



Metro

*One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room*

Agenda - Final

Wednesday, October 23, 2024

12:00 PM

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Planning and Programming Committee

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Lindsey Horvath

Holly J. Mitchell

Ara J. Najarian

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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Live Public Comment Instructions:

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The Committee Meeting begins at 12:00 PM Pacific Time on October 23, 2024; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 202-735-3323 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 12:00 PM, hora del Pacifico, el 23 de Octubre de 2024. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 202-735-3323 y ingrese el codigo
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Written Public Comment Instruction:

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Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
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One Gateway Plaza
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Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

9. **SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT, AND FIRST/LAST MILE (MAT) PROGRAM UPDATE** [2024-0854](#)

RECOMMENDATION

DEOBLIGATE \$434,969.47 of previously approved MAT funding and returning those funds to the MAT Program.

Attachments: [Attachment A - Culver City Council Regular Meeting Minutes April 24, 2023 Presentation](#)

10. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION** [2024-0818](#)

RECOMMENDATIONS

CONSIDER:

- A. APPROVING programming an additional \$17,369,862 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

Attachments: [Attachment A - Active Transportation 1st/Last Mile Connection Program Project Presentation](#)

11. **SUBJECT: K LINE NORTHERN EXTENSION PROJECT** [2024-0537](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to negotiate and execute:

- A. Modification No. 4 to Contract No. AE64930000 for a Not-to-Exceed (NTE) amount of \$2,300,000 with Connect Los Angeles Partners, Joint Venture (WSP USA Inc. and AECOM Technical Services, Inc.) to prepare additional technical environmental analysis and conceptual engineering to respond to public comments received on the Draft Environmental Impact Report (EIR) for the K Line Northern Extension Project and support future community engagement efforts increasing the contract value from \$50,367,851 to a NTE \$52,667,851; and

B. Modification No. 3 to Task Order No. PS44432008-030 for an NTE amount of \$550,000 with Lee Andrews Group (LAG) to prepare additional community engagement as part of the environmental review process, increasing the task order value from \$903,223 to NTE \$1,453,223 and extend the period of performance from June 30, 2025 through December 31, 2025.

- Attachments:**
- [Attachment A-1 - Procurement Summary](#)
 - [Attachment A-2 - Procurement Summary](#)
 - [Attachment B-1 - Contract Modification Change Order Log](#)
 - [Attachment B-2 - Task Order Modification Change Order Log](#)
 - [Attachment C-1 - DEOD Summary](#)
 - [Attachment C-2 - DEOD Summary](#)
 - [Presentation](#)

12. SUBJECT: STREET SAFETY, DATA SHARING AND COLLABORATION PROGRAM

[2024-0508](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year firm, fixed price Contract No. PS120787000, to Kimley-Horn and Associates, Inc. for the Street Safety, Data Sharing, and Collaboration Action Plan in the amount of \$1,108,043, subject to resolution of properly submitted protest(s), if any.

- Attachments:**
- [Attachment A - Motion 55 - Metro Street Safety Policy](#)
 - [Attachment B - Procurement Summary](#)
 - [Attachment C - DEOD Summary](#)
 - [Presentation](#)

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

[2024-0156](#)

RECOMMENDATION

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

- Attachments:**
- [Attachment A - 1st/Last Mile Plan for Eastside Transit Corridor Phase 2 Project](#)
 - [Attachment B - Motion 14.1 - First-Last Mile](#)
 - [Presentation](#)

14. SUBJECT: MARIACHI PLAZA JOINT DEVELOPMENT

[2024-0377](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer, or designee, to execute and enter into a Joint Development Agreement (JDA), ground lease (Ground Lease), and other related documents with East Los Angeles Community Corporation (ELACC) (Developer), for the construction and operation of an affordable housing project (Project) on two separate parcels, totaling approximately 33,000 square feet, of Metro-owned property located at the corner of Pennsylvania Avenue and North Vicente Fernández Street in Boyle Heights (Site) in accordance with the Summary of Key Terms and Conditions attached hereto as Attachment A and upon receipt of concurrence by the Federal Transit Administration (FTA);
- B. AUTHORIZING a 65%, or \$2,200,000, discount to the appraised fair market rental value of the Site under the Ground Lease;
- C. FINDING that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 21080(b)(9) and 21084 of the California Public Resources Code and Section 15332 (In-Fill Development Projects) of the CEQA Guidelines, consistent with the environmental studies and reports set forth in Attachment B and authorizing the Chief Executive Officer or designee to file the appropriate Notice of Exemption for the Project in accordance with said finding by the Board; and
- D. DECLARING the Site to be exempt surplus land, pursuant to the Surplus Land Act (SLA), Government Code Section 54220 *et seq*, based on the qualifying factors and criteria described herein.

Attachments: [Attachment A - Summary of Key Terms and Conditions](#)
[Attachment B - CEQA Studies and Reports](#)
[Attachment C - Motion 12.1](#)
[Attachment D - Site Plan and Renderings](#)
[Presentation](#)

15. SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

[2024-0554](#)

RECOMMENDATION

RECEIVE AND FILE Countywide Planning & Development Major Projects Status Report.

Attachments: [Attachment A - Project Status Report](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2024-0949](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION

Adjournment

**Board Report**

File #: 2024-0854, **File Type:** Oral Report / Presentation**Agenda Number:** 9.

**PLANNING & PROGRAMMING COMMITTEE
OCTOBER 23, 2024****SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT, AND FIRST/LAST MILE
(MAT) PROGRAM UPDATE****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

DEOBLIGATE \$434,969.47 of previously approved MAT funding and returning those funds to the MAT Program.

ISSUE

Staff recommends the deobligation of \$434,969.47 in funding from the MAT Funding Agreement Project #C1201 "Culver City Project" due to the removal of project elements previously installed and funded through the MAT grant. These project elements have not reached the end of their useful life, and their removal will impact the level of protection and prioritization of non-motorized road users.

BACKGROUND

On January 28, 2021, the Metro Board approved project selection and programming for Cycle 1 of the MAT Program . Through this action, the City of Culver City and the Los Angeles Department of Transportation (LADOT) were awarded \$2,281,529 for two related projects that improve bicycle and pedestrian safety and access to the Culver City E Line station. The City of Culver City was awarded \$1,956,529 for its portion, which funded portions of the MOVE Culver City project. Metro entered into a Funding Agreement (FA) with the City of Culver City on December 31, 2021. The agreement Scope of Work describes several project elements, including:

- *A Class IV separated bikeway along Washington Boulevard between Landmark Avenue and Helms Avenue (0.3 miles)*
- *Bus-only lanes along Robertson Boulevard and Washington Boulevard*
- *Establishment of bus boarding islands*

On April 24, 2023, the City of Culver City voted to modify the project (Attachment A) including removal of the protected Class IV bikeway and bus-only lanes to create one shared bus/bike lane in both directions. The action also directed the removal of bus boarding islands. Construction to make these modifications began on September 16, 2024. This action deviates from the project elements specified in the executed FA and original Letter of Intent (grant application). Following the City's

approval to modify the project, Metro staff communicated with City staff to indicate that the MAT funding for these elements may be subject to deobligation.

DISCUSSION

MAT funds in the amount of \$434,969.47 were used in the installation of the MOVE Culver City Class IV bikeway, bus-only lanes, and bus boarding islands that were described in both the Letter of Intent and the project Scope of Work. The executed FA between Metro and the City of Culver City contains the following provision regarding grant-funded improvements removed from use:

“If a facility, equipment (such as computer hardware or software), vehicle or property, purchased or leased using the Funds, ceases to be used for the proper use as originally stated in the Scope of Work, or the Project is discontinued, any funds expended for that purpose must be returned to LACMTA as follows: GRANTEE shall be required to repay the Funds in proportion to the useful life remaining and in an equal proportion of the grant to GRANTEE Funding Commitment ratio”.

Therefore, staff is recommending to deobligate \$434,969.47 in MAT funds, which were specifically used for the purchase and installation of the Class IV bikeway, bus-only lanes, and bus boarding islands along Washington Blvd between Landmark Ave and Helms Ave. The remainder of the total MAT funds for this project will remain intact.

DETERMINATION OF SAFETY IMPACT

The removal of the Class IV bikeway, bus-only lanes, and bus boarding islands along Washington Blvd between Landmark and Helms Avenues will decrease the level of protection and space prioritization for active transportation users. The Class IV bikeway provided a fully separated route for bicyclists away from vehicle traffic. The shared bus/bike lane will place bicyclists and buses in the same lane, decreasing the safety of the bicyclists. The removal of the bus boarding islands negatively impacts the level of protection and access provided to transit users and active transportation users.

FINANCIAL IMPACT

Deobligating the \$434,969.47 in project funds will have no impact on the Metro budget. Culver City will return the deobligated funds to Metro. Once received, these funds will be made available to supplement previously awarded MAT projects or for a future MAT funding cycle.

EQUITY PLATFORM

MAT Cycle 1 projects were evaluated using a screening and ranking process intended to target high-need locations based on indexes of socio-economic and environmental disadvantage, including equity, safety, and connectivity/mobility indicators. Projects within Equity Focus Communities (EFCs) were assigned additional points as part of the evaluation process. There are no designated EFCs within the boundaries of Culver City, and therefore the project did not receive EFC points during the evaluation process.

The project as referenced in the Letter of Intent is to create infrastructure to increase safety for vulnerable road users, pedestrians, and bicyclists. The removal of MOVE Culver City project elements impacts the safety of these vulnerable road users.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action supports the following Strategic Plan Goals:

- *Deliver outstanding trip experiences for all users of the transportation system (Goal 2) by improving the safety, accessibility, and comfort for Metro users getting to and from the transit station*
- *Provide responsive, accountable, and trustworthy governance within the Metro organization (Goal 5) by providing fiscal stewardship for Measure M funds.*

ALTERNATIVES CONSIDERED

The Board could decide not to approve the deobligation of funds. This is not recommended because the removal of these project elements is inconsistent with the grant letter of intent, scope of work, and Funding Agreement terms.

NEXT STEPS

Upon Board approval, the City of Culver City will be formally notified of the action. Staff will revise the existing Funding Agreement with an amendment to indicate the revised funding amount.

ATTACHMENTS

Attachment A - Culver City Council Regular Meeting Official Minutes April 24, 2023

Prepared by: Mariko Toy, Senior Transportation Planner, First/Last Mile Planning, (213) 547-4330
Neha Chawla, Senior Manager, First/Last Mile Planning, (213) 922-3984
Jacob Lieb, Senior Director, First/Last Mile Planning, (213) 547-4272
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317
Allison Yoh, Deputy Chief Planning Officer (Interim), Countywide Planning & Development, (213) 922-4812

Reviewed by: Ray Sosa, Chief Planning Officer, Countywide Planning & Development, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

OFFICIAL MINUTES

REGULAR MEETING OF THE
CITY COUNCIL, CULVER CITY
HOUSING AUTHORITY BOARD,
REDEVELOPMENT FINANCING AUTHORITY, AND
SUCCESSOR AGENCY TO THE CULVER CITY
REDEVELOPMENT AGENCY BOARD
CULVER CITY, CALIFORNIA

April 24, 2023
7:00 p.m.

Call to Order & Roll Call

Mayor Vera called the regular meeting of the City Council, Culver City Housing Authority Board, Redevelopment Financing Authority, and Successor Agency to the Culver City Redevelopment Agency Board to order at 5:31 p.m. in the Mike Balkman Chambers at City Hall.

Present: Albert Vera, Mayor
Yasmine-Imani McMorris, Vice Mayor
Göran Eriksson, Council Member
Freddy Puza, Council Member
Dan O'Brien, Council Member

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Closed Session

Jeremy Bocchino, City Clerk, reported no requests to speak on Closed Session items.

MOVED BY COUNCIL MEMBER O'BRIEN, SECONDED BY MAYOR VERA AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL, CULVER CITY HOUSING AUTHORITY BOARD, REDEVELOPMENT FINANCING AUTHORITY, AND SUCCESSOR AGENCY TO THE CULVER CITY REDEVELOPMENT AGENCY BOARD ADJOURN TO CLOSED SESSION.

At 5:32 p.m. the City Council, Culver City Housing Authority Board, Redevelopment Financing Authority, and Successor Agency to the Culver City Redevelopment Agency Board adjourned to Closed Session to consider the following Closed Session Items:

CS-1 CC - Conference with Legal Counsel - Anticipated Litigation
Re: Significant Exposure to Litigation (1 Item)
Pursuant to Government Code Section 54956.9(d)(2)

CS-2 CC - Conference with Real Property Negotiators
Re: 9415-9425 Venice Boulevard, Los Angeles
City Negotiators: John M. Nachbar, City Manager; Jesse Mays, Assistant City Manager; Tevis Barnes, Housing and Human Services Director; Arames White-Shearin, Assistant to the City Manager on Homelessness
Other Parties Negotiators: City of Los Angeles
Under Negotiation: Both Price and Terms of Payment
Pursuant to Government Code Section 54956.8

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Reconvene

Mayor Vera reconvened the meeting of the City Council at 6:51 p.m. with all Council Members present.

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Recognition Presentations

Item R-5
(Out of Sequence)

Presentation of a Commendation to James Smith for his Dedication to Culver City Youth as the Lead Advisor and Co-Program Director for the Culver Palms Family YMCA Youth and Governor Program

Dr. Janet Hoult discussed the scholarship in honor of Louise Coffey Webb by the Culver Arts Foundation; MOVE Culver City; Earth Day; support for Autism Awareness; Municipal Clerks' Week; the dedication of her grandson James Smith at the Culver Palms YMCA; and she shared a poem.

Council Member O'Brien presented the Commendation noting that James Smith had mentored his daughter.

James Smith expressed appreciation for the honor and for his family, the delegates, the City, and everyone who showed up to support him.

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Item R-1

Presentation of Proclamation Declaring the Month of April as Autism Awareness Month in Culver City

Vice Mayor McMorris presented the proclamation declaring the month of April as Autism Awareness Month in Culver City.

Pamela Wiley, Los Angeles Speech and Language and Therapy Center, expressed appreciation for the proclamation; provided background on the organization; discussed their work with the City; the intent to continue to be a vital part of the community; and she acknowledged the work of her daughter.

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Item R-2

Presentation of a Proclamation Designating April 30 - May 6, 2023 as Municipal Clerk's Week

Council Member Puza presented a proclamation designating April 30 - May 6 as Municipal Clerk's Week.

Jeremy Bocchino, City Clerk, noted that the proclamation was more of a Public Service Announcement to highlight the work done to keep accurate records for the City, and she thanked staff for their efforts to make the City as good as it can be.

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Item R-3

Presentation of a Certificate of Appreciation to Public Works Staff Member Zach Grant for Exceptional Service to the Leake Family

Mr. Leake reported that his son was a huge trash truck fan; discussed cheering on the trash truck during the pandemic; the gift from truck driver, Zach Grant to the family; the friendship that grew between the family and Mr. Grant; the chalk mural he dedicated to Zach and Culver City Sanitation; and he proposed that workers be celebrated all the time, not just during a pandemic.

Mayor Vera presented a Certificate of Appreciation to Public Works staff member Zach Grant for his exceptional service to the Leake family.

Zach Grant thanked the Leake family; noted that he looked forward to seeing the Leake family every week; and he thanked Culver City for the recognition.

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Item R-4

Presentation of Certificates of Appreciation to Public Works Staff Members Mauricio Alvarenga, Raul Ceron, and Wagner Blanco for Extraordinary Assistance to the Baughan Family

Mr. Baughan discussed their positive experience with Culver City Sanitation retrieving rings that were accidentally thrown away in their trash.

Mauricio Alvarenga indicated that credit should go to Raul Ceron and Wagner Blanco who worked to find the rings.

Mayor Vera presented Certificates of Appreciation to Public Works staff members Mauricio Alvarenga, Raul Ceron, and Wagner Blanco for Extraordinary Assistance to the Baughan Family.

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Regular Session

Mayor Vera reconvened the regular meeting of the City Council, Successor Agency to the Culver City Redevelopment Agency Board, Redevelopment Financing Authority, and Culver City Housing Authority Board at 7:19 p.m. with all Council Members present.

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Pledge of Allegiance

Mayor Vera led the Pledge of Allegiance.

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Report on Action Taken in Closed Session

Heather Baker, City Attorney, reported that the City and Sentinel Peak Resources (SPR) had made significant progress toward a final settlement agreement in response to the City's Oil Termination Ordinance calling for the phase out of oil operations in the Culver City portion of the Inglewood Oil Field (IOF); she provided a brief history of the process; discussed the extension of the existing Tolling Agreement to allow additional time for the parties to complete documentation of the settlement; provisions included in the settlement; performance schedule dates; termination; and she indicated that the statement would be distributed via the City email notification system and posted on the City website.

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Community Announcements by Members/Information Items from Staff

Council Member Puza discussed attending the opening of the California Center for Climate Change; Earthfest at El Rincon; the Tri-City SELPA (Special Education Local Plan Area) event hosting the resource fair for students with disabilities; and Denim Day on April 27.

Council Member Eriksson reported attending the event at West Los Angeles College; discussed becoming a member of the Community Emergency Response Team (CERT); and the Annual Culver City Car Show at West Los Angeles College on May 13.

Council Member O'Brien reported attending the event at West Los Angeles College and Earth Fest at El Rincon; expressed disappointment at missing the Ballona Creek Clean Up; and he received clarification that work on a Juneteenth celebration is in progress.

Vice Mayor McMorris discussed recent Earth Day events; the Tri-City SELPA event; the theme for Sexual Assault Awareness Month;

Armenian Genocide Day; Independent Bookstore Day; and the theme for Earth Day.

Mayor Vera expressed appreciation for being able to donate food to several recent events that he was unable to attend.

T'Ana Allen, Deputy City Clerk, discussed the annual recruitment to fill vacancies on Committees, Boards, and Commissions (CBCs) acceptance of applications online at www.culvercity.org/serve up until May 15; youth outreach; available positions; opportunities to serve; and she indicated that information was available on the website or by calling (310) 253-5851.

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Information Items

Item I-1

CC - Update on Homelessness Emergency (Including Project Homekey, Safe Camping, and Other Housing Programs)

Tevis Barnes, Housing and Human Services Director, discussed the Emergency Declaration on Homelessness; progress on the Safe Sleep program; recruitment efforts for the Mobile Crisis Intervention Team; Project Homekey; the Motel Master Leasing program; the By-Name list; long-term leasing agreements; and the nutrition program.

Discussion ensued between staff and Council Members regarding collaboration with Southern California Hospital; Exodus Recovery; and accountability metrics.

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Joint Public Comment - Items NOT on the Agenda

Mayor Vera indicated that public comment would be taken for 20 minutes with anyone who was not able to be heard during that time called to speak at the conclusion of the meeting agenda.

The following members of the public addressed the City Council:

Michael Monagan expressed appreciation for the dedication of Council Members; spoke in support of MOVE Culver City Option 1; discussed frustration with delays to getting approval for their plans for an ADU (Accessory Dwelling Unit); others having a

similar experience; he asked for help in addressing the situation; and he agreed to email the Mayor regarding the matter.

Jeannine Wisnosky Stehlin indicated being a Cultural Affairs Commissioner but speaking on behalf of herself; asked about the status of a request she previously made about lobbyist registration in the municipal code; discussed other cities with lobbyist registration; lobbyists speaking at meetings and creating policy; the definition of lobbyist; and she hoped that the City Council would address the issue soon.

Discussion ensued between staff and Council Members regarding previous agreement to discuss the issue and staff efforts to bring the item forward.

Stephen Jones discussed disturbing racist patterns identified in the RIPA (Racial and Identity Profiling Act) Report; use of force by the Culver City Police Department (CCPD) during traffic stops for Black individuals vs. for white individuals; statewide rates vs. City-wide rates; less evidence of contraband found for Black individuals searched vs. white individuals searched; the CCPD Community meeting on April 27; the CCPD report vs. the state report; clear recommendations from the state to undo racist practices; and he asked the City Council to take the state recommendations and findings seriously noting that CCPD wants to pretend they do not exist.

Bryan Sanders discussed the statement regarding antisemitic events adopted by the Equity and Human Relations Advisory Committee (EHRAC) in December; requests that the Committee adopt a definition of antisemitism; and he asked that an update be provided.

Marci Baun discussed a sexual assault on the Culver City High School (CCHS) campus; the portrayal of the victim as a liar by a teacher; bullying; excuses being made about the pool; Arbor Day; and she stated that there had to be a better way to create a bike path than the removal of trees along Elenda being proposed by the Bicycle and Pedestrian Advisory Committee (BPAC).

Mary Daval discussed National Bike month in May and events planned by Bike Culver City and Women on Bikes.

Janeé Lennox discussed protests to mandate that police are held accountable and ensure that there is not another George Floyd in the community; the lack of accountability for the shooting

of Guillermo Medina by CCPD in December 2022; she asserted that police should not handle mental health calls; discussed the family who lost a loved one; calls to defund the police; and providing care for the community rather than having them fear for their lives.

Mayor Vera reported multiple independent investigations in process.

Jeff Schwartz echoed comments made by Stephen Jones objecting to the CCPD report on RIPA data scheduled for April 27; discussed a letter he sent to the City Council regarding RIPA data documenting severe and pervasive racism in CCPD; large disparities between who is pulled over, searched, and who is subject to police violence; similar findings in the 2020 Million Dollar Hoods Study analyzing CCPD data from 2016-2018; failure of reforms; the indictment of the status quo all throughout the system; systemic racism; concern with putting those most responsible for racism in charge of the discussion; he asked that the Thursday meeting be cancelled and instead that recommendations from the Million Dollar Hoods Study, the Solidarity Consultants Report, and the RIPA Board be implemented immediately; discussed accountability; removing police from as many situations as possible; and he noted that a few bad apples do not result in a 10 to 1 imbalance.

Aidan Nascimento expressed support for incremental infill; discussed opposition from Council Member Eriksson; SB 9; state housing law; issues with the three-year ownership requirement; discouraging developers; the original design of the City by developers; and he asserted that state law would not help the City, but incremental infill would.

Melissa Sanders commended the City on the presentation recognizing the friendship between the sanitation worker and the child; discussed large amounts of available commercial space in the City; the need to provide housing in large quantities; rezoning and repurposing to allow for development of below-market rate housing; and she noted the large amount of luxury housing in the City.

Ron Ostrin with one minute ceded by Leslie Ostrin, discussed preservation of a lifestyle that includes lower density; the request for infill and higher density; concern with an environmental disaster; creation of heat islands; strident environmentalists; ideas vs. real world consequences; the importance of dealing with reality rather than ideology; absurd

results; blaming CCPD for mental health crises; the call from the wife of the person who was killed by CCPD; the inability to find simple answers; and he felt the answer was to get mental health services for those who need it.

Steve Siegel was called to speak but did not respond.

Michelle Weiner questioned when the cell tower adjacent to the Safe Sleep area was installed; whether there was danger to people or pets sleeping in the area; and the amount of annual revenue received by the City from the cell tower.

Till Stegers expressed support for those who highlighted racial disparity and transgressions by CCPD and he expressed severe disappointment with comments from the speaker who blamed the family member of the person killed by CCPD.

The time limit for public speaking was reached and the Mayor indicated that the remaining speakers would be heard at the conclusion of the agenda.

Discussion ensued between staff and Council Members regarding postponing the CCPD meeting scheduled for Thursday in order to allow for additional perspectives to be heard; the purpose of the meeting to hear different perspectives on the RIPA Report; community feedback; willingness to discuss the state report and any other topics the community would like to discuss; the UCLA Million Dollar Hoods Project, and the Solidarity Consulting Report; and outreach and engagement.

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Order of the Agenda

Item R-5 as considered before Item R-1; Receipt and Filing of Correspondence was done after the Consent Calendar; and Items C-3, C-12 and C-13 were considered separately at the beginning of the Consent Calendar.

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Consent Calendar

Item C-3
(Out of Sequence)

CC - Adoption of a Resolution (1) Approving the Engineer's Report for Higuera Street Landscaping and Lighting Maintenance District; (2) Declaring the Intention to Order the Levy of Annual Assessments for Fiscal Year 2023/2024; and (3) Setting the Date, Time, and Place of the Public Hearing

Discussion ensued between staff and Council Members regarding the scope of the landscaping; the roundabouts; the routine nature of the item to maintain the landscaping and streetlights within the assessment district; ADA (Americans with Disabilities Act) curb ramps and walkways; and repairs.

THAT THE CITY COUNCIL:

ADOPT A RESOLUTION (1) APPROVING THE ENGINEER'S REPORT FOR THE HIGUERA STREET LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT, (2) DECLARING THE CITY COUNCIL'S INTENTION TO ORDER THE LEVY OF ANNUAL ASSESSMENTS FOR FISCAL YEAR 2023/2024, AND (3) SETTING THE PUBLIC HEARING FOR MAY 22, 2023.

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Item C-12
(Out of Sequence)

CC - Adoption of a Resolution Determining the Main Street Weekend Reopening Project (Reopening of Main Street between Culver Boulevard and the City Limit Every Weekend) is Categorically Exempt from the California Environmental Quality Act (CEQA)

Vice Mayor McMorris asked that the Item be considered separately as she did not support the reopening of Main Street and she requested clarification on the title of the Item.

Discussion ensued between staff and Council Members regarding the weekly weekend closure; the CEQA (California Environmental Quality Act) Notice of Exemption; and reopening the street fully except for Tuesday closures for the Farmers Market.

Mayor Vera invited public comment.

The following members of the public addressed the City Council:

Stephen Jones discussed the CEQA exemption; efforts by the City to incrementally reintroduce automobile capacity on Main Street without engaging in a CEQA analysis of the effects of creating

additional automobile lanes; plans for City mitigation of the impact of increased CO2 emissions; and he asked that Council Members vote no on the Item until questions could be answered.

Jeff Schwartz asked that the City Council vote against the Item on material and legal grounds; discussed the premise of the exemption; feeding traffic onto Culver; bus and bike lanes; the driveway into the underground garage for Culver Steps; money spent by Hackman to elect Council Member O'Brien; bollards; the difficulty of undoing harm caused by cars; pedestrians struck by cars; dangers posed by the use of fossil fuels; the inability of a city to exempt itself from the state; preemption; and he asked that the City Council reject the Consent Item.

Alex Fisch discussed the definition of CEQA projects; concern with the piecemeal consideration of MOVE Culver City; lack of analysis of the impacts of road widening; and concern with increased greenhouse gases, particulate matter, and severe injuries and death for pedestrians and cyclists.

Karim Sahli discussed the classification of the project as a minor alteration; lack of analysis of the environmental impact; inability to meet the categorical exemption under CEQA guidelines; he asserted that a full environmental review was necessary; and he asked the City Council to vote against the project noting that no cars should be allowed on Main Street anymore.

Heather Baker, City Attorney, indicated that the memo from the consultant attached to the resolution laid out the findings for the exemption and she felt that it was not appropriate to debate the legal issues in the venue.

THAT THE CITY COUNCIL:

1. ADOPT A RESOLUTION DETERMINING THE MAIN STREET WEEKEND REOPENING PROJECT (REOPENING OF MAIN STREET BETWEEN CULVER BOULEVARD AND THE CITY LIMIT EVERY WEEKEND) ("PROJECT") IS CATEGORICALLY EXEMPT UNDER CEQA; AND,

2. AUTHORIZE THE PUBLIC WORKS DIRECTOR/CITY ENGINEER TO FILE A NOTICE OF EXEMPTION WITH THE LOS ANGELES COUNTY CLERK'S OFFICE.

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Item C-13
(Out of Sequence)

CC - Receipt and Filing of (1) the Fiscal Year 2021-2022 Year-End Report and Audit Summary; (2) the Fiscal Year 2021-2022 Annual Comprehensive Financial Report (ACFR); and (3) the Fiscal Year 2021-2022 Popular Annual Financial Report (PAFR)

Mayor Vera invited public comment.

The following individuals addressed the City Council:

Margaret Peters pointed out how much of the budget goes to CCPD vs. the amount that goes to the parks; discussed insufficient camp space; and the need for more support for children in Culver City.

Janeé Lennox noted that a large amount of the budget was allocated to CCPD who were not going to be able to fix the houseless crisis, the mental health crisis, or the homeless emergency, and she felt that the budget needed to be reimaged and the police defunded.

THAT THE CITY COUNCIL: RECEIVE AND FILE THE ATTACHED (1) FISCAL YEAR 2021-2022 YEAR-END REPORT AND AUDIT SUMMARY; (2) THE FISCAL YEAR 2021-2022 ACFR; AND (3) THE FISCAL YEAR 2021-2022 PAFR.

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Item C-1

CC:HA:SA - Approval of Cash Disbursements for April 1, 2023 to April 14, 2023

THAT THE CITY COUNCIL, HOUSING AUTHORITY BOARD, AND SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY BOARD: APPROVE CASH DISBURSEMENTS FOR APRIL 1, 2023 TO APRIL 14, 2023.

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Item C-2

CC:HA:SA - Approval of Minutes of the Regular City Council Meeting on April 10, 2023

THAT THE CITY COUNCIL, HOUSING AUTHORITY BOARD, AND SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY BOARD: APPROVE MINUTES FOR THE REGULAR CITY COUNCIL MEETING ON APRIL 10, 2023.

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Item C-4

CC - Adoption of a Resolution (1) Approving the Engineer's Report for Landscape Maintenance District Number 1; (2) Declaring the Intention to Order the Levy of Annual Assessments for Fiscal Year 2023/2024; and (3) Setting the Date, Time, and Place for the Public Hearing

THAT THE CITY COUNCIL: ADOPT A RESOLUTION (1) APPROVING THE ENGINEER'S REPORT FOR LMD #1; (2) DECLARING THE CITY COUNCIL'S INTENTION TO ORDER THE LEVY OF ASSESSMENTS FOR FISCAL YEAR 2023/2024; AND (3) SETTING THE PUBLIC HEARING FOR MAY 22, 2023.

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Item C-5

CC - (1) Award of Construction Contract in the Amount of \$323,165 to Concept Consultant, Inc., as the Lowest Responsive and Responsible Bidder, for the Construction of Community Development Block Grant (CDBG) Sidewalk Uplift Replacement and Curb Ramps Project (CDBG Project Nos. 602297-21 and 602467-22), PS011 and PZ428; and (2) Authorization to the Public Works Director/City Engineer to Approve Change Orders in an Amount Not-to-Exceed \$80,791

THAT THE CITY COUNCIL:

1. AWARD A CONTRACT TO CONCEPT CONSULTANT, INC. RESPONSIBLE BIDDER, FOR THE CDBG SIDEWALK UPLIFT REPLACEMENT AND CURB RAMPS PROJECT (CDBG PROJECT NO. 602297-21 & 602467-22), PS011 AND PZ428 IN THE AMOUNT OF \$323,165; AND,

2. AUTHORIZE THE PUBLIC WORKS DIRECTOR/CITY ENGINEER TO APPROVE CHANGE ORDERS AMOUNT NOT-TO-EXCEED \$80,791; AND,

3. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND,

4. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

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Item C-6

CC - Adoption of a Resolution Accepting \$3,000 in Homeland Security Grant Program Urban Area Security Initiative Funds Awarded to the City of Culver City for Fire Ground Survival Training and Providing Proof of Authority of the Governing Body as Required by the California Office of Emergency Services; and 2) FOUR-FIFTHS VOTE REQUIREMENT: Approval of a Budget Amendment to Record the Revenue of \$3,000 and Appropriation of \$3,000 in Fiscal Year 2022/2023 for the UASI Grant Program

THAT THE CITY COUNCIL:

1. ADOPT A RESOLUTION ACCEPTING \$3,000 IN 2022 HOMELAND SECURITY GRANT PROGRAM URBAN AREA SECURITY INITIATIVE FUNDS AWARDED TO THE CITY OF CULVER CITY FOR FIRE GROUND SURVIVAL TRAINING, AND PROVIDING PROOF OF AUTHORITY OF THE GOVERNING BODY AS REQUIRED BY THE CALIFORNIA OFFICE OF EMERGENCY SERVICES; AND,

2. APPROVE A BUDGET AMENDMENT TO RECORD THE REVENUE OF \$3,000 AND APPROPRIATE \$3,000 IN FISCAL YEAR 2022/2023 FOR THE UASI GRANT PROGRAM (REQUIRES A FOUR-FIFTHS VOTE); AND,

3. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND,

4. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

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Item C-7

CC - Approval of a Memorandum of Agreement (MOA) between the City of Los Angeles and the County of Los Angeles, the Los

Angeles County Flood Control District, and the Cities of Beverly Hills, Culver City, Inglewood and West Hollywood Regarding the Cost Sharing and Implementation of the Ballona Creek Bacteria TMDL Project

THAT THE CITY COUNCIL:

1. APPROVE A MEMORANDUM OF AGREEMENT BETWEEN THE CITY OF LOS ANGELES AND THE COUNTY OF LOS ANGELES, THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, AND THE CITIES OF BEVERLY HILLS, CULVER CITY, INGLEWOOD AND WEST HOLLYWOOD REGARDING THE COST SHARING AND IMPLEMENTATION OF THE BALLONA CREEK BACTERIA TMDL PROJECT; AND,
2. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND,
3. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

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Item C-8

CC - Approval of the Citywide Recruitment and Referral Incentive Program to Miscellaneous Labor Groups to Advance the Recruitment and Retention Efforts of the City

THAT THE CITY COUNCIL:

1. APPROVE THE RECRUITMENT AND REFERRAL INCENTIVE PROGRAM; AND,
2. DIRECT THE CITY MANAGER TO EXECUTE A SIDE LETTER AGREEMENT BETWEEN THE CITY OF CULVER CITY AND THE CULVER CITY MANAGEMENT GROUP (CCMG) AND BETWEEN THE CITY OF CULVER CITY AND THE CULVER CITY EMPLOYEE'S ASSOCIATION (CCEA).

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Item C-9

CC - (1) Adoption of a Resolution Approving Salary Schedules for Fire Safety Employees Effective July 1, 2022; (2) Adoption

of a Resolution Approving Revised Salary Schedules for Fire Safety Employees Effective January 1, 2023

THAT THE CITY COUNCIL:

1. ADOPT A RESOLUTION APPROVING SALARY SCHEDULES FOR FIRE SAFETY EMPLOYEES RETROACTIVELY EFFECTIVE JULY 1, 2022, IN ACCORDANCE WITH THE SALARY INITIATIVE ORDINANCE; AND,
2. ADOPT A RESOLUTION APPROVING REVISED SALARY SCHEDULES FOR FIRE SAFETY EMPLOYEES RETROACTIVELY EFFECTIVE JANUARY 1, 2023, IN ACCORDANCE WITH THE SALARY INITIATIVE ORDINANCE.

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Item C-10

CC - Approval of Proposed Mid-Year Budget Amendments for Cultural Affairs (Fund 413)

THAT THE CITY COUNCIL: APPROVE THE BUDGET AMENDMENTS AS PROPOSED IN ATTACHMENT 1 (REQUIRES A FOUR-FIFTHS VOTE).

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Item C-11

CC - Approval of a Lease Agreement between the Culver City Transportation Department and the City of Culver City for a Portion of 4343 Duquesne Avenue, California 90232

THAT THE CITY COUNCIL:

1. APPROVE A LEASE BETWEEN THE CULVER CITY TRANSPORTATION DEPARTMENT AND THE CITY OF CULVER CITY FOR A PORTION OF 4343 DUQUESNE AVENUE, CALIFORNIA 90232 FOR A PERIOD OF FIVE YEARS BEGINNING JULY 1, 2023 THROUGH JUNE 30, 2028 WITH A BASE AMOUNT OF \$141,600 PER YEAR THAT SHALL BE INCREASED BY 3% ANNUALLY STARTING JULY 1, 2024; AND,
2. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND,
3. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

MOVED BY MAYOR VERA, SECONDED BY COUNCIL MEMBER ERIKSSON AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL APPROVE CONSENT CALENDAR ITEMS C-1 THROUGH C-11 AND C-13.

MOVED BY COUNCIL MEMBER O'BRIEN AND SECONDED BY COUNCIL MEMBER ERIKSSON, THAT THE CITY COUNCIL APPROVE CONSENT CALENDAR ITEM C-12.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: ERIKSSON, O'BRIEN, VERA
NOES: MCMORRIN, PUZA

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This Item was considered out of Sequence.

Receipt and Filing of Correspondence

MOVED BY MAYOR VERA, SECONDED BY COUNCIL MEMBER O'BRIEN AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL RECEIVE AND FILE CORRESPONDENCE.

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Action Items

Item A-1

CC - (1) Presentation by Staff on the MOVE Culver City Downtown Corridor (Downtown Corridor) Post-Pilot Evaluation Report; (2) Discussion of the Approaches and Design Adjustment Options for the Next Phase of the Downtown Corridor and Direction to Staff; (3) Authorization to Proceed with the Design and Implementation of the Next Phase of the Downtown Corridor; (4) Approval of the Update to the Design Guidelines, as Appropriate; (5) Authorization to the City Manager to Negotiate and Approve Amendment(s) to the Professional Services Agreement with Sam Schwartz Engineering for the MOVE Culver City Project in an Amount Not-to-Exceed \$275,000 for the Additional Scope of Service; (6) Authorization to the Chief Transportation Officer to Approve Amendment(s) to the Sam Schwartz Engineering Agreement in an Amount Not-to-Exceed \$125,000 to Cover Contingency Costs; and (7) Direction to the City Manager as Deemed Appropriate

Diana Chang, Chief Transportation Officer, provided a summary of the material of record.

Joe Iacobucci, Sam Schwartz Consulting, discussed key findings from the post-pilot evaluation report; sustainable mobility; CityBus; pedestrian activity; cycling and micro-mobility; bicycle and pedestrian crash data; vehicle impact analyses; travel time; pass-through trips; on-street parking; off-street parking; the business evaluation; and sales tax receipts.

Tony Garcia discussed public engagement; quality of feedback; timing; and the survey.

Diana Chang, Chief Transportation Officer, discussed next steps; ongoing efforts; decision points; award of a competitive grant for the capital costs of micro-transit and another circulator service on Jefferson Boulevard; the comprehensive service analysis; expansion of bike connectivity; creation of a pedestrian scramble intersection; the need for direction from the City Council with regard to proceeding with the Downtown mobility lanes beyond the pilot; and potential options.

Discussion ensued between staff and Council Members regarding the Venice infrastructure; research that removing car lanes helps congestion; lack of research indicating that adding travel lanes increases roadway capacity; the ability to process more cars; studies on cities with dedicated bus lanes and bike lanes; whether there is a correlation that increased traffic increases business; resident feedback indicating not wanting to come to the City due to being unable to find parking; attitudes and perceptions; traffic volume from 2019 to now; impacts of additional employees in the City to traffic volumes and current design; the dynamic nature of traffic patterns; levelling off of traffic; identification of additional capacity; staggered commuting; neighborhood incursion; data measuring the volume on Lucerne; information about Higuera; anecdotal evidence; sales tax data; increased storefront capacity; feedback from Downtown business owners; impacts of the pandemic; continued growth of businesses; metrics used for analysis; adjustments made for inflation; businesses who are suffering; outreach to businesses in the City; and thoughtful commentary received.

Jeremy Bocchino and T'Ana Allen from the City Clerk's office discussed procedures for public speaking.

Mayor Vera invited public comment.

The following members of the public addressed the City Council:

Aidan Nascimento noted that the many reasons for supporting MOVE Culver City depended on what people cared about; discussed positive affects to Downtown businesses, safety, sustainability, children, and pollution; and he asserted that if they cared about Culver City, they should keep MOVE Culver City.

Mille Reed expressed support for Option 1 of MOVE Culver City due to the positive effects on her life; discussed her usage of the lanes; usage by her friends; and she asked that the City not take a step backwards, away from a greener and less car-centric community.

Wilder Hansen, second grade, discussed riding in the bike lanes with family; feeling safer in bike lanes; and requested that MOVE Culver City be saved.

Ben Heverly spoke along with 32 organizations in support of Option 1; he felt that MOVE Culver City was a model for making healthy, more sustainable, and livelier communities across Los Angeles; discussed data shared; benefits to homeowners; Zillow ads; investment in the City; and he indicated that he and his wife hoped to own a home in the City one day.

Mari Harwood-Jones indicated that she loved riding her bike and did not want the lanes taken away.

Christian Israelian was called to speak but did not respond.

Robert Boerner was called to speak but did not respond.

Pictures from five year old Benjamin Goodwin were shared with the City Council.

Jack Moreland, Culver Palms, YMCA Youth in Government Delegation, indicated that Charlie Sisk, who would be called to speak next, was not present at the meeting; expressed full support for MOVE Culver City; felt that increased sales tax figures were the largest indicator of success; discussed traffic congestion; lack of signal synchronization; and he expressed support for the removal of pedestrian recall.

Dionysious Kalofonos, Culver City Middle School (CCMS), expressed support for MOVE Culver City to ensure safety;

indicated riding a bicycle to school; and presented a banner signed by students in favor of MOVE Culver City.

Ava Frans, Culver City High School (CCHS), advocated for the adoption of Option 1 on behalf of CCHS students; discussed creating a sustainable future for Culver City; climate anxiety; creation of actionable change; CCHS organizations in support of expanding MOVE Culver City; reliance of students on MOVE Culver City to get to school; felt that watering down MOVE Culver City would be in direct opposition to the wishes of CCHS students and a regression into an unsustainable past; and asserted that the expansion of MOVE Culver City was imperative to ensure Safe Routes to School and a healthy future for students.

Max Weiner urged the City Council to adopt Option 1 to keep Downtown Culver City a place people want to be in rather than a place people want to drive through; discussed the bike and bus infrastructure that help those who cannot afford cars and reduce pedestrian fatalities; fostering healthy lifestyles; supporting local businesses; appreciation for being able to walk around without being hit by a car; serving as an example for other cities; improved air quality since the implementation of MOVE Culver City; minimal impact to travel times; induced demand with the addition of car lanes; and he noted that the area felt designed for people rather than for cars.

