized because they provided additional levels of protection against high vehicle speeds.
- ADT volumes – The technical team analyzed existing ADT volumes to identify appropriate wheel facilities that would provide the highest level of safety for wheel users.
- Bicycle-friendly intersections – Bicycle-friendly intersections refer to improvements to accommodate bicycle access and safety at intersections, such as 4-way stops, bike signals, or bike boxes. The technical team identified intersections with high vehicle speeds and volumes that would connect proposed wheel facilities. Bicycle-friendly intersections were proposed at such intersections to improve safe access for wheel users.
- Buffered vs. conventional lanes – Buffered bike lanes refer to bike lanes that have designated buffer space separating them from vehicle travel lanes or parking lanes. The technical team evaluated existing roadway conditions and proposed buffered or conventional lanes depending on the feasibility and level of protection required for wheel users.
- Bus stops – The technical team analyzed existing bus stop locations and identified measures needed to reconfigure the roadway to reduce conflicts between bus stops and wheel facilities.
- Connectivity to three-mile network – The technical team analyzed existing and planned wheel facilities within the three-mile radius of the station area to identify wheel facilities that provided the best connectivity to the three-mile network.
- Local factors – The technical team analyzed local factors such as the presence of pick-up/drop-off school zones in determining the feasibility of wheel facilities.
- Parking – The technical team analyzed existing parking conditions and proposed changes to parking availability on streets to accommodate the proposed wheel facilities.
- Truck traffic – The technical team analyzed existing truck traffic volumes to identify wheel facilities that would provide the highest level of safety for wheel users. On streets with high levels of truck traffic, Class IV bicycle facilities and higher were prioritized because they provide increased levels of protection against truck traffic.

Appendix B lists all wheel priority projects. The list includes the following information for each project:

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

- **Project Icon.** A visual icon from the Metro FLM Toolkit that accompanies each project type. The project icons are only included on prioritized projects.
- **Jurisdiction.** Jurisdiction in which the project or project segment is located. If multiple jurisdictions are listed, implementation of the proposed project will require coordination among those jurisdictions.
- **Location.** The street where the project is located.
- **From/To.** The extents of the project. They are typically streets or city limits. Street limits not shown in the prioritized wheel project maps are shown in brackets.
- **Class/Improvement.** The class and type of wheel facility proposed. A general description of each improvement is provided below.
- **Project Origin.** The local or regional plan or FLM planning or outreach activity where the project was identified or support for the project was expressed.
    - TWA = Technical Walk Audit
    - OLS = On-Line Survey
    - CWA = Community Walk Audit
    - CAB = Community Activity Board
    - JOH = Jurisdictional Workshop/Office Hours
- **Length (Miles).** Length of the project or project segment length.
- **Priority.** The method that was used to identify the project based on Metro's FLM Prioritization Methodology. They include Method 1 (on a primary pathway and within the half-mile zone), Method 2 (on a primary pathway located between the half-mile zone and the three-mile zone), or Method 3 (proposed by the local jurisdiction).
- **Notes.** General description of the project and specific project characteristics that affect project cost.
- **Roadway Width.** The width of the roadway from curb to curb.
- **Existing Lane Striping.** Existing lane and median widths at typical midblock locations. A legend for the lane annotations is provided below.
- **Illustrative Lane Striping.** Proposed lane and median widths to accommodate the proposed wheel facility and the changes in lane striping required to do so. A key to the lane annotations is provided below. Where a median is shown, there are typically left-turn lanes at major intersections.

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

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

Travel lane widths are shown with no letter annotation. If the travel lane is a curb lane, the measurement includes both travel and parking.

IV. Conclusion and Next Steps

The Eastside Transit Corridor Phase 2 FLM Prioritization Summary provides findings from the FLM planning process and presents recommended priority walk and wheel projects for Metro Board Adoption. The summary outlines the extensive community-driven and data intensive process used to inform the first/last mile recommendations, following Metro FLM guidelines and prioritization methodology.

Following Metro Board adoption of the FLM priority walk and wheel project list the technical team will prepare the final FLM plan. The technical team will present the draft plan to local jurisdictions to gather input and feedback prior to finalizing. The plan is anticipated to be completed in Spring 2025.

Local jurisdictions will lead the implementation of prioritized FLM projects. Ongoing coordination between Metro and local jurisdictions is encouraged to address the 3% local contributions and refine projects as needed.

Appendix A: Walk Priority Projects List and Half-Mile Maps

Atlantic Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
ATLANTIC BOULEVARD - PRIMARY (SR 60 to Eagle Street)									
1	Bus Stop Improvements	Atlantic Bl	Pomona Bl, East 4th St, Eagle St	1, 3	Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of Atlantic Bl and Pomona Bl Install bus shelter (1) at NE corner of Atlantic Bl and Pomona Bl Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of Atlantic Bl and East 4th St Install bus shelter (1) and trash receptacles (1) at NW corner of Atlantic Bl and Eagle St	7'-10'	TWA, JOH, First Last Mile Technical Team	East Los Angeles Community Pedestrian Plan (2023)	LA County
2	Curb Extension	Atlantic Bl	Pomona Bl, Beverly Bl, East 4th St, Eagle St	1	Install at Pomona Bl (4), Beverly Bl (4), East 4th St (4), and Eagle St (4)	7'-10'	TWA, OLS, CAB, First Last Mile Technical Team	East Los Angeles Community Pedestrian Plan (2023)	LA County
3	Signalized Crossing	Atlantic Bl	Pomona Bl, Via Corona St, Repetto Av	1, 3	Install pedestrian signal heads (8) at Pomona Bl; Install traffic signals for proposed crossings at Via Corona St (2) and Repetto Av (2); Coordinate with installation of high visibility crosswalks	7'-10'	TWA, CAB, JOH, First Last Mile Technical Team		LA County
4	Curb Ramps	Atlantic Bl	Pomona Bl to Eagle St	1, 3	Install uni-directional, dual curb ramps at Pomona Bl (8) and Beverly Av (8) Install uni-directional curb ramps at mid-block crossing between East 4th St and Eagle St (2) Install bi-directional curb ramps at Repetto Av (1), East 4th St (4), and Eagle St (4)	7'-10'	TWA, OLS, CAB, JOH, First Last Mile Technical Team		LA County
5	High Visibility Crosswalk	Atlantic Bl	Pomona Bl to Eagle St	1, 3	Install at Pomona Bl (4), Beverly Bl (4), Via Corona St (3), Repetto Av (3), and Eagle St (4)	7'-10'	TWA, OLS, CAB, JOH	East Los Angeles Community Pedestrian Plan (2023)	LA County
6	Landscape and Shade	Atlantic Bl	Pomona Bl to Eagle St	1	Infill shade trees	7'-10'	TWA, OLS, CAB		LA County

Prioritized Projects
Non-Prioritized Projects

Atlantic Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
7	New or Improved Sidewalk	Atlantic Bl	Pomona Bl to Eagle St	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	7'-10'	TWA, OLS, CAB		LA County
8	Pedestrian and Cyclist Lighting	Atlantic Bl	Pomona Bl to Eagle St	1	Infill lighting	7'-10'	OLS, CAB		LA County
9	Traffic Calming	Atlantic Bl	Pomona Bl to Eagle St	1	Traffic calming strategies to be determined in future project phase	7'-10'	OLS, CAB		LA County
10	Multimodal Mobility Hub	Atlantic Bl	Beverly Bl		Could be integrated with new station design at intersection of Atlantic Bl and Beverly Bl and at existing Metro parking structure at intersection of Atlantic Bl and Pomona Bl. Multimodal Mobility Hub to include bicycle amenities such as bicycle parking and a bicycle repair station.	7'-10'	OLS, CAB		LA County
11	Street Furniture	Atlantic Bl	Pomona Bl to Eagle St		Install where feasible	7'-10'	CAB, First Last Mile Technical Team		LA County
12	Underpass Improvements	Atlantic Bl	SR 60		Add lighting and pedestrian safety improvements, improve cleanliness	7'-10'	TWA, OLS, CWA		LA County
13	Wayfinding Signage	Atlantic Bl	Pomona Bl to Eagle St		Coordinate signage to station and local destinations	7'-10'	TWA, OLS, CAB		LA County

Prioritized Projects
Non-Prioritized Projects

Atlantic Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
POMONA BOULEVARD - PRIMARY (South Woods Avenue to South Hillview Avenue)									
14	Bus Stop Improvements	Pomona Bl	Beverly Bl, South Hillview Av	1	Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Pomona Bl and Beverly Bl Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Pomona Bl and South Hillview Av	5'-10'	TWA, CWA, First Last Mile Technical Team		LA County
15	Curb Ramps	Pomona Bl	South Hillview Av	1	Install bi-directional curb ramps (4) at South Hillview Av	5'-10'	TWA, CAB		LA County
16	Signalized Crossing	Pomona Bl	Between Atlantic Bl and South Hillview Av	1	Install traffic signals (2) for proposed mid-block crossing	5'-10'	CAB, First Last Mile Technical Team		LA County
17	Landscape and Shade	Pomona Bl	South Woods Av to South Hillview Av	1	Infill shade trees	5'-10'	OLS, CAB, First Last Mile Technical Team		LA County
18	New or Improved Sidewalk	Pomona Bl	South Woods Av to South Hillview Av	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	5'-10'	TWA, OLS, CAB, First Last Mile Technical Team		LA County
19	Pedestrian and Cyclist Lighting	Pomona Bl	South Woods Av to South Hillview Av	1	Infill lighting	5'-10'	OLS, CAB, CWA, First Last Mile Technical Team		LA County
20	Traffic Calming	Pomona Bl	South Woods Av to South Hillview Av	1	Traffic calming strategies to be determined in future project phase	5'-10'	OLS, CAB		LA County
21	Street Furniture	Pomona Bl	Beverly Bl		Integrate into plaza/parklet in new station area	5'-10'	TWA, OLS, CAB, First Last Mile Technical Team		LA County
22	Plaza/Parklet	Pomona Bl	Beverly Bl		Integrate into new station design where plaza is planned	5'-10'	First Last Mile Technical Team		LA County

Prioritized Projects
Non-Prioritized Projects

Atlantic Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
23	Wayfinding Signage	Pomona Bl	South Woods Av to South Hillview Av		Coordinate signage to station and local destinations	5'-10'	CAB, First Last Mile Technical Team		LA County
BEVERLY BOULEVARD - PRIMARY (South Woods Avenue to Margaret Avenue)									
24	Curb Extension	Beverly Bl	Margaret Av	1	Install at Margaret Av (4)	10'	CAB, First Last Mile Technical Team		LA County
25	High Visibility Crosswalk	Beverly Bl	South Hillview Av, Margaret Av	1, 3	Install at South Hillview Av (4) and Margaret Av (4)	10'	CAB, JOH, First Last Mile Technical Team	East LA Civic Center MSP Plan	LA County
26	Signalized Crossing	Beverly Bl	Between Via Campo St and South Hillview Av	1	Install traffic signals (2) for proposed mid-block crossing that utilizes center median east of Via Campo St	10'	CAB, First Last Mile Technical Team		LA County
27	Bus Stop Improvements	Beverly Bl	South Woods Av to Margaret Av	1	Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Beverly Bl and Atlantic Bl Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of Beverly Bl and South Hillview Av Install bus shelter (1) and trash receptacles (1) at SW corner of Beverly Bl and South Hillview Av Install bus shelter (1), seating (1), and trash receptacles (1) at NE corner of Beverly Bl and Margaret Av Install bus shelter (1) and seating (1) at SW corner of Beverly Bl and Margaret Av	10'	OLS, First Last Mile Technical Team	East Los Angeles Community Pedestrian Plan (2023)	LA County
28	Curb Ramps	Beverly Bl	Via Campo St to Margaret Av	1, 3	Install bi-directional curb ramps at Via Campo St (2), South Hillview Av (4), and Margaret Av (4)	10'	CAB, JOH, First Last Mile Technical Team	East LA Civic Center MSP Plan	LA County
29	Landscape and Shade	Beverly Bl	South Woods Av to Margaret Av	1	Infill shade trees	10'	TWA, OLS, CAB, First Last Mile Technical Team		LA County

Prioritized Projects
Non-Prioritized Projects

Atlantic Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
30	New or Improved Sidewalk	Beverly Bl	South Woods Av to Margaret Av	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	10'	TWA, CAB, First Last Mile Technical Team		LA County
31	Pedestrian and Cyclist Lighting	Beverly Bl	South Woods Av to Margaret Av	1	Infill lighting	10'	OLS, CAB, First Last Mile Technical Team		LA County
32	Traffic Calming	Beverly Bl	South Woods Av to Margaret Av	1	Traffic calming strategies to be determined at future project phase	10'	OLS, CAB	East Los Angeles Community Pedestrian Plan (2023)	LA County
33	Street Furniture	Beverly Bl	South Woods Av to Margaret Av		Implement where feasible	10'	TWA, OLS, CAB, First Last Mile Technical Team		LA County
34	Wayfinding Signage	Beverly Bl	South Woods Av to Margaret Av		Coordinate signage to station and local destinations	10'	TWA, CAB, First Last Mile Technical Team		LA County
EAST 3RD STREET - PRIMARY (South Mednik Avenue to South Woods Avenue)									
35	Bus Stop Improvements	East 3rd St	South Mednik Av, South Woods Av, South La Verne Av	1, 3	Install bus shelter (1) at NW corner of East 3rd St and South Mednik Av Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of East 3rd St and South Woods Av Install bus shelter (1) and trash receptacles (1) at SE corner of East 3rd St and South La Verne Av Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of East 3rd St and South La Verne Av	8'-10'	TWA, JOH	East Los Angeles Community Pedestrian Plan (2023), AHSC grant funding	LA County
36	Curb Extension	East 3rd St	South Mednik Av, South Woods Av	1, 3	Install at South Mednik Av (4) and South Woods Av (2)	8'-10'	CAB, JOH, First Last Mile Technical Team	East Los Angeles Community Pedestrian Plan (2023), I-710 Livability Report - E/W Corridors	LA County
37	Curb Ramps	East 3rd St	South La Verne Av	3	Install bi-directional curb ramps at South La Verne Av (3)	8'-10'	JOH	East LA Civic Center MAT Plan	LA County

Prioritized Projects
Non-Prioritized Projects

Atlantic Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
38	High Visibility Crosswalk	East 3rd St	South Mednik Av, South La Verne Av, Civic Center Way	1, 3	Install at South Mednik Av (4), South La Verne Av (2) and Civic Center Way (2)	8'-10'	CAB, JOH, First Last Mile Technical Team	East Los Angeles Community Pedestrian Plan (2023), I-710 Livability Report - E/W Corridors	LA County
39	Signalized Crossing	East 3rd St	South La Verne Av	3	Install leading pedestrian interval at South La Verne Av including traffic signal (1), controller (1), and pedestrian heads (4)	8'-10'	JOH		LA County
40	Landscape and Shade	East 3rd St	South Mednik Av to South Woods Av	1	Infill shade trees	8'-10'	TWA, CAB, First Last Mile Technical Team		LA County
41	New or Improved Sidewalk	East 3rd St	South Mednik Av to South Woods Av	1, 3	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	8'-10'	OLS, CAB, JOH, First Last Mile Technical Team	I-710 Livability Report - E/W Corridors	LA County
42	Pedestrian and Cyclist Lighting	East 3rd St	South Mednik Av to South Woods Av	1	Infill lighting	8'-10'	CAB, First Last Mile Technical Team		LA County
43	Opportunity Improvement	East 3rd St	South Woods Av		Implement traffic timing improvement to increase efficiency in traffic flow	8'-10'	OLS		LA County
44	Street Furniture	East 3rd St	South Mednik Av to South Woods Av		Implement where feasible	8'-10'	CAB, First Last Mile Technical Team		LA County
45	Wayfinding Signage	East 3rd St	South Mednik Av to South Woods Av		Coordinate signage to station and local destinations	8'-10'	CAB, First Last Mile Technical Team		LA County

Prioritized Projects
Non-Prioritized Projects

Atlantic Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
SOUTH MEDNIK AVENUE - SECONDARY (SR 60 to East 4th Street)									
46	Bus Stop Improvements	South Mednik Av	Civic Center Way, East 3rd St	3	Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of South Mednik Av and Civic Center Way Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of South Mednik Av and Civic Center Way Install bus shelter (1) at SW corner of South Mednik Av and East 3rd St	8'-14'	JOH	AHSC grant funding	LA County

LEGEND

TWA = Technical Walk Audit
OLS = On-Line Survey
CWA = Community Walk Audit
CAB = Community Activity Boards
JOH = Jurisdictional Workshop/Office Hours

Prioritized Projects
Non-Prioritized Projects

Atlantic/Whittier Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
ATLANTIC BOULEVARD - PRIMARY (Eagle Street to Union Pacific Avenue)									
1	Bus Stop Improvements	Atlantic Bl	Hubbard St	1, 3	Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Atlantic Bl and Hubbard St	10'-15'	TWA, CAB, CWA, JOH, First Last Mile Technical Team		LA County
2	Curb Extension	Atlantic Bl	East 6th St to East Olympic Bl	1, 3	Install at East 6th St (4), Hubbard St (4), Whittier Bl (4), Louis Place (2), and East Olympic Bl (4)	10'-15'	TWA, OLS, CAB, JOH, First Last Mile Technical Team	GCCOG Atlantic Corridor Complete Street Evaluation & Master Plan Study	LA County
3	Curb Ramps	Atlantic Bl	Eagle St to Union Pacific Av	1	Install bi-directional curb ramps at Eagle St (4), East 6th St (4), Hubbard St (3), Louis Place (1), Verona St (4), and East Olympic Bl (1) Install uni-directional curb ramps at Hastings St (2) and Louis Place (1) Install tactile warning strips (2) at East Cody Drive	10'-15'	TWA, CAB, CWA, JOH, First Last Mile Technical Team		LA County
4	High Visibility Crosswalk	Atlantic Bl	Eagle St to Verona St	1, 3	Install at Eagle St (4), East 6th St (4), Whittier Bl (4), Louis Place (1), and Verona St (4)	10'-15'	TWA, CAB, JOH, First Last Mile Technical Team	GCCOG Atlantic Corridor Complete Street Evaluation & Master Plan Study	LA County
5	Landscape and Shade	Atlantic Bl	Eagle St to Union Pacific Av	1	Infill shade trees	10'-15'	TWA, OLS, CAB, First Last Mile Technical Team		LA County
6	New or Improved Sidewalk	Atlantic Bl	Eagle St to Union Pacific Av	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	10'-15'	CAB, First Last Mile Technical Team		LA County
7	Pedestrian and Cyclist Lighting	Atlantic Bl	Eagle St to Union Pacific Av	1	Infill lighting	10'-15'	CAB, First Last Mile Technical Team		LA County

Prioritized Projects
Non-Prioritized Projects

Atlantic/Whittier Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
8	Street Furniture	Atlantic Bl	Eagle St to East Olympic Bl		Implement where feasible	10'-15'	TWA, First Last Mile Technical Team		LA County
9	Wayfinding Signage	Atlantic Bl	Eagle St to Union Pacific Av		Coordinate signage to station and local destinations	10'-15'	CAB, First Last Mile Technical Team		LA County
WHITTIER BOULEVARD - PRIMARY (South Fetterly Avenue to Sadler Avenue)									
10	Bus Stop Improvements	Whittier Bl	Atlantic Bl, Goodrich Bl, Hoefner Av	1	Install bus shelter (1) at NW corner of Whittier Bl and Atlantic Bl Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Whittier Bl and Goodrich Bl Install bus shelters (2) at SE and SW corners of Whittier Bl and Hoefner Av	10'-12'	TWA, OLS, CAB		LA County
11	Curb Extension	Whittier Bl	South Fetterly Av, Fraser Av, Hoefner Av, Goodrich Bl	1, 3	Install at South Fetterly Av (4), Fraser Av (2), Hoefner Av (2), and Goodrich Bl (2)	10'-12'	OLS, CAB, JOH, First Last Mile Technical Team	I-710 Livability Report - E/W Corridors	LA County
12	Curb Ramps	Whittier Bl	Amalia Av to Sadler Av	1	Install bi-directional curb ramps at Amalia Av (4), South Hillview Av (4), South Oakford Drive (2), Goodrich Bl (2), Belden Av (2), Hoefner Av (2), and Sadler Av (2) Install uni-directional curb ramps at Goodrich Bl (1), Belden Av (1), Eastmont Av (1), and Hoefner Av (1)	10'-12'	TWA, First Last Mile Technical Team		LA County
13	High Visibility Crosswalk	Whittier Bl	South Fetterly Av to Sadler Av	1, 3	Install at South Fetterly Av (4), Ferris Av (4), Fraser Av (3), South Woods Av (4), Amalia Av (2), Goodrich Bl (2), Belden Av (2), and Sadler Av (2)	10'-12'	TWA, CAB, CWA, JOH	I-710 Livability Report - E/W Corridors	LA County
14	Landscape and Shade	Whittier Bl	South Fetterly Av to Sadler Av	1	Infill shade trees	10'-12'	TWA, OLS, CAB, CWA, First Last Mile Technical Team		LA County

Prioritized Projects
Non-Prioritized Projects

Atlantic/Whittier Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
15	New or Improved Sidewalk	Whittier Bl	Atlantic Bl to Sadler Av	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	10'-12'	TWA, CAB		LA County
16	Pedestrian and Cyclist Lighting	Whittier Bl	South Fetterly Av to Sadler Av	1	Infill lighting	10'-12'	OLS, CAB, First Last Mile Technical Team		LA County
17	Traffic Calming	Whittier Bl	South Fetterly Av to Sadler Av	1	Traffic calming strategies to be determined at future project phase	10'-12'	OLS, CAB, First Last Mile Technical Team		LA County
18	Multimodal Mobility Hub	Whittier Bl	Atlantic Bl		Integrate with new station area; Implement bikeshare, carshare, and transit connectivity	10'-12'	CAB, First Last Mile Technical Team		LA County
19	Plaza/Parklet	Whittier Bl	Atlantic Bl		Integrate into new station area	10'-12'	OLS, CAB		LA County
20	Street Furniture	Whittier Bl	Atlantic Bl to Sadler Av		Implement where feasible	10'-12'	CAB, First Last Mile Technical Team		LA County
21	Wayfinding Signage	Whittier Bl	South Fetterly Av to Sadler Av		Coordinate signage to station and local destinations	10'-12'	OLS, CAB, First Last Mile Technical Team		LA County

Prioritized Projects
Non-Prioritized Projects

Atlantic/Whittier Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
EAST OLYMPIC BOULEVARD - PRIMARY (South Ferris Avenue to Avenue Esteban Torres)									
22	Bus Stop Improvements	East Olympic Bl	South Vancouver Av, Atlantic Bl, Goodrich Bl	1, 3	Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of East Olympic Bl and South Vancouver Av Install bus shelter (1) and trash receptacles (1) at SW corner of East Olympic Bl and South Vancouver Av Install bus shelter (1) at NW corner of East Olympic Bl and Atlantic Bl Install bus shelter (1) at NE corner of East Olympic Bl and Goodrich Bl Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of East Olympic Bl and Goodrich Bl	6'-15'	TWA, CAB, CWA, JOH, First Last Mile Technical Team	AHSC grant funding	LA County
23	Curb Extension	East Olympic Bl	Fraser Av, South Vancouver Av, Goodrich Bl	1	Install at Fraser Av (4), South Vancouver Av (4), and Goodrich Bl (4)	6'-15'	CAB, First Last Mile Technical Team		LA County
24	Curb Ramps	East Olympic Bl	South Ferris Av, Fraser Av, Amalia Av, and South Hillview Av	1	Install bi-directional curb ramps at Ferris Av (1), Fraser Av (4), Amalia Av (4), and South Hillview Av (2)	6'-15'	First Last Mile Technical Team		LA County
25	Signalized Crossing	East Olympic Bl	South Woods Av	1	Install traffic signals (2) for proposed crossing at South Woods Av; Coordinate with installation of high visibility crosswalks	6'-15'	CAB, First Last Mile Technical Team		LA County
26	High Visibility Crosswalk	East Olympic Bl	Ferris Av to Goodrich Blvd	1, 3	Install at Ferris Av (4), Fraser Av (4), South Vancouver Av (4), South Woods Av (4), and Goodrich Bl (4)	6'-15'	CAB, CWA, JOH, First Last Mile Technical Team	Commerce Bicycle and Pedestrian Plan (2020), I-710 Livability Report - E/W Corridors	LA County
27	Landscape and Shade	East Olympic Bl	South Ferris Av to Av Esteban Torres	1	Infill shade trees	6'-15'	CAB, First Last Mile Technical Team		LA County

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

Atlantic/Whittier Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
28	New or Improved Sidewalk	East Olympic Bl	South Ferris Av to Av Esteban Torres	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	6'-15'	CAB, First Last Mile Technical Team	East Los Angeles Community Roadway Improvement Project	LA County
29	Pedestrian and Cyclist Lighting	East Olympic Bl	South Ferris Av to Av Esteban Torres	1	Infill lighting	6'-15'	TWA, OLS, CAB, First Last Mile Technical Team		LA County
30	Traffic Calming	East Olympic Bl	South Ferris Av to Av Esteban Torres	1	Traffic calming strategies to be determined at later project phase	6'-15'	CAB, First Last Mile Technical Team		LA County
31	Wayfinding Signage	East Olympic Bl	South Ferris Av to Av Esteban Torres		Coordinate signage to station and local destinations	6'-15'	CAB, First Last Mile Technical Team		LA County

LEGEND

TWA = Technical Walk Audit
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OLS = On-Line Survey
CAB = Community Activity Boards
JOH = Jurisdictional Workshop/Office Hours

Prioritized Projects
Non-Prioritized Projects

Commerce/Citadel Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
SMITHWAY STREET - PRIMARY (Flotilla Street to South Tubeway Avenue)									
1	Curb Ramps	Smithway St	Citadel Drive to South Tubeway Av	1	Install uni-directional, dual curb ramps (4) at South Tubeway Av Install uni-directional curb ramps at South Tubeway Av (2) Install tactile warning strips at all driveway entrances to Citadel Outlets (10)	7'-12'	CAB, First Last Mile Technical Team		Commerce
2	High Visibility Crosswalk	Smithway St	Citadel Drive, South Tubeway Av	1	Install at Citadel Drive (1) and South Tubeway Av (2)	7'-12'	CAB, CWA, First Last Mile Technical Team		Commerce
3	Signalized Crossing	Smithway St	Citadel Drive, South Tubeway Av	1	Install traffic signals for proposed crossings at Citadel Drive (2) and South Tubeway Av (2); Coordinate with installation of high visibility crosswalks	7'-12'	TWA, CAB		Commerce
4	Landscape and Shade	Smithway St	Flotilla St to South Tubeway Av	1	Infill shade trees	7'-12'	TWA, OLS		Commerce
5	New or Improved Sidewalk	Smithway St	Flotilla St to South Tubeway Av	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	7'-12'	TWA, OLS, CAB, CWA		Commerce
6	Pedestrian and Cyclist Lighting	Smithway St	Flotilla St to South Tubeway Av	1	Infill lighting	7'-12'	TWA, OLS, CAB, First Last Mile Technical Team		Commerce
7	Multimodal Mobility Hub	Smithway St	Citadel Drive		Integrate with new station area; Implement bikeshare, carshare, and transit connectivity	7'-12'	TWA, CAB		Commerce
8	Plaza/Parklet	Smithway St	Citadel Drive		Integrate with new station area	7'-12'	TWA, OLS, CAB		Commerce
9	Shade Structure	Smithway St	Citadel Drive		Implement at plaza/parklet	7'-12'	OLS, CAB, First Last Mile Technical Team		Commerce

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

Commerce/Citadel Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
10	Wayfinding Signage	Smithway St	Flotilla St to South Tubeway Av		Coordinate signage to station and local destinations	7'-12'	TWA, OLS, CAB, First Last Mile Technical Team		Commerce
TELEGRAPH ROAD - PRIMARY (Camfield Avenue to South Tubeway Avenue)									
11	Bus Stop Improvements	Telegraph Rd	Camfield Av, Citadel Drive, Gaspar Av	1	Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Telegraph Rd and Camfield Av Install bus shelter (1) at NW corner of Telegraph Rd and Citadel Drive Install bus shelter (1) at NE corner of Telegraph Rd and Gaspar Av Install bus shelter (1), seating (1), and trash receptacles (1) serving at NW corner of Telegraph Rd and Gaspar Av	8'-10'	TWA, OLS, CAB, First Last Mile Technical Team		Commerce
12	Curb Extension	Telegraph Rd	Citadel Drive	1	Implement at NE and SE corners of Telegraph Rd and Citadel Drive (2)	8'-10'	CAB, First Last Mile Technical Team		Commerce
13	High Visibility Crosswalk	Telegraph Rd	Camfield Av, Citadel Drive, Gaspar Av	1	Install at Camfield Av (2), Citadel Drive (3), and Gaspar Av (2)	8'-10'	TWA, CAB, First Last Mile Technical Team		Commerce
14	Landscape and Shade	Telegraph Rd	Camfield Av to South Tubeway Av	1	Infill shade trees	8'-10'	TWA, OLS, CAB, CWA, First Last Mile Technical Team		Commerce
15	New or Improved Sidewalk	Telegraph Rd	Camfield Av to South Tubeway Av	1	Remove sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	8'-10'	TWA, CAB, CWA, First Last Mile Technical Team		Commerce
16	Pedestrian and Cyclist Lighting	Telegraph Rd	Camfield Av to South Tubeway Av	1	Infill lighting	8'-10'	TWA, CAB, First Last Mile Technical Team		Commerce

Prioritized Projects
Non-Prioritized Projects

Commerce/Citadel Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
17	Traffic Calming	Telegraph Rd	Camfield Av to South Tubeway Av	1	Traffic calming strategies to be determined at future project phase	8'-10'	CAB, First Last Mile Technical Team		Commerce
18	Overpass Improvements	Telegraph Rd	Commerce Way		Implement overpass from neighborhoods south of I-5 over Telegraph Rd to Citadel Outlets and future station	8'-10'	OLS, CAB	Commerce Bicycle and Pedestrian Plan (2020)	Commerce
19	Street Furniture	Telegraph Rd	Camfield Av to South Tubeway Av		Implement where feasible	8'-10'	CAB, First Last Mile Technical Team		Commerce
20	Wayfinding Signage	Telegraph Rd	Camfield Av to South Tubeway Av		Implement where feasible	8'-10'	CAB, First Last Mile Technical Team		Commerce
FLOTILLA STREET - PRIMARY (Camfield Avenue to Smithway Street)									
21	High Visibility Crosswalk	Flotilla St	Hoefner Av, Smithway St	1	Install at Hoefner Av (2) and Smithway St (1)	7'-12'	CAB, First Last Mile Technical Team		Commerce
22	Signalized Crossing	Flotilla St	Hoefner Av	1	Install traffic signals for proposed crossings at Hoefner Av (2)	7'-12'	First Last Mile Technical Team		Commerce
23	Landscape and Shade	Flotilla St	Camfield Av to Smithway St	1	Infill shade trees	7'-12'	CAB, First Last Mile Technical Team		Commerce
24	New or Improved Sidewalk	Flotilla St	Camfield Av to Smithway St	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	7'-12'	CAB, First Last Mile Technical Team		Commerce
25	Traffic Calming	Flotilla St	Camfield Av to Smithway St	1	Traffic calming strategies to be determined at future project phase	7'-12'	CAB, First Last Mile Technical Team		Commerce
26	Street Furniture	Flotilla St	Camfield Av to Smithway St		Implement where feasible	7'-12'	TWA, CAB, First Last Mile Technical Team		Commerce

