



We're planning ways to make it easier to walk, bike and roll in LA County.



Metro

2023 Active Transportation Strategic Plan

APPENDIX

A

Appendix A

**Summary of Technical
Working Group Input**



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1.0 Technical Working Group Meeting – All Members (January 25, 2022)

1.1 Summary

The first Technical Working Group Meeting was held via Zoom webinar on Tuesday, January 25, 2022, from 3PM to 5 PM. The meeting was structured as a PowerPoint presentation, with Carolyn Mamaradlo, Jacob Lieb, and Jan Yonan from Metro Countywide Planning as panelists, joined by Sherry Ryan from CRA. Julia Brown with Metro Community Relations and Katie Lemmon from Metro Countywide Planning were available to answer questions. There were a total of 32 participants logged into the webinar.

The panelists fielded questions both in between slides and at the conclusion of the presentation. Most questions were submitted via Q&A feature and read by a project team member, with others verbally asked by TWG attendees. The PowerPoint presentation also included two types of interactive experiences - Zoom polls and Mentimeter exercises.

Zoom and Poll Questions

Zoom Poll #1

- What type of organization do you represent?
- What discipline do you represent?
- What's the population size of the jurisdiction you represent/serve?
- What is your organization's relationship with Metro's AT work?

Zoom Poll #2

- Have you ever used the ATSP?
- If yes, which sections of the document?"
- Which of the ATSP sections has been the most important to your organization or best served you?
- Which components of an updated ATSP would be most helpful to advancing active transportation in your jurisdiction?
- What are the major barriers to walking and biking in your jurisdiction?

Mentimeter Exercise #1

The first Mentimeter exercise was a word cloud exercise in which participants were asked to share thoughts on what Metro could do to increase walking, biking, and taking transit.

Mentimeter Exercise #2

The next Mentimeter exercise asked participants to share any other themes which may be important and any other objectives.

Zoom and Poll Results

Zoom Poll #1: The first Zoom poll asked four questions. Twenty-six attendees responded to the questions. The first question asked, "What type of organization do you represent?" The poll offered respondents four choices: City, Community Based Organization (CBO), COG, and Project Team. **Figure 1.1** shows the responses to this question indicating that a majority of attendees represented cities.

Figure 1.1 - Organizations Represented

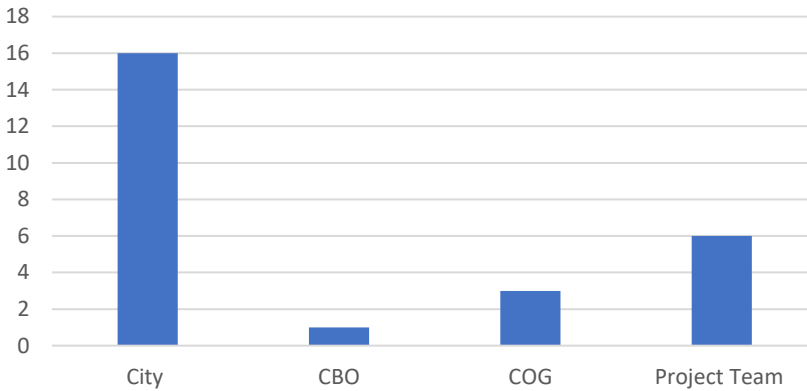


Figure 1.2 shows the results of the second question which asked attendees, “What discipline do you represent?” The poll offered participants six choices: Advocacy, Civil Engineer, Community Engagement, Planner, Public Works, and Traffic Engineer. Approximately 54% of attendees identified as planners.

Figure 1.2 - Disciplines Represented by Attendees

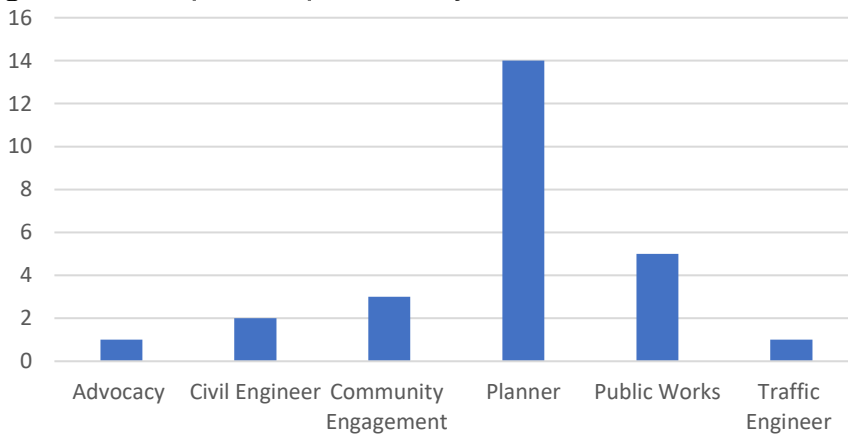
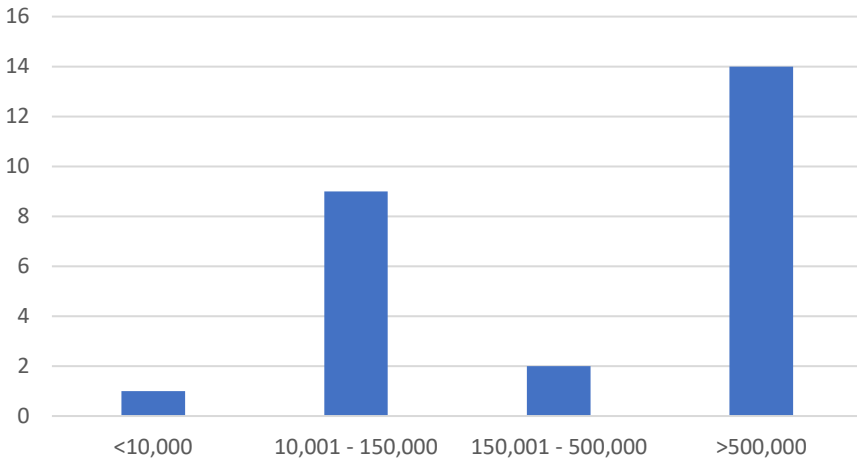


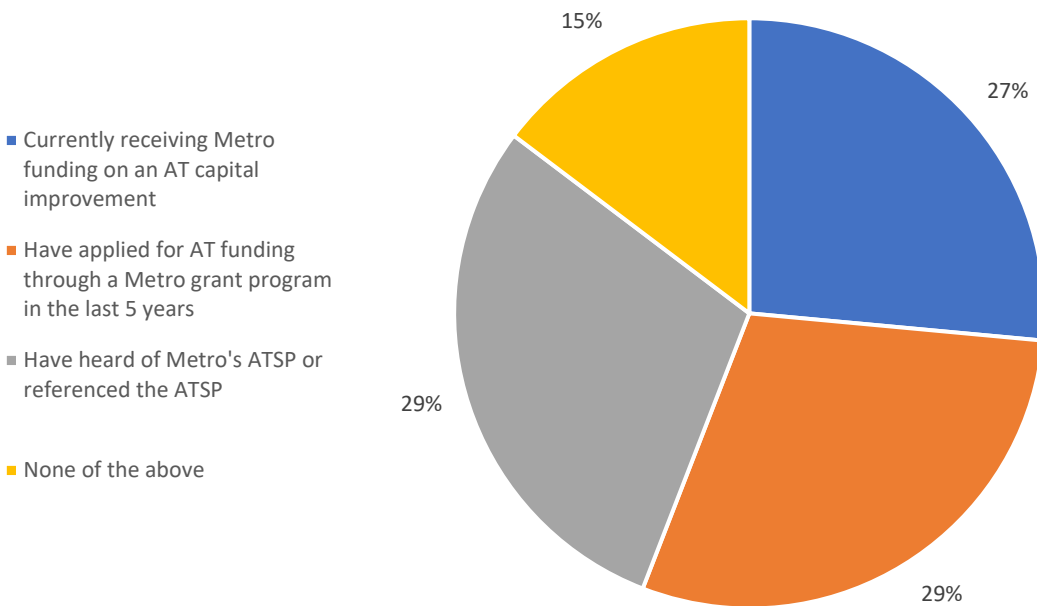
Figure 1.3 summarizes results from the third Zoom poll question, which asked, “What’s the population size of the jurisdiction you represent/serve?” The answer choices were divided into four categories. About 54% of respondents represented jurisdictions of more than 500,000 residents.

Figure 1.3 - Population Sizes of Represented Jurisdictions



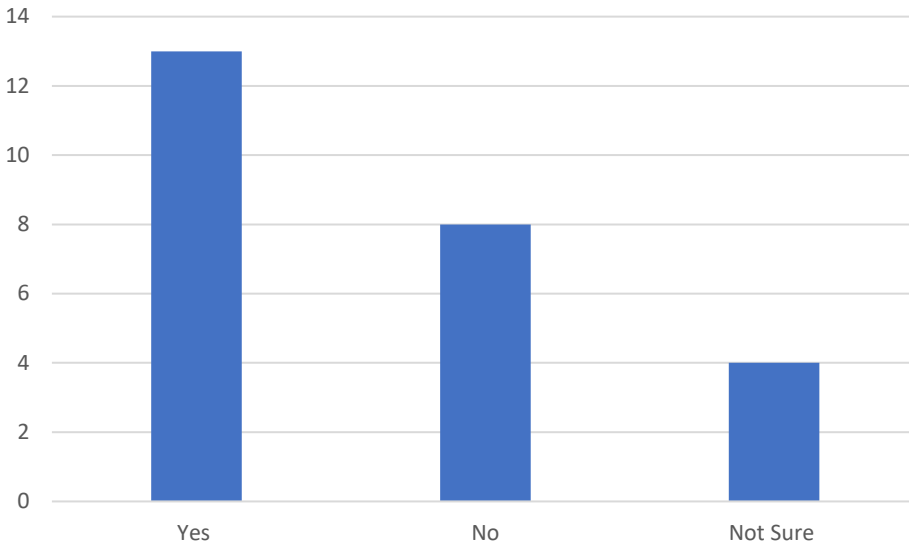
The fourth question allowed participants to select more than one answer. The question asked, “What is your organization’s relationship with Metro’s AT work?” The answer choices were: Currently receiving Metro funding on an AT capital improvement; Have applied for AT funding through a Metro grant program in the last 5 years; Have heard of Metro's ATSP or referenced the ATSP; and None of the above. **Figure 1.4** reflects responses to this question.

Figure 1.4 - Attendees Relationship to Metro’s AT Work



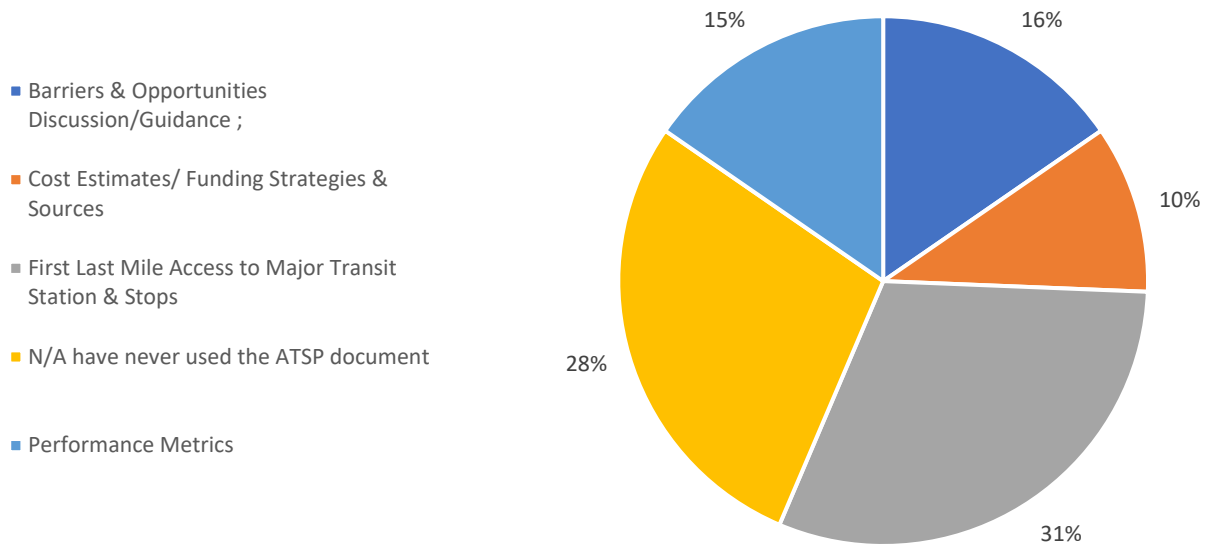
Zoom Poll #2: The second Zoom poll asked a total five questions. Twenty-five attendees responded to the questions. The first question asked, “Have you ever used the ATSP?” Fifty-two percent of the respondents had previously used Metro’s ATSP. **Figure 1.5** shows these results.

Figure 1.5 - Previous ATSP Usage



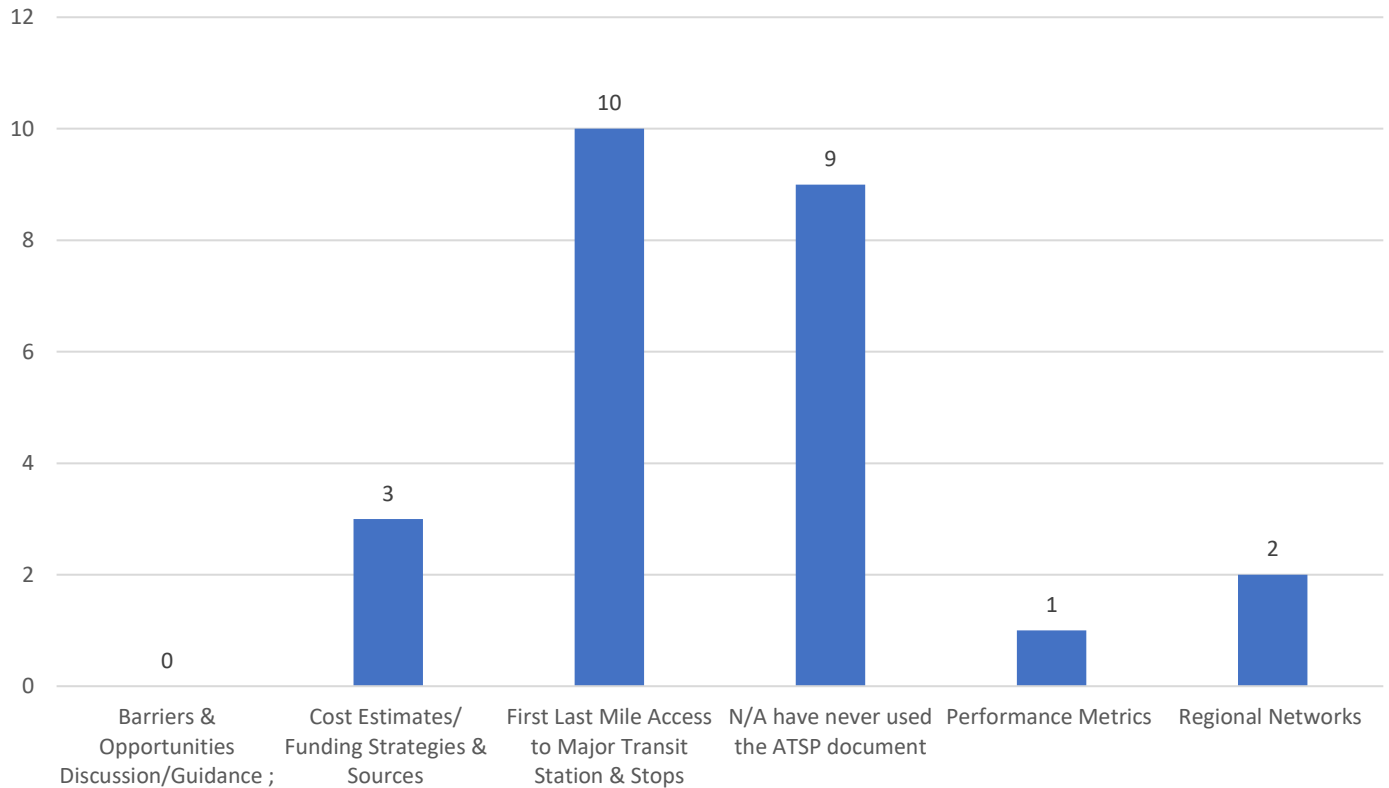
The second question asked, “If yes, which sections of the document?” Allowing for respondents to select multiple responses. The responses included: Barriers & Opportunities Discussion/Guidance; Cost Estimates/Funding Strategies & Sources; First Last Mile Access to Major Transit Station & Stops; Performance Metrics; and N/A have never used the ATSP document. As shown in **Figure 1.6**, 31% percent of respondents said they have used the FLM section of the ATSP, while 28% said they have never used the ATSP.

Figure 1.6 - Sections of the ATSP Attendees Have Previously Used



The third question limited respondents to one answer by asking, “Which of the ATSP sections has been the most important to your organization or best served you?” The answer choices were the same as in the second question and included regional networks as an answer choice. As shown in **Figure 1.7**, FLM was deemed the most important section of the ATSP by meeting attendees. A good portion of attendees have never used the document.

Figure 1.7 - Most Important ATSP Sections



The fourth question asked, “Which components of an updated ATSP would be most helpful to advancing active transportation in your jurisdiction?” Respondents were asked to provide their top three selections. **Figure 1.8** shows that meeting attendees feel Regional Networks would be the most helpful section of the updated ATSP, followed by an FLM section.

The fifth and final question of the second Zoom poll, asked “What are the major barriers to walking and biking in your jurisdiction?” And asked respondents to select the top 3 barriers. The answer choices included:

- Lack of bike infrastructure (ie bike lanes, bicycle parking, etc)
- Lack of bike infrastructure that is appropriate for all ages (i.e. no or not enough: buffered bike lanes, cycle tracks, paths)
- Lack of funding for planning
- Lack of implementation funding
- Lack of political will
- Lack of safe crossings (ex: no high visibility crosswalks, no ped count down timers)
- Lack of sidewalks
- Lack of street and/ or pedestrian scale lighting

As shown in **Figure 1.9**, meeting attendees cited “lack of bike infrastructure that is appropriate for all ages” as the top barrier to walking and cycling, followed by “lack of implementation funding”, and then “lack of political will” and “lack of bike infrastructure (i.e. bike lanes, bicycle parking)” were tied for third place

Figure 1.8 - Sections of an Updated ATSP which would be most Helpful in Advancing AT

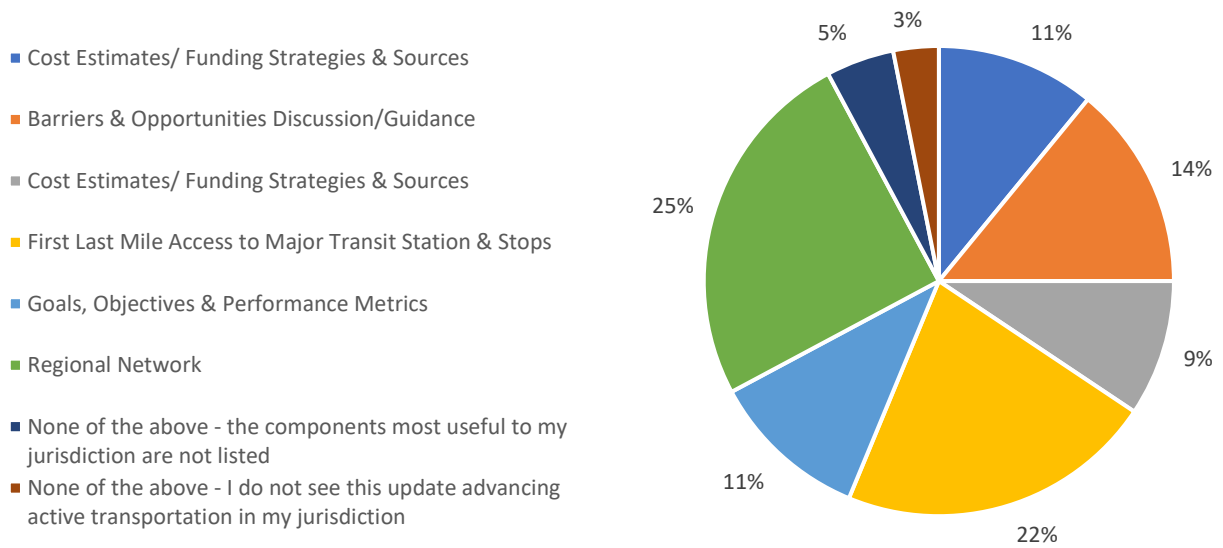
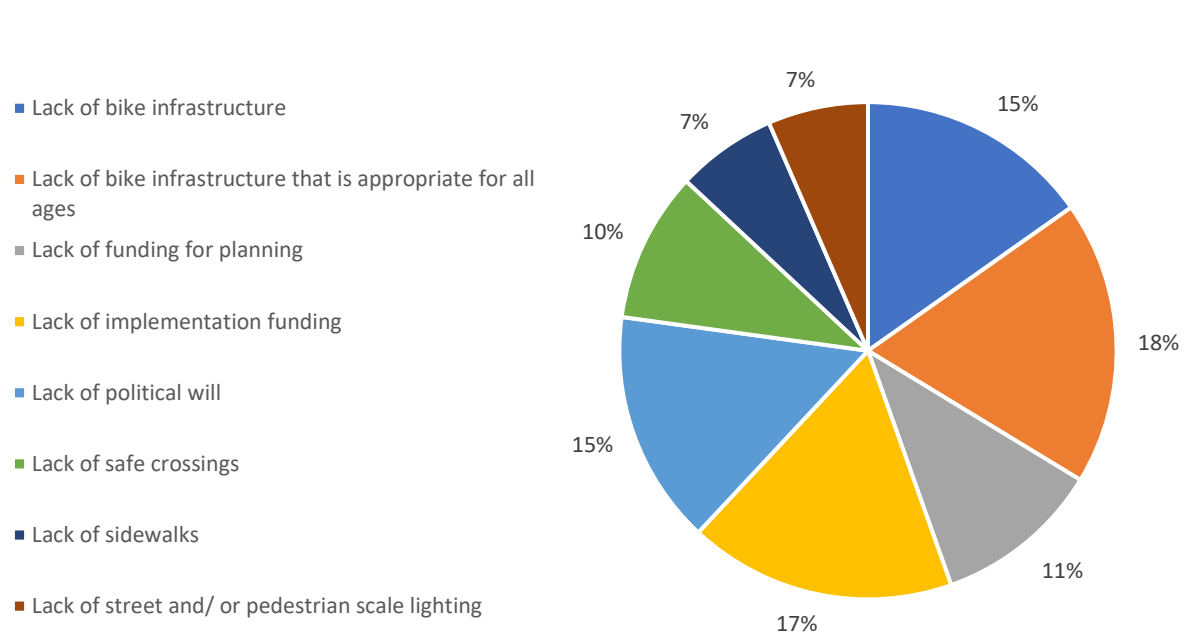


Figure 1.9 - Biggest Barriers to the Advancement of Active Transportation



Mentimeter Exercise #1: The first Mentimeter exercise was a word cloud exercise in which participants were asked to share thoughts on what Metro could do to increase walking, biking, and taking transit.

The results are shown below in **Figure 1.10**. A total of 19 participants responded. Each participant was allowed to enter up to 4 words/phrases.

Figure 1.12 - Menti Word Cloud: Other Objectives?



Conclusions

The Zoom polls and Mentimeter exercises laid a foundation for understanding who was participating in the webinar, as well as included interactive exercises asking specific questions intended to elicit feedback about ATSP Update themes and objectives. While the exercises garnered robust interaction, the TWG meeting had a low attendance and a lack of diverse representation from community groups. There were a few subregions of LA County without representation at the meeting including Las Virgenes/Malibu, San Fernando Valley, Arroyo Verdugo, and North Los Angeles County.

The TWG expressed support for the five core themes as well as the objectives presented by the project team.

They also expressed support for the following potentially new or integrated themes during the Mentimeter exercise (see Figure 1.11):

- Speed Reduction
- Need for Investment
- Programs

The following lists summarize direct TWG input from the Mentimeter word cloud exercise by theme, for both core themes on the left, and new themes on the right. The new themes of Speed Reduction and Education can be addressed via the Safety Core Theme. The new theme of Investment can be addressed by the addition of an investment, shovel readiness, and/or maintenance goal.

Identified Core Themes	New Themes
<ul style="list-style-type: none"> • Equity <ul style="list-style-type: none"> ○ Focus on low-income users • Safety <ul style="list-style-type: none"> ○ Security ○ Vision Zero ○ Class IV – Safety ○ All ages and abilities ○ Universal design ○ Class IV – safety • Mobility/Connectivity <ul style="list-style-type: none"> ○ Connectivity ○ Cohesive AT network ○ Contiguous routes ○ Access and connectivity ○ Freeway to Blvd ○ Protecting former Class 2 • Sustainability <ul style="list-style-type: none"> ○ Energy efficiency ○ Greening and cooling 	<ul style="list-style-type: none"> • Speed Reduction: <ul style="list-style-type: none"> ○ Slow speed lanes ○ Speed limit reductions ○ General traffic calming • Investment <ul style="list-style-type: none"> ○ Affordability ○ Low cost - high Impact ○ Improvements to existing ○ Maintenance ○ Cleanliness ○ Paving ○ Fix potholes ○ Lighting • Programs <ul style="list-style-type: none"> ○ Education

The project team proposed various objectives to the TWG attendees. The list below summarizes the objectives offered up by the TWG during the Mentimeter exercise (see Figure 1.12), organized around general topic areas.

The objectives in italicized, bold font are not specifically listed in the current version of the Task 3 memo on goals and objectives. For that reason, they should be used to inform upcoming work on network development and network prioritization under future tasks.

Objectives

- Connectivity
 - Connections to transit
 - Direct routes to school
 - Regional connectivity
 - Local connectivity
 - Direct routes to parks
- Balance
 - **Modally balanced needs**
 - **Balance by mode share**
 - Focusing on equal funds
- Measures
 - Ridership trends
 - Miles Class 2 upgraded
 - Metrics for equality and other
 - **Miles reduced speed limit**
 - **Lane miles of road diet**
 - Mode shift
 - Better data
 - Mode share percentages
- Parking
 - **More bike parking than car**
 - Manage parking
- Facility Needs/Types
 - **Improved grade separation**
 - **Better at freeway crossings**
 - **Better river trails crossings**
 - **Class IV by default**
 - Ride and Drives
 - Manage delivery zones
 - Protected lanes
 - Increase microtransit
 - Quick build options
 - Boring tunnel
- Freeway
 - Fewer freeway widenings
 - End freeway program
- Misc.
 - Education
 - Listening to City's needs
 - Spread the wealth
 - Reduce VMT

Key Take-Aways and Discussion Documented During Q&A Session/ Breakout Rooms

- David Fenn, WeHo: Will bike share be addressed?
 - We will not be addressing Metro Bike Share through this effort
- Aaron Baum, SBCCOG: Will the presentation be available?
 - The presentation will be available after the webinar
- David Fenn: Metro's Measure M Multiyear subregional Program (MSP) had eligibility criteria that prioritized more protective facilities (ex: Class IVs and Class Is with something more than paint as well as projects. Will a similar preference be considered here for FLM or regional network updates?
 - The strategy will be to encourage facilities for people with all abilities and skills, so we won't be confined to two bikeway path types, but will point people towards best practices for context-sensitive designs
 - Varies from program-to-program
 - With limited funding available, focusing on higher-cost but higher-quality investments
 - Cities should be including these in their local plans
 - For FLM, it is context-sensitive, but making recommendations for higher levels of protection on busier streets
- Severin Martinez: Is there a per capita figure for Metro's funding for Active Transportation for the population covered?
 - This has not been calculated yet, but can follow up
- Steve Lantz: How will the ATSP lanes be coordinated with Metro's Bus Lane initiative?

- This will be addressed through internal early coordination to ensure that AT and bus lane efforts are aware of each other's priorities and can be acknowledged prior to the implementation plan
- Bus priority lanes become de facto bike lanes
- David Fenn: How will this effort handle FLM for future rail or BRT projects that do not have an LPA identified yet? Would that wait for a future update?
 - Jacob Lieb to follow up on the specific project: Crenshaw North & La Cienega BRT
 - AT projects can apply for funds to match requirement for rail projects
- David Fenn: Will other ATP amenities beyond lanes etc. like bike hubs or bike lockers at stations be addressed in this effort?
 - There is an extensive toolbox of project types that will be included in FLM and ATP
- David Fenn: I believe there were a few Metro MAT FLM projects that were "waitlisted" for funding in the last funding round. Will those be reconsidered at some point?
 - It is possible, but we'll know in about a year
 - Additional funds will only be available if an awarded project is coming in at a lower cost or a project is terminated
- Babak Dorji, LADOT: Does Metro Bike share have data on what routes/streets people use bike share on. And will this project also use Big Data tools to figure out which streets are commonly used for bikes/micromobility?
 - Metro bikeshare publishes their data on the website, Metro can point to this after the presentation
 - The team is coordinating with Metro staff for big data dashboard for AT, which will be ready this spring
 - The data will be used to refine the ATSP
- Steve Lantz: How is the FLM coordinated with the rail station planning in final station designs?
 - There will be a cooperative agreement in place to make sure there is an effective interface (sidewalk, crosswalk, bike lanes) and effective design of the station itself
- David Fenn: A recent state law allows jurisdictions to reduce speed limits to improve bike/ped safety despite the former 85th percentile rule. Will this effort touch on that?
 - In the context of this planning effort, Metro's ATSP is an umbrella of local jurisdiction plans, so the plan does not intend to redraw any lines or start from scratch with locally planned AT networks; what we will be doing is helping to prioritize the buildout of the network with a regional lens
 - Slow streets and those projects that benefit from this law will be taken into consideration when refining the regional network
 - This will need to be considered when developing the prioritization methodology
- David Fenn: Will local vision zero efforts be addressed in this work?
 - Would like to hear more about local efforts
 - Metro has undertaken a parallel effort to develop a safe streets policy and ATSP will be coordinating with this team – more to come!
- Abu Yusuf: Sherry mentioned four TWG meetings. Does that include this meeting?
 - Yes
- Aaron Baum: Will this ATSP roll-up and prioritize ebikes - in support of and in coordination with the ebike rebates that are about to roll out? Other slow-speed ZEV's?
 - Would like to hear more about how Metro can play a role
 - Metro has not considered this yet
- Severin Martinez: Is there methodology for determining the amount of car and bike parking at Metro stations that is driven by the ATSP or Metro policies and goals?
 - There are car parking policies related to TOC goals
 - Bike parking is tied to environmental document and anticipated need for bike parking at the station; these haven't been updated recently

- Metro can follow up regarding updates
- These types of parking levels are driven at the project level
- For this project, the original ATSP provided existing bike parking numbers as a reference point – if it was useful, it can be considered to refresh that data, but it is not prioritized for this update effort
- David Fenn: Could this effort be a medium for consideration of policies to prevent the inclusion of new vehicle parking from transit stations planned going forward that would undermine ATP goals or policies to encourage conversion of some existing Metro vehicle parking to more sustainable uses?
 - The plan is not intended to be revisiting project-level policies, but can help facilitate a discussion
 - Can share or put in touch with the parking team
- Abu Yusuf: Can multiple staff edit the data for an agency, or do you prefer a single contact person?
 - Yes
- Aaron Baum: Data Question. After the collection of this data, can we (COG) have the shapefiles from our cities so as to improve and update our own data files?
 - Yes
- Rubina Ghazarian: What are the potential outcomes of a facility being part of Metro's ATSP existing/planned network? Will this network be used to determine Metro's future funding priorities?
 - The GIS exercise will be the foundation of the prioritization exercise, the ATSP regional network will be reflective of the local plans and the prioritization effort will identify a subset of that network to be prioritized for Metro funding and planning efforts
 - Include all comments and network improvements/changes in the GIS exercise
 - The prioritization discussion is forthcoming
- Abu Yusuf: How will the ATSP update recommendations help inform the phasing of future Metro bike share at Metro transit hubs?
 - Bike share and bike hub team members are not on the call – Metro can put TWG members in touch with that team
 - The planning efforts for those programs are handled separately from the ATSP, but can provide some best practices and establish the foundational data that would be helpful in the planning efforts
 - Understanding the facilities throughout the county will help inform where bikeshare would be most effective
- Steve Lantz: Looking at in the SB is the slow speed network – how much utilization are we trying to create? What is the latent demand? Don't want to create a space that is not used. How will this study help jurisdictions determine how many spaces/lanes/etc to create? – would like a consistent methodology to determine number of bike spaces for transit
 - Generally, we start looking at demand, based on the number of trips at a short distance (less than 1-3 miles), transit access planning for bike and walk sheds
 - Bike parking has to do with ridership
 - The more places you can access, the better the utilization
 - There are a number of methods that already exist, but open to input
- Steve Lantz: Seniors?
 - Low-stress streets and networks
- Severin Martinez: Bike parking – it seems like demand for secure parking is exceeding the supply, so there may be a need to develop a defined methodology
 - Rely on “boots on the ground” for things to consider

Appendix A shows the PowerPoint presentation used at the 1/25/22 TWG meeting.