Dexter LaViolette discussed people who take mass transit and use bicycles; those who complain about children staying indoors, but do not support providing a safer place for them to go out in; the dangers of biking in the area; and disappointment in taking away progress made.

Janeé Lennox expressed support for Option 1; wanted to expand the program to include areas with a higher demographic of Black and Brown residents; she indicated that because of where she lives in the City, she is not able to make use of the bike lanes; and she hoped that Council Members would listen to their constituents.

Olga Lexell provided background on herself; discussed her use of MOVE Culver City; full bike racks; she indicated that MOVE Culver City was the reason she stopped driving; and she read an excerpt from Supervisor Holly Mitchell and Lindsay Horvath in support of making MOVE Culver City permanent and expanding it.

David Coles expressed concern that Council Members had already made up their mind to bring back a car lane in each direction;

discussed timing; the Venice Boulevard Road Diet; inviting pass-through traffic back to the City; and making the choice to add car lanes rather than improving the City.

Yotala Oszkay Febres-Cordero empathized with those opposing the project; discussed convenience; concern with solving the problem by adding car lanes; choosing more emissions, collisions, and fatalities over the well-being of the community; and prioritizing a mode of transport that brings anger and isolation rather than joy and social connection.

Christopher Michel urged the City to expand and invest in the critical infrastructure; noted that adding another car lane would not solve problems, but rather would make the corridor worse for everyone; discussed providing infrastructure in more neighborhoods in the City; the combined bus/bike lane; use of the combined lanes by CCPD and emergency vehicles; asserted that the separated bus and bike lanes make MOVE Culver City the success that it is; and he asked that the lives of pedestrians, cyclists, and transit riders be valued over the lives of those who want to drive around town very fast.

Jeannine Wisnosky Stehlin with one minute ceded by Jack Stehlin, indicated being a Cultural Affairs Commissioner speaking on behalf of herself; provided background on herself; discussed providing safe streets for cyclists, pedestrians, cars, and buses to move through quickly; indicated being an early advocate of MOVE Culver City and supporting protected bike lanes; pointed out that only 13% of residents want the project as it stands; wanted to see solutions figured out together without destructive rhetoric; discussed being mindful of those who cannot ride bikes or take a bus; diversity, equity, and inclusion; Latinos, women, and senior citizens surveyed who oppose the project in its current form; Downtown businesses and hourly employees who indicate that MOVE is doing harm; and lack of incidents and a safety study related to shared bus/bike lanes.

Lindsay Carlson expressed appreciation for efforts to improve mobility; wanted to see the City look at other neighborhoods neglected by the previous City Council; discussed concern about the tenor of the public discourse around the issue; dismissing feedback from small businesses; and finding ways for everyone to reduce their carbon footprint.

Luka Sklizovic indicated that he had moved to Culver City largely because of what MOVE Culver City has done for the City; discussed his use of MOVE Culver City; safety provided by the

separated bike lanes; creating a feeling of safety for commuters; the need for further expansion of bike lanes; those looking to replace their short commutes with other forms of transportation; and he encouraged the City Council to vote for Option 1.

Caro Vilain indicated that she rides a bike as she does not have the ability to drive and never will; discussed spending money at Culver City businesses as a result of MOVE Culver City; asserted that the issue was not drivers vs. cyclists or conservatives vs. progressives, but rather safety, equity, inclusivity, and sustainability vs. recklessness and personal interests; and she noted that the whole country was watching to know what the City's priorities were.

Darrell Menthe with one minute ceded by Eric Sims, Downtown Business Association (DBA), discussed reasons that the pilot project should be adjusted; the recent survey indicating that 85% of respondents wanted MOVE Culver City changed or removed; the failure of the project to bring people Downtown; the need to be flexible rather than dogmatic with multi-modal transportation; he read a list of businesses that had signed a statement requesting that the project be changed; noted the difficulty of getting businesses to speak out; he asserted that the project had not worked; and he discussed the need to restore two lanes of automobile traffic and loading zones to make it easier for people to get on and off the street.

Amanda McDaniel expressed support for Option 1; discussed increased bus ridership, cycling, pedestrian activity, and sales taxes revenue; the small increase to travel times; the biased and poorly administered survey; ill-informed residents who do not utilize the project; the exclusion of input from those who work in the City or who visit and spend money in the City; the opportunity for the City to be a champion of safe and sustainable transportation for the region; and she wanted to see the project made permanent and expanded.

Jamie Wallace with one minute ceded by Ken Niles, Culver City Neighbors United, discussed the quiet majority of Culver City Neighbors who support safety for all with Option 3; questioned whether changes in the numbers were attributable to the pandemic or to MOVE; discussed the opening of Culver Steps and the Ivy Station; results of the FM3 survey indicating that people want the project removed or modified; demographics of those who support and oppose the project; she wanted a new study with things changed when needed and traffic lanes restored; she

proposed shared bus/bike lanes; and asked that the City Council listen to residents and support Option 3.

Nancy Barba discussed framing the issue about education and information and having the right data; the presentation indicating that the data and information supports retaining MOVE Culver City; she expressed support for Option 1; asserted that the issue was about the power to set policy and what the policy centers; stated that if the City Council chose to go with anything other than Option 1, they were choosing to center cars and people with access; and she questioned who the City Council was going to choose to center since 57% of bus passengers have a median household income below the poverty line and 81% identify as Latino and Black.

Eric Dasmalchi stated that buses provide riders with a reliable, dignified experience that does not feel like a second-class option; discussed designing a transit system that is no longer the leading contributor to climate change in California; reported pride and hope that the City was addressing issues with the opening of MOVE Culver City; noted increased sales receipts; expressed concern that adding two more car lanes would make the City less pleasant; he asked the City Council not to backtrack, but to listen to the data and continue to shape a system that prioritizes safety, advances equity, and addresses the climate crisis; and he asked the City Council to support Option 1.

Jenny Hontz discussed the Livable Communities Initiative (LCI); future housing growth; climate change; concern with increased car traffic; LCI plans for car-lite housing; new homes along the MOVE route to meet the RHNA (Regional Housing Needs Assessment) target; the importance of planning for housing that is less car-centric; studies indicating that when housing is built without parking, people drop their cars; and she asked that the City Council support Option 1 for current and future residents.

Bubba Fish with one minute ceded by Aaron Lieberman, congratulated the Council for creating a project that inspires a lot of love; discussed the letter sent by a coalition of 32 community organizations in support of Option 1; support from businesses along the MOVE corridor; support from elected officials for not rolling back progress; support for installing the first Complete Street in Culver City history; and a letter from NRDC (National Resources Defense Council) requesting that the City fully comply with CEQA.

Adrian Killigrew with one minute ceded by Nathaniel Woiwode, provided background on himself; acknowledged the task of making tough decisions for the City; discussed benefits of MOVE Culver City to residents, employees, transit riders, and clean air; asserted that the survey should not be used as the main source for statistics as it did not include transit users, workers, or children and teenagers; discussed the reputation of Los Angeles with traffic, road rage, and pollution; MOVE Culver City as an important asset; negative news if the project is taken out; being a modern, connected, human City vs. being a highway City; concern with accommodating cars; encouraging people to get out of their cars; he indicated being a car owner but changing his ways and using bicycles and buses to get around whenever possible; he wanted to see MOVE Culver City progress to phases 2 and 3 and then be reevaluated; felt that Los Angeles was becoming a more accessible area to navigate and that taking away the bus lanes would be good for a minute for car users, but would then revert to gridlock; and he presented a photograph of a friend who died while riding in an unprotected bike lane.

Philip Lelyveld submitted an e-comment that he hoped people would read; discussed comments made by Jamie Wallace regarding the FM3 study; the 60% of residents angry about the program; the initial negative reaction to the project; revisiting the project; and he encouraged the City to post signage on the route to allow people to rediscover and reevaluate the program.

Stephen Schaller with one minute ceded by Toba Schaller, discussed climate scientists who emphasize the importance of reducing greenhouse gas emissions; concern with increasing traffic in the City; safety; data indicating that traffic accidents are the leading cause of death for children 14 and under; studies indicating increased safety with protected bike lanes; concern with the methodology of the thoughts and feelings survey; the majority surveyed who want to see MOVE Culver City stay, but with changes that do not include ripping out the dedicated bus lane, adding another lane of car traffic, or endangering the lives of children; he asserted that they wanted permanent bike lanes with concrete barriers extended past Downtown to connect a real network of bikeable streets and more frequent bus services; discussed complaints about increased traffic travel times, parking, and loading zones; and he indicated that Option 1 was the only choice for those who care about the climate, safety, and CEQA compliance.

Stephen Jones discussed the voting base; political backbone; safety; collision data; making people less safe to allow traffic

flow through Downtown two minutes faster; concern with changes that would make his family less safe; adding traffic; filling a pedestrian area with a right turn lane; data indicating that additional car lanes provide negligible improvement; reduced collisions, severe injuries, and death in those areas with protected bike lanes; Council Members afraid of losing votes; and he asserted that a vote for Option 3 was a vote for more injuries and more death.

Annika Furman indicated pride in living in a City with protected bike lanes where she can bike everywhere; discussed Copenhagen; and she spoke in Swedish.

John Buuck provided background on himself; indicated being a part of the super majority opposed to MOVE Culver City; wished there were more than the three options available; asserted that prior to MOVE Culver City Downtown worked, but now it is a disaster; indicated that due to a disability, he can no longer ride a bike and no longer goes Downtown; discussed gridlock; and he stated that climate change would not be solved by making it harder to drive.

Jeanne Black noted that MOVE Culver City had become a scapegoat for the large, fast changes taking place in the City; pointed out that longtime residents can barely recognize the City and feel disregarded and disrespected by the younger generation and activists; discussed the perception of huge increases to travel time, while data indicates negligible changes; minimal impacts to side street traffic travel; the 2017 traffic study for Culver Studios; she quoted Rosalind Carter; and asserted that the City had a moral obligation to avoid climate disaster.

Dylan Gera was called to speak but did not respond.

Jett Galindo urged Council Members to choose Option 1 to expand MOVE Culver City; discussed progress made toward safety and equity; making the City a place to get to rather than drive through; her bike commute; she felt that Culver City should not feel like a risky undertaking for those who cannot commute by car; wanted the City to be a place for families to explore their neighborhoods by foot, public transit, or bicycle, and for those who care about climate change; and she asserted that making alternative modes of travel more accessible was the answer to traffic congestion.

Conor Proffitt expressed support for Option 1 noting that anything else would be a step backward; concern that the

modernization of Venice would make Culver City a throughput; wanted Culver City to be a city rather than a traffic processing facility; discussed having trees, al fresco dining, and having a nice place to live; and he asserted that the project would happen regardless of whether it is now, or when those opposing it are voted out.

Michelle Weiner indicated being a member of the BPAC, though she was speaking on her own behalf; reminded the City Council that in February, the BPAC had recommended that MOVE Culver City be made permanent and expanded; noted that there were three unsuccessful recall efforts to remove a Council Member who implemented protected bike lanes on Venice Boulevard; she noted that bike lanes were the way of the future and Council Members would not be successful if they voted to take the lanes away; she expressed support for Option 1 as a vote for mobility, equity, and safety; and she stated that motorists were not being put out.

Laura Michet provided background on herself; urged the City Council to adopt Option 1; asserted that the issue was not travel time but public safety; expressed concern for those who want to trade two minutes of travel time for her life; wanted to see the issue treated as the public safety issue that it is; and indicated that people would remember whether Council Members voted to put people in danger or if they were brave enough to put people first.

Bryan Sanders asserted that a bully group had been created by former Council Members made up of non-residents and a trumped up list of organizations with the same members; discussed the Sierra Club, Los Angeles Times, and the NRDC; creation of a bogus lawsuit; social justice, eco-friendly democrats; he expressed support for Option 3; noted that Culver City was a majority democrat town; and he indicated being a democrat like four of the Council Members.

Mark Chaisson discussed his commute; noted that the four lane roads were either congested with cars, or deadly speedways; indicated that MOVE Culver City provided space for bikes and discouraged cars from speeding; felt that forced reduction of speed was necessary; discussed working with neighbors to improve the MOVE program by expanding to Palms, Venice, and other areas to reduce congestion; noted that increasing lanes did not reduce traffic; and he indicated that the 6,000 workers needed alternative transit.

Monica Richardson expressed support for Option 3; noted that a lane of traffic was not being added, but was being taken back; discussed senior citizens; people hit by cyclists; and lack of access for the disabled.

Michael Trinh was called to speak but did not respond.

Gary Zeiss discussed the organized bike ride, but lack of an organized bus ride; those who drive to USC rather than using Expo; questioned why the bike lane stopped at Duquesne and did not connect with Elenda; asserted that the bus lane was not used; noted that the number of buses was not going to be reduced; discussed equity issues; reduced wait time for buses; virtue signaling for progressive green candidates; and he asked that the City Council listen to residents.

Leah Pressman, Culver City Democratic Club (CCDC), reported that CCDC had sent Council Members a copy of their unanimously adopted resolution in favor of making MOVE Culver City permanent; discussed effectiveness of MOVE Culver City in meeting goals of the City's Pedestrian Action Plan and Complete Streets policy; making it safer and faster to use alternatives to cars; reductions to Vehicle Miles Travelled (VMT); and she asked the City to respect their own policies by approving Option 1.

Marci Baun reported that she used to use the Venice Corridor Bike Path; indicated that she could not support the MOVE project; felt that many of the numbers were not accurate; noted that the only reason she goes Downtown is to support the businesses; discussed congestion; increased travel time; asserted that many people speaking were not from Culver City; and she asked that Council Members not allow themselves to be bullied.

Mary Daval, Bike Culver City, spoke on behalf of a coalition of 32 organizations urging the City Council to support Option 1 and expand the project to more neighborhoods; discussed the transformation of streets to enable safe, sustainable, and affordable access; and the project as a region-wide amenity.

Patricia Bijvoet expressed support for Option 1; noted that she was not a resident but that Culver City was her day urban system; thanked the former City Council for their execution of the pilot program which was a great indicator of what they had hoped to achieve; discussed the thriving Downtown area and continued growth; growing pains; she asked that the City Council clarify

to constituents how MOVE Culver City sets up for a livable community and a robust future for all; and she did not want the City to cure growing pains by bringing back car lanes at the cost of climate change, equity, and growth potential.

Phil Olson asserted that MOVE Culver City was working and he asked the City Council not to add vehicle lanes, but to make the project permanent and expand it throughout the City; discussed data indicating the success of the project; increased sales tax revenue, biking, and pedestrian activity; pass-through traffic; concern that adding a vehicle lane would invite more traffic; looking ahead to 2028; and being on the right side of history.

Jeff Schwartz discussed the Los Angeles Times' editorial Board's condemnation of plans to cut back MOVE Culver City; his column entitled *The Whole World is Watching* in the March issue of Culver City Democratic Club Newsletter; staff reports indicating the success of MOVE Culver City; independently verified data; Council Member disrespect of City staff; ignoring thorough research in favor of unsupported anecdotes and unexamined assumptions; he invited people to Google "induced demand"; and he asserted that Option 1 was the minimal reasonable choice and the only choice before the City Council not based on science denial.

Edwin Sun reported frequenting local businesses; discussed his transportation habits; the fact that drivers can also be pedestrians; drivers who do not oppose MOVE Culver City; choosing different modes of transportation based on what is convenient; and he urged the City Council to prioritize providing alternatives.

Devin Gladys indicated that since the implementation of MOVE Culver City it had been much safer to ride to work; he encouraged the City to retain the MOVE project and expand it to other neighborhoods; and he noted that the project helped those who commute into the City and those who live in it.

Hector Garcia was called to speak but did not respond.

Steven Zimelman was called to speak but did not respond.

Kathryn Lundeen was called to speak but did not respond.

Patrick Meighan discussed the amazing opportunity to support Option 1 to get more people into sustainable transit and change

climate history; noted that the City Council was being watched and would be judged by future generations; and he emphasized the importance of doing everything possible to reduce climate impact, build a greener region, and give the future a fighting chance.

Kathryn Lundeen, Lundeen's Gift Store, discussed impacts of MOVE Culver City to her store; daily complaints from customers about how difficult it is to get to the store; she hoped that the City would restore things to the way they were so that people would come back; she feared that customers had been lost for good; and she felt worried that she would not make it through MOVE.

David Metzler with one minute ceded by Chimin Lee Metzler, presented a video of Downtown Culver City with one more lane of traffic; discussed what draws people to the City; providing a pleasant, walkable, outdoor experience; the need to focus on expanding and improving what people love about Downtown Culver City; concern with threatening the growing foot traffic critical to a vibrant Downtown; worsening the pedestrian experience by adding one more lane of traffic that would not fix rush hour; the need for leadership; providing a network of options to give people a choice; comparing traffic lanes to customers; and he noted that cars could not provide what the community wants which is a great experience walking, dining, and hanging out.

Cindy Bailey discussed her involvement in environmental issues since the 1970s; her opposition to MOVE Culver City in its current form; lack of evidence based on the statistical analysis to support claims; pre-pandemic vs. post-pandemic conditions; support for protecting cyclists; and she indicated that a bus lane was not needed if there would be one on Venice.

Kyle Ribordy expressed support for Option 1; indicated that he is a Culver City resident and customer who visited Lundeen's because he was walking by; felt that the post-pilot report reflected his experience that the City was a safer place to walk and bike and spend leisure time in; discussed handling the growth of the City; making the case to forego driving more compelling; work put into making Downtown Culver City a destination; and he felt it would be a mistake to prioritize the people who drive through the City over the people who come to the City.

Astrid Theeuwes provided background on herself; expressed support for Option 1; discussed her experiences with MOVE Culver City; she stated that MOVE Culver City helped her educate her

children about shared streets, protected bike lanes, traffic rules and safety, sustainable transportation, clean energy, and equitable transportation; and she indicated she did not forget to acknowledge respectful drivers.

Carolyn Allport was called to speak but did not respond.

Ronald Ostrin with one minute ceded by Leslie Ostrin, discussed use of data by MOVE Culver City and the consultants; biased interpretation; those who want MOVE Culver City removed or changed; relevant statistics; observation and reports; carbon emissions caused by the project; he asserted that the current project was killing Downtown businesses and causing people not to want to come into the City; and he discussed email he sent to Council Members about people who live Downtown and their difficulties getting out of the area.

Christie Gaynor with one minute ceded by Jillian Gotlib, expressed support for public transportation; indicated that she moved to Los Angeles county, not just Culver City; discussed her experience getting her children to various activities; people who avoid the area and those who cannot avoid the area; the Venice bus lane; and ridership levels.

David Siegal asked the City Council to choose Option 1; wanted any new development to adhere to CEQA; and noted that cyclists are good for business as they order more food and drinks.

Beverly Siu expressed support for Option 1; reported that when her business moved, she learned how much urban planning could change things; discussed making walking more people friendly; and induced demand.

Kelli Estes discussed actions of the previous City Council; inclusivity rather than exclusivity; pass-through traffic; people who stop to visit; the inability to grow by providing access for only a few; Culver CityBus; and repurposing the Circulator to shuttle the homeless to appointments.

Ben Parnas expressed support for Option 1; discussed an early memory riding on the back of his father's bike; the importance of providing multiple transportation options and a center for people to get to; and he was looking forward to the Car Show on May 13.

Megan Oddsen Goodwin provided background on herself; expressed support for Option 1 as an example of mobility progress;

discussed consideration of climate change; challenged the City to weather the growing pains to do what's right; recognized that the pilot was geographically abrupt at certain points; asked that the project be expanded with a focus on interconnectivity; discussed cultural impact; negative impacts of removing the project and reverting to car culture despite scientific warnings simply because it is an adjustment and people are set in their ways; and inspiring and promoting more changes to address climate change.

Ali Lexa presented a petition signed by 1,700 residents and business owners who wanted the dedicated bus lane restored to a multi-use lane noting that it could be found at change.org/removeculvercity; he encouraged people to read comments reflecting concerns with traffic congestion and difficulty navigating the area and reaching local businesses; discussed additional idling that hurts the environment; and he felt the best compromise would be to return the lane to multi-use while improving traffic light sequencing and bike and pedestrian infrastructure.

Jack Ettinger expressed support for Option 1; discussed rhetoric and respectful debate; increased safety with the infrastructure; benefits of cycling; the difficult transition from a car-centric to LA to a people-centric LA; building upon progress made; and he noted that elected officials had been elected to lead, not follow.

Jack Galanty provided background on himself; expressed support for Option 1; discussed his experiences getting around on the City on his adapted bike; stated that the project had provided a sense of safety; and he wanted to see MOVE Culver City retained and expanded.

Elliott Lee urged the City Council to expand and promote Culver City by choosing Option 1; discussed vulnerable road users; prioritizing space for people, not cars; sales tax receipts indicating that the Downtown corridor is more vibrant than ever; scientists indicating the need to reduce car-dependency; he asserted that the public comment was not theater or bullying; and he asked the City Council to believe the data and set policy accordingly.

Daniel Haskell was called to speak but did not respond.

Allison Casey indicated that she had grown up hearing that one more lane of cars would fix traffic, but it never had; discussed

her asthma and hearing damage; traffic violence as a leading cause of death; and she asked the City Council to listen to input from children indicating MOVE Culver City is necessary for their future and choose Option 1.

Austen Royer provided background on himself; expressed support for Option 1; discussed anecdotal and safety evidence; the experience of his family visiting from a rural community; and he indicated that MOVE Culver City had made the City a lovely place.

Scott Gruber was called to speak but did not respond.

Sean Pawling urged the City Council to expand MOVE Culver City; reported being struck by a car; discussed the importance of separated bike lanes; support for creating more permanent bike infrastructure; moving from pylons to concrete barriers; and he noted that he and his family expected traffic when they use their car to get around the City 50% of the time.

Melissa Sanders indicated her dislike of the job done by Sam Schwartz consultants; discussed lack of study or data before implementation; manipulated data; she did not want any more money spent on the consultants and proposed finding a more objective company; expressed concern with people ignoring the Downtown businesses; denial by bike enthusiasts; and tax implications.

Greg Maron, BPAC Member, indicated speaking on behalf of himself; expressed strong support for Option 1; and he observed much concern expressed about impacts to the business community but very little concern about impacts to children.

Kristen Torres Pawling spoke on behalf of Los Angeles City Councilwoman and Metro Director Katy Young Yaroslavsky expressing support for MOVE Culver City; discussed shared climate and equity goals; the Venice Boulevard project; she thanked the City Council for showing the region that local government can materially improve the lives of residents, employees and visitors; and she was looking forward to making a connected network between the two cities.

Scott Moon discussed soul crushing traffic; money spent by other cities researching solutions; the need for access to multi-modal transit; equity issues; comparisons with Copenhagen; and he expressed support for Option 1.

Richard Eilbeck discussed the important decision before the City Council; the opportunity to make Culver City a model for other urban centers; expanding access for all; he questioned how many children at the El Rincon Earth Day Festival thought that a solution to issues was adding back car lanes; he wondered how many other urban centers were contemplating how to increase private vehicle flow through downtown streets; felt it was madness to contemplate rolling back MOVE Culver City; noted that the future was coming; and he asked that bike and bus lanes be kept and expanded.

Jeff Cooper was called to speak but did not respond.

Kevin Lachoff, DBA and the Chamber of Commerce, indicated speaking on behalf of himself; observed that if MOVE Culver City had helped businesses, they would be present to support it; discussed harm done to businesses; sales tax revenue; increased costs; support for Option 3; and he asserted that studies did not show that VMT had been reduced.

John Aguilar was called to speak but did not respond.

Jesse Nuñez, Culver City Chamber of Commerce, agreed with comments from Kevin Lachoff that sales tax revenue was not indicative of profitability; discussed being part of the process of restoring economic vitality to the City post-pandemic; the funding forward-thinking social programs; the need for a robust mobility plan; collaboration with the City on the next chapter of mobility; support for combined protected bus/bike lanes and the return of loading zones on Culver Boulevard; electric vehicles; and the return of two lanes of automobile traffic.

Danny Young thanked City staff for their work to compile information that would be relied upon to make a decision benefitting the most vulnerable in the City, not just large campaign contributors; discussed increased bus ridership, pedestrian, cycling, and business activity, and tax revenue along the corridor, outpacing the rest of the community; and he expressed support for Option 1.

Disa Lindgren with one minute ceded by Nicholas Gardener, continued reading the letter from Supervisors Holly J. Mitchell and Lindsay Horvath in support of the region-wide amenity; discussed further investment in safety and mobility; making use of every lane type safer and more user-friendly; consistent positive results of the project; increased transit ridership and cycling; benefits to those who rely on efficient transit

and safe cycling routes; significant equity impacts; average household income; active harm to working class people with removal of the lanes; increased safety for cyclists and pedestrians; vehicle collisions as the leading cause of death for children age 5 to 14 years old in Los Angeles county; the importance of reducing speed of cars through street design; the importance of retaining MOVE Culver City; and speaking on behalf of herself, she expressed support for Option 1.

Alex Fisch discussed objective data; the obligation of the City Council to do their best; concern with deeming data compiled by staff as irrelevant and instead relying on bias and opinion; CEQA as designed to prevent undertaking a governmental project with an environmental impact based on feelings and prejudices; and interest in funding litigation if the City decides to move forward without adequate data.

Marta Valdez was called to speak but did not respond.

George Dougherty provided background on himself; discussed the number of bikes and scooters in the dedicated lane; more democratic use of space as a combined bus/bike lane; public land and public usage; and traffic before MOVE Culver City.

Larry Loughlin provided background on himself; expressed support for the protected bike lane on Venice Boulevard without taking away a traffic lane and still providing parking spaces; discussed parking easily in Downtown Culver City in the past; near traffic accidents; and impacts on his residential street.

Elias Platte-Bermeo was called to speak but did not respond.

Caitlin Reed provided background on herself; expressed support for Option 1; discussed the feeling of increased safety; research indicating increased use of protected bike lanes by women and families; felt the additional two minutes of travel time in one direction was a small price to pay for increased safety and improvements to transit access and reliability; and she urged the City Council to vote for Option 1 without adding more car lanes.

Brad Herman provided background on himself; confessed that he was a doubter when MOVE started; indicated that they stopped driving through Downtown and instead started to bike to Downtown; discussed increased patronage of Downtown businesses; and he noted that his kids rode their bikes to school.

Samuel Shapiro-Kline was called to speak but did not respond.

Tajairi Neuson provided background on himself; indicated that he loved the MOVE project and he felt safe riding in the protected bike lanes; appreciated the dedicated bus lane; discussed other areas without bike or bus lanes and without bus stop shelters; Culver City as one of the most forward-thinking parts of Los Angeles; he felt that Option 3 would make it harder for those who bike and take the bus; and he expressed support for Option 1.

Alan Schulman discussed rhetoric about riding buses and bikes; costs; support of bikes by the business community; outdoor dining; the importance of access to the business community; and he indicated that there would be 6,000 more people coming into the City.

Margaret Peters discussed data from 2019, not 2020; data indicating positive impacts of MOVE Culver City; the negligible impact to traffic times; the need for policy to be made for the many, not the few; decreased business revenue due to inflation not the MOVE Culver City project; other businesses increasing revenue; and data indicating that the project had made life Downtown nicer.

Jeff Morrical was called to speak but did not respond.

Jake Whitney indicated being drawn to Culver City due to the dedication to mobility options; echoed previous comments in support of MOVE Culver City; he provided an audio representation of what it would mean to return to previous traffic levels; and he encouraged Council Members to vote for Option 1.

Christopher Boscamp asserted that Council Members voting against Option 1 would be removed at the next election; he reported purchasing an expensive investment property in 2021 due to MOVE Culver City noting that if the project is removed he and others would divest themselves from the City; discussed people who are car-free because of MOVE Culver and similar projects; business impacts; he asserted that the business climate was the cause of hardship to businesses, not MOVE Culver City; discussed gas prices; and noted that money saved on Uber meant more money available to spend in restaurants.

Felipe Coundouriotis expressed support for Option 1; discussed his travel habits; MOVE Culver City as improving public transit, biking, and walking as well as making the Downtown area a more

pleasant place to be; reminded everyone that car traffic has always been bad during rush hour, but now all other methods of transportation have been improved; discussed the choice of continuing to be a model of equitable, accessible, efficient and environmentally friendly transportation and a place where people can walk around safely and attract younger generations; and he encouraged the City Council to vote for Option 1.

Monika Mallick was called to speak but did not respond.

Dylan Gottlieb discussed people who discredit data which they do not agree with; data indicating that businesses along the corridor are thriving in comparison to the rest of the City and that there are more pedestrians and more bikers with less accidents; support for making the City a destination; he wanted to see less bollards, more trees and landscaping, additional fully protected bike lanes, and dedicated bus lanes; he noted that the City was growing and needed a fully functioning multi-modal transit system; and he asserted that adding two lanes of cars was a step backwards and not good for the City and its future.

Amy Penchansky with one minute ceded by Oliver Penchansky, indicated that there was a campaign based on ideology, not public service; discussed climate change activists; private planes; data around sales tax numbers; feedback from the owner of Lundeen's; struggling small businesses; necessary critical thinking; opposition by 6 out of 10 people; residents who elected the Council majority; the previous Mayor who was voted out; cheerleaders organized to participate; she wanted to see the restoration of Main Street; and she encouraged people to look into scientists who refute climate change and are not in the mainstream.

Khin Khin Gyi, Advisory Committee on Housing and Homeless (ACOH) Member, indicated that she was speaking on behalf of herself; discussed contributing factors to bicycle fatalities as analyzed by Bike LA; Vision Zero; and the need for dedicated bike lanes similar to what is behind Syd Kronenthal Park that connects the subway at Jefferson and La Cienega with the E Line station in Culver City.

Eileen Pottinger provided background on herself; expressed support for Option 1 and expansion to other areas; discussed the survey; preservation of the planet for future generations; she read a letter from her 8 year old expressing support for more bus and bike lanes; acknowledged that change is hard but

inevitable; expressed support for LCI's plan for more car-lite housing along the MOVE route; and she hoped that the City would embrace a wholistic plan to keep bus and bike lanes on commercial streets and add car-lite housing.

John Christopher provided background on himself; discussed confusion with the intersection of Culver and Main; reduced safety walking; support for making a continuous bike lane Downtown; opposition to Option 1; he disagreed with making conditions worse to force a behavior; and he felt there was a need for better answers to attract riders.

Abby Wood expressed support for Option 1; provided background on herself; discussed safety arguments; and noted that because of MOVE Culver City they had not had to buy a second car and had also made the decision to move business they were doing elsewhere into the corridor including date nights in the Downtown area.

Brad Fi was called to speak but did not respond.

Eric Weinstein was called to speak but did not respond.

Ryan Fiore discussed lack of faith in American democracy and leaders; acting in favor of the wealthy elite and campaign donors; the majority of people speaking in favor of the project; and he noted the opportunity to listen to the people.

Sophie Nenner discussed those who expressed support for the project; she and her family's use of the MOVE Culver City; allowing more people to feel safer with the extension of protected bike lanes; and she wanted a safer and better future for everyone with reduced car speed and traffic, and safer infrastructure with Option 1.

Till Stegers expressed support for Option 1; wanted to see bike and bus lanes made permanent and extended; discussed his bike usage; increased safety and convenience; al fresco dining; the beginnings of a new network with the Venice Boulevard project; the probability of a CEQA challenge with adding a new car lane; and he asserted that it was time to lead by making the project permanent with Option 1.

Joseph Geumiek recognized the dedication and of those staying around to speak; expressed support for civic engagement; provided background on himself; he asked the City to support Option 1 to make MOVE Culver City permanent with changes for

the future; discussed investing in changes that people want to see; expansion of businesses along the corridor vs. others in the City; increased safety; success of the project; and he asked for leadership in making MOVE Culver City a permanent vision.

Meghan Sahli-Wells discussed growth of the City and the region; Culver City as a key crossroad and a regional cut-through; determining the vision of the City; she wanted to see Culver City prioritized as a destination; discussed the opening of the Expo line; years of studies that point to MOVE Culver City as the solution; she noted that adding lanes of traffic just added traffic, while adding transportation lanes removed cars from the road and reduced traffic; and she asked the City Council to follow the data and support Option 1.

John Wacker was called to speak but did not respond.

Cedric Joins asked that the City Council support Option 3; discussed his reduced patronage of local businesses due to congestion in the area since implementation of MOVE Culver City; he indicated that the project was confusing and dangerous to navigate; he asserted that there was plenty of greenspace in the City to ride bikes without discouraging people from visiting the area by car; and he asked that the traffic lanes be reopened to allow businesses to thrive.

Albert Medina was called to speak but did not respond.

Aaron Wais was called to speak but did not respond.

Alex Hedbany provided background on himself; indicated being part of a voluntary one-car household; noted that business was not exploding around Sepulveda and the 405, a maximum volume car-centric area; and he asserted that if Culver City was to continue its growth trajectory without more traffic, Option 1 was necessary.

Kenny Stevenson provided background on himself; read a statement from the Culver City Unified School District (CCUSD) Environmental Sustainability Committee in support for the continuation and expansion of MOVE Culver City Option 1; discussed transitioning to buses, trains, walking, bicycling, and cars; building a sustainable world; those in the community who find the changes inconvenient; challenges children face in the future if no changes are made; and he noted that 20% of residents in the City were allowed no direct input in the decision.

Michael Khalil expressed support for MOVE Culver City; discussed his use of transit since the project was implemented; reduced stress; easier commutes; providing opportunities to get cars off the road with access to the same kind of infrastructure for others; and he expressed support for the 32 organizations advocating for Option 1 to make the existing MOVE Culver City configuration permanent without adding lanes for cars.

Patrick O'Rourke was called to speak but did not respond.

Luke Rodriguez was called to speak but did not respond.

Joanna Brody provided background on herself; discussed Earth Day; riding the new Venice bike lanes; the Expo bike lane; and she expressed support for the options available.

Thistle Boosinger with one minute ceded by John Chigas, encouraged the City Council to approach the decision with an open mind; discussed nuanced options to consider; City Council responsibility for the fate of one of the most progressive, comprehensive infrastructure projects in the country; allowing the public one minute to speak on a decision that has already been made; financial backing of a mega-corporation; 100s of people who spent personal time and energy fighting for MOVE Culver City because they care; the small number of businesses that came to support or to oppose the project; the immense potential of the City; fresh air; pass-through traffic; empowering people to walk around and use transit; thriving trees and native plantings; allowing disabled people to take up space and participate in the community; not requiring that people spend tens of thousands of dollars on maintaining a car; the resounding success of the project demonstrated in the post-pilot report; she indicated that she loved the City; and she stated that not going with Option 1 would be sabotage and an embarrassment.

Lorri Horn discussed kids who were parroting what they were told to say; advocacy groups who do not live in the City; locals who resort to name calling of people they do not agree with; appeals to emotions; either/or fallacies; unbecoming ad hominem attacks and swearing; and democrats who care about climate change but still think that MOVE Culver City does not work.

Daniel Haskell provided background on himself; discussed being an outlier in a car-centric society; and the importance of

making a difference to improve air quality and protect human health and the environment in the area.

Andrew Flores was called to speak but did not respond.

Francesco Sinatra with one minute ceded by Rebecca Sinatra, indicated being a restaurant owner in the Arts District; felt that while MOVE Culver City was a good idea, it was not sustainable and hurt businesses on Washington Boulevard; he felt that Culver City had implemented the project backwards noting similar actions in Padua, Italy where traffic lanes were reduced once everything else was already in place; discussed unbearable traffic; indicated being a member of the Culver City Arts District Board and reported that many businesses were closing because of MOVE Culver City; noted lack of parking for customers; discouraging traffic; and he asked the City Council to choose Option 3 and make MOVE Culver City feasible without rushing like the previous City Council did.

Julie Sisk was called to speak but did not respond.

Vicki Tsui provided background on herself; noted that considering other factors such as traffic lights was critical to the conversation; discussed the debate over values, statistics, and anecdotal evidence; the power of the City Council to protect residents; the importance of thinking about the future; she pointed out that no one was taking choice away from people; and she asked the City Council to support Option 1.

Karim Sahli asked the City Council to vote for Option 1; discussed people who did not want to lose a few minutes vs. others did not want to lose their lives; businesses that want to protect their bottom lines vs. others who don't want to pay hospital bills; opposition by Hackman's paid group vs. support from local and regional organizations and leaders; climate change deniers vs. the scientific community; drivers who want to be stuck vs. those who want to move freely in and out of the City; those who want the status quo vs. those who want to act against the climate crisis; he asserted that they would win whether it was now or in two years; and he asked the City Council to vote to support Option 1.

Alex Lazar reported volunteering regularly for the Bike Co-op; discussed the beloved bike lane on Venice Boulevard; thriving businesses along the bike lane; data indicating improvements to business in the Downtown corridor even before the bike lane has

been connected to the network of transit options; the need for a strong transit network to reduce traffic; induced demand; he indicated that he was tired of restaurants blaming bike lanes for their troubles; and he asked the City Council to choose Option 1 and provide the strong network the City deserves.

Jonathan Eby provided background on himself; spoke in support of Option 1; discussed the feeling of increased safety with the protected bike lanes; and he hoped that the City Council would support good infrastructure for bikes and buses.

Nathan Fan asserted that MOVE Culver City created a vibrant livable area and was a benefit to everyone; discussed public space; the only non-park area in the City that has people there for the sake of being there; humanization; cars as the number one killer of children in Los Angeles; peace of mind provided by the project; he wanted to see the project expanded to arterial streets; and he asked that the City Council support Option 1.

Michael Monagan with one minute ceded by Kenji Haroutunian, noted that according to the survey he should be against MOVE Culver City, but instead he loves it; he indicated that his wife did not feel comfortable sharing lanes with the buses; he discussed benefits to riding his bike; large employers and people moving into the area; the need to provide alternatives; he expressed support for Option 1; and he hoped the City would lead the way to a better future.

Brendon Chung was called to speak but did not respond.

Tracy Egbas was called to speak but did not respond.

Marie Aizac was called to speak but did not respond.

Adam Mekrut was called to speak but did not respond.

Ian Wasserman discussed Culver City as a haven in car-centric, monotonous Los Angeles; the sustainable, walkable Downtown area; he noted that he still mostly drives, but chooses to live Downtown because of existing infrastructure; he noted that cars are not the future; discussed the appeal of Disneyland and cities in Europe; idealized, walkable cities; encouraged people to look at the data that indicates a minimal change in vehicle travel time with faster buses, increased public ridership, and more pedestrians which translates to more people bringing in business along the corridor; he reported giving business to Lundeen's because he walked by and saw the storefront;

perception; the reputation of the City; he pointed out that many people were watching to see what Culver City is doing about sustainability; expressed concern with moving backwards; and he asked that the City Council adopt Option 1 to keep the project permanent and expand it further.

Andrew Shults was called to speak but did not respond.

Brandon Gordon addressed his comments to Jesse Nuñez and Darrel Menthe who represent dozens of businesses along the corridor who they claim are losing business; discussed vocal opposition to the project; lack of evidence provided; anecdotes; he noted that cars did not spend money, people did; and he felt that money should be invested into people, not vehicles.

Annette Tossounian was called to speak but did not respond.

Marie Leyva was called to speak but did not respond.

Kyle Johnson stood with the 32 organizations urging the City Council to adopt Option 1 to make MOVE Culver City permanent and expand the project across the City without adding car lanes; discussed walking and his use of buses, cars, and bikes; and he cited reasons for wanting MOVE Culver City as a car owner.

Steve Siegel was called to speak but did not respond.

Samuel Schmidt noted many reasons cited why MOVE Culver City is a great idea; questioned how many other times the City Council had heard from children about a topic they were passionate about; noted that the project made children safer and got them outside; stated that MOVE Culver City was an opportunity to prioritize people over cars; he discussed economic incentives; arguments against the project; and he asked that the City Council choose Option 1 to allow the project to flourish and be the example that Los Angeles needs.

Jeffrey McIlvain discussed the impact of a car on a child and his experience being hit at the age of 14, noting that expanding MOVE Culver City was the future and would save lives.

Clemens Pilgram provided background on himself; indicated that he was currently recovering from being doored on his bicycle; he strongly urged the City Council to keep and expand the MOVE Culver City project to make the City safe; he observed that his neighborhood was quieter during rush hour; indicated driving before and after project implementation noting that traffic was

not any better before; stated that MOVE Culver City made the City more pleasant to live in and served as a model for other cities; he acknowledged that the project was not perfect, but asked that the City not roll it back; and he asked that the City vote for Option 1.

Kieran Holzhauser provided background on herself; discussed bike commuting to incorporate physical activity into every day life; noted that she did not usually recommend bike commuting to her patients due to safety concerns; acknowledged the respite provided with the opening of MOVE Culver City which has made the area more pleasant to visit and patronize; discussed cycling and public transit as affordable and ecofriendly transportation options; climate change; inflation; she felt that voting to make options less appealing, less efficient, and less safe was unacceptable; expressed concern with backtracking on improvements made to the City; and she expressed support for maintaining and expanding the project through Option 1.

Tyler Koke asked that the City Council vote to expand MOVE Culver City which has made Downtown one of his favorite areas in Los Angeles; indicated not being included in the survey because he lives in Palms; reported that before the project, he did not visit Downtown very often; acknowledged other people's experiences; and he did not see how businesses were hurt more than they were helped.

Scott Kecken was called to speak but did not respond.

Marc Vukceovich was called to speak but did not respond.

Thomas Soestini provided background on himself; reported difficulty getting friends and family to come to the City before the implementation of MOVE Culver City; discussed those who do not want traffic coming through their neighborhood; adding lanes as adding traffic; growth of the Downtown area as a destination; and he proposed providing other options for people to get in and out of Downtown that are more effective than adding another lane of traffic.

Cary Anderson provided background on himself; discussed his experience in the City; adding more lanes to get cars through faster; completely ignoring neighborhoods, the DBA, and loading zones; deletion of a social media post on the 19th about a crash between a bus and an SUV; and the creation of the Downtown Plaza in the 90s.