Prioritized Projects
Non-Prioritized Projects

Commerce/Citadel Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
CAMFIELD AVENUE - PRIMARY (Telegraph Road to Flotilla Street)									
27	Landscape and Shade	Camfield Av	Telegraph Rd to Flotilla St	1	Infill shade trees	6'-7'	CAB, First Last Mile Technical Team		Commerce
28	New or Improved Sidewalks	Camfield Av	Telegraph Rd to Flotilla St	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	6'-7'	CAB, First Last Mile Technical Team		Commerce
29	Traffic Calming	Camfield Av	Telegraph Rd to Flotilla St	1	Traffic calming strategies to be determined at future project phase	6'-7'	CAB, First Last Mile Technical Team		Commerce
30	Street Furniture	Camfield Av	Telegraph Rd to Flotilla St		Implement where feasible	6'-7'	CAB, First Last Mile Technical Team		Commerce
31	Wayfinding Signage	Camfield Av	Telegraph Rd to Flotilla St		Coordinate signage to station and local destinations	6'-7'	CAB, First Last Mile Technical Team		Commerce
FERGUSON DRIVE - PRIMARY (Atlantic Boulevard to Hendricks Avenue)									
32	Bus Stop Improvements	Ferguson Drive	Gerhart Av, Elton Av, Hendricks Av	1	Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of Ferguson Av and Gerhart Av Install bus shelter (1), seating (1), and trash receptacles (1) at NE corner of Ferguson Av and Elton Av Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Ferguson Av and Elton Av Install bus shelter (1), seating (1), and trash receptacles (1) at NE corner of Ferguson Av and Hendricks Av Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Ferguson Av and Hendricks Av	7'-15'	CAB, First Last Mile Technical Team		Commerce

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

Commerce/Citadel Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
33	Curb Ramps	Ferguson Drive	South Gerhart Av to Hendricks Av	1	Install bi-directional curb ramps at South Gerhart Av (2), Simmons Av (2), Nairn Av (2), Gaspar Av (2), Elton Av (2), and Hendricks Av (2)	7'-15'	CAB, First Last Mile Technical Team		Commerce
34	High Visibility Crosswalk	Ferguson Drive	South Gerhart Av to Hendricks Av	1	Install at South Gerhart Av (3), Simmons Av (3), Rail crossing west of South Gerhartt Av (2), and Hendricks Av (2)	7'-15'	TWA, CAB, First Last Mile Technical Team	Commerce Bicycle and Pedestrian Plan (2020)	Commerce
35	Landscape and Shade	Ferguson Drive	Atlantic Bl to Hendricks Av	1	Infill shade trees	7'-15'	TWA, OLS, CAB, First Last Mile Technical Team		Commerce
36	New or Improved Sidewalk	Ferguson Drive	Atlantic Bl to Hendricks Av	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	7'-15'	TWA, CAB, First Last Mile Technical Team		Commerce
37	Pedestrian and Cyclist Lighting	Ferguson Drive	Atlantic Bl to Hendricks Av	1	Infill lighting	7'-15'	CAB, CWA, First Last Mile Technical Team		Commerce
38	Traffic Calming	Ferguson Drive	Atlantic Bl to Hendricks Av	1	Traffic calming strategies to be determined at future project phase	7'-15'	CAB, First Last Mile Technical Team		Commerce
39	Street Furniture	Ferguson Drive	Atlantic Bl to Hendricks Av		Implement where feasible	7'-15'	CAB, First Last Mile Technical Team		Commerce
40	Wayfinding Signage	Ferguson Drive	Atlantic Bl to Hendricks Av		Coordinate signage to station and local destinations	7'-15'	CAB, CWA, First Last Mile Technical Team		Commerce

Prioritized Projects
Non-Prioritized Projects

Commerce/Citadel Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
HARBOR STREET - SECONDARY (Commerce Way)									
41	Wayfinding Signage	Harbor St	Commerce Way		Coordinate signage to station and local destinations	5'-10'	CAB, First Last Mile Technical Team		Commerce

LEGEND

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CAB = Community Activity Boards
OLS = On-Line Survey
CWA = Community Walk Audit
JOH = Jurisdictional Workshop/Office Hours

Prioritized Projects
Non-Prioritized Projects

Greenwood Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
GREENWOOD AVENUE - PRIMARY (Mariposa Lane to Oakwood Street)									
1	Curb Extension	Greenwood Av	Washington Bl, Date St	1	Install at Washington Bl (4) and Date St (4)	6'-12'	TWA, OLS, CAB		Montebello
2	Signalized Crossing	Greenwood Av	Greenwood Elementary School, Washington Bl, Frankel Av	1, 3	Install traffic signals for proposed crossings at Greenwood Elementary School (2) and Frankel Av (2); Install pedestrian-friendly signal timing (1) at Washington Bl; Coordinate with installation of high visibility crosswalks	6'	TWA, CAB, JOH, First Last Mile Technical Team	City of Montebello First Mile Last Mile Plan (2023)	Montebello
3	High Visibility Crosswalk	Greenwood Av	Mariposa Ln to Oakwood St	1, 3	Install at Beach St (4), Greenwood Elementary School (1), Washington Bl (4), Frankel Av (1), Date St (4), and Oakwood St (3)	5'-12' (4' PKW)	TWA, CAB, JOH, First Last Mile Technical Team	City of Montebello First Mile Last Mile Plan (2023)	Montebello
4	Bus Stop Improvements	Greenwood Av	Mariposa Ln to Oakwood St	1	Install bus shelter (1) at SE corner of Greenwood Av and Mariposa Ln Install bus shelter (1) and seating (1) at SW corner of Greenwood Av and Beach St Install bus shelter (1), seating (1), and trash receptacles (1) at Greenwood Elementary School on west side of Greenwood Av Install bus shelter (1) and trash receptacles (1) at Greenwood Elementary School on east side of Greenwood Av Install bus shelter (1) at SE corner of Greenwood Av and Washington Bl Install bus shelter (1), seating (1), and trash receptacles (1) at stop on NW corner of Greenwood Av and Frankel Av Install bus shelter (1), seating (1), and trash receptacles (1) at stop on NW corner of Greenwood Av and Date St Install bus shelter (1) and seating (1) at NW corner of Greenwood Av and Oakwood St Install bus shelter (1) at SE corner of Greenwood Av and Oakwood St	5'-12' (4' PKW)	TWA, OLS, CAB		Montebello
5	Curb Ramps	Greenwood Av	Mariposa Ln to Oakwood St	1	Install bi-directional curb ramps at Beach St (4), Frankel Av (4), Date St (4), and Oakwood St (4) Install uni-directional, dual curb ramps at Washington Bl (8)	5'-12' (4' PKW)	TWA, CAB, First Last Mile Technical Team		Montebello

Prioritized Projects
Non-Prioritized Projects

Greenwood Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
6	Landscape and Shade	Greenwood Av	Mariposa Ln to Oakwood St	1	Infill shade trees	5'-12' (4' PKW)	TWA, CWA, First Last Mile Technical Team		Montebello
7	New or Improved Sidewalk	Greenwood Av	Mariposa Ln to Oakwood St	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	5'-12' (4' PKW)	TWA, OLS, CAB, CWA		Montebello
8	Pedestrian and Cyclist Lighting	Greenwood Av	Mariposa Ln to Oakwood St	1	Infill lighting	5'-12' (4' PKW)	TWA, CAB, First Last Mile Technical Team	City of Montebello First Mile Last Mile Plan (2023)	Montebello
9	Traffic Calming	Greenwood Av	Mariposa Ln to Oakwood St	1	Traffic calming strategies to be determined in future project phase	5'-12' (4' PKW)	TWA, OLS, CAB		Montebello
10	Multimodal Mobility Hub	Greenwood Av	Washington Bl		Implement bikeshare, carshare, and transit connectivity *Note* : Additional projects (hardened centerlines, pedestrian nose at median, truck aprons, reflective border on signal heads, public art, mobility parking options) proposed by the City of Montebello at the intersection of Greenwood Av and Washington Bl can be considered through discussion with Metro at a future phase.	6'-12'	TWA		Montebello
11	Street Furniture	Greenwood Av	Mariposa Ln to Oakwood St		Install where feasible	5'-12' (4' PKW)	TWA, OLS, CAB	City of Montebello First Mile Last Mile Plan (2023)	Montebello
12	Wayfinding Signage	Greenwood Av	Mariposa Ln to Oakwood St		Coordinate signage to station and local destinations	5'-12' (4' PKW)	TWA, CAB, First Last Mile Technical Team		Montebello
WASHINGTON BOULEVARD - PRIMARY (South Vail Avenue to South 5th Street)									
13	Curb Extension	Washington Bl	South Vail Av, South Maple Av, Montebello Bl	1	Install at South Vail Av (4), South Maple Av (4), and Montebello Bl (4)	8'-9'	OLS, CAB, First Last Mile Technical Team	San Gabriel Valley Regional Active Transportation Plan (2018)	Montebello
14	Curb Ramps	Washington Bl	Montebello Bl	1	Install uni-directional, dual curb ramps at Montebello Bl (8)	8'-9'	CAB, First Last Mile Technical Team		Montebello
15	High Visibility Crosswalk	Washington Bl	South Vail Av, South Maple Av, Montebello Bl	1	Install at South Vail Av (4), South Maple Av (4), and Montebello Bl (4)	8'-9'	TWA, OLS, CAB, First Last Mile Technical Team		Montebello

Prioritized Projects
Non-Prioritized Projects

Greenwood Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
16	Bus Stop Improvements	Washington Bl	South Vail Av to South 5th St	1	Install bus shelter (1) at NW corner of Washington Bl and South Vail Av Install bus shelter (1) at SE corner of Washington Bl and South Vail Av Install bus shelter (1) at NE corner of Washington Bl and Maple Av Install bus shelter (1) at SE corner of Washington Bl and Maple Av Install bus shelter (1), seating (1), and trash receptacle (1) at NE corner of Washington Bl and South 5th St	8'-9'	TWA, OLS, CAB, First Last Mile Technical Team		Montebello
17	Landscape and Shade	Washington Bl	South Vail Av to South 5th St	1	Infill shade trees	8'-9'	TWA, OLS		Montebello
18	New or Improved Sidewalk	Washington Bl	South Vail Av to South 5th St	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	8'-9'	TWA, CAB, First Last Mile Technical Team		Montebello
19	Pedestrian and Cyclist Lighting	Washington Bl	South Vail Av to South 5th St	1	Infill lighting	8'-9'	TWA, CAB, First Last Mile Technical Team	City of Montebello First Mile Last Mile Plan (2023)	Montebello
20	Traffic Calming	Washington Bl	South Vail Av to South 5th St	1	Traffic calming strategies to be determined at future project phase	8'-9'	TWA, OLS, CAB, First Last Mile Technical Team		Montebello
21	Street Furniture	Washington Bl	South Vail Av to South 5th St		Implement where feasible	8'-9'	TWA, CAB, First Last Mile Technical Team	City of Montebello First Mile Last Mile Plan (2023)	Montebello
22	Wayfinding Signage	Washington Bl	South Vail Av to South 5th St		Coordinate signage to station and local destinations	8'-9'	TWA, CAB, First Last Mile Technical Team		Montebello

LEGEND
TWA = Technical Walk Audit
OLS = On-Line Survey
CWA = Community Walk Audit
CAB = Community Activity Boards
JOH = Jurisdictional Workshop/Office Hours

Prioritized Projects
Non-Prioritized Projects

Rosemead Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
ROSEMEAD BOULEVARD - PRIMARY (Crossway Drive/Balfour Street to Rex Road)									
1	Bus Stop Improvements	Rosemead Bl	Coffman Pico Rd, Danbridge St, Rex Rd	1	Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Rosemead Bl and Coffman Pico Rd Install bus shelter (1) at NE corner of Rosemead Bl and Coffman Pico Rd Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of Rosemead Bl and Danbridge St Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Rosemead Bl and Danbridge St Install bus shelter (1) at NW corner of Rosemead Bl and Rex Rd Install bus shelter (1) and trash receptacles (1) at NE corner of Rosemead Bl and Rex Rd	0'-12' (7' PKW)	TWA, OLS		Pico Rivera
2	Curb Extension	Rosemead Bl	Balfour St/Crossway Dr, Washington Bl, Danbridge St, Rex Rd	1	Install at Crossway Dr/Balfour St (1), Washington Bl (4), Danbridge St (4), and Rex Rd (4)	0'-12' (7' PKW)	OLS, CAB, First Last Mile Technical Team		Pico Rivera
3	Signalized Crossing	Rosemead Bl	Terrazas Way, Danbridge St	1	Install traffic signals at proposed crossings at Terrazas Way (2) and Danbridge St (2); Coordinate with installation of high visibility crosswalks	0'-12' (7' PKW)	TWA, CAB, First Last Mile Technical Team		Pico Rivera
4	Curb Ramps	Rosemead Bl	Balfour St/Crossway Dr to Rex Rd	1	Install bi-directional curb ramps at Carron Dr (1) and Rex Rd (2) Install uni-directional curb ramps at Coffman Pico Rd (3), Carron Dr (1), and Rex Rd (3) Install uni-directional, dual curb ramps at Washington Bl (8) Install tactile warning strips on Coffman Pico Rd (4) and Carron Dr (3)	0'-12' (7' PKW)	OLS, CAB, First Last Mile Technical Team		Pico Rivera

Prioritized Projects
Non-Prioritized Projects

Rosemead Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
5	High Visibility Crosswalk	Rosemead Bl	Balfour St/Crossway Dr to Rex Rd	1	Install at Coffman Pico Rd (3), Carron Dr (3), Washington Bl (4), Driveway entrance by Walgreens to Pico Rivera Towne Center (1), Terrazas Way (3), Drway entrance by Habit Burger to Pico Rivera Towne Center (1), Danbridge St (3), and Rex Rd (4)	0'-12' (7' PKW)	TWA, OLS, CAB, CWA, First Last Mile Technical Team	Pico Rivera Urban Greening Plan (2018)	Pico Rivera
6	Landscape and Shade	Rosemead Bl	Balfour St/Crossway Dr to Rex Rd	1	Infill shade trees	0'-12' (7' PKW)	TWA, OLS, CAB, First Last Mile Technical Team		Pico Rivera
7	New or Improved Sidewalks	Rosemead Bl	Balfour St/Crossway Dr to Rex Rd	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	0'-12' (7' PKW)	TWA, CAB, First Last Mile Technical Team		Pico Rivera
8	Pedestrian and Cyclist Lighting	Rosemead Bl	Balfour St/Crossway Dr to Rex Rd	1	Infill lighting	0'-12' (7' PKW)	TWA, OLS, CAB, First Last Mile Technical Team		Pico Rivera
9	Traffic Calming	Rosemead Bl	Balfour St/Crossway Dr to Rex Rd	1	Traffic calming strategies to be determined in a future project phase	0'-12' (7' PKW)	CAB, First Last Mile Technical Team		Pico Rivera
10	Multimodal Mobility Hub	Rosemead Bl	Washington Bl		Implement at Pico Rivera Towne Center (carshare, bikeshare, transit connectivity)	0'-12' (7' PKW)	OLS		Pico Rivera
11	Overpass Improvements	Rosemead Bl	Balfour St/Crossway Dr		Add shade structures, pedestrian and cyclist lighting, and aesthetic treatments	0'-12' (7' PKW)	TWA, CAB		Pico Rivera
12	Street Furniture	Rosemead Bl	Balfour St/Crossway Dr to Rex Rd		Implement where feasible	0'-12' (7' PKW)	TWA, OLS, CAB, First Last Mile Technical Team		Pico Rivera
13	Wayfinding Signage	Rosemead Bl	Balfour St/Crossway Dr to Rex Rd		Coordinate signage to station and local destinations	0'-12' (7' PKW)	OLS, CAB, First Last Mile Technical Team		Pico Rivera

Prioritized Projects
Non-Prioritized Projects

Rosemead Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
WASHINGTON BOULEVARD - PRIMARY (Paramount Boulevard to Lemoran Avenue)									
14	Curb Extensions	Washington Bl	Candace Av, Bollenbacher Dr, Crossway Dr	1	Install at Candace Av (4), Bollenbacher Dr (4), and Crossway Dr (4)	10'-15' (10' PKW)	CAB, First Last Mile Technical Team		Pico Rivera
15	Bus Stop Improvements	Washington Bl	Paramount Bl to Lemoran Av	1	Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Washington Bl and Paramount Bl Install bus shelter (1) and seating (1) at NE corner of Washington Bl and Paramount Bl Install bus shelter (1), seating (1), and trash receptacles (1) at stop on NE corner of Washington Bl and Phaeton Av Install bus shelter (1) at stop on NW corner of Washington Bl and Crossway Dr Install bus shelter (1), seating (1), and trash receptacles (1) on NE corner of Washington Bl and Loch Alene Av Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Washington Bl and Loch Alene Av	10'-15' (10' PKW)	CWA, First Last Mile Technical Team		Pico Rivera
16	Curb Ramps	Washington Bl	Paramount Bl to Lemoran Av	1	Install uni-directional, dual curb ramps (8) at Paramount Bl; Install uni-directional curb ramp at Bollenbacher Dr (1) Install bi-directional curb ramps at Candace Av (3), Bollenbacher Dr (3), Crossway Dr (2), and Lemoran Av (1) Install tactile warning strips at driveway entrance to Pico Rivera Towne Center (Chili's) (2) and Bonnie Vale Place (2)	10'-15' (10' PKW)	CAB, First Last Mile Technical Team		Pico Rivera

Prioritized Projects
Non-Prioritized Projects

Rosemead Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
17	High Visibility Crosswalk	Washington Bl	Paramount Bl to Lemoran Av	1	Install at Paramount Bl (4), Candace Av (3), Bollenbacher Dr (3), Crossway Dr (4), Bequette Av (2), and Loch Alene Av (2)	10'-15' (10' PKW)	TWA, OLS, CAB, CWA, First Last Mile Technical Team		Pico Rivera
18	Landscape and Shade	Washington Bl	Paramount Bl to Lemoran Av	1	Infill shade trees	10'-15' (10' PKW)	TWA, OLS, CAB, CWA, First Last Mile Technical Team		Pico Rivera
19	New or Improved Sidewalks	Washington Bl	Paramount Bl to Lemoran Av	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	10'-15' (10' PKW)	TWA, CAB, First Last Mile Technical Team		Pico Rivera
20	Pedestrian and Cyclist Lighting	Washington Bl	Paramount Bl to Lemoran Av	1	Infill lighting	10'-15' (10' PKW)	OLS, CAB, First Last Mile Technical Team		Pico Rivera
21	Traffic Calming	Washington Bl	Paramount Bl to Lemoran Av	1	Traffic calming strategies to be determined in a future project phase	10'-15' (10' PKW)	CAB, First Last Mile Technical Team		Pico Rivera
22	Street Furniture	Washington Bl	Paramount Bl to Lemoran Av		Implement where feasible	10'-15' (10' PKW)	OLS, CAB, First Last Mile Technical Team		Pico Rivera
23	Wayfinding Signage	Washington Bl	Paramount Bl to Lemoran Av		Coordinate signage to station and local destinations	10'-15' (10' PKW)	CAB, First Last Mile Technical Team		Pico Rivera

Prioritized Projects
Non-Prioritized Projects

Rosemead Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
PARAMOUNT BOULEVARD - PRIMARY (Silverette Drive/Unser Street to Canford Street/Mercury Lane)									
24	Bus Stop Improvements	Paramount Bl	Unser St/Silverette Dr, Carron Dr, Washington Bl	1	Install bus shelter (1), seating (1), and trash receptacles (1) at stops on SE corner of Paramount Bl and Unser St/Silverette Dr Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Paramount Bl and Unser St/Silverette Dr Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Paramount Bl and Carron Dr Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Paramount Bl and Carron Dr Install bus shelter (1), seating (1), and trash receptacles (1) at NE corner of Paramount Bl and Washington Bl Install bus shelter (1) at SW corner of Paramount Bl and Washington Bl	7'-15' (0'-10' PKW)	TWA, First Last Mile Technical Team		Pico Rivera
25	Curb Extensions	Paramount Bl	Washington Bl	1	Install at Washington Bl (4)	7'-15' (0'-10' PKW)	CAB, First Last Mile Technical Team		Pico Rivera
26	High Visibility Crosswalk	Paramount Bl	Unser St/Silverette Dr, Carron Dr, Driveway entrance to Walmart Garden Center, Mercury Ln/Canford St	1	Install at Unser St/Silverette Dr (3), Carron Dr (3), Driveway entrance to Walmart Garden Center (2), and Mercury Ln/Canford St (4)	7'-15' (0'-10' PKW)	CAB, First Last Mile Technical Team		Pico Rivera
27	Signalized Crossing	Paramount Bl	Unser St/Silverette Dr, Carron Dr, Driveway entrance to Walmart Garden Center	1	Install traffic signals at proposed crossings at Unser St/Silverette Dr (2), Carron Dr (2), and the driveway entrance to Walmart Garden Center (2); Coordinate with installation of high visibility crosswalks	7'-15' (0'-10' PKW)	CAB, First Last Mile Technical Team		Pico Rivera
28	Landscape and Shade	Paramount Bl	Unser St/Silverette Dr to Mercury Ln/ Canford St	1	Infill shade trees	7'-15' (0'-10' PKW)	OLS, CAB, First Last Mile Technical Team		Pico Rivera

Prioritized Projects
Non-Prioritized Projects

Rosemead Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
29	New or Improved Sidewalk	Paramount Bl	Unser St/Silverette Dr to Mercury Ln/ Canford St	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	7'-15' (0'-10' PKW)	TWA, CAB, First Last Mile Technical Team		Pico Rivera
30	Pedestrian and Cyclist Lighting	Paramount Bl	Unser St/Silverette Dr to Mercury Ln/ Canford St	1	Infill lighting	7'-15' (0'-10' PKW)	CAB, First Last Mile Technical Team		Pico Rivera
31	Traffic Calming	Paramount Bl	Unser St/Silverette Dr to Mercury Ln/ Canford St	1	Traffic calming strategies to be determined in a future project phase	7'-15' (0'-10' PKW)	CAB, First Last Mile Technical Team		Pico Rivera
32	Street Furniture	Paramount Bl	Unser St/Silverette Dr to Mercury Ln/ Canford St		Implement where feasible	7'-15' (0'-10' PKW)	CAB, First Last Mile Technical Team		Pico Rivera
33	Wayfinding Signage	Paramount Bl	Unser St/Silverette Dr to Mercury Ln/ Canford St		Coordinate signage to station and local destinations	7'-15' (0'-10' PKW)	OLS, CAB, First Last Mile Technical Team		Pico Rivera

LEGEND

TWA = Technical Walk Audit
OLS = On-Line Survey
CWA = Community Walk Audit
CAB = Community Activity Boards
JOH = Jurisdictional Workshop/Office Hours

Prioritized Projects
Non-Prioritized Projects

Norwalk Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
NORWALK BOULEVARD - PRIMARY (Flory Street to Aeolian Street)									
1	Curb Extension	Norwalk Bl	Saragosa St, Broadway Av, Aeolian St	1	Install at Saragosa St (2), Broadway Av (1), and Aeolian St (3)	5'-12' (0'-5' PKW)	CAB, First Last Mile Technical Team	West Whittier-Los Nietos Community Pedestrian Plan (2019), Norwalk Boulevard (Mines Bl to Broadway) Vision Zero Traffic Safety Enhancements, Los Nietos Safe Routes to School - Phase 1 Project	65% LA County 35% Santa Fe Springs
2	Shade Structure	Norwalk Bl	Saragosa St	1	Install at existing plaza/parklet in Saragosa St	5'-12' (0'-5' PKW)	CAB, CWA, First Last Mile Technical Team		LA County
3	Bus Stop Improvements	Norwalk Bl	Flory St to Aeolian St	1	Install bus shelter (1), seating (1), and trash receptacles (1) at NE corner of Norwalk Bl and Washington Bl Install bus shelter (1), seating (1), and trash receptacles (1) on west side of Norwalk Bl between Washington Bl and Boer Av Install bus shelter (1) and seating (1) at SW corner of Norwalk Bl and Waddell St Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Norwalk Bl and Wakeman St	5'-12' (0'-5' PKW)	TWA, CAB, CWA, First Last Mile Technical Team	Norwalk Boulevard Station First-Last Mile Plan (2023)	50% LA County 50% Santa Fe Springs
4	Curb Ramps	Norwalk Bl	Flory St to Aeolian St	1	Install bi-directional curb ramps at Flory St (2), Choisser St (2), Rockne Av (1), and Boer Av (2) Install uni-directional curb ramps at Saragosa St (2), Choisser St (1), Rockne Av (2), Waddell St (2), Broadway Av (8), and Aeolian St (1) Implement tactile warning strips on Broadway Av (2)	5'-12' (0'-5' PKW)	TWA, CAB, First Last Mile Technical Team	Los Nietos Safe Routes to School - Phase 1 Project	90% LA County 10% Santa Fe Springs

Prioritized Projects
Non-Prioritized Projects

Norwalk Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
5	High Visibility Crosswalk	Norwalk Bl	Flory St to Aeolian St	1, 3	Install at Flory St (1), Saragosa St (2), Choisser St (2), Rockne Av (2), Boer Av (2), Waddell St (1), Broadway Av (4), Wakeman St (1), and Aeolian St (1)	5'-12' (0'-5' PKW)	TWA, CAB, CWA, JOH, First Last Mile Technical Team	West Whittier-Los Nietos Community Pedestrian Plan (2019), Norwalk Boulevard (Mines Bl to Broadway) Vision Zero Traffic Safety Enhancements, Norwalk Boulevard Station First-Last Mile Plan (2023), Los Nietos Pedestrian Access Improvement Project (2031)	85% LA County 15% Santa Fe Springs
6	Landscape and Shade	Norwalk Bl	Flory St to Aeolian St	1	Infill shade trees	5'-12' (0'-5' PKW)	TWA, OLS, CAB, CWA, First Last Mile Technical Team		65% LA County 35% Santa Fe Springs
7	New or Improved Sidewalks	Norwalk Bl	Flory St to Aeolian St	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	5'-12' (0'-5' PKW)	TWA, CAB	Los Nietos Safe Routes to School - Phase 1 Project	65% LA County 35% Santa Fe Springs
8	Pedestrian and Cyclist Lighting	Norwalk Bl	Flory St to Aeolian St	1	Infill lighting	5'-12' (0'-5' PKW)	TWA, CAB, First Last Mile Technical Team		65% LA County 35% Santa Fe Springs
9	Signalized Crossing	Norwalk Bl	Flory St to Aeolian St	1, 3	Install traffic signals at proposed crossings at Choisser St (2) and Boer Av (2); Install leading pedestrian interval at Saragosa St (1), Washington Bl (1), and Broadway Av (1); Coordinate with installation of high visibility crosswalks	5'-12' (0'-5' PKW)	TWA, CAB, JOH, First Last Mile Technical Team	Vision Zero Los Angeles County: A Plan for Safer Rdways (2019), Norwalk Bl (Mines Bl to Broadway) Vision Zero Traffic Safety Enhancements, Los Nietos Pedestrian Access Improvement Project (2031)	60% LA County 40% Santa Fe Springs
10	Traffic Calming	Norwalk Bl	Flory St to Aeolian St	1	Traffic calming strategies to be determined at later project phase	5'-12' (0'-5' PKW)	CAB, First Last Mile Technical Team		65% LA County 35% Santa Fe Springs

Prioritized Projects
Non-Prioritized Projects

Norwalk Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
11	Street Furniture	Norwalk Bl	Saragosa St		Implement street furniture at existing plazas on the NW and SW corner of the intersection	5'-12' (0'-5' PKW)	CAB, First Last Mile Technical Team		LA County
12	Street Furniture	Norwalk Bl	Flory St to Aeolian St		Implement where feasible	5'-12' (0'-5' PKW)	TWA, CAB, CWA, First Last Mile Technical Team		65% LA County 35% Santa Fe Springs
13	Wayfinding Signage	Norwalk Bl	Flory St to Aeolian St		Coordinate signage to station and local destinations	5'-12' (0'-5' PKW)	CAB, First Last Mile Technical Team	Norwalk Boulevard Station First-Last Mile Plan (2023)	65% LA County 35% Santa Fe Springs
WASHINGTON BOULEVARD - PRIMARY (Pioneer Boulevard to Gretna Avenue)									
14	Bus Stop Improvements	Washington Bl	Pioneer Bl, Norwalk Bl, Broadway Av	1	Install bus shelter (1) and trash receptacles (1) at NE corner of Washington Bl and Pioneer Bl Install bus shelter (1) and seating (1) at SW corner of Washington Bl and Pioneer Bl Install bus shelter (1) and trash receptacles (1) at NE corner of Washington Bl and Norwalk Bl Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Washington Bl and Norwalk Bl Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of Washington Bl and Broadway Av Install bus shelter (1) at SE corner of Washington Bl and Broadway Av	6'-15'	TWA, OLS, CAB, First Last Mile Technical Team		55% LA County 45% Santa Fe Springs
15	Curb Extension	Washington Bl	Pioneer Bl, Norwalk Bl, Broadway Av	1	Install at Pioneer Bl (4), Norwalk Bl (4), and Broadway Av (4)	6'-15'	OLS, CAB, First Last Mile Technical Team		60% LA County 40% Santa Fe Springs
16	Signalized Crossing	Washington Bl	Duchess Dr, Gretna Av	1	Install traffic signals at proposed crossings at Duchess Dr (2) and Gretna Av (2); Coordinate with installation of high visibility crosswalks	6'-15'	OLS, CAB, First Last Mile Technical Team		50% LA County 50% Santa Fe Springs