1.2 Attendee List

1. Aaron Baum, South Bay Cities
2. Abu Yusuf, Department of Public Works, LA County
3. Adam Russell, Metro
4. Alvie Betancourt, City of Carson
5. Anthony Jreije Cambridge Systematics
6. Arnold Dichosa, City of Pomona
7. Babak Dorji, City of Los Angeles
8. Carla Dillon, City of Lomita
9. Christian Vasquez, City of Beverly Hills
10. Christopher Moorman, Metro
11. Clare Eberle, City of Los Angeles
12. Cory Wilkerson, SCAG
13. David Fenn, City of West Hollywood
14. Diego Teran, Communications Lab
15. Donson Liu, City of Pasadena
16. Doreen Morrissey, Metro
17. Emily Cadena, Metro
18. Erik Felix, Metro
19. Javier Hernandez, City of Pico Rivera
20. Jessica Holzer, City of Beverly Hills
21. Jim Shanman, Walk More Bike More
22. Joey Perez, CRA IT staff
23. Justin Glover, Communications Lab
24. Kevin Shin, LA Bike
25. Manuel Acosta, City of Bell
26. Philip Wang, City of Bell Flower
27. Ricardo Light, City of Long Beach
28. Rubina Ghazarian, City of Los Angeles
29. Severin Martinez, City of Los Angeles
30. Shawn Igoe, City of La Verne
31. Steve Lantz
32. Steven Mateer, City of Glendora
33. Yvette Kirrin, Koam Engineering Systems, Inc.

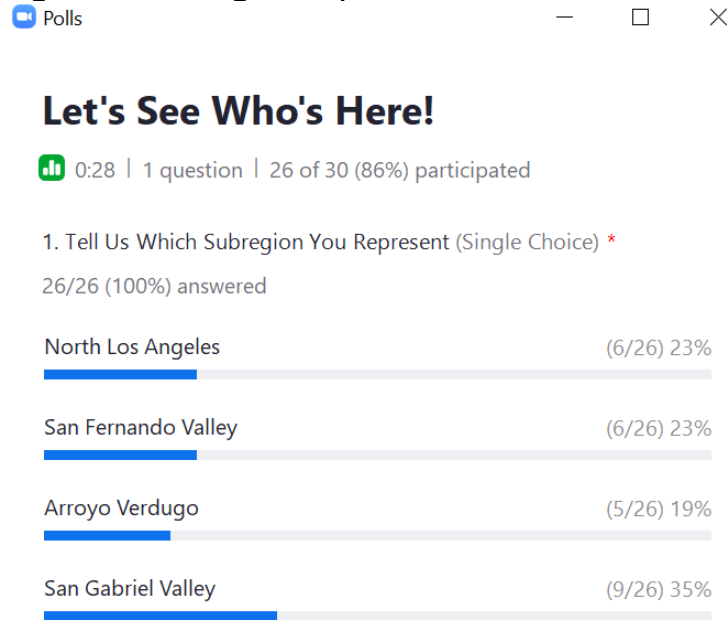
2.0 Technical Working Group Meeting – Arroyo Verdugo, San Fernando Valley, North LA, San Gabriel Valley Subregions (April 14, 2022)

2.1 Summary

The first Subregional Technical Working Group Meeting was held via a Zoom meeting on Thursday April 14, 2022 from 2:00 PM until approximately 3:45 PM. The meeting was structured as a PowerPoint presentation, with break-out rooms. There was a total of 45 (non-project team) participants registered for the meeting with 28 to 32 non-project team participants in attendance throughout the meeting.

As shown in **Figure 2.1**, the Zoom poll indicated that there was a relatively even split of attendees from each of the regions, with San Gabriel Valley having slightly more representation and Arroyo Verdugo having slightly less representation.

Figure 2.1 - Subregions Represented



The key item for discussion was the Active Transportation Network planning. The three pillars of the AT Network were presented: First/Last Mile Station Areas, Pedestrian Districts, and Regional Bicycling Corridors. The network development methodology was discussed for each pillar.

Once the methodology was discussed and the general networks were presented, attendees were assigned to a break-out room based on the geographic location they represented. Each break-out room did an area specific overview of the networks specific to that location and asked participants for feedback.

After about an hour, all attendees were asked to rejoin the main room. Staff from each breakout room reported back to the group. After the report-back session, the Online GIS Tool was discussed, next steps were presented, and the meeting was adjourned.

Key Take-Aways from the Break-Out Sessions

Three break-out rooms were facilitated, one for North LA and San Fernando Valley, a second for Arroyo Verdugo, and a third for San Gabriel Valley. Each break-out room was staffed by a facilitator and a note taker. The facilitators lead the discussions focused on the planned networks and solicited feedback

Key Take-Aways and Discussion Documented During Q&A Session/ Breakout Rooms

North LA and San Fernando Valley

This break-out room had 13 participants in attendance and was facilitated by Chris Moorman from Metro with support from Emily Cadena, Metro Communications.

- Abu Yusuf – Public Works Los Angeles County
- Alex Porlier – City of Santa Clarita
- Babak Dorji – LADOT
- Carlos Hernandez – City of San Fernando
- Corie Zamora – City of Santa Clarita
- Dora Fietze Armenta – Pacoima Beautiful
- Jay Nelson – City of Palmdale
- Jeff Jaccobberger – LA CD3
- Kanika Kith – City of San Fernando
- Pamela Lee – LADOT
- Ruben Hovanesian – Palmdale
- Sahag Yedalian – LA City Council District 2
- Tay Costa – SFVCOG

The following notes reflect the discussion which occurred in this break-out room. The discussion is organized by discussion questions.

1. Do you have any questions on your jurisdiction's existing conditions?
 - Pamela Lee-LADOT
 - How did you determine high ridership?
 - Pamela Lee-LADOT
 - What does the pedestrian District A, B, and C mean?
 - There's a lot of overlap between both organization work (referring to LADOT and Metro).
2. Should we change anything about the first/last mile network methodology?
 - Ruben Hovanesian-Palmdale
 - Palmdale does not have Metro service in their city, so they rely on their own transit agency. Does the methodology include municipal transit agency in addition to Metro services? The analysis conducted within a mile radius is not applicable to us or more rural or suburban areas that are sparse. Development isn't occurring within a mile like DTLA because North County is sparse. It's not fair to make a comparison (methodology wise) between DTLA and North County because North County is empty.

- Jay Nelson-Palmdale
 - The half mile fits in when considering walking but the radius should be larger when considering biking. People could be biking longer distance than half a mile to reach a destination. The radius for biking should be wider.
 - Question relates to the Sepulveda Transit Corridor. At what point will we do the FLM development for specific stations in their region. Or will you do what you do (Referring to Metro), not getting there at all but saying it will be done later. Virtually, we have no access to those FLM stations (using the Red and Purple Lines as an example)
 - Why use ½ as a radius instead of 3 miles?
 - Ruben Hovanesian-Palmdale
 - Assuming the plan update is used for both funding and planning for these areas, we need to analyze the methodology. It needs to emphasize areas that need assistance and money compared to the resources the southern region has. Some areas are not built as well.
 - Jay Nelson-City of Palmdale
 - In Palmdale and Lancaster, it should be a 3 mile radius for bike and not half a mile. In this area, nothing is half a mile if anything so it needs to be 3 miles.
 - Ruben Hovanesian-Palmdale
 - From a local jurisdiction: The rating/scoring causes some concerns of prioritization within other ongoing plans. Priority funding varies because the North and South are different but have the same analysis. We should have a discussion of where this goes and means for us.
 - Jay Nelson-City of Palmdale
 - Traffic engineer within the Lancaster/Palmdale area. Has the same concern as Ruben, since they have no pedestrian zones and people are also dependent on transit. We don't have much compared to DTLA. Santa Clarita agreed and suggested revising the approach.
 - Jeff Jaccobberger-LA CD3
 - Pedestrian regions are talked about in terms of equity but the walking areas tend to be within richer areas like Santa Monica.
 - Equity should not only consider where people live but where they travel too (Noho rail station used as an example)
3. Does your agency or organization have a specific location we should include in the FLM Network?
 - Alex Porlier-City of Santa Clarita
 - Agree with Jay. Santa Clarita has our main streets with a Metrolink station and a transit hub.
 4. Does your organization or agency have transit ridership data that we can obtain?
 5. Did we get the pedestrian districts right? Where should pedestrian districts be added or removed?
 - Jeff Jaccobberger-LA CD3
 - The GIS map shows Sherman Way as a boundary, but it's a major center, so it should be centered on the map.
 - Both Reseda and Erwin are left off the map for the pedestrian area layer.
 - Chris Moorman: Confirming: It should be centered around Sherman Way and along Reseda.
 - Dora Fietze Armenta-Pacoima Beautiful
 - Referring to the NE SFV. The way area is chosen is based off Metro Rail and future and planned projects. The NE SFV area is not super connected and people need to make a trip by foot. We are missing an opportunity/facing a challenge because there is not way to get there (NE SFV) because of lack of connectivity.

- FLM is a challenge in NE SFV because its hot and not well connected.
 - Carlos Hernandez-City of San Fernando +Kanika Kith
 - The map is a good start. However, Maclay St is missing. This is a business corridor. It also serves as a great connection and serves as a trolley with 2 lines. The map should extend to 8th St.
 - Pamela Lee-LADOT
 - How did you develop the pedestrian districts?
 - Sahag Yedalian-CD 2
 - Requested for the region to zoom into North Hollywood (pink pedestrian area). He suggests extending the region to Cauhenga Bl. There's a lot of active mobility options around the area. Please extend, could be great if we can get funding.
 - Within the Laurel Canyon region, please expand to Victory Bl and beyond Valley College. Ervin Elementary School and Monlux Elementary School has heavy foot traffic.
 - Alex Porlier-City of Santa Clarita
 - How was the score developed? It was mentioned that you considered planned projects but there's a huge transit area in Santa Clarita. The transit center is about to open and curious why it doesn't pop up (by Route 14 in Santa Clarita)
 - Ruben Hovanesian-Palmdale
 - It's a good idea to have Sierra called out on the map (around West AVL and East AVM).
 - Avenue M should go east as far as they can go because a lot of people like to bike
 - Jeff Jaccobberger-LA CD3
 - Sepulveda Pass and Cuenhenga Corridor should be included if you want to talk about regional connectivity. People in the Valley want to go to UCLA.
 - Venture makes sense but it problematic to make it happen (no additional comment or context)
 - Babak Dorji-LADOT
 - Are you going to take this information and overlap it with EFC? Equity will be a factor in prioritization?
 - LADOT has done an analysis that is similar based on their priority lists.
 - Pamela Lee-LADOT
 - Metro and LADOT should meet to make a comparison.
6. Do the proposed bikeways connect primary activity centers in your region? If not, what destinations should be connected? Do you agree with the alignments?
- Abu Yusuf- Public Works Los Angeles County
 - What was your methodology?
 - Instead of a straight line you should stray and identify a route that is more feasible to install (along the 14 Sierra Highway). There can be a north/south connection between Palmdale and Santa Clarita.
 - We are in the process of developing a bike plan so we haven't identified a route. We still need to do an analysis.
7. Funding
- Ruben Hovanesian-Palmdale
 - Is this plan a more general scope of things? Is this attempting to set up a hierarchy of cities and Metro? Or is Metro coming up with a plan? How does it fit in picture with everyone plan?
 - Abu Yusuf- Public Works Los Angeles County
 - Question on funding? How would it relate to Metro funding? What is eligible for Metro funding?
8. General Questions

- Dora Fietze Armenta-Pacoima Beautiful
 - Do we have access to this presentation?
- Babak Dorji-LADOT
 - How did you develop the EFC layer?
 - Is it a Metro approved approach?
 - Why was it used instead of another index (couldn't catch the name (that all other agencies use)).
- Abu Yusuf- Public Works Los Angeles County
 - An area around Palmdale is the Measure M layer is outlined in gray.
 - Chris: Yes, that is an error.

Arroyo Verdugo

This break-out room had 7 participants in attendance and was facilitated by Jan Yonan from Metro with support from Isai Rosa, Metro Communications.

- Arezoo Kamali
- Chris Buono
- Christian Chang – Pasadena
- Donson Liu – City of Pasadena
- Fred Zohrehvand
- Ismael Carbajai Perez
- Marcos Fuentes – City of Burbank

Discussion Take-Aways

The following notes are from the discussion which took place in this break-out room. The discussion is organized by geographical location.

Burbank

- 1) San Fernando Blvd to Victory Pl to Rail Crossing and I-5 freeway crossing near Pacific St (proposed Cycle Track), then another crossing at Burbank Bl, then again at Verdugo Ave
- 2) Vanowen Street to North Buena Vista Street to Pacific Street to Rail Crossing and I-5 crossing (proposed Class II, then existing and proposed Class III, then proposed Class I)
- 3) Gap in proposed ATSP network along Burbank Bl at Rail Crossing (existing Class III)
- 4) Chandler Bl and West Chandler Bl (existing and proposed Cycle Track) – crosses over rail and I-5 through downtown Burbank along Front St then Verdugo Av, then San Fernando Bl
- 5) Freeway/Rail crossings near Pacific St, Burbank Bl and Verdugo Av

Glendale

- 1) N/S corridor along San Fernando Blvd/Rd from northern to southern terminus of city as Class I
- 2) Verdugo Wash Path entire length of city
- 3) Honolulu Ave existing bike lane to east side of SR 2
- 4) South Glendale Ave, from Verdugo Wash to southern border
- 5) Wilson Av, between San Fernando Bl and Harvey Dr

La Canada Flintridge

- 1) Foothill Bl, from northern boundary to Oceanview Bl, south over the 210 freeway
- 2) Descanso Dr/Berkshire Ave/Highland Dr and crossing at Oak Grove Dr

Pasadena

N/S

- 1) Linda Vista Av, south to Colorado BI
- 2) North Raymond Av, from northern boundary to Maple St
- 3) Maple St/Saint John Ave to Colorado St in south
- 4) North Orange Grove BI, North Raymond Av to Colorado BI
- 5) El Molino Av, from northern boundary to East Glenarm St
- 6) Eaton Wash, from E Washington BI to southern city boundary near E Del Mar BI

E/W

- 1) E Washington, North Raymond Ave to Eaton Wash
- 2) E Orange Grove BI/N Rosemead BI, North Raymond Ave to eastern city boundary
- 3) E Union St/E Colorado BI, South Pasadena Av to eastern city boundary

South Pasadena

E/W

- 1) Arroyo Seco/San Pasqual/Madeline/Arlington/Glenarm
- 2) Huntington Dr, southern city boundary to eastern city boundary

N/S

- 3) Fremont Ave

San Gabriel Valley

This break-out room had 9 participants in attendance and was facilitated by Carolyn Mamaradlo from Metro, with support from Erik Felix, Metro Planning.

- Genevieve Amaro – City of San Dimas
- Hal Ghafari – City of Diamond Bar
- Lucy Garcia – City of Alhambra
- Maia McCurley – City of Duarte
- Martin Ray – City of Alhambra
- Sam Pedroza – City of Industry
- Sarah Rocha – City of Irwindale
- Steven Mateer – City of Glendora
- Topher Mathers – Active SGV

Discussion Take-Aways

The following notes are from the discussion which took place in this break-out room. The discussion is organized by discussion question.

1. Do you have any questions on your jurisdictions existing conditions?
 - Lucy Garcia - City of Alhambra
 - Are the amenities you're featuring already constructed or are these planned?
 - Will there be updates to the ATSP as future city plans are adopted? Alhambra is in the process of developing a bicycle and pedestrian plan that will be adopted in the next 6-9 months. Will this be enough time to consider it for the proposed ATSP network?
 - Steven Mateer – City of Glendora
 - SGVCOG is spearheading a multijurisdictional project through MSP. They suggest reaching out to the COG. They have a defined project list and corridor list and it would help inform the AT network.
2. Should we change anything about the first/last mile network methodology?
 - Steven Mateer – City of Glendora

- For L Line/fixed stations, ridership shouldn't affect those locations as being identified as FLM station areas. Those are fixed and ridership isn't going to change their location. Solidifying FLM plans around those stations is important. The City dedicated a lot of funding to its forthcoming station area.
3. Does your agency or organization have a specific location we should include in the FLM Network?
 - Steven Mateer – City of Glendora
 - The Gold Line stations in the SGV will be completed in a couple years, hopefully. Are there plans to consider these station areas given that they will be completed during this ATSP cycle?
 - SGVCOG is working on feasibility study for LRT/BRT in the southern part of the county (near El Monte). We should keep this in mind for the AT network
 4. Does your organization or agency have transit ridership data that we can obtain?
 - No transit agencies on the call. City staff on the call said they would get in touch with their local and municipal transit operators to have them share their ridership data.
 5. Did we get the pedestrian districts right? Where should pedestrian districts be added or removed?
 - Can you give a refresher on how these pedestrian areas qualified to be part of this network? Diamond Bar is currently nonexistent in the pedestrian network. What was the decision-making process like in picking these districts?
 - Hal Ghafari – City of Diamond Bar
 - The area near Diamond Bar Blvd where it crosses the 60 and 57 freeway is an area of interest for the City. There's already a lot of foot traffic because of the type of businesses there. They are interested in turning it into a town center (Diamond Bar Town Center). They developed a plan for the Town Center and will share it with us [I was able to find a link for it]
 - Steven Mateer – City of Glendora
 - The quadrant that is at the SE intersection of Grand/Alosta is not really a pedestrian area. A hospital is there but there is not much pedestrian activity. The northeast quadrant of this intersection and north of Foothill Blvd would capture the City's downtown village. A better pedestrian district would be Alosta Ave to Bennet Ave, between Glendora Ave and Grand Ave. There used to be a shopping center on Baseline Road closer to the 210 freeway, so maybe that's why our analysis captured the area south of Alosta Ave as a pedestrian district.
 - Topher Mather – ActiveSGV
 - In Monrovia, Myrtle Ave from Foothill Blvd to Huntington Dr is the main pedestrian neighborhood.
 - There are a lot of businesses on Valley Blvd from San Gabriel Blvd to Atlantic Blvd, including restaurants and boba shops. The area encompasses Alhambra and San Gabriel. It would be worth looking on Valley Blvd, east of San Gabriel Blvd, into Rosemead, as well
 - Genevieve Amaro – City of San Dimas
 - For the City of San Dimas, our downtown area is on Bonita Ave from Cataract to San Dimas Ave. I don't think I saw that area highlighted. This is also the area of a proposed project at the intersection of Cataract and Bonita (SW) corner. In addition, the Gold Line is in construction and is going through our downtown
 - Maia McCurley – City of Duarte
 - Maia goes to Cal Poly Pomona and there is not a lot of pedestrian activity around the campus. Pedestrian activity occurs mostly within the campus. They are not surprised that the school was not identified as a pedestrian district.

6. Do the proposed bikeways connect primary activity centers in your region? If not, what destinations should be connected? Do you agree with the alignments?
- Steven Mateer – City of Glendora
 - Doesn't see a Class I bike lane on the map for Glendora. Asked if there's a way that they could add it to the GIS tool?
 - Topher Mather – ActiveSGV
 - Since this is a network throughout the SGV, are you aware of the greenways network? There is a Class I separated bike plan that will run along the flood channels (such as San Jose Creek). These channels splinter across the entire SGV. Is there any conversation about connecting the proposed network to the greenways? More about the project can be found [here](#)
 - Sarah Rocha, City of Irwindale
 - There is a planned bikeway planned on Arrow Hwy that will border the Santa Fe Dam (owned by Army Corp Engineer). The City is wondering if the ATSP can help the project with funding?
 - Topher Mather – ActiveSGV
 - Is the proposed bike network based on what cities have in their plans? Sometimes city plans don't match what community members want
 - There is a protected bike lane being installed in Pasadena on Union near a forthcoming BRT station. It would be good to extend the Union bike lane into SGV

Appendix B shows the PowerPoint presentation used at the 4/14/22 TWG meeting.

2.2 Attendee List

1. Abu Yusuf, LA county
2. Alexander Porlier, City of Santa Clarita
3. Arezoo Kamali, City of Glendale
4. Armen Avazian, City of Glendale, Public Works Department
5. Babak Dorji, LADOT
6. Candice Vander Hyde, City of Lancaster
7. Carlos Hernandez, City of San Fernando
8. Chris Buonomo, City of Burbank
9. Christian Chang, Department of Water and Power
10. Christopher Mathers, Active San Gabriel Valley
11. Corie Zamora, City of Santa Clarita
12. Cory Zelmer, Metro
13. Donson Liu, City of Pasadena Department of Transportation
14. Dora Fietze-Armenta, Pacoima Beautiful
15. Fred Zohrehvand, City of Glendale
16. Genevieve Amaro, City of San Dimas
17. Hal Ghafari, City of Diamond Bar
18. Ismael Carbajal Perez, Glendale City Planning
19. Jay Nelson, City of Palmdale
20. Jeff Jacobberger, Office of Councilmember Blumenfield
21. Kanika Kith, City of San Fernando
22. Lucy Garcia, City of Alhambra
23. Maia McCurley, City of Duarte, Community Development Department
24. Marcos Fuentes, Community Development Department, Transportation Unit
25. Martin Ray, City of Alhambra
26. Michael Lee, RKA Consulting Group
27. Pamela Lee, LADOT
28. Ruben Hovanesian, City of Palmdale
29. Sahag Yedalian, City of Los Angeles
30. Sam Pedroza, City of Industry
31. Sarah Ahmed, Los Angeles County Public Works
32. Sarah Rocha, City of Irwindale
33. Steven Mateer, City of Glendora
34. Tay Costa, SFVCOG

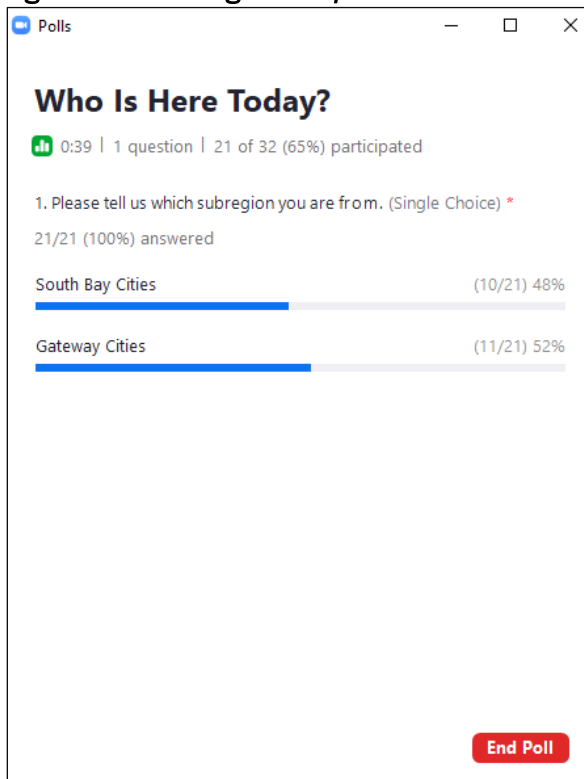
3.0 Technical Working Group Meeting – South Bay Cities and Gateway Cities Subregions (April 21, 2022)

3.1 Summary

The second Subregional Technical Working Group Meeting was held via a Zoom meeting on Thursday April 21, 2022 from 2:00 PM until approximately 3:45 PM. The meeting was structured as a PowerPoint presentation, with break-out rooms. There was a total of 27 (non-project team) participants in attendance throughout the meeting.

As shown in **Figure 3.1**, the Zoom poll indicated there was a relatively even split of attendees from each of the regions.

Figure 3.1 - Subregions Represented



The key item for discussion was the Active Transportation Network planning. The three pillars of the AT Network were presented: First/Last Mile Station Areas, Pedestrian Districts, and Regional Bicycling Corridors. The network development methodology was discussed for each pillar.

Once the methodology was discussed and the general networks were presented, attendees were assigned to a break-out room based on the geographic location they represented. Each break-out room facilitator did an area-specific overview of the planned networks and then asked participants for feedback.

After about an hour, all attendees were asked to rejoin the main room. Staff from each breakout room reported back to the group. After the report-back session, next steps were presented, and the meeting was adjourned.

Discussion Themes

The summary of themes for the Gateway Cities Breakout Session is as follows:

First Last Mile

There are some points of high-ped use that are not quite transit adjacent
The audience may not have been fully clear on the 3 components of the Plan
We spent time clarifying that WSAB has LPA, and we can ID some FLM locations
Specific locations of interest were highlighted particularly in Long Beach

Pedestrian Districts

Paramount Swap meet to add for consideration
Long Beach added: Some of the places in LB did not make it into the Metro map, density is the primary factor not necessarily business, if we can tweak the formula more towards people density
Anaheim and PCH, Anaheim by the 405,

Planned Bikeway Corridors

The Gateway Cities COG has a complete street plan that ATSP can align with
City of LB has some updated prioritized NS and EW back bone bike lanes that we should update
Paramount has a bike lane parallel to the WSAB alignment, has partial funding

Key Take-Aways and Discussion Documented During Q&A Session/ Breakout Rooms

Two break-out rooms were created: Gateway Cities and South Bay Cities. Each break-out room was staffed by a facilitator and a note taker. The facilitators lead the discussions focused on the network locations and solicited feedback

Gateway Cities

This break-out room had 15 participants in attendance and was facilitated by Carolyn Mamradlo from Metro, with support from Isai Rosa, Metro Communications. The following is a list of attendees in the Gateway Cities break-out room.

- Abigail Marin – Montebello Bus Lines
- Bahman Janka – City of Commerce
- Christopher MacKechnie – Long Beach Transit
- Daniel Hernandez – City of Commerce
- Gabrielle del Banco – City of Commerce
- Grissel Chavez – City of Bell Gardens
- Karen Vigil – City of Commerce
- Karen Lee – City of Artesia
- Maggie Cheung – LA County Public Works
- Monica Mercado-Rodriguez – City of Montebello
- Paul Van Dyk – Long Beach Public Works
- Rafael Casillas – City of Paramount
- Ricardo Light – City of Long Beach
- Shirley Hsiao – Long Beach Transit
- Yvette Kirrin – Gateway Cities Council of Governments

The following notes are from the break-out room discussion, which is organized by discussion questions.

9. Do you have any questions on your jurisdictions existing conditions?
 - No questions
10. Should we change anything about the first/last mile network methodology?
 - Paul Van Dyk - Long Beach
 - Some of the EFCs dropped off
 - If there is a way to encapsulate the existing pedestrian activity in the south of Long Beach
 - It seems that there was a priority on grocery stores and other amenities not in these EFC, in impacted neighborhoods, there might be other kinds of stores that should be considered (Jacob responded that criterion is for Ped Districts not for FLM designation)
 - Karen Lee - City of Artesia
 - Can you show the WSAB and the designation around there? (Jacob answered: WSAB has a locally preferred alternative has set LPA and station selection)
 - The map shows no pedestrian districts in the map (Jacob explained this is more focused on FLM)
 - The City of Artesia just finalized their Active Transportation plan, will that be incorporated? (Carolyn responded please share any files and plans)
11. Does your agency or organization have a specific location we should include in the FLM Network?
 - Abigail Martin - Montebello Bus Lines
 - Is there a specific file format? (Project team confirmed, any file format)
 - During the pandemic, we had lower ridership data. Is there a year that you prefer (Jacob responded that Metro is looking at first quarter of 2022, understanding that data is just coming in. But we will take whatever you have.)
 - Shirley Hsiao - Long Beach Transit
 - Is Long Beach City College Identified? (Project team response: There are major trip attractions not necessarily linked to the rail system, more to the city college, that get a lot of foot traffic action)
 - The City of LB has a strategic approach and bike master plan - how is this plan integrated with that plan? Asking Paul if this relates to LB's Plan
 - Paul Van Dyk - Long Beach - confirmed that they have the major hubs on the map,
 - Paul Van Dyk - Long Beach
 - Requested any design guidance, since many of the corridors are guided by the public sector
 - Shirley Hsiao - Long Beach Transit
 - We have identified some major bus stops along PCH, but they are on Caltrans property, can we still submit for consideration? (Jacob responded: yes, for this plan if it is in the mix for future Metro funding opportunities we can. We are not focused on deliverability or feasibility issues. And we can consider it for the purpose on this plan.)
 - Shirley responded that they will work with city of LB and submit
12. Does your organization or agency have transit ridership data that we can obtain?
13. Did we get the pedestrian districts right? Where should pedestrian districts be added or removed?
 - Rafel Casilla - City of Paramount

- Were these districts confirmed with cities and communities? (Carolyn explained the project team used data to ID them and that this is the opportunity to point out those pedestrian heavy neighborhoods)
 - Rosecrans and Paramount / near the station, has a lot of foot traffic, the swap meet is a heavy draw of pedestrian activity. Functions 3x a week = farmers' market.
 - Yvette Kirrin – Gateway Cities COG
 - The yellow dots, coincide with the Gateway Cities COG complete streets plan. We are working on Florence and working on LB Blvd. Would like clarification on the yellow circles (Carolyn explained those yellow circles are the FLM points identified in the 2016 ATSP adopted plan)
 - Complete St Completed: Atlantic, Lakewood/Rosemead, Florence,
 - Complete St in the works: Imperial (hybrid), Slauson, telegraph, LB Blvd, and Alondra
14. Do the proposed bikeways connect primary activity centers in your region? If not, what destinations should be connected? Do you agree with the alignments?
- Paul Van Dyk – City of Long Beach
 - The city has two backbone bikeways
 - N/S and E/W, One on Spring St E/W, Orange Ave to Alamitos N/S
 - The city has some more up-to-date Bike Lane prioritization that should be updated on this plan
 - Orange was awarded ATP funds and will be completed within a year, and Spring St is being completed piece meal
 - Yvette Kirrin – Gateway Cities COG
 - Does Whittier BI connect though Pico
 - Rafael Casillas – City of Paramount
 - In the WSAB we are working on a connection that parallels the rail along the LADWP right of way (they have transmission towers), originally it was going int the rail ROW but now has been moved to DWP ROW, it is short on funding, but all phases have some funding.