Ken Mand highlighted parts of the staff presentation including the fact that cut-through traffic is down, eastbound travel times are the same, and westbound travel times are better in the morning but increased by two minutes in the evening; he questioned whether the two minute slowdown was more important than the safety of children; expressed concern that if the lanes in Culver City are opened up, cars from the lane closure on Venice would all come through Culver City; discussed campaign season in November; and he asked that Council Members be smart and intentional in their decisions.

Daniel Lee was called to speak but did not respond.

Andrew Leist thanked the City Council for listening to everyone; provided background on himself; indicated being a big fan of the MOVE Culver City project; discussed the successful pilot program; asked the City Council to listen to businesses and the community by supporting and expanding the project while removing flaws; and he expressed support for Option 1.

Jennifer Caspar, Village Well Books and Coffee, provided background on herself and her business; expressed support for Option 1; noted that Downtown was the right place for her business because of the desire of community members for a safe, pleasant place to spend time enjoying scenery, public art, and public spaces; and she reported increased sales since the implementation of MOVE Culver City.

Eli Lipmen was called to speak but did not respond.

Andrew Malingowski expressed support for Option 1 as someone who lives in the Arts District and mostly drives his car; he felt that data should be heeded and that experts were better City planners than those who are not experts; he reported anecdotally that Downtown was nicer and he was spending more time there without even noticing it since MOVE Culver City had been implemented; and he felt he could ignore a two minute increase.

Denise Neal provided background on herself; acknowledged valid arguments being made; discussed issues to be resolved with buses; the importance of taking care of bus drivers; lack of a study on the Circulator; collaboration with Los Angeles; the FIFA World Cup and the Olympics; and she expressed support for Option 1 while addressing internal issues and thinking regionally.

Steve Siegel was called to speak but did not respond.

Marc Vukceovich was called to speak but did not respond.

Discussion ensued between staff and Council Members regarding appreciation for the public feedback; concern with a "winner take all" attitude; the importance of finding common ground; pre-implementation conditions; observations of bus lane usage; benefits to having a shared bus/bike lane; overwhelming feedback in favor of Option 1; validity of the survey; concern with disenfranchisement by ignoring the survey; existing as a one-car family; support for expanding MOVE Culver City; heeding voter feedback; the need to make riding the bus not take longer than driving; support for making public transportation more robust; support for on-call micro-transit; baseline figures; the need for more data; implementing a test phase; real-world experiences; the expansion of peak congestion time; Town Plaza as a well-used pedestrian place that was not in place before the pandemic; travel time for emergency vehicles; additional employees coming in for Amazon and Apple; impacts of traffic from the bike lane on Venice; finding a compromise to appease those who want an added car lane and those who want a bus/bike lane; extending the bus/bike lane to connect to the Los Angeles network on Adams; restricting right on red turns in Downtown; gridlock; impeding bus/bike flow; returning the right turn lane from Washington eastbound onto Culver westbound; enhanced and clear signage; parking and drop zones for deliveries and rideshare services; the drop zone carveout by Jameson's near the bike racks; adding frequency in bus stops; raised crosswalks; adding bike racks; and support for Option 3 with studies to gain data and lock in the best scenario.

Additional discussion ensued between staff and Council Members regarding appreciation to staff and the public for their efforts and input; impact of the project in the City and in the region as evidenced by the amount of public comment; making decisions that are best for the City and the region based upon the goals outcomes listed in the project description; providing wholistic transportation options for pedestrians, bicyclists, and transit riders; providing multiple options for people to move through the space; aspirations; encouraging residents to replace one car trip with a sustainable mode since the project started; envisioning a reimagining of the streets and public spaces; prioritizing moving people over cars in the design of the street; increasing safety and addressing the climate crisis; preparation for future growth in the City; electric cars as helping with the climate but not traffic; collaboration with

regional partners; Council Members, Assembly Members, and Supervisors in support of the project; the upcoming Olympics; the increased number of buses; the need for a sophisticated network to move people; prioritizing efficient, safe, and sustainable methods of travel while minimizing the impacts of vehicular traffic; increased bus ridership on the corridor; increased usage in all categories; safety; decreased injuries and accidents; firefighters use of mobility lanes to avoid traffic during peak hours; families feeling safer; people who have moved to the City because of projects like this; the medical doctor who discussed health impacts; minimizing impacts of vehicular traffic; offering equitable, convenient, sustainable mobility options; costs to own a car; improving public transit systems; becoming more of a destination than a cut-through City; decreasing cut-through trips; opposition in the survey; the clear majority wanting the project to continue with alterations; whether surveys are the best way to make policy decisions; lack of a survey for the anti-camping ordinance; consistency; the Intergovernmental Panel on Climate Change (IPCC); the need for cities to do more to decrease emissions and VMT; greenhouse gas emissions; NRDC estimates on impacts of adding a lane of traffic; the future; choosing to move forward holistically, or watering the project down and kicking the can down the road; political courage; meeting sustainability and equity goals; increasing safety; mitigating traffic; lack of other plans to accomplish goals; clarification that MOVE Culver City is one of the first Complete Streets in the region; including all users in the design process; providing a dedicated bike lane; not centering cars; Option 3 as taking away choices; concerns for families using bus/bike lanes; slowing down the bus system; decreased efficiency; causing frustration for people who are already frustrated; the need for a CEQA analysis; disproportionate impacts on protected populations covered by the Title 6 of the Civil Rights Act; federal funding for transit; support for Option 1 as the most appropriate option based on the data; taking the opportunity to lead; fixing the timing of lights; drop off zones; updating or removing bike lights; adding a scrambler; and support for extending the project from La Cienega to Adams.

Further discussion ensued between staff and Council Members regarding adjustments made to the project; future steps; support for the pilot project; support for well-run, frequent, fast, clean, and on-time public transportation to make a difference in car volume; implementation of the free K-12 bus passes and improvements to signage; advocacy for public transportation as the only way out of traffic congestion; context for the report;

the difficulty of drawing conclusions from the data; new businesses in the City; attributing traffic to the end of the pandemic, but attributing increases to pedestrian, bus, and bike activity to MOVE Culver City; variables that cannot be controlled; different surveys conducted; demographics; public transportation cited as key to those who support the project; those who oppose the project due to traffic congestion and gridlock; lack of detailed data regarding traffic incursion into the neighborhoods; the goal of the project to change user behavior; messing up people's lives by making changes before alternatives are available; families expressing opposition to the MOVE Culver City Project; the need to improve headways and reliability with public transportation; current level of on-time performance for buses; support for Option 3 with reevaluation after two years and examination of alternatives at that time; people who do not like the plastic dividers; other cities that rely on paint; calculations on environmental impacts and greenhouse gases and the number of additional cars in the City if the traffic lane is opened up; pollution generated by idling cars vs. driving cars; concern with taking children biking along the corridor due to fine particulate matter; support for opening more connections to Ballona Creek where the air is cleaner; threats and insults to Council Members; finding a middle ground; the 40% of residents who wanted to reverse everything and go back to the way it was before the project; and the feeling that Option 3 is a compromise.

Additional discussion ensued between staff and Council Members regarding public engagement; success of the project in meeting goals; incentivizing alternative forms of transit; traffic that existed before the project; wide support of the project by local, county, and statewide organizations; the IPCC Report demanding that local governments reduce emissions and concern that adding a car lane will do the opposite; safety concerns; the fact that MOVE Culver City itself is a compromise; infrastructure that centers cars; considering who is centered, who is impacted, and who has the power; excluding the most vulnerable in the community; political will; the continued fight no matter the outcome; voting to protect and expand MOVE Culver City; voting for the future; people who want to move across the community safely; support for Option 1 including the pedestrian scramble, replacing the paint, revising the timing of the lights, signage, bike lights, the extension to Adams, and improving transit; the ability to increase investment during the budget process; clarification that there is no need to wait; working together to create a better world; and facts and data that support Option 1.

Further discussion ensued between staff and Council Members regarding the duty to listen to businesses, organizations, and residents; balancing everything to create a compromise; expanding the process; education; creating buy-in to use public transportation; support for Option 3 as a compromise; community and expert buy-in; building a robust, connected system; regional connectivity; promoting usability; different approaches to similar goals; the duty to those who spoke; survey data; bike racks; drop off and pick up; scramble intersections; micro-transit; support for connecting to the Adams Boulevard bike lane; and changing behaviors.

Discussion ensued between staff and Council Members regarding changing Option 3 to indicate up to two years; disappointment in the current consultants; allowing other consultants the opportunity to work on the project; additional time necessary if a new consultant is retained; and sending a message that the report is flawed.

MOVED BY COUNCIL MEMBER ERIKSSON AND SECONDED BY COUNCIL MEMBER O'BRIEN THAT THE CITY COUNCIL: CONTINUE WITH THE PILOT PROJECT FOR UP TO TWO YEARS, MODIFYING THE CORRIDOR DESIGN TO ADD VEHICLE CAPACITY WHERE IT IS NEEDED AND PRESERVE A PROTECTED SHARED BUS/BIKE LANE THROUGHOUT.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: ERIKSSON, O'BRIEN, VERA
NOES: MCMORRIN, PUZA

Additional discussion ensued between staff and Council Members regarding extension of the bus/bike lane; prioritizing extending the shared bus/bike lane from Washington and La Cienega Avenue east to Adams Boulevard; and the transit center at Washington and Fairfax.

MOVED BY COUNCIL MEMBER O'BRIEN AND SECONDED BY MAYOR VERA THAT THE CITY COUNCIL: DIRECT THAT THE SHARED BUS/BIKE LANE BE EXTENDED FROM WASHINGTON AND LA CIENEGA TO WASHINGTON AND FAIRFAX.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: ERIKSSON, O'BRIEN, VERA
NOES: MCMORRIN, PUZA

Heather Baker, City Attorney, clarified that now that the City Council had given direction regarding proposed modifications, staff would study and evaluate under CEQA before anything commences, with the item returning to the City Council.

MOVED BY MAYOR VERA AND SECONDED BY COUNCIL MEMBER O'BRIEN THAT THE CITY COUNCIL:

1. AUTHORIZE STAFF TO PROCEED WITH THE DESIGN AND IMPLEMENTATION OF THE NEXT PHASE OF THE DOWNTOWN CORRIDOR; AND,

2. APPROVE THE UPDATE TO THE DESIGN GUIDELINES, AS APPROPRIATE; AND,

3. AUTHORIZE THE CITY MANAGER TO NEGOTIATE AND APPROVE AMENDMENT(S) TO THE PROFESSIONAL SERVICES AGREEMENT WITH SAM SCHWARTZ ENGINEERING FOR THE MOVE CULVER CITY PROJECT IN AN AMOUNT NOT-TO-EXCEED \$275,000 FOR THE ADDITIONAL SCOPE OF SERVICE; AND,

4. AUTHORIZE THE CHIEF TRANSPORTATION OFFICER TO APPROVE AMENDMENT(S) TO THE PROFESSIONAL SERVICES AGREEMENT IN AN AMOUNT NOT-TO-EXCEED \$125,000 TO COVER CONTINGENCY COSTS; AND,

5. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND,

6. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: ERIKSSON, O'BRIEN, VERA

NOES: MCMORRIN

ABSTAIN: PUZA

Further discussion ensued between staff and Council Members regarding the intersection of Washington and Culver; City Council consensus from Council Members Eriksson and O'Brien as well as Mayor Vera to direct staff to explore making Washington Boulevard from Culver Boulevard one way going westbound to Overland to enable a two-way bike track, dedicated bus lane, and potential greenbelt; existing plans; clarification that the proposed change would not impact the next phase of the project on Sepulveda and Jefferson; running a computer simulation; staff time; and clarification that Public Works would lead the study.

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Public Comment - Items Not on the Agenda (Continued)

Mayor Vera invited public comment.

The following members of the public addressed the City Council:

Till Stegers was called to speak but did not respond.

Robert Boerner was called to speak but did not respond.

Philip Lelyveld thanked Mayor Vera and the City Council for making the MOVE Culver City discussion the main topic of the meeting rather than putting it at the end of a meeting.

Jim Shanman was called to speak but did not respond.

Lorri Horn was called to speak but did not respond.

Julie Sisk was called to speak but did not respond.

Charlie Sisk was called to speak but did not respond.

Steve Seigel was called to speak but did not respond.

Andrew Malingowski reported that signage prohibiting adult soccer in Syd Kronenthal Park was largely ignored; noted racist connotations related to the ban; he asked that the City look at the rule and determine whether it is still necessary and make it ok for adults to play without any interference; and he reported an altercation where CCPD was called when there was a disagreement over field use.

Discussion ensued between staff and Council Members regarding clarification that the rule is for all parks to prevent turf from being damaged; previous consideration of the topic by the Parks, Recreation and Community Services Commission; and staff agreement to provide an update at a future meeting.

Denise Neal questioned whether community participatory meetings would be allowed for the process; discussed creation of a regional plan; working with the county and surrounding cities; public input and participation to make things strategically better; disappointment in the outcome of MOVE Culver City; addressing what people need; and improvement of the overall regional plan with upcoming public events.

Mayor Vera indicated that neighbors would be included in a deeper conversation moving forward.

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Items from Council Members

None.

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Council Member Requests to Agendize Future Items


Council Member Eriksson referenced a request made earlier in the meeting for clarification on the EHRAC statement regarding antisemitism and received consensus to bring the item back from Mayor Vera and Council Member O'Brien.


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Adjournment

There being no further business, at 2:12 a.m., Tuesday, April 25, 2023, the City Council, Culver City Housing Authority Board, Culver City Parking Authority Board, Redevelopment Financing Authority, and Successor Agency to the Culver City Redevelopment Agency Board adjourned to a meeting to be held on May 8, 2023.

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 for _____
Jeremy Bocchino
CITY CLERK of Culver City, California
EX-OFFICIO CLERK of the City Council and SECRETARY of the
Successor Agency to the Culver City Redevelopment Agency
Board, Redevelopment Financing Authority, and Culver City
Housing Authority Board, Culver City, California



ALBERT VERA
MAYOR of Culver City, California and CHAIR of the Successor
Agency to the Culver City Redevelopment Agency Board,
Redevelopment Financing Authority, and Culver City Housing
Authority Board.

Date: May 8, 2023



Measure M Metro Active Transport, Transit, and First/Last Mile (MAT) Program Update



Metro

OCTOBER 2024

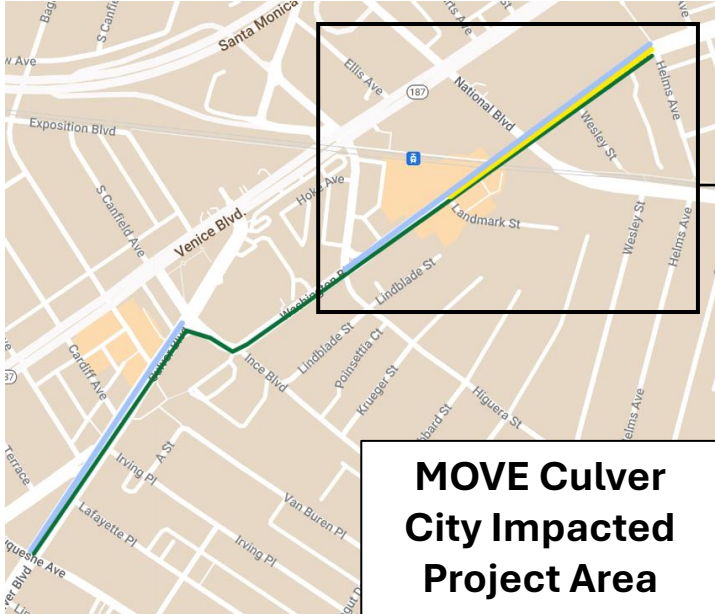
2024-0854

Staff Recommendation

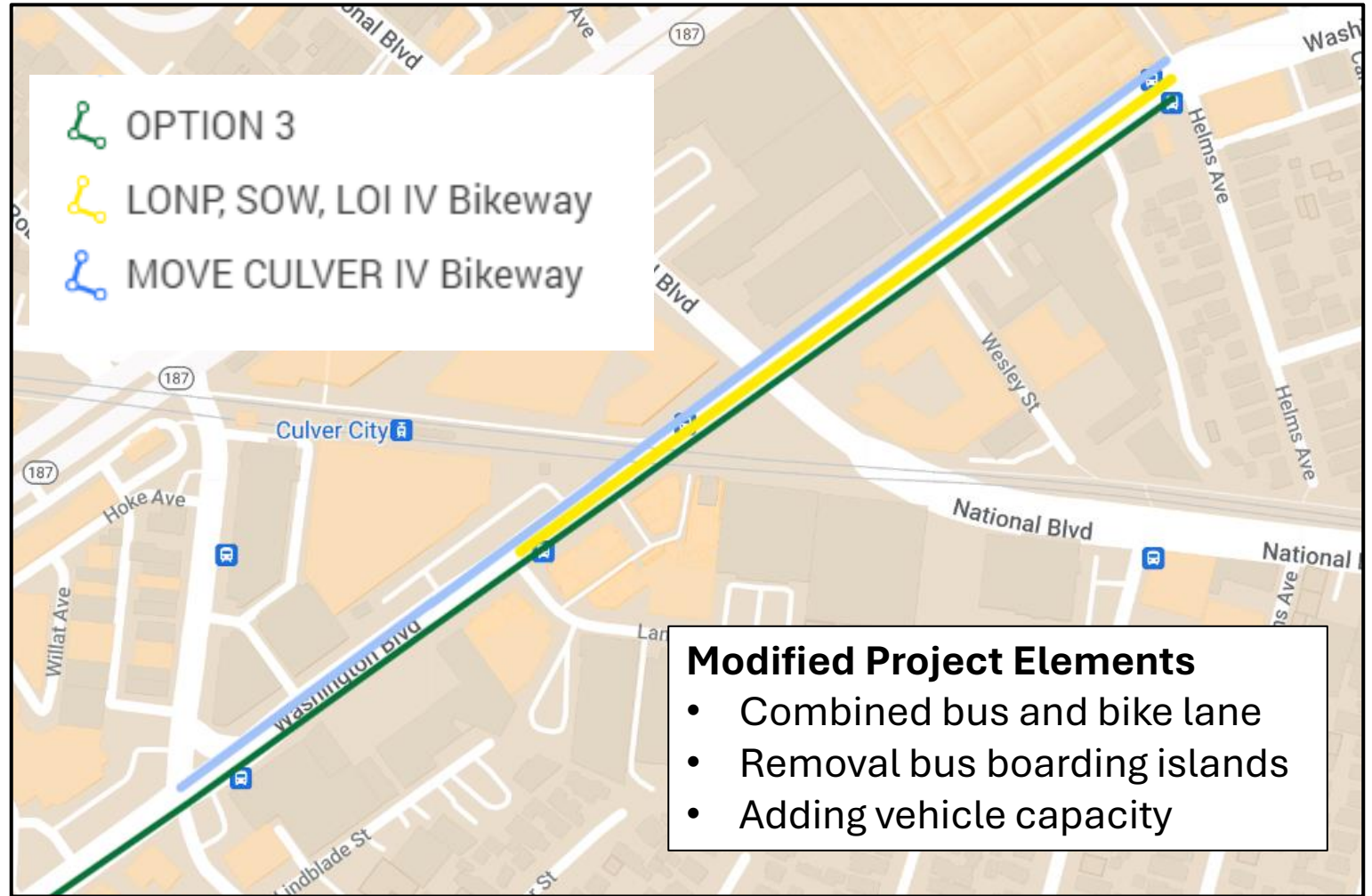
CONSIDER DEOBLIGATING \$434,969.47 of previously approved MAT funding, as shown in Attachment A, and return funds to the MAT Program.



Project Background



- MAT Project Elements:**
- Class IV separated bikeway
 - Bus only lanes
 - Establishment of bus boarding islands
 - Pedestrian improvements



Discussion

- > MAT funds were used in the installation of the Class IV bikeway, bus-only lanes, and bus boarding islands.
- > The executed Funding Agreement between Metro and the City of Culver City contains a provision which states that facilities that cease to be used for the original purpose in the Scope of Work, must be returned to Metro.
- > Metro staff recommends to deobligate \$434,969.47 in MAT funds. The remainder of the total MAT funds for this project will remain intact.

Equity

- > MAT Cycle 1 projects were evaluated using a screening and ranking process based on indexes of socio-economic and environmental disadvantage, including equity, safety, and connectivity/mobility indicators.
- > Projects within Equity Focus Communities (EFCs) were assigned additional points as part of the evaluation process.
- > The removal of project elements impacts the safety of vulnerable road users and affects the ranking that was used in project evaluations.



Next Steps

> Upon Board approval, the City of Culver City will be formally notified of the action. Staff will revise the existing Funding Agreement with an amendment to indicate the revised funding amount.



Board Report

File #: 2024-0818, File Type: Program

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 23, 2024

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

- A. APPROVING programming an additional \$17,369,862 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan, which is an attachment to the Measure M Ordinance. All MSP funds are limited to capital projects. This program update approves additional eligible projects for funding and allows the Westside Cities Subregion (the Subregion) and implementing agencies to revise the scope of work, schedule, and amend the project budget.

This update includes changes to projects that have received prior Board approval and funding allocations for new projects. Funds are programmed through Fiscal Year (FY) 2027-28. The Board's approval is required to update the project list (Attachment A), which serves as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In January 2021, the Metro Board of Directors approved the Westside Cities Subregion's first MSP Five-Year Plan and programmed funds in the Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51). Since the first Plan, staff provided annual updates to the Board in October 2022 and 2023.

Based on the amount provided in the Measure M Expenditure Plan, a total amount of \$60.74 million

was forecasted to be available for programming for the subregion for FY 2017-18 to FY 2027-28. In prior actions, the Board approved programming \$29.53 million through FY 2024-25. Therefore, \$31.21 million is available to the Subregion for programming as part of this annual update.

DISCUSSION

Metro staff continued working closely with the Westside Cities Council of Governments (WCCOG), its consultant, and implementing agencies for this annual update, including changes to the scope of work and/or funding requests. The jurisdictional requests are proposed by the cities and approved/forwarded by the Subregion. In line with the Metro Board adopted guidelines, cities provide documentation demonstrating community support, project needs, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency, independently and in coordination with the subregion undertakes their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities. To date, \$29.53 million has been programmed, of which \$1.8 million has been expended.

During staff review, Metro required a detailed project scope of work to confirm project eligibility, reconfirm funding eligibility for those that request changes in the project scope of work, and establish the program nexus during project reviews, i.e. project location information and limits, length, elements, phases, total estimated expenses and funding request, schedules, etc. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines. Staff expect the collection of the project details in advance of Metro Board action to enable the timely execution of project Funding Agreements for approved projects. Additionally, all projects are subject to a close-out audit after completion, per the Guidelines.

Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51)

Attachment A indicates the changes in project funding allocations since the last update to the Board. One project was completed and is currently under the project close-out audit process. This update includes funding adjustments to nine existing projects and two new projects as follows:

Beverly Hills

- Program additional \$594,227 and reprogram all previously approved funds to FY 2024-25 for MM4801.02/MM4801.03/MM4801.04 - La Cienega & Rodeo Drive Purple Line Stations - Pedestrian and Wayfinding FLM Improvements. The project includes continental and decorative crosswalks, crosswalk enhancements like flashing beacons, pedestrian-scale lighting, benches, curb extensions, wayfinding signage, bus stop improvements, etc. The funds will be used for the project's construction phase.

Culver City

- Reprogram previously approved \$100,000 to FY 2025-26 for MM4801.06 - MicroTransit/First Last Mile Service Program. The city is partnering with Metro to implement a Culver City MicroTransit pilot that will be part of the regional MicroTransit program to provide a seamless transit experience for riders. The funds will support eligible capital costs for the project implementation such as vehicle purchase/lease and setup.
- Program \$620,302 in FY 2024-25 for MM4801.19 - Move Culver City Eastern Segment Project. This project will design and implement tactical mobility lanes (bus and bike lanes) on Culver Boulevard, Washington Boulevard, and Adams Boulevard in Downtown Culver City, the Metro E Line Culver City Station area, and the Culver City Arts District to demonstrate and enhance transit service efficiency and reliability and provide bike facilities separate from general traffic. The funds will be used for the project's construction phase.

LA City

- Reprogram previously approved \$2,561,297 as follows: \$120,000 in FY 2023-24, \$1,530,000 in FY 2024-25, and \$911,297 in FY 2025-26 for MM4801.08 - Brentwood Walkability Enhancements (San Vicente Blvd: Bundy to Bringham). This project will provide new pedestrian amenities including upgraded curb ramps, upgraded medians, curb extensions, as well as new signalized crosswalks, speed feedback signs, additional street furniture, new street trees and landscaping, and an enhanced Class II bike lane (upgrading the existing Class II). The funds will be used for the project's Plans, Specifications and Estimates (PS&E) and construction phases.
- Program additional \$1,818,930 in FY 2025-26 for MM4801.09 - Connect Del Rey Stress-Free Bicycle Enhanced Corridor. This project will install 2.0 miles of bikeways and bicycle-priority improvements in the City of Los Angeles, including crosswalk striping, curb extensions, sharrows, speed humps, traffic circle, ramp, sharrows, speed humps, intersection upgrades, green bike lane, and wayfinding signage. The funds will be used for the project's PS&E and construction phases.
- Reprogram previously approved \$3,168,000 to FY 2025-26 for MM4801.10 - Expo Bike Path Gap Closure. This project will install a 1.44-mile bike path (Class I bicycle facility) between Overland Ave to Palms Blvd in the City of Los Angeles. This project will connect the endpoints of the existing Expo Bike Path, closely following the Expo Light Rail right of way and Northvale Road. The funds will be used for the project's construction phase.
- Program additional \$2,000,000 in FY 2025-26 for MM4801.11 - Santa Monica to Westwood Stress-Free Bicycle Enhanced Corridor. This project will install a 2.5-mile stress-free bicycle connection to bicycle facilities in Santa Monica, completing an important regional connection to UCLA. The project includes bike lanes and/or sharrows, speed humps, intersection improvements, curb extensions, and roundabouts. The funds will be used for the project's PS&E and construction phases.

- Program \$9,600,000 as follows: \$1,600,000 in FY 2025-26 and \$8,000,000 in FY 2027-28 for MM4801.20 - Westwood Boulevard Safety and Mobility Project. The project will implement new bicycle lanes, bus-only lanes, and pedestrian improvements, preparing Los Angeles to provide safe and accessible transportation to residents, and visitors, as well as athletes during the 2028 Olympic Games and beyond. The funds will be used for the project's PS&E and construction phases.

Santa Monica

- Program an additional \$600,000 and reprogram all previously approved funds as follows: \$361,709 in FY 2021-22, \$68,291 in FY 2024-25, \$281,471 in FY 2025-26, and \$600,000 in FY 2026-27 for MM4801.12 - Broadway Protected Bikeway: 5th Street - 26th Street. This project will install a Class IV Protected Bikeway, a key east/west facility that connects Downtown Santa Monica nearly to the border with the City of Los Angeles. The funds will be used for the project's PS&E and construction phases.
- Program an additional \$1,000,000 and reprogram all previously approved funds as follows: \$124,250 in FY 2021-22, \$110,000 in FY 2023-24, \$861,750 in FY 2024-25, \$966,589 in FY 2025-26 and \$1,000,000 in FY 2026-27 for MM4801.15 - Wilshire Active Transportation Safety Project. The project scope consists of the design and construction of safety enhancements at intersections, including a new traffic signal, accessible curb ramps, and lighting enhancements. The funds will be used for the project's PS&E and construction phases.

West Hollywood

- Reinstate and program \$1,136,403 as follows: \$250,000 in FY 2025-26, \$195,905 in FY 2026-27, and \$690,498 in FY 2027-28 for MM4801.16 - Willoughby, Vista, Gardner Greenways. This project is a Class III neighborhood bicycle boulevard that will connect an existing Class II bicycle lane, that includes traffic calming and wayfinding elements that reduce vehicle volumes and speeds to further improve the safety and comfort of this facility for bicyclists and pedestrians. The funds will be used for the project's PS&E phase.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Westside Cities Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2024-25, \$15.3 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441. Since these are multi-year projects, Cost Center 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Highway Construction 17%. This fund source is not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The Westside Cities Subregion comprises five cities and the adjacent unincorporated area of Los Angeles County. Two percent of census tracts are defined as Equity Focus Communities (EFCs) in the Subregion, and these are located in the City of LA and West Hollywood.

The Westside Cities Subregion proposed active transportation and 1st/Last-mile projects have a range of potential equity benefits for non-drivers. For example, the City of LA Westwood Boulevard Safety and Mobility project will implement new bicycle lanes, bus-only lanes, and pedestrian improvements, preparing Los Angeles to provide safe and accessible transportation to residents, visitors, and athletes during the 2028 Olympic Games and beyond.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in developing and implementing their projects.

ALTERNATIVES CONSIDERED

The Board can elect not to approve the additional programming of funds or scope of work and schedule changes for the Measure M MSP projects for the Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures which may delay the development and delivery of the projects.

NEXT STEPS

Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2024-25. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

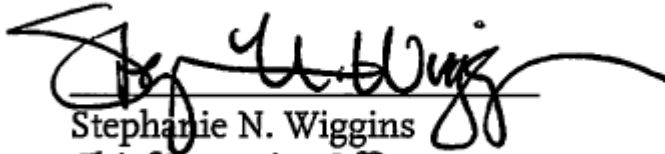
Attachment A - Active Transportation 1st/Last Mile Connection Program Project List

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
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Stephanie N. Wiggins
Chief Executive Officer

Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile Connection Program (Expenditure Line 51)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Years Prog	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28
1	WCCOG	MM4801.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		\$ 270,237		\$ 270,237	\$ 94,989		\$ 84,415	\$ 45,833	\$ 45,000	
2	Beverly Hills	MM4801.02/ MM4801.03/ MM4801.04	La Cienega & Rodeo Drive Purple Line Stations - Pedestrian and Wayfinding FLM Improvements	Construction	Chg	2,378,959	594,227	2,973,186			2,973,186			
3	Culver City	MM4801.05	Overland Class II and IV with Pedestrian Improvements	PS&E Construction		842,496		842,496	842,496					
4	Culver City	MM4801.06	Microtransit/First Last Mile Service Program	Equipment/Vehicle	Chg	100,000		100,000				100,000		
5	Culver City	MM4801.07	Washington Transit/Mobility Lanes + Circulator/First-Last Mile Service Program	PS&E Equipment/Vehicle Construction	Compl	742,495		742,495	742,495					
6	Culver City	MM4801.17	Sepulveda Corridor Mobility Lane Project	Construction		798,364		798,364			798,364			
7	Culver City	MM4801.19	Move Culver City Eastern Segment Project	Construction	New	-	620,302	620,302			620,302			
8	LA City	MM4801.08	Brentwood Walkability Enhancements (San Vicente Blvd: Bundy to Bringham)	PS&E Construction	Chg	2,561,297		2,561,297		120,000	1,530,000	911,297		
9	LA City	MM4801.09	Connect Del Rey Stress-Free Bicycle Enhanced Corridor	PS&E Construction	Chg	4,393,838	1,818,930	6,212,768		878,768	3,515,070	1,818,930		
10	LA City	MM4801.10	Expo Bike Path Gap Closure	Construction	Chg	3,168,000		3,168,000				3,168,000		
11	LA City	MM4801.11	Santa Monica to Westwood Stress-Free Bicycle Enhanced Corridor	PS&E Construction	Chg	8,406,584	2,000,000	10,406,584		1,681,317	6,725,267	2,000,000		
12	LA City	MM4801.20	Westwood Boulevard Safety and Mobility Project	PS&E Construction	New	-	9,600,000	9,600,000				1,600,000		8,000,000
13	Santa Monica	MM4801.12	Broadway Protected Bikeway: 5th Street - 26th Street	PS&E Construction	Chg	711,471	600,000	1,311,471	361,709		68,291	281,471	600,000	
14	Santa Monica	MM4801.13	Colorado Protected Bikeway: 5th Street - 17th Street	PS&E Construction		500,000		500,000	150,000	350,000				
15	Santa Monica	MM4801.14	Stewart & Pennsylvania Safety Enhancement Project	Construction		804,000		804,000	804,000					
16	Santa Monica	MM4801.15	Wilshire Active Transportation Safety Project	PS&E Construction	Chg	2,062,589	1,000,000	3,062,589	124,250	110,000	861,750	966,589	1,000,000	
17	West Hollywood	MM4801.16	Willoughby, Vista, Gardner Greenways	PS&E	Chg	-	1,136,403	1,136,403				250,000	195,905	690,498
18	West Hollywood	MM4801.18	Fountain Ave Protected Bike Lanes	PS&E		1,785,160		1,785,160		1,211,000	574,160			
Total Programming Amount						\$29,525,490	\$17,369,862	\$46,895,352	\$3,119,939	\$4,351,085	\$17,750,805	\$11,142,120	\$ 1,840,905	\$ 8,690,498

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.



Measure M Multi-year Subregional Program Westside Cities Subregion

Planning and Programming Committee
October 23, 2024



Metro

File# 2024-0818

Westside Cities Subregion

- One Multi-Year Subregional Program (MSP)
 - Active Transportation 1st/Last Mile Connections Program (expenditure line 51)
- Limited to Capital projects
 - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan
(2015 \$ in thousands)

ATTACHMENT A
Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2027 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date†	Expected Opening Date (3 year range)					
Multi-Year Subregional Programs									
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvn	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvn	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements @		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$600,000	\$500,000	\$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057		TBD	TBD	\$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	\$0	\$66,000	\$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvn	\$0	\$68,000	\$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvn	\$0	\$63,000	\$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	\$0	\$110,600	\$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	\$90,000	\$10,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
93	Multi-Year Subregional Programs Subtotal					\$1,430,000	\$10,253,700	\$12,879,700	
94	GRAND TOTAL					\$21,011,027	\$31,243,641	\$53,450,669	

October 2024 Recommendation

CONSIDER:

- A. APPROVING programming of an APPROVING programming an additional \$17,369,862 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51); and
- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Next Steps

- Execute Funding Agreements with the implementing agencies to initiate projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates



Board Report

File #: 2024-0537, File Type: Project

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 23, 2024

SUBJECT: K LINE NORTHERN EXTENSION PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to negotiate and execute:

- A. Modification No. 4 to Contract No. AE64930000 for a Not-to-Exceed (NTE) amount of \$2,300,000 with Connect Los Angeles Partners, Joint Venture (WSP USA Inc. and AECOM Technical Services, Inc.) to prepare additional technical environmental analysis and conceptual engineering to respond to public comments received on the Draft Environmental Impact Report (EIR) for the K Line Northern Extension Project and support future community engagement efforts increasing the contract value from \$50,367,851 to a NTE \$52,667,851; and
- B. Modification No. 3 to Task Order No. PS44432008-030 for an NTE amount of \$550,000 with Lee Andrews Group (LAG) to prepare additional community engagement as part of the environmental review process, increasing the task order value from \$903,223 to NTE \$1,453,223 and extend the period of performance from June 30, 2025 through December 31, 2025.

ISSUE

The execution of Modification No. 4 to Contract No. AE64930000 with Connect Los Angeles Partners, Joint Venture and Modification No. 3 to Task Order No. PS44432008-030 with LAG are needed to perform additional research and studies in response to public comments, questions, and concerns regarding the alignments studied in the K Line Northern Extension (KNE) Draft EIR and additional engagement to share findings with the community and gather input.

BACKGROUND

Project History

Various planning studies of the Crenshaw corridor from Wilshire Blvd. to the South Bay have been completed between 1992 and 2009. A northern extension of the now operational K (formerly called the Crenshaw/LAX) Line has been studied since the 2009 Crenshaw Transit Corridor Draft environmental study. Since 2018, Metro has led multiple planning studies to advance the project

following the passage of Measure M in 2016, which allocated \$2.24 billion (in 2015 dollars) to the Project. Measure M identifies 2041 as the ground-breaking year where project funds become available for construction with a projected opening year between 2047 to 2049.

Project Benefits

The Project would offer the region multiple benefits, including:

- Expanding mobility with a fast and reliable rail option with approximately 47,200 to 59,700 daily trips in 2045
- Attracting approximately 11,400 to 15,100 new transit riders daily
- Reducing auto use by approximately 127,500 to 135,500 vehicle miles traveled daily
- Creating jobs (8,300 to 10,100 jobs estimated during construction)
- Expanding access for many Equity Focus Communities and serving many regional employment and activity centers located in congested areas.

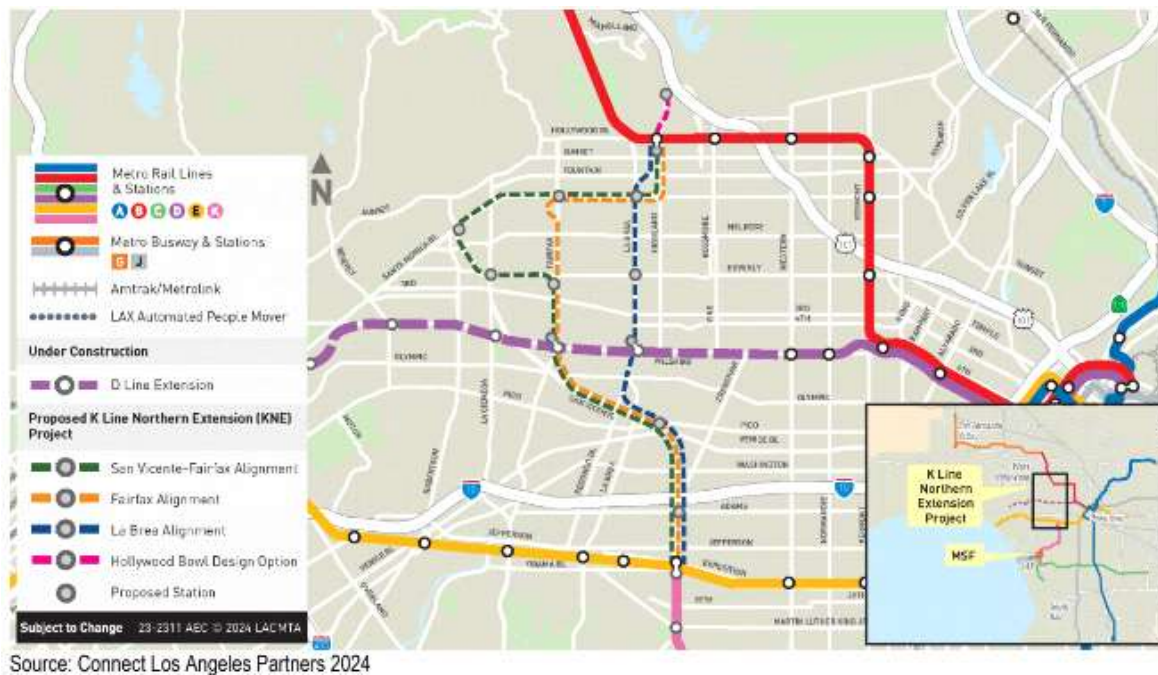
Draft EIR Development

In October 2020, the Metro Board directed staff to begin work on the environmental clearance under the California Environmental Quality Act (CEQA) and prepare a Draft EIR. Metro is advancing the Draft EIR now to help inform the selection of an LPA based on local efforts to explore potential financing strategies to accelerate the project per the Measure M Early Project Delivery Strategy.

In Spring 2021, Metro initiated public scoping for an environmental document. Following the close of the scoping comment period, Metro worked to prepare advanced conceptual engineering drawings on alignments and engineering options and analyze potential environmental impacts during construction and operations under CEQA. In the summer of 2022 and 2023, Metro hosted community meetings to provide project updates and continue gathering input. In July 2024, Metro published the Draft EIR, which evaluates three underground light rail alignments that range from six to ten miles long (depending on the alignment).

All three alignments are evaluated equally and include an optional terminus and additional station at the Hollywood Bowl, as well as expansion and improvements to Division 16, Metro's Maintenance and Storage Facility (MSF) for the K Line. The project would be constructed in sections similar to other Metro rail projects with the first section connecting the Metro E Line to the Metro D Line (currently under construction) at either Wilshire/Fairfax or Wilshire/La Brea. North of Wilshire Blvd, there are three possible routes (alignments) to connect to the B Line.

- San Vicente-Fairfax (~10 miles with 9 stations)
- Fairfax (~8 miles with 7 stations)
- La Brea (~6 miles with 6 stations)



Public Circulation of Draft EIR, Engagement & Notifications

On July 23, 2024, Metro released the Draft EIR for the project to receive public comments over a 45-day public comment period, which was extended to 60 days. Metro also published summaries on community outreach, project benefits, construction cost estimates, ridership projections, and responses to Frequently Asked Questions (FAQs).

Metro notified the public of the release of the Draft EIR through various means including mailed notifications to properties along the project alignments, flyers at local events, a press release, a Metro Source Post, e-blasts, legal ads, and social media ads, and invited the public to provide their comments.

During the 60-day public comment period, Metro also held three public hearings located in different parts of the project area and scheduled during different times of day and days of the week to maximize the public's participation. The two in-person meetings were held at the Susan Miller Dorsey High School on Saturday morning, August 10, 2024, in the Baldwin Hills Crenshaw neighborhood and at Pan Pacific Park on Tuesday evening, August 13, 2024, in the Fairfax neighborhood that abuts the City of West Hollywood. A virtual meeting was held during the lunch hour on August 15, 2024, and was recorded and posted to the project website. On September 4, 2024, Metro held a community meeting at the Nate Holden Performing Arts Center in Mid-City near LaFayette Square, Wellington Square, and Victoria Park to answer questions and gather more feedback from the community regarding concerns raised at the public hearings. In total, approximately 588 people attended the August public hearings and September 4, 2024, meeting at the Nate Holden Performing Arts Center. Over 1,300 public comments were received by email, mail, and phone. Metro is currently reviewing public comments received on the Draft EIR including the September 4th meeting.

Community Feedback

Several key themes have emerged from the comments received at the public meetings and the written comments received. While overall, there was broad support for the project and project acceleration, there were significant concerns raised by the communities of LaFayette Square, Wellington Square, and Victoria Park including:

- Concerns about outreach and notification
- Concerns about real estate values and tunneling under homes
- Questions about the screening process for alignment options and decision-making to select a preferred route (specifically between proposed Crenshaw/Adams Station and Midtown Crossing Station located near the LaFayette, Wellington Square and Victoria Park neighborhoods)

The project team is still reviewing public comments and will prepare a more comprehensive summary of community input received when the review is completed.