Prioritized Projects
Non-Prioritized Projects

Norwalk Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
17	High Visibility Crosswalk	Washington Bl	Pioneer Bl to Gretna Av	1	Install at Pioneer Bl (4), Millergrove Dr (2), Norwalk Bl (4), Duchess Dr (2), Broadway Av (4), and Gretna Av (3)	6'-15'	CAB, First Last Mile Technical Team	West Whittier-Los Nietos Community Pedestrian Plan (2019)	70% LA County 30% Santa Fe Springs
18	Curb Ramps	Washington Bl	Pioneer Bl to Gretna Av	1, 3	Install bi-directional curb ramps at Pioneer Bl (2), Milna Av (2), Rockne Av (2), Norwalk Bl (1), Boer Av (2), Duchess Dr (2), Vanport Av (2), Westman Av (2), and Gretna Av (4) Install uni-directional curb ramps at Danby Av (2), Millergrove Dr (1), Morill Av (1), Norwalk Bl (2); Install uni-directional dual curb ramps at Broadway Av (8) Install tactile warning strips at Norwalk Bl (2), entrances to Santa Fe Springs Marketplace (8), and between Broadway Av and Westman Av (6)	6'-15'	CAB, JOH, First Last Mile Technical Team	Norwalk Boulevard Station First-Last Mile Plan (2023), Los Nietos Safe Routes to School - Phase 1 Project, Los Nietos - Pioneer Boulevard et al Project	50% LA County 50% Santa Fe Springs
19	Landscape and Shade	Washington Bl	Pioneer Bl to Gretna Av	1	Infill shade trees	6'-15'	TWA, OLS, CAB, First Last Mile Technical Team	Norwalk Boulevard Station First-Last Mile Plan (2023)	70% LA County 30% Santa Fe Springs
20	New or Improved Sidewalks	Washington Bl	Pioneer Bl to Gretna Av	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	6'-15'	TWA, OLS, CAB, First Last Mile Technical Team	Los Nietos Safe Routes to School - Phase 1 Project (2023)	70% LA County 30% Santa Fe Springs
21	Pedestrian and Cyclist Lighting	Washington Bl	Pioneer Bl to Gretna Av	1	Infill lighting	6'-15'	OLS, CAB, First Last Mile Technical Team		70% LA County 30% Santa Fe Springs
22	Traffic Calming	Washington Bl	Pioneer Bl to Greta Av	1	Traffic calming strategies to be proposed at later project phase	6'-15'	CAB, First Last Mile Technical Team		70% LA County 30% Santa Fe Springs
23	Opportunity Improvement	Washington Bl	Pioneer Bl		Add aesthetic treatments, lighting, and other improvements to I-605 underpass	6'-15'	First Last Mile Technical Team		LA County
24	Plaza/Parklet	Washington Bl	Norwalk Bl		Develop plaza/parklet and integrate into new station area	6'-15'	CAB, First Last Mile Technical Team		Santa Fe Springs

Prioritized Projects
Non-Prioritized Projects

Norwalk Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
25	Shade Structure	Washington Bl	Norwalk Bl		Integrate shade structures into plaza/parklet	6'-15'	CAB, First Last Mile Technical Team		Santa Fe Springs
26	Street Furniture	Washington Bl	Pioneer Bl to Gretna Av		Implement where feasible	6'-15'	OLS, CAB, First Last Mile Technical Team		70% LA County 30% Santa Fe Springs
27	Underpass Improvements	Washington Bl	I-605 freeway		Enhance sidewalks and pedestrian/cyclist lighting; improve cleanliness	6'-15'	OLS, CAB		LA County
28	Wayfinding Signage	Washington Bl	Pioneer Bl to Gretna Av		Coordinate signage to station and local destinations	6'-15'	TWA, OLS, CAB, First Last Mile Technical Team		70% LA County 30% Santa Fe Springs
BROADWAY AVENUE - PRIMARY (Allerton Street to Norwalk Boulevard)									
29	Bus Stop Improvements	Broadway Av	Saragosa St	1	Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of Broadway Av and Saragosa St	5'-12' (0-6'PKW)	CAB, First Last Mile Technical Team		LA County
30	Curb Extension	Broadway Av	Thornlake Av	1	Install at NE and SE corner of intersections at both ends of Thornlake Av (4)	5'-12' (0-6'PKW)	CAB, First Last Mile Technical Team		LA County
31	Signalized Crossing	Broadway Av	Coolhurst Dr, Thornlake Av, Between Washington Bl and Norwalk Bl	1	Install traffic signals at proposed crossings at Coolhurst Dr (2), north and south ends of Thornlake Av (4), and between Washington Bl and Norwalk Bl (2); Coordinate with installation of high visibility crosswalks	5'-12' (0-6'PKW)	CAB, CWA, First Last Mile Technical Team		75% LA County 25% Santa Fe Springs
32	High Visibility Crosswalk	Broadway Av	Allerton St to Norwalk Bl	1	Install at Coolhurst Dr (2), Winchell St (1), Saragosa St (2), Thornlake Av (2), and between Washington Bl and Norwalk Bl (1)	5'-12' (0-6'PKW)	OLS, CAB, First Last Mile Technical Team		90% LA County 10% Santa Fe Springs
33	Curb Ramps	Broadway Av	Allerton St to Norwalk Bl	1	Install bi-directional curb ramps at Allerton St (2), Coolhurst Dr (2), Balfour St (2), Winchell St (2), Saragosa St (2), and Thornlake Av (4)	5'-12' (0-6'PKW)	CAB, First Last Mile Technical Team		LA County

Prioritized Projects
Non-Prioritized Projects

Norwalk Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
34	Landscape and Shade	Broadway Av	Allerton St to Norwalk Bl	1	Infill shade trees	5'-12' (0-6'PKW)	TWA, CAB, First Last Mile Technical Team		75% LA County 25% Santa Fe Springs
35	New or Improved Sidewalks	Broadway Av	Allerton St to Norwalk Bl	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	5'-12' (0-6'PKW)	CAB, CWA, First Last Mile Technical Team	Los Nietos Safe Routes to School - Phase 1 Project	75% LA County 25% Santa Fe Springs
36	Pedestrian and Cyclist Lighting	Broadway Av	Allerton St to Norwalk Bl	1	Infill lighting	5'-12' (0-6'PKW)	CAB, First Last Mile Technical Team	West Whittier-Los Nietos Community Pedestrian Plan (2019)	75% LA County 25% Santa Fe Springs
37	Traffic Calming	Broadway Av	Allerton St to Norwalk Bl	1	Traffic calming strategies to be determined at a later project phase	5'-12' (0-6'PKW)	OLS, CAB, First Last Mile Technical Team	Norwalk Boulevard Station First-Last Mile Plan (2023)	75% LA County 25% Santa Fe Springs
38	Street Furniture	Broadway Av	Allerton St to Norwalk Bl		Implement where feasible	5'-12' (0-6'PKW)	CAB, First Last Mile Technical Team		75% LA County 25% Santa Fe Springs
39	Wayfinding Signage	Broadway Av	Allerton St to Norwalk Bl		Coordinate signage to station and local destinations	5'-12' (0-6'PKW)	CAB, First Last Mile Technical Team		75% LA County 25% Santa Fe Springs
PIONEER BOULEVARD - PRIMARY (Saragosa Street to Waddell Street)									
40	Curb Extensions	Pioneer Bl	Danby Av/Bartley Av, Waddell St	1	Install at Danby Av/Bartley Av (4) and Waddell St (4)	7'-15' (0'-10' PKW)	CAB, First Last Mile Technical Team	West Whittier-Los Nietos Community Pedestrian Plan (2019)	LA County
41	Curb Ramps	Pioneer Bl	Saragosa St, Danby Av/Bartley Av, Waddell St	1, 3	Install bi-directional curb ramps at Saragosa St (3), Danby Av/Bartley Av (4), and Waddell St (2) Install uni-directional curb ramp at Waddell St (1)	7'-15' (0'-10' PKW)	CAB, JOH, First Last Mile Technical Team	West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Safe Routes to School - Phase 1 Project, Los Nietos - Pioneer Boulevard et al Project (2027)	LA County
42	Signalized Crossing	Pioneer Bl	Saragosa St	3	Install traffic signal (1) at Saragosa St	7'-15' (0'-10' PKW)	JOH	Los Nietos - Pioneer Boulevard et al Project	LA County

Prioritized Projects
Non-Prioritized Projects

Norwalk Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
43	High Visibility Crosswalk	Pioneer Bl	Saragosa St to Waddell St	1	Install at Saragosa St (2), Danby Av/Bartley Av (4), I-605 ramp north of Washington Bl (1), I-605 ramp south of Washington Bl (1), Waddell St (2)	7'-15' (0'-10' PKW)	CAB, First Last Mile Technical Team	West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Safe Routes to School - Phase 1 Project	LA County
44	Landscape and Shade	Pioneer Bl	Saragosa St to Waddell St	1	Infill shade trees	7'-15' (0'-10' PKW)	CAB, First Last Mile Technical Team	Norwalk Boulevard Station First-Last Mile Plan (2023)	LA County
45	New or Improved Sidewalks	Pioneer Bl	Saragosa St to Waddell St	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	7'-15' (0'-10' PKW)	TWA, CAB, CWA, First Last Mile Technical Team	Los Nietos Safe Routes to School - Phase 1 Project, Los Nietos - Pioneer Boulevard et al Project	LA County
46	Pedestrian and Cyclist Lighting	Pioneer Bl	Saragosa St to Waddell St	1	Infill lighting	7'-15' (0'-10' PKW)	CAB, First Last Mile Technical Team		LA County
47	Traffic Calming	Pioneer Bl	Saragosa St to Waddell St	1	Traffic calming strategies to be determined at a later project phase	7'-15' (0'-10' PKW)	CAB, First Last Mile Technical Team		LA County
48	Street Furniture	Pioneer Bl	Washington Bl to Waddell St		Implement where feasible	7'-15' (0'-10' PKW)	CAB, First Last Mile Technical Team		LA County
49	Wayfinding Signage	Pioneer Bl	Saragosa St to Waddell St		Coordinate signage to station and local destinations	7'-15' (0'-10' PKW)	CAB, First Last Mile Technical Team		LA County

Prioritized Projects
Non-Prioritized Projects

Norwalk Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
MILLERGROVE DRIVE - SECONDARY (Washington Boulevard to Aeolian Street)									
50	High Visibility Crosswalk	Millergrove Dr	Benavon St	3	Install at Benavon St (2)	0'-11" (0'-8" PKW)	JOH	West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Safe Routes to School - Phase 1 Project, Los Nietos Pedestrian Access Improvement Project (2031)	LA County
SARAGOSA STREET - SECONDARY (Culley Avenue to Broadway Avenue)									
51	Curb Ramps	Saragosa St	Duchess Dr, Vanport Av	3	Install bi-directional curb ramps at Duchess Dr (2) and Vanport Av (4)	0'-4" (0'-8" PKW)	JOH	West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Pedestrian Access Improvement Project (2031)	LA County
52	High Visibility Crosswalk	Saragosa St	Duchess Dr	3	Install at Duchess Dr (4)	0'-4" (0'-8" PKW)	JOH	Norwalk Boulevard Station First-Last Mile Plan (2023), Los Nietos Pedestrian Access Improvement Project (2031)	LA County
53	New or Improved Sidewalks	Saragosa St	Duchess Dr to Broadway Av	3	Install sidewalks on both sides of Saragosa St	0'-4" (0'-8" PKW)	JOH	West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Pedestrian Access Improvement Project (2031)	LA County

Prioritized Projects
Non-Prioritized Projects

Norwalk Station Walk Projects

Project ID	Project Type	Location	Cross Street/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
VICKI DRIVE - SECONDARY (Washington Boulevard to Aeolian Street)									
54	Curb Ramps	Vicki Dr	Abbotsford Rd, Aeolian St	3	Install bi-directional curb ramps at Abbotsford Rd (2) and Aeolian St (1)	0'-5' (0'-7' PKW)	JOH	West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Safe Routes to School - Phase 1 Project, Los Nietos Pedestrian Access Improvement Project (2031)	LA County
55	High Visibility Crosswalk	Vicki Dr	Godoy St	3	Install at Godoy St (1)	4'-20' (0'-6' PKW)	JOH	West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Safe Routes to School - Phase 1 Project, Los Nietos Pedestrian Access Improvement Project (2031)	LA County
WADDELL STREET - SECONDARY (Decosta Avenue to Norwalk Boulevard)									
56	Curb Ramps	Waddell St	Rexall Av	3	Install at Rexall Av (2)	0'	JOH	West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Pedestrian Access Improvement Project (2031)	LA County
57	New or Improved Sidewalks	Waddell St	Decosta Av to Norwalk Bl	3	Install sidewalks on north side of Waddell St	0'-11' (0'-7' PKW)	JOH	West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Pedestrian Access Improvement Project (2031)	LA County

LEGEND

TWA = Technical Walk Audit
OLS = On-Line Survey
CWA = Community Walk Audit
CAB = Community Activity Boards
JOH = Jurisdictional Workshop/Office Hours

Prioritized Projects
Non-Prioritized Projects

Lambert Station Walk Projects

Project ID	Project Type	Location	Cross St/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
LAMBERT ROAD - PRIMARY (Washington Boulevard to Greenleaf Avenue)									
1	Bus Stop Improvements	Lambert Rd	Santa Fe Springs Rd	1	Install bus shelter (1), seating (1), and trash receptacles (1) at stop at NW corner of Lambert Rd and Santa Fe Springs Rd Install bus shelter (1), seating (1), and trash receptacles (1) at NE corner of Lambert Rd and Santa Fe Springs Rd	11'	TWA, CAB	Lambert Road Station First-Last Mile Plan (2022)	Whittier
2	High Visibility Crosswalk	Lambert Rd	Hydro Dr	1	Install at Hydro Dr (2) with new signalized crossing	4'-12' (0'-5' PKW)	CAB, First Last Mile Technical Team		Whittier
3	Signalized Crossing	Lambert Rd	Hydro Dr	1	Install traffic signal (2) at Hydro Dr; Coordinate with installation of high visibility crosswalks	4'-12' (0'-5' PKW)	CAB, First Last Mile Technical Team		Whittier
4	Curb Ramps	Lambert Rd	Washington Bl to Greenleaf Av	1	Install bi-directional curb ramps at Hydro Dr (2), Newlin Av (2), Shulman Av (2), and Villa Dr (2) Install uni-directional curb ramp at Hydro Dr (1)	4'-12' (0'-5' PKW)	CAB, First Last Mile Technical Team		Whittier
5	Landscape and Shade	Lambert Rd	Washington Bl to Greenleaf Av	1	Infill shade trees	4'-12' (0'-5' PKW)	CAB, CWA, First Last Mile Technical Team	Lambert Road Station First-Last Mile Plan (2022)	Whittier
6	New or Improved Sidewalks	Lambert Rd	Washington Bl to Greenleaf Av	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	4'-12' (0'-5' PKW)	TWA, OLS, CAB, First Last Mile Technical Team		Whittier
7	Pedestrian and Cyclist Lighting	Lambert Rd	Washington Bl to Greenleaf Av	1	Infill lighting	4'-12' (0'-5' PKW)	OLS, CAB, First Last Mile Technical Team	Lambert Road Station First-Last Mile Plan (2022)	Whittier
8	Traffic Calming	Lambert Rd	Washington Bl to Greenleaf Av	1	Traffic calming strategies to be determined at later project phase	4'-12' (0'-5' PKW)	CAB, First Last Mile Technical Team		Whittier

Prioritized Projects
Non-Prioritized Projects

Lambert Station Walk Projects

Project ID	Project Type	Location	Cross St/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
9	Multimodal Mobility Hub	Lambert Rd	Washington Bl		Implement bikeshare, carshare, and transit connectivity at new station area	4'-12' (0'-5' PKW)	OLS		Whittier
10	Plaza/Parklet	Lambert Rd	Between Washington Bl and Hydro Dr		Integrate plaza/parklet into new station area on west side of Lambert Rd	4'-12' (0'-5' PKW)	OLS		Whittier
11	Shade Structure	Lambert Rd	Between Washington Bl and Hydro Dr		Implement at plaza/parklet in new station area	4'-12' (0'-5' PKW)	CAB, First Last Mile Technical Team		Whittier
12	Street Furniture	Lambert Rd	Washington Bl to Greenleaf Av		Implement where feasible	4'-12' (0'-5' PKW)	OLS, CAB, CWA, First Last Mile Technical Team	Lambert Road Station First-Last Mile Plan (2022)	Whittier
13	Wayfinding Signage	Lambert Rd	Washington Bl to Greenleaf Av		Coordinate signage to station and local destinations	4'-12' (0'-5' PKW)	CAB, First Last Mile Technical Team		Whittier
WASHINGTON BOULEVARD - PRIMARY (Calobar Avenue to Whittier Boulevard)									
14	Bus Stop Improvements	Washington Bl	Calobar Av	1	Install bus shelter (1) at NE corner of Washington Bl and Calobar Av Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Washington Bl and Calobar Av	4'-12' (0'-6' PKW)	TWA, CAB		75% City of Whittier 25% LA County
15	Curb Extension	Washington Bl	Lambert Rd	1	Install at Lambert Rd (4)	4'-12' (0'-6' PKW)	CAB, First Last Mile Technical Team		Whittier
16	Signalized Crossing	Washington Bl	Lambert Rd	1	Install traffic signals at proposed crossing at Lambert Rd (2); Coordinate with installation of high visibility crosswalks	4'-12' (0'-6' PKW)	CAB, First Last Mile Technical Team		Whittier
17	High Visibility Crosswalk	Washington Bl	Calobar Av to Whittier Bl	1	Install at Crowndale Av/Rivera Rd (4), Driveway entrance to Home Depot (1), Persing Dr (1), Putnam St (3), Lambert Rd (1), and Whittier Bl (8)	4'-12' (0'-6' PKW)	TWA, CAB, CWA, First Last Mile Technical Team	Lambert Road Station First-Last Mile Plan (2022)	LA County

Prioritized Projects
Non-Prioritized Projects

Lambert Station Walk Projects

Project ID	Project Type	Location	Cross St/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
18	Curb Ramps	Washington Bl	Calobar Av to Whittier Bl	1	Install bi-directional curb ramps at Home Depot entrance (2), Persing Dr (1), and Whittier Bl (2) Install uni-directional curb ramps at Crowndale/Rivera Rd (3), Driveway entrance to Home Depot (1), Putnam St (1), and Whittier Bl (7) Install tactile warning strips on pedestrian islands at Whittier Bl (6)	4'-12' (0'-6' PKW)	CAB, First Last Mile Technical Team	Lambert Road Station First-Last Mile Plan (2022)	LA County
19	Landscape and Shade	Washington Bl	Calobar Av to Whittier Bl	1	Infill shade trees	4'-12' (0'-6' PKW)	TWA, OLS, CAB, CWA, First Last Mile Technical Team	Lambert Road Station First-Last Mile Plan (2022)	90% City of Whittier 10% LA County
20	New or Improved Sidewalks	Washington Bl	Calobar Av to Whittier Bl	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	4'-12' (0'-6' PKW)	TWA, OLS, CAB, First Last Mile Technical Team		90% City of Whittier 10% LA County
21	Pedestrian and Cyclist Lighting	Washington Bl	Calobar Av to Whittier Bl	1	Infill lighting	4'-12' (0'-6' PKW)	TWA, OLS, CAB, CWA, First Last Mile Technical Team		90% City of Whittier 10% LA County
22	Opportunity Improvement	Washington Bl	Whittier Bl		Upgrade five points intersection as a protected pedestrian/bicycle intersection. Design to be developed at later project phase.	4'-12' (0'-6' PKW)	First Last Mile Technical Team		Whittier
23	Street Furniture	Washington Bl	Calobar Av to Whittier Bl		Implement where feasible	4'-12' (0'-6' PKW)	OLS, CAB, First Last Mile Technical Team		90% Whittier 10% LA County
24	Wayfinding Signage	Washington Bl	Calobar Av to Whittier Bl		Coordinate signage to station and local destinations	4'-12' (0'-6' PKW)	CAB, First Last Mile Technical Team		90% Whittier 10% LA County

Prioritized Projects
Non-Prioritized Projects

Lambert Station Walk Projects

Project ID	Project Type	Location	Cross St/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
SANTA FE SPRINGS ROAD - PRIMARY (Whittier Boulevard to McGee Drive)									
25	Curb Extension	Santa Fe Springs Road	Lambert Rd	1	Install at Lambert Rd (4)	5'-12' (0'-7' PKW)	CAB, First Last Mile Technical Team		Whittier
26	High Visibility Crosswalk	Santa Fe Springs Rd	Putnam St, Lambert Rd, Foxley Dr, McGee Dr	1	Install at Putnam St (3), Lambert Rd (4), Foxley Dr (3), and McGee Dr (3)	5'-12' (0'-7' PKW)	CAB, First Last Mile Technical Team		Whittier
27	Signalized Crossing	Santa Fe Springs Rd	Putnam St, Foxley Dr, McGee Dr	1	Install traffic signals at proposed crossings at Putnam St (2), Foxley Dr (2), and McGee Dr (2); Coordinate with installation of high visibility crosswalks	5'-12' (0'-7' PKW)	TWA, CAB, First Last Mile Technical Team		Whittier
28	Curb Ramps	Santa Fe Springs Road	Whittier Bl to McGee Dr	1	Install bi-directional curb ramps at Nogal Av (1) and McGee Dr (1) Install uni-directional, dual curb ramps at Lambert Road (2) and uni-directional curb ramp at Foxley Dr (1) Install tactile warning strips on Lambert Road (3)	5'-12' (0'-7' PKW)	CAB, First Last Mile Technical Team		Whittier
29	Landscape and Shade	Santa Fe Springs Road	Whittier Bl to McGee Dr	1	Infill shade trees	5'-12' (0'-7' PKW)	CAB, CWA, First Last Mile Technical Team		Whittier
30	New or Improved Sidewalks	Santa Fe Springs Road	Whittier Bl to McGee Dr	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	5'-12' (0'-7' PKW)	OLS, CAB, First Last Mile Technical Team		Whittier
31	Pedestrian and Cyclist Lighting	Santa Fe Springs Road	Whittier Bl to McGee Dr	1	Infill lighting	5'-12' (0'-7' PKW)	CAB, First Last Mile Technical Team		Whittier
32	Traffic Calming	Santa Fe Springs Road	Whittier Bl to McGee Dr	1	Traffic calming strategies to be determined at later project phase	5'-12' (0'-7' PKW)	CAB, First Last Mile Technical Team		Whittier

Lambert Station Walk Projects

Project ID	Project Type	Location	Cross St/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
33	Street Furniture	Santa Fe Springs Road	Whittier Bl to McGee Dr		Implement where feasible	5'-12' (0'-7' PKW)	CAB, First Last Mile Technical Team		Whittier
34	Wayfinding Signage	Santa Fe Springs Road	Whittier Bl to McGee Dr		Coordinate signage to station and local destinations	5'-12' (0'-7' PKW)	CAB, First Last Mile Technical Team		Whittier
WHITTIER BOULEVARD - PRIMARY (Baldwin Place to Milton Place)									
35	Curb Ramps	Whittier Bl	Pacific Place	1	Install bi-directional curb ramps at Pacific Place (1) Install uni-directional curb ramps at Pacific Place (1) Install tactile warning strips at Pacific Place (4)	0'-14'	TWA, CAB, First Last Mile Technical Team		Whittier
36	High Visibility Crosswalk	Whittier Bl	Pacific Place	1	Install at Pacific Place (4) and 5 points intersection (2)	0'-14'	CAB, First Last Mile Technical Team	Lambert Road Station First-Last Mile Plan (2022)	Whittier
37	Landscape and Shade	Whittier Bl	Baldwin Place to Milton Av	1	Infill shade trees	0'-14'	OLS, CAB, First Last Mile Technical Team	Lambert Road Station First-Last Mile Plan (2022)	Whittier
38	New or Improved Sidewalks	Whittier Bl	Baldwin Place to Milton Av	1	Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible	0'-14'	OLS, CAB, First Last Mile Technical Team		Whittier
39	Pedestrian and Cyclist Lighting	Whittier Bl	Baldwin Place to Milton Av	1	Infill lighting	0'-14'	CAB, First Last Mile Technical Team		Whittier
40	Traffic Calming	Whittier Bl	Baldwin Place to Milton Av	1	Traffic calming strategies to be determined at later project phase	0'-14'	CAB, First Last Mile Technical Team		Whittier

Prioritized Projects
Non-Prioritized Projects

Lambert Station Walk Projects

Project ID	Project Type	Location	Cross St/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
41	Street Furniture	Whittier Bl	Baldwin Place to Milton Av		Implement where feasible	0'-14'	CAB, First Last Mile Technical Team	Lambert Road Station First-Last Mile Plan (2022)	Whittier
42	Underpass Improvements	Whittier Bl	La Cuarta St		Improve lighting and traffic signage for safety	0'-14'	OLS, CAB		Whittier
43	Wayfinding Signage	Whittier Bl	Baldwin Place to Milton Av		Coordinate signage to station and local destinations	0'-14'	TWA, CAB, First Last Mile Technical Team		Whittier

LEGEND

TWA = Technical Walk Audit
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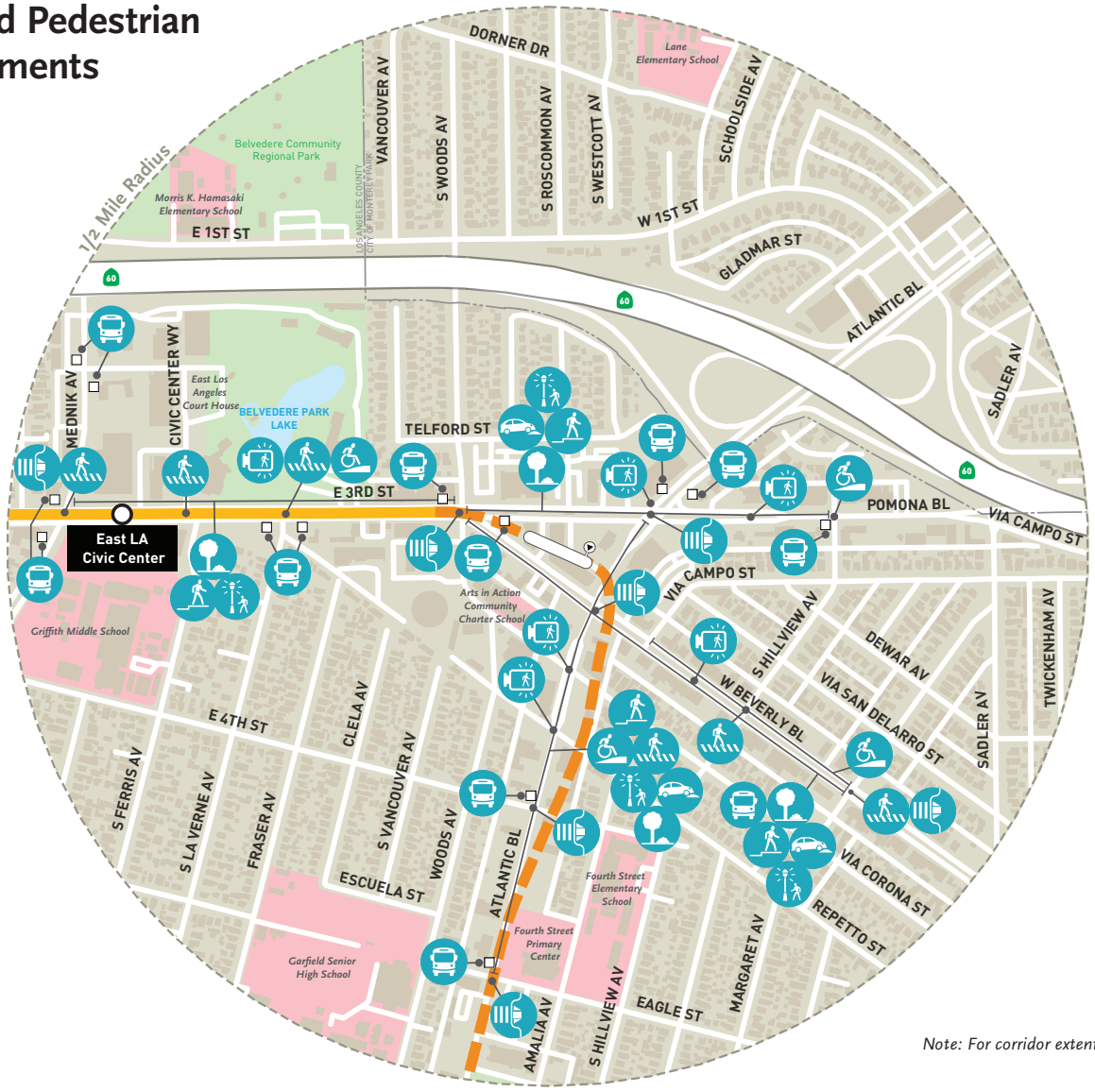
CWA = Community Walk Audit
CAB = Community Activity Boards
JOH = Jurisdictional Workshop/Office Hours

Prioritized Projects
Non-Prioritized Projects

Atlantic Station

Proposed Pedestrian Improvements



Note: For corridor extents see project costing

- Metro E Line Station + Entrance
- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- Existing Bus Stops
- City Boundaries

Spot Improvements

- Bus Stop Improvements
- Curb Extension
- Curb Ramps
- New or High-Visibility Crosswalk
- Signalized Crossing

Corridor Projects

- Bus Stop Improvements
- Landscape and Shade
- New or High-Visibility Crosswalk
- New or Improved Sidewalks
- Pedestrian and Cyclist Lighting
- Traffic Calming

Metro

Atlantic/Whittier Station

Proposed Pedestrian Improvements

Note: For corridor extents see project costing

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- Existing Bus Stops
- City Boundaries

Spot Improvements

- Bus Stop Improvements
- Curb Ramps
- Curb Extensions
- Signalized Crossing

Corridor Projects

- Curb Ramps
- New or High-Visibility Crosswalk
- Pedestrian and Cyclist Lighting
- Landscape and Shade
- New or Improved Sidewalks
- Traffic Calming

Metro

Commerce/Citadel Station

Proposed Pedestrian Improvements

Note: For corridor extents see project costing

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- Metrolink Tracks
- Existing Bus Stops
- City Boundaries

Spot Improvements

- Bus Stop Improvements
- New or High-Visibility Crosswalk
- Curb Extensions
- Signalized Crossing