Discussion Themes

The summary of themes for the Gateway Cities Breakout Session is as follows:

First Last Mile

- There are some points of high-ped use that are not quite transit adjacent
- The audience may not have been fully clear on the 3 components of the Plan
- We spent time clarifying that WSAB has LPA, and we can ID some FLM locations
- Specific locations of interest were highlighted particularly in Long Beach

Pedestrian Districts

- Paramount Swap meet to add for consideration
- Long Beach added: Some of the places in LB did not make it into the Metro map, density is the primary factor not necessarily business, if we can tweak the formula more towards people density
- Anaheim and PCH, Anaheim by the 405,

Planned Bikeway Corridors

- The Gateway Cities COG has a complete street plan that ATSP can align with
- City of LB has some updated prioritized NS and EW back bone bike lanes that we should update

- Paramount has a bike lane parallel to the WSAB alignment, has partial funding

South Bay Cities

This break-out room had 19 participants in attendance and was facilitated by Sherry Ryan from CR Associates with support from Christopher Moorman, Metro.

- Aaron Baum – City of Torrance
- Babak Dorji – Los Angeles
- Bahman Janka – City of Commerce
- Bryce Fauble – City of Torrance
- Cesar Roldan – City of Huntington Park
- David Mach – City of Torrance
- Eduardo Schonborn – City of El Segundo
- Emma Escobar – City of Huntington Park
- Helen Shi – City of Manhattan Beach
- Jim Hannon – City of Redondo Beach
- Julian Lee – City of Lawndale
- Kimberly Venegas – Los Angeles
- Otamez Haddock – Los Angeles
- Ray Aldridge – City of Carson
- Roderick Goldman – City of Gardena
- Rubina Ghazarian – City of Los Angeles
- Ryan Kim – City of Carson
- Sirley Cuevas – City of Lawndale
- Vicky Choi – Manhattan Beach

Discussion

The following notes are from the break-out room discussions and is organized by discussion questions.

1. Do you have any questions on your jurisdictions existing conditions?
 - No questions were asked
2. Should we change anything about the first/last mile network methodology?
 - Aaron Baum – City of Torrance
 - Clarifying what yellow circles represent, asks about GLET stations (Chris explained these are from former ATSP. Once project gets LPA, it will be included in ATSP network. When LPA selected, FLM plans will be developed for the two stations).
 - Rubina Ghazarian – City of Los Angeles
 - Asked for a refresher of methodology. (Chris explained)
3. Do you have any questions on your jurisdictions existing conditions?
 - Aaron Baum – City of Torrance
 - Asked about inclusion of Silver Line station at Harbor Gateway in Network
 - Rubina Ghazarian – City of Los Angeles
 - Asked about potential threshold for high ridership bus stations. (Chris noted that a threshold will be explored once we get data. 2016 used 800 boardings per intersection as example but will likely change).
 - Aaron Baum – City of Torrance
 - Asked about differentiation by station, as some station areas have bike amenities/lockers. Thinking about complementary benefits (Chris notes that each

station will get FLM plan. This update will simply list locations for future funding efforts)

- Jim Hannon – City of Redondo Beach
 - Feels like he’s catching up. 12 years ago, put together bike plan connecting all South Bay cities. Unsure about purpose of this meeting. (Sherry reminds folks of ability to review proposed network)
 - Interest in spending more time with the map and exploring some routes further
- 4. Does your agency or organization have a specific location we should include in the FLM Network?
 - No response
- 5. Did we get the pedestrian districts right? Where should pedestrian districts be added or removed?
 - Jim Hannon – City of Redondo Beach
 - Very supportive of Gardena, Redondo, Torrance, etc.
 - Aaron Baum – City of Torrance
 - Asked about methodology – why is smaller downtown El Segundo downtown not included? (Sherry responded that we need tradeoffs)
 - Eduardo Schonborn
 - Noted Main Street in El Segundo as an option
 - Aaron Baum
 - Feels local nature is lost, these are regional destinations.
 - Many participants asked about differentiation by colors, methodology
- 6. Do the proposed bikeways connect primary activity centers in your region? If not, what destinations should be connected? Do you agree with the alignments?
 - Jim Hannon – City of Redondo Beach
 - Commented on existing bike infrastructure, frustration with PCH as example. But support for larger network approach (in theory)
 - David Mach (Torrance Transit) –
 - Asked about timeline for project, and projects that GLET may be finished by ATSP adoption. Suggested inclusion of Torrance transit center in advance of LPA selection.
 - Aaron Baum – City of Torrance
 - Wants to see SWITRS data on proposed routes, feels many are currently safe. Pushes for Class IV, high protected lanes. Highlights Local Travel Network for this study, also e-bikes on bike lanes?
 - Aaron
 - Highlighted issues of removing parking in favor of
 - Rubina Ghazarian –
 - Asked about methodology for bike networks, how they are folded into the network. (Sherry responded that these have yet to be incorporated into proposed network)
 - Jim Hannon – City of Redondo Beach
 - Pointed to differing perspectives when thinking about proposed network. Are these for veteran cyclists, or children?

Appendix C shows the PowerPoint presentation used at the 4/21/22 TWG meeting.

3.2 Attendee List

1. Aaron Baum (SCBCCOG)
2. Babak Dorji (LADOT)
3. Bryce Fauble (Torrance Transit)
4. David Mach (Torrance Transit)
5. Eduardo Schonborn
6. Emma Escobar (Huntington Park)
7. Jim Hannon (South Bay Bike Coalition)
8. Julian Lee
9. Ray Aldrige (Carson Bike Coalition/LACBC)
10. Helen Shi
11. Kimberly Venegas (LADOT)
12. Otamez Haddock (LADOT)
13. Roderikc Goldman
14. Rubina Ghazarian (LADOT)
15. Ryan Kim (Carson)
16. Sirley Cuevas (Lawndale)
17. Vicky Choi (Manhattan Beach)

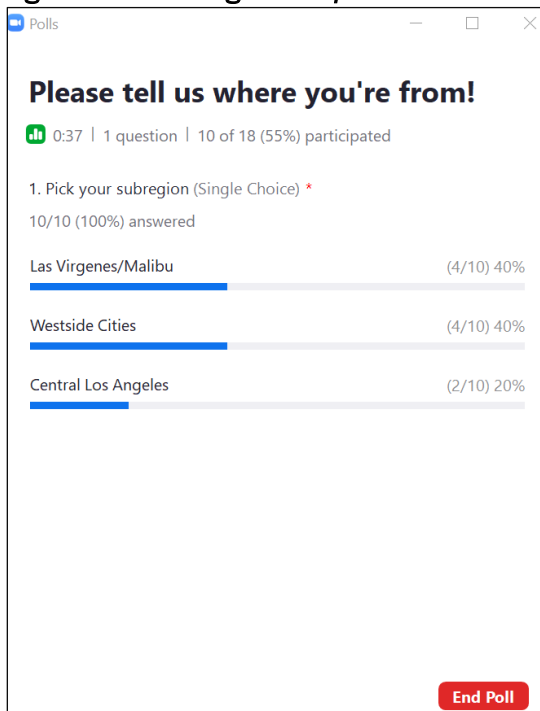
4.0 Technical Working Group Meeting – Las Virgenes-Malibu, Central LA, Westside Cities Subregions (April 28, 2022)

4.1 Summary

The third Subregional Technical Working Group Meeting was held via a Zoom meeting on Thursday April 28, 2022 from 2:00 PM until approximately 3:45 PM. The meeting was structured as a PowerPoint presentation, with break-out rooms. There was a total of 26 (non-project team) participants registered for the meeting and 10 in attendance throughout the meeting.

The Zoom poll showed in **Figure 4.1** there was a relatively even split of attendees from each of the regions.

Figure 4.1 - Subregions Represented



The key item for discussion was the Active Transportation Network planning. The three pillars of the AT Network were presented: First/Last Mile Station Areas, Pedestrian Districts, and Regional Bicycling Corridors. The network development methodology was discussed for each pillar.

Once the methodology was discussed and the general networks were presented, attendees were assigned to a break-out room based on the geographic location they represented. The facilitators from each break-out room provided an area-specific overview of the networks, then asked participants for feedback.

Key Take-Aways from the Break-Out Sessions

Two break-out rooms were created: Westside and Central Cities. Each break-out room was staffed by a facilitator and a note taker. The facilitators lead the discussions focused on the network locations and solicited feedback

Discussion Themes

The themes discussed in the Central LA break-out room can be summarized as follows:

The jurisdictions expressed a willingness to coordinate their planning efforts, programs, and projects with the ATSP network and offered to provide data. LADOT mentioned the Streets LA transit shelter program for comparison with FLM locations. LA County asked whether stations for projects without an LPA such as Metro Eastside Phase 2 extension are included in the analysis. LADOT emphasized the need to compare the Bicycle Enhanced Network and Neighborhood Enhancement Network from the Mobility Plan to the ATSP proposed bikeways. LA County suggested that Metro consider the 2012 Bike Master Plan, vision zero improvements, and other projects such as SCAG Mobility Hubs. Multiple participations had questions regarding the rationale for a sparser proposed bikeways network compared to the 2016 ATSP.

Key Take-Aways and Discussion Documented During Q&A Session/ Breakout Rooms

Las Virgenes-Malibu & Westside Cities

This break-out room had 14 participants in attendance and was co-facilitated by Carolyn Mamaradlo and Jacob Lieb from Metro with support from Jan Yonan, Metro.

- Charmaine Yambao – Aguora Hills
- Cory Wilkerson – SCAG
- David Fenn – West Hollywood
- Denice Thomas – Aguora Hills
- Emily Gable – Los Angeles City Planning
- Jacqui Swartz – Santa Monica
- Jason Kligier – City of Santa Monica
- Jessie Holzer Carpenter – Beverly Hills
- Jonathan Ayon – City of LA
- Kevin Burton – West Hollywood
- Kyle Kozar – Santa Monica
- Riley O’Brien – Westside Cities COG
- Tra’a Bezdecny – Calabasas
- Zachary Campos – LADOT

The following notes are from the discussion which took place in this break-out room. The summary is organized by discussion questions.

15. Do you have any questions on your jurisdictions existing conditions?
 - No questions
16. Should we change anything about the first/last mile network methodology?
 - David Fenn – West Hollywood
 - Is there a quantitative cutoff? (Jacob noted 661 station areas in last FLM, rail gets about 200 rail, and then high ridership and local interest fills the rest.)
 - Charmaine Yambao – Aguora Hills
 - Wonders why no major FLM locations in the LVM area. Noted that there are no major transit centers.
 - Kyle Kozar – Santa Monica
 - Will connect BBB and upload supportive data. Tim McCormack is key contact.
 - Jason Kligier – Santa Monica

- Some stops in Santa Monica are both Metro and Big Blue Bus (BBB) stops, so suggest that they combine numbers from combo stops to show true ridership (not just isolated BBB stop ridership)
 - Jason also suggests adding data from County Beach shuttle.
 - David Fenn – West Hollywood
 - Noted this is true with WeHo
 - Kevin Burton – West Hollywood (WeHo)
 - No Metro line yet, but many active bus lines. Noted that bike network is urgent matter, will comment on proposed network. Asked how Metro collaborates with Westside COG on Westside Master Plan, Caltrans on D7 AT Plan. (Jacob noted that FLM plans consider existing AT plans in station locations, noting proposed improvements and infusing plans with them.)
17. Does your agency or organization have a specific location we should include in the FLM Network?
- No questions
18. Does your organization or agency have transit ridership data that we can obtain?
- Jason Kligier – Santa Monica
 - Shared contact for County Beach shuttle - Armine Hovsepyan: AHovsepy@dpw.lacounty.gov
19. Did we get the pedestrian districts right? Where should pedestrian districts be added or removed?
- Kyle Kozar – Santa Monica
 - Noted that Santa Monica and Venice meetup could be added, with lots of multifamily housing and commercial activity. Also Lincoln down to Rose. (Ocean Park area). Also Pico near SMC and Virginia Avenue Park.
 - David Fenn – West Hollywood
 - Noted that Sawtelle commercial area should also be included
 - Jason Kligier – Santa Monica
 - Extend San Vicente more western from existing area near West La/Sawtelle.
 - Emily Gable – Los Angeles City Planning
 - Understands TAZ scoring system, asked what further information could be provided to be helpful to refining the project. (Carolyn responded that we've received LADOT's Opportunity Zones and will compare these to our proposed pedestrian districts.)
 - David Fenn – West Hollywood
 - Asked about significance of being in one category vs another. (Carolyn detailed that this is meant to reflect different nature of areas. Next phase of plan will reflect prioritization of different locations/typologies.)
20. Do the proposed bikeways connect primary activity centers in your region? If not, what destinations should be connected? Do you agree with the alignments?
- Kyle Kozar – Santa Monica
 - Asked about Broadway, which is featured currently.
 - David Fenn – West Hollywood
 - Asked why Santa Monica Blvd corridor stops at Fairfax and does not continue into Hollywood? And why Melrose but not Beverly is included.
 - Jessie Holzer – Beverly Hills
 - Suggested adding Beverly, as current coordination between Beverly Hills and WeHo for future bike lanes
 - David Fenn – West Hollywood
 - Asked about flexibility of corridors, as WeHo noting Class I's/road diets on streets just north and south of Santa Monica Blvd, but not on the street itself. Consideration

of street narrowing, pushing to parallel facilities. (Carolyn recognized that there are constraints that City is working with, and options for alternative facilities.)

- Kevin Burton – West Hollywood
 - Hoped there is a mechanism for new plans from cities to be incorporated into Metro ATSP, i.e. new Class IV's along Fountain
 - Kevin also noted gaps in Santa Monica Blvd bike lanes in Caltrans territory, which are not to be closed. Hoped that Metro will communicate plan to Caltrans.
- David Fenn – West Hollywood
 - Noted Class IV on San Vicente
- Emily Gable – Los Angeles City Planning
 - Noted Mobility Plan 2035, asked this be considered
- Riley O'Brien – Westside Cities COG
 - Asked to see Culver. Noted Jefferson as a priority corridor for bike lanes, suggested adding corridor connecting West LA College and LaCienega/Jefferson E Line Stop.
 - Riley noted that Culver section of Sepulveda should also be included as its part of MOVE Culver Plan
- Carolyn Mamaradlo asked about Westside Cities plan, requested shapefiles for priority corridors

Central Los Angeles

This break-out room had 5 participants in attendance and was facilitated by Sherry Ryan from CR Associates with support from Chris Moorman and Cameron Palm from Metro.

- Bryn Lindblad – Climate Resolve
- Cameron Phillips – Los Angeles City Planning
- Hank Hsing – LA County
- Kevin Chang – LA County
- Rubina Ghazarian – LADOT

Discussion

The following notes are from the break-out room discussion, which is organized by discussion questions.

1. Do you have any questions on your jurisdictions existing conditions?
 - Hank Hsing – LA County
 - Does the map have city/county boundaries? Would be helpful to add.
2. Should we change anything about the first/last mile network methodology?
 - No comments, responses or questions
3. Does your agency or organization have a specific location we should include in the FLM Network?
 - Rubina Ghazarian – LADOT
 - StreetsLA has transit shelter (STAT) program and can coordinate with Metro staff. Prioritization methodology is based on where shade is needed.
 - Hank Hsing – LA County
 - Are stations for projects without an LPA such as Metro Eastside Phase 2 extension included in analysis?
 - Bryn Lindblad – Climate Resolve
 - ATSP should focus on locations with past auto-centric LOS improvements to undo crosswalks that have been removed, etc.
4. Does your organization or agency have transit ridership data that we can obtain?
 - Hank Hsing – LA County
 - John Hwang is contact and can provide LA County shuttle ridership data.

5. Did we get the pedestrian districts right? Where should pedestrian districts be added or removed?
 - Hank Hsing – LA County
 - County has pedestrian walkway projects in Marinas and Ballona Creek.
6. Do the proposed bikeways connect primary activity centers in your region? If not, what destinations should be connected? Do you agree with the alignments?
 - Rubina Ghazarian – LADOT
 - Bikeway network is difficult to see on map; can link to map be shared?
 - Bryn Lindblad – Climate Resolve
 - Having a more sparse regional bikeway network is disappointing.
 - Rubina Ghazarian – LADOT
 - City has Mobility Plan; the Bicycle Enhanced Network should be compared for differences with the ATSP bikeway network. Neighborhood Enhancement Networks and greenways are also a priority.
 - Hank Hsing – LA County
 - County has a bike master plan from 2012 and can provide related shapefiles. Current plan update will take several years. Whittier Blvd has a high collision concentration, but since pushback from community for taking away lanes and parking, is it possible to shift the corridor? Other efforts at the county to note include adding street trees, combining resurfacing and vision zero improvements, East LA MAT grant, future MSP application, and SCAG mobility hubs from South Pasadena station to Fremont.

Appendix D shows the PowerPoint presentation used at the 4/28/22 TWG meeting.

4.2 Attendee List

1. Bryn Lindblad, Climate Resolve
2. Cameron Phillips, Los Angeles City
3. Charmaine Yambao, Agoura Hills, City of
4. Cory Wilkerson, SCAG
5. David Fenn, West Hollywood, City of
6. Denice Thomas, Agoura Hills, City of
7. Emily Gable, Los Angeles City
8. Hank Hsing, Los Angeles County
9. Jacqui Swartz, Santa Monica, City of
10. Jessica Holzer Carpenter, Beverly Hills, City of
11. Jonathan Ayon, Los Angeles City
12. Kevin Burton, West Hollywood Bicycle Coalition
13. Kevin Chang, Los Angeles County
14. Kim Venegas, LADOT
15. Kyle Kozar, Santa Monica, City of
16. Riley OBrien, Westside COG
17. Rubina Ghazarian, Los Angeles City
18. Tra'a Bezdecny, Calabasas, City of
19. Zackary Campos, LADOT

5.0 Technical Working Group Meeting – All Members (June 30, 2022)

5.1 Summary

The second all-member Technical Working Group Meeting was held via a Zoom webinar on Thursday June 30, 2022, from approximately 2:00 – 3:15 PM. The meeting was structured as a PowerPoint presentation, with Carolyn Mamaradlo and Jan Yonan from Metro as panelists, joined by Sherry Ryan from CRA.

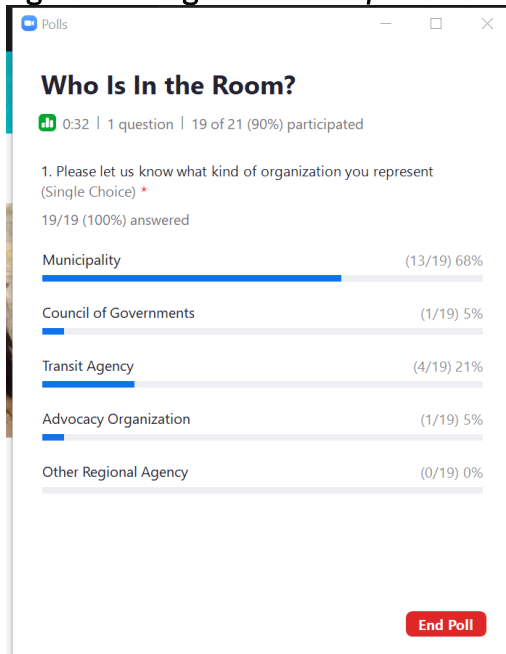
The panelists took questions from the participants at the transition slides. The questions were typed into both the Q&A feature and the Chat feature read by a project team member. The PowerPoint presentation also included a Zoom poll to gain an understanding of who was in the audience.

Polls

During the meeting, participants were invited to participate in one Zoom poll. The Zoom poll asked attendees to identify the kind of organization they represent.

Shown in **Figure 5.1**, thirteen attendees identified as representing a municipality, four attendees identified as representing a transit agency, one attendee identified as representing a Council of Government, and an additional attendee identified as representing an advocacy organization.

Figure 5.1 - Organizations Represented



Substantive Information

- From Carolyn Mamaradlo - LA Metro to Hosts and panelists: Please see Final Network GIS Map here: <https://experience.arcgis.com/experience/2e24e337a6324fbda39771ac285d3990/>
- From Jan Yonan : AGOL Link: <https://experience.arcgis.com/experience/2e24e337a6324fbda39771ac285d3990/>

Key Take-Aways and Discussion Documented During Q&A Session/ Breakout Rooms

Participants also submitted questions via the Q&A function. These have been copied below.

#	Question	Answer
1	When I opened Zoom, it went straight into a webinar. I wasn't able to join as a participant in case that's needed. Thanks!	Thank you! It's not needed.
2	I came late, can you share the presentation slides?	Hello! Glad you could join us. We will send the presentation out via an eblast.
3	Would there be an opportunity to add a pedestrian area	Yes, possibly. Please send us your recommendations for another ped district.
4	Are both June and April Bike Network Corridors maps accessible via the project web site?	Yes, we will be providing you with another online GIS tool to make last comments and review the networks
5	Can the link be resent?	https://experience.arcgis.com/experience/2e24e337a6324fbda39771ac285d3990/
6	Can you post the link to the map please? I did not get that email. Thank you.	https://experience.arcgis.com/experience/2e24e337a6324fbda39771ac285d3990/
7	So, are we supposed to submit comments via the online GIS tool? Or just e-mail comments directly to Carolyn? Can you share the appropriate e-mail?	atsp@metro.net
8	Can you repeat the milestones again please?	4 Major milestones: 1) Refresh goals & Objectives 2) Developing Regional Network (current phase) 3) Implementation Strategies 4) ATSP Update
9	How would one qualify to become a pedestrian district?	There was a five step process that was employed. (1) identify destination rich areas across LA County (2) Count destinations within a 1-mile buffer (3) Use counts of 11 pedestrian destination types to calculate opportunity score (4) Aggregate high opportunity score (5) review by Metro agency staff and public
10	How does the Metro Micro pilot work at all in this plan?	Metro Micro is not incorporated in a technical way. MM does operate in 8 zones across the County. The stop at existing or virtual bus stops (safe/well lit), so they are not considered in the FLM station plans. MM is working adjacent to this effort. MM vehicles do have the capacity to load a bike on the vehicles.
11	I noticed that the City of Artesia is missing from the Cities GIS map layer. It's	live answered

#	Question	Answer
	shown as part of Cerritos. Can you please fix? Thanks.	
1 2	I noticed that the City of Artesia is missing from the Cities GIS map layer. It's shown as part of Cerritos. Can you please fix? Thanks.	Thank you for pointing this out! We will fix this.
1 3	How were the FLM stations identified again?	Five step process: (1) All existing Metro Rail, Metro BRT, Metro Rapid, and Metrolink Stations (2) Included planned and under construction Metro Rail and BRT Stations (3) municipal transit agency stops along existing, planned, and under construction (4) high ridership local bus stops (5) Review and comment by Metro Staff
1 4	What Measure M subregion is Altadena?	Altadena is on the border with AV but are in the SGV
1 5	Thank you, it does.	
1 6	I noticed that the June 2022 BN update includes an unimproved area. Is it Metro's plan to improve it?	Could we get clarification on what is meant by "unimproved area"
1 7	Can you please describe the difference between the green and black lines please	The green line is the June 2022 version of the ATSP regional bikeways and the black line is the April 2022 version of the ATSP bikeways
1 8	Who is on TWG?	

Appendix E shows the PowerPoint presentation used at the 6/30/22 TWG meeting.

5.2 Attendee List

1. Abu Yusuf, LA County
2. Alex Porlier, City of Santa Clarita
3. Arezoo Kamali, City of Glendale
4. BABAK DORJI, LADOT
5. Bryce Fauble, Torrance Transit
6. Candice Vander Hyde, City of Lancaster
7. Carlos Hernandez, City of San Fernando
8. Daniel Lim, Torrance Transit
9. Dorothy Wong, Altadena Town Council - Safe Streets Traffic Safety & Mobility Committee
10. Eileen Hsu, Metro
11. Elizabeth Greenfield, Office of LA Mayor Eric Garcetti
12. Erik Zandvliet, City of Manhattan Beach
13. Genevieve Amaro, City of San Dimas
14. Ismael Carbajal Perez, City of Glendale
15. Jason Kligier, City of Santa Monica
16. Jeff Jacobberger, Office of LA Councilmember Bob Blumenfield
17. Jessie Holzer Carpenter, City of Beverly Hills
18. jill Crump, Torrance
19. Julian Lee, City of Lawndale
20. Karen Lee, Artesia
21. Kimberly Venegas, LADOT
22. Maia McCurley, City of Duarte
23. Melanie Paz, Norwalk Transit System
24. Pamela Lee, LADOT
25. Riley OBrien, Westside Cities COG
26. Severin Martinez, LADOT
27. Shirley Hsiao, Long Beach Transit
28. Steve Lantz, South Bay Cities COG
29. Steven Mateer, City of Glendora
30. Viviana Gomez, Supervisor Hahn
31. Yunus Rahi, City of Huntington Park

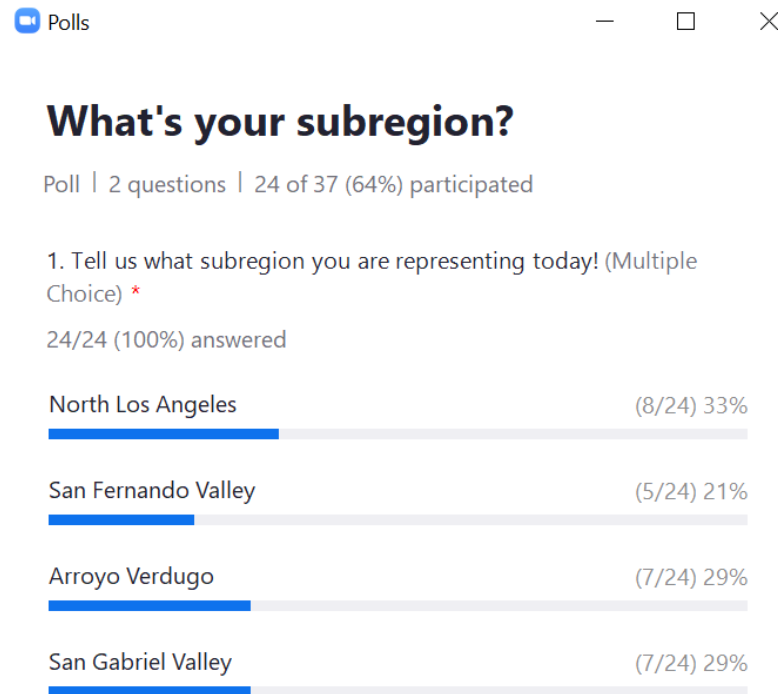
6.0 Technical Working Group Meeting – Arroyo Verdugo, San Fernando Valley, North LA, San Gabriel Valley Subregions (September 12, 2022)

6.1 Summary

The first subregional meeting of the second set of Subregional Technical Working Group Meeting was held via a Zoom meeting on Monday September 12, 2022, from 3:00 PM until approximately 4:30 PM for the subregions including Arroyo Verdugo, San Fernando Valley, North LA, and San Gabriel Valley. The meeting was structured as a PowerPoint presentation, with break-out rooms. There was a total of 40 (non-project team) participants registered for the meeting with 27 non-project team participants in attendance throughout the meeting.

The Zoom poll shown in **Figure 6.1** indicated that there was a relatively even split of attendees from each of the regions, with North Los Angeles having slightly more representation and the San Fernando Valley having slightly less representation.

Figure 6.1 - Subregions Represented

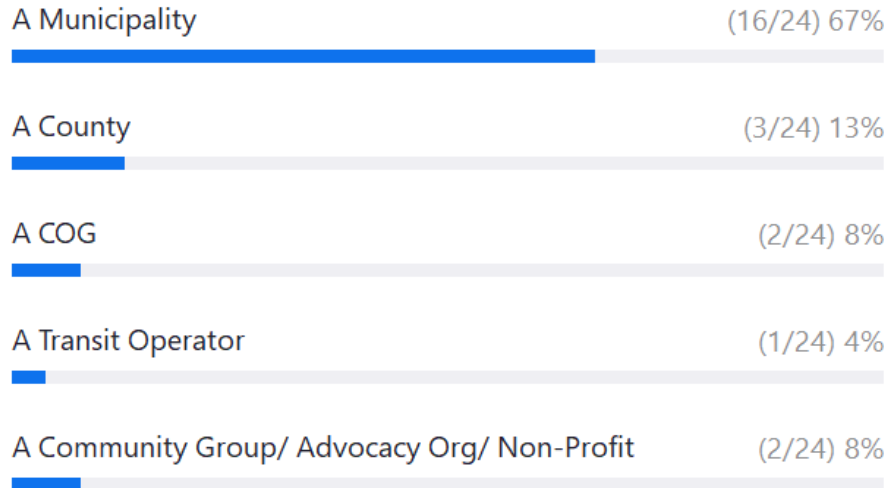


Most of the attendees represented a municipality as shown in **Figure 6.2**.