DISCUSSION

Crenshaw Blvd. Alignment Analysis

During the public scoping meetings at the start of the Draft EIR development process in Spring 2021, Metro shared the project map and discussed two potential alignment options between the proposed Crenshaw/Adams Station and the proposed Midtown Crossing Station. The proposed Midtown Crossing Station (located at Venice Blvd./San Vicente Blvd. to the west of Crenshaw Blvd.) would also serve as the launch site for tunnel boring machines (TBM) to construct the first segment of the project (between the E Line and D Line). Between 2021 and 2023, Metro prepared advanced conceptual engineering plans for the project and analyzed the alignment options in the southern project area. Metro screened out the Crenshaw Blvd. alignment from further study based on engineering feasibility, tunnel length, depth and radius of curves to connect to stations, potential environmental impacts, underground easements, constructability, operability, and cost.

During this period, Metro also refined several of the alignment curves throughout the project area to optimize for constructability, operations and maintenance. Generally, tighter curves are difficult to construct with TBM, reduce travel speeds for operations, have higher maintenance costs due to wear and tear on the turns, and can present challenges for emergency evacuations. Metro's refinements of the alignments also worked to avoid the need to acquire residential homes and properties for construction staging and stations throughout the project area. As such, all the alignments studied in the Draft EIR avoid residential properties for acquisition. However, underground (subsurface) easements would be needed where tunnels would travel below private property, as Metro has done on many other tunnel projects across LA County including the B, D, and K Line.

Community Notification

In September 2023, Metro held three community meetings to provide members of the public an update on the project, and answer their questions. Two open houses were held at the Baldwin Hills

Crenshaw Plaza Mall on Saturday morning, and the West Hollywood Aquatics & Recreation Center on Tuesday evening. A third virtual meeting was held to share information with those who could not join in person; it was recorded and posted to the project website. During these meetings, Metro presented the updated project maps and alignments based on advanced conceptual engineering, ridership analysis, and phasing concepts for construction. The community meeting notices and materials did not directly address changes made to the project alignments since scoping in 2021. This created concern among some communities during the release of the Draft EIR who had seen two alignment options near Crenshaw Blvd. during scoping in 2021 and a project update in 2022, and only one alignment represented in the southern project area in the 2024 Draft EIR. As a lesson learned, moving forward, Metro will notify the community of changes to alignments at each stage of project development to receive input and provide greater transparency as part of the planning process. This modification will allow staff to better inform the community in this area of the studies performed to date in the Draft EIR, the engineering associated with the proposed and potential alternate alignments and the opportunities for decision-making ahead.

Community Concerns Regarding Historic Neighborhoods and Properties

During the Draft EIR public meetings and in written comments, many residents of historic neighborhoods along the Crenshaw Blvd corridor have shared their concerns with the tunnel alignment carried forward in the Draft EIR that would travel below residential neighborhoods, including Victoria Park, Wellington Square and LaFayette Square. Residents noted historic injustices of the past, specifically to Black communities with the destruction of homes in the Sugar Hill neighborhood to construct the Santa Monica Freeway (I-10) in the 1960s. They also communicated their desire for the planning process to further engage with the community before an alignment that would affect their neighborhood is selected. Community members raised questions regarding potential impacts to older homes within and around the HPOZ and concerns that their property values would be diminished as a result of subsurface easements for underground tunnels. Residents of this area requested more information regarding underground tunnels and related noise, vibration, settlement, seismic issues, ground water, and oil rights. Based on these concerns, community members requested that Metro evaluate alternatives other than the Draft EIR tunnel alignment in this area to avoid or minimize tunnels below homes. Community members shared their preference for tunnels to travel below public streets rather than private properties, and for Metro to provide more information on the alignment analysis, key factors, and screening process prior to any decisions being made on a preferred route or LPA for the project.

Additional Studies & Engagement

To respond to community concerns and requests for more information, Metro plans to perform additional alignment analysis in the southern portion of the project area. This area would be part of first segment of construction, should the project be approved. In the coming months, staff will conduct studies to explore and evaluate potential refinements to the alignment between I-10 and Venice Blvd. to minimize tunnels below the historic neighborhoods of LaFayette Square, Wellington Square and Victoria Park.

The project team is currently reviewing all public comments received on the Draft EIR and preparing a more comprehensive summary of the input received. Metro will continue to engage the public to

work through concerns expressed by the community and share Metro's findings from the additional analysis to be performed following the comments received on the Draft EIR. This work will include but is not limited to such tactics as stakeholder meetings, open house events, pop-up booths at community events, newsletters, email blasts, website updates, and one-to-one conversations.

Contract Modification

Since the Contract was approved in 2020, Metro has modified the Contract with Connect Los Angeles Partners, Joint Venture to extend the period of performance and reallocate existing funds to support the preparation of the Draft EIR (see Attachment B-1). Contract Modification No. 4 would increase the level of effort of technical environmental analysis, conceptual engineering, and stakeholder engagement prior to any staff recommendation of an LPA. Metro will negotiate with Connect Los Angeles Partners, Joint Venture and finalize the scope within a fair and reasonable price, not-to-exceed \$2.3 million.

Task Order No. PS44432008-030 with LAG was executed in 2020 to provide comprehensive outreach effort to support the EIR for the K Line Northern Extension project. Modification No. 3 would increase the level of effort for outreach and include tactics such as stakeholder meetings, open-house events, pop-up booths at community events, newsletters, email blasts, website updates and one-to-one conversations. This modification will also extend the period of performance from June 30, 2025, through December 31, 2025. Metro will negotiate with LAG and finalize the scope within a fair and reasonable price, not-to-exceed \$550,000.

Connect Los Angeles Partners, Joint Venture made a 21% Small Business Enterprise (SBE) and a 3.71% Disabled Veteran Business Enterprise commitment (see Attachment C-1). LAG made a 100% SBE commitment and is meeting their SBE commitment (see Attachment C-2). Additional work conducted with the contract modifications will include SBE/DVBEs firms to help meet commitments.

DETERMINATION OF SAFETY IMPACT

Approval of the modifications will not impact the safety standards for Metro's customers or employees.

FINANCIAL IMPACT

The Fiscal Year 2024-2025 budget includes approximately \$8.26 Million assigned to the project (No. 475558) for professional services, support for environmental review and community engagement. Since the Connect Us contract is a multi-year contract, the cost center Manager and Chief Planning Officer would be responsible for budgeting planning work in future years and would coordinate with other cost centers on during the annual budgeting process

Impact to Budget

Funding for this project comes from Measure M 35% Transit Capital.

EQUITY PLATFORM

The Project would connect the regional rail network, providing a rapid rail connection from the South Bay to Hollywood, increasing access to employment, education, housing, and regional centers. It would also serve many Equity Focus Communities (EFCs) in areas such as West Adams, Mid-City, West Hollywood and Hollywood along the K Line Northern Extension and connect to the D and B Lines. Ridership data shows that the project will attract regional riders coming from the neighborhoods south of the project area, expanding access for people living in the South Bay, Inglewood, and South LA who want to access jobs in the central part of Los Angeles via the project.

Metro circulated materials and notices in English, Spanish, and Russian and held pop-up events at community events (e.g. CicLAvia, Pride, farmers markets, and Taste of Soul) and transit riders intercepts at bus stops in the project area to increase awareness of the Project and engage groups who do not typically participate in community meetings. Public hearings included translators for Spanish and Russian speakers based on area demographics. As part of future stages of project development, Metro will expand partnerships with local community groups to help disseminate project information, advise on outreach methods, and engage a diverse set of project stakeholders as Metro advances the Project.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling,
- Goal 3: Enhance communities and lives through mobility and access to opportunity, and
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board may not approve the modifications. This is not recommended as it would not provide additional resources needed to respond to public comments and concerns on the Draft EIR to help inform future selection of an LPA by the Metro Board.

NEXT STEPS

Upon Board approval, staff will continue working with the consultant team to complete studies to respond to public comments. After completion of studies, Metro will share findings with the community for input and develop a staff recommendation for future LPA selection.

ATTACHMENTS

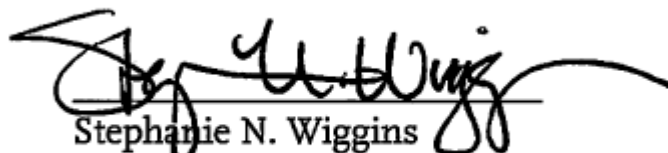
Attachment A-1 - Procurement Summary
Attachment A-2 - Procurement Summary
Attachment B-1 - Contract Modification/Change Order Log
Attachment B-2 - Task Order Modification/Change Order Log

Attachment C-1 - DEOD Summary

Attachment C-2 - DEOD Summary

Prepared by: Georgia Sheridan, Senior Director, Mobility Corridors, (213) 547-4255
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274
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Stephanie N. Wiggins
Chief Executive Officer

**PROCUREMENT SUMMARY
K LINE NORTHERN EXTENSION TRANSIT CORRIDOR/AE64930000**

1.	Contract Number: AE64930000		
2.	Contractor: Connect Los Angeles Partners, Joint Venture (WSP USA Inc. and AECOM Technical Services, Inc.)		
3.	Mod. Work Description: Additional research and analysis to respond to public comments received on the Draft Environmental Impact Report (EIR) for the K Line Northern Extension Project and support future community engagement.		
4.	Contract Work Description: environmental analysis (CEQA) and advanced conceptual engineering.		
5.	The following data is current as of: 10/10/24		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	8/27/20	Contract Award Amount: \$50,367,851
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$0
	Original Complete Date:	4/26/23	Pending Modifications (including this action): Not-to-Exceed (NTE) \$2,300,000
	Current Est. Complete Date:	12/31/25	Current Contract Value (with this action): NTE \$52,667,851
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Roger Martin		Telephone Number: (213) 922-3069

A. Procurement Background

This Board Action is to approve Contract Modification No. 4 issued to prepare additional research and analysis to respond to public comments received on the Draft Environmental Impact Report (EIR) for the K Line Northern Extension Project and support future community engagement.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price.

On August 27, 2020, the Board awarded a 30-month contract to Connect Los Angeles Partners, Joint Venture (WSP USA Inc. and AECOM Technical Services, Inc.) for environmental analysis (CEQA) and advanced conceptual engineering for the Crenshaw Northern Extension Corridor Project.

A total of three modifications have been issued to date.

Refer to Attachment B-1 – Contract Modification/Change Order Log.

B. Cost Analysis

The proposal will be subject to technical analysis, cost analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

PROCUREMENT SUMMARY

K LINE NORTHERN EXTENSION/PS44432000-030

1.	Contract Number: Task Order No. PS44432000-030		
2.	Contractor: Lee Andrews Group		
3.	Mod. Work Description: Prepare additional community engagement as part of the environmental review process and period of performance extension from June 30, 2025 through December 31, 2025.		
4.	Contract Work Description: K Line Northern Extension Outreach		
5.	The following data is current as of: 10/10/24		
6.	Contract Completion Status		Financial Status
	Task Order Awarded:	10/01/20	Contract Award Amount: \$903,223
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$0
	Original Complete Date:	12/31/21	Pending Modifications (including this action): Not-to-Exceed (NTE) \$550,000
	Current Est. Complete Date:	12/31/25	Current Contract Value (with this action): NTE \$1,453,223
7.	Contract Administrator: Antwaun Boykin		Telephone Number: (213) 922-1056
8.	Project Manager: Mark Dierking		Telephone Number: (213) 922-2426

A. Procurement Background

This Board Action is to approve Modification No. 3 to Task Order No. PS44432000-030 issued to prepare additional community engagement as part of the environmental review process for the K Line Northern Extension Project. This Modification also extends the period of performance from June 30, 2025 through December 31, 2025.

This Task Order Modification will be processed in accordance with Metro's Acquisition Policy and the task order type is a firm fixed unit rate.

On October 1, 2020, staff awarded a fourteen-month task order to Lee Andrews Group to provide comprehensive outreach efforts to support the environmental impact report for the K Line Northern Extension Project.

Two modifications have been issued to date.

Refer to Attachment B-2 – Task Order Modification/Change Order Log.

B. Cost Analysis

The proposal will be subject to technical analysis, cost analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

CONTRACT MODIFICATION/CHANGE ORDER LOG

K LINE NORTHERN EXTENSION TRANSIT CORRIDOR/AE64930000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	No cost period of performance (POP) extension through 12/29/23.	Approved	02/02/23	\$0
2	No cost POP extension through 4/30/24.	Approved	11/29/23	\$0
3	Reallocation of tasks and other direct costs and POP extension through 12/31/25.	Approved	04/29/24	\$0
4	Additional research and analysis to respond to public comments received on the draft environmental impact report and support for future community engagement.	Pending	Pending	Not-to-Exceed (NTE) \$2,300,000
	Modification Total:			NTE \$2,300,000
	Original Contract:		08/27/20	\$50,367,851
	Total:			NTE \$52,667,851

TASK ORDER MODIFICATION/CHANGE ORDER LOG

K LINE NORTHERN EXTENSION/PS44432000-030

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	No cost period of performance (POP) extension through 06/30/24.	Approved	02/13/23	\$0
2	No cost POP extension through 06/30/25.	Approved	06/13/24	\$0
3	Prepare additional community engagement as part of the environmental review process and POP extension through 12/31/25.	Pending	Pending	Not-to-Exceed (NTE) \$550,000
	Total Modification:			NTE \$550,000
	Original Task Order:		10/01/20	\$903,223
	Total:			NTE \$1,453,223

DEOD SUMMARY

K-LINE NORTHERN EXTENSION PROJECT/AE64930000

A. Small Business Participation

Connect Los Angeles Partners, A Joint Venture (CLAP) made a 21% Small Business Enterprise (SBE) and a 3.71% Disabled Veteran Business Enterprise commitment. The project is 54% complete and the current level of SBE participation is 16.36%, representing a shortfall of 4.64% and the DVBE participation is 6.50%, exceeding the commitment by 2.79%.

CLAP has a shortfall mitigation plan on file and contends that the shortfall is due to the scopes allocated to certain SBE and DVBE firms that have not yet been advanced by Metro. CLAP further contends that project changes in policy, project definition, and project needs have directly impacted the utilization of its SBE and DVBE subcontractors, as confirmed by Metro's Project Manager. CLAP reported that it projects the shortfall to be mitigated when scopes assigned to the firms are advanced and anticipates meeting the SBE and DVBE commitment by December 2025.

Small Business Commitment	21.00% SBE 3.71% DVBE	Small Business Participation	16.36% SBE 6.50% DVBE
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	Connetics Transportation Group, Inc.	0.29%	0.47%
2.	Del Richardson & Associates	1.17%	1.36%
3.	Here Design Studio, LLC	1.00%	0.64%
4.	Intueor Consulting, Inc.	4.37%	1.51%
5.	Jenkins/Gales & Martinez, Inc.	0.56%	0.34%
6.	JKH Consulting, LLC	0.11%	0.00%
7.	MLA Green, Inc.	0.63%	0.41%
8.	RAW International	2.34%	2.97%
9.	Suenram & Associates, Inc.	2.02%	1.70%
10.	Systems Consulting, LLC	0.47%	0.62%
11.	V&A, Inc.	5.31%	4.32%
12.	Vicus LLC	2.31%	1.22%
13.	Zephyr UAS, Inc.	0.42%	0.80%
	Total	21.00%	16.36%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Conaway Geomatics	2.70%	5.32%
2.	Leland Saylor Associates	0.71%	1.08%
3.	MA Engineering	0.30%	0.10%
	Total	3.71	6.50%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this modification. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

DEOD SUMMARY

K LINE NORTHERN EXTENSION PROJECT/PS44432008-030

A. Small Business Participation

Lee Andrews Group, Inc. (LAG), a Small Business (SB) prime bench participant, made an overall 80% DBE, 80% SBE and a 3% DVBE commitment on this Task Order (TO) contract. To date, LAG has been awarded thirteen (13) non-federally funded TO's. LAG has not been awarded any federally funded TO's nor has any TO's that included scope allocated to LAG's DVBE firms been advanced by Metro. The project is 47% complete and the current level of overall SBE participation is 100%, exceeding the commitment by 20%.

On the K Line Northern Extension Project TO-030 (PS44432041), LAG made a 100% SBE commitment. The TO is 43% complete and the current level of SBE participation is 100%, meeting the SBE commitment.

Small Business Utilization Commitment	100% SBE	Small Business Participation	100% SBE
--	-----------------	-------------------------------------	-----------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	Lee Andrews Group, SB Prime	100%	97.26%
2.	JKH Consulting, LLC	Added	0.13%
3.	Trifiletti Consulting, Inc.	Added	2.61%
	Total	100%	100%

¹Current Participation = Total Actual amount Paid-to-Date to SBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this modification. DEOD will monitor contractors' compliance with the State of California Department of Industrial

Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



HOLLYWOOD

Next stop: key rail connections.

K LINE NORTHERN EXTENSION



Planning &
Programming
Committee
October 2024
File ID: 2024-0537

Recommendation for the Metro Board

AUTHORIZE the Chief Executive Officer (CEO) to negotiate and execute:

- A. Modification No. 4 to Contract No. AE64930000 for a Not-to-Exceed (NTE) amount of \$2,300,000 with Connect Los Angeles Partners, Joint Venture (WSP USA Inc. and AECOM Technical Services, Inc.) to prepare additional technical environmental analysis and conceptual engineering to respond to public comments received on the Draft Environmental Impact Report (EIR) for the K Line Northern Extension Project and support future community engagement efforts increasing the contract value from \$50,367,851 to a NTE \$52,667,851; and

- A. Modification No. 3 to Task Order No. PS44432008-030 for an NTE amount of \$550,000 with Lee Andrews Group (LAG) to prepare additional community engagement as part of the environmental review process, increasing the task order value from \$903,223 to NTE \$1,453,223 and extend the period of performance from June 30, 2025 through December 31, 2025.

K Line Northern Extension (KNE) Overview

Project extends the K Line from E to B Line

- Closes gap in regional transit network
- Connects 4 Metro Rail lines and 6 of the top 10 busiest bus lines in LA County
- Serves major employment/activity centers
- Measure M: \$2.24 Billion (2015\$)
 - 2041 Groundbreaking
 - 2047-2049 Opening
- Draft EIR to inform selection of LPA



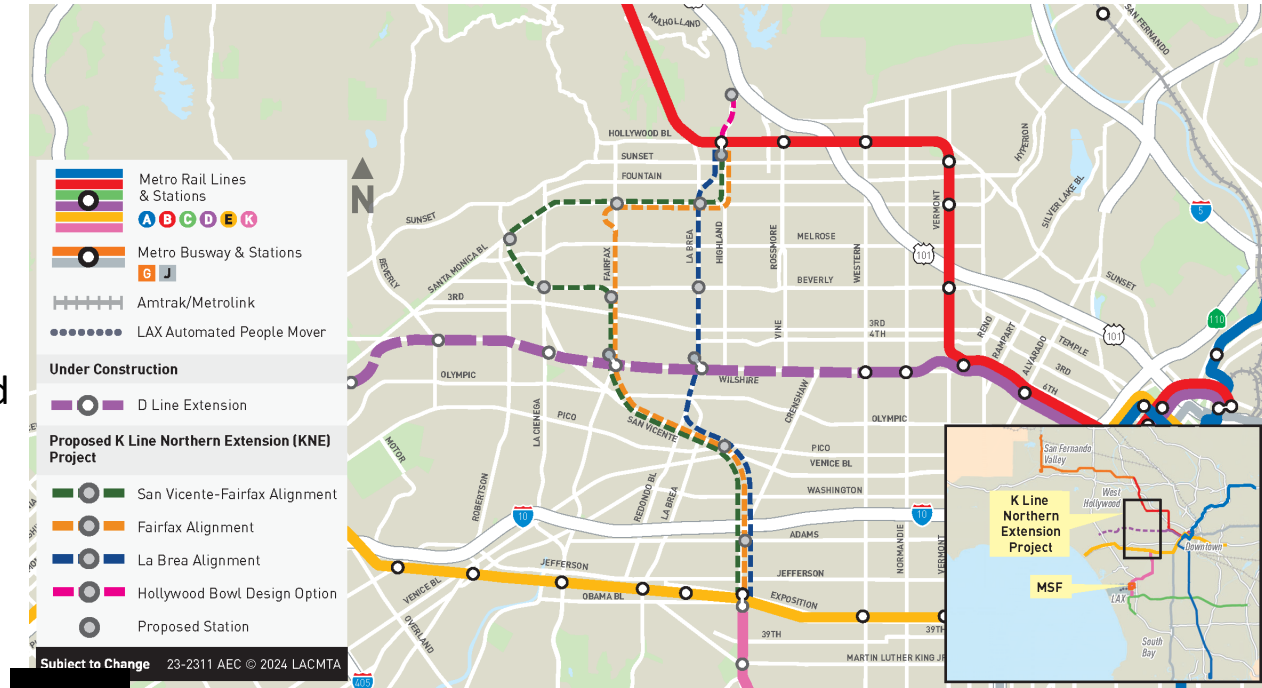
NOTE: Diagram illustrates potential future rail connections with implementation of K Line Northern Extension Project.



K Line Northern Extension Alignments

Draft EIR evaluates underground light rail alignments

- San Vicente-Fairfax
- Fairfax
- La Brea
- Optional Terminus and Additional Station at Hollywood Bowl
- Expansion of Maintenance Yard (Division 16) near LAX



Recent Engagement & Feedback

- Released Draft EIR on July 23rd for 60-day public comment period that closed September 20th
- Held 3 public hearings and community meeting on Sept 4th at Nate Holden Performing Arts Center
- Currently reviewing 1,300 comments
- **Common themes heard at recent meetings**
 - Concerns about outreach and notification
 - Concerns about real estate values and tunneling under homes
 - Questions about the screening process for alignment options and decision-making to select a preferred route (between proposed Crenshaw/Adams Station and Midtown Crossing Station located near Victoria Park, LaFayette and Wellington Square neighborhoods)



KNE Public Hearing (August 10, 2024)

Next Steps with Contract Modifications

Metro will continue to review public comments. Pending approval of the contract modifications, the project team would perform additional studies and share findings with the community for input.

- Evaluate potential refinements to the alignment between I-10 and Venice Blvd. to minimize tunnels below the historic neighborhoods of LaFayette Square, Wellington Square and Victoria Park.
- Provide summary of tunnel analysis performed for Draft EIR per CEQA and findings from D Line construction to provide clarity on existing data for ground conditions and identify where supplemental analysis could occur to address community concerns (e.g. noise, vibration, settlement, potential affects to older buildings and historic structures).
- Share findings from additional analysis with the community to respond to questions and concerns.
- Continue to gather input on the project to inform future staff recommendation on the preferred route (Locally Preferred Alternative).



Board Report

File #: 2024-0508, File Type: Contract

Agenda Number: 12.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 23, 2024

SUBJECT: STREET SAFETY, DATA SHARING AND COLLABORATION PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year firm, fixed price Contract No. PS120787000, to Kimley-Horn and Associates, Inc. for the Street Safety, Data Sharing, and Collaboration Action Plan in the amount of \$1,108,043, subject to resolution of properly submitted protest(s), if any.

ISSUE

Staff is seeking the Board’s approval of a contract award to implement Metro’s Street Safety, Data Sharing, and Collaboration Action Plan and support street safety efforts. This work will include the development of two annual progress reports, technical support, interagency coordination, and data compilation and analysis.

BACKGROUND

In January 2021, the Board approved Motion 55 Metro Street Safety Policy by Directors Garcetti, Solis, Mitchell, and Bonin in support of helping to address the critical public health crisis of unsafe streets. (Attachment A) The motion instructed staff to report back on the development of a Street Safety Policy; a countywide street safety data collection program developed in partnership with local, regional, state, and federal partners; and an assessment of internal risk and liability to the safety of all Metro-provided public transportation services.

In June 2022, the Board adopted the Street Safety, Data Sharing, and Collaboration Policy, which includes four interrelated goals: 1. Improve Safety 2. Robust Data Sharing & Analysis 3. Equity Lens, and 4. Improve Collaboration. The Policy underscores that local jurisdictions and state agencies have the frontline responsibility for street safety. The Policy further emphasizes the safety needs of transit riders, especially those from vulnerable populations, in accessing Metro’s transit stations and bus stops. The Policy features an action plan that emphasizes steps to improve safety for transit riders. It further supports local efforts by developing and sharing unique and valuable data sources available

to Metro as a Countywide transit and transportation planner. The proposed Action Plan contained in the policy includes draft objectives and action items for seven of Metro's roles as an agency: Operator, Planner and Builder, Funder, Data Collaborator, Legislative Advocate, Educator, and Innovator. Furthermore, the policy requires annual reports on progress in implementing the action plan and achieving the goals of the policy.

In February 2023, Metro was awarded a Safe Streets and Roads for All (SS4A) federal grant in the amount of \$6,320,257, in partnership with the Los Angeles County Department of Public Health and the Gateway Cities Council of Governments. This contract will advance a segment of Metro's portion of the grant to develop a comprehensive Safety Action Plan and provide annual progress reports on the development, adoption, and innovative approaches to pilot the policy countywide.

DISCUSSION

In LA County, fatalities from vehicle collisions increased by nearly 20% between 2020 and 2021. People walking are involved in 8% of all collisions but account for 44% of those killed in collisions. Since a majority riders access Metro's transit stations and bus stops by walking, biking, or rolling, Metro is situated in a unique position to support local agencies as they implement strategies to improve street safety. Through the Street Safety, Data Sharing, and Collaboration Policy and SS4A grant, Metro will be able to identify a set of activities that is appropriate to Metro's role as a transportation agency and that supports local jurisdictions who have a frontline responsibility for street safety. The contract award will support a portion of these activities, including:

- Development of annual progress reports
- Development of a federally recognized safety action plan
- Creation of effective data collaboration arrangements
- Support for technical work associated with Metro's seven functional roles in the policy
- Development of a data sharing platform (optional)

Other actions directed by the Policy will be undertaken by Metro staff. The support provided under this contract will be critical in addressing the public health crisis of unsafe streets. It will help Metro ensure accountability, identify opportunities, and comply with the Board-adopted policy and will also provide support to jurisdictions as they develop safety action plans and implement and measure mitigation measures.

DETERMINATION OF SAFETY IMPACT

Approval of this contract award will help improve safety outcomes for road users, especially those in vulnerable groups such as pedestrians, people using bicycles and other rolling modes, and transit riders.

FINANCIAL IMPACT

In FY25, \$500,000 is budgeted in Cost Center 4340, Project # 473002 "Street Safety Program", Account 50316 for Professional services. Since this is a multi-year contract, the Project Manager and

Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

Funding for this project is provided by Measure M 2% Active Transportation and the SS4A grant.

EQUITY PLATFORM

Implementation of the Street Safety, Data Sharing, and Collaboration Policy can help reduce disproportionate harm experienced by vulnerable road users caused by unsafe streets. The annual progress reports will include an equity-focused assessment that will identify and recommend corrective actions where needed. The contractor will use Metro's Equity Focus Communities (EFC) maps and other equity tools to analyze data and provide targeted recommendations. Local jurisdictions and agencies have primary responsibility for advancing street safety efforts, and Metro has identified unique, targeted inputs to support those local efforts. The safety action plan deliverable will help partner agencies, especially lower-resourced cities, be able to develop plans of their own. Additionally, the data collaboration task will identify gaps in data and consolidate, compile, and analyze data that can be used for street safety efforts countywide. The technical support provided for Metro's seven roles in the policy will also be completed through an equity lens and will be implemented by the corresponding Metro group leading the work.

The Diversity and Economic Opportunity Department (DEOD) established a 24% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Kimley-Horn and Associates, Inc., exceeded the goal by making a 32.86% DBE commitment.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Awarding this contract will advance the following goals of Vision 2028:

1. *Provide high-quality mobility options that enable people to spend less time traveling by reducing roadway collisions and injuries.*
2. *Deliver outstanding trip experiences for all users of the transportation system by improving trip safety and comfort.*
3. *Enhance communities and lives through mobility and access to opportunity by improving access to safe, complete streets through an equity lens.*
4. *Transform LA County through regional collaboration and national leadership by facilitating external street safety data collaboration and partnerships*
5. *Provide responsive, accountable, and trustworthy governance within the Metro organization by fostering internal street safety data collaboration.*

ALTERNATIVES CONSIDERED

The Board could choose not to approve this contract award. This is not recommended, as the support from this contract award will execute Metro Board-directed policy. Additionally, delaying the work that the contractor will deliver would stall critical street safety activities that provide safe pathways to transit, especially for vulnerable communities.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS120787000 with Kimley-Horn and Associates, Inc. to implement Metro's Street Safety, Data Sharing, and Collaboration Policy and Action Plan and support street safety efforts. These activities will continue to advance Board direction.

ATTACHMENTS

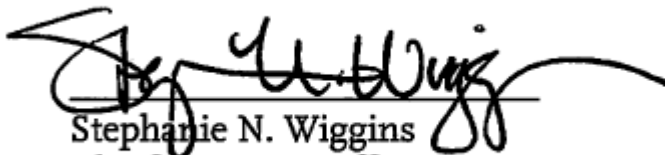
Attachment A - Motion 55 Metro Street Safety Policy

Attachment B - Procurement Summary

Attachment C - DEOD Summary

Prepared by: Neha Chawla, Senior Manager, Transportation Planning, (213) 922-3984
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 Allison Yoh, Interim Deputy Chief Planning Officer, Countywide Planning & Development, (213) 922-4812
 Carolina Coppolo, Interim Deputy Chief Vendor/Contract Management Officer, (213) 922-4471
 Raymond Lopez, Deputy Executive Officer, Corporate Safety, (213) 922-4065

Reviewed by: Ray Sosa, Chief Planning Officer, Countywide Planning & Development, (213) 547-4274


Stephanie N. Wiggins
Chief Executive Officer



Metro

Board Report

File #: 2020-0928, **File Type:** Motion / Motion Response

Agenda Number: 55.

REGULAR BOARD MEETING JANUARY 28, 2021

Motion by:

DIRECTORS GARCETTI, SOLIS, MITCHELL, AND BONIN

Metro Street Safety Policy

Street safety is a growing concern for communities across the globe. L.A. County vehicle crashes injured more than 91,000 people and killed 860 people in 2017. Traffic crashes are the leading cause of death for children ages 5-14 and the fourth-leading cause of premature death overall. In low-income communities and communities of color, impacts of vehicle crashes are often more severe because of inadequate infrastructure and higher vehicular speeds resulting from decades of inequitable transportation investments. To address street safety, L.A. County and many cities within the county have adopted street safety policies.

Metro's Vision 2028 Strategic Plan includes initiative 1.2.E to improve safety on the transit system and reduce roadway collisions and injuries. This initiative will be of increasing importance as the agency recovers from the COVID-19 pandemic. Safety and perception of safety will influence mode choice as people return to more daily travel. Street users need to feel safe accessing the Metro system. The risk of increasing Vehicle Miles Traveled during COVID-19 recovery is a pending threat to meeting the aggressive climate goals dictated by SB 375. Metro will benefit from working with state and local efforts to make streets safer.

Metro does not regulate local streets but can support safer streets within L.A. County through:

- Interfacing with the local public right-of-way, especially through Metro Bus Rapid Transit, Active Transportation Corridors, First/Last Mile projects, and Highway projects
- Funding priorities for local projects
- Transportation operations, Transportation Demand Management, and public outreach and engagement
- State and federal advocacy

SUBJECT: METRO STREET SAFETY POLICY

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Solis, Mitchell, and Bonin that the Board of Directors direct the CEO, in consultation with the Executive Officer for Equity and Race, to report back on:

- A. Developing a Street Safety Policy addressing the points discussed above;
- B. Creating a countywide data collection program, working in partnership with SCAG, L.A. County Department of Public Health, RIITS, and any other local, state, or federal partners, to design a program to document and analyze serious injuries and fatalities from transportation; and
- C. Assessing internal risk and liability to safety of all Metro-provided public transportation services.

PROCUREMENT SUMMARY

**STREET SAFETY, DATA SHARING, AND COLLABORATION PROGRAM
PS120787000**

1.	Contract Number: PS120787000	
2.	Recommended Vendor: Kimley-Horn and Associates, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: April 10, 2024	
	B. Advertised/Publicized: April 10, 2024	
	C. Pre-Proposal Conference: April 18, 2024	
	D. Proposals Due: May 15, 2024	
	E. Pre-Qualification Completed: August 21, 2024	
	F. Ethics Declaration Forms submitted to Ethics: May 15, 2024	
	G. Protest Period End Date: October 29, 2024	
5.	Solicitations Picked up/Downloaded: 68	Bids/Proposals Received: 3
6.	Contract Administrator: Yamil Ramirez Roman	Telephone Number: (213) 922-1064
7.	Project Manager: Neha Chawla	Telephone Number: (213) 922-3984

A. Procurement Background

This Board Action is to approve Contract No. PS120787000 issued in support of Metro’s Street Safety, Data Sharing and Collaboration Policy and Action Plan. Board approval of contract awards are subject to resolution of any properly submitted protest(s), if any.

The Request for Proposals (RFP) was issued in accordance with Metro’s Acquisition Policy and the contract type is firm fixed price. The Diversity & Economic Opportunity Department recommended a Disadvantaged Business Enterprise (DBE) contract goal of 24% for this procurement.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 2, 2024, extended the proposal due date.

A total of 68 firms downloaded the RFP and were included in the planholders list. A virtual pre-proposal meeting was held on April 18, 2024, and was attended by 17 participants representing 13 companies. There were 19 questions received and responses were released prior to the proposal due date.

A total of three proposals were received by May 15, 2024, from the following firms listed below in alphabetical order:

1. Cambridge Systematics, Inc.
2. Fehr & Peers
3. Kimley-Horn and Associates, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro’s First/Last Mile Department, Intelligent Transportation Systems Department, and the Los Angeles County Department of Public Health was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|------------------------------------|-----|
| • Demonstrate Knowledge of Project | 20% |
| • Background and Experience | 30% |
| • Skills and Technical Work | 30% |
| • Cost Proposal | 20% |

Several factors were considered when developing these weights, giving the greatest importance to background and experience, and skills and technical work.

During the period of June 4, 2024 to June 20, 2024, the PET independently evaluated and scored the technical proposals. All three firms were determined to be in the competitive range and were invited for oral presentations on July 1, 2024. The firms had the opportunity to present their qualifications, and respond to questions from the PET. Following the oral presentations, the PET finalized their scores and Kimley-Horn and Associates, Inc. was determined to be the highest ranked proposer.

Qualifications Summary of Firms within the Competitive Range:

KIMLEY-HORN AND ASSOCIATES, INC.

Kimley-Horn and Associates, Inc.’s (KH) proposal demonstrated a strong technical response to managing the project and meeting the stated deliverables. The proposal demonstrated a good understanding of the project’s objectives and provided a good approach to executing the scope of services.

KH’s key personnel have experience working together on various relevant projects developing and presenting annual reports. The proposer highlighted their approach to streamlining the development of annual reports, including creating templates and setting up data visualizations that can be used in various platforms.

KH’s proposal demonstrated a clear understanding and commitment to prioritizing the most vulnerable road users and historically underinvested communities. The key

personnel exhibited extensive experience working on various applicable traffic safety, active transportation, and Vision Zero related plans and data projects.

CAMBRIDGE SYSTEMATICS, INC.

Cambridge Systematics Inc. (Cambridge) demonstrated a good understanding of the statewide, regional, and local contexts. The proposal highlighted experience compiling and presenting data, including experience proposing recommendations and building consensus which have led to the adoption of policies within LA County.

Cambridge’s proposed key personnel demonstrated experience with street safety reports, active transportation planning, first/last mile planning, complete streets training and data analysis. The proposal also demonstrated an understanding of parallel work efforts and provided a multi-disciplinary team, with an understanding of the needs of stakeholders.

However, the proposal did not properly demonstrate how the team would effectively partner and collaborate with Metro’s Equity Focus Communities.

FEHR & PEERS

Fehr & Peers (Fehr) demonstrated an understanding of the needs of the scope of services to address the agency’s goals towards street safety. The proposed key personnel’s resumes demonstrated relevant work experience to perform the project scope. The proposal demonstrated a creative approach to data presentation and report, and their ability to be creative and develop innovative approaches to engagement.

However, Fehr’s proposal did not demonstrate the ability to effectively partner and work with Metro’s Equity Focus Communities or how the team would incorporate equity into all the project elements.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Kimley-Horn and Associates, Inc.				
3	Demonstrate Knowledge of Project	84.15	20.00%	16.83	
4	Background and Experience	81.10	30.00%	24.33	
5	Skills and Technical Work	73.90	30.00%	22.17	
6	Cost Proposal	100.00	20.00%	20.00	
7	Total		100.00%	83.33	1

8	Cambridge Systematics, Inc.				
9	Demonstrate Knowledge of Project	75.85	20.00%	15.17	
10	Background and Experience	79.43	30.00%	23.83	
11	Skills and Technical Work	77.77	30.00%	23.33	
12	Cost Proposal	97.79	20.00%	19.56	
13	Total		100.00%	81.89	2
14	Fehr & Peers				
15	Demonstrate Knowledge of Project	77.50	20.00%	15.50	
16	Background and Experience	75.57	30.00%	22.67	
17	Skills and Technical Work	77.23	30.00%	23.17	
18	Cost Proposal	84.80	20.00%	16.96	
19	Total		100.00%	78.30	3

C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate competition, negotiations, technical evaluation and price analysis. Metro successfully negotiated a cost savings of \$13,777.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Kimley-Horn and Associates, Inc.	\$1,121,820	\$2,796,475	\$1,108,043
2.	Cambridge Systematics, Inc.	\$1,147,142		
3.	Fehr & Peers	\$1,322,831		

The variance between the ICE and negotiated amount is due to higher-than-average hourly rates used for all labor categories included in the ICE. The contractor's proposed level of effort was in line with Metro's ICE.

D. Background on Recommended Contractor

Kimley-Horn and Associates, Inc. (KH), located in Los Angeles, CA, has been in business for over 50 years and provides planning, surveying, engineering, and design consulting services. KH's relevant experience includes projects such as Safety Program Support Services for Caltrans, Local Road Safety Plan for the City of Maywood, and a Safety Action Plan for the City of Monterrey. KH has provided services for Metro and performance has been satisfactory.

The proposed team is comprised of staff from KH and two DBE subcontractors.

DEOD SUMMARY

STREET SAFETY, DATA SHARING, AND COLLABORATION POLICY
AND ACTION PLAN / PS120787000**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 24% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Kimley-Horn and Associates, Inc., exceeded the goal by making a 32.86% DBE commitment.

Small Business Goal	24% DBE	Small Business Commitment	32.86% DBE
----------------------------	----------------	----------------------------------	-------------------

	DBE Subcontractor	Ethnicity	% Committed
1.	Here Design Studio DBA Here LA	African American	27.30%
2.	Lemmon Planning	Caucasian Female	5.56%
Total Commitment			32.86%

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



Street Safety, Data Sharing, and Collaboration Policy and Action Plan



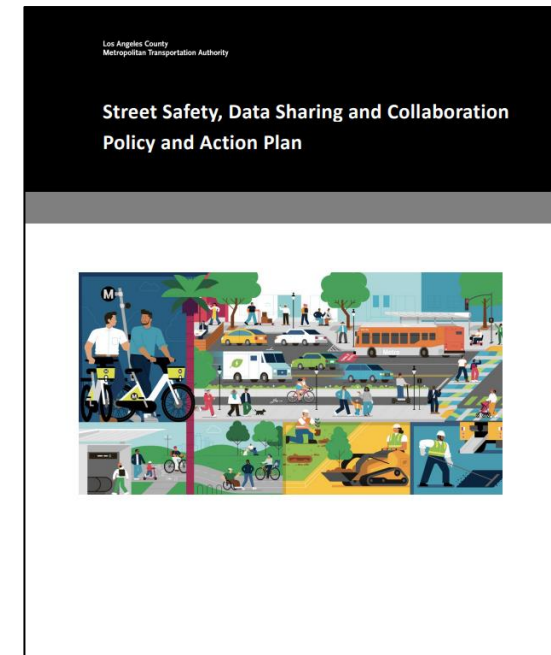
Metro

OCTOBER 2024

FILE# 2024-0508

Staff Recommendation

AUTHORIZE the Chief Executive Officer to award a two-year firm, fixed price Contract No. PS120787000, to Kimley-Horn and Associates, Inc. for the Street Safety, Data Sharing, and Collaboration Policy and Action Plan in an amount of \$1,108,042.73, subject to resolution of protest(s), if any.



Street Safety at Metro

In LA County, vehicle collisions killed more than 700 people and injured nearly 90,000 in 2019

In LA County fatalities from vehicle collisions increased by nearly 20% between 2020 and 2021

People walking are involved in 8% of all collisions but account for 44% of those killed in collisions



January 2021: Metro Board calls for a Street Safety, Data Sharing and Collaboration Policy

June 2022: Metro Board approves the Street Safety, Data Sharing and Collaboration Policy and Action Plan.

February 2023: Metro receives a \$6.3 million federal Safe Streets and Roads for All (SS4A) discretionary grant award for work to be completed by Metro, the LA County Department of Public Health, the Gateway Cities COG, and five subrecipient cities.



Discussion

To advance the Street Safety, Data Sharing, and Collaboration Policy and Metro's portion of the SS4A grant, staff need support services for:

- > Development of annual progress reports
- > Development of a federally recognized safety action plan
- > Creation of effective data collaboration arrangements
- > Support for technical work associated with Metro's seven functional roles in the policy
- > Development of a data sharing platform (optional)



Work performed under this contract will:

- > Contribute to reducing disproportionate harm from unsafe streets to vulnerable road users
- > Identify and recommend corrective actions where needed
- > Use Metro's Equity Focus Communities (EFC) maps and other equity tools to analyze data and provide targeted recommendations
- > Help partner agencies, especially lower-resourced cities, be able to develop plans of their own

Next Steps

- > Upon Board approval, staff will execute Contract No. PS120787000 with Kimley-Horn and Associates, Inc. to implement Metro's Street Safety, Data Sharing, and Collaboration Policy and to support street safety efforts. These activities will continue to advance Board direction.