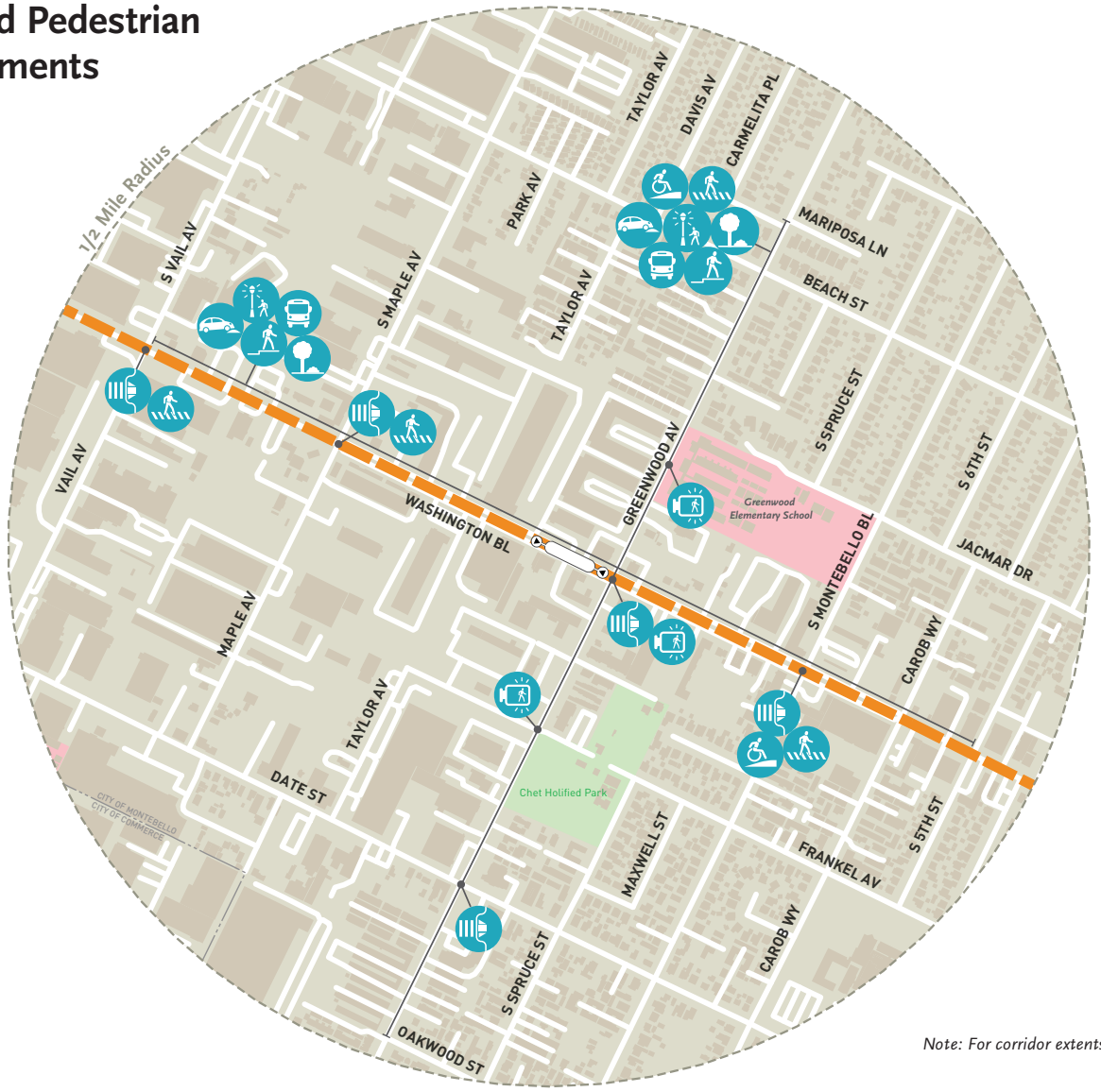
Corridor Projects

- Curb Ramps
- New or Improved Sidewalks
- Pedestrian and Cyclist Lighting
- Landscape and Shade
- New or High-Visibility Crosswalk
- Traffic Calming

Metro

Greenwood Station

Proposed Pedestrian Improvements



Note: For corridor extents see project costing

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- Existing Bus Stops
- City Boundaries

Spot Improvements

- Curb Extensions
- Curb Ramps
- New or High-Visibility Crosswalk
- Signalized Crossing

Corridor Projects

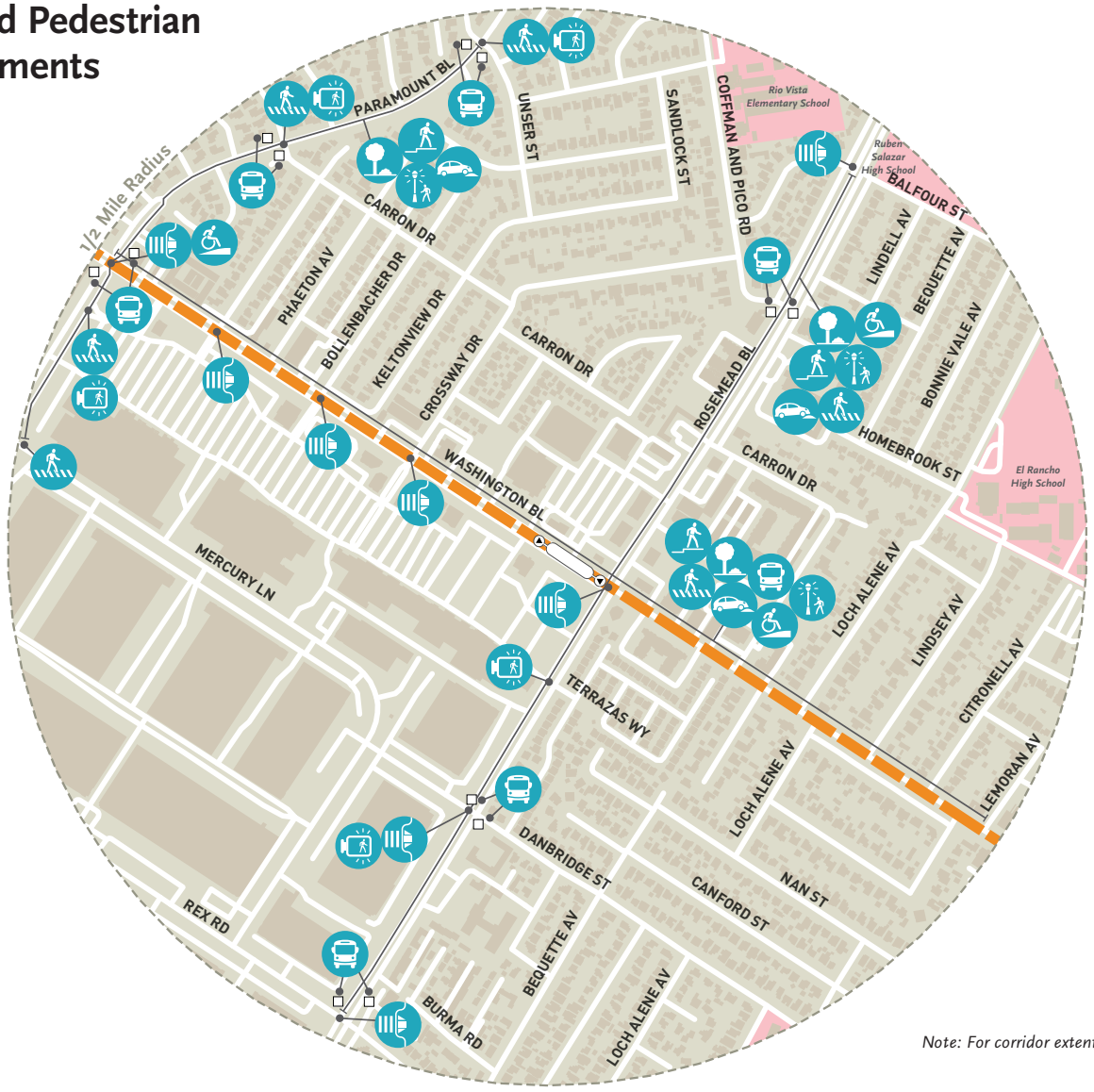
- Bus Stop Improvements
- Curb Ramps
- Landscape and Shade
- New or High-Visibility Crosswalk
- New or Improved Sidewalks
- Pedestrian and Cyclist Lighting
- Traffic Calming

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

Rosemead Station

Proposed Pedestrian Improvements



Note: For corridor extents see project costing

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- Existing Bus Stops
- City Boundaries

Spot Improvements

- Bus Stop Improvements
- Curb Extensions
- New or High-Visibility Crosswalk
- Signalized Crossing

Corridor Projects

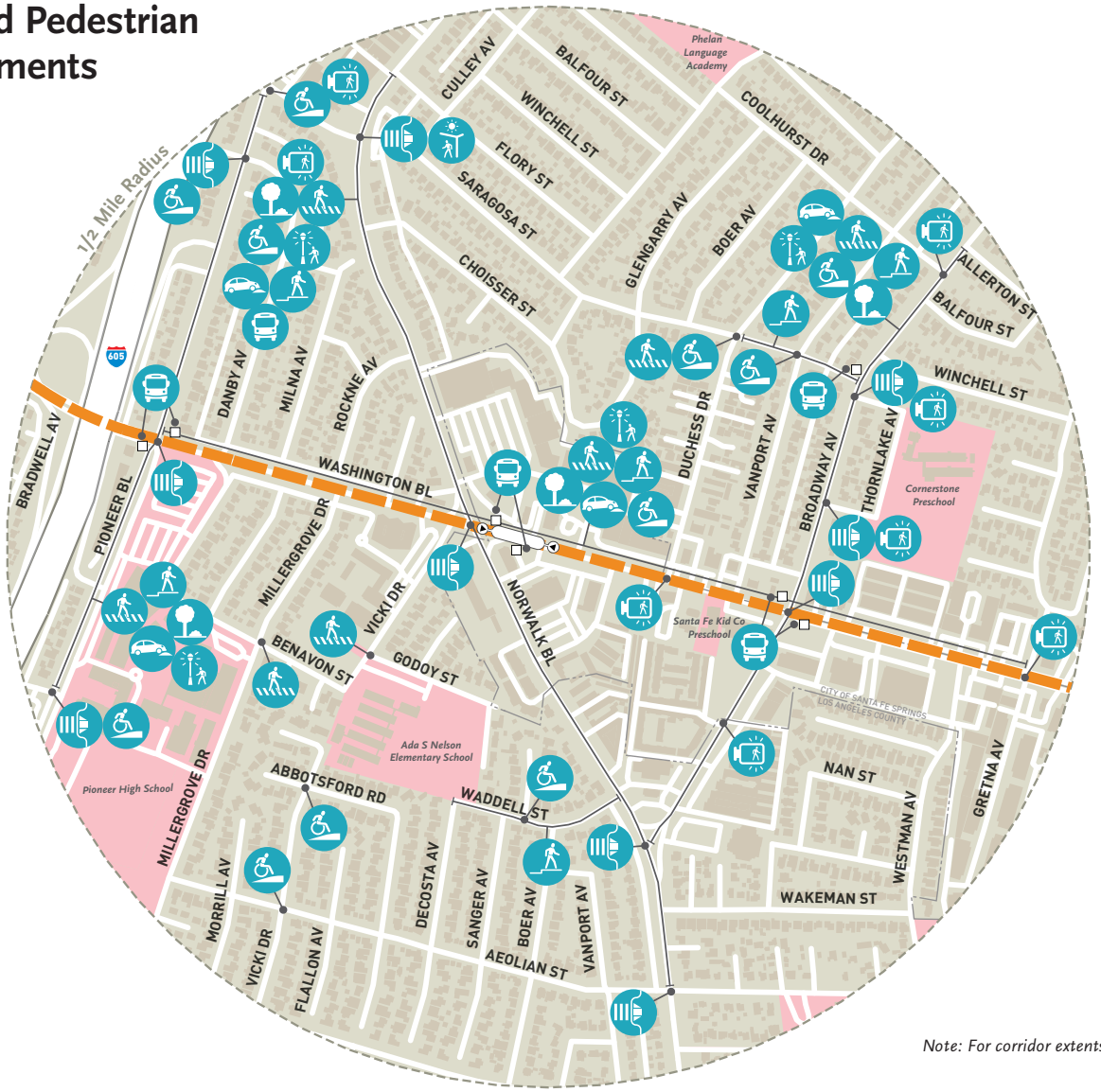
- Bus Stop Improvements
- Curb Ramp
- Landscape and Shade
- New or High-Visibility Crosswalk
- New or Improved Sidewalks
- Pedestrian and Cyclist Lighting
- Traffic Calming

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

Norwalk Station

Proposed Pedestrian Improvements



Note: For corridor extents see project costing

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- Existing Bus Stops
- City Boundaries

Spot Improvements

- Bus Stop Improvements
- Curb Ramps
- Signalized Crossing
- Curb Extensions
- Shade Structure
- New or High-Visibility Crosswalk

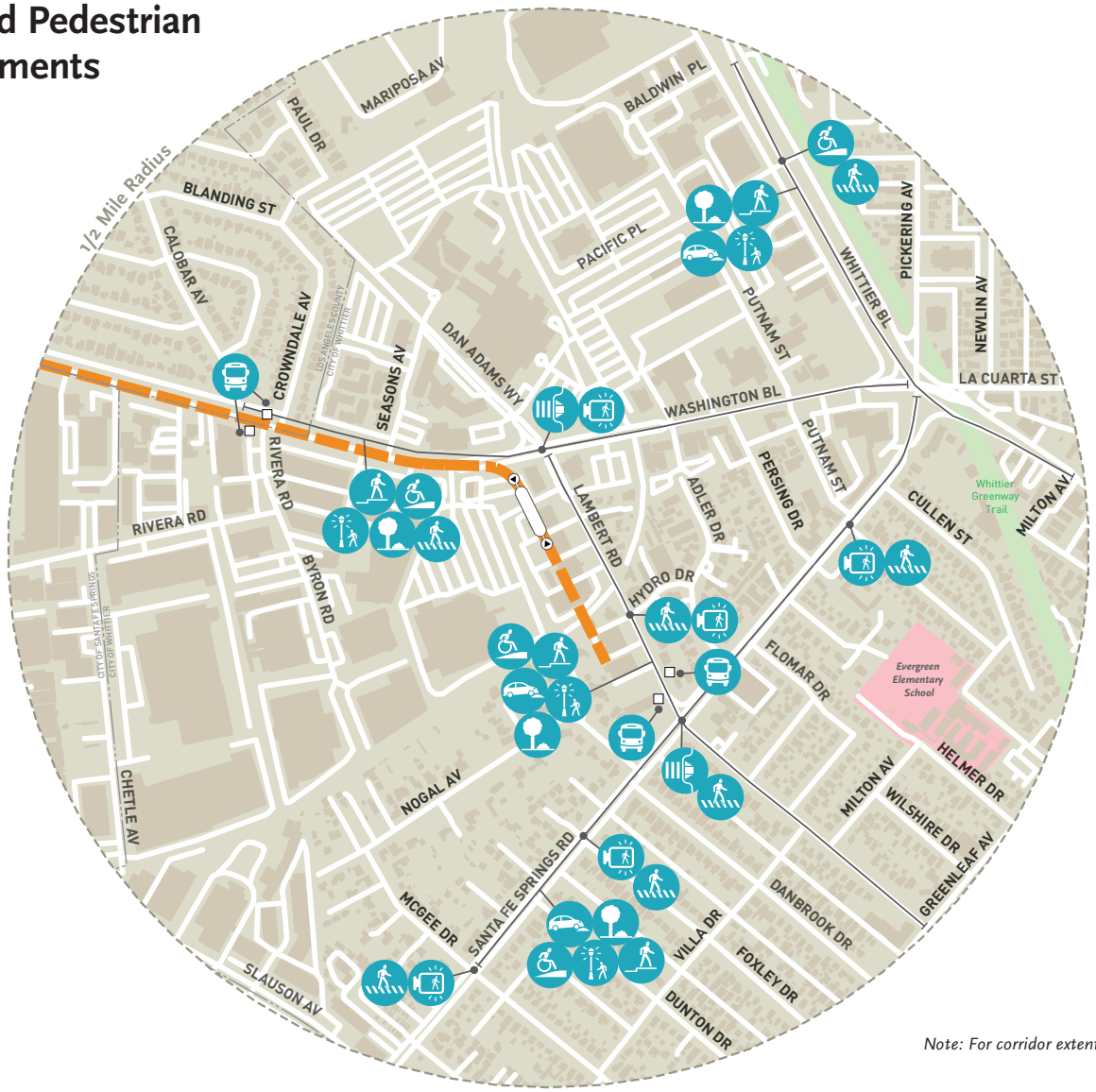
Corridor Projects

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

Metro

Lambert Station

Proposed Pedestrian Improvements



Note: For corridor extents see project costing

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- Existing Bus Stops
- City Boundaries

Spot Improvements

- Bus Stop Improvements
- Curb Extensions
- New or High-Visibility Crosswalk
- Signalized Crossing

Corridor Projects

- Curb Ramps
- New or High-Visibility Crosswalk
- Pedestrian and Cyclist Lighting
- Landscape and Shade
- New or Improved Sidewalks
- Traffic Calming

Metro

Appendix B: Wheel Priority Projects List and Half-Mile Maps

Atlantic Station Wheel Projects

Project ID	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Local Plan/Project	Length (Miles)	Priority Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West
E 3RD STREET BICYCLE-FRIENDLY STREET/ POMONA BOULEVARD PROTECTED BICYCLE LANE														
1A	LA County	E 3rd St/ Pomona Bl	Mednick Av	Atlantic Bl	III	Bicycle-Friendly Street	First Last Mile Technical Team, OLS, CWA		0.5	1	Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use.	22-30	11/11	11/11
1B	LA County	E 3rd St/ Pomona Bl	Atlantic Bl	Sadler Av	IV	Protected Bicycle Lane	First Last Mile Technical Team, TWA, CWA		0.4	1	Improvements will require the narrowing of the travel lanes and center median. Removal of parking on one side of the street.	80	9p/13/11/14cl/11/13/9p	6b/3bu/11/11/10cl/11/11/8p/3bu/6b
			Sadler Av	Gerhart Av	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.2	1 2	Improvements will require narrowing of travel lanes to create a two-way cycle track.	32	12/20	10/10/3bu/9b
BEVERLY BOULEVARD PROTECTED BICYCLE LANE														
2A	LA County	Beverly Bl	Woods Av	Gerhart Av	IV	Protected Bicycle Lane	TWA, CAB		0.6	1	Improvements will require the narrowing of the travel lanes and center median. Removal of parking on one side of the street.	80	8p/13/12/10cl/4m/12/13/8p	6b/3bu/12/10/10cl/10/12/8p/3bu/6b
					III	Bicycle Route		LA County Bicycle Master Plan 2012						
2B	Montebello	Beverly Bl	Gerhart Av	Montebello Bl	IV	Protected Bicycle Lane	First Last Mile Technical Team	Montebello Bicycle Master Plan 2024	2.3	2	Improvements will require the narrowing of the travel lanes and center turn lane.	84	7p/16/12/14cl/12/16/7p	6b/3bu/7p/11/10/10cl/10/11/7p/3bu/6b
			Montebello Bl	Rio Hondo Bike Path	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.7	2	Improvements will require the removal of a travel lane in each direction.	56	11/11/12cl/11/11	6b/4bu/12/12l/12/4bu/6b
					II	Buffered Bicycle Lane		Montebello Bicycle Master Plan 2024						
NON-LINEAR WHEEL PROJECTS														
3	LA County	Bicycle-Friendly Intersections on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team, TWA, OLS, CWA			1	Signalized intersections on streets with priority wheel projects within the 1/2 mile (10 total): LA County: 10 (100%) Intersection improvements also needed for the unsignalized intersection at Atlantic Bl and Repetto Av.			

Prioritized Projects
Non-Prioritized Projects

Atlantic Station Wheel Projects

Project ID	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Local Plan/Project	Length (Miles)	Priority Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West
PROJECTS ON OTHER STREETS														
4	LA County	Woods Av	W 1st St	South of Eagle St (E 6th St)	II	Bicycle Lane	First Last Mile Technical Team, TWA		0.7		Improvements will require removal of parking on both sides of the street.	40	8p/12/12/8p	6b/14/14/6b
5	LA County	Amalia Av	Repetto St	Hastings St	II	Bicycle Lane	First Last Mile Technical Team		0.3		Improvements will require removal of parking on both sides of the street.	40	8p/12/12/8p	6b/14/14/6b
6	LA County	Repetto St	Woods Av	Amalia Av	II	Bicycle Lane	TWA		0.1		Improvements will require removal of parking on both sides of the street.	40	8p/12/12/8p	6b/14/14/6b
7	LA County, Montebello	Repetto St	Amalia Av	Bradshaw St	III	Bicycle-Friendly Street	TWA		0.7		Improvements will require additional traffic calming infrastructure beyond existing paint for safe bikeway use.	30	7p/8/8/7p	7p/8/8/7p
8	Montebello, Monterey Park	Gerhart Av	Pomona Bl	Riggin St	IV	Protected Bicycle Lane	First Last Mile Technical Team	San Gabriel Valley Regional Bicycle Master Plan 2014	0.3		Improvements will require the narrowing of the travel lanes and center turn lane. Requires removal of parking on one side of the street.	54	9p/12/12/12/9p	7p/6b/2b/10/10cl/10/3bu/6b
9	Monterey Park	Riggin St	Gerhart Av	Collegian Av	IV	Protected Bicycle Lane	First Last Mile Technical Team	Metro Active Transportation Strategic Plan 2023, San Gabriel Valley Regional Bicycle Master Plan 2014	0.2		Improvements will require removal of one travel lane in each direction.	56	7p/14/11/11/13	6b/3bu/7p/10/11cl/10/3bu/6b
10	Monterey Park	Collegian Av	Cesar Chavez Av	1st St	III	Bicycle-Friendly Street	First Last Mile Technical Team		0.1		Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use.	30	7p/12/11	7p/12/11
11	LA County	W 1st St	Mednik Av	Atlantic Bl	II	Bicycle Lane	First Last Mile Technical Team	San Gabriel Valley Regional Bicycle Master Plan 2014	0.8		Improvements will require the narrowing of the travel lanes and center turn lane.	56	10p/12/12cl/12/10p	7p/6b/10/10cl/10/6b/7p
12	LA County	Short Term Parking on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team				Short term parking within the 1/2 mile falls within the following jurisdictions: LA County *Note* : Includes bicycle repair stations			

LEGEND
TWA = Technical Walk Audit
OLS = On-Line Survey
CWA = Community Walk Audit
CAB = Community Activity Boards
JOH = Jurisdictional Workshop/Office Hours

Prioritized Projects
Non-Prioritized Projects

Atlantic/Whittier Station Wheel Projects

Project ID	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Local Plan/Project	Length (Miles)	Priority Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West
WHITTIER BOULEVARD PROTECTED BICYCLE LANE														
1A	Los Angeles	Whittier Bl	Euclid Av	Indiana St	IV	Protected Bicycle Lane	TWA, OLS, CAB	City of Los Angeles Mobility Plan 2035, Metro Active Transportation Strategic Plan 2023	0.9	2	Improvements will require the narrowing of the travel lanes and center turn lane. Removal of parking on both sides of the street.	56-70	7p/11/10/10/11/7p to 7p/11/11/11cl/12/11/7p	6b/2bu/10/10/10/10/2bu/6b to 6b/3bu/10/11/10cl/11/10/3bu/6b
1B	LA County	Whittier Bl	Indiana St	Goodrich Bl	IV	Protected Bicycle Lane	TWA, OLS, CAB	Metro Active Transportation Strategic Plan 2023	2.2	1 2	Improvements will require the removal of parking on both sides of the street.	56-70	7p/11/10/10/11/7p to 7p/11/11/11cl/12/11/7p	6b/2bu/10/10/10/10/2bu/6b to 6b/3bu/10/11/10cl/11/10/3bu/6b
					III	Bicycle Route		LA County Bicycle Master Plan 2012						
1C	LA County, Commerce	Whittier Bl	Goodrich Bl	Simmons Av	IV	Protected Bicycle Lane	TWA, OLS, CAB	Metro Active Transportation Strategic Plan 2023	0.4	1 2	Improvements will require the removal of parking on both sides of the street.	56-70	7p/11/10/10/11/7p to 7p/11/11/11cl/12/11/7p	6b/2bu/10/10/10/10/2bu/6b to 6b/3bu/10/11/10cl/11/10/3bu/6b
					III	Bicycle Route		LA County Bicycle Master Plan 2012						
1D	LA County	Whittier Bl	Simmons Av	Via San Clemente St	IV	Protected Bicycle Lane	TWA, OLS, CAB		0.9	2	Improvements will require the removal of parking on both sides of the street.	56-70	7p/11/10/10/11/7p to 7p/11/11/11cl/12/11/7p	6b/2bu/10/10/10/10/2bu/6b to 6b/3bu/10/11/10cl/11/10/3bu/6b
					III	Bicycle Route		LA County Bicycle Master Plan 2012						
1E	Montebello	Whittier Bl	Via San Clemente St	Montebello Bl	IV	Protected Bicycle Lane	TWA, OLS, CAB	Montebello Bicycle Master Plan 2024	1.3	2	Improvements will require the removal of parking on both sides of the street.	56-70	7p/11/10/10/11/7p to 7p/11/11/11cl/12/11/7p	6b/2bu/10/10/10/10/2bu/6b to 6b/3bu/10/11/10cl/11/10/3bu/6b
1F	Montebello	Whittier Bl	Montebello Bl	1st St	IV	Protected Bicycle Lane	TWA, OLS, CAB		0.4	2	Improvements will require the removal of parking on both sides of the street.	56-70	7p/11/10/10/11/7p to 7p/11/11/11cl/12/11/7p	6b/2bu/10/10/10/10/2bu/6b to 6b/3bu/10/11/10cl/11/10/3bu/6b
					III	Bicycle Route		Montebello Bicycle Master Plan 2024						
1G	Montebello	Whittier Bl	1st St	Rio Hondo Bike Path	IV	Protected Bicycle Lane	TWA, OLS, CAB		0.4	2	Improvements will require the removal of parking on both sides of the street.	56-70	7p/11/10/10/11/7p to 7p/11/11/11cl/12/11/7p	6b/2bu/10/10/10/10/2bu/6b to 6b/3bu/10/11/10cl/11/10/3bu/6b
					I	Shared-Use Path		Montebello Bicycle Master Plan 2024						

Prioritized Projects
Non-Prioritized Projects

Atlantic/Whittier Station Wheel Projects

Project ID	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Local Plan/Project	Length (Miles)	Priority Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West
OLYMPIC BOULEVARD PROTECTED BICYCLE LANE														
2A	Los Angeles	Olympic Bl	8th St	Indiana St	IV	Protected Bicycle Lane	TWA, OLS		0.4	2	Improvements will require the removal of parking on both sides of the street.	70	7p/11/11/11cl/12/11/7p	6b/3bu/10/11/10cl/11/10/3bu/6b
2B	LA County	Olympic Bl	Indiana St	Goodrich Bl	IV	Protected Bicycle Lane	TWA, OLS		2.1	1 2	Improvements will require the removal of parking on both sides of the street.	70	7p/11/11/11cl/12/11/7p	6b/3bu/10/11/10cl/11/10/3bu/6b
					II	Bicycle Lane		LA County Bicycle Master Plan 2012						
2C	Commerce	Olympic Bl	Goodrich Bl	Simmons Av	IV	Protected Bicycle Lane	TWA, OLS		0.5	1 2	Improvements will require the removal of parking on both sides of the street.	70	7p/11/11/11cl/12/11/7p	6b/3bu/10/11/10cl/11/10/3bu/6b
					III	Bicycle Route		Commerce Bicycle & Pedestrian Master Plan 2020						
2D	LA County	Olympic Bl	Simmons Av	Concourse Av	IV	Protected Bicycle Lane	TWA, OLS		1.1	2	Improvements will require the removal of parking on both sides of the street.	70	7p/11/11/11cl/12/11/7p	6b/3bu/10/11/10cl/11/10/3bu/6b
					II	Bicycle Lane		LA County Bicycle Master Plan 2012						
2E	Montebello	Olympic Bl	Concourse Av	Montebello Bl	IV	Protected Bicycle Lane	TWA, OLS		1.1	2	Improvements will require removal of parking on one side of the street.	70	7p/11/11/11cl/12/11/7p	6b/3bu/11/11/11/11/8p/3bu/6b
					II	Buffered Bicycle Lane		Montebello Bicycle Master Plan 2024						
2F	Montebello	Olympic Bl	Montebello Bl	4th St	IV	Protected Bicycle Lane	TWA, OLS		0.2	2	Improvements will require removal of parking on one side of the street.	70	7p/11/11/11cl/12/11/7p	6b/3bu/11/11/11/11/8p/3bu/6b

Prioritized Projects
Non-Prioritized Projects

Atlantic/Whittier Station Wheel Projects

Project ID	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Local Plan/Project	Length (Miles)	Priority Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West
6TH SREET BICYCLE-FRIENDLY STREET														
3	LA County	6th St	Woods Av	Harding Av	III	Bicycle-Friendly Street	First Last Mile Technical Team, JOH		0.9	3		40	8p/12/12/8p	8p/12/12/8p
					III	Bicycle Route		LA County Bicycle Master Plan 2012						
NON-LINEAR WHEEL PROJECTS														
4	LA County	Bicycle-Friendly Intersections on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team, TWA, OLS, CAB			1	Signalized intersections on streets with priority wheel projects within the 1/2 mile (15 total): LA County: 15 (100%)			
PROJECTS ON OTHER STREETS														
5	LA County	Woods Av	E 6th St	Olympic Bl	II	Bicycle Lane	First Last Mile Technical Team		0.8		Improvements will require removal of parking on one side of the street. Note: No proposed bike facility on Atlantic Bl. Woods Av proposed as an alternative to provide access to station.	38	7p/12/12/7p	6b/12/12/8p
6	LA County	Amalia Av	Hastings St	Olympic Bl	II	Bicycle Lane	TWA		0.8		Improvements will require removal of parking on one side of the street. Note: No proposed bike facility on Atlantic Bl. Amalia Av proposed as an alternative to provide access to station.	38	7p/12/12/7p	6b/12/12/8p
7	LA County, Commerce	Short Term Parking on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team, OLS, CAB				Short term parking within the 1/2 mile falls within the following jurisdictions: LA County Commerce *Note* : Includes bicycle repair stations			

LEGEND
TWA = Technical Walk Audit
OLS = On-Line Survey
CWA = Community Walk Audit
CAB = Community Activity Boards
JOH = Jurisdictional Workshop/Office Hours