Figure 6.2 - Organizations Represented

2. Who do you represent? (Multiple Choice) *

24/24 (100%) answered



The key item for discussion was the prioritization methodology and results for the active transportation network projects. The six phases of the prioritization method were presented and each phase was discussed in greater detail. The results for each of the modal networks – First-Last Mile, Pedestrian Districts and Bikeways – were discussed relative to the subregions.

Once the methodology was discussed and the top prioritization results for each mode in each subregion were presented, attendees were assigned to a break-out room based on the subregion they represented. Each break-out room did an overview of the subregion’s prioritization results and asked participants for feedback. The Online GIS Tool was presented in the break-out rooms.

After about forty minutes, all attendees were asked to rejoin the main room. Staff from each break-out room reported back to the group. After the report-back session, next steps were presented and the meeting was adjourned.

Key Take-Aways and Discussion Documented During Q&A Session/ Breakout Rooms

Three break-out rooms were facilitated, one for North LA and Arroyo Verdugo subregions, one for the San Fernando Valley subregion, and a third for the San Gabriel Valley subregion. Each break-out room was staffed by a facilitator and a note taker. The facilitators led the discussions focused on the results of the prioritization exercise and solicited feedback as to whether the prioritization results made sense.

Summary/themes:

There were general questions about methodology.

There were questions regarding how identification of areas is tied to funding.

A couple of attendees expressed concerns over certain areas not having any Pedestrian Districts (Central San Gabriel Valley and Santa Clarita),

A few attendees brought up comments for pedestrian or bike networks that had been submitted but that did not seem to have been captured.

San Gabriel Valley

The SGV break-out room was facilitated by Carolyn Mamaradlo from Metro with support from Erik Felix from Metro. The SGV break-out room had 6 non-project team participants. The participants were:

- Sam Pederson, SGVCOG
- Roy Choi, SGVCOG
- Nick Baldwin, City of Duarte
- Arnold Dichosa, City of Pomona
- Genevieve Amaro, City of San Dimas
- Topher Mathers, ActiveSGV
- Vincent Ramos, City of Claremont

The following notes reflect the discussion which occurred in this break-out room.

- Roy Choi, SGVCOG: I just joined SGVCOG last month so this is my first time joining these meetings. How did you determine the pedestrian districts?
- Roy Choi, SGVCOG: I see there are no pedestrian districts identified in the middle of the SGV. I'd be remiss to think there wasn't a single pedestrian district in this area. You didn't find any shopping centers or parks? Is it because you didn't have participation from those cities?
- Vincent Ramos, City of Claremont: Will the ATSP be used for prioritization to apply for MSP funding? Or are there other priorities that this document will help support?
- Roy Choi, SGVCOG: I'm also managing the San Gabriel Valley Transit Feasibility Study. Has there been coordination efforts with that project and the ATSP? We've looked at three transit alternatives. I want to see if there's a need to coordinate with the ATSP. Understanding what's on the ATSP project list could be helpful. Currently entering Phase 2 of the study.
- Roy Choi, SGVCOG: I'd like to meet with you offline to see how much engagement you've received from the SGVCOG member cities?
- Roy Choi, SGVCOG: The meeting invite didn't spell out the acronym or an agenda. Not sure if I missed something. Happy to help out with outreach for future meetings.
- Arnold Dichosa, City of Pomona: A number of us cities are working with the COG in relation to additional funding for projects and Roy is correct in that he'd be a good contact in relation to this type of prioritized plan. Especially, as it comes to equity among all cities in the SGV. Making sure everyone is getting a piece of the pie.
- Roy Choi, SGVCOG: I just had conversation with Cal Poly Pomona, great to see a facility near the college. They're currently working on a program to bring e-bikes to campus, and a multimodal transit center on-campus.

San Fernando Valley

The SFV break-out room was facilitated by Sherry Ryan from CR Associates with support from Justin Glover from Communications Lab. The SFV break-out room had four non-project team participants. The participants were:

- Matt Garon (LADOT)
- Zackary Campos (LADOT)
- Nataly Rios (LADOT)
- Rubina Ghazarian (LADOT)

The following notes reflect the discussion which occurred in this break-out room.

- Matt Garon, LADOT: Are there recommendations going to be made based on intensity?
 - Sherry Ryan, CRA:
 - Ultimately, prioritization will be used for phasing the network. Highest priority are in earlier tiers.
 - The criteria can be integrated in the Active Transportation grant program Metro administers.
 - Facilitator showed detail of the network in SFV and demonstrated use of the tool.
- Matt Garon, LADOT: Is there any way to account for busy streets?
 - Sherry Ryan, CRA: Under opportunity scores, we identify high concentrations of destinations
- Zackary Campos, LADOT: How are demand scores developed?
 - Sherry Ryan, CRA: Metro has some new data under “Locus” developed by Cambridge Systematics. Used big data, cell phone data, to categorize trip making by mode. This tool just came online.
- Zackary Campos, LADOT: What is accessibility?
 - Sherry Ryan, CRA: We defined it in terms of an opportunity score, which was developed based on destination types.
- Rubina Ghazarian, LADOT: Compared to our mobility plan networks, this network looks sparse.
- Matt Garon, LADOT: Based on your presentation, the metrics make sense.
- Matt Garon, LADOT: We are launching a new Dash bus route in North Hollywood. Don’t have a launch date.

North LA and Arroyo Verdugo

The break-out room was facilitated by Jan Yonan with Metro with support from Isai Rosa with Metro. The North LA/ Arroyo Verdugo break-out room had 13 non-project team participants. The participants were:

- Jay Nelson, City of Palmdale
- Marcos Fuentes, City of Burbank Transportation Planning
- Chris Buononmo, Burbank Transportation Division
- Candace Vander Hyde, Lancaster Transportation Planning
- Armen Avanzian, Glendale / Engineering
- Brian Nguyen, LAC Public works Transportation Planning
- Fred Sohrehvand, Principal planner in Community Development
- Alex Porlier, City of Santa Clarita AT planner
- Isamael Carbajal Perez, City of Glendale
- Pastor Casanova, City of Glendale Principal Traffic Engineer
- Abu Yusuf, LAC Public Works (north county and SF Valley)
- Nataly Rios, LADOT

The following notes reflect the discussion which occurred in this break-out room.

- Pastor Casanova, City of Glendale: Do you get a higher score on bike segments if you have more or fewer accidents?
 - Jan Yonan, Metro: If the corridor intersected with an area with multiple collisions, it was allocated greater points for prioritization. If the corridor was in a high-collision corridor and was in an EFC, then points would be allocated for that as well. Bikeways along high-collision or high-speed arterials received higher points for that.
- Question: How was demand in community support Identified
 - Jan Yonan, Metro: We used the AGOL community tool and Locus data to identify.
 - Jan showed the trip ends data concentrated around the Burbank Metrolink station using the ArcGIS Online Tool
- Alex Parlier, Santa Clarita: I don't see much happening for Santa Clarita. I see and agree with your methodology. I see Class 1 bike lanes that are missing. Connection at underpasses could provide a 10-mile contiguous bike lane. Future bike facilities did not make it on, projects that are on PS&E.
 - Alex noted that he will provide additional information to the team
- Chris Buonomo, City of Burbank: What is the timeline for input
 - Jan Yonan, Metro: Input can be shared until next Friday (9/23/22)
- Fred Zorehvand, City of Glendale: I brought up a comment about "Verdugo Wash" at the previous TWG, was it added?
 - Jan Yonan, Metro: Yes. That was added
- Fred Zorehvand, City of Glendale: Pedestrian activity North of Glendale, we have quite a bit of pedestrian activity, was that included? Near Montrose Ave, around Honolulu Av
 - Jan Yonan, Metro: Per the comparative scoring, it did not make it to the final Ped District.

- Fred Zorehvand, City of Glendale: Back to Verdugo Wash, we did two studies on it, a feasibility and conceptual design. We have over \$6 million in funding and it is supported by jurisdictions. We applied for ATP funding
- Abu Ysuf, LAC Public Works: Are you working with other Metro Staff? We requested funding for 30th St West of 138th in Lancaster (the orange segment). Will this receive higher prioritization?

Appendix F shows the PowerPoint presentation used at the 9/12/22 TWG meeting.

6.2 Attendee List

1. Abu yusuf, la county
2. Alexander Porlier, City of Santa Clarita
3. Armen Avazian, City of Glendale, Public Works Department
4. Arnold Dichosa, City of Pomona
5. Brian Nguyen, Department of Public Works
6. Candice Vander Hyde, City of Lancaster
7. Chris Buonomo, City of Burbank
8. Fred Zohrehvand, City of Glendale
9. Genevieve Amaro, City of San Dimas
10. Hal Ghafari, City of Diamond Bar
11. Marcos Fuentes, City of Burbank
12. Matt Garron , LADOT
13. Nataly Rios, LADOT
14. Pastor Casanova, Glendale Public Works Traffic Engineer
15. Roy Choi,
16. Sahag Yedalian, City of Los Angeles
17. Sam Pederson, SFVCOG
18. Sarah Ahmed, Los Angeles County Public Works
19. Sarkis Oganessian, City of Glendale
20. Topher Mathers, ActiveSGV
21. Vincent Ramos, City of Claremont
22. Zackary Campos, LADOT

7.0 Technical Working Group Meeting – South Bay Cities and Gateway Cities Subregions (September 13, 2022)

7.1 Summary

The second subregional meeting of the second Subregional Technical Working Group Meeting was held via a Zoom meeting on Tuesday September 13, 2022, from 9:00 AM until approximately 10:30 AM for the South Bay and Gateway Cities Subregions. The meeting was structured as a PowerPoint presentation, with break-out rooms. There was a total of 33 (non-project team) participants registered for the meeting with 22 non-project team participants in attendance throughout the meeting.

The Zoom poll shown in **Figure 7.1** indicated that there was a relatively even split of attendees from both of the regions, with Gateway Cities having one more representative.

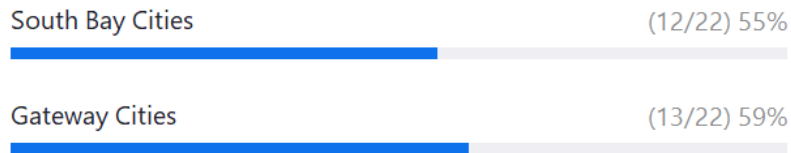
Figure 7.1 - Subregions Represented

Tell us about your region & organization

0:32 | 2 questions | 22 of 26 (84%) participated

1. Tell us what subregion you are representing today! (Multiple Choice) *

22/22 (100%) answered

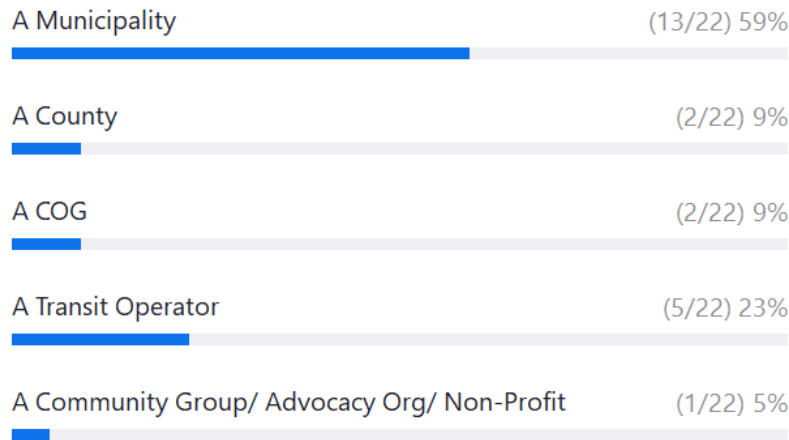


Most of the attendees represented a municipality as shown in **Figure 7.2**.

Figure 7.2 - Organizations Represented

2. Who do you represent? (Multiple Choice) *

22/22 (100%) answered



The key item for discussion was the prioritization methodology and results. The six phases of the prioritization method were presented and each phase was discussed in greater detail. The results for each of the modal networks – First-Last Mile, Pedestrian Districts and Bikeways – were discussed relative to the subregion.

Once the methodology was discussed and the top prioritization results for each mode in each subregion were presented, attendees were assigned to a break-out room based on the subregion they represented. Each break-out room did an overview of the subregion’s prioritization results and asked participants for feedback. The Online GIS Tool was presented in the breakout rooms.

After about forty minutes, all attendees were asked to rejoin the main room. Staff from each break-out room reported back to the group. After the report-back session next steps were presented, and the meeting was adjourned.

Key Take-Aways and Discussion Documented During Q&A Session/ Breakout Rooms

Two break-out rooms were facilitated, one for each subregion. Each break-out room was staffed by a facilitator and a note taker. The facilitators lead the discussions focused on the results of the prioritization exercise and solicited feedback as to whether the prioritization results made sense.

Summary/Themes:

There were general questions about methodology as well as questions about criteria.
There were questions regarding how identification of areas is tied to funding.
There were questions regarding how current plans can influence prioritization.
There were a few questions about specific locations and asking for an explanation of how that specific location was ranked as it was.

Gateway Cities

The Gateway Cities break-out room was facilitated by Jan Yonan from Metro with support from Isai Rosa, Metro. The Gateway Cities break-out room had 8 non-project team participants. The participants were:

- Damian Kevitt, Streets Are Fore Everyone (SAFE)
- Chad Kim, Long Beach Transit
- Shirley Hsiao, Long Beach Transit
- Christopher MacKechnie, Long Beach Transit
- Grissel Chaves, Bell Gardens
- Joana Rodarte, Huntington Park
- Emma Ecobar, Huntington Park
- Karen Lee, City of Artesia

The following notes reflect the discussion which occurred in this break-out room.

- Karen Lee, Artesia: I noticed the ped zone was very light, we know the station is coming, and we (city) are going to plan for the FLM, but I'm worried that the current data says, "nobody walks into that area".
- Karen Lee, Artesia: Last night the city of Artesia just approved the local roadway safety plan, and the pedestrian zone looks too light on the prioritization, weighted score looks contradictory to what I know.
- Karen Lee, Artesia: What does the score mean?
 - Jan Yonan, Metro: This is what is going to inform our prioritization for investment under ATSP. So that we are coordinating with jurisdiction. I will note that there is no specific funding set aside for these prioritized projects.
- Karen Lee, Artesia: I'm surprised by the lack of data after we went through this. I'm looking at all the stations along the west Santa Ana Branch, this lack of data caught me off guard.
 - Jan Yonan, Metro: The good news is that the city will be able to contribute and provide information
- Long Beach Staff: Is there opportunity to set up a separate meeting to discuss long beach

South Bay Cities

The South Bay Cities break-out room was facilitated by Carolyn Mamaradlo from Metro with support from Nick Kasunic from Communications Lab. In the South Bay Cities break-out room there were 17 non-project participants. The participants were:

- Alexander Wikstrom (LA DOT)
- Severin Martinez (LA DOT)
- Zackary Campos (LA DOT)
- Bryce Fauble (Torrance Transit)
- David Mach (Torrance Transit)
- Eduardo Schonborn (City of El Segundo)

- Joanna Rodarte (City of Huntington)
- Christopher MacKechnie (Long Beach)
- Andrew Choi (LA County PW)
- Maggie Cheung (LA County Public)
- Steve Lantz (South Bay Cities COG)
- Carla Dillon (City of Lomita)
- Helen Shi (Manhattan Beach)
- Rubina Ghazarian (LA DOT)
- Grissel Chavez (Bell Gardens)
- Emma Escobar (City of Huntington)
- Jim Shanman (Walk n' Rollers)

The following notes reflect the discussion which occurred in this break-out room.

- There were a few questions regarding the functionality of Online GIS Tool, which were addressed
- Alexander Wikstrom, LA DOT: I would like to get more detail on Wilmington metrics
 - Carolyn Mamaradlo, Metro: The bikeways network has some high priorities — on Anaheim. The area scored high in connectivity, moderately high in accessibility, in equity and as well as opportunity. It does intersect with a SCAG.
- Steve Lantz, South Bay Cities COG: Can you check again for Lawndale? Because it's a residential district
 - Carolyn Mamaradlo, Metro:
 - It has a high accessibility score due to being close to schools and parks. It also scored high in community support and connectivity. There are a lot of trip origins and destinations in this district
 - A pedestrian district does need to be commercial in nature.
- David Mach, Torrance Transit: Could we look at Torrance? What criteria is used for connectivity? What about closeness to a transit center.
 - Carolyn Mamaradlo, Metro:
 - A high pedestrian district in Torrance is moderately scoring. Fairly high score for accessibility, and I'm sure because that captures a lot of commercial, parks and school locations in this large area. Moderately high connectivity.
 - Connectivity is focused on closing a gap.
- Steve Lantz, South Bay Cities COG: So the future Green Line to Torrance is included in the data?
 - Carolyn Mamaradlo, Metro: That was not factored into this date. For Torrance, the regional transit center was included. I am not sure if rail service to that corridor would effect these metrics. Since that existing usage isn't there today, it wouldn't be captured.
- David Mach, Torrance Transit Would it be too late to add the LPA to this final ATSP network?
 - Carolyn Mamaradlo, Metro: We could make changes to this analysis to accommodate, but I'm not sure it would make a difference in the results.

- Steve Lantz, South Bay Cities COG: A future update could include it when it's closer, since that wouldn't be until 2033. But I'm surprised that connectivity to the transit isn't a big criteria for the whole network
 - Carolyn Mamaradlo, Metro: As it relates to prioritization, it's less of a ranking factor and more of an eligibility factor
- Eduardo Schonborn, El Segundo: PCH is roughly half a mile from the Mariposa station. In terms of FLM, what factors are included in ranking those
 - Carolyn Mamaradlo, Metro: We scored it on accessibility—how well does it serve commercial or land use types. Does it intersect with a future livable corridor as rated by the SCAG. It did not receive points for connectivity
- Eduardo Schonborn, El Segundo: When you say connectivity, you mean an existing bike route?
 - David Mach, Torrance Transit: We're supposed to put in a bike lane from PCH to Mariposa, to that station.
 - Carolyn Mamaradlo, Metro: If that project is funded and in construction today, we can take your comment and make adjustments to your score to adjust that.
 - David Mach, Torrance Transit: I'll make sure with our public works folks, and have a construction schedule.
 - Carolyn Mamaradlo, Metro: You'll get points for connectivity if it extends from an existing bike lane.
 - Erik Felix, Metro: Since C line is far from being completed, there isn't yet a demand to uplift that FLM area
- Eduardo Schonborn, El Segundo: What is the long-term benefit of having all this data. If we have a low connectivity, would we be able to apply for grant? How beneficial could this be?
 - Carolyn Mamaradlo, Metro: At the forefront of this planning effort, we hope the plan will serve as a guiding tool and reference for your implementation efforts. So if you're seeking funding, we hope that ATSP will serve as a good reference for projects that will compete well with those funding opportunities.
 - Carolyn Mamaradlo, Metro: If connectivity is low, how do you work towards improving performance. In that example, improving connectivity would be building out the bike network with more nodes. It's like chicken and the egg: if you can compete well to build your network, it does affect your performance. We do factor in, as Erik said, we take into account intersection density.

- So are you focusing on low scores and making them better, or are you focusing on the high scoring areas?
 - Carolyn Mamaradlo, Metro: We want to build on what's out there today—so the high scoring. Rather than having islands of network, we want to encourage growing the network from what's out there today.
- Illogical gaps in regional bikeways—if we zoom in on Anaheim St.—kind of in the Wilmington area—that gap by Harvard College, it seems odd. I don't know if that's a jurisdictional issue...
 - Carolyn Mamaradlo, Metro: Based on our records it looks like there is an existing class 4 on that segment, so that's why we didn't prioritize it.
- Steve Lantz, South Bay Cities COG: The section from Alameda to West was scored zero, but that seems like an obvious one. It doesn't make any sense to me
 - Carolyn Mamaradlo, Metro: So it does connect to an existing bike lane on Coast highway on the Eastern end. Maybe Erik—you can take note and ask the technical team why it scored zero on connectivity.
- Steve Lantz, South Bay Cities COG: What does the brown line mean?
 - That's a high priority segment.
 - Steve Lantz, South Bay Cities COG: With a gap in the middle
 - Carolyn Mamaradlo, Metro: That's a good point. The existing segment ends at the freeway, or just past the freeway.
 - Steve Lantz, South Bay Cities COG: It looks like there's another gap—along PCH next to South High School
- Any projects in your communities that we should be aware of? If a segment was planned in a network, we gave it points for project readiness.
 - Rubina Ghazarian, LA DOT: The city of LA is working on an arterial and neighborhood complimentary network in Anaheim. We just submitted an ATP application to try to fund that project
 - Those are exactly the plans we'd like to know about. Unfortunately, we don't have a database county-wide of those plans, so if we could leverage your presence today to advocate for that plan that would be great. If you have a map or shape files we could add those.
- Maggie Cheung LA County: Do you have the bike master plan that has been developed in different communities? As well as Vision Zero? Are they in this analysis?
 - Carolyn Mamaradlo, Metro: We did not factor that in. If we didn't previously receive those shape files, we would be unable to include those in the current shape network. Do you have the shape files for those plans
 - Maggie Cheung LA County: Yes, I can get those to you.
- (Kristian from FLM arrives). Carolyn Mamaradlo, Metro: Will the future rail service to the Torrance Regional Transit Center effect the results in our prioritization analysis? I said the potential demand and future usage might factor in, but otherwise I didn't see any way it would change the results
 - Carolyn Mamaradlo, Metro: Until the C line in Torrance has a locally preferred alternative, it wouldn't effect results. But we did receive a comment about the station in Crenshaw, and that will effect the results.
 - Steve Lantz, South Bay Cities COG: I think there is a station at the Galleria or on Hawthorne boulevard
 - Carolyn Mamaradlo, Metro: We do have a high ridership in that vicinity, since it would sustain bus service.

Appendix G shows the PowerPoint presentation used at the 9/13/22 TWG meeting.

7.2 Attendee List

1. Alexander Wikstrom, LADOT
2. Andrew Choie, LA County PW
3. Bryce Fauble, Torrance Transit
4. Carla Dillon, City of Lomita
5. Christopher Mackechnie, Long Beach Transit
6. Chad Kim, Long Beach Transit
7. Damian Kevitt, Streets Are For Everyone
8. David Mach, Torrance Transit
9. Eduardo Schonborn, City of El Segundo, Development Services
10. Emma Escobar, City of Huntington Park
11. Erik Zandvliet, City of Manhattan Beach
12. Grissel Chavez, City of Bell Gardens
13. Helen Shi, City of Manhattan Beach
14. Jim Shanman, Walk 'n' Rollers
15. Joanna Rodarte, City of Huntington Park
16. Karen Lee, City of Artesia
17. Maggie Cheung, LA County Public Works
18. Rubina Ghazarian, LADOT
19. Severin Martinez, LADOT
20. Shirley Hsiao, Long Beach Transit
21. Steve Lantz, South Bay COG
22. Zackary Campos, LADOT

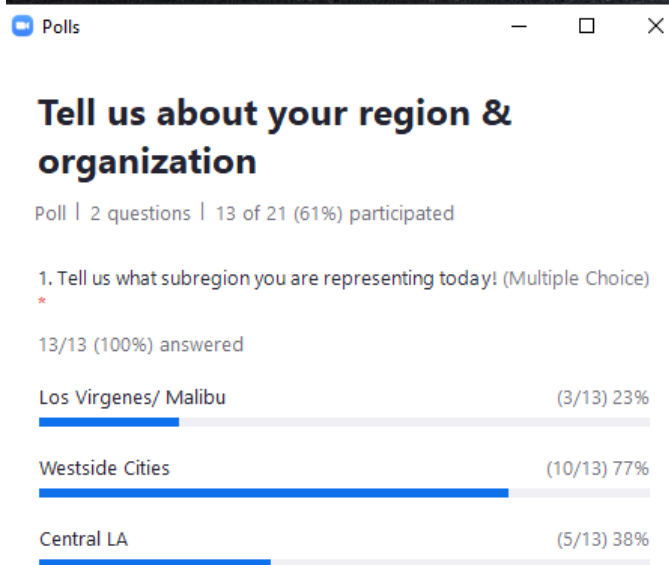
8.0 Technical Working Group Meeting – Las Virgenes-Malibu, Central LA, Westside Cities Subregions (September 13, 2022)

8.1 Summary

The third subregional meeting of the second set of Subregional Technical Working Group Meeting was held via a Zoom meeting on Tuesday September 13, 2022, from 4:00 PM until approximately 5:30 PM for the area including Las Virgenes-Malibu, Central LA and Westside Cities Subregions. The meeting was structured as a PowerPoint presentation, with break-out rooms. There was a total of 25 (non-project team) participants registered for the meeting and 19 in attendance throughout the meeting.

The Zoom poll showed in **Figure 8.1** that there was more representation from Westside Cities than either Central LA or Las Virgenes/ Malibu

Figure 8.1 - Subregions Represented

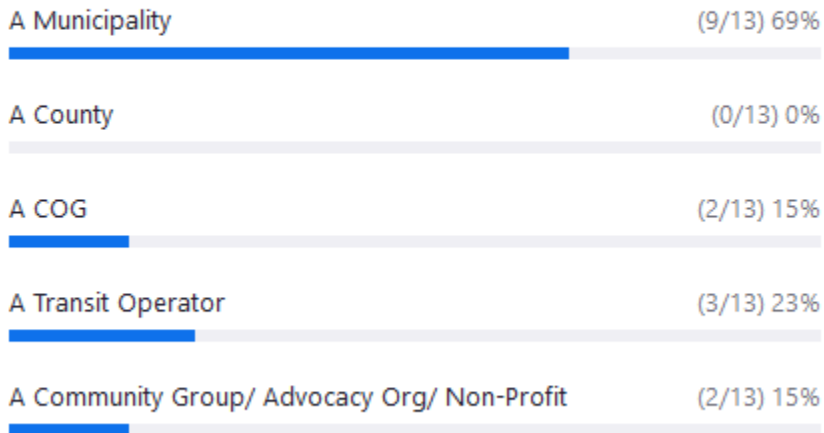


Most of the attendees represented a municipality as shown in **Figure 8.2**.

Figure 8.2 - Organizations Represented

2. Who do you represent? (Multiple Choice) *

13/13 (100%) answered



The key item for discussion was the prioritization methodology and results. The six phases of the prioritization method were presented and each phase was discussed in greater detail. The results for each of the modal networks – First-Last Mile, Pedestrian Districts and Bikeways – were discussed relative to the subregion.

Once the methodology was discussed and the top prioritization results for each mode in each subregion were presented, attendees were assigned to a break-out room based on the geographic subregion they represented. Each break-out room did an overview of the subregion’s prioritization results and asked participants for feedback. The Online GIS Tool was presented in the breakout rooms.

After about forty minutes, all attendees were asked to rejoin the main room. Staff from each breakout room reported back to the group. After the report-back session next steps were presented, and the meeting was adjourned.

Summary/themes for LV/Malibu & Westside Cities Breakout Room:

There were a couple comments about connectivity gaps in the network. A couple of attendees asked about the possibility to request Metro funding to upgrade temporary/pop-up bike lanes to more permanent lanes. There was a need for clarification on how this plan will affect and be effective for jurisdictions.

Summary/Themes of Central LA Breakout Room:

The breakout room discussed concerns on existing facilities and how many of them are not built to their final condition. They seem to be used as a quick build or temporary fix and would like for them to be considered for enhancements and part of the AT Network. Questions were raised about the methodology, specifically Accessibility and Pedestrian Districts.

Overall Summary/Themes:

There were general questions about methodology.

There were questions about facilities that seem to be functioning as temporary and whether these could be considered for recommended enhancements and as part of the AT Network.
There were questions regarding how this plan will affect jurisdictions and be useful to them.
There were also concerns regarding how Pedestrian Districts were identified.
There was a need for clarification on how this plan will affect future funding of projects and be useful to jurisdictions.

Key Take-Aways and Discussion Documented During Q&A Session/ Breakout Rooms

Las Virgenes/ Malibu & Westside Cities

This break-out room had 15 participants in attendance and was facilitated by Jan Yonan, Metro with support from Isai Rosa, Metro.

- Jim Shanman, Walk 'N Rollers
- Kyle Kozar, City of Santa Monica
- David Fen, City of West Hollywood
- Eric Bruins, City Council District 11
- Cory Wilkerson, SCAG
- Larissa Hogan, Culver City
- Winnie Fong, Westside Cities COG
- Tra'a B, City of Calabasas Engineer
- Charmaine Yambao, City of Augora Hills Civil Engineering
- Jessie Holzer Carpenter, City of Beverly Hills Transportation planner
- Jacqui Swarts, City of Santa Monica
- Kevin Burton, West Hollywood Bicycle Coalition
- Ryan Hund, Culver City Planner
- Kimberly Venegas, LADOT Transportation and Policy
- Rubina Ghazarian, LADOT

The following notes are from the discussion which took place in this break-out room.

- Rubina Ghazarian, LADOT: I have a question about existing bikeways getting more points? Have you considered prioritizing existing bikeways? Some of our Class II may be upgraded or are currently pop-ups.
 - Jan Yonan, Metro: Existing Class I of IV, are not prioritized on this map if they are existing. Ballona Creek, vs Culver BI, Culver would be prioritized. We are focusing on those that could more greatly be improved vs those that are already high-quality infrastructure.
- Rubina Ghazarian, LADOT: Sounds like you are trying to maximize distance, do you have that metric, is that something you can share, if there is a gap between East and West?
 - Jan Yonan, Metro: Our preliminary goal is to bridge the gap between existing bikeways and expand the regional corridors. Most corridors seen on the map were informed by SCAG, COGS and local staff

- Sherry Ryan, CRA: We did not use a spacing criterion in developing the network. The 2016 had a dense network of bikeways. In the end this network has remained fairly consistent with the 2016 and we are focused on regional connectedness with high-quality facilities such as strong East-West and North-South connections.
- Kevin Burton, West Hollywood Bicycle Coalition: I wanted to comment on connectivity between cities, specifically between WeHo and Santa Monica. A lot of bikers use Santa Monica Bl to access UCLA. The area of Santa Monica Blvd towards UCLA is owned by Caltrans, so I hope that Metro will coordinate with Caltrans to connect that gap.
 - Jan Yonan, Metro: Thank you for reminding us that a variety of agencies do oversee these. Part of this project is creating seamless bikeways across jurisdictional lines.
- David Fen, West Hollywood: I would also be interested in hearing more about how upgrades to existing corridors or upgrades from quick build to permanent materials would be considered through this framework.
 - Sherry Ryan, CRA: We will have more language to say that we want Class I and Class IV in the ATSP, but final classification in a bikeway's implementation will be led at the local level.
- Jim Shanman, Walk 'N Rollers: I don't see a lot of North-South connections. Will there be more? Other than Sepulveda, I don't see many north-south corridors here. Is Overland being considered for example?
 - Jan Yonan, Metro: We did look at Ballona path, and Overland closer to Palms.
 - Jim Shanman, Walk N Rollers: Has Barrington been considered at all?
 - Jan Yonan, Metro: We do have a connection along Barrington from Ballona Creek to Santa Monica.
- Kyle Kozar, Santa Monica: This is more of a grounding for me, what does ATSP plan mean for us? In Santa Monica alone, the two stretches (Broadway and Colorado) we have grants from Metro and are currently kicking off those projects. What does this drive? If this is to prioritize future funding, this is unhelpful.
 - Jan Yonan, Metro: To the question about what we are looking for in jurisdictional input on how to activate this plan, this is simply a vision for future county-wide investment on AT and ped districts.
 - We do not have specific funding to these corridors in the plan, we will take this to the Metro Board with a full cost estimate along with funding opportunities.
- Kyle Kozar, Santa Monica: For future grant applications, if these are not part of the plan will that make them less competitive?
 - Jan Yonan, Metro: This is not a recommendation at the moment. Metro MAT grant funds are not tied or reserved for these networks.
 - Sherry Ryan, CRA: Additional corridors that SaMo may have would not necessarily be disqualified from getting funding.
- David Fen, West Hollywood: I don't want to take up too much time but curious if it's too late to add projects here? for instance: our Fountain Ave. Class IV project may not have existed earlier in this process.
 - Jan Yonan, Metro: for the consideration of this exercise. These are final.