Board Report

File #: 2024-0156, File Type: Plan

Agenda Number: 13.

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.

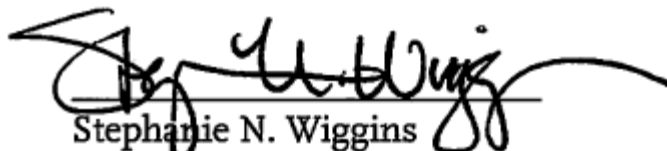
ATTACHMENTS

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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Stephanie N. Wiggins
Chief Executive Officer

DRAFT

Eastside Transit Corridor Phase 2 (Metro E Line)

FIRST/LAST MILE PLAN PRIORITIZATION SUMMARY



September 2024



**EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT
FIRST/LAST MILE PLAN PRIORIZATION SUMMARY**

SEPTEMBER 20, 2024

Prepared by:



Kimley»Horn

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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

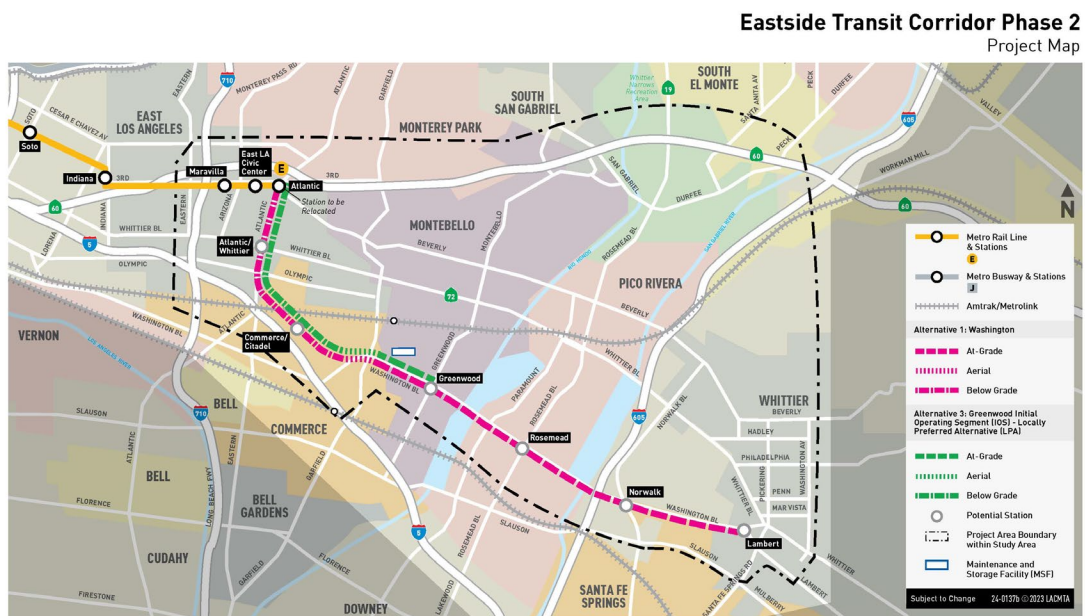
In June 2022, the Draft EIR was released. In December 2022, the Metro Board approved the Locally Preferred Alternative as Alternative 3: Initial Operating Segment (IOS) Greenwood, which would connect Atlantic Station to Greenwood station in Montebello. Alternative 3 would extend 4.6 miles long and include 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

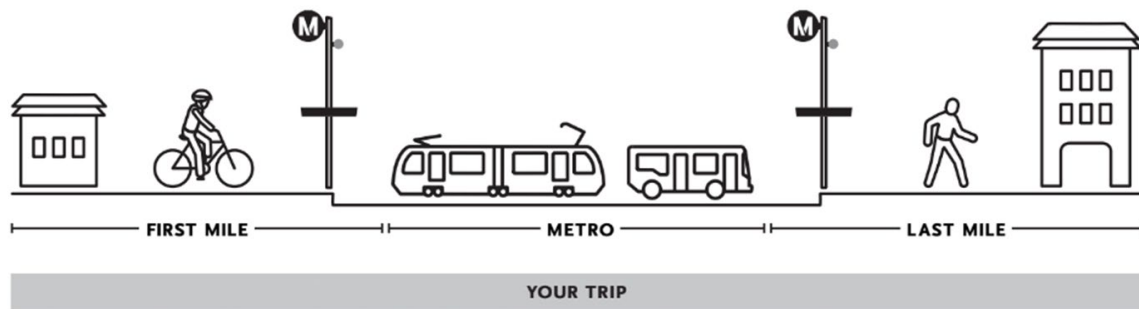
The FLM Plan provides prioritized projects that meet Metro’s FLM Guidelines methodology for local jurisdictions to consider for implementation. This FLM Prioritization Summary includes a summary of the FLM planning process, prioritization process and eligible prioritized projects.

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.



²NOT TO SCALE

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.

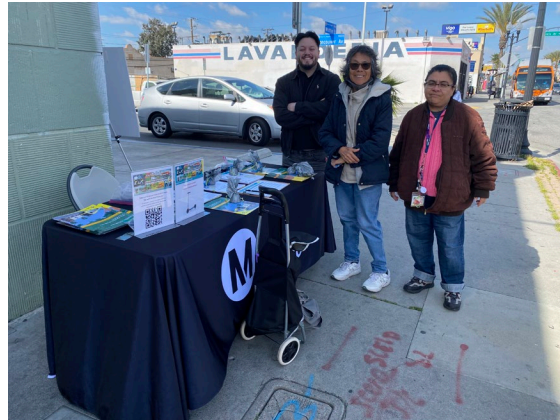
3. Online Survey

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		<p>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.</p> <p>Multimodal Mobility Hub to include bicycle amenities such as bicycle parking and a bicycle repair station.</p>	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

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

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 South Woods Av 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

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

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

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'	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

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

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

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	<p>Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of East Olympic Bl and South Vancouver Av</p> <p>Install bus shelter (1) and trash receptacles (1) at SW corner of East Olympic Bl and South Vancouver Av</p> <p>Install bus shelter (1) at NW corner of East Olympic Bl and Atlantic Bl</p> <p>Install bus shelter (1) at NE corner of East Olympic Bl and Goodrich Bl</p> <p>Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of East Olympic Bl and Goodrich Bl</p>	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

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

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- 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

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

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

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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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	5'-12' (4' PKW)	TWA, OLS, CAB		Montebello
					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	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

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 <i>Note</i> : 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

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

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- 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

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

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	<p>Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Washington Bl and Paramount Bl</p> <p>Install bus shelter (1) and seating (1) at NE corner of Washington Bl and Paramount Bl</p> <p>Install bus shelter (1), seating (1), and trash receptacles (1) at stop on NE corner of Washington Bl and Phaeton Av</p> <p>Install bus shelter (1) at stop on NW corner of Washington Bl and Crossway Dr</p> <p>Install bus shelter (1), seating (1), and trash receptacles (1) on NE corner of Washington Bl and Loch Alene Av</p> <p>Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Washington Bl and Loch Alene Av</p>	10'-15' (10' PKW)	CWA, First Last Mile Technical Team		Pico Rivera
16	Curb Ramps	Washington Bl	Paramount Bl to Lemoran Av	1	<p>Install uni-directional, dual curb ramps (8) at Paramount Bl; Install uni-directional curb ramp at Bollenbacher Dr (1)</p> <p>Install bi-directional curb ramps at Candace Av (3), Bollenbacher Dr (3), Crossway Dr (2), and Lemoran Av (1)</p> <p>Install tactile warning strips at driveway entrance to Pico Rivera Towne Center (Chili's) (2) and Bonnie Vale Place (2)</p>	10'-15' (10' PKW)	CAB, First Last Mile Technical Team		Pico Rivera

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

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

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- 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

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

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	6'-15'	TWA, OLS, CAB, First Last Mile Technical Team		55% LA County 45% Santa Fe Springs
					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				
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

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	<p>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)</p> <p>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)</p> <p>Install tactile warning strips at Norwalk Bl (2), entrances to Santa Fe Springs Marketplace (8), and between Broadway Av and Westman Av (6)</p>	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

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

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

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	Millergrrove 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

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

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

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

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

Lambert Station Walk Projects

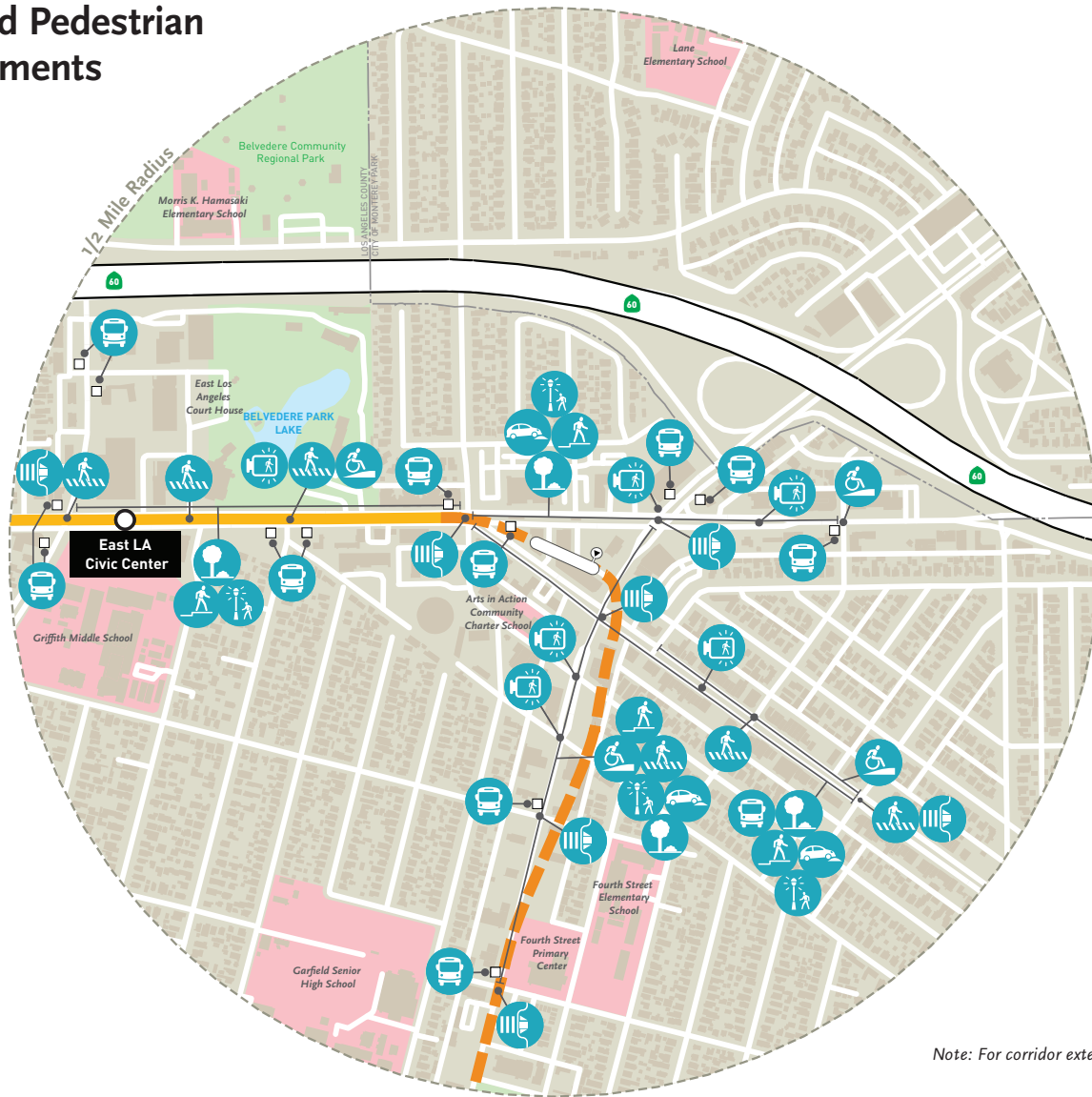
Project ID	Project Type	Location	Cross St/Limits	Prioritization Method	Notes	Sidewalk Width	Project Origin	Existing Plan/Project	Jurisdiction
41	Street Furniture	Whittier Bl	Baldwin Place to Milton Av		Implement where feasible	0'-14'	CAB, First Last Mile Technical Team	Lambert Road Station First-Last 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

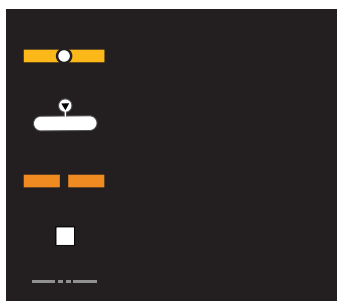
- TWA** = Technical Walk Audit
- OLS** = On-Line Survey
- CWA** = Community Walk Audit
- CAB** = Community Activity Boards
- JOH** = Jurisdictional Workshop/Office Hours

Atlantic Station

Proposed Pedestrian Improvements



Note: For corridor extents see project costing



Spot Improvements

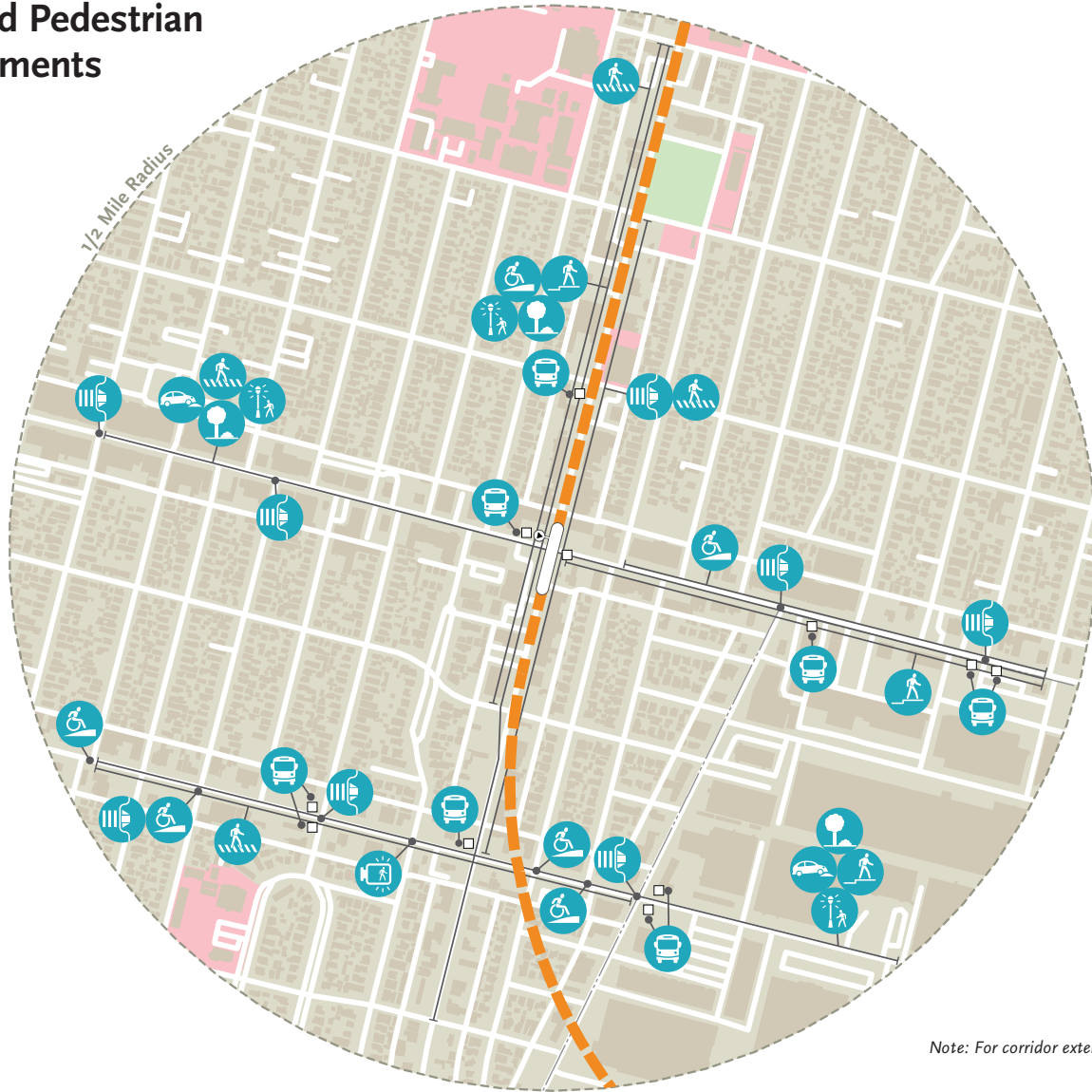
- Bus Stop Improvements
- Curb Extension
- Curb Ramps
- New or High-Visibility Crosswalk
- Signalized Crossing

Corridor Projects

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





Atlantic/Whittier Station

Proposed Pedestrian Improvements



Note: For corridor extents see project costing









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

Spot Improvements —●

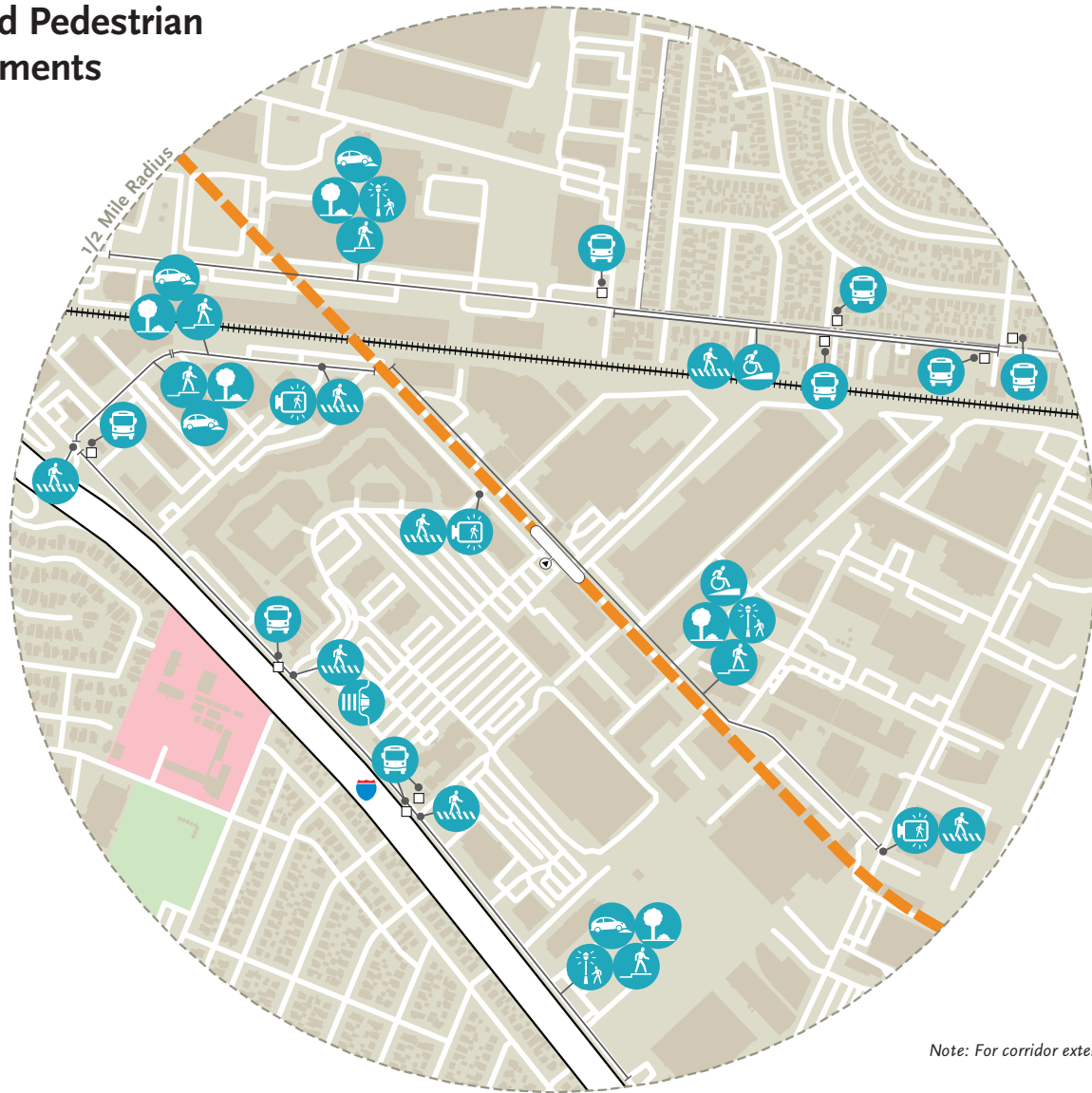
-  Bus Stop Improvements
-  Curb Ramps
-  Curb Extensions
-  Signalized Crossing

Corridor Projects —|

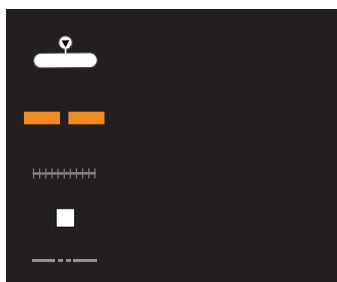
-  Curb Ramps
-  New or High-Visibility Crosswalk
-  Pedestrian and Cyclist Lighting
-  Landscape and Shade
-  New or Improved Sidewalks
-  Traffic Calming

Commerce/Citadel Station

Proposed Pedestrian Improvements









Note: For corridor extents see project costing



Spot Improvements —●

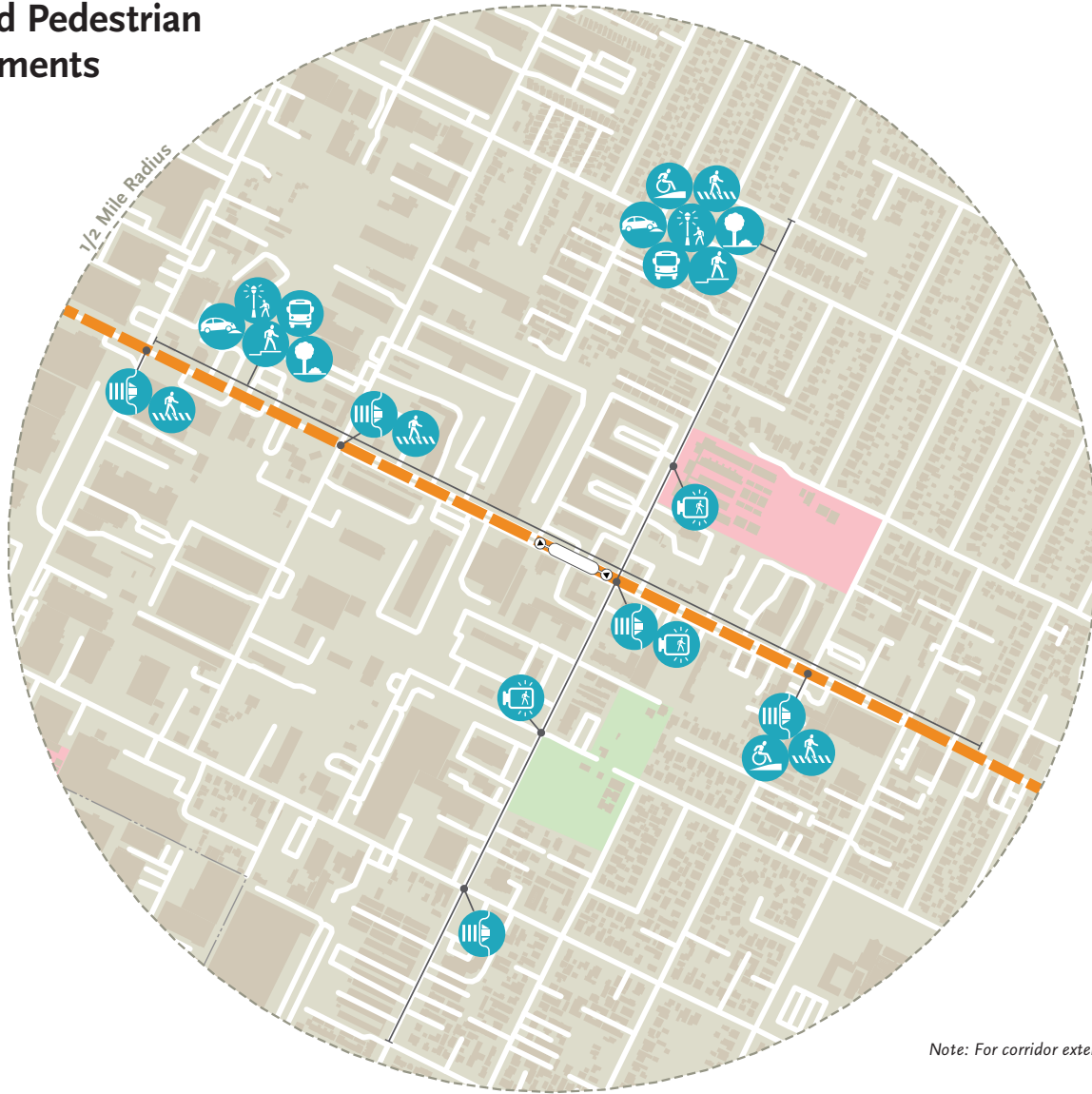
-  Bus Stop Improvements
-  New or High-Visibility Crosswalk
-  Curb Extensions
-  Signalized Crossing

Corridor Projects —|

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





Greenwood Station

Proposed Pedestrian Improvements



Note: For corridor extents see project costing










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

Spot Improvements

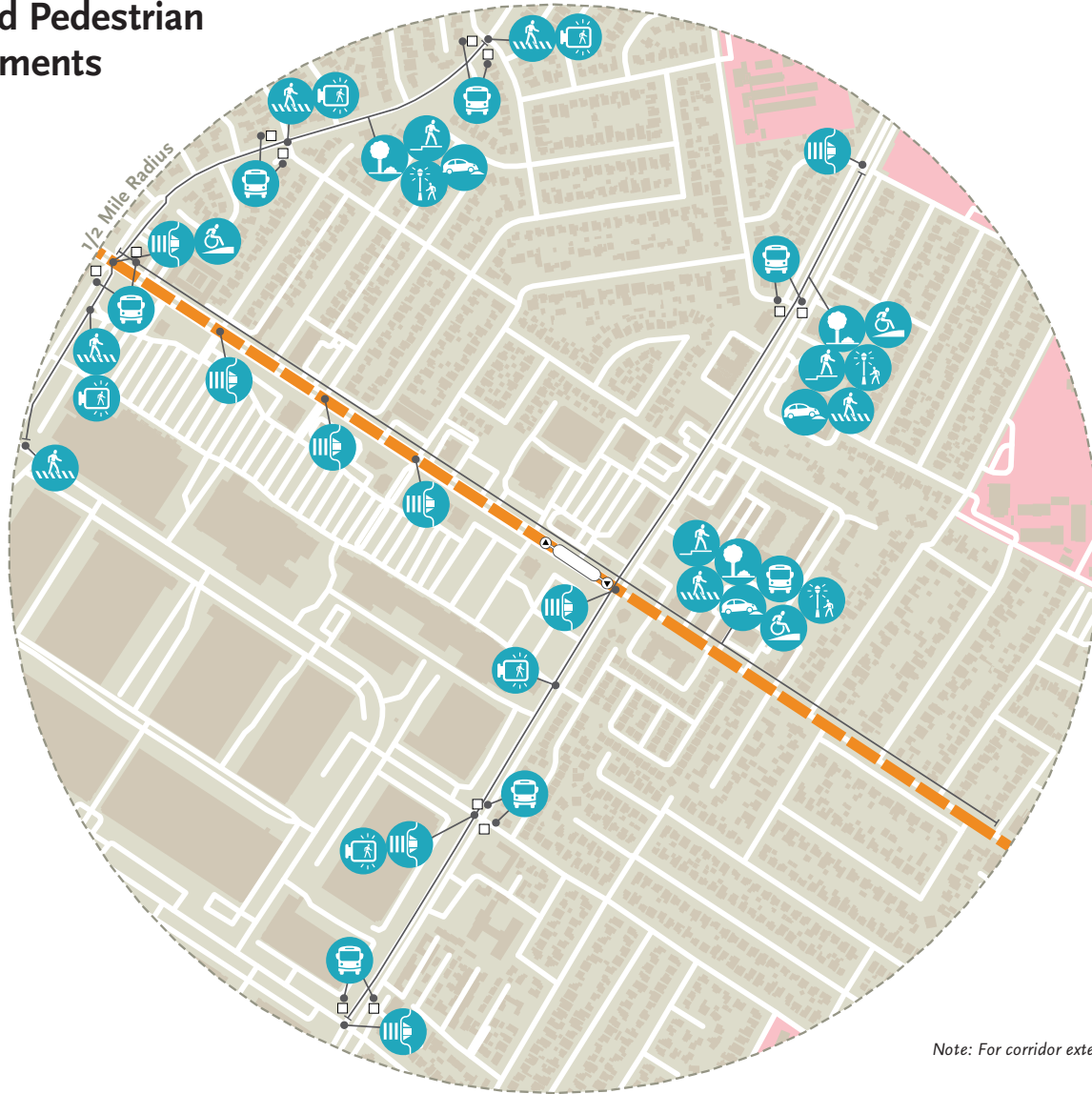
-  Curb Extensions
-  Curb Ramps
-  New or High-Visibility Crosswalk
-  Signalized Crossing

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





Rosemead Station

Proposed Pedestrian Improvements



Note: For corridor extents see project costing









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

Spot Improvements

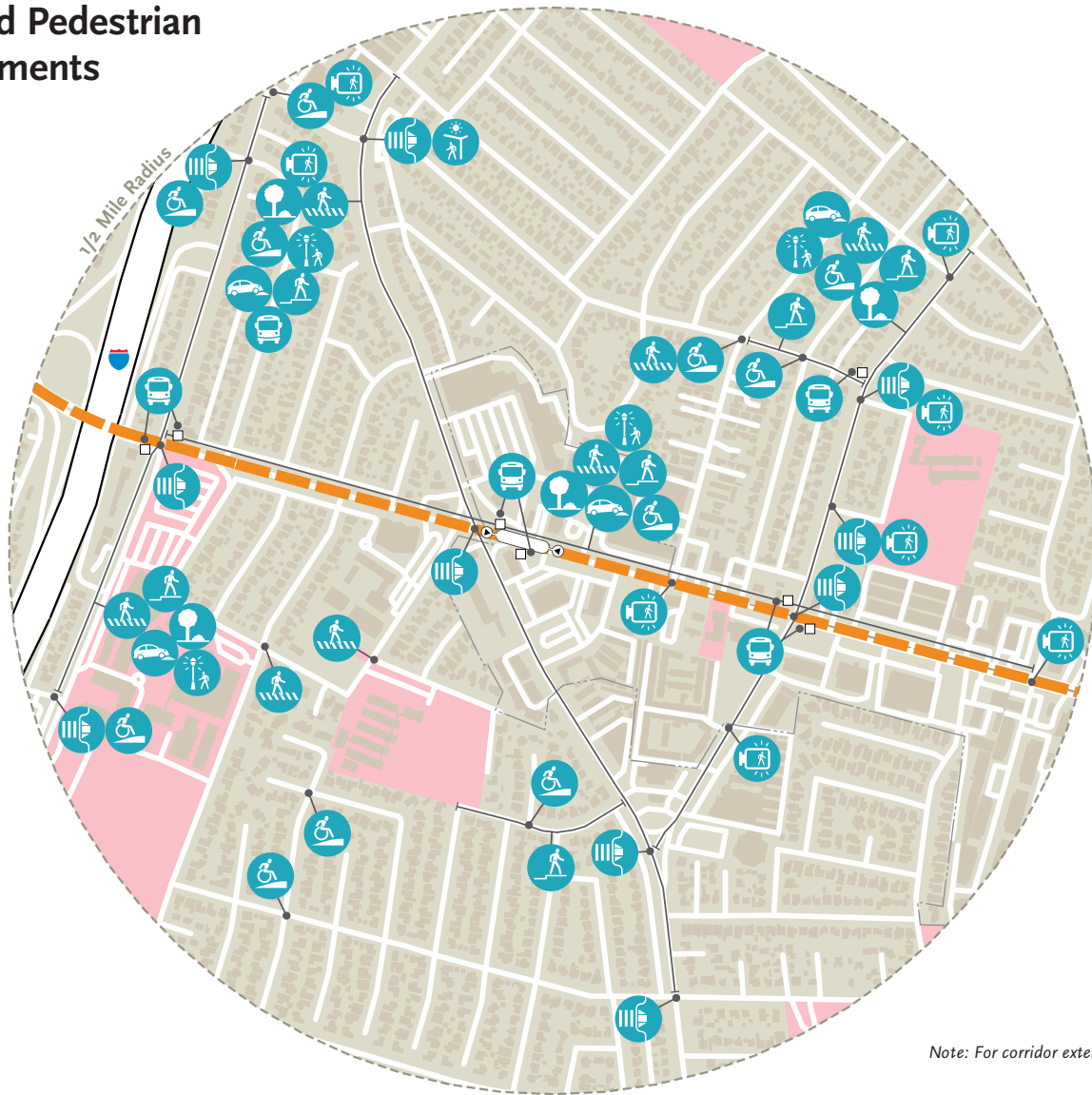
-  Bus Stop Improvements
-  Curb Extensions
-  New or High-Visibility Crosswalk
-  Signalized Crossing

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





Norwalk Station

Proposed Pedestrian Improvements









Note: For corridor extents see project costing











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

Spot Improvements

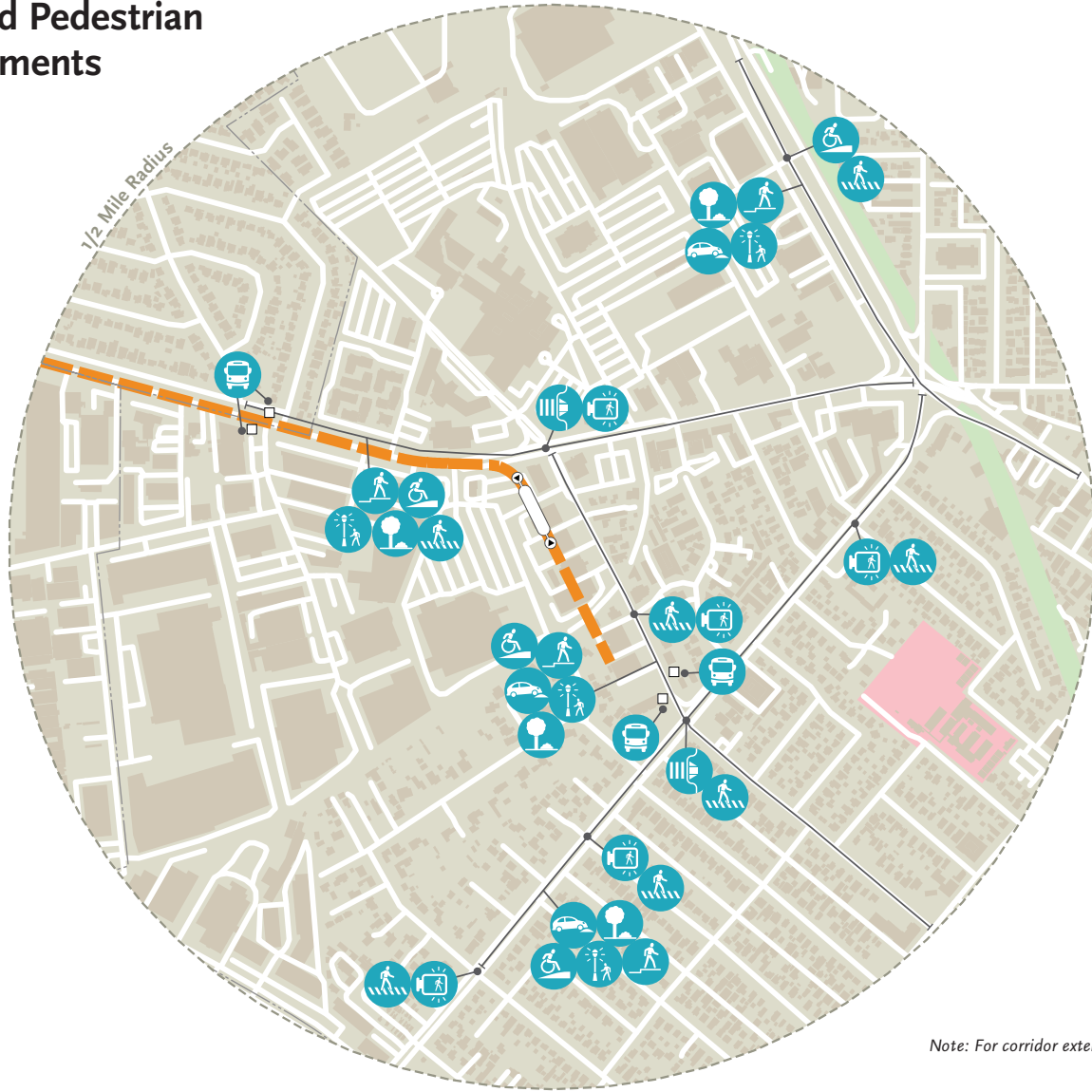
-  Bus Stop Improvements
-  Curb Ramps
-  Signalized Crossing
-  Curb Extensions
-  Shade Structure
-  New or High-Visibility Crosswalk

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





Lambert Station

Proposed Pedestrian Improvements













Note: For corridor extents see project costing



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

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/12/12/12/4bu/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.			