Prioritized Projects
Non-Prioritized Projects

Commerce/Citadel Station Wheel Projects

Project ID	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Local Plan/Project	Length (Miles)	Priority Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West
SMITHWAY STREET PROTECTED BICYCLE LANE/TUBEWAY ST PROTECTED BICYCLE LANE														
1	Commerce	Camfield Av/Flotilla St/Smithway St	Telegraph Rd	Tubeway Av	IV	Protected Bicycle Lane	TWA		1.0	1	Improvements will require the narrowing of the travel lanes and center turn lane. Removal of parking on one side of the street.	55	8p/14/11cl/14/8p	6b/3bu/10/10cl/10/7p/3bu/6b
					III	Bicycle Route		Commerce Bicycle & Pedestrian Master Plan 2020						
FERGUSON DRIVE PROTECTED BICYCLE LANE/BICYCLE-FRIENDLY STREET														
2A	Commerce	Ferguson Dr	Atlantic Bl	Gerhart Av	IV	Protected Bicycle Lane	First Last Mile Technical Team, CWA		0.6	1	Improvements will require the narrowing and removal of travel lanes.	58	8p/10/11/11/10/8p	6b/3bu/8p/12/12/8p/3bu/6b
					II	Bicycle Lane		Commerce Bicycle & Pedestrian Master Plan 2020						
2B	LA County, Commerce	Ferguson Dr	Gerhart Av	Concourse Av	III	Bicycle-Friendly Street	First Last Mile Technical Team		1.2	1 2	Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use.	38	7p/12/12/7p	7p/12/12/7p
					III	Bicycle Route		Commerce Bicycle & Pedestrian Master Plan 2020						
2C	Montebello	Ferguson Dr	Concourse Av	Vail Av	III	Bicycle-Friendly Street	First Last Mile Technical Team		0.4	2	Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use.	38	8p/11/11/8p	8p/11/11/8p
ATLANTIC BOULEVARD SHARED-USE PATH														
3	Commerce	Atlantic Bl	Ferguson Dr	Telegraph Rd	I	Shared-Use Path	First Last Mile Technical Team		0.1	2	Improvements will require modification of sidewalks through underpass to create two-way cycle track.	180	17sw/21/12/12/12/14/25m/14/12/21/20sw	17sw/21/12/12/12/14/25m/14/12/21/10b/10sw
					II	Bicycle Lane		Commerce Bicycle & Pedestrian Master Plan 2020						
TELEGRAPH ROAD SHARED-USE PATH														
4	Commerce	Telegraph Rd	Atlantic Bl	Camfield Rd	I	Shared-Use Path	First Last Mile Technical Team		0.1	1 2	Improvements will require removal of center buffer to create two-way cycle track.	82	13/13/11bu/3m/12/12/10/10	10b/3bu/12/12/3m/12/12/10/10
					II	Bicycle Lane		Commerce Bicycle & Pedestrian Master Plan 2020						

Prioritized Projects
Non-Prioritized Projects

Commerce/Citadel Station Wheel Projects

Project ID	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Local Plan/Project	Length (Miles)	Priority Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West
NON-LINEAR WHEEL PROJECTS														
5	Commerce	Bicycle-Friendly Intersections on Streets with FLM Priority Wheel Projects					OLS, First Last Mile Technical Team			1	Signalized intersections on streets with priority wheel projects within the 1/2 mile (1 total): City of Commerce: 1 (100%) Intersection improvements also needed for the six way intersection outside of the 1/2 mile at Atlantic Bl, Ferguson Dr, Goodrich Bl, Telegraph Rd, and Triggs St.			
PROJECTS ON OTHER STREETS														
6	Commerce	Goodrich Bl	Olympic Bl	Ferguson Dr	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.4		Improvements will require narrowing of travel lanes and removal of parking on one side to create two-way cycle track.	64	7p/14/11/11/14/7p	7p/11/11/11/11/3bu/10b
7	Commerce	Tubeway St	Smithway St	Corvette St	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.1		Improvements will require the narrowing of the travel lanes.	58	8p/21/21/8p	6b/3bu/8p/12/12/8p/3bu/6b
8	Commerce	Corvette St	Tubeway Av	Saybrook Av	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.2		Improvements will require narrowing of travel lanes.	60	8p/22/22/8p	6b/3bu/8p/13/13/8p/3bu/6b
9	Commerce	Saybrook Av	Corvette St	Flotilla St	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.2		Improvements will require narrowing of travel lanes.	60	8p/22/22/8p	6b/3bu/8p/13/13/8p/3bu/6b
10	Commerce, Montebello	Flotilla St	Saybrook Av	Vail Av	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.8		Improvements will require narrowing of travel lanes.	60	8p/22/22/8p	6b/3bu/8p/13/13/8p/3bu/6b
11	Montebello	Vail Av	Flotilla St	Olympic Bl	IV	Protected Bicycle Lane	First Last Mike Technical Team		0.4		Improvements will require narrowing of travel lanes.	44	8p/14/14/8p	6b/3bu/13/13/3bu/6b
12	LA County, Commerce	Short Term Parking on streets with FLM Priority Wheel Projects					First Last Mile Technical Team				Short term parking within the 1/2 mile falls within the following jurisdictions: LA County Commerce *Note* : Includes bicycle repair stations			

LEGEND

TWA = Technical Walk Audit
OLS = On-Line Survey
CWA = Community Walk Audit
CAB = Community Activity Boards
JOH = Jurisdictional Workshop/Office Hours

Prioritized Projects
Non-Prioritized Projects

Greenwood Station Wheel Projects

Project ID	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Local Plan/Project	Length (Miles)	Priority Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West
GREENWOOD AVENUE BICYCLE LANE/PROTECTED BICYCLE LANE														
1	Montebello	Greenwood Av	Cleveland Av	Carmelita Av	II	Bicycle Lane	First Last Mile Technical Team		0.8	2	Improvements require removal of parking on both sides of the street. Coordination needed with SGVCOG since the proposed bicycle lane will traverse the Union Pacific Railroad (UPRR) project.	56	7p/10/11/11/10/7p	6b/11/11/11/11/6b
			Carmelita Av	Oakwood St	IV	Protected Bicycle Lane	First Last Mile Technical Team, OLS	Montebello Bicycle Master Plan 2024	0.9	1	Requires lane reduction or parking removal. May also include narrowing of travel lanes and removal of TWLTL.	60-78	7p/12/11/11/12/7p to 8p/14/12/10cl/12/14/8p	6b/3bu/10/11/11/10/3bu/6b to 6b/3bu/8p/11/11/11/11/8p/3bu/6b
WASHINGTON BOULEVARD PROTECTED BICYCLE LANE														
2A	Montebello	Washington Bl	Vail Av	Bluff Rd	IV	Protected Bicycle Lane	OLS	Montebello Bicycle Master Plan 2024	0.9	1 2	Requires lane removal on each travel direction.	84	11/11/12/16cl/12/11/11	6b/3bu/11/11/11cl/11/11/3bu/6b
2B	Pico Rivera	Washington Bl	Bluff Rd	Paramount Bl	IV	Protected Bicycle Lane	First Last Mile Team		0.4	2	Improvements require removal of one travel lane in each direction. Will require additional analysis and coordination to connect bike lane over bridge to Rio Hondo Bike Path.	82	11/11/11/16m/11/11/11	6b/3bu/12/12/16m/12/12/3bu/6b
BEACH STREET BICYCLE-FRIENDLY STREET														
3A	Montebello	Beach St	Vail Av	Maple Av	II	Bicycle Lane	First Last Mile Technical Team, JOH	Montebello Bicycle Master Plan 2024	0.2	3	Improvements require removal of parking lane on both sides. Note: Alternative to Washington Blvd post LRT.	38	7p/12/12/7p	6b/12/12/6b
3B	Montebello	Beach St	Maple Av	Bluff Rd	III	Bicycle-Friendly Street	First Last Mile Team, JOH		0.8	3	Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use. *Note:* Alternative to Washington Blvd post LRT.	38	7p/12/12/7p	7p/12/12/7p
					III	Bicycle Route		Montebello Bicycle Master Plan 2024						
DATE STREET BICYCLE-FREINDLY STREET														
4A	Montebello	Date St	Vail Av	Greenwood Av	III	Bicycle-Friendly Street	First Last Mile Technical Team, TWA, CWA, JOH		0.4	3	Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use. *Note* : Alternative to Washington Blvd post LRT.	38	7p/12/12/7p	7p/12/12/7p
4B	Montebello	Date St	Greenwood Av	Bluff Rd	III	Bicycle-Friendly Street	First Last Mile Team, JOH		0.4	3	Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use. *Note* : Alternative to Washington Blvd post LRT.	38	7p/12/12/7p	7p/12/12/7p
					III	Bicycle Route		Montebello Bicycle Master Plan 2024						

Prioritized Projects
Non-Prioritized Projects

Greenwood Station Wheel Projects

Project ID	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Local Plan/Project	Length (Miles)	Priority Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West
MAPLE AVENUE BICYCLE-FRIENDLY STREET														
5	Montebello	Maple Av	Lincoln Av	Washington Bl	III	Bicycle-Friendly Street	First Last Mile Technical Team, JOH	Montebello Bicycle Master Plan 2024	0.8	3	Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use.	40	8p/12/12/8p	8p/12/12/8p
			Washington Bl	Date St	III	Bicycle-Friendly Street	First Last Mile Technical Team, JOH		0.3	3	Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use.	40	8p/12/12/8p	8p/12/12/8p
NON-LINEAR WHEEL PROJECTS														
6	Montebello	Bicycle-Friendly Intersections on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team, OLS			1	Signalized intersections on streets with priority wheel projects within the 1/2 mile (7 total): Montebello: 7			
7	Montebello	Short Term Parking on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team, OLS, JOH			3	Linear miles priority wheel projects within the 1/2 mile (3.9 miles total): Montebello: 3.9 miles (100%) *Note* : Includes bicycle repair stations			
PROJECTS ON OTHER STREETS														
8	Montebello	Montebello Bl	Beach St	Date St	III	Bicycle-Friendly Street	First Last Mile Technical Team	Montebello Bicycle Master Plan 2024	0.6		Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use.	40	7p/12/12/7p	7p/12/12/7p

LEGEND
TWA = Technical Walk Audit
OLS = On-Line Survey
CWA = Community Walk Audit
CAB = Community Activity Boards
JOH = Jurisdictional Workshop/Office Hours

Prioritized Projects
Non-Prioritized Projects

Rosemead Station Wheel Projects

Project ID	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Local Plan/Project	Length (Miles)	Priority Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West
WASHINGTON BOULEVARD PROTECTED BICYCLE LANE														
1A	Pico Rivera	Washington Bl	Paramount Bl	City Limit (San Gabriel River)	IV	Protected Bicycle Lane	First Last Mile Technical Team, TWA, OLS, CAB		1.5	1 2	Improvements require narrowing or removal of travel lanes to accommodate bike facilities. Will require additional analysis and coordination to connect bike lane over bridge to San Gabriel River Mid Trail.	48-75	12/12/12/12 to 10/11/11/11cl/11/11/10	6b/3bu/15/15/3bu/6b to 6b/3bu/12/11/11cl/11/12/3bu/6b
ROSEMEAD BOULEVARD SHARED-USE PATH/BICYCLE LANE														
2A	Pico Rivera	Rosemead Bl	Gallatin Rd	Washington Bl	IV	Protected Bicycle Lane	First Last Mile Technical Team, TWA, OLS, CAB	Metro Active Transportation Strategic Plan 2023	2.6	1 2	Improvements will require the narrowing of travel lanes and median fencing. May require additional analysis and coordination to due to Rosemead Blvd (CA 19) being a state route.	84	20/13/6m/10cl/13/22	6b/3bu/11/13/6m/10cl/13/13/3bu/6b
					II	Bicycle Lane		Pico Rivera Urban Greening Plan 2018						
2B	Pico Rivera	Rosemead Bl	Washington Bl	Rex Rd	I	Shared-Use Path	OLS		0.5	1	Improvements will require the narrowing of travel lanes and median fencing. May require additional analysis and coordination to due to Rosemead Blvd (CA 19) being a state route.	84	20/13/6m/10cl/13/22	6b/3bu/11/13/6m/10cl/13/13/3bu/6b
					II	Bicycle Lane		Pico Rivera Urban Greening Plan 2018						
PARAMOUNT BOULEVARD SHARED-USE PATH/PROTECTED BICYCLE LANE														
3A	Pico Rivera	Paramount Bl	Mines Av	Washington Bl	IV	Protected Bicycle Lane	First Last Mile Technical Team, CAB		0.8	1 2	Improvements will require narrowing of travel lanes and TWLTL.	72	20/11/12cl/11/18	6b/3bu/11/11/10cl/11/11/3bu/6b
					II	Bicycle Lane		Pico Rivera Urban Greening Plan 2018						
3B	Pico Rivera	Paramount Bl	Washington Bl	Rex Rd	I	Shared-Use Path	First Last Mile Technical Team, OLS		0.5	1 2	Improvements will require narrowing of travel lanes.	92	12/12/12/12LTL/11m/12/21	12/12/12/12LTL/4m/12/12/4bu/12b
					II	Bicycle Lane		Pico Rivera Urban Greening Plan 2018						
NON-LINEAR WHEEL PROJECTS														
4	Pico Rivera	Bicycle-Friendly Intersections on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team, OLS, TWA, CAB			1	Signalized intersections on streets with priority wheel projects within the 1/2 mile (7 total): Pico Rivera: 7 (100%)			
WHEEL PROJECTS ON OTHER STREETS														
5	Pico Rivera	Short Term Parking on Streets with FLM Priority Wheel Projects					OLS, CWA				Short term parking within the 1/2 mile falls within the following jurisdictions: Pico Rivera *Note* : Includes bicycle repair stations			

LEGEND
TWA = Technical Walk Audit
OLS = On-Line Survey
CWA = Community Walk Audit
CAB = Community Activity Boards
JOH = Jurisdictional Workshop/Office Hours

Prioritized Projects
Non-Prioritized Projects

Norwalk Station Wheel Projects

Project ID	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Local Project/Project	Length (Miles)	Priority Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West
WASHINGTON BOULEVARD PROTECTED BICYCLE LANE														
1A	LA County	Washington Bl	County Limit (San Gabriel River)	Norwalk Bl	IV	Protected Bicycle Lane	TWA, OLS, CWA		0.5	1	Improvements will require the narrowing and removal of travel lanes. Will require additional analysis and coordination for segment Washington/I-605 undercrossing.	76	12/10/11/10cl/11/10/12	6b/3bu/12/11/12cl/11/12/3bu/6b
1B	Santa Fe Springs	Washington Bl	Norwalk Bl	Duchess Dr	IV	Protected Bicycle Lane	TWA, OLS, CWA		0.2	1	Improvements will require the narrowing and removal of travel lanes.	76	12/10/11/10cl/11/10/12	6b/3bu/12/11/12cl/11/12/3bu/6b
1C	LA County, Santa Fe Springs, Whittier	Washington Bl	Duchess Dr	Crowndale Av	IV	Protected Bicycle Lane	TWA, OLS, CWA		1.1	1	Improvements will require the narrowing and removal of travel lanes.	76	12/10/11/10cl/11/10/12	6b/3bu/12/11/12cl/11/12/3bu/6b
NORWALK BOULEVARD PROTECTED BICYCLE LANE														
2A	Whittier	Norwalk Bl	Beverly Bl	Whittier Bl	IV	Protected Bicycle Lane	First Last Mile Technical Team, TWA, CWA		0.8	2	Improvements will require removal of parking on both sides of the street or one side of the street, depending on roadway width.	75-80	8p/12/12/11cl/12/12/8p to 8p/14/12/11cl/12/14/8p	6b/3bu/11/12/11cl/12/11/3bu/6b to 6b/3bu/8p/11/11/10cl/11/11/3bu/6b
					II	Bicycle Lane		City of Whittier Bicycle Routes Map 2023						
2B	LA County	Norwalk Bl	Bexley Dr	Rockne Av	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.9	1 2	Improvements will require removal of parking on both sides of the street or one side of the street, depending on roadway width.	75-80	8p/12/12/11cl/12/12/8p to 8p/14/12/11cl/12/14/8p	6b/3bu/11/12/11cl/12/11/3bu/6b to 6b/3bu/8p/11/11/10cl/11/11/3bu/6b
2C	LA County, Santa Fe Springs	Norwalk Bl	Rockne Av	Washington Bl	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.2	1	Improvements will require removal of parking on both sides of the street or one side of the street, depending on roadway width.	75-80	8p/12/12/11cl/12/12/8p to 8p/14/12/11cl/12/14/8p	6b/3bu/11/12/11cl/12/11/3bu/6b to 6b/3bu/8p/11/11/10cl/11/11/3bu/6b
2D	Santa Fe Springs	Norwalk Bl	Washington Bl	Boer Av	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.2	1	Improvements will require removal of parking on both sides of the street or one side of the street, depending on roadway width.	75-80	8p/12/12/11cl/12/12/8p to 8p/14/12/11cl/12/14/8p	6b/3bu/11/12/11cl/12/11/3bu/6b to 6b/3bu/8p/11/11/10cl/11/11/3bu/6b
2E	LA County	Norwalk Bl	Boer Av	Perkins Av	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.7	1 2	Improvements will require removal of parking on both sides of the street or one side of the street, depending on roadway width.	75-80	8p/12/12/11cl/12/12/8p to 8p/14/12/11cl/12/14/8p	6b/3bu/11/12/11cl/12/11/3bu/6b to 6b/3bu/8p/11/11/10cl/11/11/3bu/6b
2F	Santa Fe Springs	Norwalk Bl	Perkins Av	Los Nietos Rd	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.2	2	Improvements will require removal of parking on both sides of the street or one side of the street, depending on roadway width.	75-80	8p/12/12/11cl/12/12/8p to 8p/14/12/11cl/12/14/8p	6b/3bu/11/12/11cl/12/11/3bu/6b to 6b/3bu/8p/11/11/10cl/11/11/3bu/6b

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

Norwalk Station Wheel Projects

Project ID	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Local Project/Project	Length (Miles)	Priority Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West
BROADWAY AVENUE PROTECTED BICYCLE LANE														
3A	LA County	Broadway Av	Whittier Bl	Washington Bl	IV	Protected Bicycle Lane	First Last Mile Technical Team		1.2	1 2	Improvements will require removal of one travel lane in each direction. Parking on both sides of the street will remain with a loss in the total number of existing parking spaces.	55	7p/10/11/10/10/7p	6b/3bu/7p/12/11/7p/3bu/6b
3B	LA County, Santa Fe Springs	Broadway Av	Washington Bl	Norwalk Bl	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.2	1	Improvements will require removal of one travel lane in each direction. Parking on both sides of the street will remain with a loss in the total number of existing parking spaces.	55	7p/10/11/10/10/7p	6b/3bu/7p/12/11/7p/3bu/6b
PIONEER BOULEVARD PROTECTED BICYCLE LANE														
4A	LA County	Pioneer Bl	Saragosa St	Slauson Av	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.8	1	Improvements will require removal of one travel lane in each direction.	55	7p/10/11/10/10/7p	6b/3bu/7p/12/11/7p/3bu/6b
					III	Bicycle Route		LA County Bicycle Master Plan 2012						
4B	Santa Fe Springs	Pioneer Bl	Slauson Av	Los Nietos Rd	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.4	2	Improvements will require removal of one travel lane in each direction.	55	7p/10/11/10/10/7p	6b/3bu/7p/12/11/7p/3bu/6b
					III	Bicycle Route		LA County Bicycle Master Plan 2012						
NON-LINEAR WHEEL PROJECTS														
5	LA County, Santa Fe Springs	Bicycle-Friendly Intersections on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team, OLS, CAB			1	Signalized intersections on streets with priority wheel projects within the 1/2 mile (9 total): LA County: 7 (78%) Santa Fe Springs: 2 (22%) Additional intersection design analysis needed for the intersection at Norwalk Bl and Broadway Av.			
WHEEL PROJECTS ON OTHER STREETS														
6	LA County, Santa Fe Springs	Short Term Parking on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team, OLS				Short term parking within the 1/2 mile falls within the following jurisdictions: LA County Santa Fe Springs *Note* : Includes bicycle repair stations			

LEGEND
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OLS = On-Line Survey
CWA = Community Walk Audit
CAB = Community Activity Boards
JOH = Jurisdictional Workshop/Office Hours

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

Lambert Station Wheel Projects

Project ID	Jurisdiction	Location	From	To	Class	Improvement	Project Origin	Local Plan/Project	Length (Miles)	Priority Method	Notes	Roadway Width (ft)	Existing Lane Striping (ft) Looking North or West	Illustrative Lane Striping (ft) Looking North or West
WASHINGTON BOULEVARD PROTECTED BICYCLE LANE														
1A	Whittier	Washington Bl	Crowndale Av	Whittier Bl	IV	Protected Bicycle Lane	TWA, OLS, CWA		0.6	1	Improvements will require narrowing of travel lanes to accommodate bike facilities.	76-85	21/12/13cl/12/18 to 10bu/13/13/10cl/4m/13/10/12	12b/4bu/12/12/12cl/12/12 to 12b/4bu/10/10/11cl/4m/11/11/12
SANTA FE SPRINGS ROAD PROTECTED BICYCLE LANE														
2A	Whittier	Santa Fe Springs Rd	Washington Bl	Slauson Av	IV	Protected Bicycle Lane	TWA, CWA		0.8	1	Improvements will require lane reconfiguration to accommodate Class IV facility.	84	8p/6b/11/10/14m/10/11/6b/8p	6b/3bu/7p/11/10/10m/10/11/7p/3bu/6b
2B	Santa Fe Springs	Santa Fe Springs Rd	Slauson Av	Los Nietos Rd	IV	Protected Bicycle Lane	First Last Mile Technical Team		0.9	2	Improvements will require lane reconfiguration to accommodate Class IV facility.	84	8p/6b/11/10/14m/10/11/6b/8p	6b/3bu/7p/11/10/10m/10/11/7p/3bu/6b
					III	Bicycle Route		Santa Fe Springs Active Transportation Plan 2021						
LAMBERT ROAD PROTECTED BICYCLE LANE														
3	Whittier	Lambert Rd	Washington Bl	Greenleaf Av	IV	Protected Bicycle Lane	First Last Mile Technical Team, TWA, CWA		0.6	1	Improvements will require narrowing of travel lanes and removal of TWLTL. Recommend lowering posted speed limit.	64	15/12/10cl/12/15	6b/3bu/11/12/12/11/3bu/6b
NON-LINEAR WHEEL PROJECTS														
4	Whittier	Bicycle-Friendly Intersections on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team, OLS, CAB			1	Signalized intersections on streets with priority wheel projects within the 1/2 mile (7 total): Whittier: 7 (100%) Additional intersection design analysis needed for the 5-way intersection at Washington Bl, Whittier Bl, Santa Fe Springs Rd, and Pickering Av intersection.			
5	Whittier, Santa Fe Springs	Short Term Parking on Streets with FLM Priority Wheel Projects					First Last Mile Technical Team, OLS, TWA, CWA				Short term parking within the 1/2 mile falls within the following jurisdictions: LA County Whittier *Note* : Includes bicycle repair stations			

LEGEND

TWA = Technical Walk Audit
OLS = On-Line Survey
CWA = Community Walk Audit
CAB = Community Activity Boards
JOH = Jurisdictional Workshop/Office Hours

Prioritized Projects
Non-Prioritized Projects

Atlantic Station

Proposed Wheel Improvements

Note: For corridor extents see project costing

N

Metro E Line Station + Entrance

Proposed Metro Station + Entrance

Proposed ESP2 Alignment

City Boundaries

Wheel Facilities

Shared-Use/Off-Street Path (Class I)	Protected Bicycle Lane (Class IV)	Bicycle Lane (Class II)	Bicycle-Friendly Street (Class III)	Bicycle Route/Sharrow (Class III)
Existing	Existing	Existing	Existing	Existing
FLM Proposed	FLM Proposed	FLM Proposed	FLM Proposed	FLM Proposed
On Local Plans	On Local Plans	On Local Plans	On Local Plans	On Local Plans

Corridor Projects

Bicycle-Friendly Intersection

Metro

Atlantic/Whittier Station

Proposed Wheel Improvements

Note: For corridor extents see project costing

N

Proposed Metro Station + Entrance

Proposed ESP2 Alignment

City Boundaries

Wheel Facilities

Shared-Use/Off-Street Path (Class I)	Protected Bicycle Lane (Class IV)	Bicycle Lane (Class II)	Bicycle-Friendly Street (Class III)	Bicycle Route/Sharrow (Class III)
Existing	Existing	Existing	Existing	Existing
FLM Proposed	FLM Proposed	FLM Proposed	FLM Proposed	FLM Proposed
On Local Plans	On Local Plans	On Local Plans	On Local Plans	On Local Plans

Corridor Projects

Bicycle-Friendly Intersection

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

Commerce/Citadel Station

Proposed Wheel Improvements

Note: For corridor extents see project costing

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- Metrolink Tracks
- City Boundaries

Wheel Facilities

Shared-Use/Off-Street Path (Class I)	Protected Bicycle Lane (Class IV)	Bicycle Lane (Class II)	Bicycle-Friendly Street (Class III)	Bicycle Route/Sharrow (Class III)
Existing	Existing	Existing	Existing	Existing
FLM Proposed	FLM Proposed	FLM Proposed	FLM Proposed	FLM Proposed
On Local Plans	On Local Plans	On Local Plans	On Local Plans	On Local Plans

Corridor Projects

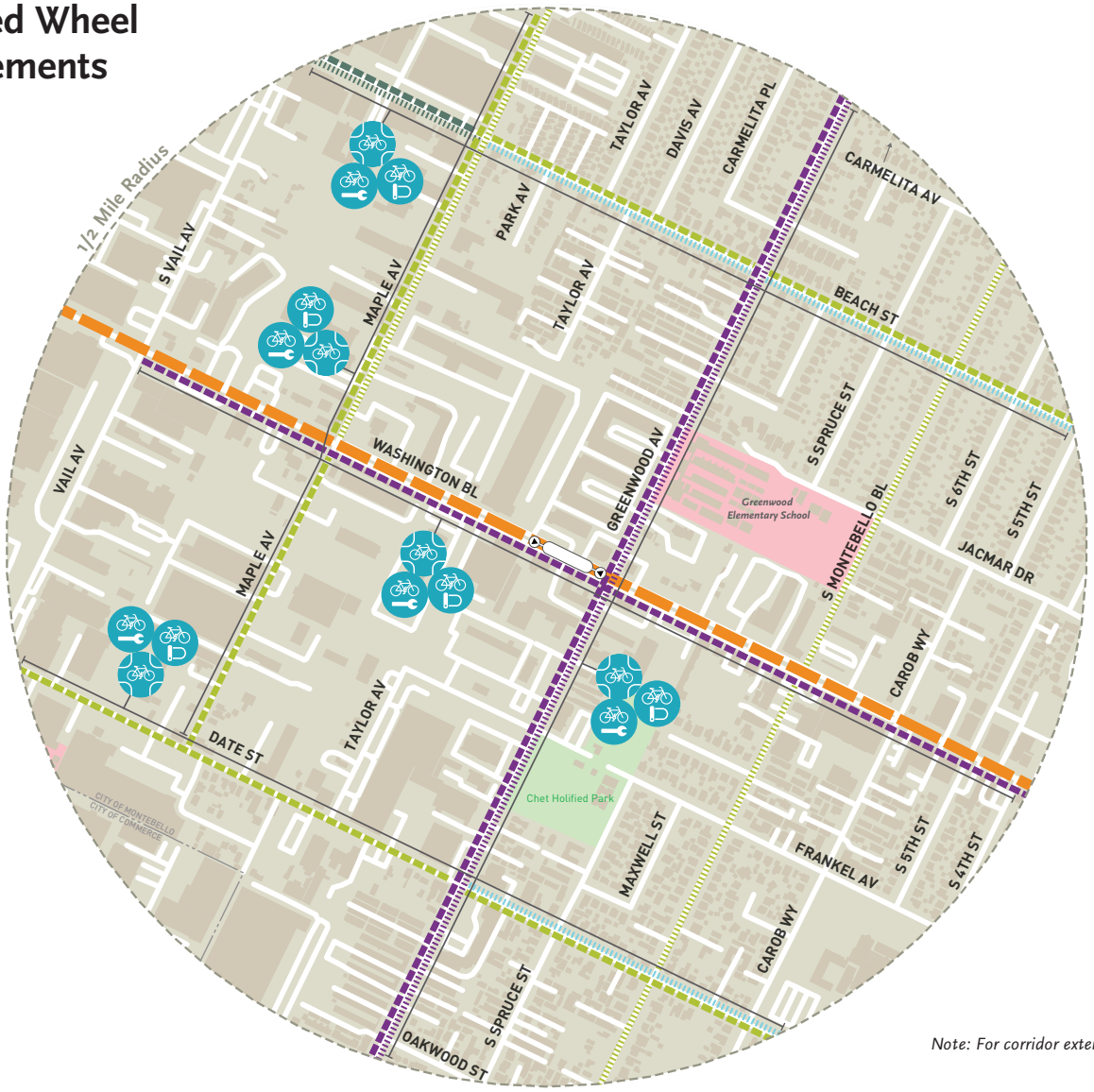
Bicycle-Friendly Intersection

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

Greenwood Station

Proposed Wheel Improvements



Note: For corridor extents see project costing

N

Proposed Metro Station + Entrance

Proposed ESP2 Alignment

City Boundaries

Wheel Facilities

Shared-Use/Off-Street Path (Class I)	Protected Bicycle Lane (Class IV)	Bicycle Lane (Class II)	Bicycle-Friendly Street (Class III)	Bicycle Route/Sharrow (Class III)
Existing	Existing	Existing	Existing	Existing
FLM Proposed	FLM Proposed	FLM Proposed	FLM Proposed	FLM Proposed
On Local Plans	On Local Plans	On Local Plans	On Local Plans	On Local Plans

Corridor Projects

Bicycle-Friendly Intersection

Bicycle Repair Station

Short Term Bicycle Parking

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

Rosemead Station

Proposed Wheel Improvements

Note: For corridor extents see project costing

N

Proposed Metro Station + Entrance

Proposed ESP2 Alignment

City Boundaries

Wheel Facilities

Shared-Use/Off-Street Path (Class I)	Protected Bicycle Lane (Class IV)	Bicycle Lane (Class II)	Bicycle-Friendly Street (Class III)	Bicycle Route/Sharrow (Class III)
Existing	Existing	Existing	Existing	Existing
FLM Proposed	FLM Proposed	FLM Proposed	FLM Proposed	FLM Proposed
On Local Plans	On Local Plans	On Local Plans	On Local Plans	On Local Plans

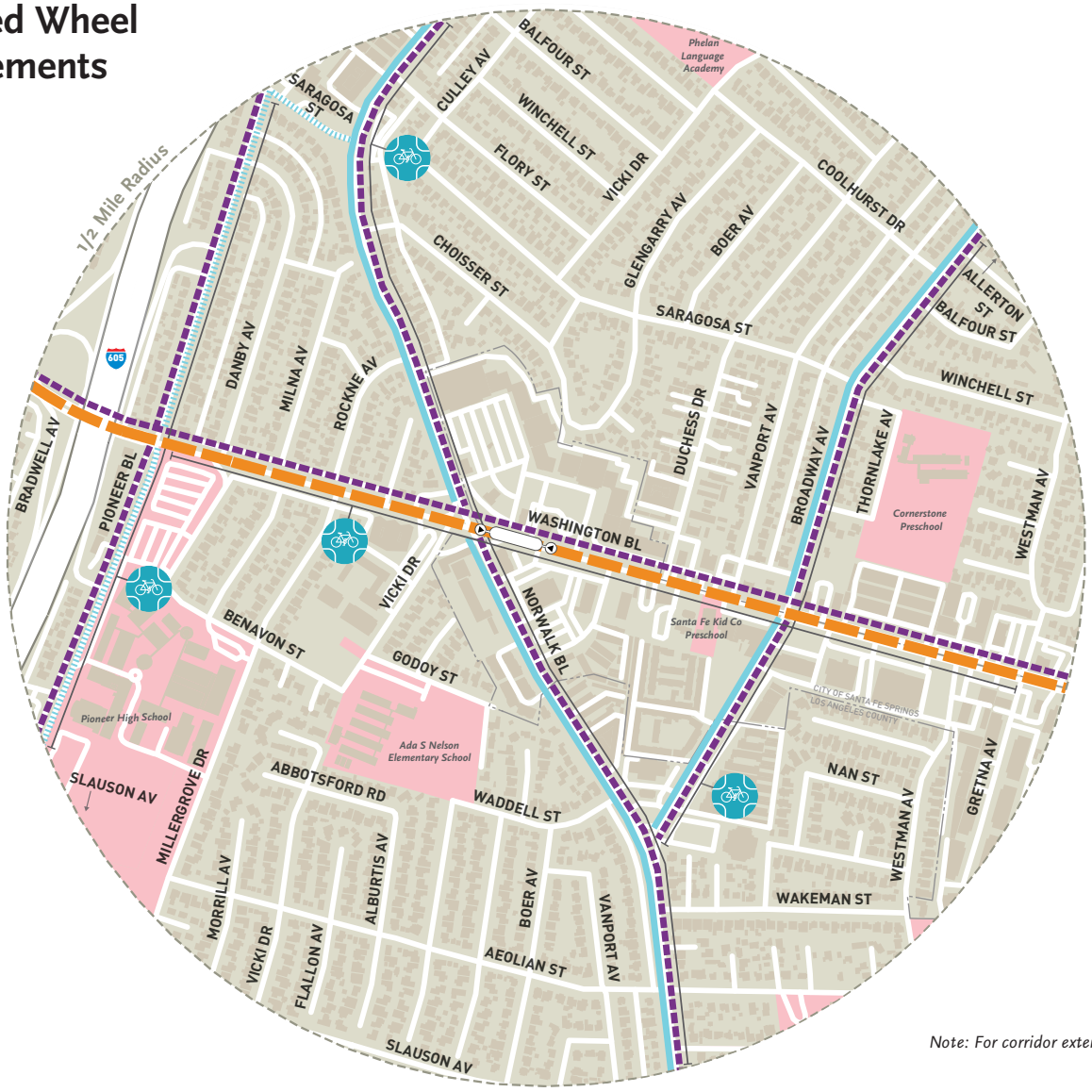
Corridor Projects

Bicycle-Friendly Intersection

Metro

Norwalk Station

Proposed Wheel Improvements



Note: For corridor extents see project costing

N

Proposed Metro Station + Entrance

Proposed ESP2 Alignment

City Boundaries

Wheel Facilities

Shared-Use/Off-Street Path (Class I)	Protected Bicycle Lane (Class IV)	Bicycle Lane (Class II)	Bicycle-Friendly Street (Class III)	Bicycle Route/Sharrow (Class III)
Existing	Existing	Existing	Existing	Existing
FLM Proposed	FLM Proposed	FLM Proposed	FLM Proposed	FLM Proposed
On Local Plans	On Local Plans	On Local Plans	On Local Plans	On Local Plans

Corridor Projects

Bicycle-Friendly Intersection

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

Lambert Station

Proposed Wheel Improvements

Note: For corridor extents see project costing

N

Proposed Metro Station + Entrance

Proposed ESP2 Alignment

City Boundaries

Wheel Facilities

Shared-Use/Off-Street Path (Class I)	Protected Bicycle Lane (Class IV)	Bicycle Lane (Class II)	Bicycle-Friendly Street (Class III)	Bicycle Route/Sharrow (Class III)
Existing	Existing	Existing	Existing	Existing
FLM Proposed	FLM Proposed	FLM Proposed	FLM Proposed	FLM Proposed
On Local Plans	On Local Plans	On Local Plans	On Local Plans	On Local Plans

Corridor Projects

Bicycle-Friendly Intersection

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

Appendix C: Community Walk Audit Memo

MEMORANDUM

To: Neha Chawla, Metro FLM Manager

From: Monica Villalobos
Kimley-Horn and Associates, Inc.