- Ryan Hund, Culver City: How detailed will the cost estimates be? Could they be used in grant applications?
- Rubina Ghazarian, LADOT: Building off David's question - what kind of feedback are you looking for? Can we request additions and modifications?

Summary/themes for LV/Malibu & Westside Cities Breakout Room:

- There were a couple comments about connectivity gaps in the network.
- A couple of attendees asked about the possibility to request Metro funding to upgrade temporary/pop-up bike lanes to more permanent lanes.
- There was a need for clarification on how this plan will affect and be effective for jurisdictions.

Central Los Angeles

This break-out room was facilitated by Carolyn Mamaradlo from Metro with support from Tanya Silerio from Communications Lab and had 3 participants in attendance. The participants were:

- Matt Garron (LADOT/Transit Planning)
- Nataly Rios (LADOT)
- Severin Martinez (LADOT)

Discussion

The following notes are from the break-out room discussion.

- Carolyn Mamaradlo, Metro: Do you guys know how to use the tool? (GIS)
 - Matt Garron, LADOT: I haven't used the tool but yesterday I was in the first meeting.
- Severin Martinez, LADOT: So many of these looks like they are high priority. How do you know which ones get selected?
 - Carolyn Mamaradlo, Metro: These high priority locations will be considered first as we put the sections together for ATSP.
- Severin Martinez, LADOT: Would all 100 or so FLM areas be on the list?
 - Carolyn Mamaradlo, Metro: Yes, depends on our funding and what are costs will look like. But the ATSP is meant to be a guiding document/tool for all of you to implement . We hope that this analysis will help you with projects you want to build.
- Severin Martinez, LADOT: If we are interested in pursuing Metro funding, given there are so many FLM areas, will having FLM areas overlapping with Ped Districts be beneficial for funding opportunities?
 - Carolyn Mamaradlo, Metro: I would think that the more prioritization/backing of a project you can point to, the more competitive it will be. Those funding programs all have their own development process so I can't speak on how ATSP will manage that. But that is the point of this tool, to serve as a basis for the funding project.
- Severin Martinez, LADOT: Can you clarify how Accessibility is being defined?
 - Carolyn Mamaradlo, Metro:
 - There are two primary factors for Accessibility:

- one is overlap with the SCAG Livable Corridors. We wanted to capture areas that are lacking public services or have been historically underfunded.
 - Second are our Opportunity Scores based on business location data that we purchased. Businesses that tend to have higher pedestrian activity were identified.
- Severin Martinez, LADOT: there some kind of thought in the maximum distances between bikeway corridors? Some are more separated than others. For example, in the Hollywood and Mid-Wilshire area there are some sizable gaps in both North-South and East-West bikeways.
 - Carolyn Mamaradlo, Metro: Some of these gaps are filled with existing infrastructure.
- Carolyn Mamaradlo, Metro: Do any of the segments we are seeing here seem off? Is there something here you do/don't agree with?
 - Severin Martinez, LADOT: You mentioned some things are omitted because they are already built up. I will say for LA some of these infrastructures aren't exactly done they are only finished halfway or used as quick solutions. For a lot of City of LA projects, Class IV projects are bollards and striping. But we would say those projects need to be raised in safety with cement bollards. Maybe they're not scoring high because in the eye in Metro they are completed, though in LADOT's they need more support. Would you consider lifting these projects up?
 - Carolyn Mamaradlo, Metro: There is a project readiness category, but the segments you described would be completely excluded so we have to think on how well they would score in other categories. We will definitely consider it.
- Severin Martinez, LADOT: I did want to raise another issue that we may want to comment on. In LA/South Pasadena we did notice that it is showing a connection that doesn't seem to exist. The diagonal line that connects Pasadena and Arroyo Seco Golf Course is unrealistic. There's an entire grade separation. May require some re-routing to be feasible. We don't know if that mistake effects the overall score. The diagonal line shown does not exist in real life.
 - Carolyn Mamaradlo, Metro: Yes, you can see it on the map. It shows that there is a connection here between South Pasadena and LA. We will talk our team about that and get it fixed. Maybe we lower the project readiness score since it is not in fact feasible.
- Severin Martinez, LADOT: If there are technical glitches is there a way to fix it?
 - Carolyn Mamaradlo, Metro: There is a way to email us, but you can also send Metro a picture/pdf with the errors and the corrections.
- Severin Martinez, LADOT: Because of this mistake, is the entire area unfeasible or can it still be used?
 - Carolyn Mamaradlo, Metro: The map should still be okay to use.
- Matt Garron, LADOT: Did Metro receive the City of LA pedestrian enhanced districts from the new Mobility Plan?
 - Carolyn Mamaradlo, Metro: Yes, we didn't entirely replace one for one, but we merged the two. We retrained the methodology districts and then merged it with the other districts. If there were any of them that were identified as low priority, we also added them.
- Severin Martinez, LADOT: How small is too small for a project to be considered for a Pedestrian District? We have a Silver Lake Reservoir Plan. Would that be considered?

- Carolyn Mamaradlo, Metro: It would be helpful for our bikeway analysis. Pedestrian Districts do not receive Project Readiness scores. We don't have a countywide database on local pedestrian plans. For Pedestrian Districts, we are going on what our data uncovered. Local plans are considered in our bikeway network.
- Matt Garron, LADOT: Are you able to share the link to this tool?
 - Carolyn Mamaradlo, Metro: Yes, we will follow-up with another e-blast along with this link. You will then have two weeks to review and send us comments. Then we take a look at those, and we have another meeting in November similar to this one.
- Carolyn Mamaradlo, Metro: Any local projects you are seeking funding for that should be prioritized and be on this list but isn't?
 - (Question wasn't specifically answered instead a different question was asked in response)
- Severin Martinez, LADOT: Is there any threshold or consideration to what is an acceptable existing bikeway? Some of them are not really build to their final state. Some of our existing bikeway designations may misrepresent connections that can currently be enhanced. It goes back to the fact that some of our bikeways aren't built to their final stage. At what point is a bikeway considered acceptable?
 - Carolyn Mamaradlo, Metro: At this scale of analysis, that level of nuance may not be as useful.
- Nataly Rios, LADOT: Can you review the methodology for Pedestrians Districts? It seems like areas with only existing high accessibility were considered?
 - Carolyn Mamaradlo, Metro: Pedestrian methodology was based on areas having a high-density of business types that are in contiguous adjacent traffic analysis zones. We then modified the Pedestrian District boundaries based on Technical Working Group comments that were previously made in other meetings/breakout rooms.
 - Carolyn Mamaradlo, Metro: Its sounds like you don't think it reflects are as need. We attempted to capture that with feedback from TWG meetings. We also looked at SCAG Growth Zones to consider areas where growth is planned for.

Appendix H shows the PowerPoint presentation used at the 9/13/22 TWG meeting.

8.2 Attendee List

1. Alexander Wikstrom, LADOT
2. Andrew Choie, LA County PW
3. Bryce Fauble, Torrance Transit
4. Carla Dillon, City of Lomita
5. Christopher Mackechnie, Long Beach Transit
6. Chad Kim, Long Beach Transit
7. Damian Kevitt, Streets Are For Everyone
8. David Mach, Torrance Transit
9. Eduardo Schonborn, City of El Segundo, Development Services
10. Emma Escobar, City of Huntington Park
11. Erik Zandvliet, City of Manhattan Beach
12. Grissel Chavez, City of Bell Gardens
13. Helen Shi, City of Manhattan Beach
14. Jim Shanman, Walk 'n' Rollers
15. Joanna Rodarte, City of Huntington Park
16. Karen Lee, City of Artesia
17. Maggie Cheung, LA County Public Works
18. Rubina Ghazarian, LADOT
19. Severin Martinez, LADOT
20. Shirley Hsiao, Long Beach Transit
21. Steve Lantz, South Bay COG
22. Zackary Campos, LADOT

9.0 Technical Working Group Meeting – All Members (November 9, 2022)

9.1 Summary

The purpose of this All Member TWG meeting was to share the results of the final prioritization of FLM areas, Pedestrian Districts, and Regional Bikeways. The project team had incorporated several revisions based upon prior TWG input and was focused on sharing out the final results of project prioritization.

Appendix I shows the PowerPoint presentation used at the 11/9/22 TWG meeting.

9.2 Registration List

(This list represents participants who registered. We do not have confirmation they attended.)

Isai Rosa	Kyle Kozar
Erik Felix	Jessie Carpenter
Emma Escobar	David Fenn
Bryce Fauble	Vincent Ramos
Richard Diaz	Jan Yohan
Marcos Fuentes	Peter Carter
Alexander Porlier	Cory Zelmer
Hal Ghafari	Helen Shi
Bryn Lindblad	Sarah Ahmed
Nate Hayward	Jill Crump
Isamael Carbajal Pere	Sarah Rocha
Riley O'Brien	Steven Mateer
Tra'a Bezdecny	Arthur Sohikian
Severin Martinez	Alexander Wikstrom
Genevieve Amaro	Shin Furukawa
Eric Bruins	Candice Vander Hyde
Nataly Rios	Adele Stadler
Kimberly Venegas	Gabe Garcia
Armen Avazian	Jay Nelson
Robert Delgadillo	Matt Suska
Steve Lantz	Sherry Ryan
Eric Zandvliet	Eric Sindel
Abu Yusuf	Kevin Ocubillo
Chris Buonomo	Yvette Kirrin
Topher Mathers	Emily Cadena
Fred Zohrehvand	Christopher Mackechnie
Kevin Burton	Gladis Deras
Geraldina Romo	Cesar Roldan
Andrew Choie	Javier Hernandez
Babak Dorji	Jocelyn Torres
Larissa Hogan	Charmaine Yambao
Rubina Ghazarian	Ron Chan
Daniel Rodman	Shirlye Hsiao

10.0 Technical Working Group Meeting – Subregional TWG #3 (Various) (April 5, 2023)

10.1 Summary

The purpose of this TWG subregional meeting was to share the draft plan, with a particular focus on the active transportation project cost estimates and implementation strategy. The meeting had a break-out session to discuss implementation at the city level and in concert with Metro. Staff from the cities of Los Angeles and West Hollywood were in attendance.

Appendix J shows the PowerPoint presentation used at the 4/5/23 TWG meeting.

10.2 Attendee List

1. Erik Felix
2. Jan Yonan, Metro
3. Jacob Lieb, Metro
4. Eric Sindel
5. Ana Garate
6. James Andrew, Metro
7. Arnold Dichosa
8. Jill Crump
9. Neha Chawla
10. Isai Rosa
11. Lisa Martellaro-Palmer, Palmdale
12. Daniel Lim
13. David Fenn, City of West Hollywood
14. Vincent Ramos, Claremont
15. Matt Suska, Los Angeles County Bikeway Coordinator
16. Jessie Holzer Carpenter, Beverly Hills
17. Emily Cadena
18. Jacqui Swartz, Santa Monica
19. Kimberly Venegas, LADOT
20. Isabelle Garvanne
21. Chris Buonomo
22. Maria Tipping, City of Claremont
23. Severin Martinez (LADOT)
24. Mariko Toy, Metro
25. Topher Mathers, Active SGV
26. Donson Liu
27. Nataly Rios, LADOT

11.0 Technical Working Group Meeting – Subregional TWG #3 (Various) (April 7, 2023)

11.1 Summary

The purpose of this TWG subregional meeting was to share the draft plan, with a particular focus on the active transportation project cost estimates and implementation strategy. The meeting had a break-out session to discuss implementation at the city level and in concert with Metro.

Appendix J shows the PowerPoint presentation used at the 4/7/23 TWG meeting.

11.2 Attendee List

1. Eric Sindel (Eric Sindel)
2. Khristian Decastro, Metro FLM
3. Jan Yonan# Metro
4. Erik Felix
5. Tra'a Bezdecny, Calabasas
6. Isai Rosa, Metro
7. James Andrew, Metro
8. Neha Chawla
9. Jim Hannon, SBBC+
10. Jacob Lieb, Metro
11. Karen Lee
12. Serena Liu# Caltrans D7
13. Emily Cadena
14. margaret douridas, BikeLA
15. Charlie Ho, LADOT
16. Steph Wong, SGVCOG
17. Cory Wilkerson, SCAG
18. Roy Choi , SGVCOG
19. Tanya Silerio, (CommLab)
20. Elizabeth Greenfield, Office of LA Mayor Karen Bass
21. Alex Porlier, City of Santa Clarita
22. Cameron Carrasquillo, Los Angeles City Planning
23. Riley Obrien, Westside Cities COG
24. Candice Vander Hyde
25. Richard Diaz
26. Karishma Shamdasani
27. Bryce Fauble

12.0 Technical Working Group Meeting – All Members (July 25, 2023)

12.1 Summary

The purpose of this meeting was to hear comments from TWG members on the final draft plan. The were provided the plan in advance of the meeting. The project team stepped through a few aspects of the plan with a particular focus on Chapter 7 Implementation, and then requested that the TWG provide comment in two weeks on August 8, 2023.

Appendix K shows the PowerPoint presentation used at the 7/25/23 TWG meeting.

12.2 Registration List

Aaron Baum	Eric Zandvliet
Abu Yusuf	Erik Felix
Adele Stadler	Fred Zohrehvand
Alexander Porlier	Gabe Garcia
Alexander Wikstrom	Genevieve Amaro
Andrew Choie	Geraldina Romo
Angela Cheng	Gladis Deras
Armen Avazian	Hal Ghafari
Arthur Sohikian	Hank Hsing
Babak Dorji	Hashaam Younis
Brian Nyguyen	Helen Shi
Bryce Fauble	Isai Rosa
Bryn Lindblad	Isamael Carbajal Pere
Cameron Palm	Jacqui Swartz
Candice Vander Hyde	Jan Yohan
Cesar Roldan	Javier Hernandez
Charlie Ho	Jay Nelson
Charmaine Yambao	Jeff Jacobberger
Chris Buonomo	Jessie Carpenter
Christopher Mackechnie	Jill Crump
Courtney Aguirre	Jim Shanman
Cory Zelmer	Jocelyn Torres
Daniel Lim	Justin Glover
Daniel Rodman	Karishma Shamdasani
David Fenn	Kevin Burton
David Mach	Kevin Ocuillo
Doug Mensman	Kimberly Venegas
Emily Cadena	Kristie Sanchez
Emma Escobar	Kyle Kozar
Eric Bruins	Larissa Hogan
Eric Sindel	Lisa Palmer

Maria Tipping
Marcos Fuentes
Matt Suska
Nataly Rios
Nate Hayward
Neha Chawla
Peter Carter
Richard Diaz
Rich Dilluvio
Riley O'Brien
Robert Delgadillo
Ron Chan
Rubina Ghazarian
Sarah Ahmed
Sarah Rocha

Serena Lui
Severin Martinez
Sherry Ryan
Shin Furukawa
Shirlye Hsiao
Steve Lantz
Steven Katigbak
Steven Mateer
Tanya Silerio
Tracy Costello
Topher Mathers
Tra'a Bezdecny
Yesica Calvillo
Vincent Ramos
Young-Gi Harabedian
Yvette Kirrin

Appendix A – PowerPoint Presentation TWG – All Members 1/25/22



1

Housekeeping

Today's meeting is being recorded.

-  Attendee cameras are off, and microphones are muted.
-  During the meeting, comments and questions can be submitted using the 'Q & A' feature.
-  Please save oral comments until the Q & A session. To provide comment, please use the 'Raise Hand' feature.
-  For technical support, email: CRAIT@cramobility.com or call: 619-468-2371.


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Thanks For Joining Us!

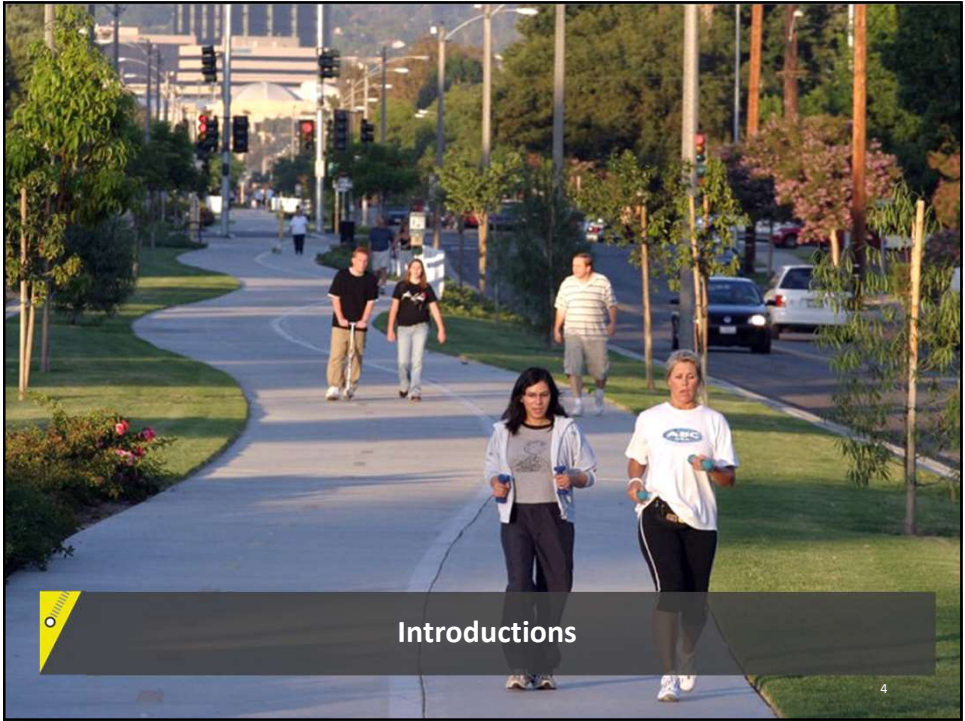
Agenda

1. Introductions
2. Purpose of Today's Meeting
3. TWG's Role in the ATSP Update
4. Overview of the ATSP Update
5. How Far Have We Come?
6. Policy Context
7. Your Homework
8. Q & A
9. Next Steps



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Introductions


4

4

Today's Speakers



Carolyn Mamaradlo
Mobility Corridors Manager
Metro



Sherry Ryan, PhD
Principal
CR Associates



Jacob Lieb
Senior Director
Metro



Jan Yonan
Transportation Associate
Metro


5

5




Who is With Us Today?


Zoom Poll!

Let's hear from you!

> Let us know...

- What type of an organization do you represent?
- What discipline do you represent?
- What's the population of the jurisdiction you represent/serve?
- What is your organization's relationship with Metro's AT work?


6

6



7

Purpose of Today's TWG Meeting #1

- > Review
 - ATSP Update scope and schedule
 - Progress since 2016 ATSP
 - Current regional policy context
- > To Hear From You
 - Proposed policy framework
 - How can the ATSP Update support your efforts
 - Introduce TWG homework

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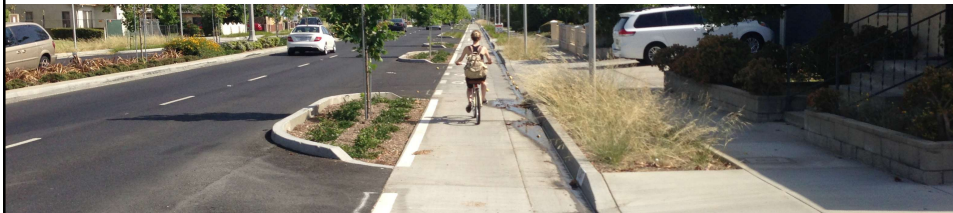


TWG's Role in the ATSP Update

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TWG Meeting Commitment

- > 6 Meetings Total
 - 4 large meetings with the entire TWG
(one at each key project milestone)
 - 2 smaller meetings by subregion
- > Provide review at key milestones
- > Spread the word about this effort




10



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2016 ATSP



Active Transportation Strategic Plan

Volume I
April 2016

Countywide Effort to Increase Walking, Cycling, and Transit Ridership



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12

2016 Active Transportation Strategic Plan





Goals, Objectives, and
Performance Metric Targets



First Last Mile Existing
Conditions Analysis



Regional Active
Transportation Network



Implementation
Strategies




Resources



13


Let's Hear From You!



> Let us know...

Zoom Poll!
 It's anonymous!

- Have you ever used the ATSP?
- If yes, which sections of the document?
- Which of these sections has been most important or best served you?
- Which components of an updated ATSP would be most helpful?
- What are major barriers to walking and biking in your jurisdiction?





14

14


Purpose of the ATSP Update

- > Renew Goals & Objectives
- > Update Countywide Performance Measures
- > Incorporate New Plans and Policies
- > Refine Planned Bikeway Network and FLM Areas
- > Add Planned Pedestrian Zones
- > Establish Prioritization Methodology
- > Publish Interactive Virtual Platform






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Project Milestones & Schedule



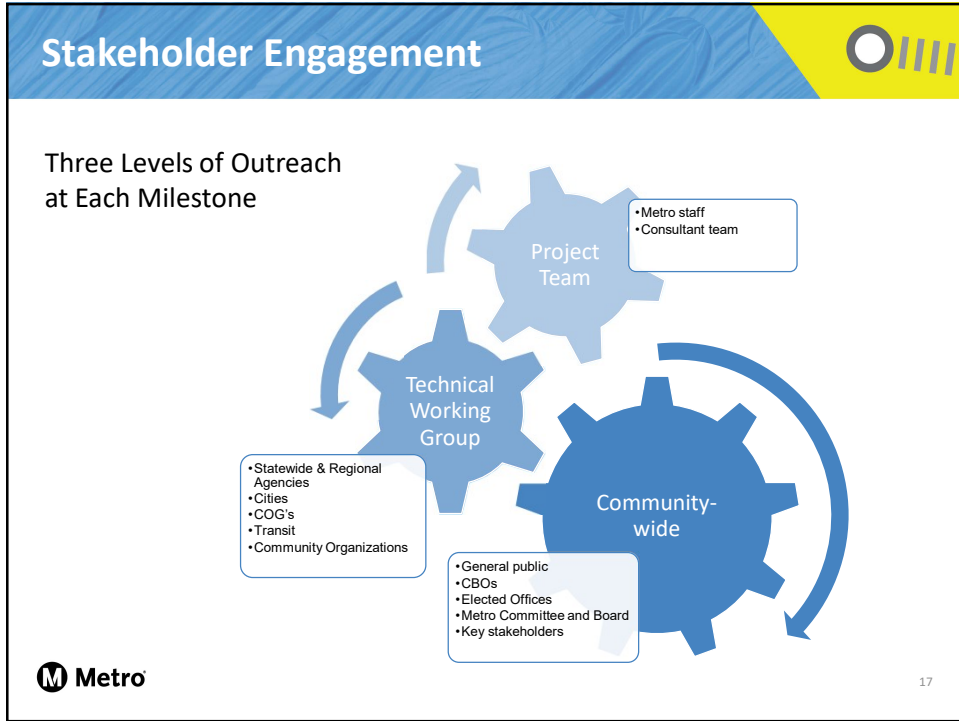
Winter 2022	Spring/Summer 2022	Fall/Winter 2022	Spring 2023
<p>Goals & Objectives Develop policy context and performance analysis</p>	<p>Active Transportation Regional Network Refine bikeway corridors and FLM station areas; Identify regional pedestrian zones</p>	<p>Implementation Strategies Develop prioritization methodology; Establish phasing approach; Identify programs and benefits</p>	<p>Active Transportation Strategic Plan Update Develop draft and final plan; Publish StoryMap</p>


ONGOING PUBLIC PARTICIPATION

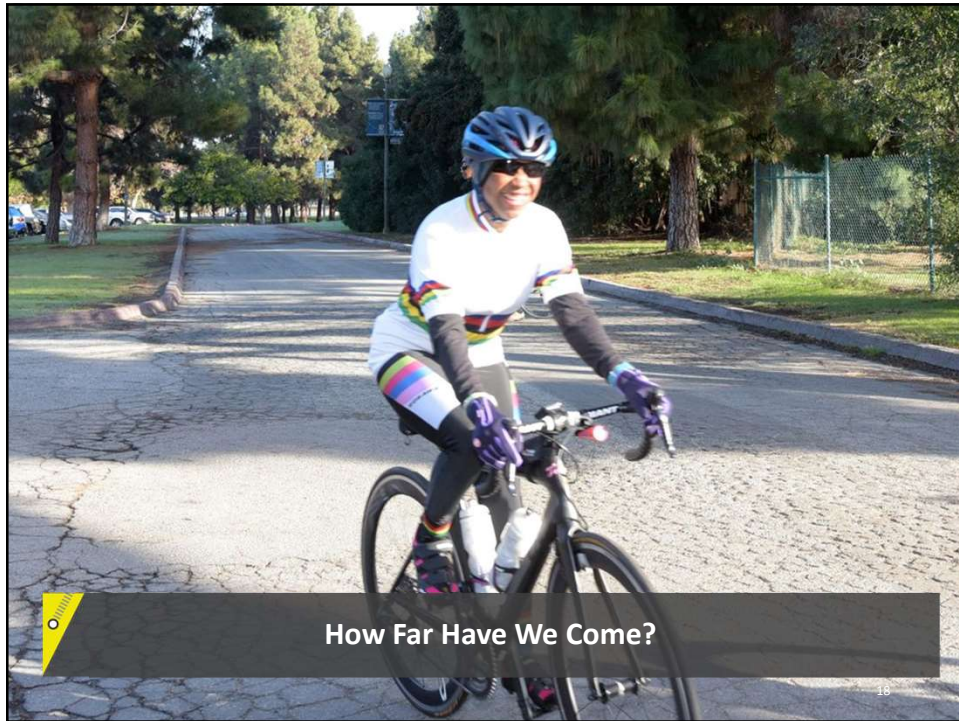


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How Far Have We Come?