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			
											<i>Note</i> : Includes bicycle repair stations				

LEGEND

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- CWA** = Community Walk Audit
- CAB** = Community Activity Boards
- JOH** = Jurisdictional Workshop/Office Hours

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/10/10/10/2bu/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/10/10/10/2bu/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/10/10/10/2bu/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/10/10/10/2bu/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/10/10/10/2bu/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/10/10/10/2bu/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/10/10/10/2bu/6b to 6b/3bu/10/11/10cl/11/10/3bu/6b
					I	Shared-Use Path		Montebello Bicycle Master Plan 2024						

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

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

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- CAB = Community Activity Boards
- JOH = Jurisdictional Workshop/Office Hours

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/14/12/21/20s	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						

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 <i>Note</i> : Includes bicycle repair stations			

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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/11/11/11/8p/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						

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%) <i>Note : Includes bicycle repair stations</i>				
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**
- Prioritized Projects
 - Non-Prioritized Projects
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 - OLS** = On-Line Survey
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 - JOH** = Jurisdictional Workshop/Office Hours

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

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- 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

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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- CAB = Community Activity Boards
- JOH = Jurisdictional Workshop/Office Hours

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

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- JOH = Jurisdictional Workshop/Office Hours

Atlantic Station

Proposed Wheel Improvements



Note: For corridor extents see project costing



Wheel Facilities

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

- Existing
- FLM Proposed
- On Local Plans

Protected Bicycle Lane (Class IV)

- Existing
- FLM Proposed
- On Local Plans

Bicycle Lane (Class II)

- Existing
- FLM Proposed
- On Local Plans

Bicycle-Friendly Street (Class III)

- Existing
- FLM Proposed
- On Local Plans

Bicycle Route/Sharrow (Class III)

- Existing
- FLM Proposed
- On Local Plans

Corridor Projects



Bicycle-Friendly Intersection




Atlantic/Whittier Station

Proposed Wheel Improvements




Note: For corridor extents see project costing



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

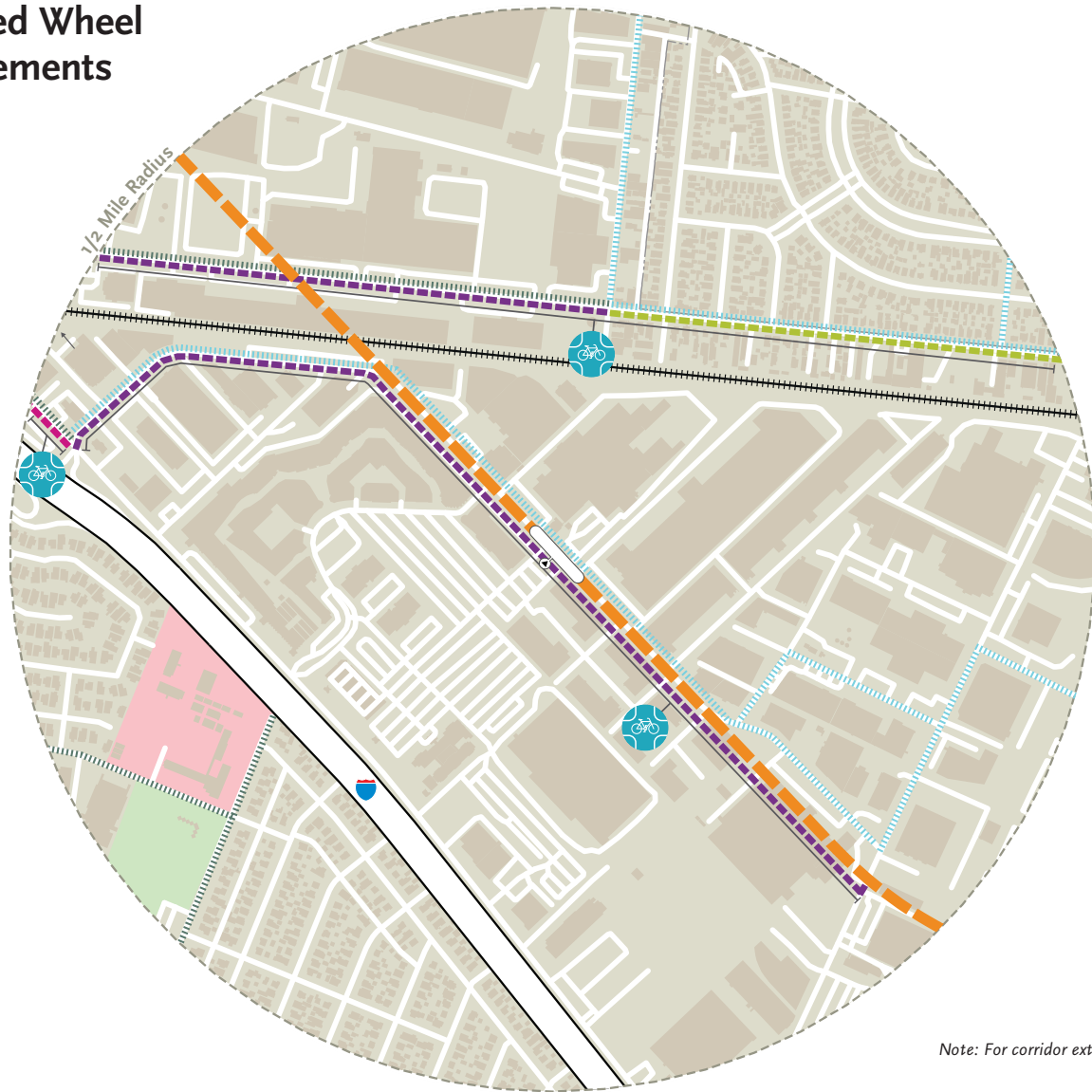
Shared-Use/Off-Street Path (Class I)		Protected Bicycle Lane (Class IV)		Bicycle Lane (Class II)		Bicycle-Friendly Street (Class III)		Bicycle Route/Sharrow (Class III)	
	Existing		Existing		Existing		Existing		Existing
	FLM Proposed		FLM Proposed		FLM Proposed		FLM Proposed		FLM Proposed
	On Local Plans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

Corridor Projects

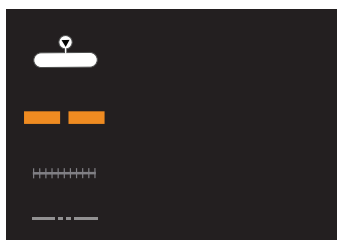
-  Bicycle-Friendly Intersection

Commerce/Citadel Station

Proposed Wheel Improvements



Note: For corridor extents see project costing



Wheel Facilities

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

- Existing
- FLM Proposed
- On Local Plans

Protected Bicycle Lane (Class IV)

- Existing
- FLM Proposed
- On Local Plans

Bicycle Lane (Class II)

- Existing
- FLM Proposed
- On Local Plans

Bicycle-Friendly Street (Class III)

- Existing
- FLM Proposed
- On Local Plans

Bicycle Route/Sharrow (Class III)

- Existing
- FLM Proposed
- On Local Plans

Corridor Projects



Bicycle-Friendly Intersection




Greenwood Station

Proposed Wheel Improvements






Note: For corridor extents see project costing



-  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




Rosemead Station

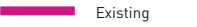
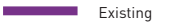
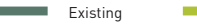


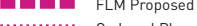
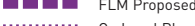
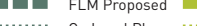
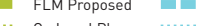

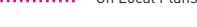
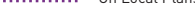
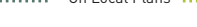
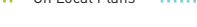

Proposed Wheel Improvements



Note: For corridor extents see project costing



-  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




Norwalk Station

Proposed Wheel Improvements



Note: For corridor extents see project costing



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

Wheel Facilities


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

-  Existing
-  FLM Proposed
-  On Local Plans

Protected Bicycle Lane (Class IV)

-  Existing
-  FLM Proposed
-  On Local Plans

Bicycle Lane (Class II)

-  Existing
-  FLM Proposed
-  On Local Plans


Bicycle-Friendly Street (Class III)

-  Existing
-  FLM Proposed
-  On Local Plans

Bicycle Route/Sharrow (Class III)

-  Existing
-  FLM Proposed
-  On Local Plans

Corridor Projects

-  Bicycle-Friendly Intersection




Lambert Station

Proposed Wheel Improvements



Note: For corridor extents see project costing



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

Wheel Facilities


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

-  Existing
-  FLM Proposed
-  On Local Plans

Protected Bicycle Lane (Class IV)

-  Existing
-  FLM Proposed
-  On Local Plans

Bicycle Lane (Class II)

-  Existing
-  FLM Proposed
-  On Local Plans

Bicycle-Friendly Street (Class III)

-  Existing
-  FLM Proposed
-  On Local Plans

Bicycle Route/Sharrow (Class III)

-  Existing
-  FLM Proposed
-  On Local Plans

Corridor Projects



Bicycle-Friendly Intersection

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

I. Introduction

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 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.

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/Whittier 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

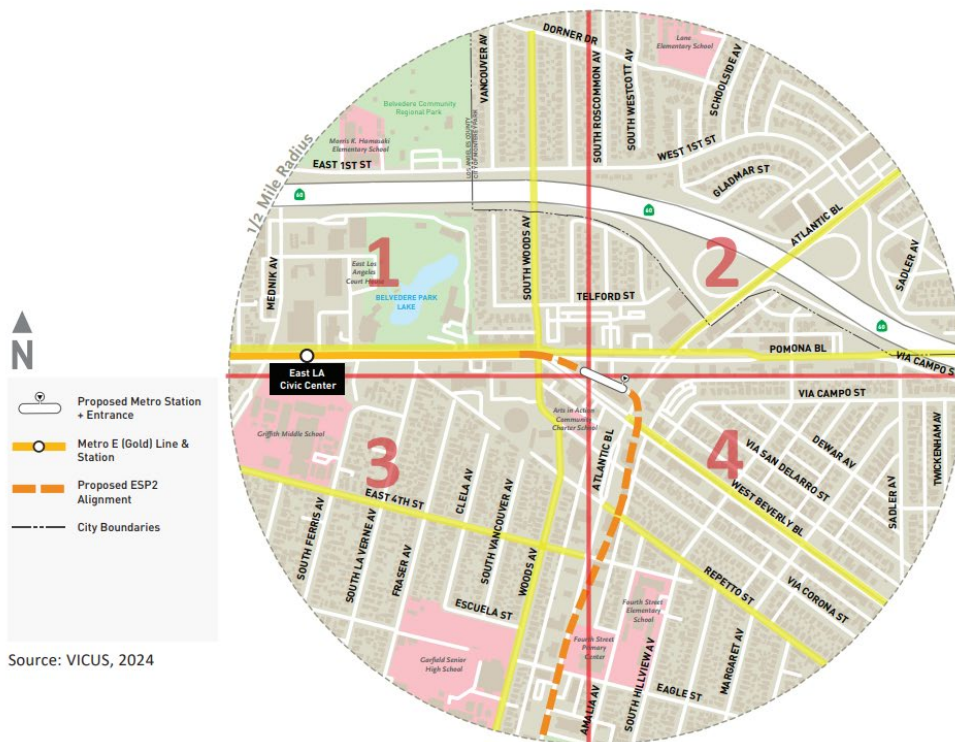


III. FLM Community Walk/Wheel Audit Summaries by Station

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.

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/6 th 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/6 th 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



Top Ranked Pedestrian and Wheel Improvements

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)

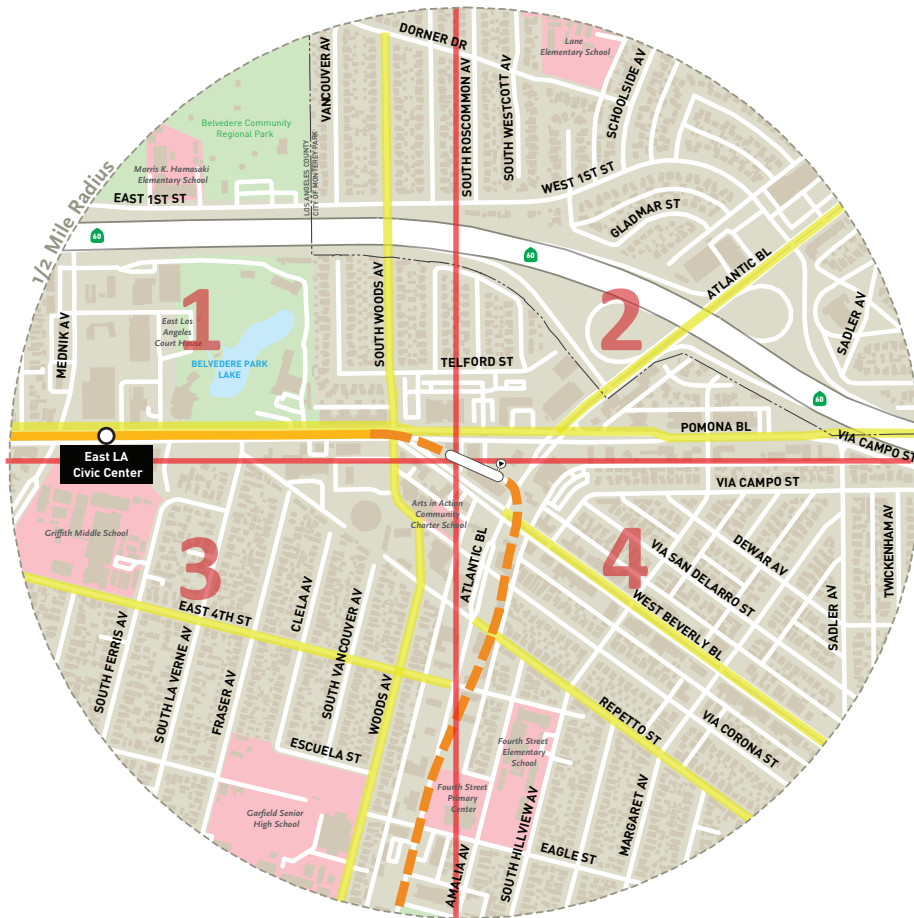
IV. Conclusion





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

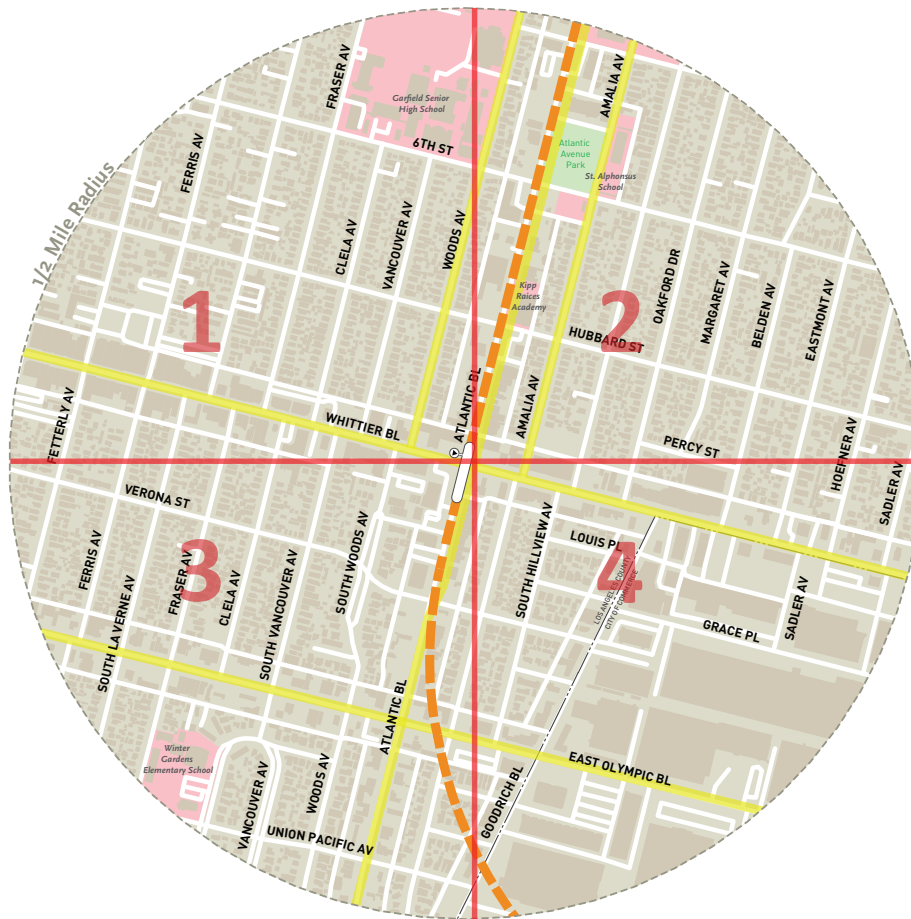





-  Proposed Metro Station + Entrance
-  Metro E (Gold) Line & Station
-  Proposed ESP2 Alignment
-  City Boundaries

Source: VICUS, 2024

Streets Assignment in Quadrant Groups	
<p>Group #1: A) Pomona Blvd (West of the station) B) S. Woods Ave (North of the station)</p>	<p>Group #2: A) Pomona Blvd (East of the station) B) Atlantic Blvd</p>
<p>Group #3: A) E. 4th St B) S. Woods Ave (South of the station)</p>	<p>Group #4: A) Beverly Blvd B) Repetto St (South of the station)</p>

Walk Audit - Atlantic/Whittier Station

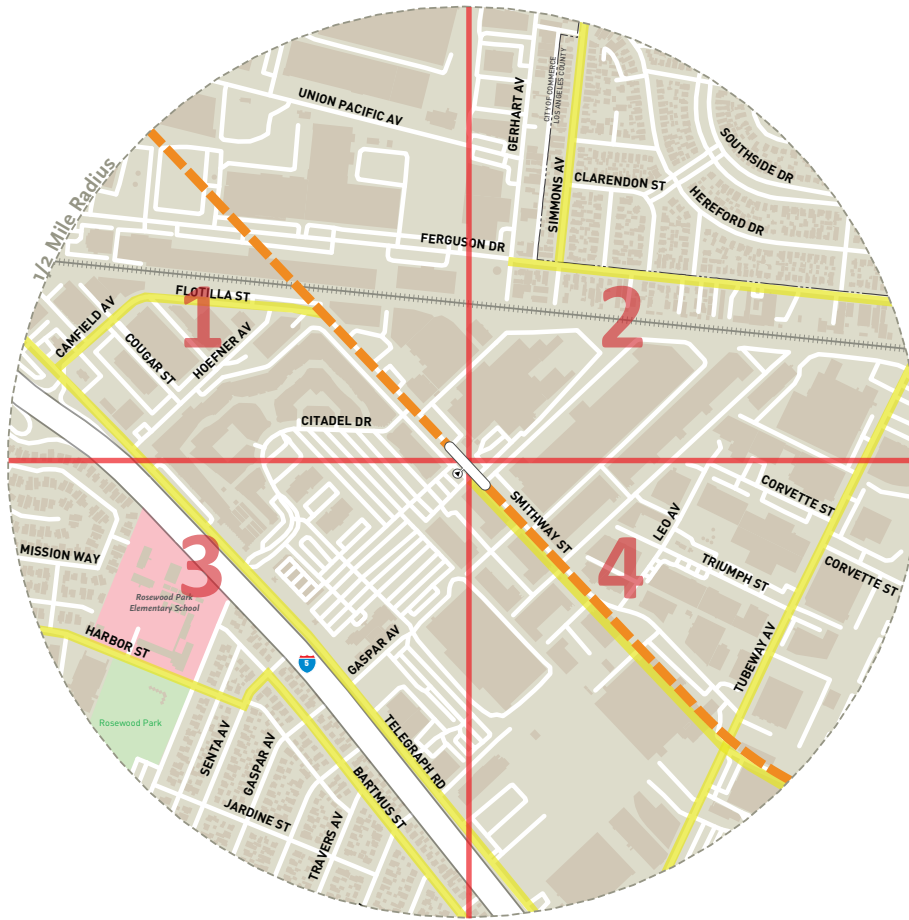


-  Proposed Metro Station + Entrance
-  Proposed ESP2 Alignment
-  City Boundaries

Source: VICUS, 2024

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

Walk Audit - Commerce/Citadel Station



	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

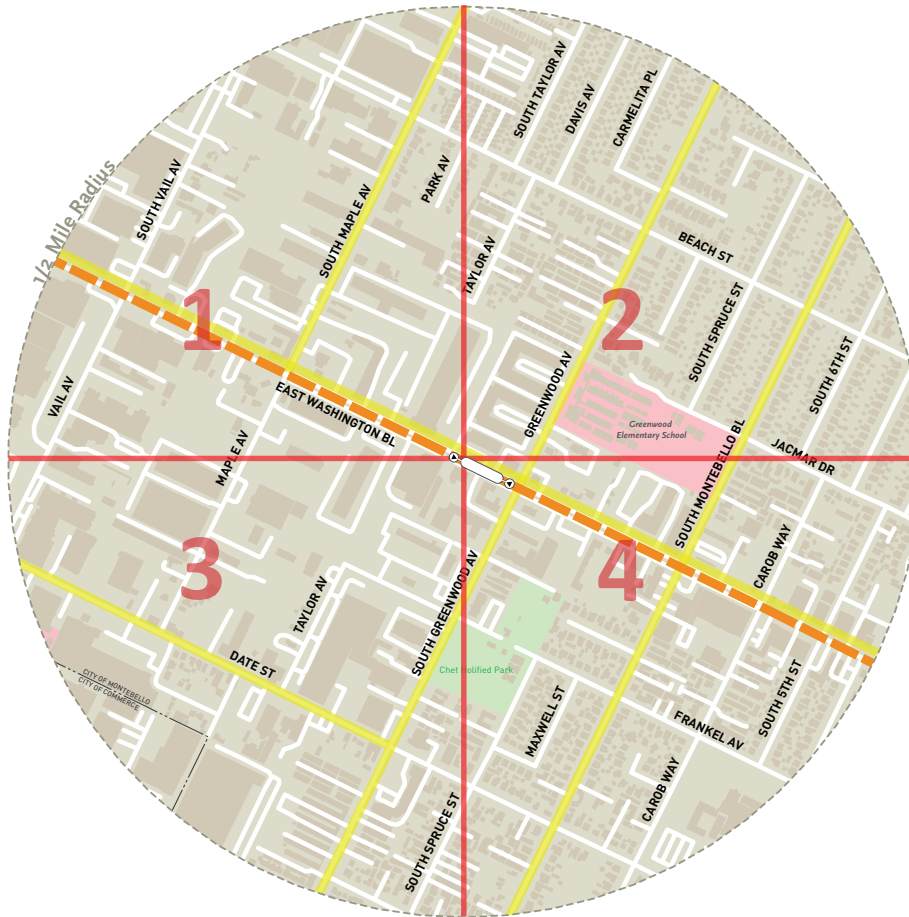
Group #3:




- A) Harbor St
- B) Bartmus St

Group #4:

- A) Smithway St (East of the station)
- B) Tubeway Ave

Walk Audit - Greenwood Station

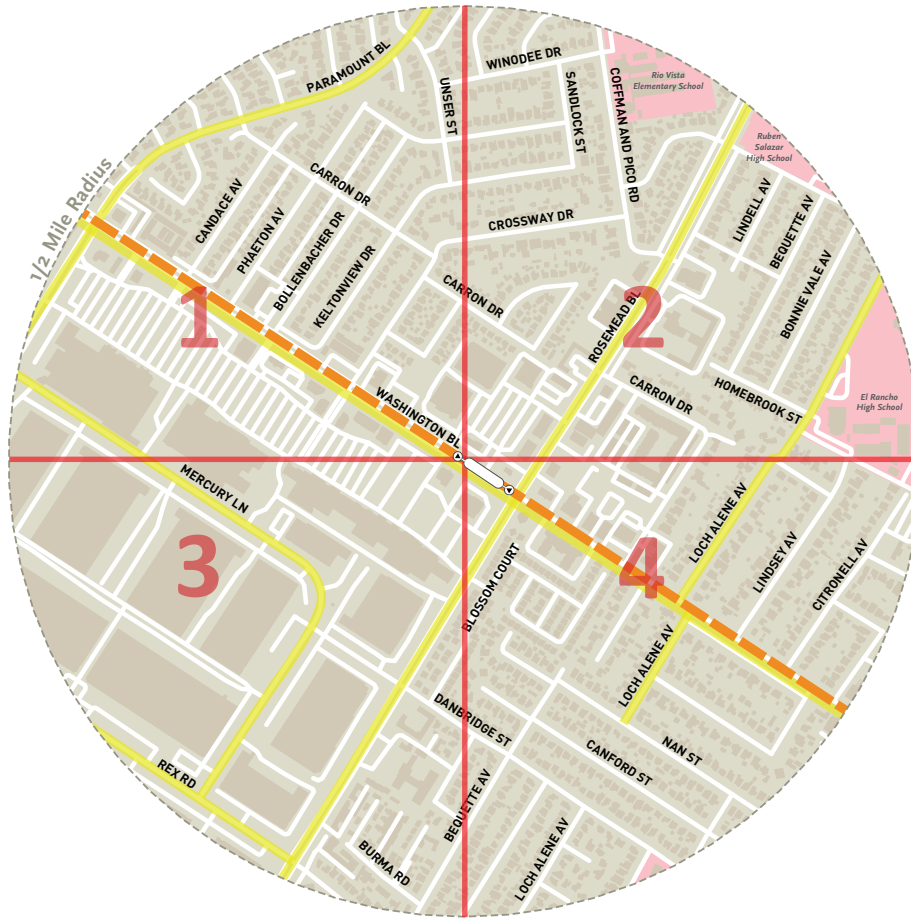





-  Proposed Metro Station + Entrance
-  Proposed ESP2 Alignment
-  City Boundaries

Source: VICUS, 2024

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

Walk Audit - Rosemead Station

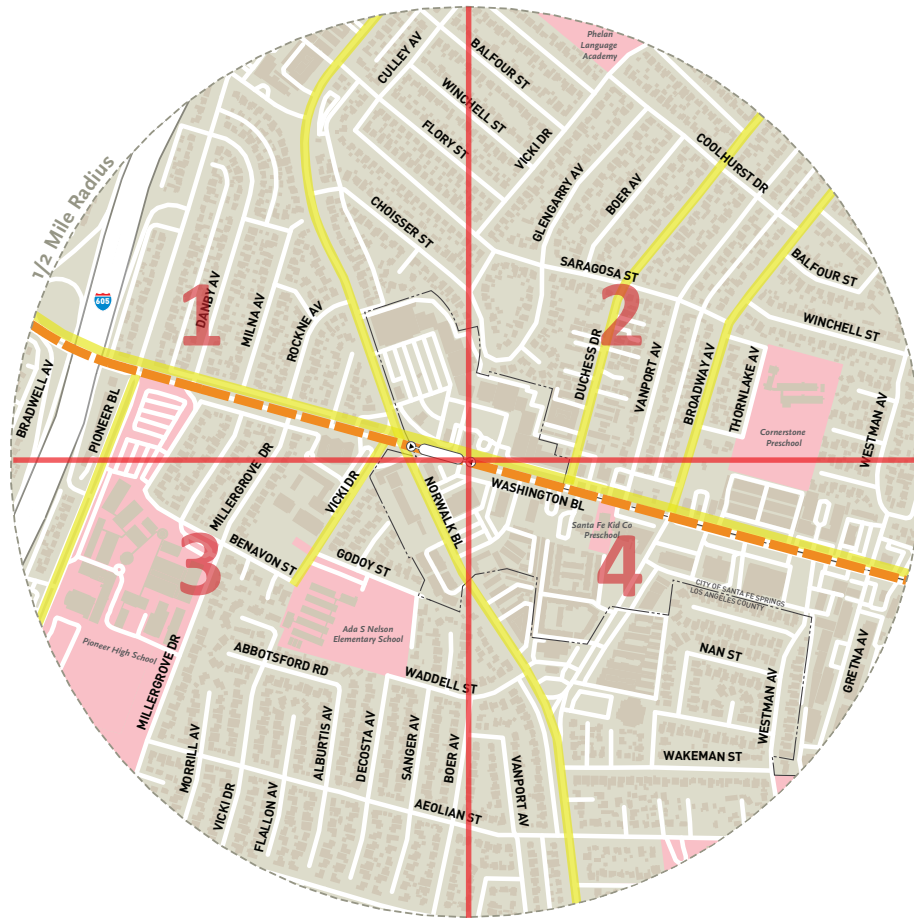





-  Proposed Metro Station + Entrance
-  Proposed ESP2 Alignment
-  City Boundaries

Source: VICUS, 2024

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

Walk Audit - Norwalk Station



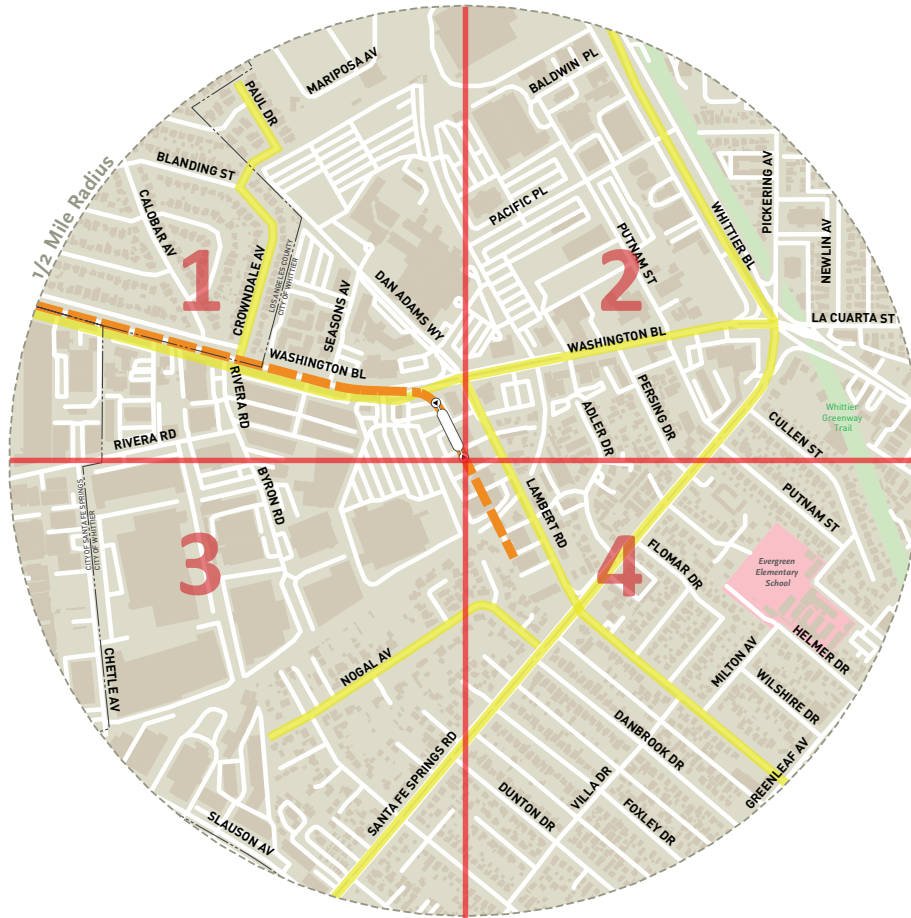
-  Proposed Metro Station + Entrance
-  Proposed ESP2 Alignment
-  City Boundaries




Source: VICUS, 2024

Streets Assignment in Quadrant Groups

<p>Group #1: A) Norwalk Blvd (North of the station) B) Washington Blvd (West of the station)</p>	<p>Group #2: A) Broadway Ave B) Duchess Dr</p>
<p>Group #3: A) Pioneer Blvd B) Vicki Dr</p>	<p>Group #4: A) Norwalk Blvd (South of the station) B) Washington Blvd (East of the station)</p>

Walk Audit - Lambert Station



-  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) Noyal 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



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?

- | | |
|---|---------------------------------------|
| <input type="checkbox"/> Trash Cans | <input type="checkbox"/> Lighting |
| <input type="checkbox"/> Benches | <input type="checkbox"/> Bike Rack |
| <input type="checkbox"/> Picnic Tables | <input type="checkbox"/> Street Trees |
| <input type="checkbox"/> Shade Structures | <input type="checkbox"/> 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!



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.

First/Last Mile (FLM) Outreach Summary Report

September 2024

Prepared for:



Prepared by:



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 - [Community Walk/Wheel Audits](#)
 - [FLM Survey](#)
- [Media Coverage](#)

Appendix B. Technical Walk Audits

- [Itinerary-Quadrant Map](#)

Appendix C. Virtual Infrastructure Tour

- [Presentation](#)

Appendix D. Community Walk/Wheel Audits

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Appendix E. FLM Survey

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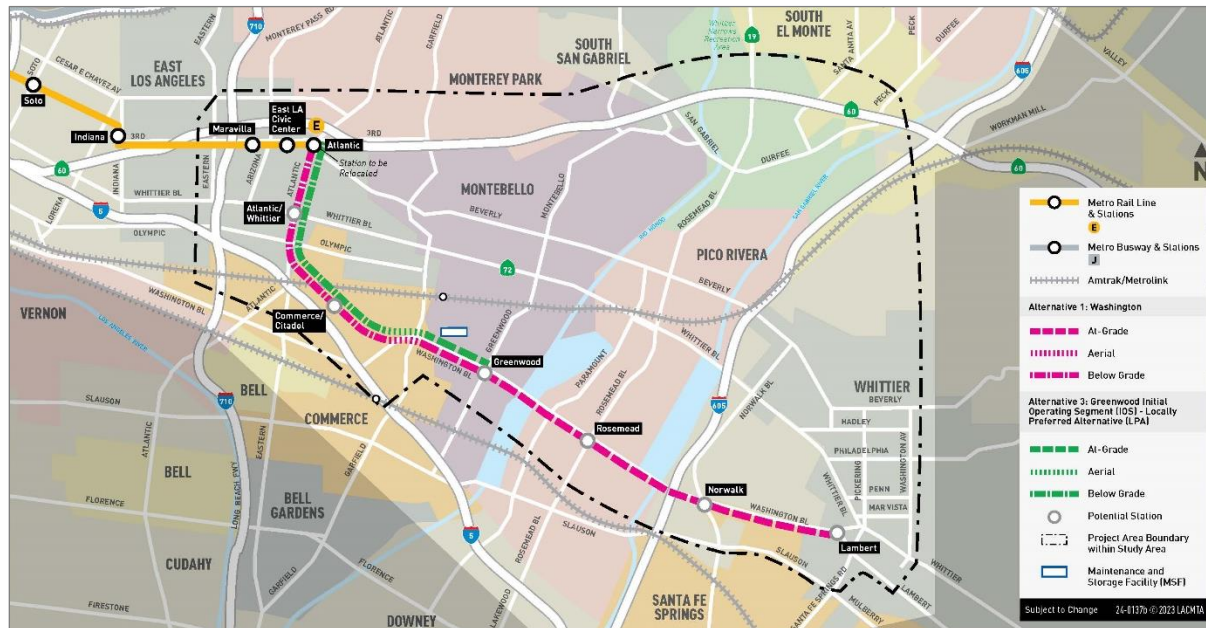
Appendix F. Improvements Activity Board

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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	<ul style="list-style-type: none"> > 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.	<ul style="list-style-type: none"> > 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	<ul style="list-style-type: none"> > 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 <i>(Organization-focused audit)</i> 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/Whittier 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			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Public Counter Drop-offs			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3.	Emails/Eblasts	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.	Outreach Toolkit			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5.	MMS Texts			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6.	Website updates			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7.	StoryMap updates			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8.	Facebook Posts				<input checked="" type="checkbox"/>
9.	NextDoor Posts				<input checked="" type="checkbox"/>
10.	Helpline (Project/Outreach Updates)			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
11.	Reminder Phone Calls	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
12.	Pop-up Events			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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.



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

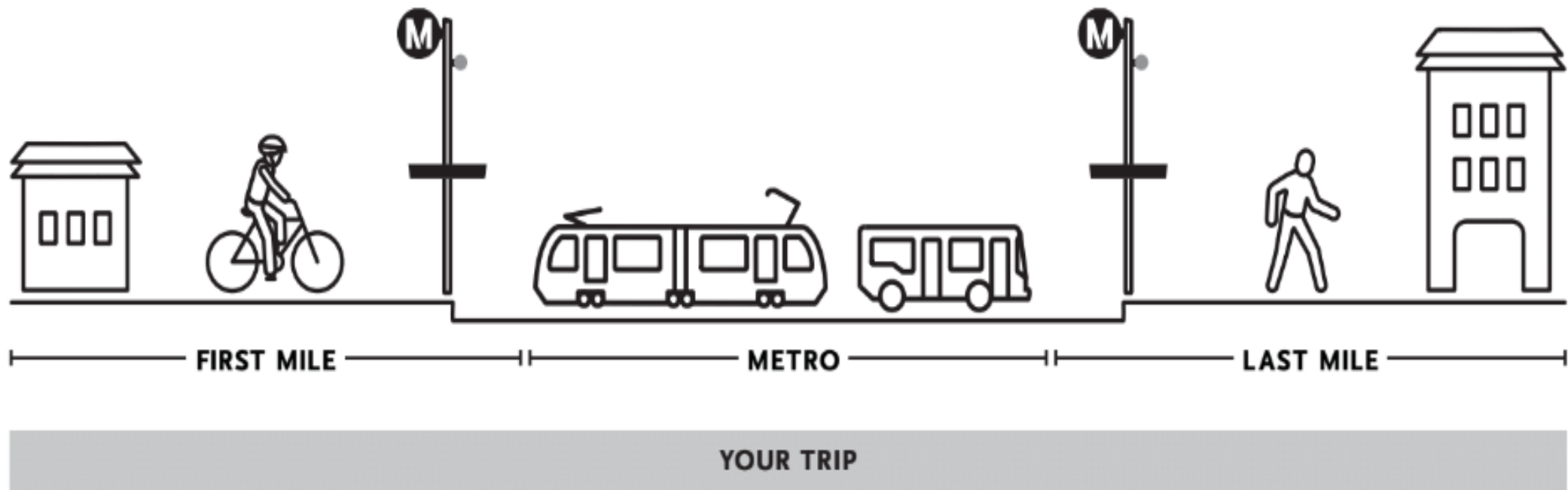


OCTOBER 2024

FILE# 2024-0156

Staff Recommendation

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



⚠️ NOT TO SCALE



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

Improvements Toolkit

Pedestrian Spot Improvements *Mejoras para Peatones*



Wheel Facilities *Instalaciones de Rueda*



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.

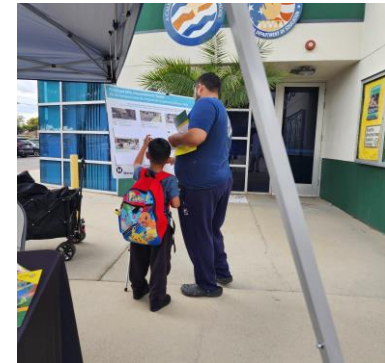
The number of projects proposed for each station area differs due to distinct land uses and street grids.

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.



Board Report

File #: 2024-0377, File Type: Project

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 23, 2024

SUBJECT: MARIACHI PLAZA JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer, or designee, to execute and enter into a Joint Development Agreement (JDA), ground lease (Ground Lease), and other related documents with East Los Angeles Community Corporation (ELACC) (Developer), for the construction and operation of an affordable housing project (Project) on two separate parcels, totaling approximately 33,000 square feet, of Metro-owned property located at the corner of Pennsylvania Avenue and North Vicente Fernández Street in Boyle Heights (Site) in accordance with the Summary of Key Terms and Conditions attached hereto as Attachment A and upon receipt of concurrence by the Federal Transit Administration (FTA);
- B. AUTHORIZING a 65%, or \$2,200,000, discount to the appraised fair market rental value of the Site under the Ground Lease;
- C. FINDING that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 21080(b)(9) and 21084 of the California Public Resources Code and Section 15332 (In-Fill Development Projects) of the CEQA Guidelines, consistent with the environmental studies and reports set forth in Attachment B and authorizing the Chief Executive Officer or designee to file the appropriate Notice of Exemption for the Project in accordance with said finding by the Board; and
- D. DECLARING the Site to be exempt surplus land, pursuant to the Surplus Land Act (SLA), Government Code Section 54220 *et seq*, based on the qualifying factors and criteria described herein.

ISSUE

Since 2018, staff and the Developer have collaborated under a Board-authorized Exclusive Negotiation Agreement and Planning Document (ENA) to conduct community outreach, refine the Project design, negotiate key terms and conditions for a JDA and Ground Lease, and study relevant CEQA issues. In order to advance the project into construction, staff recommends that the Board

authorize the CEO to execute a JDA and Ground Lease according to the negotiated terms and conditions presented in Attachment A; approve a \$2,200,000 (65%) discount on fair market value of the site; adopt environmental findings consistent with CEQA; and make determinations with respect to SLA.

BACKGROUND

Following a competitive solicitation process and Board approval, on March 15, 2018, an ENA was executed with the Developer for the Site. The ENA has allowed staff and the Developer to explore the feasibility of the proposed Project; conduct additional, project-specific community outreach; study relevant CEQA issues; and negotiate the key terms and conditions of the JDA and Ground Lease that will ultimately provide for the Project's construction and operation on the Site.

On December 3, 2020, the Board passed Motion 12.1 by Directors Solis and Dupont-Walker to ensure preservation of culture at Mariachi Plaza by developing a cultural preservation strategy for Mariachi Plaza, and to work with the Developer on strategies to meet the housing needs of the immediate neighborhood, especially people exploring homelessness (Attachment C).

In June 2021, the Board approved an update to the Joint Development Policy which allows flexibility to discount ground lease rent commensurate with the community benefits. However, under the Joint Development Policy in place at the time of the 2018 ENA, a discount that exceeds 30% of the FMV required Board authorization.

The Project and the Site

The Site is comprised of approximately 33,025 square feet on two separate Metro-owned properties separated by North Vicente Fernández Street running north-south, and street frontage along Pennsylvania Avenue running east-west. Parcel A contains approximately 27,025 square feet and "Parcel B" containing approximately 6,000 square feet (depicted in Attachment D). The Metro E Line Mariachi Plaza Station is adjacent to the south of the Site. This Site was originally purchased for the laydown and staging of the construction of the Metro E Line's Eastside Extension and is no longer needed for this purpose.

The Project contemplates 59 affordable rental apartments, with one unrestricted property manager's apartment, approximately 4,500 square feet of community space, 42 residential parking spaces, and a total of 55 bicycle parking stalls. The project will also provide 5,888 square feet of open space. A site plan and renderings for the Project are identified in Attachment D. The affordable rental apartments are made up of studio, one-, two-, and three-bedroom units with affordability levels ranging from 30% of area median income (AMI) to 60% of AMI for Los Angeles County. The Developer's initial proposal called for a maximum income limit of 50% of AMI. However, after further analysis it was determined that a broader range of affordability levels would ensure access to all available capital sources, as well as the financial feasibility of the project.

The community space will be located steps away from Mariachi Plaza facing 1st Street and a community garden will be located on the entirety of Parcel B on the corner of Pennsylvania Avenue and North Vicente Fernández Street in Boyle Heights. The spaces are envisioned as an amenity for

the residents, mariachi musicians and the greater neighborhood.

Execution of the JDA will provide the required documentation needed to apply for other funding sources, namely federal and state tax credits from the California Tax Credit Allocation Committee (TCAC). The anticipated total amount of equity that will be generated from the sale of the tax credits is approximately \$33,500,000 and represents 70% of total development cost.

Community Engagement

In 2018, the Developer initiated community outreach. This outreach consisted of 22 community meetings including outreach to the Mariachi community, quarterly stakeholder meetings, door-knocking within a 0.25 miles radius of the site and hosting Affordable Housing 101 workshops which have included updates on the Project.

Three of the meetings mentioned above occurred between July 2018 through February 2022 and were with the Boyle Heights Design Review Advisory Committee (DRAC), created by Metro in 2016. The Developer provided a project update with design review and received feedback that informed changes in the design. The most recent of these meetings concluded with the approval of the schematic design by the DRAC, which enabled the Developer to submit its entitlements package to the City of Los Angeles for consideration.

In March 2022 the Developer provided a Project update to the Boyle Heights Neighborhood Council Planning and Land Use Committee (PLUC). At this meeting, the Developer gave an overview of the Project, received input on community needs and concerns, and obtained feedback on proposed design elements. In October 2024, the Developer provided an update on the Project to the Boyle Heights Neighborhood Council and held a community meeting on October 2, 2024, to present a project update and a workshop on applying for affordable housing.

Outreach efforts will continue throughout the term of the JDA to keep the community informed of the Project's progress leading to the execution of the Ground Lease and eventual start of construction.

DISCUSSION

JDA and Ground Lease Terms

The terms of the JDA are focused on the Developer bringing the Project through full financing and construction readiness. Specifically, the JDA:

- Provides a Term of 18 months with an option to extend up to two additional 12-month periods.
- Requires a Holding Rent of \$2,500/month during the JDA term.
- Provides Metro with the right to review and approve the design of the Project as it progresses to completion.
- Recovers Metro's transaction-related and other support costs, including the cost of in-house staff time (except for Joint Development staff) and fees related to consultants and other third parties (except for in-house and outside legal counsel with respect to negotiation and

preparation of the JDA and Ground Lease); and

- Sets forth the conditions for execution of the Ground Lease including that project financing, governmental approvals, payment and performance bonds, and the completion guarantee are in place.

The unsubordinated Ground Lease will be executed once the conditions set forth in the JDA are met. Key terms of the Ground Lease include:

- A term of 75 years.
- Restrictions to ensure continued affordability for the full term of the Ground Lease including rent levels in compliance with Surplus Land Act Section 54221(f)(1)(F).
- Metro's receipt of a one-time capitalized rent payment of \$1,200,000 upon execution of the Ground Lease.
- Metro's receipt of 33% of all net refinancing proceeds and a 33% share of all net sales proceeds less accumulated Ground Lease payments not to exceed the FMV of the land.

The Ground Lease will provide language allowing the occupancy and rent restrictions to be modified to meet the debt service requirements of the Project so long as the rents stay affordable and units are available to tenants whose incomes are no greater than 80% of AMI, adjusted for household size. In no event shall the maximum affordable rent level be higher than 20 percent below the median market rents for the neighborhood in which the Site is located.