Date: September 20, 2024

Subject: FINAL First/Last Mile Community Walk/Wheel Audit Summary Memorandum

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Angeles. The Project would connect Atlantic Station to Whittier in the Gateway Cities subregion of Los Angeles County. The Project would serve the cities ofCommerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, as well as the unincorporated communities of East Los Angeles and West Whittier-Los Nietos. The Project route passes through a variety of land uses including residential, commercial, industrial, parks and recreational, health and medical, and educational institutions. The route also passes through densely populated low-income areas that rely heavily on public transit. The Project aims to address mobility issues in East Los Angeles County such as lack of rail transit options, high congestion, infrastructure constraints, and poor air quality.

In February 2023, Metro initiated First/Last Mile (FLM) planning for the Project. FLM evaluates walking, biking, and rolling access to transit stations. The FLM Plan includes all seven potential stations for all EIR Project alternatives between Atlantic Station and Lambert station. In Metro's FLM Strategic Plan, "wheel", which includes bicycles, roller skates, rollerblades, kick scooters, electric golf carts, scooters, skateboards, gyroscopic devices, mobility scooters, and other new technologies. While "walk" refers to safety focused improvements in the pedestrian realm. FLM Community Walk/Wheel Audits were conducted as part of the FLM planning process for the following stations:

- Atlantic Station
- Atlantic/Whittier Station
- Commerce/Citadel Station
- Greenwood Station
- Rosemead Station

> Norwalk Station

> Lambert Station

This memorandum provides a summary of the FLM Community Walk/Wheel Audits and community responses to better understand FLM problems, solutions, general impressions, and opportunities related to pedestrian and wheel infrastructure.

Metro facilitated a series of FLM Community Walk/Wheel Audits in Spring 2024 for the Project. The FLM planning process involves technical and community input to inform proposed pedestrian and wheel projects to be implemented within the half-mile and three-mile station area.

The FLM Community Walk/Wheel Audits were facilitated by Metro and technical staff and involved participation from local residents and community-based organizations (CBOs). Community audit logistics, day of operations, and recruitment was conducted in coordination with the Metro Outreach Contractor.

In total eight community walk audits and six wheel audits were conducted with approximately 82 participants. Details of each audit are provided below.

The FLM Community Walk/Wheel Audits captured general impressions and areas of improvement for each station using two methods of data collection:

1. Community Walk/Wheel Audit Worksheet

   A comprehensive worksheet comprised of sensory and observation based questions that gathered information based off the following categories: sensory experience, sidewalks, crosswalks, trees and shade, lighting, streetscape, people and users, and personal reflections.

2. Prioritization Activity Board

   Participants were asked to rank pedestrian and wheel improvements by highest to lowest priority (1-highest, 5-lowest) using color coded stickers on a large activity board at the conclusion of each audit.

II. FLM Community Walk/Wheel Audit Participation

The FLM Community Walk/Wheel Audits took place between February 2024 and March 2024. The FLM team conducted eight walk and six-wheel audits across six jurisdictions. Due to weather conditions, the Commerce/Citadel Station Walk/Wheel Audit took place indoors at the Citadel. The walk audit was conducted virtually using Google Maps where facilitators virtually walked the station area. Wheel audits were conducted at select locations that provided sufficient safety for bicycle riders with existing infrastructure and roadway access. The following table provides details on the FLM Community Walk/Wheel Audits conducted.

Table 1: 2024 FLM Community Walk/Wheel Audit Participation

Station	Date and Time	# of Community Participants
Atlantic Station	Tuesday, February 13, 2024 10:00 am – 12:20 pm	11
Atlantic/Whitter Station	Thursday, February 15, 2024 3:00 pm – 5:30 pm	14
Commerce/Citadel Station*	Saturday, March 2, 2024 9:00 am – 11:30 am	5
Greenwood Station	Wednesday, February 21, 2024 10:00 am – 12:30 pm	15
Rosemead Station	Saturday, February 24, 2024 9:00 am – 11:30 am	19
Norwalk Station	Friday, February 23, 2024 10:00am – 12:30 pm	5
Lambert Station	Wednesday, February 28, 2024 9:00 am – 11:30 am	5
East Los Angeles Chamber of Commerce: Atlantic/Whittier Station*	Friday, March 8, 2024 2:00 pm – 5:30 pm	8

*Wheel audit not applicable.

Figure 1 shows community members and FLM team staff participating in the FLM Community Walk/Wheel Audits.

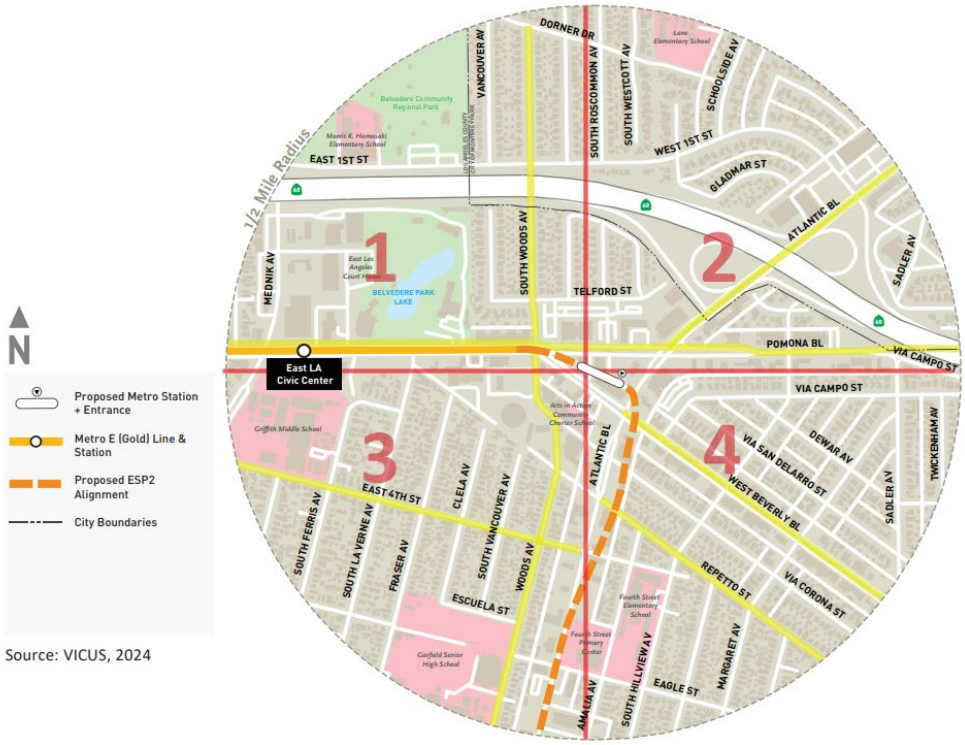
Figure 1: 2024 FLM Community Walk/Wheel Audit Participation Photos

III. FLM Community Walk/Wheel Audit Summaries by Station

A. Walk/Wheel Audit Process

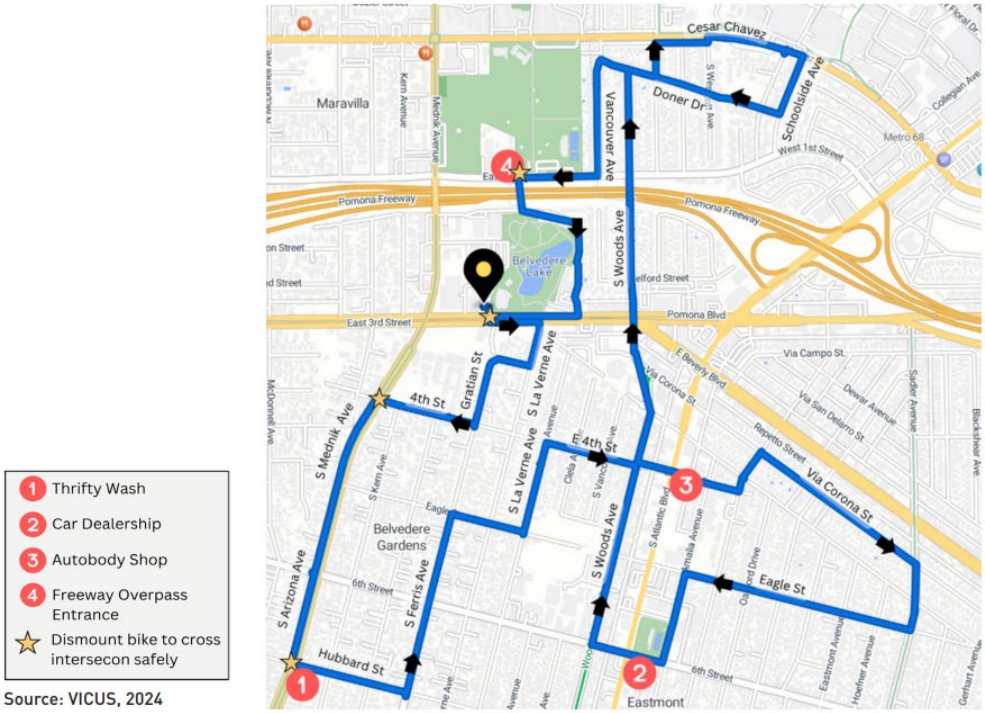
Each station area was divided into four quadrants and groups were assigned accordingly. Groups included community members, a FLM technical team facilitator, and a FLM team notetaker. Each quadrant included walking routes for participants to follow along primary and secondary pathways. Participants were able to record observations using the worksheets. Figure 2 shows an example of the quadrant map for the Atlantic Station Walk Audit, illustrating primary pathways in yellow. Appendix A includes Quadrant maps for each walk audit

Figure 2: Eastside Transit Corridor Phase 2 – Atlantic Station Walk Audit - Example Quadrant Map



Wheel audits were organized for six stations. Each wheel audit included community members and a FLM team bicycle captain. Bicycle routes were developed and included existing and proposed bicycle facilities within the station area. Rest stops were incorporated into the bike routes to record observations via facilitated discussions by the bicycle captain. Figure 3 shows an example of the bike route map for the Atlantic Station wheel audit.

Figure 3: Eastside Transit Corridor Phase 2 – Atlantic Station Wheel Audit - Example Bike Route Map



Source: VICUS, 2024

After the completion of all FLM Community Walk/Wheel Audits, community members were asked to provide feedback on the FLM Improvements Toolkit activity boards to capture pedestrian and wheel improvements for each station area (described in further detail in the Prioritization Activity Board section below). The FLM Improvements Toolkit contains a collection of 26 pedestrian and wheel projects with photos and icons.

The following section summarizes input received through worksheets and activity boards at the FLM Community Walk/Wheel Audits.

B. Community Walk/Wheel Audit Worksheet Data

Worksheets were developed to guide the discussion during the walk audits focused on sensory experiences to observe and document challenges and areas of improvement. Participants were provided paper copies of worksheets to record observations and personal reflections. Appendix B provides an example of the FLM Community Walk/Wheel Audit Worksheet. The following section summarizes worksheet responses highlighting specific pedestrian and wheel improvements and observations identified by participants.

The responses are organized by station and relevant quadrants. Participants also had the opportunity to share personal reflections and quotes on worksheets, included in the following section. Input from the worksheets and activity boards was analyzed and used to inform pedestrian and wheel project recommendations as part of the FLM planning process. A summary of input received from the FLM Community Walk/Wheel Audits is provided in Table 2 below.

Table 2: Summary of Community Walk/Wheel Audit Worksheet Data by Station

Atlantic Station	
Q1	**Q2**
Implement Short Term Bicycle Parking Improve Landscaping and Shade Implement High Visibility Crosswalk Improve Bicycle Friendly Intersection (Woods Ave) Lack of New or Improved Sidewalk	Improve Pedestrian & Cyclist Lighting (Pomona Blvd, Cesar Chavez Ave, Eastern Ave, Underpass) Lacking High Visibility Crosswalk Lack of ADA accessible sidewalks Implement New or Improved Sidewalk (Balfour St/Rosemead Blvd) Improve Landscape and Shade Implement Shade Structure
Q3	**Q4**
Implement Traffic Calming (Via Corona, Woods Ave) Improve Landscape and Shade Implement Pedestrian & Cyclist Lighting	Implement Traffic Calming (Woods Ave, Repetto St) Implement Bus Stop Improvement
Atlantic/Whittier Station	
Q1	**Q2**
Introduce New or Improved Sidewalk (Woods Ave, Union Pacific Ave, Vancouver Ave) Introduce Curb Ramp Extensions (Woods Ave/Eagle St/6th St) Improve High Visibility Crosswalk (Olympic Blvd, Woods Ave) Improve Landscape and Shade (Woods Ave) Improve Bus Stops (Woods Ave) Improve Roundabout Improvement (Woods Ave) Introduce New or Improved Sidewalk Implement Traffic Calming (Woods Ave, Eagle St) Improve Curb Extension (Woods Ave, 6th St) Implement Wayfinding Signage (S Woods Ave)	Improve Landscape and Shade (Amalia Ave) Implement New or Improved Sidewalk (Amalia Ave) Implement Curb Ramp Implement Pedestrian & Cyclist Lighting (Amalia Ave) Lack of High Visibility Crosswalk (Amalia Ave/6th St)
Q3	**Q4**
Implement Shade Structure Introduce Bus Stop Improvements Implement Wayfinding Signage Implement Signalized Crossing (Union Pacific Ave/Woods Ave)	Implement Wayfinding Signage (Amalia Ave/Whittier Blvd) Lack of Pedestrian & Cyclist Lighting (Amalia Ave/Whittier Blvd) Lack of High Visibility Crosswalk (Amalia Ave/Whittier Blvd)

Atlantic/Whittier Station	
Q3	**Q4**
Implement Seating (Atlantic Blvd/Olympic Blvd) Implement New or Improved Sidewalk (Woods Ave) Bus Stop Improvement (Olympic Blvd, Vancouver Ave) Improve Traffic Calming (Woods Ave/Vienna) Implement High Visibility Crosswalk (Woods Ave/Union Pacific Ave /Olympic Blvd)	Improve Landscape and Shade (Amalia Ave/Whittier Blvd) Implement Wheel Facility (Vermont Ave/Atlantic Blvd) Lack of Street Furniture (Vermont Ave/Atlantic Blvd)
Commerce/Citadel Station	
Q1	**Q2**
Improve New or Improved Sidewalk (Telegraph Rd, Smithway St) Implement a TOD Implement Wheel Facility (Telegraph Rd, Eastern Ave, Park) Implement Landscape and Shade (Telegraph Rd) Implement High Visibility Crosswalk (Eastern Ave/Telegraph Rd)	Implement New or Improved Sidewalk (Mixmaster) Introduce Wheel Facility (Mixmaster, Whittier Blvd) Increase Wayfinding Signage (Mixmaster) Implement Pedestrian & Cyclist Lighting (Mixmaster)
Q3	**Q4**
Improve Signalized Crossing (Triggs St)	Implement Landscape and Shade Lack of Sidewalks (Tubeway Ave, Smithway St) Introduce Wheel Facility (Eastern Ave to Park, Smithway St/Tubeway Ave) Implement Traffic Calming (Eastern Ave) Extend Sidewalk (Eastern Ave/Smithway St and Tubeway Ave) Implement Pedestrian & Cyclist Lighting (Smithway St/Tubeway Ave) Improve Signalized Crossing (Smithway St)
Greenwood Station	
Q1	**Q2**
Implement Wheel Facility (Maple Ave/Beach St) Implement New or Improved Sidewalk (Washington Blvd) Implement Traffic Calming	

Greenwood Station	
Q3	**Q4**
Improve Wheel Facility	Implement New or Improved Sidewalk (Greenwood Ave) Implement Wheel Facility Implement Landscape and Shade
Rosemead Station	
Q1	**Q2**
Implement Wheel Facility Implement Landscape and Shade Improve High Visibility Crosswalk	Improve Signalized Crossing Lack of Sidewalk ADA accessibility Lack of Pedestrian & Cyclist Lighting Implement Wayfinding Signage Lack of High Visibility Crosswalk (Balfour St/ Rosemead Blvd Blvd)
Q3	**Q4**
Implement Pedestrian & Cyclist Lighting (Olympic Blvd) Lack of Shaded Structures (Olympic Blvd) Implement Landscape and Shade (Olympic Blvd)	Implement Signalized Crossing (Repetto St) 4-way stop
Norwalk Station	
Q1	**Q2**
Introduce Street Furniture (Norwalk Blvd) Implement Bus Stop Improvements (Norwalk Blvd) Improve High Visibility Crosswalk (Saragosa St/Washington Blvd) Implement Signalized Crossing (Saragosa St/Washington Blvd)	Implement Curb Ramp (Dutchess Dr) Introduce New or Improved Sidewalk (Dutchess Dr) Implement Signalized Crossing (Broadway Ave) Implement Traffic Calming (Washington Blvd)
Q3	**Q4**
Improve Narrow Curb Ramps (Norwalk Blvd/Washington Blvd) Introduce New or Improved Sidewalk (Vicki Dr)	Implement Wheel Facility Implement Signalized Crossing Implement Landscape and Shade
Lambert Station	
Q1	**Q2**
Implement Landscaping and Shade Lack of Shade Structure Implement High Visibility Crosswalk	Implement Pedestrian & Cyclist Lighting (Washington Blvd)
Q3	**Q4**
Improve Shade Structure (Nogal Ave/McGee Sr) Lack of Seating (Nogal Ave/McGee Sr)	Implement Traffic Calming (Washington Blvd) Introduce New or Improved Sidewalk Improve Shade Structure

C. Personal Reflections

In addition to the analysis of each station area, participants provided input through personal reflections, recorded on the worksheets. The following quotes were provided by participants, characterizing the sensory experience while conducting the FLM Community Walk/Wheel Audits.

- *"The more landscaping for shade, the better. Trees also are a habitat for birds."*
- *"There is a great deal of land here dedicated to parking of private vehicles - street parking, surface parking, parking meters, and more. Streets are so car dominated that even … bicycles must share the sidewalk with pedestrians."*
- *"We need beautification!"*
- *"Shade is important. I sunburn easily. Shade is vital. An occasional water fountain would be nice. Ground level for pets also."*
- *"More trees for shade is better than shade structures."*
- *"Cleaning is good, [there are] some amazing views of [the] mountain [and there is] not much smell of smog. People walking or dog walking, [so they need a] Plaza at Washington/Rosemead, or [a] kiosk with bathroom, water, chairs [and] art."*
- *"A few years ago, people didn't use to have access to transit in Norwalk, so they couldn't leave the area. But it is better now with the buses and a lot more people use transit."*
- *"A frontage row helps me feel safer walking."*
- *"All cities of LA County, Santa Fe Springs, Whittier, [and] LA County unincorporated -- need to talk about trees (replace/plant), signaled stop signs, arts, bus stops, crossing/disable/sound def - blind, walkways, wider space on sidewalks."*
- *"I would love to see public art. Murals from [a] local artist."*
- *"Protected bike lanes would encourage me to cycle to the station."*

D. Prioritization Activity Board Data

To capture final impressions regarding the station area, Prioritization Activity Boards with the FLM Toolkit were made available following each walk/wheel audit to provide feedback on pedestrian and wheel improvements. Using numbered and color-coded stickers, participants ranked walk/wheel improvements by highest to lowest priority (1-highest (red), 5-lowest (magenta)). Data was collected and summarized in a database counting stickers and scoring improvements. Information collected from the Prioritization Activity Boards was analyzed to inform recommendations for pedestrian and wheel improvements as part of the FLM planning process.

The following includes the top five ranked pedestrian and wheel improvements identified on the Prioritization Activity Board by station and their total score. Figure 4 shows participants utilizing the Prioritization Activity Boards.

Figure 4: 2024 FLM Community Walk/Wheel Audit Prioritization Activity Board Participation



<u>Top Ranked Pedestrian and Wheel Improvements</u>

Atlantic Station

Top ranked pedestrian improvements for the Atlantic Station include:

1. High Visibility Crosswalk (29)
2. Street Lighting (24)
3. Bus Stop Improvements (23)
4. Landscape and Shade (22)
5. Traffic Calming (20)

Top ranked wheel improvements for the Atlantic Station include:

1. Protected Bicycle Lane Class IV (29)
2. Bicycle Lane Class II (15)
3. Bicycle-Friendly Intersection (4)
4. Bicycle Friendly Streets Class III and Short-Term Bicycle Parking (3)
5. Shared-Use/Off Street Path Class I (2)

Atlantic/Whittier Station

Top ranked pedestrian improvements for the Atlantic/Whittier Station include:

1. High Visibility Crosswalk (38)
2. Street Lighting (22)
3. New or Improved Sidewalk (19)
4. Bus Stop Improvements (16)
5. Shade Structure (14)

Top ranked wheel improvements for the Atlantic/Whittier Station include:

1. Protected Bicycle Lane Class IV (15)
2. Shared-Use/Off Street Path Class I (6)
3. Bicycle Lane Class II and Bicycle Friendly Intersection (5)
4. Short Term Bicycle Parking (3)
5. Bicycle Friendly Streets Class III and Bicycle Repair Station (1)

Commerce/Citadel
Top ranked pedestrian improvements for the Commerce/Citadel Station include:

1. New or Improved Sidewalk (17)
2. Bus Stop Improvements (13)
3. Opportunity Improvements (12)
4. Landscape, Shade, and Pedestrian and Bike Lighting (8)
5. Street Lighting (6)

Greenwood Station
Top ranked pedestrian improvements for the Greenwood Station include:

1. New or Improved Sidewalk (17)
2. Opportunity Improvement (12)
3. Bus Stop Improvements (11)
4. Landscape, Shade, and Pedestrian and Bike Lighting (8)
5. Street Lighting (6)

Top ranked wheel improvements for the Greenwood Station include:

1. Bicycle Lane Class II (11)
2. Protected Bicycle Lane Class IV (2)

*Participants only voted on two improvements listed above.

Rosemead Station
Top ranked pedestrian improvements for the Rosemead Station include:

1. High Visibility Crosswalk (18)
2. New or Improved Sidewalk (14)
3. Street Lighting and Curb Extension (12)
4. Roundabout (10)
5. Shade Structure (8)

Top ranked wheel improvements for the Rosemead Station include:

1. Protect Bicycle Lane Class IV (20)
2. Short Term Bicycle Parking (10)
3. Bicycle Lane Class II (8)
4. Bicycle Repair Station (6)
5. Bicycle Friendly Streets Class III (5)

Norwalk Station
Top ranked pedestrian improvements for the Norwalk Station include:

1. Signalized Crossing (17)
2. High Visibility Crosswalk (12)
3. Curb Ramps, Street Lighting, and Pedestrian and Bike Lighting (10)
4. New or Improved Sidewalk (9)
5. Landscape and Shade (7)

Top ranked wheel improvements for the Norwalk Station include:

1. Bicycle Lane Class II and Bicycle Friendly Intersection (4)
2. Protected Bicycle Lane Class IV (3)

*Participants only voted on two improvements listed above.

Lambert
Top ranked pedestrian improvements for the Lambert Station include:

1. High Visibility Crosswalk (41)
2. New or Improved Sidewalk (35)
3. Landscape and Shade (33)
4. Curb Extension (32)
5. Pedestrian and Bike Lighting (20)

Top ranked wheel improvements for the Lambert Station include:

1. Protected Bicycle Lane Class IV (19)
2. Bicycle Lane Class II (17)
3. Bicycle-Friendly Intersection (11)
4. Bicycle Friendly Streets Class III (6)
5. Short Term Bicycle Parking (4)

East Los Angeles (ELA) Chamber – Atlantic Station
Top ranked pedestrian improvements for the ELA Chamber audit include:

1. New or Improved Sidewalk (13)
2. Opportunity Improvement (12)
3. Street Lighting (10)
4. High Visibility Crosswalk (6)
5. Signalized Crossing (5)

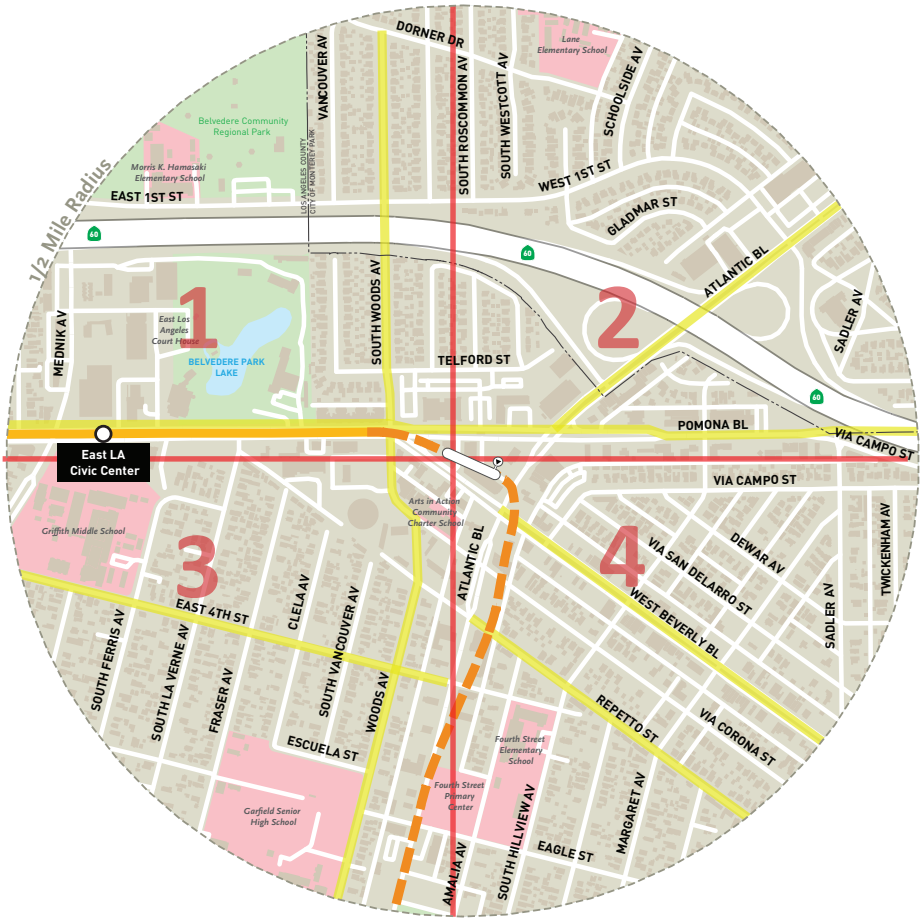
IV. Conclusion

The Eastside Transit Corridor Phase 2 FLM planning process provided an informative, fun and interactive way to engage local community members in the planning of FLM improvements. The input collected from worksheets and activity boards will inform recommendations for pedestrian and wheel improvements within each of the station areas. Utilizing the worksheets, participants were able to express personal concerns regarding necessary improvements and share sensory experiences recording sights, smells, and experiences. As one participant explained, the audits provided insights into the FLM planning process and opportunities to further engage residents in the process, *"Thank you for having this event, I look forward to seeing what happens next. Would love to be a part of it."*. The audits and activity boards provided the technical team with valuable local knowledge and insights that will inform the pedestrian and wheel recommendations that will be documented in the final FLM plan.