- > Metro’s Equity Platform (2018) prioritizes consideration of planning outcomes for disadvantaged communities
- > We must consider and address active transportation conditions in areas of highest need



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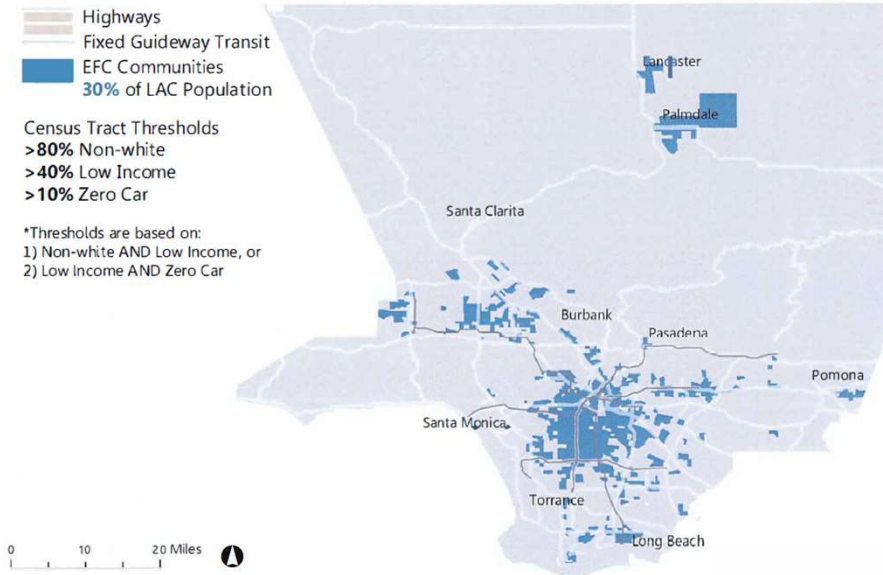
Equity Focus Communities



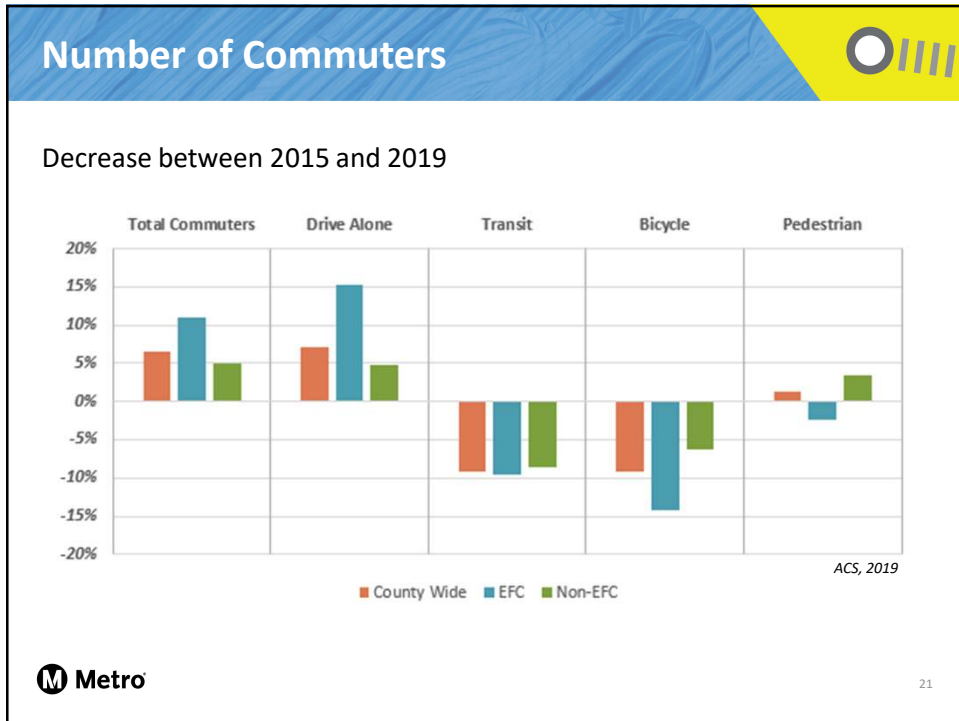
- Highways
- Fixed Guideway Transit
- EFC Communities
30% of LAC Population

Census Tract Thresholds
 >80% Non-white
 >40% Low Income
 >10% Zero Car

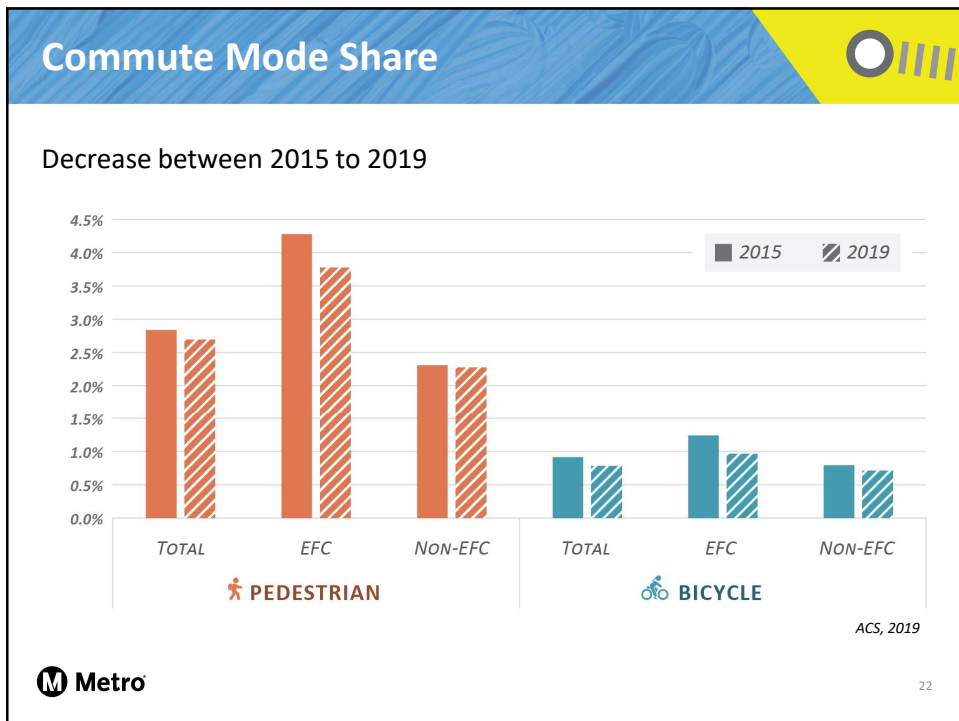
*Thresholds are based on:
 1) Non-white AND Low Income, or
 2) Low Income AND Zero Car



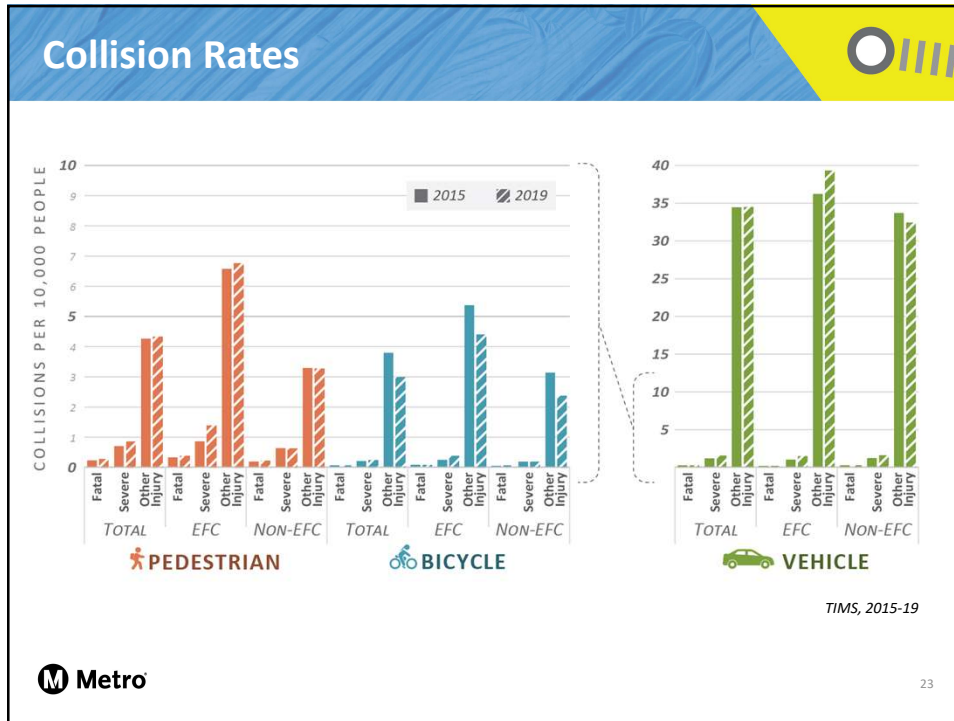
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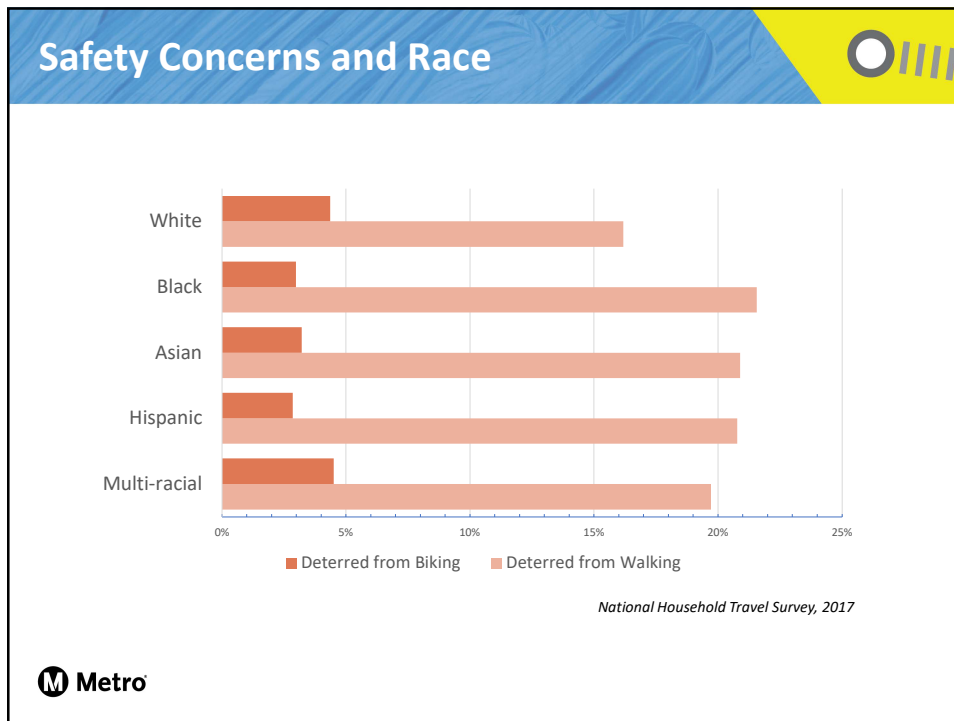
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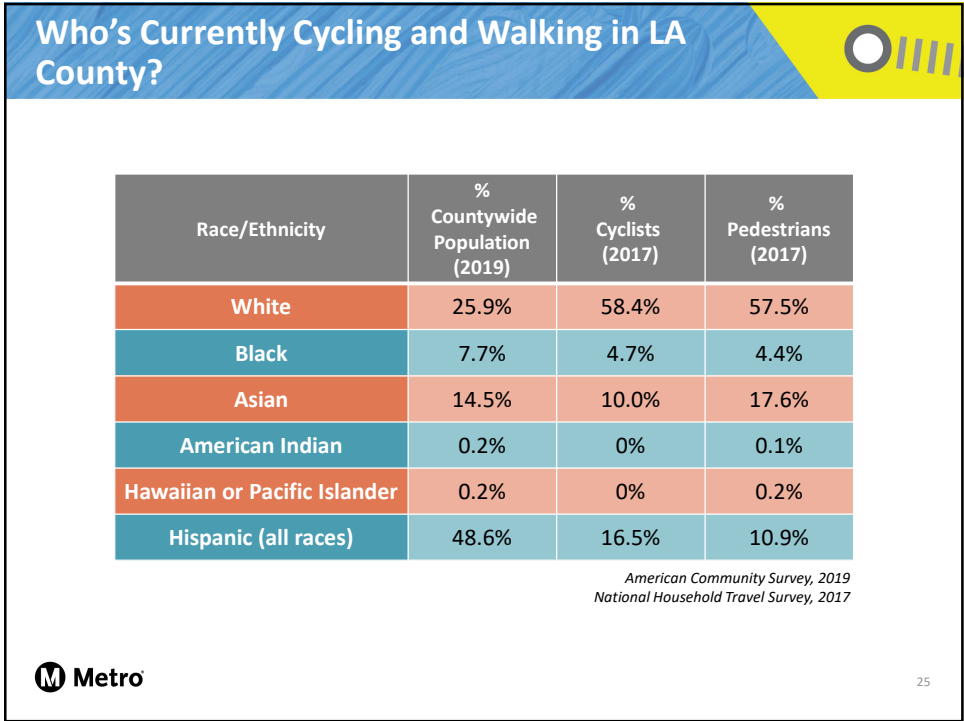
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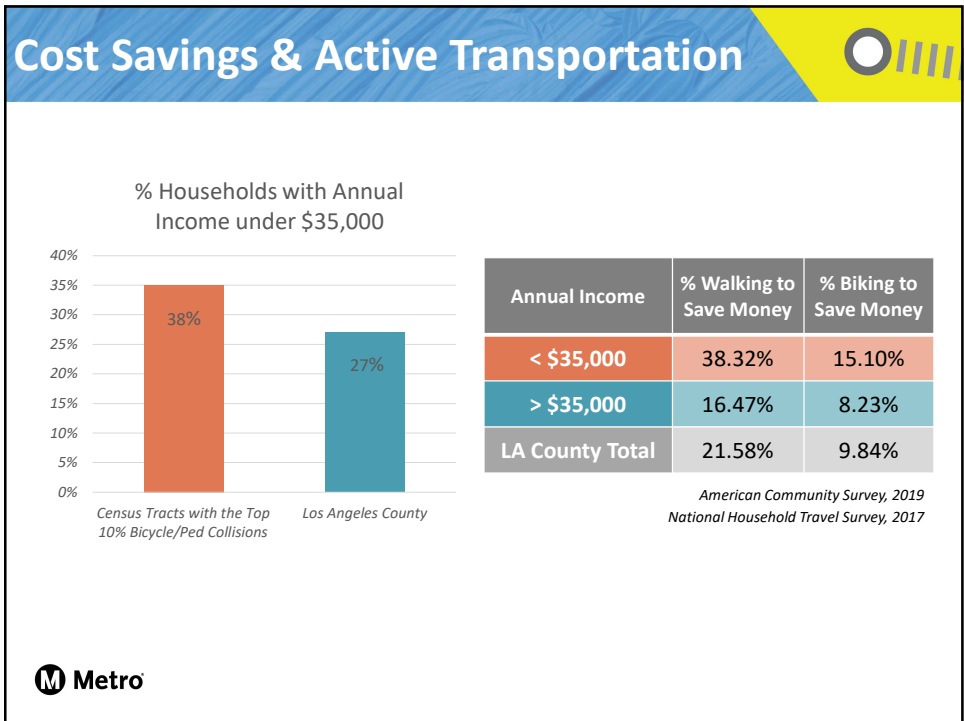
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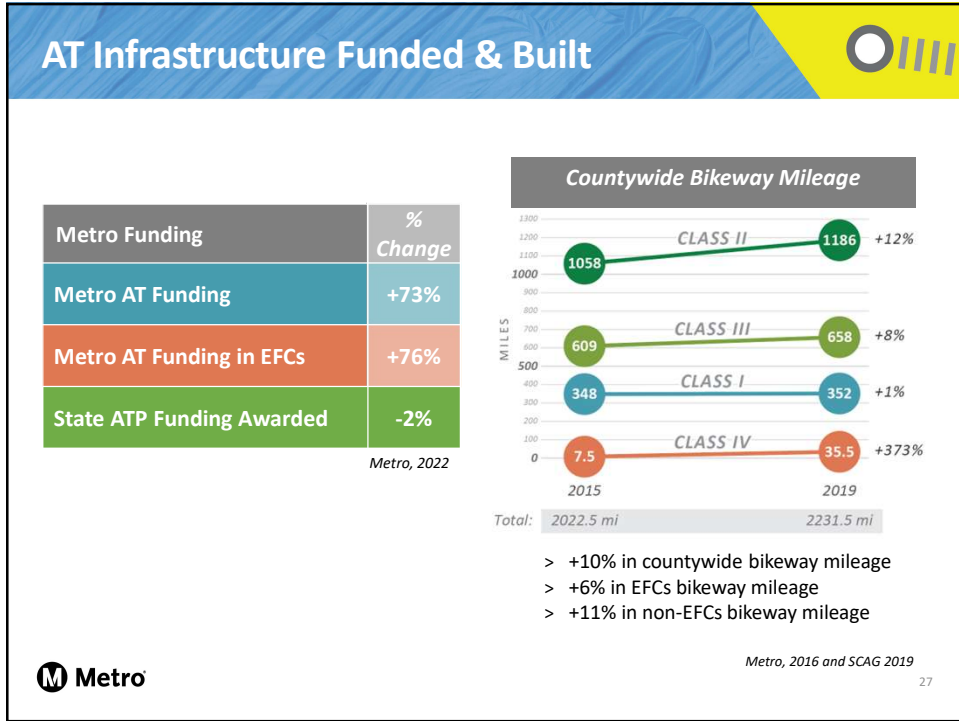
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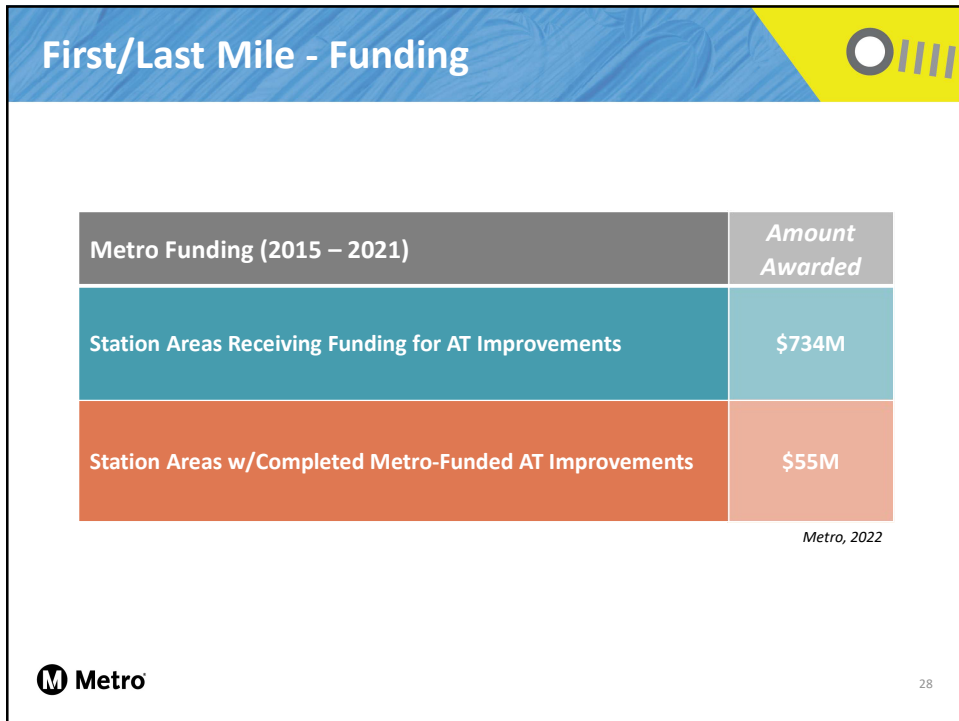
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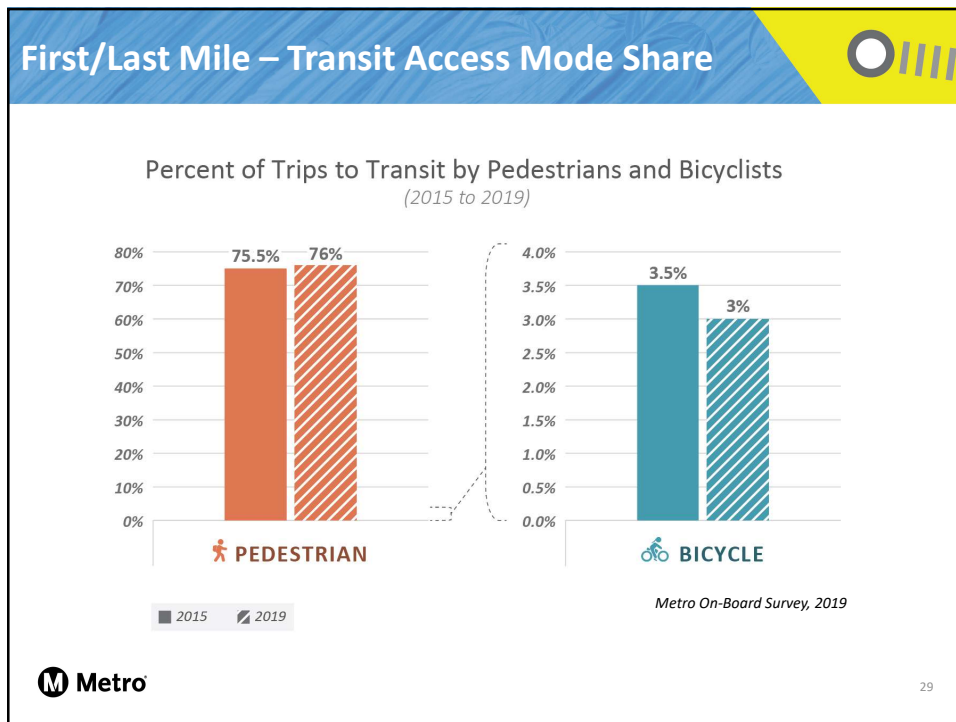
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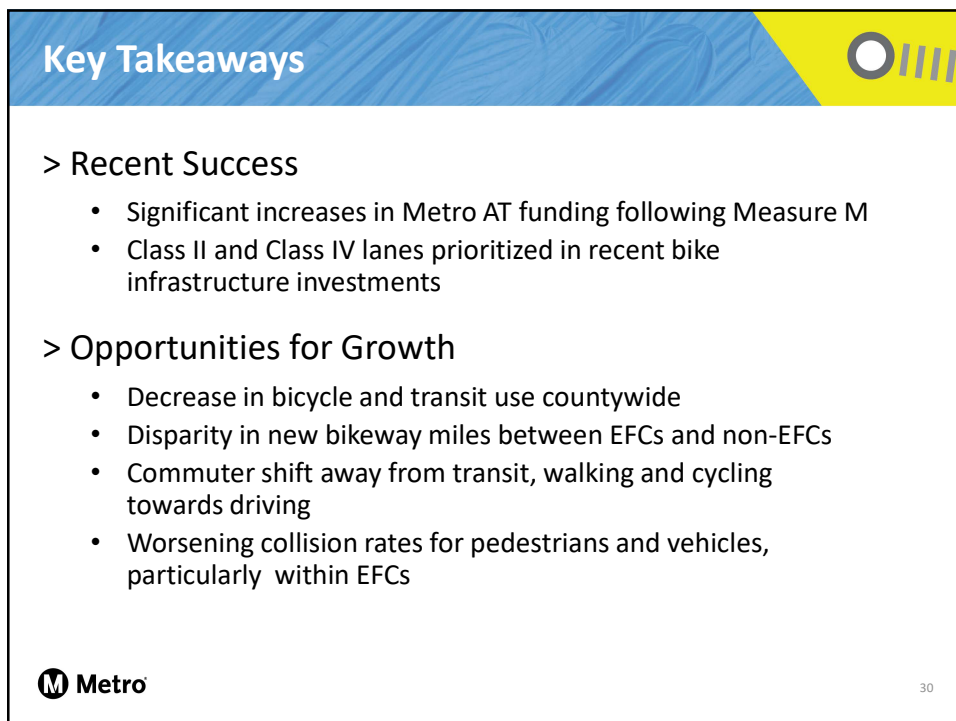
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External Factors

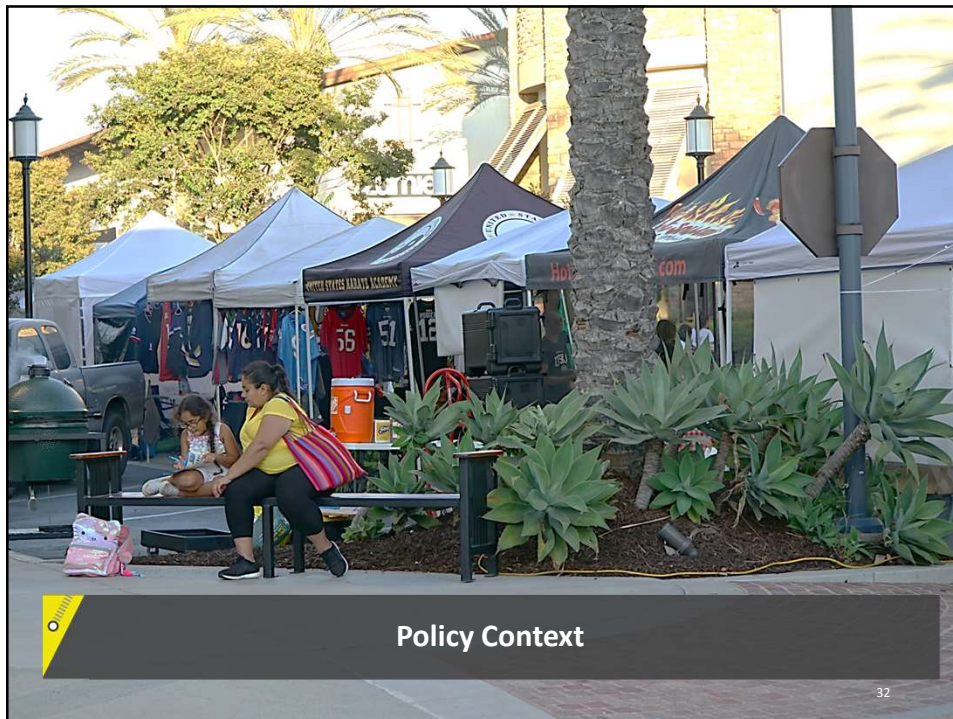


- > Broader demographic, political, behavioral, and economic forces
- > Barriers to biking, walking, rolling for vulnerable communities
- > COVID-19



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Policy Context

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Overview of Policy Work Completed

- > Examined Metro’s Current Role in AT Planning
- > Reviewed 2016 ATSP Policy Framework
- > Assessed Changes to State and Regional Policy Context Since 2016
- > Developed Preliminary Themes and Objectives for the ATSP Update



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Metro’s Role in Active Transportation Planning



Use Funding Programs to Improve Conditions for Active Transport Users



Lead Planning and Implementation of Regional Active Transportation Corridors



Lead Planning and Support Implementation of FLM Improvements



Create Education Campaigns to Raise Awareness and Improve Safety



Develop a User-Friendly Bike-Share system



Operate and Expand Bicycle Parking at Stations



Provide Technical Assistance to Help with Project Planning and Implementation



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FLM Guidelines: Policy Background

FLM GUIDELINES

<p>Implement first/last mile improvements to coincide with the completion of the Purple Line Section 2</p>	<p>Establish first/last mile improvements into the project delivery process for future transit capital projects</p>	<p>Allows local jurisdictions to use first/last mile improvements to contribute to 3% match on rail transit projects</p>
<p>Conduct first/last mile planning for 254 station areas in the county</p>	<p>Facilitate first/last mile improvements initiated by local jurisdictions through technical and grant assistance</p>	<p>Incorporate the newly-designated Countywide First/Last Mile Priority Network into the Long-Range Transportation Plan</p>

OTHER FLM ACTIVITIES & POLICIES


35

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Let's Hear From You!

> On your phone/computer go to:

- www.menti.com
- Code: 2074 1814

*Menti Exercise !
It's anonymous!*

> Tell us ...


- What can Metro do to increase walking, cycling, and transit use?






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2016 ATSP Policy Framework – 6 Goals




Improve access to transit




Promote multiple **clean transportation** options to reduce criteria pollutants & greenhouse gas emissions, & improve air quality




Establish active transportation modes as integral elements of the **countywide transportation system**




Improve public health through traffic safety, reduced exposure to pollutants, & design & infrastructure that encourage residents to use active transportation as a way to integrate physical activity into their daily lives



Enhance safety, remove barriers to access or correct unsafe conditions in areas of heavy traffic, high transit use, & dense bicycle & pedestrian activity

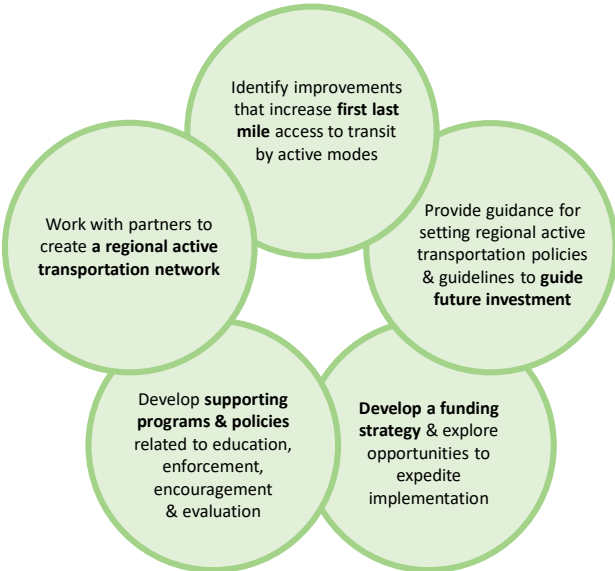


Foster healthy, equitable, & economically vibrant communities where all residents have greater **transportation choices & access** to key destinations, such as jobs medical facilities, schools & recreation

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2016 ATSP Policy Framework – Objectives




Identify improvements that increase **first last mile** access to transit by active modes

Provide guidance for setting regional active transportation policies & guidelines to **guide future investment**

Develop **supporting programs & policies** related to education, enforcement, encouragement & evaluation

Develop a **funding strategy** & explore opportunities to expedite implementation

Work with partners to create a **regional active transportation network**

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Policy Review

Policy Document	Safety & Comfort	Accessibility	Mobility & Connectivity	Sustainability	Equity
Long Range Planning and Visioning					
CA Senate Bill 743 (2013)	X	X	X	X	X
LA County Mobility Matrices (2015)	X	X	X	X	X
California Transportation Plan 2050	X	X	X	X	X
Metro Vision 2028	X	X	X	X	X
SCAG 2020 Regional Transportation Plan /Sustainable Communities Strategy – Connect SoCal	X	X	X	X	X
2020 Metro Long Range Transportation Plan	X	X	X	X	X
N-19-19 Climate Action Plan for Transportation Infrastructure (2019)		X	X	X	X

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Policy Review


Policy Document	Safety & Comfort	Accessibility	Mobility & Connectivity	Sustainability	Equity
Active Transportation Plans					
CA Active Transportation Program (2013)	X	X	X	X	X
Metro First/Last Mile Strategic Plan (2014)	X	X	X	X	X
Metro First/Last Mile Guidelines (2021)	X	X	X	X	X
Metro Complete Streets Policy (2014)	X	X	X	X	X
Metro Active Transportation Strategic Plan (2016)	X	X	X	X	X
CA Transportation Plan 2050 (2021)	X	X	X	X	X

40

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Policy Review

Policy Document	Safety & Comfort	Accessibility	Mobility & Connectivity	Sustainability	Equity
Other Policies					
Metro Equity Platform (2018)	X	X	X	X	X
Metro Climate Action and Adaptation Plan (2019)			X	X	X
Metro Transit-to-Parks Strategic Plan (2019)	X	X	X	X	X
Metro NextGen Plan (2020)	X	X	X	X	X
Metro Moving Beyond Sustainability (2020)	X		X	X	X
Metro Gender Action Plan (2021)	X	X	X		X

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New Framework



Goals

Goals identify a desired end state. They express the ideal future.



Objectives

Objectives are specific and measurable statements of purpose that nest within each goal.



Measures


Measures are linked to goals & objectives build an understanding of responses to investments over time.

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Sample Policy Structure

Theme	Example Goal Statements	Example Objectives	Example Measures
Safety & Comfort	Bicycling, walking, and rolling are safe and comfortable.	• Reduced collisions for low income and people of color	• Bicycle and pedestrian collision rates by income and race
		• Increased connectivity and coverage of low-stress networks for people of all skills/abilities	• Miles of low-stress network
Mobility & Connectivity	World-class bicycle & pedestrian networks that serve a growing share of countywide trips.	• Increased miles of protected facilities in disadvantaged communities	• Miles of Class I and Class IV facility by community type (EFC vs non-EFC)
		• Increased walk and bike mode share	• Bicycle and pedestrian mode share

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Let's Hear From You!

> On your phone/computer go to:

- www.menti.com
- Code: 7740 9635

> Are there any other important themes?

> What objectives are important to you or your organization?