This would only be implemented in extreme cases to ensure the residual receipts loan(s) provided to the Project are fully paid with a zero balance at the end of the Project Term. This scenario would not be allowed to be contemplated until the end of the 15-year tax credit compliance period and only after Metro's independent review of the Project financials to confirm the need to create more revenue.

Attachment A provides a summary of key terms and conditions for the JDA and Ground Lease.

Ground Lease Rent Discount

Affordable housing development relies on multiple sources of funding such as tax credits, housing vouchers, bank debt, and investor equity to provide the capital necessary for development. Land costs, particularly when the site is owned by a public agency, may be discounted to reduce total development cost, and make the project economically feasible. The discounted land then becomes one of the sources of development capital. The amount of discount required depends on the overall project feasibility. Relative to this transaction, staff proposes a one-time prepaid ground rent of \$1,200,000, which is approximately a 65% discount from the Fair Market Value (FMV) rent of \$3,400,000.

Given the challenging economic environment, limited subsidies available, and the provision of 59 affordable units targeting extremely low, very low and low-income residents, staff recommends

approving this discount, which is equivalent to contributing approximately \$36,667 per unit to the Project. With a total development cost of \$47.9 million, Metro's land discount of \$2,200,000 represents 5.60% of the project's total capital sources. Over the course of the 75-year Lease, Metro's cost to ensure affordability represents a cost of \$489 per unit, per year. The completed Project will benefit qualified low-income residents in need of housing, increase ridership near transit and further activate the public plaza and station.

Summary Analysis of Financial Terms

On April 15, 2024, staff received a third-party consultant report describing the financial feasibility of the Project, the proposed discount to the ground lease payment and the overall financial offer to Metro. The summary findings are as follows:

- The November 2023 appraisal concluded that Metro's fair market value/leased fee interest in the subject property is valued at \$3.4 million.
- The Project design is sound, and the total development costs in the Developer-provided underwriting analysis are reasonable and supportable given current market construction cost data.
- The operating proforma is based on reasonable assumptions about rents, vacancies, and operating expenses.
- The Developer's proposed financing plan includes a mix of tax credit equity, Developer equity, assumed grants, and a conventional permanent loan. Upon reviewing the proforma and the proposed sources and uses and conducting an independent residual land value analysis, discounting the Metro land to \$1,200,000 is necessary to ensure Project feasibility.

Mariachi Cultural Center

The Developer provided Metro staff with a Cultural Preservation Plan with the objective to identify a strategy to preserve the culture of mariachi musicians who utilize the adjacent Mariachi Plaza and to increase opportunities for low-income mariachis in housing, employment, and related services. The Plan has informed the Mariachi Cultural Center (MCC).

The MCC will be located in a portion of the Project's first floor community space adjacent to Mariachi Plaza facing 1st Street. Through the MCC, the Developer will (a) support mariachis and mariachi culture; (b) ensure that the proposed MCC contributes to the preservation and cultural significance of Mariachi Plaza, including the ability of mariachis to perform and seek employment at this location; and (c) collaborate with stakeholders to ensure the launch, funding and continued operation of the proposed MCC. Prior to the end of construction, the Developer will release a Request For Proposal (RFP) seeking qualified organizations to manage and maintain programming activities in support of the creation and long-term management of the MCC. The successful applicant will contract with the Developer to provide day-to-day management of the MCC and serve as a key link between the mariachis, ELACC, the residents of the Project, and the community at-large.

The Ground Lease will include provisions to maintain the interests and cultural significance of the mariachis. For example, if the MCC is not operational for more than three consecutive months, the Developer shall be responsible for the maintenance, management and programming of the MCC until such time the Developer finds a new operator through an open and competitive process, i.e. RFP. During the Term of the Ground Lease, if it is determined the MCC is no longer a feasible activity, Metro will request the Developer to recommend an alternative community use for the space, which Metro will review and approve at its sole and absolute discretion.

Community Garden

A Community Garden is the designated programming for Parcel B. During the JDA phase, the Developer would conduct face-to-face meetings, surveys, and focus group sessions to ensure the spaces will be programmed and well-managed to fit current and future community needs. The Developer will maintain the Community Garden and keep it free from litter, weeds, debris and other visual blight. The garden shall be secured during hours of non-use and used solely to grow fruits and vegetables and to provide community education and related horticultural activities. If the Community Garden is not used or maintained as described or an alternative use approved by Metro is not in place, a monthly rent of Parcel B shall be assessed at the fair market value rental rate. In addition, fair market rent will be assessed if construction on Parcel B is not completed within 12 months following the close of construction on Parcel A.

Local Housing

In response to the community's desire to have the Project meet the housing needs of mariachis and local community residents, the Developer, in consultation and coordination with Metro, will implement the inclusion of a local preference to the general affordable units, to the extent feasible and permissible under relevant state and federal laws. This includes, but is not limited to, the Local Tenant Preferences to Prevent Displacement Act, California Government Code 7061 et seq. Before execution of the Ground Lease, the Developer will submit a Local Preference Plan for Metro's approval. If feasible and legally permissible, the parties shall incorporate the appropriate local preference requirements into the Ground Lease.

Notably, the Los Angeles City Council recently passed a motion which requests the Los Angeles Housing Department to work with the applicable Federal and State agencies to prepare a local preference policy for subsidized affordable housing units for tenant selection and leasing. This is notable since the Site is located in the City of Los Angeles.

Federal Transit Administration Review

The Site was acquired in 1999 using grant funding from the Federal Transit Administration (FTA). Metro has submitted the terms of the JDA and Ground Lease to FTA through their Joint Development Review process to ensure that FTA is aware of the proposed Term Sheet and has no objections to the overall deal structure, including the proposed rental discount for affordable housing. Execution of the JDA is subject to receipt of FTA concurrence.

CEQA Actions

Staff has reviewed the environmental studies and reports set forth in Attachment B which demonstrates the Project qualifies for a categorical exemption under Sections 21080(b)(9) and 21084 of the California Public Resources Code and Section 15332 (Class 32 - In-Fill Development Projects) of the CEQA Guidelines. None of the exceptions to the In-Fill exemption found in CEQA Guidelines Section 15300.2 apply to the Project.

The Project qualifies for the Class 32 exemption because of qualifying factors including: (a) the Project is consistent with the project site's RD1.5-1 RIO-CUGU (Restricted Density Multiple Dwelling Zone-Height District No. 1-River Implementation Overlay District-Clean Up Green Up: Boyle Heights) Zone designation and all applicable zoning regulations, as well as with the General Plan land use designation of Low Medium II Residential and all applicable general plan policies; (b) the Project site is less than five acres and within the municipal limits of the City of Los Angeles; (c) the Project is located in an urban area with no value as habitat for endangered, rare, or threatened species; (d) approval of the Project would not result in any significant effects relating to traffic, noise, or air or water quality; and (e) the Project can be adequately served by all required utilities and public services. Further details can be found in Attachment B, CEQA Exemption Summary of Details.

In acting as the governing body of a responsible agency for the Project, the Board's consideration of the documentation in Attachment B, and the Board's independent finding that the Project meets all criteria of the In-Fill Development categorical exemption and that the Project will not cause a significant impact on the environment, will satisfy the Board's CEQA responsibilities for the Project. Subject to and consistent with said findings, it is recommended that the Board authorize staff to file an appropriate Notice of Exemption with the Los Angeles County Registrar-Recorder/County Clerk and the State Clearinghouse of the Governor's Office of Planning and Research.

Surplus Land Act

It has been determined the Project Site, as presented, qualifies for Board declaration of the Site as exempt surplus land, pursuant to the Surplus Land Act (SLA), Government Code Sections 54221(f) (1)(F) of the SLA. This determination has been made based on qualifying factors and criteria including the following:

1. The surplus land was put out to open and competitive bid by Metro, and all entities pursuant to Government Code Section 54222(a) were invited to participate in the competitive bid process.
2. The Project Site will restrict 100 percent of the residential units to persons and families of low or moderate income, with at least 75 percent of the residential units restricted to lower income households, as defined in Health and Safety Code Section 50079.5, with an affordable rent as defined in Health and Safety Code Sections 50052.5 or 50053.
3. In no event will the maximum affordable rent level be higher than 20 percent below the median market rents for the neighborhood in which the Site is located.
4. Once completed, rental housing in the Project will be subject to an affordability covenant recorded against the land for a term of 75 years, which is longer than the minimum threshold of at least 55 years set forth in the SLA.

Upon the Board's declaration that the Site is exempt surplus land, Metro staff would then ensure completion of all related actions as required by Government Code Section 54221 *et seq.*, including but not limited to, providing appropriate notice to the California Department of Housing and Community Development (HCD) of the Board's declaration of the Site as exempt surplus land.

DETERMINATION OF SAFETY IMPACT

Approval of this item would improve safety and security conditions immediately around the Mariachi Plaza station by replacing the vacant fenced lot with a 24-hour presence of new residents and community organizations that will have eyes on the plaza. The Developer will pay for Construction Management staff to oversee the construction of the Project to ensure that it does not adversely impact Metro property or the continued safety of staff, contractors and the public. Project oversight will be conducted via existing Metro processes: the Developer will submit Construction Work Plans, Track Allocation Requests, and all other required documentation for review and approval by Metro staff. All safety measures and associated requirements to be met by the Developer and its construction contractor will be identified in the JDA and subsequent Ground Lease.

FINANCIAL IMPACT

Taking into account the land discount, which is consistent with the Board-adopted Joint Development Policy, financial compensation under the JDA and the Ground Lease is fair and reasonable as determined in the third-party financial feasibility study dated April 15, 2024.

Impact to Budget

Funding for activities related to the Project are included in the FY25 Budget under Project Code 401300 (Joint Development 10K Homes), Cost Center 2210. Furthermore, Metro staff, legal, and consultant costs (excluding JD staff and in-house counsel time, which are covered by the program budgets) would be recovered from the Developer via a nonrefundable fee of \$45,000. No Metro funds are used to entitle and construct the Project.

EQUITY PLATFORM

The proposed development at the Mariachi Plaza adjacent site is representative of Metro's Joint Development Policy goal to deliver as many homes as possible, as quickly as possible, for those who need it most. The proposed action will allow Metro to work with the Developer to secure financing, conduct additional outreach and obtain permits for 59 units of affordable housing, 4,566 square feet of community space, a community garden, enhanced public infrastructure, jobs and other transit-supportive amenities. The Project is one of several recent housing developments that Metro's Joint Development program has worked to authorize and/or complete in order to assist in addressing the local affordable housing crisis.

The completed Project will benefit qualified low-income residents in need of housing, as well as qualified households with disabilities who will be awarded one of the Americans with Disabilities Act (ADA) accessible units. The Project is located within an Equity Focused Community and offers housing for individuals earning 30% to 60% of LA County AMI, which are appropriate levels of

affordability accessible to the local Boyle Heights community. These income-restricted units will benefit Metro's ridership base by offering housing accessible to the majority of the 83% of Metro riders who reported household incomes under \$50,000 in the 2022 Customer Experience Survey. By offering affordable housing adjacent to the Mariachi Plaza E line station and the Metro 106 bus line, the project will enhance access to these modes of transportation and encourage transit use among the Project's residents. The Project will also benefit adjacent community members who may use the community space and community garden. The community space will be programmed to fit the needs of the local community, mariachis and Project residents.

Once completed, the 59 units of affordable housing will be protected by a long-term affordability restriction that will serve to address historical concerns regarding gentrification and economic dislocation expressed by residents and Community Based Organizations (CBOs) in Boyle Heights. Metro has been committed to working with community partners, collaborating with them for over eight years to design a unique tailored project that is responsive to this community's needs. This includes working with the Developer to implement the inclusion of a local preference policy for the general affordable units, to the extent feasible and permissible under relevant state and federal laws, which has never been implemented on past Metro developments.

Staff will evaluate and explore if implementing a local preference may serve as a model for future affordable housing projects on Metro sites. Further, the Project will offer a Mariachi Cultural Center to support mariachi musician and assist in preserving mariachi art and culture for the community at large at the historically significant Mariachi Plaza which is adjacent to the Project.

Since 2018, the Developer and Metro staff have conducted extensive outreach events to incorporate community input from the Boyle Heights Design Review Advisory Committee, Boyle Heights Neighborhood Council, CBOs, residents, and the business community. The Developer continues to actively engage with and be responsive to all of these stakeholders through a coordinated community outreach process that involves multiple public engagement opportunities. The Developer will continue building on the years of prior community outreach established for the Project in the upcoming JDA period. As in previous Joint Development outreach efforts, engagement will be conducted in English, Spanish, and other languages deemed appropriate to reach a broad audience of stakeholders

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Enhance communities and lives through mobility and access to opportunity, Initiative 3.2: Metro will leverage transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made

ALTERNATIVES CONSIDERED

The Board could choose not to authorize execution of the JDA and Ground Lease. Staff is not recommending this option because the proposed Project is the product of competitive solicitation and several years of extensive community engagement and is consistent with the goals of Metro's Joint Development Policy. Further, the terms of the proposed JDA and Ground Lease are fair and reasonable. Electing not to authorize execution of the JDA and Ground Lease would unnecessarily delay development of the Site and jeopardize- the build-out of 60, in-demand housing units, 59 of

which are covenanted to extremely low-, very low-, and low-income households.

NEXT STEPS

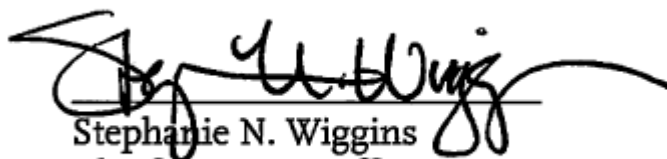
Upon approval of the recommended actions and necessary approval by FTA, staff would work to complete and execute the JDA file the Notice of CEQA Exemption with the County Clerk and State Clearinghouse and provide notice to the State HCD if the Board's exempt surplus land declaration. Staff and the Developer will work to satisfy the conditions under the JDA necessary to finalize the Ground Lease in preparation for the construction of the Project. The JDA, Ground Lease and related documents will be executed thereafter in substantial accordance with the terms and conditions set forth in Attachment A. In particular, the Developer will diligently attempt to secure all financing necessary for construction of the Project and staff and the Developer will work to advance the final design and construction documents to completion.

ATTACHMENTS

- Attachment A - Summary of Key Terms and Conditions
- Attachment B - CEQA Studies and Reports
- Attachment C - Motion 12.1
- Attachment D - Site Plan and Renderings

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

**SUMMARY OF KEY TERMS AND CONDITIONS
OF
JOINT DEVELOPMENT AGREEMENT AND GROUND LEASE
FOR
THE MARIACHI PLAZA - LUCHA REYES APARTMENTS JOINT DEVELOPMENT SITE
(DATED: _____, 2024)**

*This non-binding Summary of Key Terms and Conditions (“**Term Sheet**”) outlines the proposed key terms and conditions of a development transaction by and between the Los Angeles County Metropolitan Transportation Authority (“**LACMTA**”) and Developer (defined below) with respect to certain real property described in this Term Sheet. LACMTA and Developer previously entered into that certain Exclusive Negotiation Agreement and Planning Document dated March 15, 2018, as amended (“**ENA**”). LACMTA and Developer now intend to negotiate, based on this Term Sheet, a set of legally-binding agreements to carry out the development transaction, which agreements will include (a) a joint development agreement between LACMTA and Developer (“**JDA**”), (b) a ground lease between LACMTA and Developer or an affiliate of Developer (“**Ground Lease**”), and (c) such other agreements as are necessary or convenient to carry out the intent of the terms outlined in this Term Sheet.*

GENERAL DESCRIPTION

- 1.1 DEVELOPER:** East Los Angeles Community Corporation (ELACC) (“**Developer**”), a California nonprofit public benefit corporation.
- 1.2 DEVELOPMENT SITE:** LACMTA is the fee owner of approximately 1.46 acres of real property located at the northeast corner of E. 1st Street and Vicente Fernández Street adjacent to Pennsylvania Avenue, in the City of Los Angeles and the County of Los Angeles, as depicted in Exhibit A (“**LACMTA Property**”). An approximately 0.70-acre (i.e., approximately 30,765-square-foot) portion within the LACMTA Property is currently improved with a public plaza and station entrance commonly known as the Mariachi Plaza E Line Station (“**Station**”), which improvements are part of the “**Public Transit Facilities**”. The LACMTA Property also contains two separate parcels bifurcated by North Vicente Fernández Street running north-south thereby creating two sub-areas for development. The area west of the street will be referred to as “Parcel A” containing approximately 27,025 square feet and the area east of the street will be referred to as “Parcel B” containing approximately 6,000 square feet. Combined, “Parcel A” and “Parcel B” are approximately 33,025 square feet (i.e., approximately 0.76 acres) and are collectively referred to as the Premises (“**Premises**”).

1.3 PROPOSED PROJECT: Lucha Reyes, the proposed development project ("**Project**") will be constructed on the Premises by Developer at Developer's sole cost and expense in accordance with the plans and specifications generally known as the Joint Development Agreement Package ("**JDA Package**"), August 9, 2024, as detailed and referenced in Exhibit B ("**JDA Package Plans**"), as such JDA Package Plans logically evolves and is modified and revised as set forth herein. The Project is currently anticipated to include, without limitation, fifty-nine (59) affordable rental apartments restricted to households earning no more than 60% of the LA County Area Median Income, and one (1) unrestricted property manager's apartment, 4,556-square-foot community room, a residential lobby, additional community space (learning center, recreation room), and a manager's office. The site plan and renderings for the currently proposed Project are attached in Exhibit C. Although Developer will endeavor to secure financing for Project as described in this Term Sheet, certain aspects of the Project, including affordability levels of the rental apartments, may be modified if required by the funding sources ultimately secured.

1.4 PHASED DEVELOPMENT: The Project will be constructed in a single phase.

GENERAL CONDITIONS

2.1 DEDICATIONS: LACMTA will not provide any dedications for the Lucha Reyes project.

**2.2 FEDERAL TRANSIT
ADMINISTRATION, STATE
AND LOCAL FUNDING
SOURCE APPROVAL:**

The parcels comprising the Premises were acquired by LACMTA using both Federal Transit Administration ("**FTA**") funds and local funds. Therefore, the construction and operation of the Project, and the Ground Lease transaction, Dedications and other development-related matters contemplated in this Term Sheet are subject to: (a) applicable FTA, State, and bond holder approval/concurrence, and (b) LACMTA confirmation that such actions will not violate any bond funding related requirements or restrictions imposed on LACMTA or the LACMTA Property, (collectively, the "**Funding Approvals**"). Prior to execution of the JDA or Ground Lease, LACMTA shall have received approval of the terms and conditions set forth herein and in the Ground Lease by the appropriate funding agency(ies) that participated in LACMTA's original acquisition of the Premises.

**2.3 DEVELOPMENT
ENTITLEMENTS AND OTHER
LEGAL REQUIREMENTS:**

Intentionally Omitted

2.4 AS-IS CONDITION:

Developer acknowledges and agrees that it shall accept the Premises “as is,” solely in reliance upon Developer’s own investigation, inspection, and research, and that no representations or warranties of any kind whatsoever, express or implied, have been made by LACMTA. Any information provided or disclosure made by LACMTA to Developer shall not constitute a representation or warranty regarding the condition or title to the Premises. Furthermore, Developer shall assume the cost and expense for the removal of any contaminated materials, toxic or hazardous substances, and asbestos on the Premises.

2.5 SITE REMEDIATION:

Developer shall perform any required remediation or abatement deemed necessary in accordance with environmental and soils studies to be performed, if any.

KEY JOINT DEVELOPMENT AGREEMENT (“JDA”) TERMS:

3.1 JDA - GENERALLY:

After (i) the LACMTA Board has approved and Developer has accepted this Term Sheet, (ii) Developer has met all CEQA requirements for the Project (as further described below in the Closing Conditions), and (iii) the LACMTA Board has made the requisite findings as a responsible agency pursuant to the CEQA requirements for the Project, then LACMTA and Developer will enter into a Joint Development Agreement (“**JDA**”) containing terms and conditions that are substantially consistent with those set forth in this Term Sheet, subject to any modifications as directed by the LACMTA Board. The JDA will address matters between Developer and LACMTA regarding the Project and the Premises during the JDA Term (defined in Section 3.3).

3.2 ESCROW:

Within fifteen (15) days after the JDA Effective Date (as defined in Section 3.3), Developer and LACMTA shall enter into an escrow (“**Escrow**”) with an escrow company mutually agreed upon by Developer and LACMTA (“**Escrow Holder**”) for the Ground Lease transaction contemplated in the JDA.

3.3 JDA TERM:

The JDA shall be effective upon execution by LACMTA and Developer (the “**JDA Effective Date**”) and will expire on the date that is eighteen (18) months thereafter (the “**JDA Initial Term**”) and, as may be extended pursuant to this Section 3.3, the “**JDA**

Term”). Notwithstanding the foregoing, provided that Developer is working in good faith to meet the Closing Conditions (as defined below) but is unable to satisfy all of the Closing Conditions due to a delay beyond the control of Developer, then upon receipt of a written request by Developer, LACMTA may, in its sole and absolute discretion, elect to extend the Initial Term for up to two consecutive twelve-month periods. During the JDA Term, LACMTA and Developer shall endeavor to close Escrow (the “**Closing**”), subject to satisfaction or waiver of certain conditions precedent to execution of the Ground Lease, as set forth in the JDA (the “**Closing Conditions**”). Notwithstanding the forgoing, LACMTA shall have the right to terminate the JDA for defaults that will be detailed in the JDA, subject to applicable notice and cure periods.

3.4 JDA CONSIDERATION/

HOLDING RENT:

As consideration for the rights granted to Developer during the JDA Term, commencing with the JDA Effective Date, and continuing throughout the JDA Term, Developer shall pay to LACMTA, in advance on a monthly basis, in immediately available funds, nonrefundable holding rent in the amount of \$2,500 (the “**Holding Rent**”). The Holding Rent is based on 1/12th of 0.91% of \$3,310,000, which is the appraised fair market value of the fee simple value of the Premise (as determined in that certain appraisal dated November 17, 2023, performed by CBRE). The Holding Rent shall be nonrefundable but shall be applied at Closing as a credit to the Capitalized Rent due under the Ground Lease, in the event the Ground Lease is executed by the parties.

3.5 CONDITIONS TO CLOSING: The Closing Conditions will require, among other things:

- (a) Developer has provided LACMTA assurances that Developer has the legal capacity to develop the Project through delivery of organizational documents and other proof reasonably requested by LACMTA;
- (b) Developer has delivered to LACMTA evidence and assurances demonstrating that Developer has the financial resources in place to design, construct and operate the Project, including financing, and that such resources are fully committed without reservation to the reasonable satisfaction of LACMTA;

- (c) All necessary CEQA Review for the Project has occurred and all related CEQA approvals, findings, determinations, and certifications have been made by the applicable governmental authorities, and all applicable statutes of limitation have run without a lawsuit having been timely filed (but if so filed, then final adjudication or dismissal with prejudice of such lawsuit has occurred, upholding the approvals, findings, determinations, and certifications).
- (d) Developer has applied for and received all governmental approvals necessary (including all LACMTA and City of Los Angeles approvals and entitlements) for the development, construction, and operation of the Project);
- (e) LACMTA has approved the final (100%) construction plans for the Project and any other design or technical documents necessary for the construction of the Project (the “**Approved Construction Documents**”);
- (f) Developer has received a “ready to issue” letter from the City of Los Angeles for all building permits necessary for the construction of the Project in accordance with the Approved Construction Documents and any changes to the Approved Construction Documents that appear in the “ready to issue” plans for the Project will be subject to LACMTA review and approval in accordance with LACMTA’s design review rights under the JDA;
- (g) Developer has executed and delivered all Closing Documents to Escrow;
- (h) Developer has provided LACMTA with Payment and Performance Bonds and a Completion Guaranty from East Los Angeles Community Corporation guaranteeing and securing completion of the Project, each in a form satisfactory to LACMTA;
- (i) All Funding Approvals have been received and adequate documentation has been submitted to LACMTA;

- (j) LACMTA has approved (with or without conditions) Developer's construction work plan;
- (k) Developer has completed a Local Preference Implementation Plan, and LACMTA has determined at its sole and absolute discretion whether or not to incorporate local preference provisions into the Ground Lease.

3.6 DESIGN

REVIEW/SEQUENCE:

During the JDA Term and the Construction Period (defined below) under the Ground Lease, LACMTA shall have the right to review and approve the design of the Project, including: any design elements of the Project that affect (a) the operations of LACMTA, (b) LACMTA's exercise of its Retained Rights (defined below), and (c) public health and safety (collectively, the "**LACMTA Development-Related Concerns**"). LACMTA's approval of Project plans that **are not** related to LACMTA Development-Related Concerns will be at LACMTA's reasonable discretion, except to the extent that the design of the Project depicted, described and specified on such plans does not represent a logical evolution of the design depicted, described and specified on plans approved by LACMTA at the preceding level of design development (a "**Logical Evolution**"). Approval of Project's plans that **are** related to LACMTA Development-Related Concerns or **are not** a Logical Evolution will be at LACMTA's sole and absolute discretion. LACMTA's design approval rights as set forth herein are, in part, intended to ensure that the Project meets LACMTA's Satisfactory Continuing Control Requirement (as defined in the *Retained Rights* subsection of the *Ground Lease – Other Terms and Conditions* section of this Term Sheet). LACMTA and Developer agree to work together in good faith to resolve any issues that may arise over design matters.

Except as otherwise approved in writing by LACMTA, Developer shall not proceed with preparation of the Project's Final Construction Documents until it has received LACMTA's written approval of the Project's Design Development Drawings and Schematic Design Drawings.

3.7 JDA/GROUND LEASE

CLOSING:

The Closing will occur when Developer and LACMTA have entered into the Ground Lease and other transaction documents necessary to complete the Closing as contemplated in the JDA

(the “**Closing Documents**”) after the Closing Conditions have been satisfied or waived by the applicable party. The JDA will contemplate a single Closing. At Closing, LACMTA will lease the Premises (defined in Section 4.4) to Developer, subject to the Retained Rights (defined below), in exchange for the payment of the Capitalized Rent and initial Fee to be paid under the Ground Lease. The Closing Documents, including, without limitation, the Ground Lease, will be executed by the parties as is necessary to properly effectuate the Closing.

**3.8 TRANSFERS, ASSIGNMENT
AND SUBLETTING:**

Except as otherwise approved in writing by LACMTA in its sole and absolute discretion, Developer shall not transfer or assign its rights or obligations under the JDA or any portion thereof.

KEY GROUND LEASE TERMS:

4.1 GROUND LESSEE:

East Los Angeles Community Corporation (ELACC) (“**Ground Lessee**”), a California nonprofit public benefit corporation, or its assignee as may be approved by LACMTA in its sole and absolute discretion.

**4.2 GROUND LEASE –
GENERALLY:**

At Closing, LACMTA, as ground lessor, and Ground Lessee, as ground lessee, will enter into a ground lease (the “**Ground Lease**”), which will provide for the construction and operation of the Project on the Premises (defined below). The Ground Lease will contain terms and conditions that are substantially consistent with those set forth in this Term Sheet, subject to any modifications as directed by the LACMTA Board.

On or before the Closing, both LACMTA and the Ground Lessee will have the opportunity to place Parcel B into a separate ground lease or similar agreement (“Parcel B Agreement”). This will occur to the extent it mutually benefits both parties and provides flexibility with the operations and programming of Parcel B and the financing or refinancing of the Project. The terms and conditions of the Parcel B Agreement binding LACMTA and the Ground Lessee to Parcel B will be subordinate to the Ground Lease contemplated for the Project and will in no way encumber or take precedence over Parcel A.

4.3 UNSUBORDINATED

GROUND LEASE: Neither LACMTA's interest in the LACMTA Property nor its rights under the Ground Lease (including the FTA's interest as a provider of funds for the Site's initial acquisition) nor LACMTA's Satisfactory Continuing Control Requirement (as defined in the *Retained Rights* subsection of the *Ground Lease – Other Terms and Conditions* section of this Term Sheet) shall be subordinated to any interest that Ground Lessee or its lenders or investors will have in the Premises.

4.4 GROUND LEASE

PREMISES: Consistent with the definitions in and provisions of this Term Sheet, the term "Premises" as may be used or referenced in the Ground Lease shall not be construed or interpreted to include any dedications ("**Dedications**").

4.5 GROUND LEASE TERM:

The Ground Lease shall commence on the date of the Closing in accordance with the terms of the JDA (such date being the "**Commencement Date**"). The term of the Ground Lease will be seventy-five (75) years (the "**Ground Lease Term**"), expiring on the day prior to that anniversary of the Commencement Date, which Ground Lease Term may be adjusted by LACMTA to be longer or shorter than seventy-five (75) years based on lender and investor underwriting requirements, in LACMTA's reasonable discretion.

4.6 LEASE RIDER:

LACMTA will reasonably cooperate with Ground Lessee to reach an agreement on the form of any separate rider(s) to the Ground Lease ("**Lease Rider(s)**"), as may be required of the Ground Lessee by public agencies which provide awards of tax credits or other financing to the Ground Lessee for the Project. Said public agencies which might require Lease Riders include, but would not be limited to, the California Tax Credit Allocation Committee ("**CTCAC**") or the California Department of Housing and Community Development ("**HCD**").

4.7 ESTOPPELS:

LACMTA will reasonably cooperate with lenders and investors to execute Ground Lease estoppels on LACMTA's standard estoppel form. Ground Lessee will reasonably cooperate with LACMTA to execute any such Ground Lease estoppels on LACMTA's standard estoppel form.

GROUND LEASE RENT & OTHER COMPENSATION

5.1 NET LEASE:

All rent to be paid under the Ground Lease shall be absolutely net to LACMTA, without offset, deduction or withholding. Ground Lessee shall be responsible for all capital costs and operating expenses attributable to the development, construction, operation, and maintenance of the Project, including all taxes and assessments levied upon the Project or any interest in the Ground Lease. Ground Lessee is aware that the Premises are also subject to possessory interest taxes, which shall be paid by Ground Lessee.

5.2 CAPITALIZED RENT:

Upon execution of the Ground Lease, Ground Lessee shall pay LACMTA a capitalized rent payment (the “**Capitalized Rent**”) of \$1,200,000 for the entire Ground Lease Term, which has been determined to be the residual value of the \$3,400,000 appraised fair market value of the leasehold interest of the Premises (for a 75-year lease), as determined by CBRE and set forth in that certain appraisal dated November 17, 2023 (the “**Appraised FMV**”). All Holding Rent received by LACMTA under the JDA shall be applied as a credit to the Capitalized Rent due under the Ground Lease upon execution of the Ground Lease by the parties.

5.3 PERCENTAGE RENT:

Intentionally Omitted. (no commercial uses)

5.4 SALE/REFINANCING PROCEEDS:

Ground Lessee shall pay LACMTA an amount equal to: (a) 33% of all Refinancing Net Proceeds received by Ground Lessee for the refinancing of the Project, where “**Refinancing Net Proceeds**” shall mean the gross principal amount of the refinancing, less (i) the amount of any then-existing debt consummated pursuant to a financing event approved by LACMTA or permitted by the terms of the Ground Lease and secured directly or indirectly by any portion of the beneficial interest in the Premises, the Project, and/or Ground Lessee’s leasehold interest under the Ground Lease, that is paid from the refinancing proceeds and for which any lien is reconveyed or released, (ii) amounts for repairs or capital improvements to the Project to be made within twenty-four (24) months after the closing date of the refinancing, and (iii) the following transaction costs and expenses paid by Ground Lessee to any non-affiliate of Ground Lessee in connection with the consummation of any such refinancing, to the extent such costs are commercially reasonable: escrow fees, title charges, lender fees or charges, recording costs, brokerage commissions and attorneys’ fees; and (b) upon the consummation of any sale of the Project to an unaffiliated third party (a “**Sale**”), Ground Lessee

shall pay LACMTA, an amount equal to 33% of all Sale Net Proceeds received by Ground Lessee for the Sale of the Project, where “**Sale Net Proceeds**” means with respect to each Sale, the total consideration less (i) the amount of any then-existing debt consummated pursuant to a financing event approved by LACMTA or permitted by the terms of the Ground Lease and secured directly or indirectly by any portion of the beneficial interest in the Premises, the Project, and/or Ground Lessee’s leasehold interest under the Ground Lease that is satisfied out of such total consideration, and (ii) the following transaction costs and expenses paid by Ground Lessee to any non-affiliate of Ground Lessee in connection with the consummation of the sale, to the extent such costs are commercially reasonable: escrow fees, title charges, lender fees or charges, recording costs, brokerage commissions, and attorneys’ fees. Notwithstanding the foregoing, the total amount of Refinancing Net Proceeds and/or Sale Net Proceeds to be paid by Developer to LACMTA shall not exceed the Appraised FMV less the Capitalized Rent paid by Developer upon the execution of the Ground Lease.

GROUND LEASE – OTHER TERMS AND CONDITIONS

6.1 DESIGN REVIEW:

Developer shall not make any changes to the Approved Construction Documents without the prior consent of LACMTA. During the Construction Period, LACMTA will have design review rights with respect to any changes to the Approved Construction Documents desired by Ground Lessee as set forth in the *Design Review/Sequence* subsection of the *Key Joint Development Agreement (“JDA”) Terms* section of this Term Sheet. Approval of such changes that represent Logical Evolutions of the design and are not related to LACMTA Development-Related Concerns will be at LACMTA’s reasonable discretion. Approval of such changes that are related to LACMTA Development-Related Concerns or are not a Logical Evolution of the design will be at LACMTA’s sole and absolute discretion. LACMTA will retain the same design approval rights for any substantive Project changes or improvements later sought by Ground Lessee at any time during the Ground Lease Term. LACMTA’s design approval rights as set forth herein are, in part, intended to ensure that the Project meets LACMTA’s Satisfactory Continuing Control Requirement (as defined in the Retained Rights subsection of the Ground Lease – Other Terms and Conditions section of this Term Sheet). Notwithstanding the foregoing, LACMTA and the Developer will work in good faith to process all requests leading to completion of

the Approved Construction Documents, any changes to the Approved Construction Documents during the Construction Period as well as during the Ground Lease Term.

**6.2 CONSTRUCTION
COMPLETION:**

The Ground Lease will require commencement of construction within 30 days after the Commencement Date. The Project's construction period ("**Construction Period**") will commence on the Commencement Date and terminate upon the earlier of (1) substantial completion of construction of the Project improvements as described in the Ground Lease, which shall be evidenced by a temporary certificate of occupancy for substantially all of the Project improvements described in the Ground Lease or (2) twenty-four (24) months after the Commencement Date.

**6.3 MAINTENANCE AND
OPERATIONS:**

During the Ground Lease Term, Ground Lessee shall maintain and operate all portions of the Project and the Premises at its sole cost and expense pursuant to maintenance and operations standards that shall be mutually agreed between the parties and set forth in the Ground Lease.

**6.4 DEMOLITION/DEMOLITION
SECURITY:**

If required by LACMTA, Developer shall, at Developer's sole cost and expense, (a) demolish and remove the Project and any improvements then located on the Premises (or such portion thereof as indicated by LACMTA in writing), exclusive of any LACMTA improvements and/or transportation-related amenities and facilities then located on the Premises, (b) return the Premises to LACMTA in its otherwise original condition (the "**Demolition**") at the expiration or earlier termination of the Ground Lease and (c) provide reasonable assurances to LACMTA near the end of the Ground Lease Term that the Demolition shall be completed.

**6.5 FINANCING AND
ENCUMBRANCES:**

Subject to LACMTA's reasonable approval, Ground Lessee may encumber its leasehold estate with mortgages, deeds of trust or other financing instruments; provided, however, in no event shall LACMTA's Satisfactory Continuing Control Requirement (as defined in the *Retained Rights* subsection of the *Ground Lease – Other Terms and Conditions* section of this Term Sheet), LACMTA's fee title interest, or rent payable to LACMTA under the Ground Lease, be subordinated or subject to Ground Lessee's

financing or other claims or liens (except as set forth below for certain affordable housing and other covenants). Such encumbrances and financings shall be subject to LACMTA's reasonable approval, except with respect to certain "permitted financing events" meeting specific criteria to be set forth in the Ground Lease, which shall not require LACMTA's approval. Said "permitted financing events" in the Ground Lease may include (i) such financing as is required to convert from construction to permanent financing and (ii) such financing as is required to maintain the financial feasibility of the project in the event of the loss or reduction of any subsidies provided for the operation of the project.

6.6 COVENANTS:

Ground Lessee shall encumber its leasehold estate with affordable housing and other covenants reasonably required by Ground Lessee's affordable housing funding sources or the City of Los Angeles as a condition to granting Project approvals, entitlements and building permits, which covenants shall be subject to LACMTA's review and reasonable approval. LACMTA will reasonably consider the encumbrance of its fee title interest with certain restrictive covenants if required by Ground Lessee's affordable housing funding sources or the City of Los Angeles as a condition to granting Project approvals, entitlements and building permits; provided that Ground Lessee agrees to perform all obligations under said covenants during the Ground Lease Term and to indemnify LACMTA for all claims and losses resulting from Ground Lessee's failure to do the same. Notwithstanding the affordability requirements placed on the property by affordable housing funding sources, LACMTA shall require that all units designated as affordable at the time of the Ground Lease execution remain so for the duration of the Ground Lease Term in accordance with the terms and conditions set forth in the most restrictive affordable housing covenants and/or restrictions in place at time of Ground Lease execution except that the Ground Lease will provide language allowing the occupancy and rent restrictions to float up to a level that is high enough to meet the residual analysis (otherwise known as the true debt test) required for low income housing tax credits based on LACMTA commissioned independent financial review. In no event shall tenant income levels exceed 80% of area median income ("AMI"), adjusted for household size, and in no event shall the maximum affordable rent level be higher than 20 percent below the median market rents for the neighborhood in which the LACMTA Property is located.

Additionally, pursuant to Section 54221(F)(1) of the Surplus Land Act (Government Code Section 54200 *et seq.*), all residential units shall be restricted to lower income households, as defined in Health and Safety Code Section 50079.5, with an affordable rent as defined in Health and Safety Code Sections 50052.5 or 50053 for a minimum of 55 years for said rental housing, and in no event shall the maximum rent level be higher than 20 percent below the median market rents for the neighborhood in which the site is located. Ground Lessee shall encumber its leasehold estate with said affordable housing covenants as required by Section 54221(F)(1) of the Surplus Land Act.

6.7 FEDERAL CIVIL RIGHTS COVENANTS:

Ground Lessee shall comply with all applicable Federal nondiscrimination requirements, including applicable sections of Title 49 of the Code of Federal Regulations.

6.8 TRANSFERS, ASSIGNMENT, AND SUBLETTING:

Except for limited permitted exceptions to be set forth in the Ground Lease, Ground Lessee shall not transfer, assign, or sublet (except for the typical subleasing of the apartments and retail space within the Project) its rights or obligations under the Ground Lease, or beneficial interests in Ground Lessee (each, a “**Transfer**”):

- a. Prior to completion of construction of the Project; and
- b. After completion of construction of the Project, other than in accordance with reasonable transfer criteria to be set forth in the Ground Lease, including, without limitation, criteria regarding (a) applicable FTA approval, (b) the creditworthiness, history and experience of any proposed transferee and its affiliates, and (c) FTA and State requirements, as applicable, concerning debarment, suspension, etc. stemming from FTA and State funding related to acquisition of the LACMTA Property.

6.9 RETAINED RIGHTS:

LACMTA shall retain from the Ground Lease and the Premises certain rights as shall be further described in detail in the Ground Lease, relating to the following: (1) the right to install, construct, inspect, operate, maintain, repair, expand and replace public transit facilities under and adjacent to the Premises as LACMTA may deem necessary, provided that such installation, construction, inspection, operation, maintenance, repair,

expansion and replacement does not interfere with the quiet use and enjoyment of the Project, its construction by Ground Lessee or its subtenants (2) the right to enter upon and inspect the Premises, with reasonable notice to Ground Lessee, and anytime during normal business hours, for purposes of conducting normal and periodic inspections of the Premises and the Project and to confirm Ground Lessee's compliance with the terms and conditions of the Ground Lease; (3) the right to install, use, repair, maintain, and replace along the perimeter of the Premises abutting the public streets, sidewalks or rights-of-way (including, without limitation, on the exterior of the Project) informational, directional and way-finding signs for the purpose of directing the public to, from and between LACMTA and other public transit options in the area; provided, however, LACMTA shall not install any such signage on the Premises or the Project without Ground Lessee's prior written approval, which shall not be unreasonably withheld, conditioned or delayed; and (4) all rights not explicitly granted to Ground Lessee in the Ground Lease (the "**Retained Rights**"). The Retained Rights shall, among other things, ensure that the LACMTA Property remains available for the transit purposes originally authorized by the FTA ("**LACMTA's Satisfactory Continuing Control Requirement**").

6.10 SUPERSEDURE:

This Term Sheet supersedes the parties' understanding of key terms and conditions relating to the Premises, the Project or any joint development agreement or ground lease related thereto which may have existed prior to the date of this Term Sheet.

6.11 OTHER:

Other customary provisions contained in recent LACMTA ground leases will be included in the Ground Lease, including, without limitation, provisions relating to (a) Ground Lessee's assumption of risk related to the Project's proximity to transit operations, (b) insurance, and (c) indemnity.

6.12 TENANT MIX:

Developer will seek to address concerns of gentrification and displacement of local Boyle Heights community members, including mariachi musicians. In consultation and coordination with LACMTA, the Developer will implement the inclusion of a local preference to the general affordable units, to the extent feasible and permissible under relevant state and federal laws, including but not limited to the Local Tenant Preferences to Prevent Displacement Act, California Government Code 7061 *et seq.*

As part of the process of addressing said concerns of gentrification and displacement of mariachi musicians and other local community members, the Developer will submit to LACMTA, no fewer than 120 days prior to the anticipated Closing date, a Local Preference Implementation Plan. LACMTA will have the authority to review and approve the Plan at its sole and absolute discretion.