Appendix A

Walk Audit Quadrant Maps

Walk Audit - Atlantic Station



N

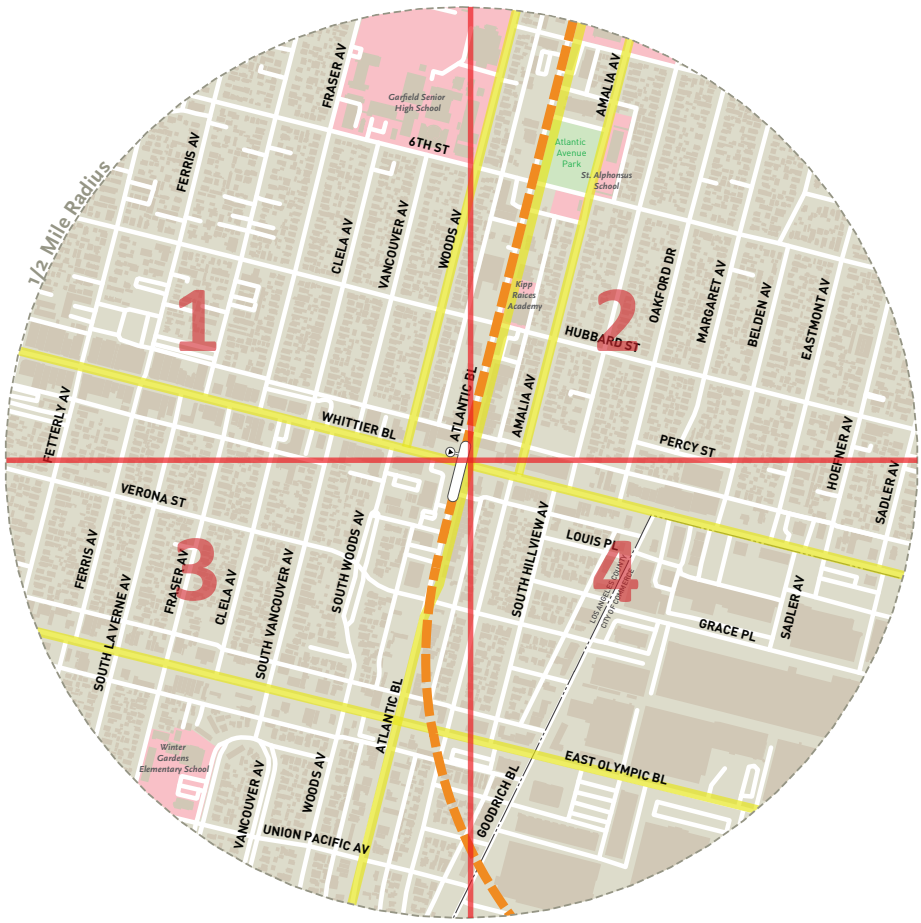
- Proposed Metro Station + Entrance
- Metro E (Gold) Line & Station
- Proposed ESP2 Alignment
- City Boundaries

Source: VICUS, 2024

Streets Assignment in Quadrant Groups

Group #1: A) Pomona Blvd (West of the station) B) S. Woods Ave (North of the station)	**Group #2:** A) Pomona Blvd (East of the station) B) Atlantic Blvd
Group #3: A) E. 4th St B) S. Woods Ave (South of the station)	**Group #4:** A) Beverly Blvd B) Repetto St (South of the station)

Walk Audit - Atlantic/Whittier Station



N

Proposed Metro Station + Entrance

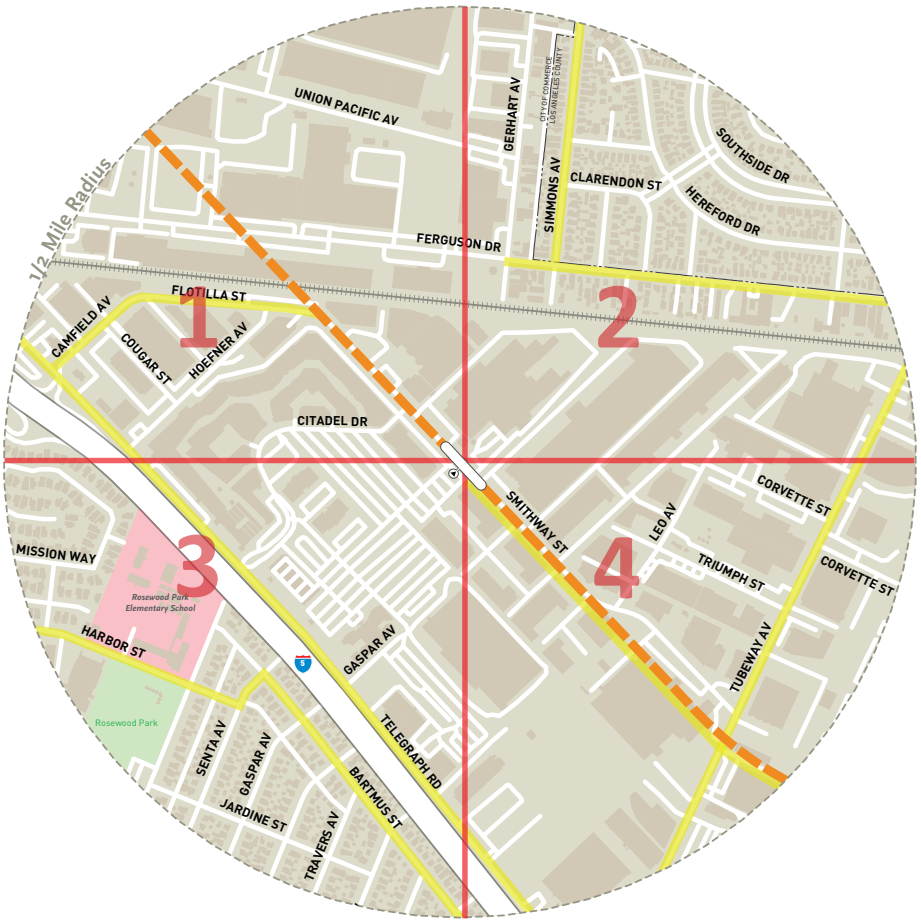
Proposed ESP2 Alignment

City Boundaries

Source: VICUS, 2024

Streets Assignment in Quadrant Groups	
Group #1: A) Whittier Blvd (West of the station) B) S. Woods Ave	**Group #2:** A) Atlantic Blvd (North of the station) B) Amalia Ave
Group #3: A) Olympic Blvd (West of Atlantic Blvd) B) Atlantic Blvd (South of the station)	**Group #4:** A) Olympic Blvd (East of Atlantic Blvd) B) Whittier Blvd (East of the station)

Walk Audit - Commerce/Citadel Station



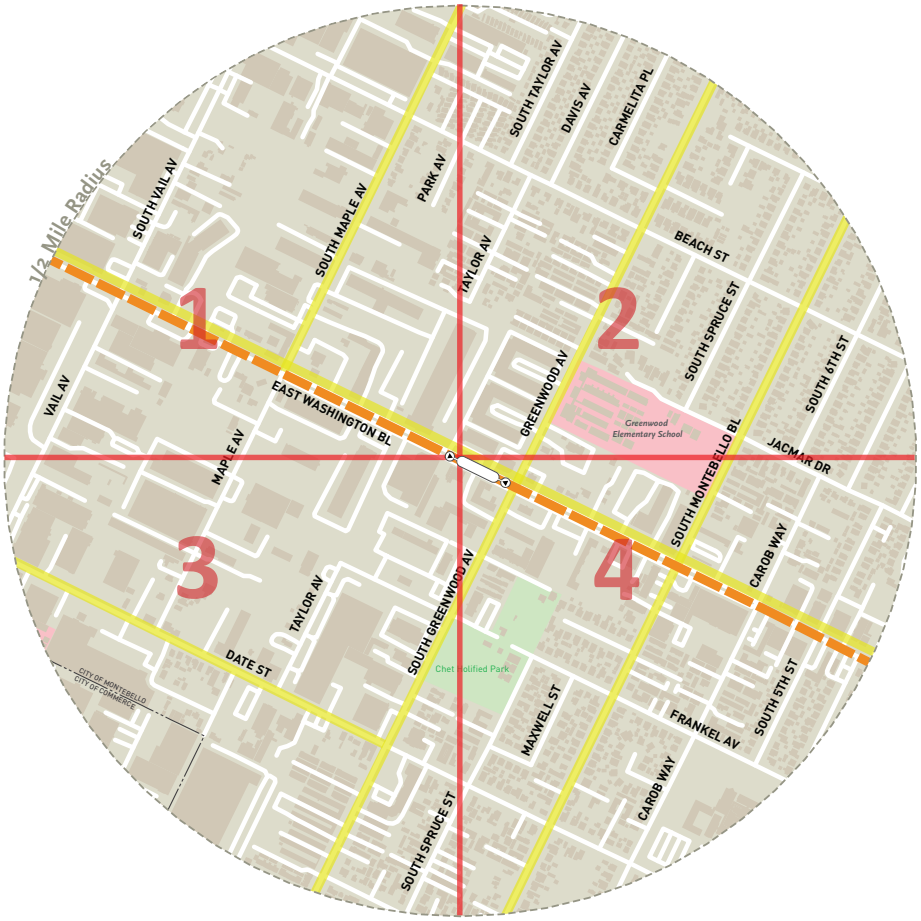
N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- Metrolink
- City Boundaries

Source: VICUS, 2024

Streets Assignment in Quadrant Groups	
Group #1: A) Telegraph Rd B) Flotilla St	**Group #2:** A) Ferguson Dr B) Simmons Ave
Group #3: A) Harbor St B) Bartmus St	**Group #4:** A) Smithway St (East of the station) B) Tubeway Ave

Walk Audit - Greenwood Station



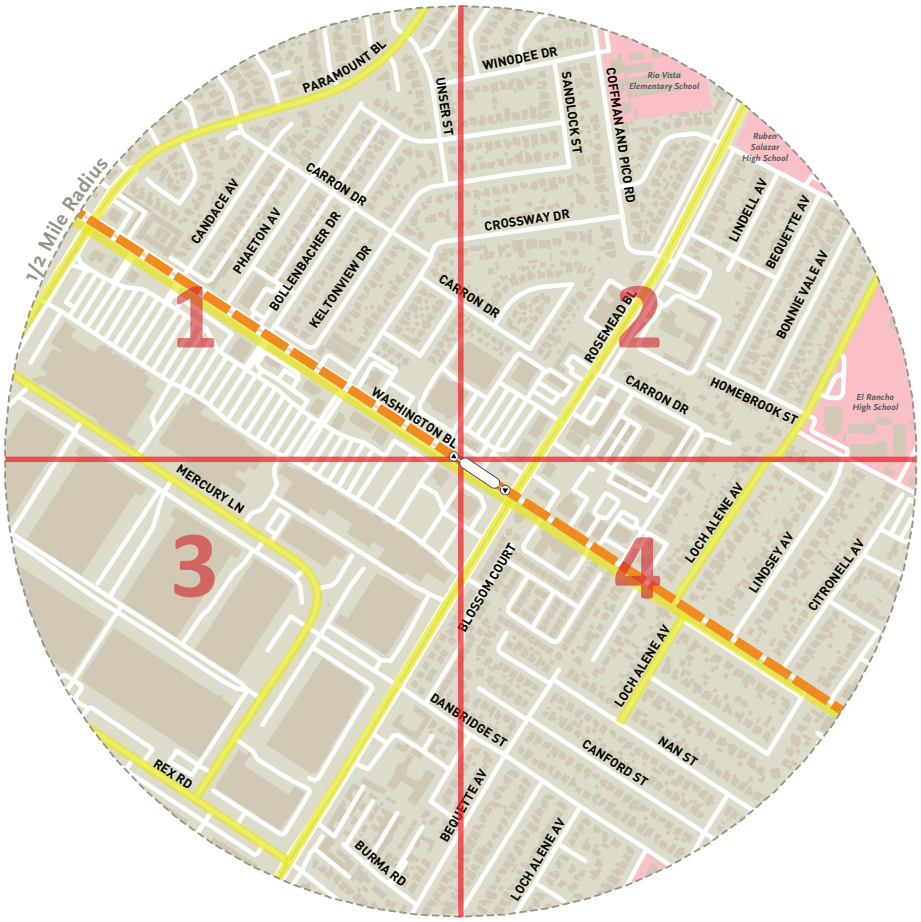
N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- City Boundaries

Source: VICUS, 2024

Streets Assignment in Quadrant Groups	
Group #1: A) Washington Blvd (West of the station) B) Maple Ave (North of Washington Blvd)	**Group #2:** A) Greenwood Ave (North of the station) B) Montebello Blvd (North of Washington Blvd)
Group #3: A) Greenwood Ave (South of the station) B) Date St (West of Greenwood Ave)	**Group #4:** A) Washington Blvd (East of the station) B) Montebello Blvd (South of Washington Blvd)

Walk Audit - Rosemead Station



N

Proposed Metro Station + Entrance

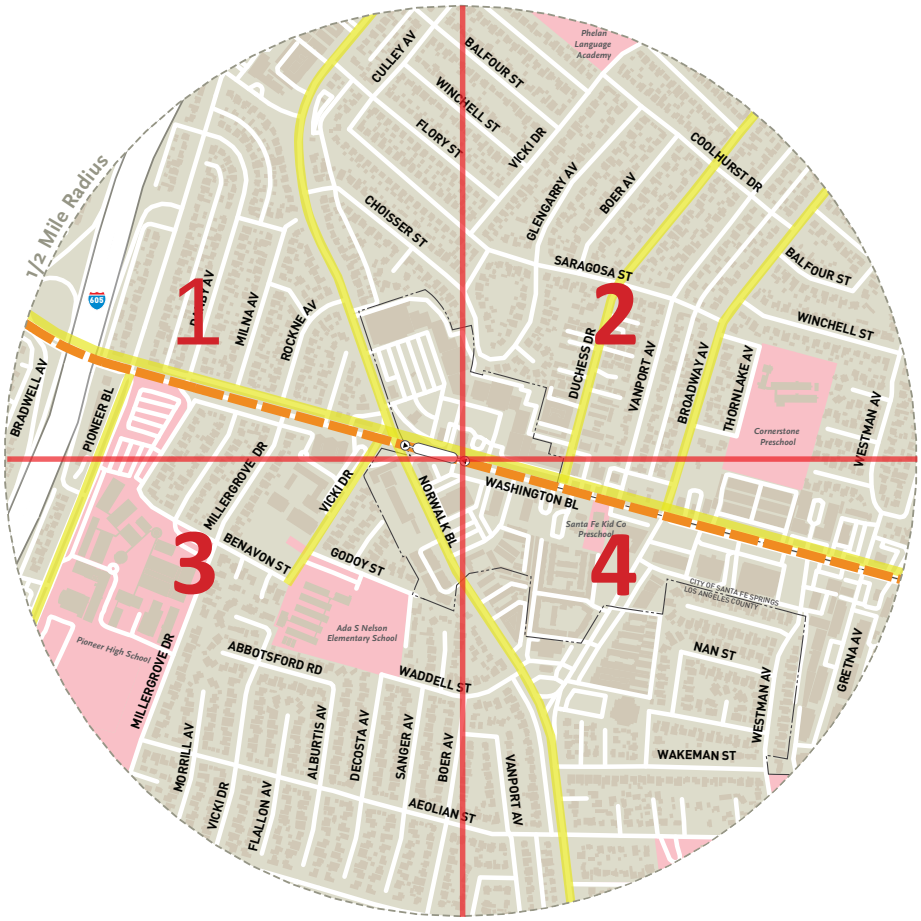
Proposed ESP2 Alignment

City Boundaries

Source: VICUS, 2024

Streets Assignment in Quadrant Groups	
Group #1: A) Washington Blvd (West of the station) B) Paramount Blvd	**Group #2:** A) Rosemead Blvd (North of the station) B) Loch Alene Ave (North of Washington Blvd)
Group #3: A) Rosemead Blvd (South of the station) B) Mercury Ln and Rex Rd	**Group #4:** A) Washington Blvd (East of the station) B) Loch Alene Ave (South of Washington Blvd)

Walk Audit - Norwalk Station



N

Proposed Metro Station + Entrance

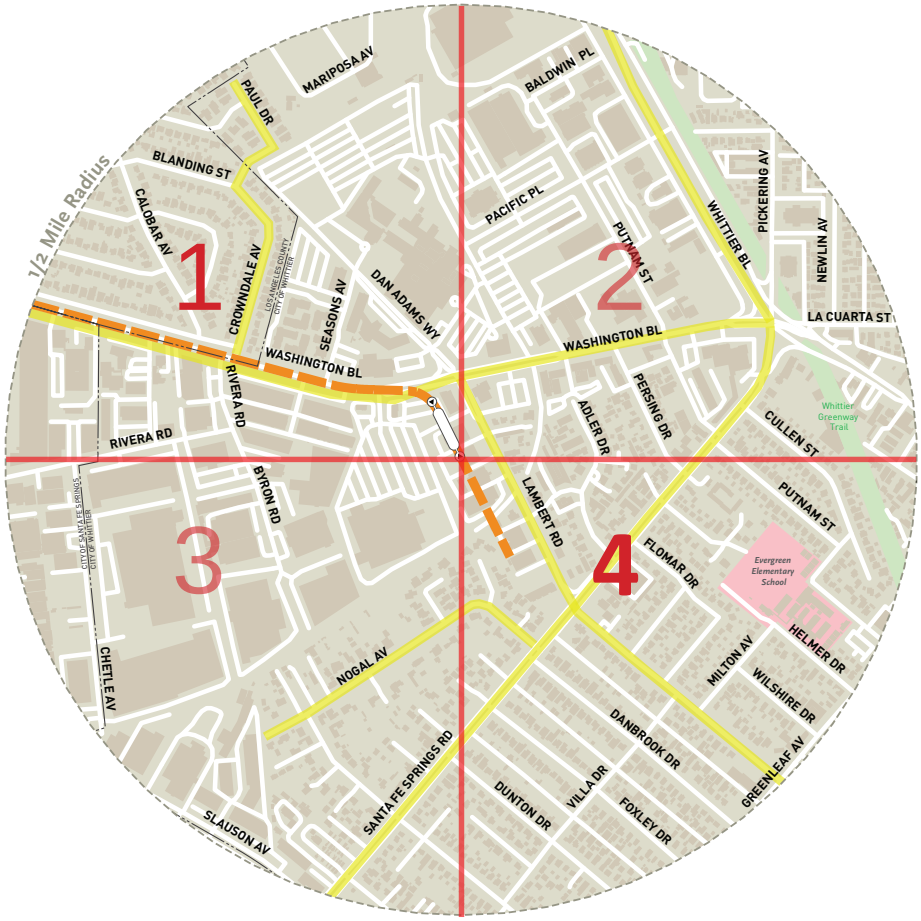
Proposed ESP2 Alignment

City Boundaries

Source: VICUS, 2024

Streets Assignment in Quadrant Groups	
Group #1: A) Norwalk Blvd (North of the station) B) Washington Blvd (West of the station)	**Group #2:** A) Broadway Ave B) Duchess Dr
Group #3: A) Pioneer Blvd B) Vicki Dr	**Group #4:** A) Norwalk Blvd (South of the station) B) Washington Blvd (East of the station)

Walk Audit - Lambert Station



N

Proposed Metro Station + Entrance

Proposed ESP2 Alignment

City Boundaries

Source: VICUS, 2024

Streets Assignment in Quadrant Groups	
Group #1: A) Washington Blvd (West of the station) B) Crowndale Ave to Paul Dr	**Group #2:** A) Washington Blvd (East of the station) B) Whittier Blvd
Group #3: A) Santa Fe Springs Rd (South of Lambert Rd) B) Nogal Ave	**Group #4:** A) Lambert Rd B) Santa Fe Springs Rd (North of Lambert Rd)

Appendix B

FLM Community Walk/Wheel Audit Worksheet

FLM Community Walk Audit

Name: _____

Text Photos to: _____

Group: 1 2 3 4

Section 1: Sensory Experience

As you walk along this route, take note of your surroundings, and pay attention to how they make you feel.

Describe your sensory experience. What do you see, hear, smell?

See:_____

Hear:_____

Smell:_____

What are 3 adjectives to **describe your surroundings**?

1. _____
2. _____
3. _____

What are 3 adjectives you would use to **describe how you feel** as you travel along this route?

1. _____
2. _____
3. _____

Do you feel **safe** walking here?

☐Yes ☐No ☐ Neutral

_____

_____

_____

Section 2: Sidewalks

Are there sidewalks **throughout your route** to access the station?

☐Yes ☐No ☐ Only Parts

Describe how you would make the streets in this area **safer for pedestrians and bicyclists.**

_____

_____

_____

_____

_____

_____

Section 3: Crosswalks

Do you feel **safe** crossing the street?

☐Yes ☐No ☐ Neutral

_____

_____

_____

_____

Was there **enough time** to cross the street?

☐Yes ☐No ☐ Neutral

Put yourself in the shoes of someone using a **wheelchair** or a senior with **limited mobility**. Do you have enough time to cross the street?

☐Yes ☐No ☐ Neutral

Metro

Section 4: Trees and Shade

Are there **enough street trees** along the route?

☐Yes ☐No ☐ Only Parts

Do the trees provide **enough shade** on a hot day?

☐Yes ☐No ☐ Only Parts

How do **heat and shade** impact how people get around this area?

_____
_____
_____
_____

Section 5: Lighting

Think about what it would feel like **walking here at night.** Is there **enough lighting to feel safe** walking here?

☐Yes ☐No ☐ Only Parts

What would help you feel safer while walking, biking, or rolling to the transit station area during the day and night?

_____
_____
_____
_____
_____

Section 6: Streetscape

Think about the various **amenities** you see when walking. Take photos!

What types of **street furniture** are needed in this area?

☐Trash Cans ☐Lighting
☐Benches ☐Bike Rack
☐Picnic Tables ☐Street Trees
☐Shade Structures ☐Planters

Can you **comfortably** hang out, walk, and occupy the space **while waiting for transit**?

☐Yes ☐No ☐ Only Parts

Think about **social places** and interactions. Are there any places to rest/chill?

_____
_____
_____
_____
_____
_____

Do you see any **public art**? What is your favorite mural/space in the area? Take photos!

_____
_____
_____
_____
_____

Metro

Section 7: People and Users

Think about how this area is used (residential, commercial, industrial etc.). Think about **ages, abilities, and users** (parents pushing strollers, wheelchair users, bicyclists, skateboarders, families, children etc.). If you don't see anyone, think of potential users.

Who is using the sidewalks? Who is crossing the streets?

_____
_____
_____
_____

What **modes of transportation** do most people use on the streets and sidewalks in this area? (**walking, biking, rolling etc**.)

_____
_____
_____
_____

What would **help people** in this area have better **access** to the new station?

_____
_____
_____
_____
_____
_____
_____

Section 8: Personal Reflections

What are your personal experiences with street safety in this area? What **stories** have people shared with you?

_____
_____
_____
_____
_____
_____
_____

Can you share a time when the streets in this area felt like a place of gathering and celebrating **community culture**?

_____
_____
_____
_____
_____
_____
_____

What are some places **you recommend** people explore along this route? Describe what is special and unique about those places.

_____
_____
_____
_____
_____
_____
_____

Metro

Additional Comments

Feel free to share anything we did not cover in the worksheets.

Metro

First/Last Mile (FLM) Outreach Summary Report

September 2024

Prepared for:

Metro

Prepared by:

arellano associates

Table of Contents

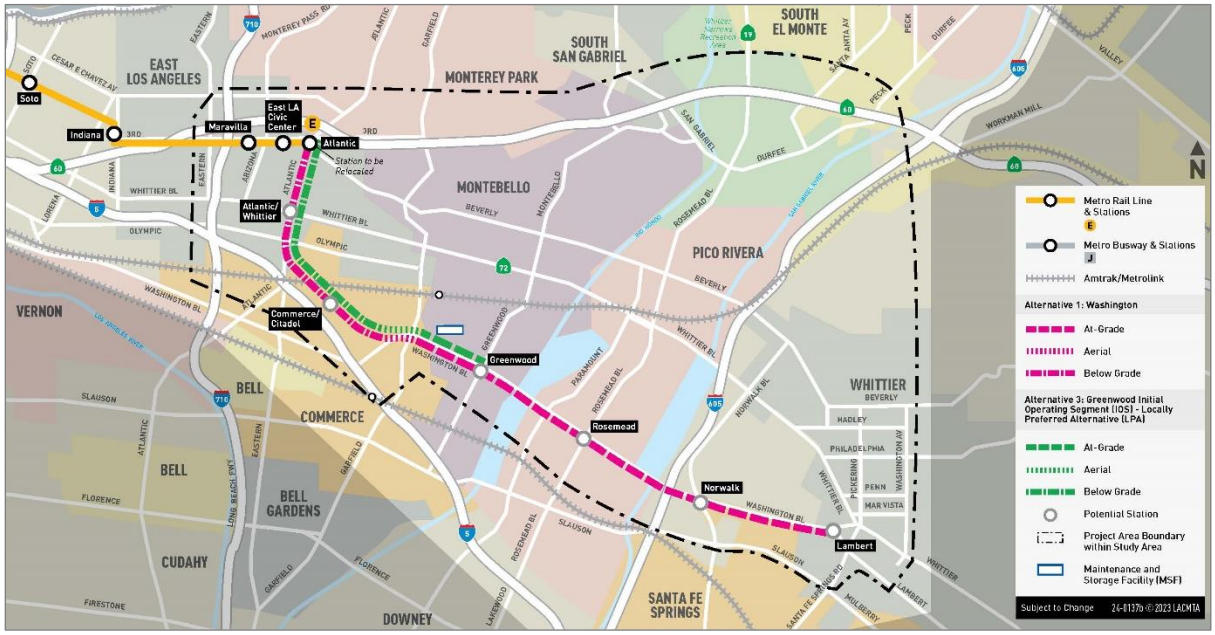
Tables

Appendices

1.0 INTRODUCTION

Metro is evaluating an extension of the E Line further east from its current terminus at Pomona Bl/Atlantic Bl in East Los Angeles. The Eastside Transit Corridor Phase 2 Project (Project) is currently in the environmental review process. On Thursday, May 23, 2024, the Metro Board of Directors (Board) approved the certification of the Final Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA). The Board's approval finalizes the EIR for the two-phased project that will extend the E Line further east from its current terminus at Atlantic/Pomona in East Los Angeles to Greenwood Station in Montebello via the Initial Operating Segment (IOS) and Maintenance and Storage Facility (MSF) in Montebello, with construction to start in 2029, as programmed under Measure M (2016). Once fully completed, the project will increase mobility options for the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos.

FIGURE 1. PROJECT IOS MAP



Metro is focused on improving the entire transit experience from door to door and 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.

Given that most trips begin or end on foot, it is critical to have safe and accessible 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.” In 2016, the Metro Board passed a groundbreaking motion to integrate first/last mile (FLM) improvements as part of all new rail and bus rapid transit projects. The project team focused on pedestrian improvements within a half-mile radius, and wheel improvements within three (3) miles around each of the proposed stations for the FLM program.

Metro launched FLM efforts for the Project in September 2023 and partnered with three (3) Community-Based Organizations (CBOs) to support the outreach effort. The FLM program kicked off activities in September 2023 with seven (7) technical walk audits, followed by a Partnership briefing and Virtual Tour in January 2024. These efforts led to the launch of the public engagement program in February 2024.

2.0 FLM CBO PARTNERSHIP

Metro partnered with three (3) CBOs who were compensated to support FLM Planning for the project. During the FLM CBO meetings, the CBOs provided valuable input to help direct the engagement approach and strategy for the communities surrounding the station areas. These discussions included identifying questions to include in community input materials and surveys. Follow-up meetings were conducted to provide updates and receive feedback from the CBO partners on the recommended

materials, maps and invitations. The CBO partners employed different engagement strategies to support the FLM Planning process. Strength-Based Community Change (SBCC) and People for Mobility Justice (PMJ) participated in the technical walk audits. SBCC and PMJ also helped to promote and participate in the community walk/bike audits and pop-up events, and provided supplemental outreach support to the project team. As part of their engagement strategy, Public Matters partnered with five (5) community groups in East LA to develop five (5) community-led video tours. The table below highlights the efforts the CBO partners supported throughout the program. Metro also engaged the support of North Star Alliances (NSA) to support the administration and communication with the CBO Partners.

TABLE 1. FLM CBO PARTNERS OUTREACH SUPPORT

CBO Name	Service Area	Outreach Services Provided	Outreach Details
Strength-Based Community Change (SBCC)	East Los Angeles, Commerce, Montebello, Pico Rivera, Whitter, Santa Fe Springs	Social media posting, eblasts, phone calls, MMS, participation in pop-up events and walk/walk audits, and flyer distribution	> Participated in one (1) technical walk audit and one (1) community walk/wheel audit > Participated in five (5) pop-up events > Distributed over 800 community walk/wheel audit and FLM Survey flyers
People for Mobility Justice (PMJ)	East Los Angeles, Commerce, Montebello, Pico Rivera, Whitter, Santa Fe Springs	Social media posting, eblasts, and participation in pop-up events and walk/wheel audits.	> Participated in four (4) technical walk audits and five (5) community walk/wheel audits > Participated in four (4) pop-up events
Public Matters	East Los Angeles	Social media posting and development of community-led video tours	> Developed five (5) community-led video tours

3.0 ENGAGEMENT SUMMARY

The following table highlights all the engagement activities and total number of engagements for each activity.