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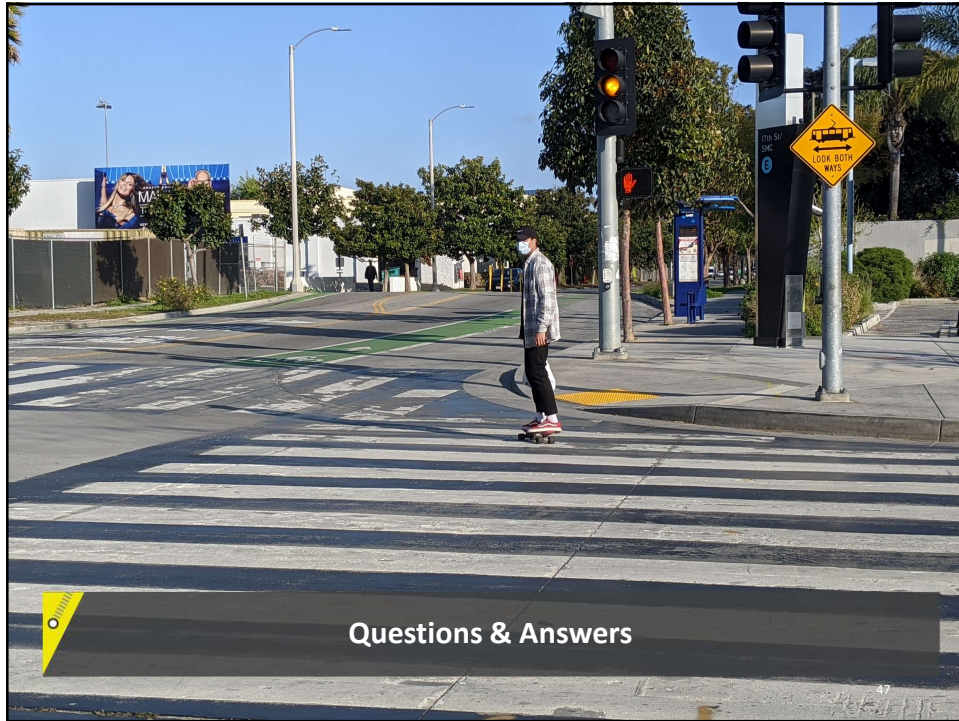
Homework

Do we have accurate information on *existing and planned* bicycle and pedestrian networks in your jurisdiction?

Please send us your edits/comments by Tuesday, Feb 15th!

[Metro ATSP: Facilities Input \(arcgis.com\)](#)

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Q & A

Please use the **Raise Hand** feature and you will be unmuted to ask your question.

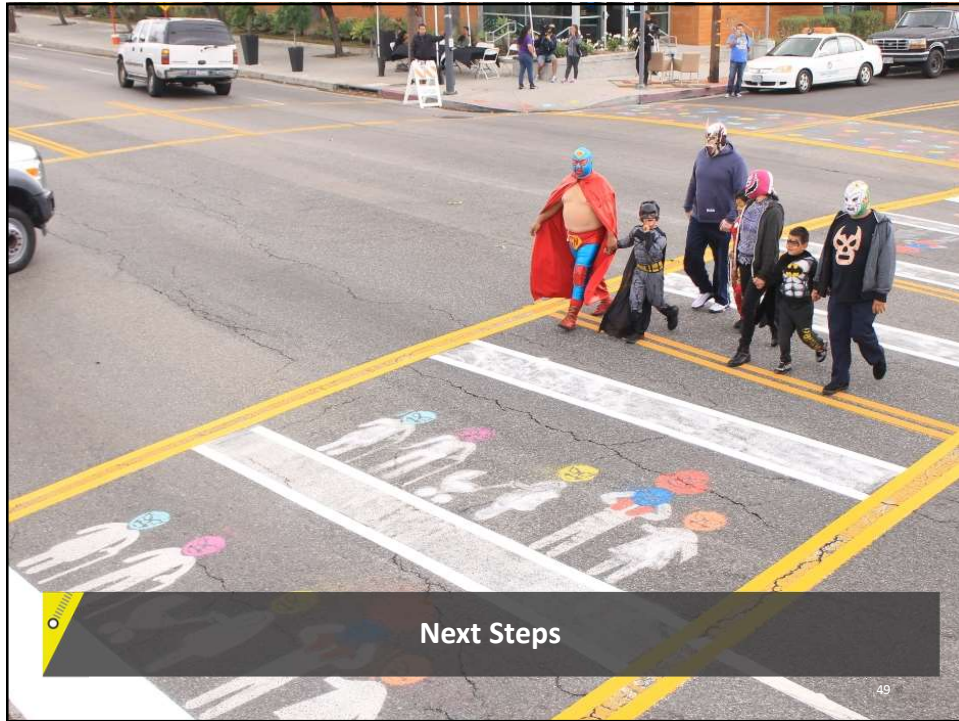
OR

Use the **Q&A** feature to submit a question and we will read it.



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Next Steps

- > Please do your homework by February 15th
- > Finalize Task 3 – Goals and Objectives
- > Community Engagement on Goals and Objectives

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Stay Connected to this Project



 **Carolyn Mamaradlo**
Transportation Planning Manager
Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, CA 90012

 **213.922.4005**

 **atsp@metro.net**

 **metro.net/ATSP**

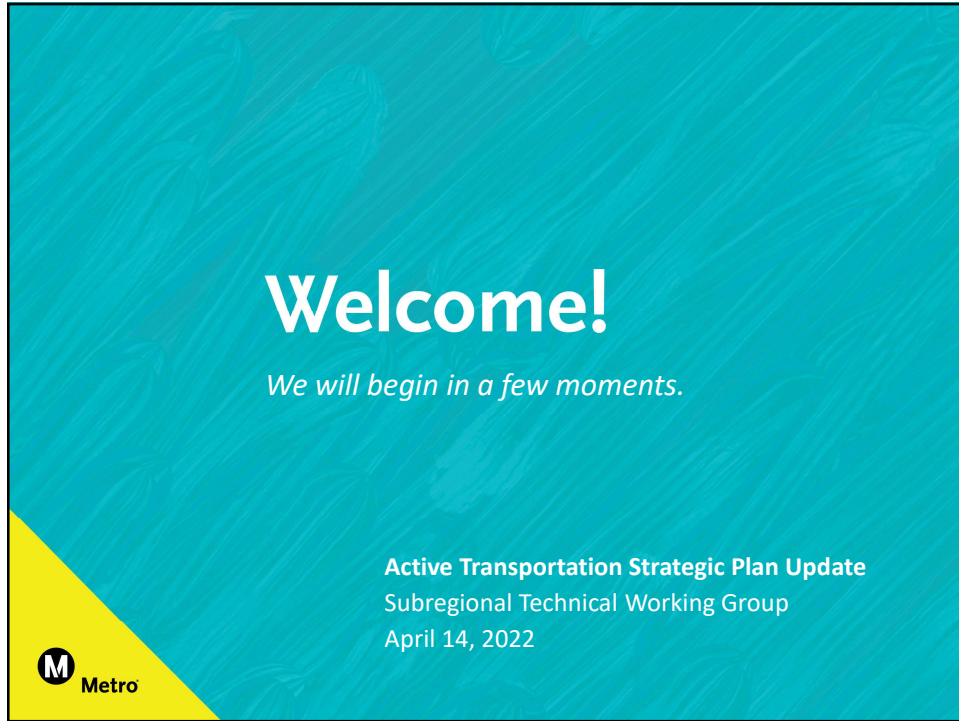
 **@metrolosangeles**

 **losangelesmetro**

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Appendix B – PowerPoint Presentation TWG – Subregional 4/14/22



Welcome!
We will begin in a few moments.

Active Transportation Strategic Plan Update
Subregional Technical Working Group
April 14, 2022

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Metro is making it easier to walk, bike, and roll.


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ACTIVE TRANSPORTATION STRATEGIC PLAN UPDATE

2

Today's Speakers


			
Carolyn Mamaradlo Transportation Planning Manager Metro	Sherry Ryan, PhD Principal CR Associates	Christopher Moorman Senior Transportation Planner Metro	Jan Yonan Transportation Associate Metro


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Thanks for joining us!

- > Background & Status Update
- > Active Transportation Network Planning
- > Network Planning Breakout Sessions
- > Report Back
- > Next Steps

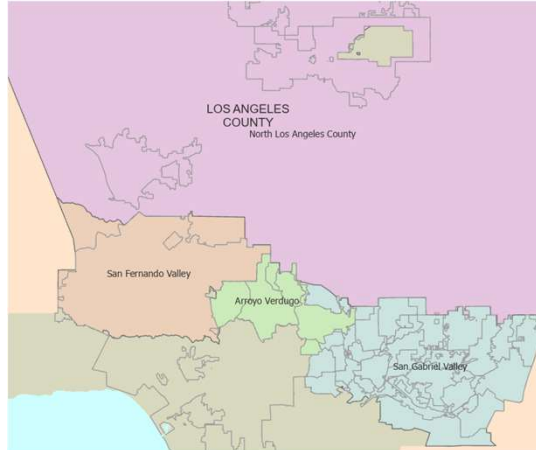




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Study Area Included in Today's Meeting

- > 4 Subregions
 - North Los Angeles
 - San Fernando Valley
 - Arroyo Verdugo
 - San Gabriel Valley
- > 38 Cities & Unincorporated County
- > 14 Transit Operators



Let's Take A Poll!

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Metro has a plan to make it easier to get around LA. It includes creating complete streets. This project works to establish a countywide vision for walking, biking, and rolling.



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2016 Active Transportation Strategic Plan



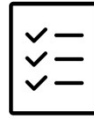
Goals, Objectives, and
Performance Metric Targets



First/Last Mile Existing
Conditions Analysis



Regional Active
Transportation Network



Implementation
Strategies



Resources



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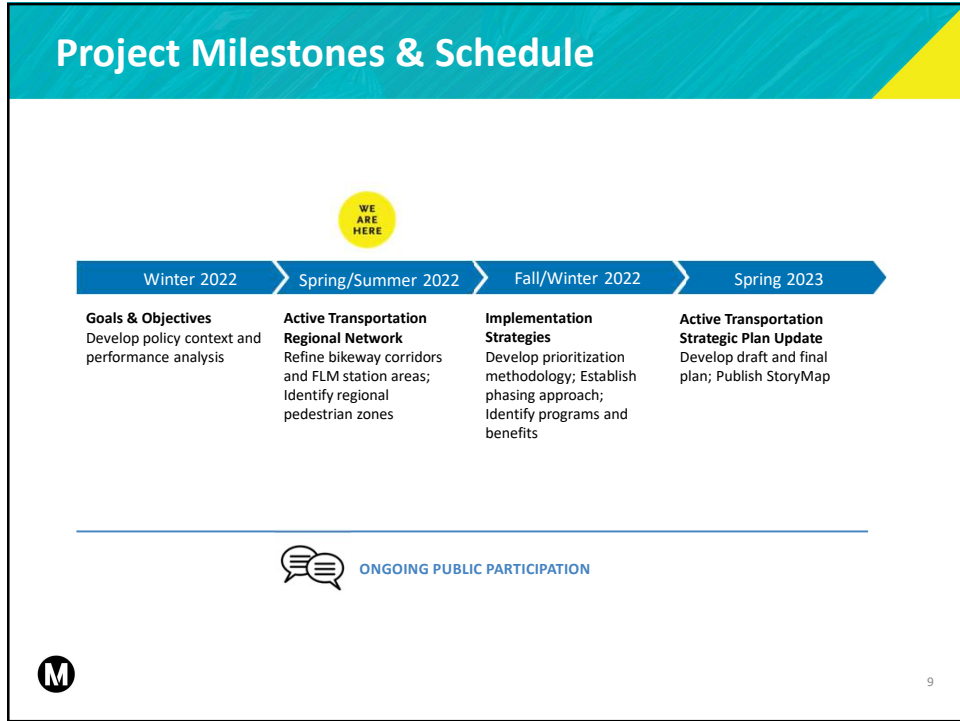
Purpose of the ATSP Update

- > Renew Goals & Objectives
- > Update Countywide Performance Measures
- > Incorporate New Plans and Policies
- > Refine Planned Bikeway Network and FLM Areas
- > Add Planned Pedestrian Districts
- > Establish Prioritization Methodology
- > Publish Interactive Virtual Platform



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Community Meeting #1 - What We Heard




- > Nearly 75 Attendees
- > Mix of interested community members, CBOs, agency staff
- > Attendees provided feedback via zoom polls and Q & A
- > Comments related to safety, comfort, and accessibility

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Key Policy Themes


Policy Document	Equity	Safety & Comfort	Accessibility	Mobility & Connectivity	Sustainability
Metro Equity Platform (2018)	X	X	X	X	X
Metro Climate Action and Adaptation Plan (2019)	X			X	X
Metro Transit to Parks Strategic Plan (2019)	X	X	X	X	X
Metro Vision 2028	X	X	X	X	X
Metro NextGen Plan (2020)	X	X	X	X	X
Metro Moving Beyond Sustainability (2020)	X	X		X	X
Metro First/Last Mile Guidelines (2021)	X	X	X	X	X
Metro Street Safety Policy	X	X	X	X	X




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Equity



GOAL	Low-income populations, communities of color, and other vulnerable and underserved people have equitable access to safe and convenient active transportation options.
OBJECTIVES	<p>Improved data-driven understanding of challenges facing disadvantaged active transportation users</p> <p>Prioritized active transportation interventions in EFCs</p> <p>Sustained and meaningful participation of EFCs in the planning and design of active transportation projects</p>



12

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Safety & Comfort



GOAL	Bicycling, walking, and rolling are increasingly safe and comfortable
OBJECTIVES	<p>Eliminate fatalities and severe injuries for bicyclists and pedestrians, with a focus on high collision rate areas where communities of color face disproportionate impacts</p> <p>Increased low stress, high quality facilities for bicycling, walking, and rolling, and traffic calming improvements that support and protect the most vulnerable active transportation users.</p> <p>Increased opportunities to learn skills, build confidence, and enjoy bicycling, walking, and rolling for community members.</p>



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Accessibility




GOAL	Bicycle and pedestrian access to transit, jobs, and other destinations is increasingly convenient and competitive
OBJECTIVES	<p>Expanded and enhanced active transportation access to transit with a focus on those that rely on non-vehicular travel for household cost savings</p> <p>Expanded and enhanced active transportation access to socioeconomic opportunities</p>




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Connectivity




GOAL	An expansive and connected world-class bicycle & pedestrian network serves a growing share of countywide trips
OBJECTIVES	<p>Enhanced viability and competitiveness of multi-modal transportation options</p> <p>Expanded countywide bicycle and pedestrian networks</p>



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Sustainability









GOAL	Active transportation is an integral component of a sustainable transportation system that contributes to regional climate change mitigation efforts.
OBJECTIVES	<p>Increased usage of walking and cycling for short trips</p> <p>Expanded active transportation facilities in communities with the highest rates of pollution</p> <p>Reduced transportation-related climate impacts</p>


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Key Performance Metrics

Goal	Performance Metric	Current Total	EFCs	Non-EFCs
Equity 	Programmed AT Funding	\$330 Million	76%	24%
Safety & Comfort 	Pedestrian Fatalities	273 per year	3.75 per 100K pop	2.26 per 100K pop
Accessibility 	Walk to Transit Bike to Transit	76% 3%	N/A	N/A
Connectivity 	Total Bikeway Miles	2,232 miles	22%	78%
Sustainability 	Bikeway Miles in Most Polluted Communities	166 miles	N/A	N/A

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Active Transportation Network Planning


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Metro's Role in Active Transportation




Use Funding Programs to Improve Conditions for Active Transport Users




Lead Planning and Implementation of Regional Active Transportation Corridors




Lead Planning and Support Implementation of FLM Improvements




Create Education Campaigns to Raise Awareness and Improve Safety




Develop a User-Friendly Bike-Share System



Operate and Expand Bicycle Parking at Stations



Provide Technical Assistance to Help with Project Planning and Implementation

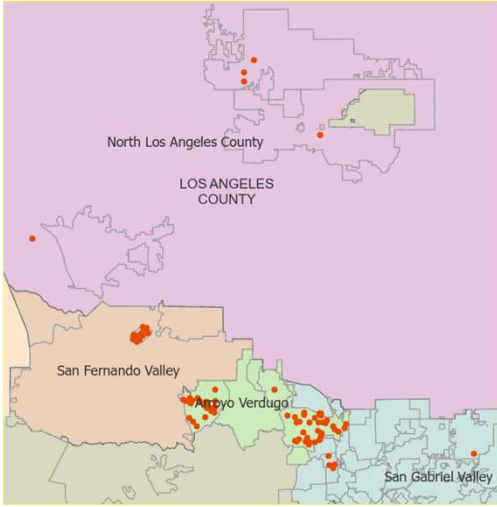

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Thanks for your Bike Facility Input!

> 90 of 154 total comments were from jurisdictions in this meeting's four subregions, including:




- Unincorporated LA County
- Palmdale
- Lancaster
- San Fernando
- Burbank
- La Canada Flintridge
- Pasadena
- San Gabriel
- Glendora
- La Verne




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Active Transportation Network Pillars

First/Last Mile Station Areas

Pedestrian Districts

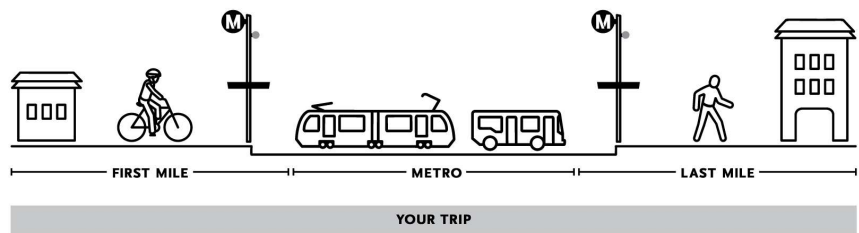
Regional Bicycling Corridors



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First/Last Mile (FLM) Network Development

- > Identify a set of stops/stations prioritized for FLM investments
- > Includes stations/stops following five key steps





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FLM Network Development

Step 1:
All existing Metro Rail, Metro BRT, Metro Rapid, and Metrolink Stations



A circular map with a 1/2 mile radius centered on a Metro station (marked with an 'M'). A solid blue line represents an existing transit route. Several orange bus icons are scattered around the center, representing existing Metro Rail, Metro BRT, Metro Rapid, and Metrolink stations.


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FLM Network Development

Step 2:
Planned and under construction Metro Rail and BRT Stations



A circular map with a 1/2 mile radius centered on a Metro station (marked with an 'M'). A dashed purple line represents a planned or under-construction transit route. Orange bus icons are scattered around the center, representing planned and under-construction Metro Rail and BRT stations.


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FLM Network Development

Step 3:
All Metro and municipal transit agency stops along existing, under construction and planned bus-priority lanes



A circular map with a 1/2 mile radius showing a grid of streets. A vertical green line represents a bus-priority lane. Several orange bus stop icons are placed along this green line. A grey bus stop icon is also visible on a cross street. The map is labeled '1/2 mile radius' at the top left.


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FLM Network Development

Step 4:
High ridership Metro or municipal transit agency stops not included in #1, #2 or #3



A circular map with a 1/2 mile radius showing a grid of streets. Several orange bus stop icons are placed at various intersections. A grey bus stop icon is also visible. A red '518' is visible on the map. The map is labeled '1/2 mile radius' at the top left.

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FLM Network Development

Step 5:

Review and revise by Metro staff and TWG members, to account for local agency preference.

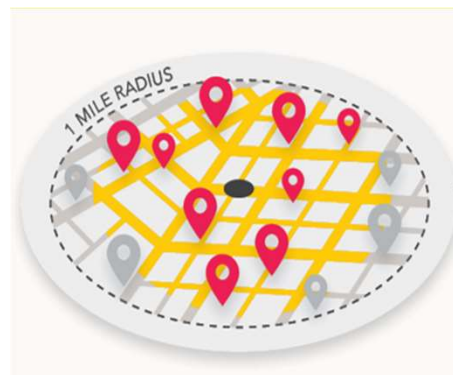


27

27

Pedestrian District Development

1. Identify high concentrations of destination-rich areas across Los Angeles County
2. Assign "Opportunity Score" to every TAZ based on a count of destinations within a 1-mile network buffer of every TAZ
3. Aggregate high Opportunity Score TAZs into Pedestrian Districts
4. Review by Metro staff and TWG members



28

28

Pedestrian District Development

> Pedestrian Destination Types

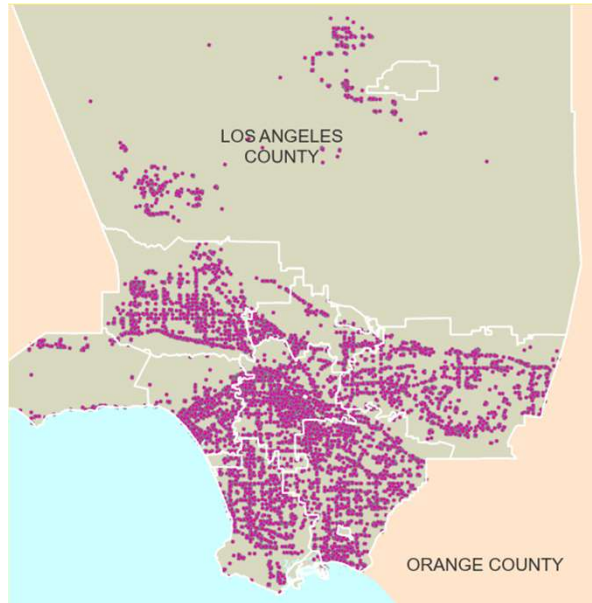
- Grocery Stores & Markets
- Pharmacies, Drug, Health & Personal Care Stores
- Full-Service Restaurants
- Limited-Service Restaurants
- Bars and Snack Establishments
- Retail Stores
- Colleges & Universities
- Libraries
- Parks and Beaches
- Elementary, Middle & High Schools
- Hospitals and Clinics



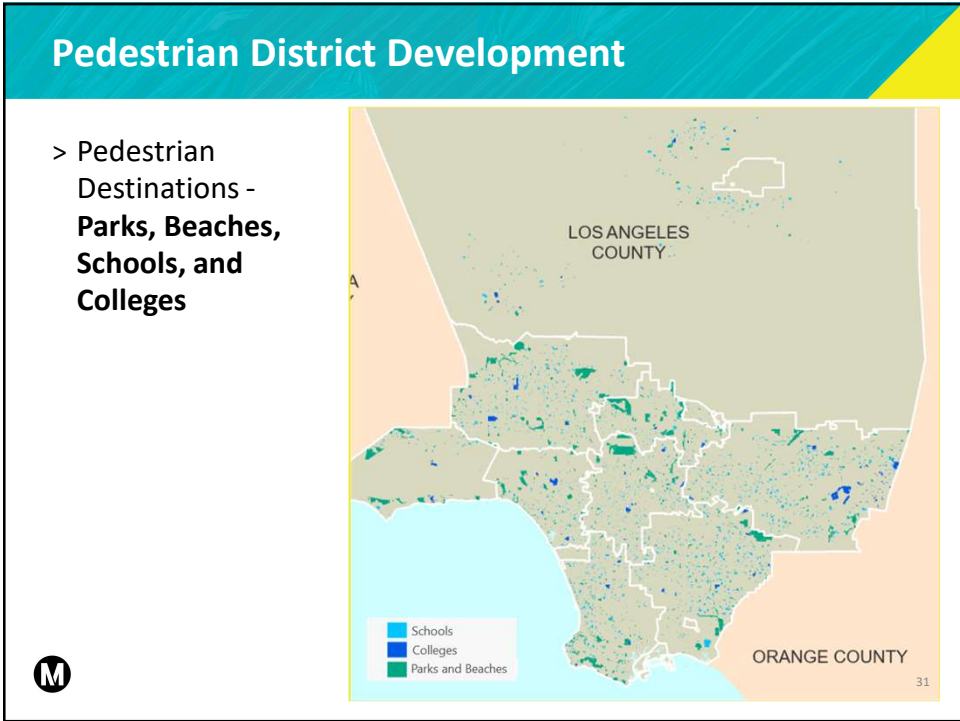
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Pedestrian District Development

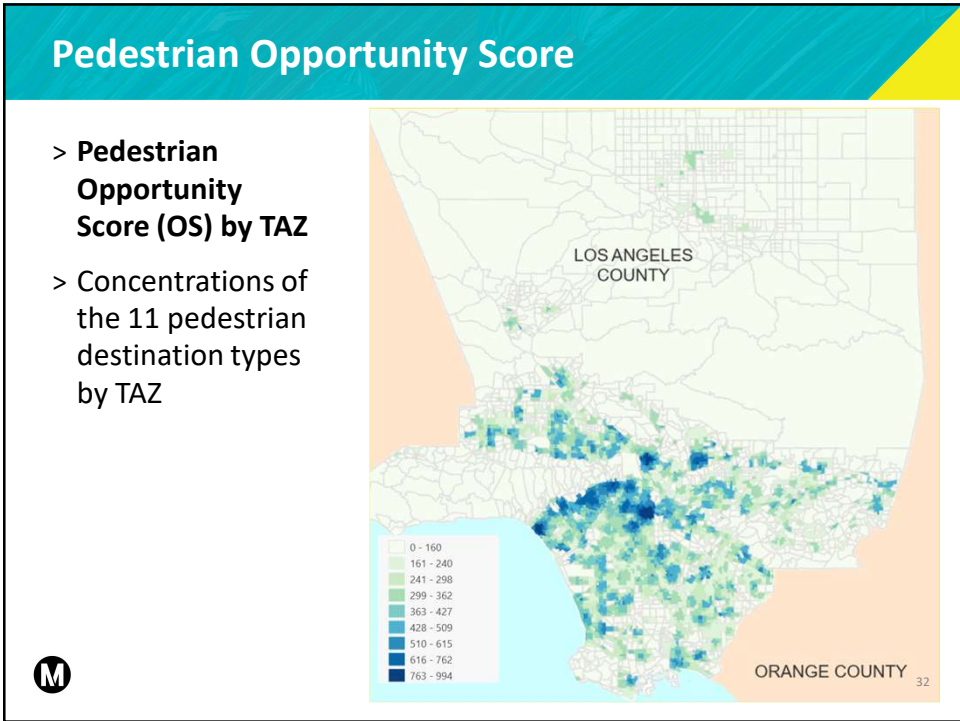
> Pedestrian Destinations - **Almost 15,000 Business Locations**



30



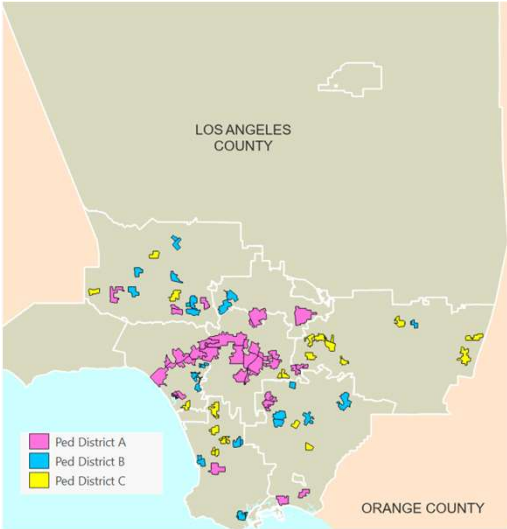
31




32

Proposed Pedestrian Districts


- > Grouped TAZs into districts based on OS score and reach of high scoring TAZs
- > **Pedestrian District A**
(Westside and Central LA)
- > **Pedestrian Districts B**
(SFV, SBC, and GC)
- > **Pedestrian District C**
(SGV, SBC, SFV)





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Pedestrian District A



Wilshire Boulevard corridor near Westwood Boulevard


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Pedestrian District B



Tweedy Boulevard near Otis Street in City of Lynwood



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Pedestrian District C



Balboa Boulevard approaching Chatsworth Street in San Fernando Valley



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Bicycle Network Development

1. Start with existing and planned Class I and Class IV segments
2. Ensure connectivity between cities
3. Ensure connectivity between subregions and SCAG RTP Job Centers
4. Review by Metro staff and TWG members

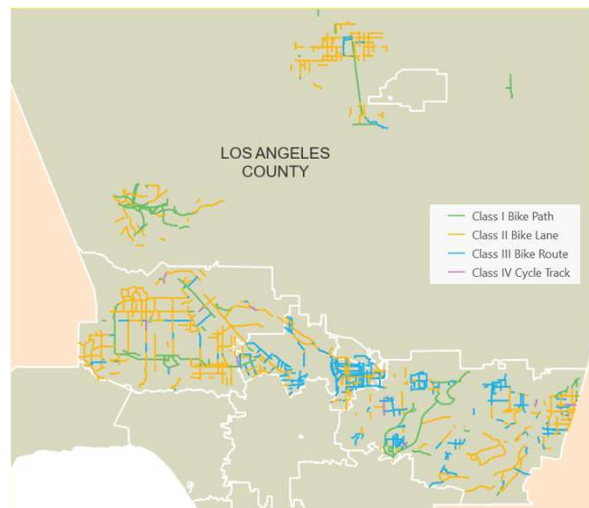


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Bicycle Network Development

- > 966 miles of existing bicycle network across four subregions
- > Predominately bike lane (54%) and bike route (27%)
- > Fragmented network

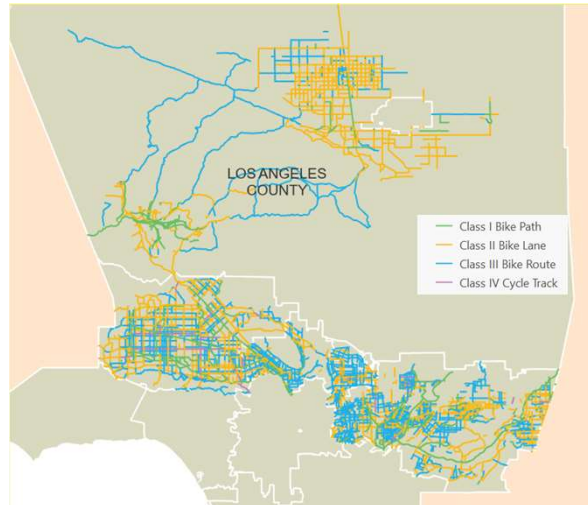


38

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Bicycle Network Development

- > 2,096 miles of existing and planned bicycle network across four subregions
- > Some planned Class I (10%) and Class IV (4%) corridors
- > Predominantly Class III (46%) and Class II (40%)

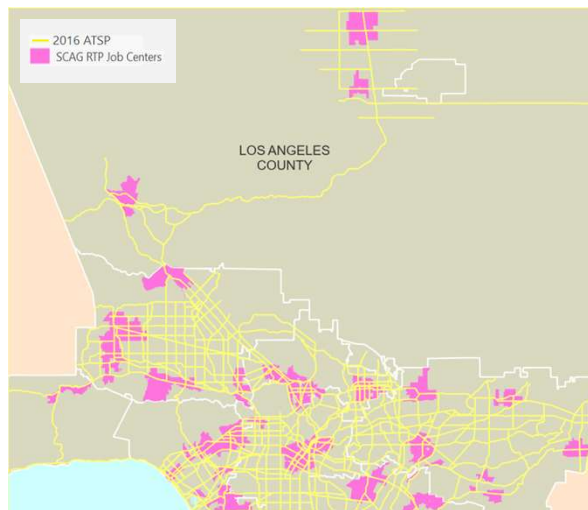


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2016 ATSP Connectivity

- > Strong connectivity between cities and job centers
- > Overly dense and not strategic

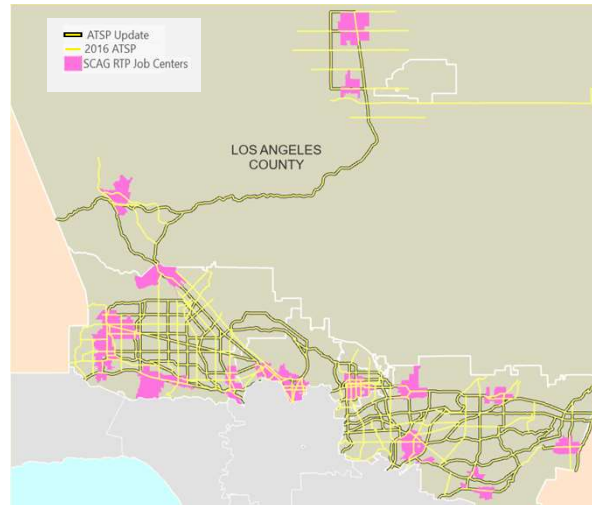


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Bicycle Network Development

- > Preliminary recommended bikeways
- > Less dense, more strategic than 2016 ATSP network



41

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Break-Outs by Subregion

- > Let's Preview Networks on the ATSP Online GIS Tool
- > Please join your subregion's break out room to review the networks



42

42

Report Back

- > Let's hear from each Subregion!
 - North Los Angeles
 - San Fernando Valley
 - Arroyo Verdugo
 - San Gabriel Valley
- > Please use the **Raise Hand** or **Chat** feature to make a comment or ask a question



43

43

Next Steps



44

44

Review & Comment - Online GIS Tool

- > Please use ATSP Online GIS Tool to review and comment on recommended networks **by Thursday April 27th**.
 - *Should we change anything about the first/last mile network methodology?*
 - *Does your agency or organization have a specific location we should include in the FLM Network?*
 - *Does your organization or agency have ridership data that we can obtain?*
 - *Do the proposed bikeways connect primary activity centers for your community? If not, what destinations should be connected within your region?*
 - *Did we get the pedestrian districts right? Where should pedestrian districts be added or removed?*



45

45

Future TWG Meetings


- > Review input from Subregional TWG meetings and comments
- > All-Member TWG meeting in June to review networks
- > Subregional TWG meetings this summer for Implementation Strategies





46


46


Stay connected to this project.