6.13 MARIACHI CULTURAL CENTER

Through the Mariachi Cultural Center, the Developer will (a) support mariachis and mariachi culture, (b) ensure that the proposed MCC contribute to the preservation and cultural significance of Mariachi Plaza, including the ability of mariachis to perform and seek employment at this location and (c) collaborate with stakeholders to ensure the launch, funding and continued operation of the proposed MCC. No later than 90 days after the execution of the JDA, the Developer will provide a detailed plan to implement the MCC.

No later than 12 months prior to the end of construction, the Developer will release an RFP seeking qualified organizations to manage and maintain programming activities in support of the creation and long-term management of the MCC. The successful applicant will contract with the Developer to provide day-to-day management of the MCC and serve as a key link between the mariachis, ELACC, the residents of the Project and the community, at large.

If the MCC is not operational for more than three consecutive months, the Developer shall be responsible for the maintenance, management and programming of the MCC until such time the Developer finds a new operator through an open and competitive process, i.e. RFP.

During the Term of the Ground Lease, if it is determined the MCC is no longer a feasible activity, Metro will request the Developer to recommend an alternative use for the space, which Metro will review and approve at its sole and absolute discretion.

6.14 COMMUNITY GARDEN RENT:

A Community Garden is the designated programming element for Parcel B. Developer shall maintain the Community Garden on a regular basis and keep it free from litter, weeds, debris and other visual blight. The Community Garden shall be secured during hours of non-use and used solely to grow fruits and vegetables, provide community education and related horticultural activities. If Community Garden is not used or maintained as per the above, or an alternative use approved by LACMTA at its sole discretion is

not in place, LACMTA shall assess monthly rent on Parcel B at the then fair market rental rate. In addition, fair market rent will be assessed if construction on Parcel B is not completed within 12 months following the close of construction on Parcel A.

LACMTA TRANSACTION COSTS

7.1 LACMTA TRANSACTION

COSTS:

Developer and Ground Lessee acknowledge and agree that LACMTA will incur certain actual costs (the “**LACMTA Transaction Costs**”) related to (a) the design, development, planning, and construction of the Project (including costs related to construction methods and logistics), and (b) negotiation of the terms and conditions of the transactions contemplated under the JDA and the Ground Lease. The LACMTA Transaction Costs shall include, without limitation, the actual cost of in-house staff time (including LACMTA overhead and administrative costs) and third party consultation fees (including, but not limited to, fees related to consultants, engineers, architects, and advisors) for financial analyses, design review (including reviewing plans and specifications for the Project), negotiations, appraisals, document preparation, services related to development, planning, engineering, construction safety, construction management, construction support, and construction logistics and inspection, and other reasonable services related to the Project and the transactions contemplated under the JDA and Ground Lease, *but shall exclude* the cost of LACMTA Joint Development staff, and LACMTA’s in-house and outside legal counsel with respect to negotiation and preparation of the JDA, Ground Lease and related transaction documents.

7.2 JDA FEE:

Developer shall provide a fee to LACMTA for LACMTA to apply to LACMTA Transaction Costs (whether accruing prior to or after the JDA Effective Date). On the JDA Effective Date, Developer shall pay LACMTA an initial fee in the amount of \$45,000 (the “**JDA Initial Fee**”); provided, however, upon any extension of the JDA Term, Developer shall pay LACMTA an additional fee in the amount of \$2,500, per month until the ground lease is executed, the JDA expires, or is terminated. (“**JDA Extension Fee**” and together with the Initial Fee, the “**JDA Fee**”).

7.3 GROUND LEASE DEPOSIT: On the Commencement Date, Developer shall pay LACMTA an initial deposit in the amount of Fifty Thousand Dollars (\$50,000) (the “**Ground Lease Deposit**”), which represents the LACMTA

construction management and related inspection costs that LACMTA is anticipated to incur during the Construction Period. During the Ground Lease Term, if the remaining balance of the Ground Lease Deposit falls below the amount of \$10,000, then, upon receiving written notice from LACMTA, Developer or Ground Lessee (as applicable) shall replenish the Ground Lease Deposit to the initial amount of \$50,000. If Developer or Ground Lessee (as applicable) fails to replenish the Ground Lease Deposit as set forth herein, LACMTA may decline to provide the services that are to be covered by the Ground Lease Deposit and/or terminate the Ground Lease. LACMTA will provide documentation of the LACMTA Transaction Costs to Ground Lessee upon Ground Lessee's written request.

**Exhibit A
LACMTA Property**



LACMTA Property



Size: 1.46 acres
Entire LACMTA property

**Public Transit Facilities /
Station**



Size: 0.70 acres
Mariachi Plaza E Line Station

Premises



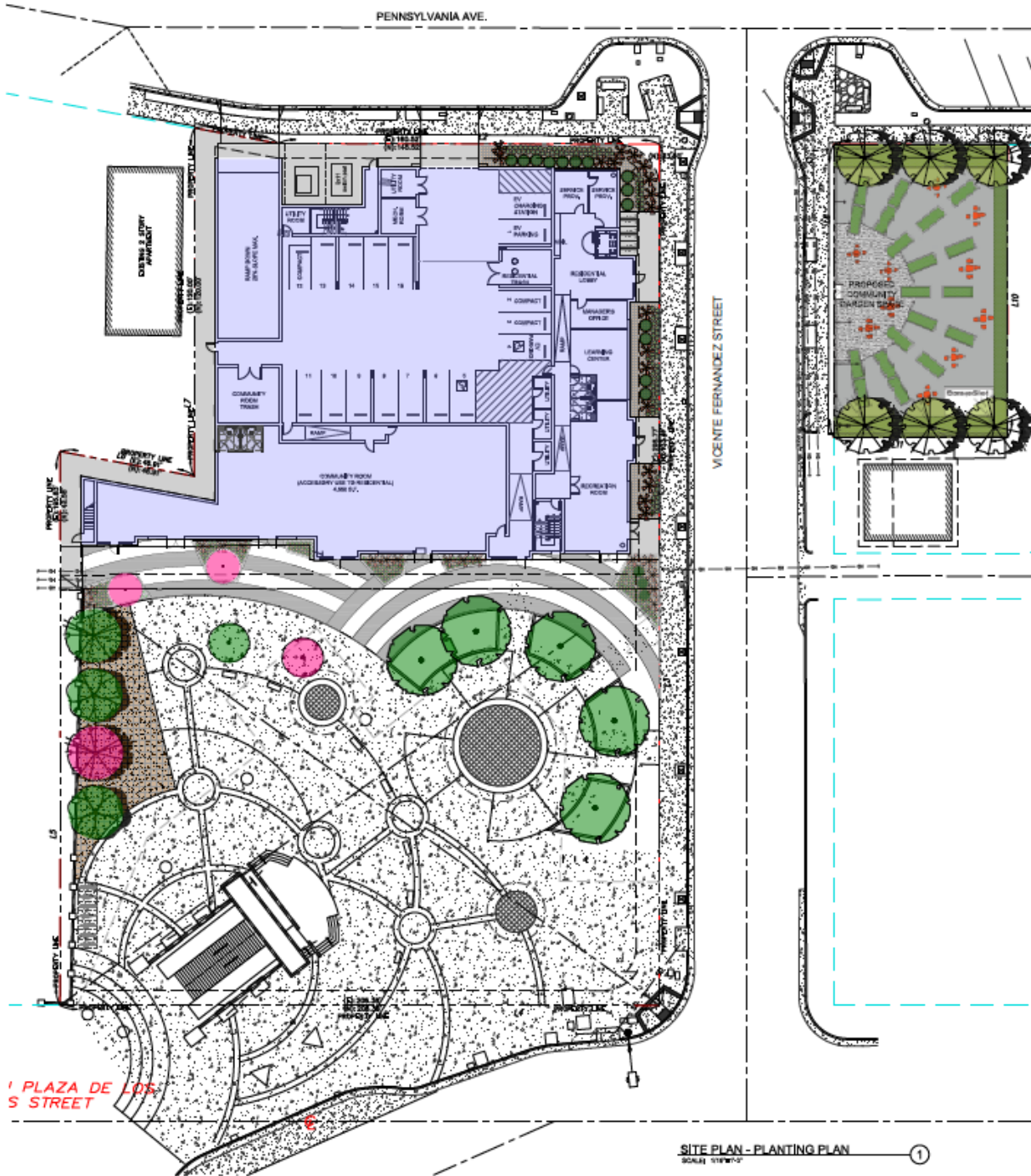
Parcel A
Size: 0.63 acres
Proposed Use: 59 units of affordable housing
up to 4,500 square feet of community space



Parcel B
Size: 0.13 acres
Proposed Use: community garden

Exhibit C

Site Plan and Renderings



LUCHA REYES APARTMENTS – MARIACHI PLAZA

EAST LA COMMUNITY CORPORATON

Project: 135 N. BAILEY ST & 1722 PENNSYLVANIA
LOS ANGELES, CA 90033

Developer: 3817 E. 1ST ST, #101
LOS ANGELES, CA 90033



ATTACHMENT B

CEQA Studies and Reports

<https://www.dropbox.com/scl/fi/2uv3lbiamoyon090rl96m/Class-32-Exemption-Lucha-Reyes-Apt-Studies.pdf?rlkey=01is1j8cruzokg3kqolqxeara&st=2r9ett46&dl=0>



Board Report

File #: 2020-0816, File Type: Motion / Motion Response

Agenda Number: 12.1.

**REGULAR BOARD MEETING
DECEMBER 3, 2020**

Motion by:

DIRECTORS SOLIS AND DUPONT-WALKER

Related to Item 12: Mariachi Plaza Joint Development

Cultural Preservation at Mariachi Plaza

Metro and the East Los Angeles Community Corporation (ELACC) are currently parties to an Exclusive Negotiations Agreement and Planning Document (ENA) for the development of a mixed-use, affordable housing project located in Boyle Heights adjacent to Mariachi Plaza. The current proposal includes 60 units for homeless transitional aged youth and households earning between 30% and 50% of the area median income, as well as retail space, a mariachi cultural center, and a community garden. ELACC was engaged in 2018 following an extensive outreach process led by Metro which resulted in development guidelines for the Metro-owned properties.

Since the last extension to the ENA was approved by the Metro Board of Directors in August 2020, stakeholders have raised concerns about preserving Mariachi Plaza as a performance space and ensuring that mariachis can maintain their livelihoods after construction of the project. Concerns were also raised about the maintenance and operations of Mariachi Plaza itself, part of which is located on Metro property with the remaining portion located in City of Los Angeles right-of-way. To address these concerns, Metro should prioritize cultural preservation as part of all joint development projects proposed near Mariachi Plaza, explore strategies to comprehensively manage Mariachi Plaza, and engage Boyle Heights stakeholders such as nearby business owners, property owners, tenants, and local organizations including the Mariachi Plaza Festival Foundation.

SUBJECT: CULTURAL PRESERVATION AT MARIACHI PLAZA

RECOMMENDATION

APPROVE Motion by Directors Solis and Dupont-Walker that the Board direct the Chief Executive Officer to report back at the May 2021 Planning and Programming Committee meeting with:

- A. Recommendations to streamline the management of Mariachi Plaza as it relates to event

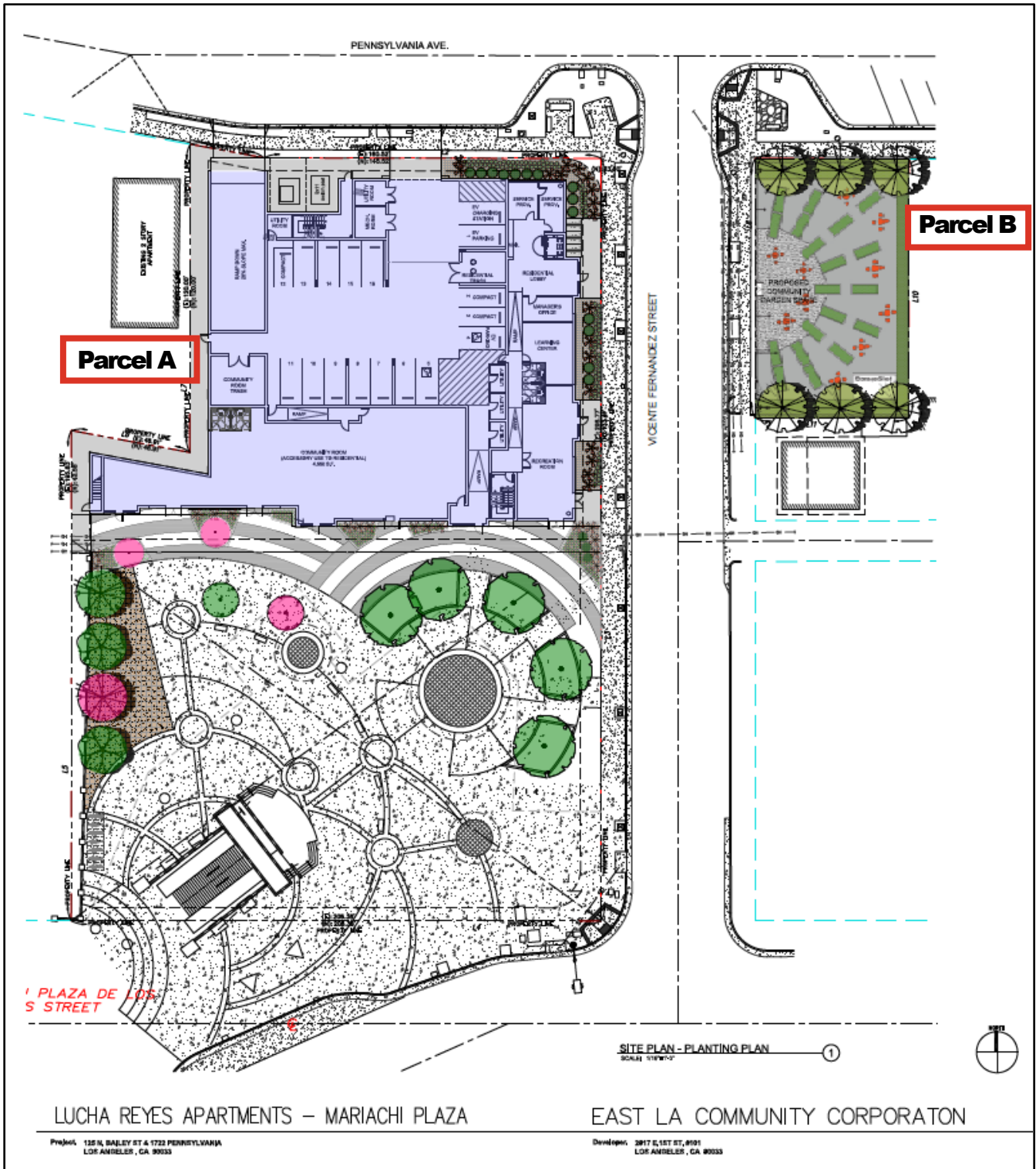
programming and maintenance. Metro should collaborate with the City of Los Angeles and Boyle Heights stakeholders to identify potential management frameworks.

- B. A cultural preservation strategy for Mariachi Plaza developed in partnership with the City of Los Angeles, and local Boyle Heights stakeholders. The strategy should consider data on the use of the plaza, including the number of artists and musicians that utilize the plaza for performances, in order to ensure that the history and cultural significance of Mariachi Plaza is preserved, celebrated and uplifted.

WE FURTHER MOVE that the Board direct the Chief Executive Officer to collaborate with the East Los Angeles Community Corporation to explore strategies to meet the housing needs of the immediate neighborhood, especially people experiencing homelessness, and to report back at the May 2021 Planning and Programming Committee prior to execution of any further extension options.

ATTACHMENT D

Site Plan and Renderings



LUCHA REYES APARTMENTS - MARIACHI PLAZA

EAST LA COMMUNITY CORPORATON

Project: 135 N. BAILEY ST & 1723 PENNSYLVANIA
LOS ANGELES, CA 90033

Developer: 3917 E. 1ST ST, #101
LOS ANGELES, CA 90033

Updated August 8, 2024





We're supporting thriving communities.

MARIACHI PLAZA JOINT DEVELOPMENT

Planning & Programming Committee | October 23, 2024

Legistar File# 2024-0377



Metro

Recommendation

A. AUTHORIZING the Chief Executive Officer, or designee, to execute and enter into a Joint Development Agreement (JDA), ground lease (Ground Lease), and other related documents with East Los Angeles Community Corporation (ELACC) (Developer), for the construction and operation of an affordable housing project (Project) on two separate parcels, totaling approximately 33,000 square feet, of Metro-owned property located at the corner of Pennsylvania Avenue and North Vicente Fernández Street in Boyle Heights (Site) in accordance with the Summary of Key Terms and Conditions attached hereto as Attachment A and upon receipt of concurrence by the Federal Transit Administration (FTA); and

B. AUTHORIZING a 65%, or \$2,200,000, discount to the appraised fair market rental value of the Site under the Ground Lease; and

C. FINDING that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 21080(b)(9) and 21084 of the California Public Resources Code and Section 15332 (In-Fill Development Projects) of the CEQA Guidelines, consistent with the environmental studies and reports set forth in Attachment B and authorizing the Chief Executive Officer or designee to file the appropriate Notice of Exemption for the Project in accordance with said finding by the Board; and

D. DECLARING the Site to be exempt surplus land, pursuant to the Surplus Land Act (SLA), Government Code Section 54220 et seq, based on the qualifying factors and criteria described herein.



Mariachi Plaza / Lucha Reyes Overview

Developer:

- East Los Angeles Community Corporation

Project Size:

- 33,025± square feet (Parcel A & B)

Units:

- 59 affordable units (30% to 60% AMI) for families and for Transitional Aged Youth
- One (1) manager's unit

Parking:

- 42 residential parking spaces
- 55 bicycle parking stalls

Public Amenities:

- Community Garden
- 4,500 SF Community Space, inclusive of Mariachi Cultural Center



LACMTA Property



Size: 1.46 acres
Entire LACMTA property

Public Transit Facilities / Station



Size: 0.70 acres
Mariachi Plaza E Line Station

Premises



Parcel A
Size: 0.63 acres
Proposed Use: 59 units of affordable housing up to 4,500 square feet of community space



Parcel B
Size: 0.13 acres
Proposed Use: community garden



Community Engagement

- Over 22 community outreach meetings
- Design Review Advisory Committee meetings (3) including approval of design prior to entitlement process
- Boyle Heights Neighborhood Council Planning and Land Use Committee updates (3)
- Since 2022 quarterly Affordable Housing 101 workshops which included project updates



Lucha Reyes Site Rendering

Key Terms of the JDA and Ground Lease

Key JDA Terms

- Provides a Term of 18 months with an option to extend up to an additional two, 12-month periods.
- Requires a Holding Rent of \$2,500/month during the JDA term.
- Provides Metro with the right to review and approve the design of the Project as it progresses to completion.
- Recovers Metro's transaction-related and other support costs, including the cost of in-house staff time (except for Joint Development staff) and fees related to consultants and other third parties (except for in-house and outside legal counsel with respect to negotiation and preparation of the JDA and Ground Lease); and
- Sets forth the conditions for execution of the Ground Lease including that project financing, governmental approvals, payment and performance bonds, and the completion guarantee are in place.

Key Ground Lease Terms

- A term of 75 years.
- Restriction to ensure continued affordability for the full term of the Ground Lease.
- Metro's receipt of a one-time capitalized rent payment of \$1,200,000 upon execution of the Ground Lease.
- Metro's receipt of 33% of all net refinancing proceeds and a 33% share of all net sales proceeds less accumulated Ground Lease payments not to exceed the FMV of the land.



Next Steps

Upon Board Approval

- Staff will execute the JDA in accordance with the terms and conditions
- Developer will pursue financing
- Developer will submit design development and construction drawings for Metro review
- Developer will submit Local Preference Implementation Plan for Metro consideration
- Upon satisfying closing conditions under the JDA, the parties will execute the Ground Lease and construction of the Project will commence



Board Report

File #: 2024-0554, File Type: Informational Report

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 23, 2024

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Countywide Planning & Development Major Projects Status Report.

ISSUE

Countywide Planning and Development's major projects status report provides highlights of capital projects in planning phases of development. These include transit corridor projects such as rail and bus rapid transit, Measure M active transportation corridor projects, and highway projects.

BACKGROUND

Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County. Countywide Planning and Development (CPD) oversees the planning of major capital projects to support this mission. The attached Project Status Report (Attachment A) provides an update on the planning progress of Metro's four Pillar Projects - Southeast Gateway Line, Eastside Transit Corridor Phase 2, C (Green) Line Extension to Torrance, and Sepulveda Transit Corridor, as well as other transit and active transportation corridor projects.

In addition, the quarterly report includes complete streets and highway projects in various stages of development.

DISCUSSION

The status report provides a quarterly update on major projects as they advance through alternatives and feasibility analyses, technical analyses for environmental certification, selection of preferred projects, cost estimation and funding development, and evaluation of project delivery method. Following environmental planning milestones, projects typically transition from CPD to Program Management and are included in the Program Management Major Project Status report, which is provided on a quarterly basis to the Metro Board's Construction Committee.

This quarter, the reporting on Metro's Complete Streets and Highways projects has been deferred

until January 2025, at which time staff will return with a restructured reporting format to more effectively communicate the various projects' safety, cost and funding, and community engagement activities. The Pacific Coast Highway projects in the City of Malibu and the Pacific Coast Highway Master Plan remain in this quarter's report. Staff also will take this opportunity to revisit the Equity Assessments for the CSH and transit projects, also to be presented next quarter as described in the Equity Platform section below.

EQUITY PLATFORM

Because this report is provided on a regular basis and includes status updates for multiple projects, equity assessments were provided previously as baseline summaries with subsequent updates when equity conditions changed. This quarter, any equity-related developments are included in Attachment A. Next quarter, staff will return with a refreshed set of baseline assessments for all projects.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The development of projects included in this report supports Strategic Plan Goal #1 by delivering high-quality mobility options that enable people to spend less time traveling.

NEXT STEPS

Staff will continue to advance these projects through the planning phases. The next quarterly update will be provided in January 2025.

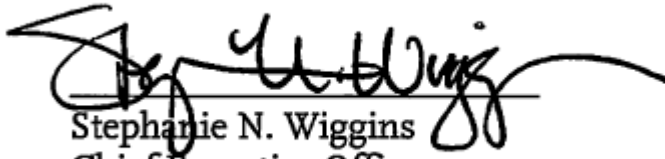
ATTACHMENTS

Attachment A - Project Status Report

Prepared by:

Michelle Smith, Executive Officer, Complete Streets & Highways (213) 547-4368
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning (213) 547-4317
David Mieger, Senior Executive Officer, Countywide Planning and
Development, (213) 922-3040
Allison Yoh, Deputy Chief Planning Officer (Interim), (213) 922-4812

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

Major Capital Projects Update Countywide Planning and Development

October 23, 2024

Presented By

Allison Yoh

Deputy Chief Planning Officer
(Interim)

Michelle E. Smith

Executive Officer
Complete Streets and Highways



Transit and Active Transportation Projects



> Major Pillar Projects

- (1) Southeast Gateway Line
- (2) C Line Extension to Torrance
- (3) Sepulveda Transit Corridor
- (4) Eastside Transit Corridor Phase 2

> Other Projects in Planning

- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- Los Angeles River Path
- E. San Fernando Valley Shared ROW
- K Line Northern Extension

Southeast Gateway Line



Prelim Studies

DEIR/S

LPA

FEIR/S

Cert

Pre-Constr

Award

Constr

Open

Recent Activities

- July 2024: Received \$200M State allocation; applied for additional cap-and-trade funding
- August 2024: Record of Decision (ROD) received from FTA (NEPA Action)
- August 2024: Completion & submission of New Starts project rating activities for FTA review

Next Actions

- Continue monthly coordination with FTA Project Management Oversight Contractor (PMOC)
- Fall/Winter 2024: Discuss in-kind and other options to satisfy the 3% contribution with jurisdictions
- Winter 2024/2025: Present Slauson/A Line to LAUS study findings to the Board, award ROW consultant contract, request to enter Project Engineering
- Quarterly reporting to transition to Program Management in January

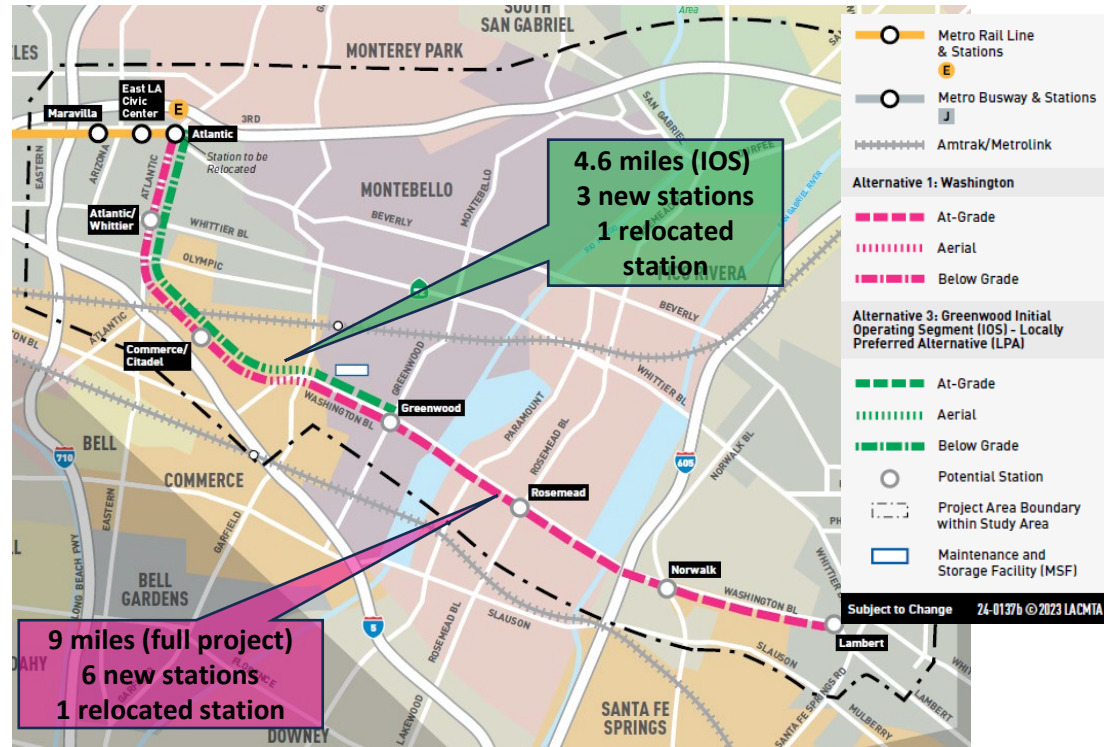


Eastside Transit Corridor Phase 2



Recent Activities

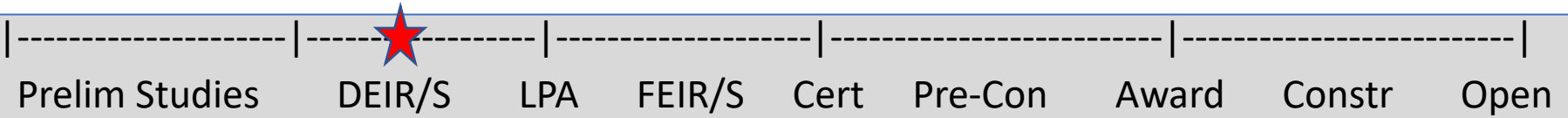
- May: Board certified Final EIR (for LPA and full project), and Project approval per CEQA
- Coordinating with City of Montebello and stakeholders on MSF rightsizing
- Ongoing coordination with corridor cities on 3% contribution, first/last mile planning, co-operative agreements, geotechnical investigations and coordination with utility owners
- Sept 2024: Anticipated Board action on contract modification for 30% design (Preliminary Engineering)



Next Actions

- Continue to coordinate with FTA on NEPA and entry into Project Development phase
- Continue developing project schedule and project delivery scenarios
- Anticipated Board action on First/Last Mile Plan in Fall 2024

Sepulveda Transit Corridor



Recent Activities

- Completed environmental technical analyses supporting Draft EIR for 5 project alternatives
- Development of cost information

Next Actions

- Continue preparation of Draft EIR
- Next round of community meetings anticipated Fall/Winter 2024
- Early 2025: Draft EIR release anticipated



C (Green) Line Extension to Torrance

Prelim Studies DEIR LPA FEIR Cert Pre-Con Award Constr Open

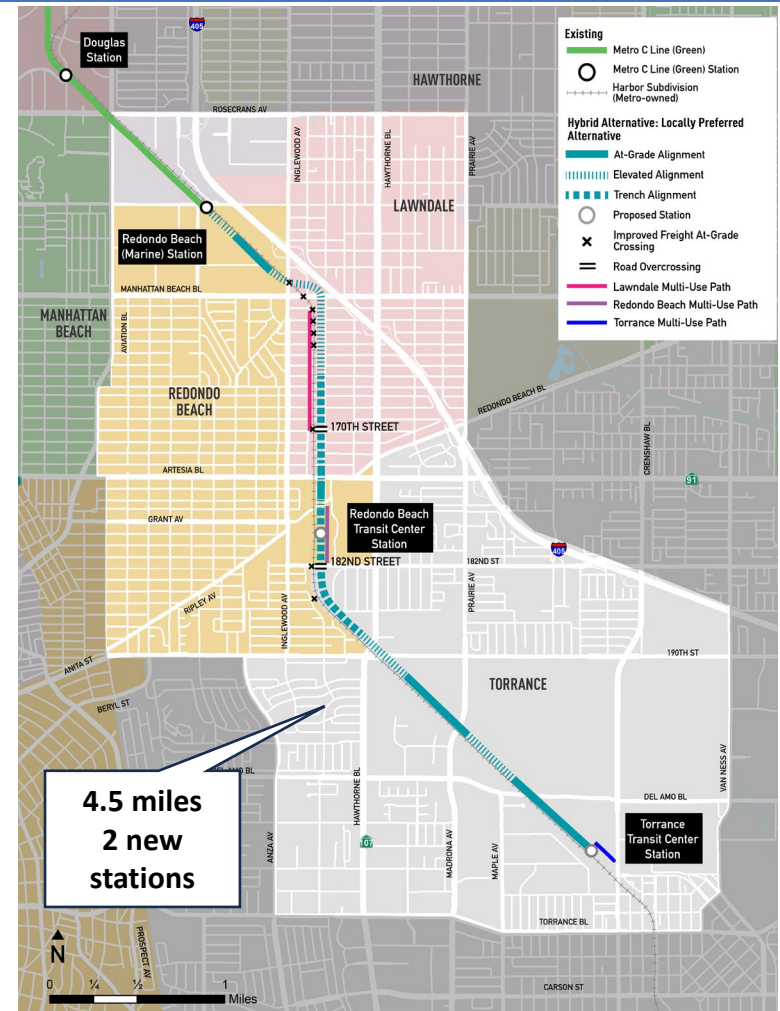


Recent Activities

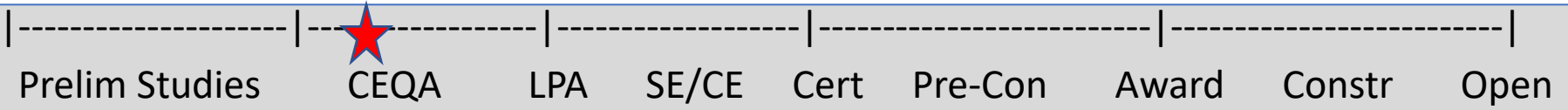
- May: Board selection of LPA
- Preparation of Final EIR under CEQA
- Continue studies to respond to public comments on ROW and Hawthorne Blvd alignments
- Development of communication for activities between Draft and Final EIR

Next Actions

- Continue to prepare Final EIR informed by public comments on ROW and Hawthorne Blvd alignments
- Continue to refine cost estimates and funding plan for Locally Preferred Alternative (LPA)
- Re-engage BNSF on discussions on ROW



Vermont Transit Corridor



Recent Activities

- August 2024 – Held special CBO Partnering meeting to provide update on both near-term bus service improvements and BRT project
- Early October 2024 – Held three community meetings to discuss both near-term improvements and BRT project status
 - Near-term improvements to open 2025
 - BRT improvements by 2028 Olympics



Next Actions

- Continuing work on materials for abbreviated CEQA process under SB922
- December 2024 – Conducting series of community meetings to discuss SB922 documents
- Coordination with FTA on path for NEPA clearance
- Early 2025 – Seek Board approval of LPA & concurrence that project is exempt from CEQA



Rail to River Active Transportation Corridor

Segment B

Prelim Studies

Environmental / Design

Final Design

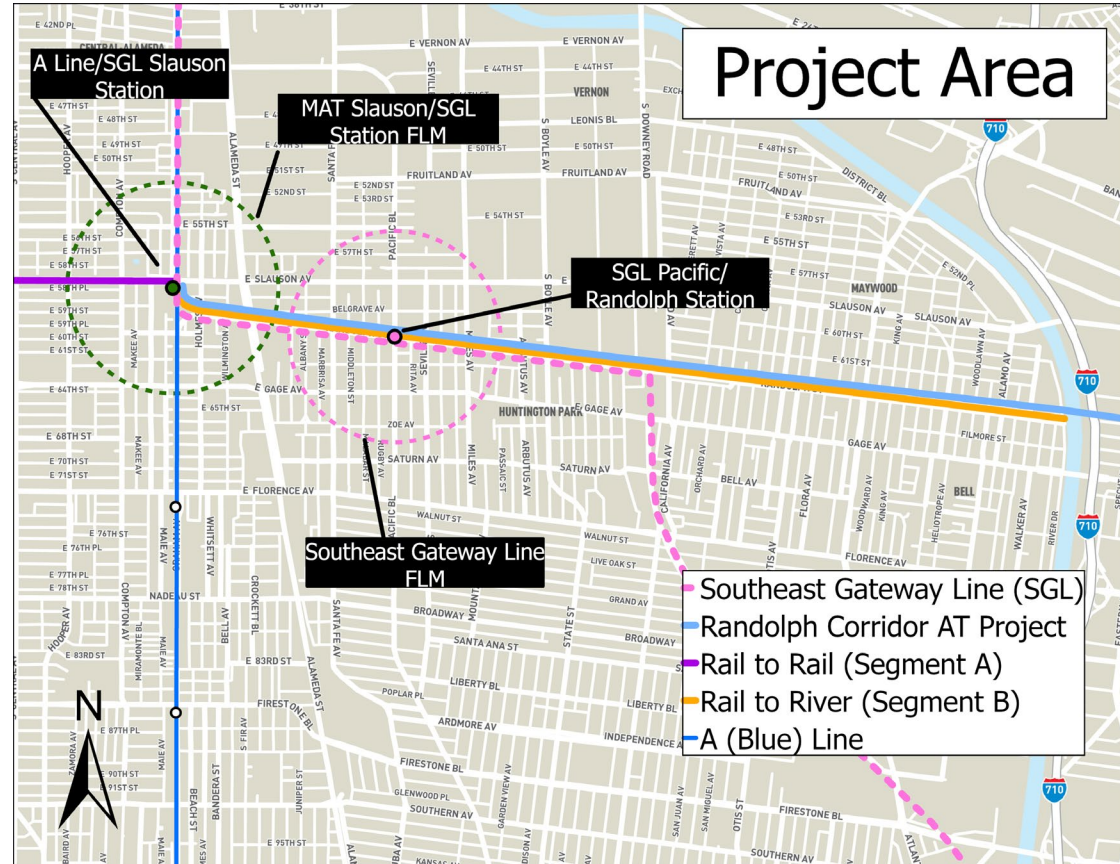
Construction

Recent Activities

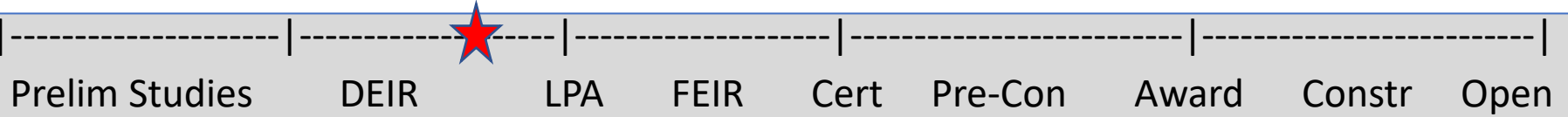
- Project coordination meetings with corridor cities/other related project teams
- Receive input from Randolph Corridor AT Project and corridor cities on proposed design concepts

Next Actions

- Continue coordination with corridor cities/other related projects
- Community meetings (Fall/Winter 2024)



Los Angeles River Path



Recent Activities

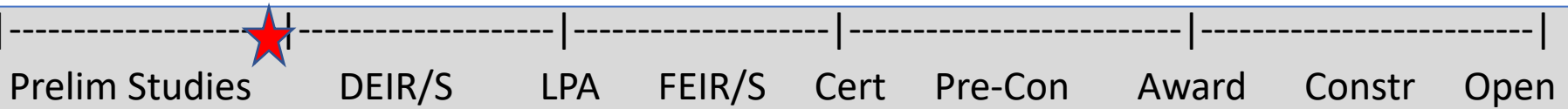
- Metro and US Army Corps Leadership Meeting in July, followed by in-person workshop in August
- Received and reviewed design comments from City of LA and County of LA
- Review of Admin Draft EIR
- Coordination with County Counsel regarding revision of MCA with City of Vernon
- Developing community engagement plan



Next Actions

- Project update presentation to the LA River Cooperation Committee (LARCC) in October
- Developing information to Metro Board on Project Cost, Phasing, O&M, and DEIR
- Anticipated release of DEIR by early 2025

East San Fernando Valley Shared ROW Study



Recent Activities

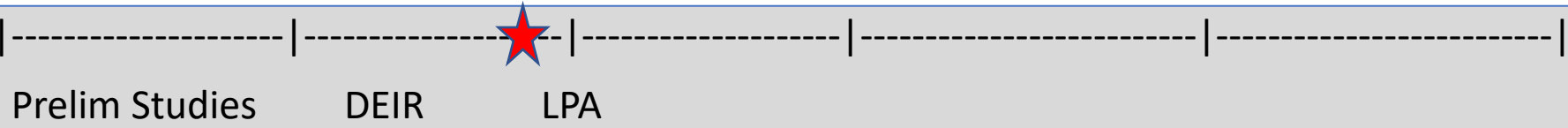
- Completion of technical study
- August: Northern terminus parking survey
- Finalizing technical work on cost estimation for scenarios



Next Actions

- Preparing for community engagement to share study findings

K Line Northern Extension



Recent Activities

- Aug 10, 13, 15: Public hearings on Draft EIR (released in July)
 - 2 in-person, 1 virtual
 - Over 300 attendees
 - Themes: support for project, concerns about tunneling, historic homes and neighborhoods
- Sep 4: Lafayette Square meeting
- Sep 20: Close of 60-day comment period



Next Actions

- Review and synthesize 1,200+ comments received on Draft EIR
- Conduct analysis to respond to community questions and address concerns about alignment variations

City of Malibu Projects on the Pacific Coast Highway

Measure R Pacific Coast Highway (PCH) Projects

Malibu PCH Median and Channelization Project

- Improvement of the existing raised medians on PCH from Webb Way to Puerco Canyon Road.
- Construction completed in August 2024.

Malibu PCH Signal Synchronization Project

- \$1.8 million reallocation request went to the Board in July 2024 to fund new pedestrian signal and lighting; install red light enforcement cameras and new safety adaptive signal timing system.
- Proposed improvements extend from John Tyler Drive to Topanga Canyon Road.
- Construction is underway and expected to be completed in December 2025.
- Project Manager and City of Malibu initiated an amendment which includes an extension and additional programmed funds. Amendment is currently under review.

Malibu PCH Trancas Canyon Road Intersection Improvements

- Proposed improvements include a new right turn lane on westbound side of PCH and traffic signal updates.
- Design phase underway and expected to be completed in Fall 2024.
- City cannot start Project until Caltrans completes the Trancas Bridge Replacement Project.

Malibu PCH and Las Flores/Rambla Pacifico Intersection Improvements

- Proposed improvements include safety and efficiency improvements to improve traffic circulation, reduce collisions, provide safer access for pedestrians.
- Funding Agreement executed and sent to City in September 2024.
- Environmental phase of Project expected to begin Spring 2025.



Caltrans Safety Improvements on the Pacific Coast Highway

Pacific Coast Highway (PCH) Master Plan

- The PCH Master Plan Feasibility Study website went live on Monday, July 8.
 - <https://engage.dot.ca.gov/07-pchmpfeasibilitystudy>
 - Meeting Registrations can be accessed via project website
 - Comments can be submitted on website, by phone (855) 955-2801 (project code 10324), or by email at 07-pchmpfs@publicinput.com.
- Round 1 Workshops:
 - Approximately 40 attendees for July 11th in-person workshop at Malibu City Hall
 - Attendee comments focused on changes to improve PCH safety, especially to slow down traffic, reducing the speed limit, addition of bike lanes, especially protected lanes.
 - Virtual Workshops were held on July 18th (afternoon) and July 25th (evening), with similar format – presentation, Q&A, breakout sessions, report out, general discussion.
- Community Engagement Survey
 - Survey went live on the project website on Monday, July 15
 - Surveys can be completed online, or by phone (855) 955-2801 (project code 10324).
 - Survey results after the Round 1 workshops indicates that the public would like to see the implementation of the following countermeasures to reduce speed and create a more bicycle/pedestrian friendly environment:
 - Bike lanes, Replacing the center-turn lane with legal U-turns at signalized intersections, Sidewalks, Center medians with concrete and/or landscaping, Gateway installations, Bus stop improvements.
- Round 2 Workshops:
 - August 28th (in person, 6-8pm), September 12th (virtual, 1-3pm).
 - Analysis and concepts were developed for the August 28th Survey feedback and refined concepts were presented on September 12.
 - Attendee comments: Too much non-Malibu resident feedback, concern for protected bikeway blocking driveways, first responder access.
- Round 3 Workshops:
 - October 23rd (in person, 6-8pm)
 - November/December workshop: (time/date TBD).