TABLE 2. ENGAGEMENT SUMMARY (SEPTEMBER 20, 2023 TO APRIL 5, 2024)

Activity/Date	Station Focus	Total Invited	Total Engaged
Technical Walk Audits (September – October 2023)			
Technical Walk Audit #1 Wed., September 20, 2023 9:00 – 11:30am	Atlantic Station	100+, total*	3
Technical Walk Audit #2 Wed., September 27, 2023 9:00 – 11:30am	Atlantic/Whittier Station		4
Technical Walk Audit #3 Sat., September 30, 2023 10:00am – 12:30pm	Commerce/Citadel Station		4
Technical Walk Audit #4 Mon., October 2, 2023 2:00 – 4:30pm	Greenwood Station		6
Technical Walk Audit #5 Wed., October 4, 2023 9:00 – 11:30am	Rosemead Station		2
Technical Walk Audit #6 Wed., October 11, 2023 9:00 – 11:30am	Lambert Station		4
Technical Walk Audit #7 Wed., October 18, 2023 2:00 – 4:30pm	Norwalk Station		3
FLM CBO Meetings			
FLM CBO Charter Kick-off Meeting Wed., September 13, 2023 9:30am – 12:00pm	Project alignment	5	4
FLM CBO Meeting #1 Thurs., October 26, 2023 11:30am – 1:00pm			3
FLM CBO Meeting #2 Tues., November 14, 2023 2:00 – 3:30pm			5
FLM CBO Meeting #3 Tues., December 5, 2023 1:00 – 2:30pm			4
FLM CBO Meeting #4 Mon., March 25, 2024 2– 3pm			4
Key Stakeholder Activities			
FLM Partnership Briefing Sat., January 20, 2024 10am – 12pm	Project alignment	137	29

Activity/Date	Station Focus	Total Invited	Total Engaged
Virtual Infrastructure Tour Tues., January 23, 2024 10:00 – 11:30am	Project alignment	150	89
Public Engagement			
Community Walk/Bike Audit #1 Tue., Feb. 13, 2024 10:00am – 12:30pm	Atlantic Station	14,000	11
Community Walk/Bike Audit #2 Thu., Feb. 15, 2024 3:00 – 5:30pm	Atlantic/Whittier Station		14
Community Walk/Bike Audit #3 Fri., Feb. 23, 2024 10:00am – 12:30pm	Norwalk Station		5
Community Walk/Bike Audit #4 Sat., Feb. 24, 2024 10:00am – 12:30pm	Rosemead Station		15
Community Walk/Bike Audit #5 Wed., Feb. 28, 2024 9:00 – 11:30am	Lambert Station		19
Community Walk/Bike Audit #6 Sat., March 9, 2024 10:00am – 12:30pm	Greenwood Station		5
Community Walk Audit #1** Sat., March 23, 2024 9:00 – 11:30am	Commerce/Citadel Station		5
Community Walk Audit #2: East Los Angeles Chamber of Commerce *(Organization-focused audit)* Fri., March 8, 2024 2:00 – 5:30pm	Atlantic/Whittier Station	25	8
FLM Pop-up #1 Sat., Jan. 27, 2024 12:00 – 4:30pm	Commerce/Citadel Station		100
FLM Pop-up #2 Sat., Feb. 3, 2024 8:00am – 12:30pm	Atlantic Station		85
FLM Pop-up #3 Thu., Feb. 8, 2024 12:00 – 3:00pm	Greenwood Station		40
FLM Pop-up #4 Sat., Feb. 10, 2024 9am – 12pm	Rosemead Station		30

Activity/Date	Station Focus	Total Invited	Total Engaged
FLM Pop-up #5 Tue., March 5, 2024 12:00 – 3pm	Norwalk Station		40
FLM Pop-up #6 Thu., March 7, 2024 12:00 – 3:30pm	Lambert Station		50
FLM Pop-up #7 Sat., March 16, 2024 10am – 2pm	Atlantic/Whittier Station		30
FLM Survey	Project alignment	14,000	186
TOTAL ENGAGEMENT		**28,500**	**809**

**Over 100 city/county staff and elected officials were invited to participate in total.*

***There was rain during the audit; it was transformed into a virtual tour for those who came in person.*

4.0 TECHNICAL WALK AUDITS

Prior to the public engagement, the project team hosted seven (7) technical walk audits with several agencies, including the corridor cities, the County of LA and elected officials. The purpose of the technical walk audits was to assess local FLM challenges and opportunities within the half-mile area of the future stations. Metro created and distributed the invitation via email, while the FLM technical consultants, Kimley-Horn* (KH), led the identification of meeting locations for the audits. Over 100 city and county staff and elected officials were invited to participate in the walk audits.

While Metro led the notification efforts as stated above, Arellano Associates (AA) led the logistics for each audit, including printing materials, assembly and distribution of materials, and providing refreshments. During each technical walk audit, attendees were able to sign-in and sign a liability waiver. To collect input throughout the walk audits, the Metro team developed an interactive digital application to capture real-time comments from attendees to pinpoint specific locations. The KH team led the development of the walk audit materials, including site-specific itineraries, quadrant maps and station plans that were shared with participants for each walk audit. A copy of the presentation for the technical walk audits is available in Appendix B.

**The organization formerly known as VICUS integrated with Kimley-Horn in 2024.*

5.0 COMMUNICATION TOOLS

A variety of project communication resources were used during the FLM public engagement phase. The purpose of the communication resources was to provide updates to stakeholders, which included elected officials, agencies, CBOs, businesses and community members. Several resources were updated frequently to ensure engagement opportunities were up to date.

5.1 Website

The project website *(metro.net/eastsidephase2)* was updated to announce the community walk/wheel audits and FLM survey. For the community walk/wheel audits, the audit dates were listed, along with the link to RSVP. For the FLM survey, the survey link was included to facilitate access.

5.2 Virtual Interactive Tool (StoryMap)

AA updated the online interactive StoryMap (*metro.net/eastside2022*) during the community walk/wheel audits and FLM survey. The tool serves as an online multi-media platform that compiles a variety of project resources to visually display and share project details. The platform allows users to click through the various topics while displaying images and interactive maps of the project corridor. This site served as the main information hub during the FLM public engagement phase and included general FLM information, links to RSVP for the walk/wheel audits, access to the FLM survey, and details about the community pop-ups.

5.3 Helpline

Throughout the public engagement phase, AA updated and monitored the project helpline and responded to any incoming inquiries. The English and Spanish helpline greetings shared the latest updates regarding the project status, community walk/wheel audits, and the FLM survey. There were several stakeholders who requested to RSVP for the community walk/wheel audits via the project helpline.

6.0 KEY STAKEHOLDER ACTIVITIES

As noted previously, the project team hosted several stakeholder engagement opportunities during the FLM campaign. While most sessions were focused on engaging the general public, some sessions focused on city and agency staff, and elected officials specifically. Each session was designed to capture FLM feedback from specific stakeholder groups.

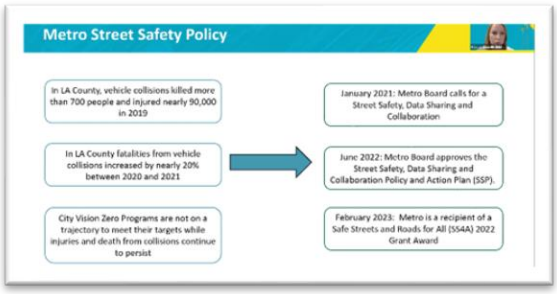
6.1 FLM Partnership and Key Stakeholder Briefing

The project hosted an FLM Partnership and Key Stakeholder Briefing on January 20, 2024 and invited 137 elected officials, city staff, and CBOs across the project corridor. The briefing was held at Chet Holifield Park Community Center in the City of Montebello. The goal of the session was to provide an opportunity for all corridor elected offices, city and county staff and key stakeholders to come together and show a consensus of support for this important project that will be able to connect communities to Metro's rail system.

Metro Board member and LA County Supervisor, Hilda L. Solis, led the planning of the program, in coordination with Metro's Community Relations. The briefing offered opening remarks from local representatives, a presentation from the project team, a Q&A portion, and a photo opportunity. A total of 29 participants joined the session.

6.2 Virtual Infrastructure Tour

The project team hosted a Virtual FLM Infrastructure Tour for city staff and elected officials along the Eastside Transit Corridor Phase 2 and Southeast Gateway Line corridors on January 23, 2024. The meeting was hosted via Zoom. 150 city staff and elected officials were invited to the session. The goal of the session was to showcase the potential infrastructure that could be included in an FLM Plan and the opportunity to have a dialogue with other local agency staff to discuss lessons learned from implementation. The session was co-facilitated by staff from the City of Long Beach, who provided first-hand stories and insights into infrastructure funding strategies, lessons learned, and project benefits. A total of 89 participants joined the session.



7.0 PUBLIC ENGAGEMENT

7.1 Community Walk and Wheel Audits

The project team hosted six (6) community walk/wheel audits and two (2) community walk audits with stakeholders along the project corridor. Similar to the technical walk audits, the purpose of the walk/wheel audits was to assess local FLM challenges and opportunities within the 0.5-mile pedestrian radius of the future stations and within the three (3)-mile bicycle radius. Approximately 14,000

individuals were invited to the sessions, including city and county staff, elected officials, CBOs, businesses and community members. The KH and AA teams, in collaboration with Metro, lead the development of all audit materials, including site-specific itineraries, walk quadrant maps, and station plans. In addition to hosting a community walk/wheel or community walk audit for each of the seven (7) future stations, the project team hosted a community walk audit for the East Los Angeles Chamber of Commerce that focused on the future Atlantic/Whitter Station. The audits also featured interactive activity boards and participant worksheets to capture additional community recommendations on pedestrian and wheel improvements after concluding the audit portion of the session. A copy of the presentation for the community walk/wheel audits is available in Appendix D.

TABLE 3. SUMMARY OF COMMUNITY WALK AND WHEEL AUDITS (FEBRUARY 13, 2024 TO MARCH 8, 2024)

#	Location/Station Focus	Date and Time	Spanish Interpretation
Community Walk/Wheel Audits			
1.	Atlantic Station	Tue., February 13, 2024 10:00am – 12:30pm	Yes
2.	Atlantic/Whittier Station	Thu., February 15, 2024 3:00 – 5:30pm	Yes
3.	Norwalk Station	Fri., February 23, 2024 10:00am – 12:30pm	No
4.	Rosemead Station	Sat., February 24, 2024 10:00am – 12:30pm	No
5.	Lambert Station	Wed., February 28, 2024 9:00am – 11:30am	No
6.	Greenwood Station	Sat., March 9, 2024 10:00am – 12:30pm	Yes
Community Walk Audits			
1.	Commerce/Citadel Station	Sat., March 23, 2024 9:00am – 11:30am	Yes
2.	East Los Angeles Chamber of Commerce: Atlantic/Whittier Station	Fri., March 8, 2024 2:00pm – 5:30pm	No

7.2 Event Booths & Pop-up Information Tables

The outreach team participated in several community events along the corridor to promote the community walk/wheel audits and FLM survey. One (1) pop-up was hosted near each of the seven (7) future stations. The informational booths featured the same interactive activity boards used during the walk/wheel audits to capture community recommendations on pedestrian and wheel improvements. Later pop-ups also featured laptops for community members to complete the FLM survey. To incentivize participation through the activity boards, the project team raffled an electric scooter to one (1) randomly selected respondent.

TABLE 4. POP-UP INFORMATION BOOTHS (JANUARY 27, 2024 TO MARCH 16, 2024)

#	Event Name	Date/Time	Location
1.	FLM Pop-up #1: Commerce/Citadel Station	Sat., January 27, 2024 12:00pm – 4:30pm	Citadel Outlets (100 Citadel Dr, Commerce, CA 90040)
2.	FLM Pop-up #2: Atlantic Station	Sat., February 3, 2024 8:00am – 12:30pm	East LA Farmers Market (4801 E 3rd St, Los Angeles, CA 90022)
3.	FLM Pop-up #3: Greenwood Station	Thu., February 8, 2024 12:00pm – 3:00pm	Greenwood Elementary School (900 S Greenwood Av, Montebello, CA 90640)
4.	FLM Pop-up #4: Rosemead Station	Sat., February 10, 2024 9:00am – 12:00pm	Smith Park (6016 Rosemead Bl, Pico Rivera, CA 90660)
5.	FLM Pop-up #5: Norwalk Station	Tue., March 5, 2024 12:00pm – 3:00pm	Ada D. Nelson Elementary School (8140 Vicki Dr, Whittier, CA 90606)
6.	FLM Pop-up #6: Lambert Station	Thu., March 7, 2024 12:00pm – 3:30pm	Evergreen Elementary School (12915 Helmer Dr, Whittier, CA 90602)
7.	FLM Pop-up #7: Atlantic/Whittier Station	Sat., March 16, 2024 10:00am – 2:00pm	Olvera Music (5110 Whittier Bl, East Los Angeles, CA 90022)

8.0 COMMUNITY INPUT

8.1 FLM Survey

A digital FLM survey was created to capture walk/wheel challenges and opportunities within the 0.5-mile pedestrian area of the future stations and within the 3-mile wheel zone for bicycles. AA hosted the survey on the ArcGIS Survey123 platform and featured general demographic and FLM improvement questions. The survey was launched on March 4, 2024. Users were invited to drop pins on an interactive map to identify and highlight specific pedestrian and wheel improvements. Users were able to drop pins at specific geographic locations and elaborate on the types of improvements to be considered. The platform also allowed users to add custom lines along the map to represent different types of bike lanes to be considered. To incentivize participation, the project team raffled a $100 gift card to one (1) randomly selected respondent. In total, there were 186 survey respondents with over 1,000 improvement recommendations made for communities across the project corridor. FLM Survey results are available in Appendix E.

8.2 Improvements Activity Board

During the community walk/wheel audits and pop-up events, the project team used improvement activity boards to capture public input. Participants were each given a total of five (5) dot stickers to identify their top priority improvement recommendations. A total of 26 pedestrian and wheel recommendation types were available to select from. The results of the improvement activity boards were used to assist in the identification FLM projects. Improvement Activity Board results are available in Appendix F.

9.0 NOTIFICATION SUMMARY

AA developed a notification plan for each set of activities with a variety of notification methods to reach key stakeholders and the public and to encourage participation. Complete details of the full notification campaign are shown in Section 10 of this report.

TABLE 5. SUMMARY OF PUBLIC NOTIFICATION CAMPAIGNS (AUGUST 15, 2023 TO APRIL 5, 2024)

No.	Notification Tactic	Technical Walk Audits (Sept. 20 to Oct. 18, 2023)	FLM Partnership Briefing (Jan. 20, 2024)	Community Walk/ Wheel Audits (Feb. 13 to Mar. 23, 2024)	FLM Survey (Mar. 4 to Apr. 5, 2024)
1.	Door-to-Door Flyers			☑	☑
2.	Public Counter Drop-offs			☑	☑
3.	Emails/Eblasts	☑	☑	☑	☑
4.	Outreach Toolkit			☑	☑
5.	MMS Texts			☑	☑
6.	Website updates			☑	☑
7.	StoryMap updates			☑	☑
8.	Facebook Posts				☑
9.	NextDoor Posts				☑
10.	Helpline (Project/Outreach Updates)			☑	☑
11.	Reminder Phone Calls	☑	☑		
12.	Pop-up Events			☑	☑

10.0 KEY NOTIFICATION TACTICS

10.1 Door-to-Door Notice Distribution

During the community walk/wheel audit and FLM survey campaigns, notices were physically distributed, door-to-door, to properties within a 0.5 mile radius of the seven (7) future stations. A total of 14,000 flyers were distributed during each of the two (2) campaigns. The distribution vendor confirmed distribution to apartment complexes, single-family homes, and multi-unit properties. No issues were encountered when delivering to these communities.

10.2 Eblasts

AA distributed a series of emails to project stakeholders to share the information regarding the community walk/wheel audits and FLM survey. The eblasts for the community walk/wheel audits featured a list of upcoming audits and a link to RSVP. The FLM survey eblasts featured a direct link to participate in the survey.

TABLE 6. EBLAST DISTRIBUTION

No.	Campaign	Date	Eblast	Sent	Opens
1.	Community Walk/Wheel Audits	February 1, 2024	Community Walk/Wheel Audit Announcement	2,239	770 (34%)
2.	Community Walk/Wheel Audits	February 7, 2024	Community Walk/Wheel Audit Reminder #1	2,187	738 (34%)
3.	Community Walk/Wheel Audits	February 16, 2024	Monthly E-Newsletter	2,254	862 (38%)
4.	Community Walk/Wheel Audits	February 20, 2024	Community Walk/Wheel Audit Reminder #2	2,180	720 (33%)
5.	Community Walk/Wheel Audits	February 23, 2024	Geotechnical Work Alert	2,030	745 (37%)
6.	Community Walk/Wheel Audits	March 1, 2024	Community Walk/Wheel Audit Reminder #3	2,034	716 (35%)
7.	FLM Survey	March 4, 2024	FLM Survey	2,389	756 (36%)
8.	FLM Survey	March 11, 2024	FLM Survey Reminder #1	2,333	1,049 (45%)
9.	Community Walk/Wheel Audits and FLM Survey	March 14, 2024	Community Walk/Wheel Audit and FLM Survey Reminder	2,016	953 (47%)
10.	FLM Survey	April 4, 2024	FLM Survey Reminder #2	1,999	675 (34%)

10.3 Multimedia Messaging Service (MMS)

AA developed and distributed informational text messages with community walk/wheel audit and FLM Survey links and images to stakeholders. Messages were only sent to stakeholders who had opted-in to receive mobile text messages. See the table below for information on distribution efforts.

TABLE 7. MMS DISTRIBUTION

No.	Campaign	Date	MMS Message Subject	Sent
1.	Community Walk/Wheel Audits	February 5, 2024	Community Walk/Wheel Audit Announcement	80
2.	Community Walk/Wheel Audits	February 9, 2024	Community Walk/Wheel Audit Reminder #1	80
3.	Community Walk/Wheel Audits	February 20, 2024	Community Walk/Wheel Audit Reminder #2	83
4.	Community Walk/Wheel Audits	March 1, 2024	Community Walk/Wheel Audit Reminder #3	81
5.	FLM Survey	March 13, 2024	FLM Survey	81
6.	FLM Survey	March 22, 2024	FLM Survey Reminder #1	80
7.	FLM Survey	March 29, 2024	FLM Survey Reminder #2	81

No.	Campaign	Date	MMS Message Subject	Sent
8.	FLM Survey	April 4, 2024	FLM Survey Reminder #3	79

10.4 Facebook and NextDoor Posts

Facebook and NextDoor posts were utilized to promote the FLM Survey on April 5, 2024. The posts included general information regarding the survey and a direct link for access. Metro posted on several Facebook regional group pages and included communities along the project corridor on NextDoor.

10.5 Extended Outreach

AA conducted supplemental outreach to public agencies, community groups, libraries, community centers, faith-based organizations, and chambers of commerce by delivering flyers for community access. Both the community walk/wheel audit and FLM Survey campaigns each included flyer drop-offs at 42 sites along the project corridor with over 1,400 flyers distributed.

10.5.1 Toolkits

The outreach team developed and distributed electronic toolkits to promote the community walk/wheel audit and FLM Survey campaigns. For each of the two (2) campaigns, the electronic toolkit was distributed to 134 stakeholders. The toolkits contained copy-and-paste information as well as resource links that could be shared via eblasts, newsletters, social media posts, and websites to increase event participation.

10.5.2 Earned Media

After Metro released information regarding the community walk/wheel audits and FLM Survey, several CBOs and cities published their own social media posts to highlight the efforts. Cities and organizations included the cities of Commerce and Pico Rivera, and the non-profit organization SBCC. See Appendix A for a collection of earned media identified by the outreach team.

11.0 NEXT STEPS

The community engagement phase for FLM concluded on April 5, 2024 with the closing of the FLM survey. The project team analyzed the data captured during the public engagement phase to assist in the development of FLM Pathway Maps and Project Lists. FLM Pathway Maps highlight station locations, primary pathways, secondary pathways, cut-through pathways, and corridor/spot projects, while the Project Lists include improvement project IDs, types, locations, limits, prioritization methods, details, sidewalk widths, project origins, existing plans, and jurisdictions. The project team plans to formally present the FLM Plan to the Board in October 2024 for certification consideration.

Metro

Board Report

File #:2016-0442, **File Type:**Motion / Motion Response

Agenda Number:14.1

PLANNING AND PROGRAMMING COMMITTEE
MAY 18, 2016

Motion by:

Directors Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian

May 18, 2016

Item 14, File ID 2016-0108; First-Last Mile

According to MTA data, 76 percent of Metro Rail customers and 88 percent of Metro Bus customers arrive at their station or stop by walking, biking, or rolling. To support these customers, MTA staff prepared an Active Transportation Strategic Plan which contains many First-Last Mile improvements that will connect people to MTA's transit network and maximize the benefits from transit investments being made across Los Angeles County.

First-Last Mile elements include, but are not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, and signage/wayfinding. The Federal Transit Administration considers First-Last Mile infrastructure to be essential to providing safe, convenient, and practical access to public transportation.

So far, MTA has taken important preliminary steps to implement First-Last Mile projects, including the award-winning 2014 Complete Streets Policy, the Wayfinding Signage Grant Pilot Program, providing carshare vehicles at Metro Rail stations, and pilot First-Last Mile infrastructure at Arcadia, Duarte, Expo/Bundy, and 17th Street/SMC stations.

However, more can be done to support First-Last Mile facilities across all of Los Angeles County.

MTA's award-winning Complete Streets Policy stated that MTA would approach every project as an opportunity to improve the transportation network for all users. However, in practice, there is a needlessly narrow approach to major transit projects that has resulted in many missed opportunities to deliver First-Last Mile elements.

Outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means.

To support regional and local transit ridership across Los Angeles County, it is time for MTA to reaffirm its dedication to the delivery of First-Last Mile facilities across all of Los Angeles County.

MOTION by Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian that the Board adopt the Active Transportation Strategic Plan (Item 14); and,

WE FURTHER MOVE that the Board direct the CEO to:

A. Designate streets within the Active Transportation Strategic Plan's 661 transit station areas as the Countywide First-Last Mile Priority Network;

B. To support regional and local transit ridership and facilitate build-out of the Countywide First-Last Mile Priority Network, including, but not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure (including Class IV and access points for Class I bike infrastructure), and signage/wayfinding:

1. Provide technical and grant writing support for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network, including providing technical assistance and leadership to jurisdictions to help and encourage the implementation of subregional networks that serve the priority network;

2. Prioritize funding for the Countywide First-Last Mile Priority Network in MTA grant programs, including, but not limited to, the creation of a dedicated First-Last Mile category in the Call for Projects;

3. Create, and identify funding for, a Countywide First-Last Mile Priority Network Funding Match Program, separate from existing MTA funding and grant programs, for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network;

4. To support the Active Transportation Strategic Plan, dedicate funding for the Countywide First-Last Mile Priority Network in the ongoing Long-Range Transportation Plan update, including a review of First-Last Mile project eligibility for all Prop A, Prop C, and Measure R capital funding categories;

5. Building on MTA's underway effort to conduct First-Last Mile studies for Blue Line stations, conduct First-Last Mile studies and preliminary design for First-Last Mile facilities for all MTA Metro Rail stations (existing, under construction, and planned), all busway stations, the top 100 ridership Los Angeles County bus stops, and all regional rail stations;

6. Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects starting with the Purple Line Extension

Section 2 project. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project; and

C. Report on all the above during the November 2016 MTA Board cycle.

Eastside Transit Corridor Phase 2 First/Last Mile Plan

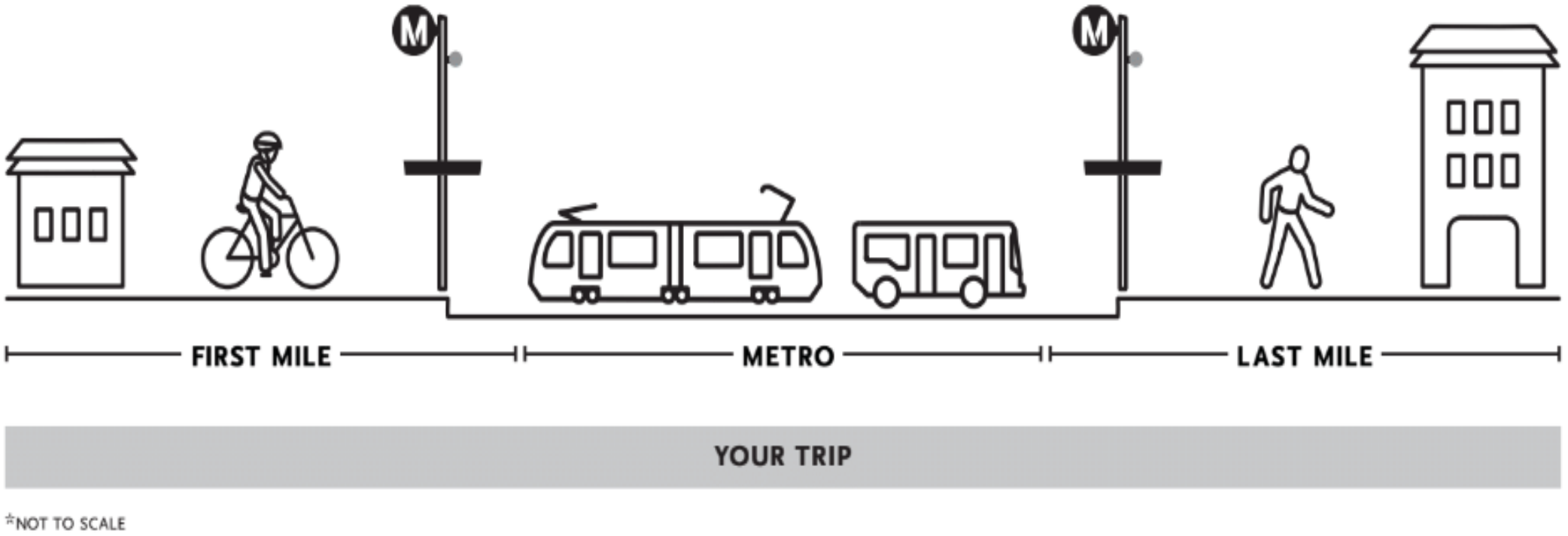
Metro

OCTOBER 2024

FILE# 2024-0156

Staff Recommendation

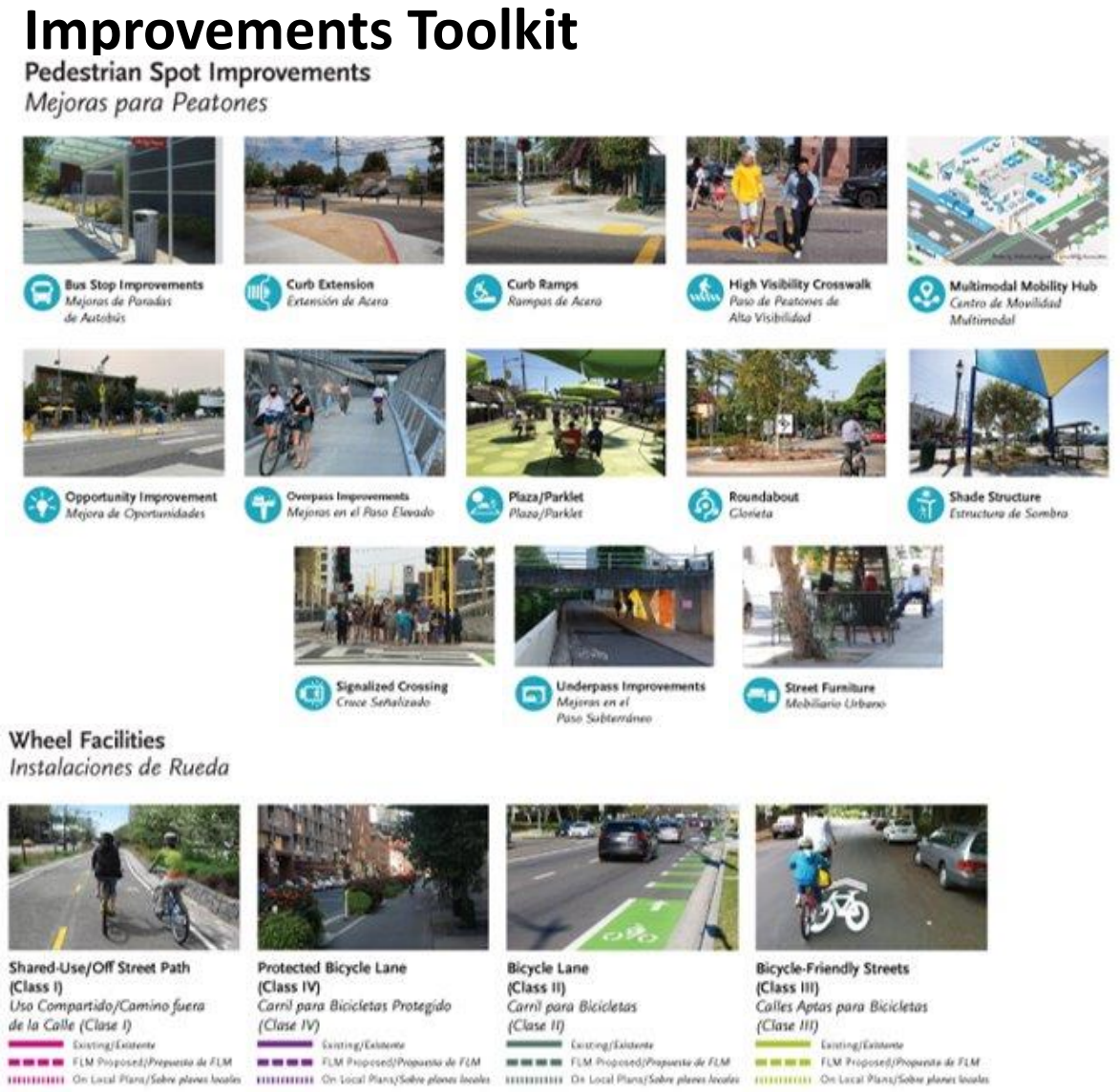
ADOPT the First/Last Mile Plan for the Eastside Transit Corridor Phase 2 Project



FLM Planning

Process:

- Existing Conditions Analysis
- Technical Walk Audits
- Pathway Network Development
- Community Engagement
- Data Analysis and Project Development
- Project Lists and Prioritization
- Draft First/Last Mile Plan
- Final First/Last Mile Plan



Discussion

The Plan includes detailed findings for each of the seven Eastside Transit Corridor Phase 2 stations.

> In total, **273** pedestrian projects were identified, with **202** pedestrian projects prioritized, averaging **29** priority pedestrian projects per station.

> For wheel/bicycle projects, a total of **116** projects were identified, with **66** prioritized, averaging **9** priority wheel/bicycle projects per station.

The number of projects proposed for each station area differs due to distinct land uses and street grids.

Equity- Community Engagement

The Plan proposes projects that will improve safety, comfort, and accessibility for the most vulnerable users of our streets – pedestrians and bicyclists.

> 7 station walk audits with cities, County, CBOs, and consultants

> 8 community walk/wheel audits

> 7 community pop-ups at local destinations within the half-mile

> FLM online survey

> FLM partnership briefing

Equity – CBO Partnerships

People for Mobility Justice

SBCC

Public Matters

Next Steps

> Following the FLM Plan adoption, staff anticipates commencing post-plan activities with cities that choose to advance FLM priority projects toward design and construction. This includes entering into cooperative agreements with cities to advance priority projects eligible for 3% contribution and supporting multi-jurisdictional coordination as needed.