 Carolyn Mamaradlo, *Transportation Planning Manager*
Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, CA 90012

 213.922.4005

 atsp@metro.net

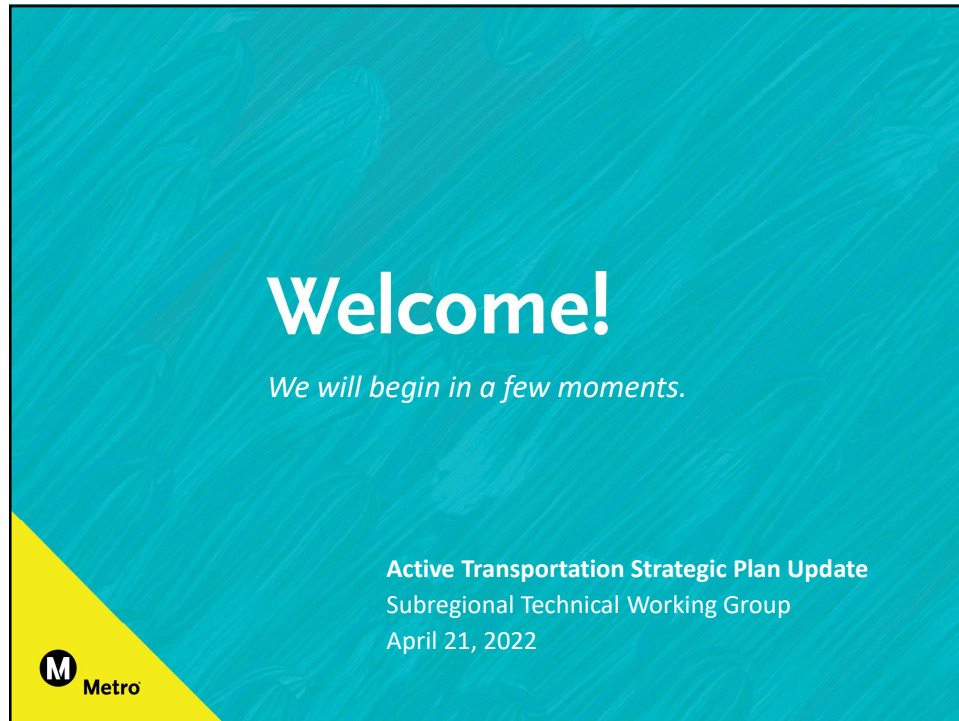
 metro.net/atsp

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

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



Appendix C – PowerPoint Presentation TWG – Subregional 4/21/22



1

Please Add Your Organization to Your Name in Zoom

Click on Participant icon on Zoom toolbar at bottom of your screen

Click on "More" next to your name in the Participant List

Click on "Rename" and type your name and organization

2

Metro is making it easier to walk, bike, and roll.

M Metro ACTIVE TRANSPORTATION STRATEGIC PLAN UPDATE

3

Today's Speakers

<p>Carolyn Mamaradlo Transportation Planning Manager Metro</p>	<p>Sherry Ryan, PhD Principal CR Associates</p>	<p>Christopher Moorman Senior Transportation Planner Metro</p>	<p>Jan Yonan Transportation Associate Metro</p>

M 4

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Thanks for joining us!

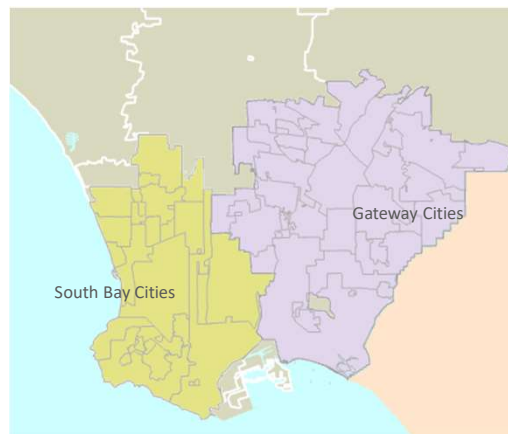
- > Background & Status Update
- > Active Transportation Network Planning
- > Network Planning Breakout Sessions
- > Report Back
- > Next Steps



5

Study Area Included in Today's Meeting

- > 2 Subregions
 - South Bay Cities
 - Gateway Cities
- > 45 Cities & Unincorporated County
- > 21 Transit Operators



Let's Take A Poll!

6

6


Metro has a plan to make it easier to get around LA. It includes creating complete streets. This project works to establish a countywide vision for walking, biking, and rolling.




7

7

2016 Active Transportation Strategic Plan



Goals, Objectives, and Performance Metric Targets




First/Last Mile Existing Conditions Analysis




Regional Active Transportation Network



Implementation Strategies



Resources



8

Purpose of the ATSP Update

- > Renew Goals & Objectives
- > Update Countywide Performance Measures
- > Incorporate New Plans and Policies
- > Refine Planned Bikeway Network and FLM Station Areas
- > Add Planned Pedestrian Districts
- > Establish Prioritization Methodology
- > Publish Interactive Virtual Platform



9

9

Project Milestones & Schedule



ONGOING PUBLIC PARTICIPATION



10

10

Community Meeting #1 - What We Heard



- > Nearly 75 Attendees
- > Mix of interested community members, CBOs, agency staff
- > Attendees provided feedback via zoom polls and Q & A
- > Comments related to safety, comfort, and accessibility



11

11

Key Policy Themes


Policy Document	Equity	Safety & Comfort	Accessibility	Mobility & Connectivity	Sustainability
Metro Equity Platform (2018)	X	X	X	X	X
Metro Climate Action and Adaptation Plan (2019)	X			X	X
Metro Transit to Parks Strategic Plan (2019)	X	X	X	X	X
Metro Vision 2028	X	X	X	X	X
Metro NextGen Plan (2020)	X	X	X	X	X
Metro Moving Beyond Sustainability (2020)	X	X		X	X
Metro First/Last Mile Guidelines (2021)	X	X	X	X	X
Metro Street Safety Policy	X	X	X	X	X




12

12

Equity



GOAL	Low-income populations, communities of color, and other vulnerable and underserved people have equitable access to safe and convenient active transportation options.
OBJECTIVES	Improved data-driven understanding of challenges facing disadvantaged active transportation users
	Prioritized active transportation interventions in EFCs
	Sustained and meaningful participation of EFCs in the planning and design of active transportation projects

 Metro 13

13

Safety & Comfort




GOAL	Bicycling, walking, and rolling are increasingly safe and comfortable
OBJECTIVES	Eliminate fatalities and severe injuries for bicyclists and pedestrians, with a focus on high collision rate areas where communities of color face disproportionate impacts
	Increased low stress, high quality facilities for bicycling, walking, and rolling, and traffic calming improvements that support and protect the most vulnerable active transportation users.
	Increased opportunities to learn skills , build confidence, and enjoy bicycling, walking, and rolling for community members.


 Metro 14

14

Accessibility




GOAL	Bicycle and pedestrian access to transit, jobs, and other destinations is increasingly convenient and competitive
OBJECTIVES	<p>Expanded and enhanced active transportation access to transit with a focus on those that rely on non-vehicular travel for household cost savings</p> <p>Expanded and enhanced active transportation access to socioeconomic opportunities</p>



15

15

Connectivity




GOAL	An expansive and connected world-class bicycle & pedestrian network serves a growing share of countywide trips
OBJECTIVES	<p>Enhanced viability and competitiveness of multi-modal transportation options</p> <p>Expanded countywide bicycle and pedestrian networks</p>



16

16

Sustainability









GOAL	Active transportation is an integral component of a sustainable transportation system that contributes to regional climate change mitigation efforts.
OBJECTIVES	<p>Increased usage of walking and cycling for short trips</p> <p>Expanded active transportation facilities in communities with the highest rates of pollution</p> <p>Reduced transportation-related climate impacts</p>


17

17

Key Performance Metrics

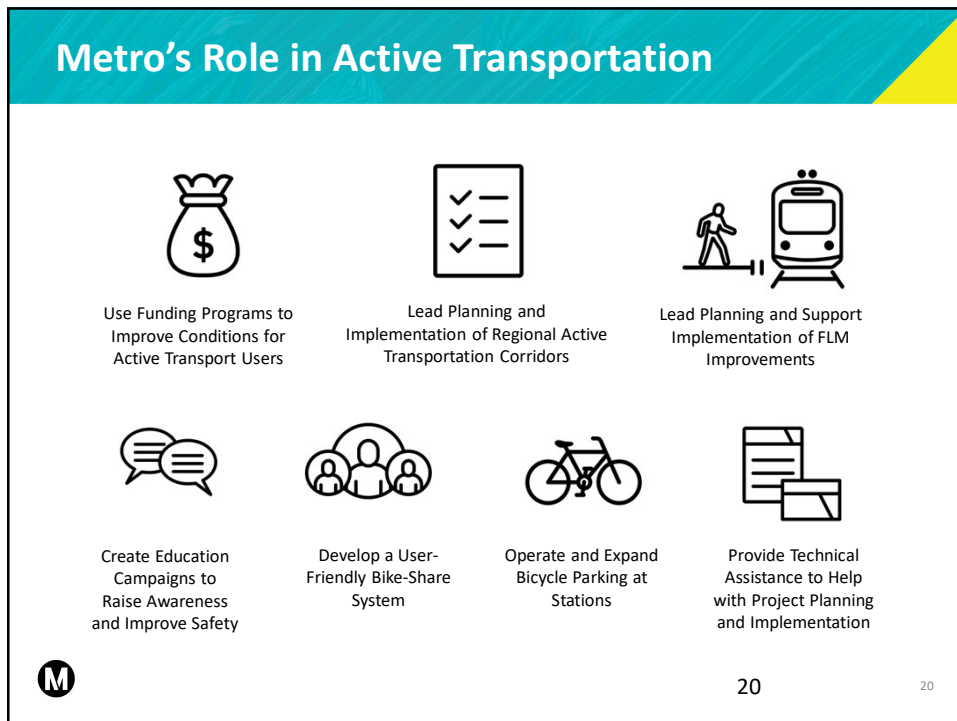
Goal	Performance Metric	Current Total	EFCs	Non-EFCs
Equity 	Programmed AT Funding	\$330 Million	76%	24%
Safety & Comfort 	Pedestrian Fatalities	273 per year	3.75 per 100K pop	2.26 per 100K pop
Accessibility 	Walk to Transit Bike to Transit	76% 3%	N/A	N/A
Connectivity 	Total Bikeway Miles	2,232 miles	22%	78%
Sustainability 	Bikeway Miles in Most Polluted Communities	166 miles	N/A	N/A


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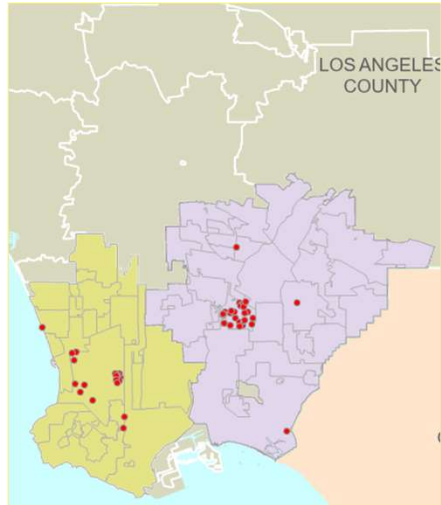


20

Thanks for your Bike Facility Input!

> 50 of 154 total comments were from jurisdictions in this meeting's four subregions, including:

- Manhattan Beach
- Redondo Beach
- Torrance
- Paramount
- Long Beach
- Norwalk



21

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Active Transportation Network Pillars



First/Last Mile Station Areas



Pedestrian Districts



Regional Bicycling Corridors

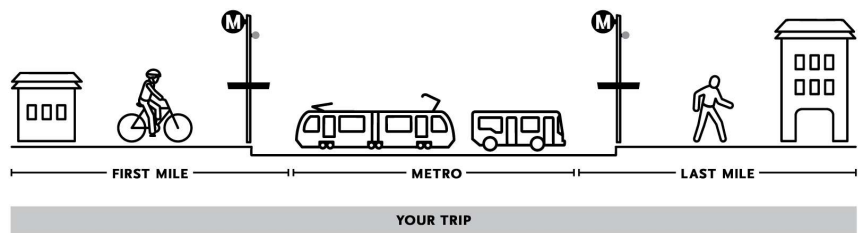


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First/Last Mile (FLM) Network Development

- > Identify a set of stops/stations prioritized for FLM investments
- > Includes stations/stops following five key steps




The diagram illustrates a trip sequence. It starts with a building icon, followed by a person on a bicycle, a Metro station sign, a Metro train, a Metro bus, another Metro station sign, a person walking, and finally a building icon. Below this sequence, a horizontal line is divided into three sections: 'FIRST MILE' (covering the building, bicycle, and first station), 'METRO' (covering the train and bus), and 'LAST MILE' (covering the second station, walker, and final building). A grey bar at the bottom is labeled 'YOUR TRIP'. A small note below the diagram reads 'NOT TO SCALE'.

M 23

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FLM Network Development

Step 1:
All existing Metro Rail, Metro BRT, Metro Rapid, and Metrolink Stations




The map shows a circular area with a dashed border, labeled '1/2 mile radius'. A blue line representing a Metro line runs vertically through the center. A Metro station icon (a circle with an 'M') is located on this line. Several orange bus icons are scattered throughout the map, representing existing bus stops within the 1/2-mile radius of the station.

M 24

24

FLM Network Development

Step 2:
Planned and under construction Metro Rail and BRT Stations



A circular map with a 1/2 mile radius, indicated by a dashed purple line. The map shows a grid of streets with several orange bus icons representing BRT stations and a black circle with a white 'M' representing a Metro Rail station. The Metro Rail station is located at the intersection of a major street and a diagonal street. The BRT stations are located at various intersections along the grid.


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FLM Network Development

Step 3:
All Metro and municipal transit agency stops along existing, under construction and planned bus-priority lanes



A circular map with a 1/2 mile radius, indicated by a dashed purple line. The map shows a grid of streets with a green line representing a bus-priority lane. Several orange bus icons representing BRT stations and a black circle with a white 'M' representing a Metro Rail station are located along the green line. The Metro Rail station is located at the intersection of a major street and a diagonal street. The BRT stations are located at various intersections along the green line.

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FLM Network Development

Step 4:

High ridership Metro or municipal transit agency stops not included in #1, #2 or #3



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FLM Network Development

Step 5:

Review and revise by Metro staff and TWG members, to account for local agency preference.



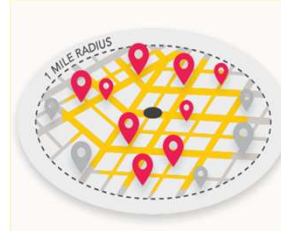
28

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Pedestrian District Development

Step 1:

Identify high concentrations of destination-rich areas across Los Angeles County



Pedestrian Destination Types Assessed

- Grocery Stores & Markets
- Pharmacies, Drug, Health & Personal Care Stores
- Full-Service Restaurants
- Limited-Service Restaurants
- Bars and Snack Establishments
- Retail Stores
- Colleges & Universities
- Libraries
- Parks and Beaches
- Elementary, Middle & High Schools
- Hospitals and Clinics



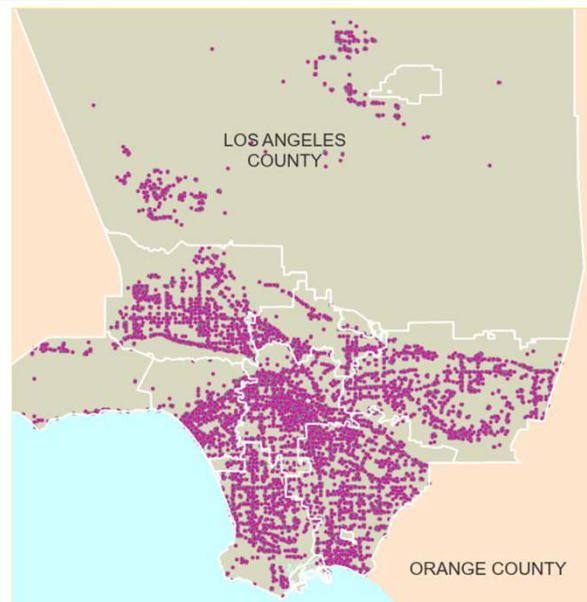
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Pedestrian District Development

Step 1 (con't):

Almost 15,000 business locations identified across LA County
(Data Axle, 2022)



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Pedestrian District Development

Step 1 (con't):

Parks, beaches, schools, and colleges obtained from SCAG land use layer

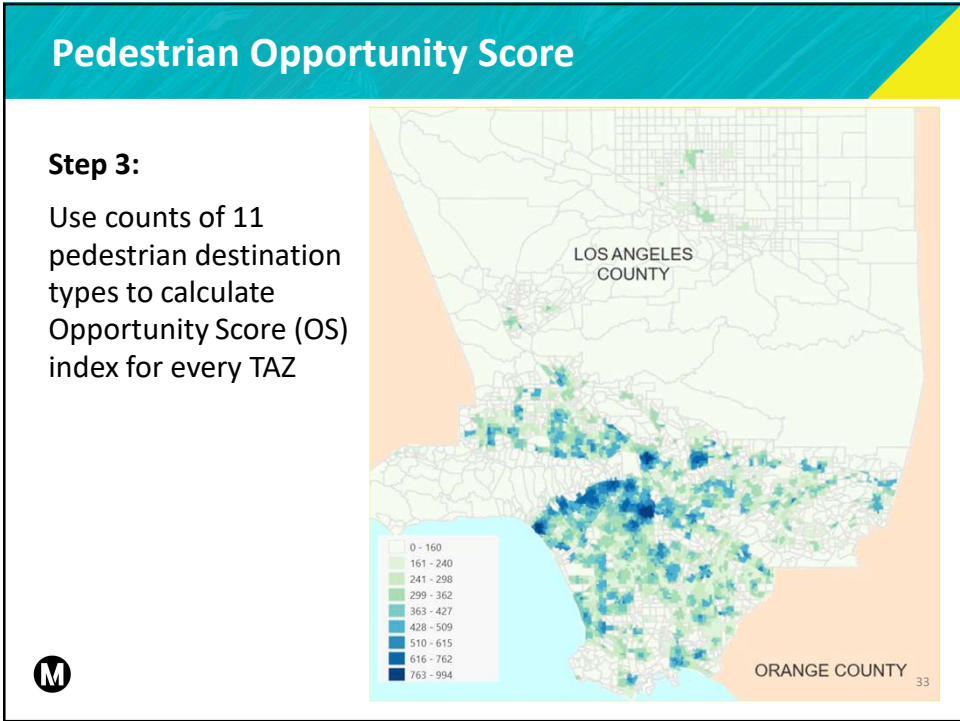
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Pedestrian District Development

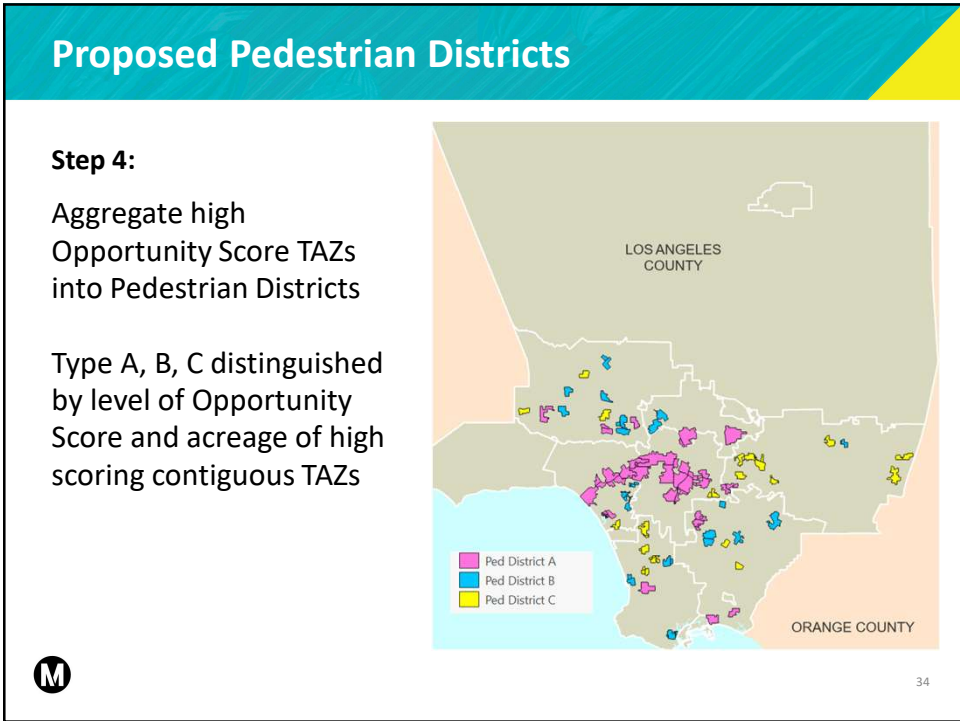
Step 2:

Count destinations within a 1-mile street network buffer of every Traffic Analysis Zone (TAZ) centroid

32



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Pedestrian District Types

Step 4 (con't):

> *Pedestrian District A*

- Contiguous TAZs with OS >500 and larger than 500 acres

> *Pedestrian District B*

- Some high scoring TAZs (OS >500) but less than 500 acres

> *Pedestrian District C*

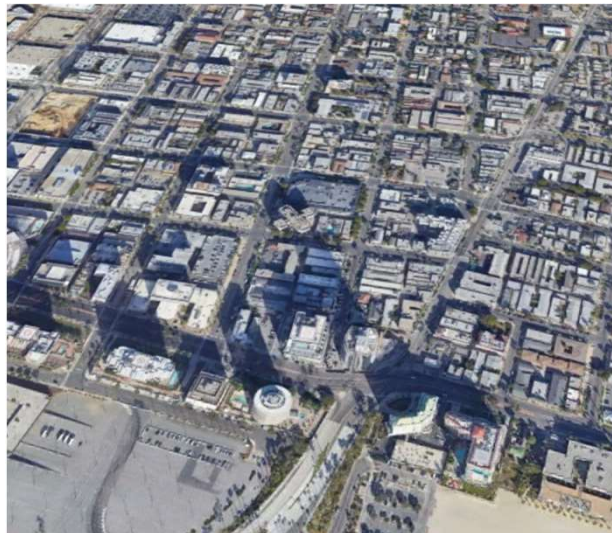
- Contiguous TAZs with OS 427-500 and larger than 500 acres



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Pedestrian District A



Downtown Long Beach

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Pedestrian District B



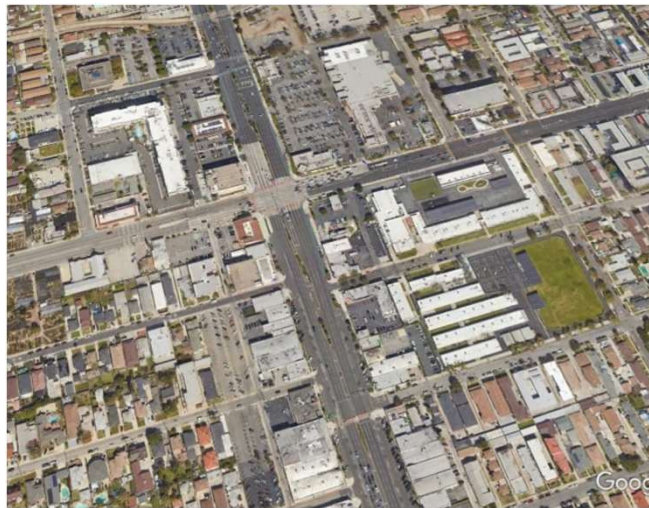
Tweedy Boulevard near Otis Street in City of Lynwood



37

37

Pedestrian District C



Hawthorne Blvd and El Segundo Blvd in City of Hawthorne



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Proposed Pedestrian Districts

Step 5:

Review and revise by
Metro staff and TWG
members



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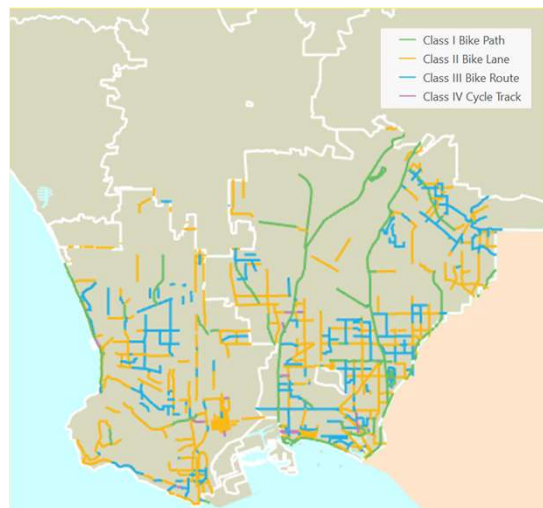
39

Bicycle Network Development

Step 1:

Start with existing and
planned Class I and Class
IV segments

- > 586 miles of existing bicycle network across two subregions
- > Predominately bike lane (46%) and bike route (27%)
- > Three significant Class I corridors running north/south



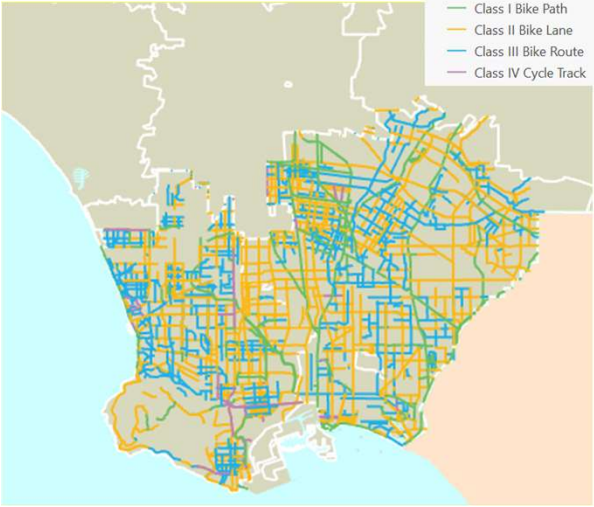
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Bicycle Network Development

Step 1 (con't):

- > 1,528 miles of existing and planned bicycle network across two subregions
- > Some planned Class I (10%) and Class IV (4%) corridors
- > Predominantly Class II (46%) and Class III (35%)



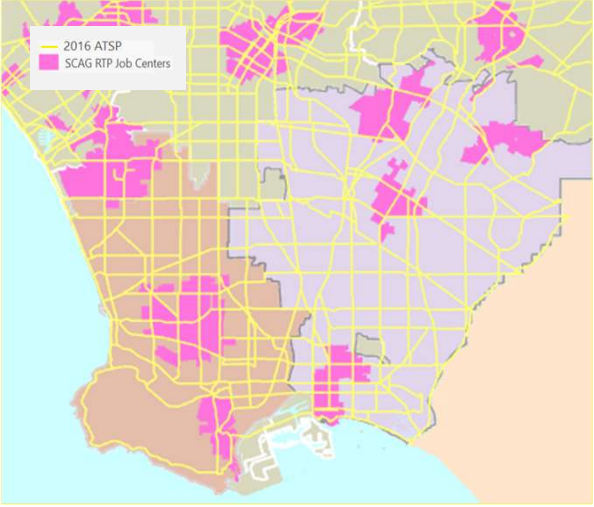

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2016 ATSP Connectivity

Step 2:
Ensure connectivity between cities

Step 3:
Ensure connectivity between subregions and SCAG RTP Job Centers

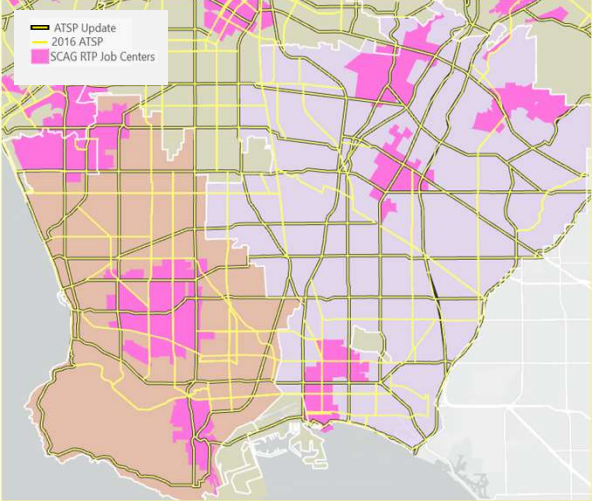



42

42

Preliminary Recommended Regional Bikeways

- > Preliminary recommended bikeways
- > Less dense, more strategic than 2016 ATSP network






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Bicycle Network Development

Step 4:
Review and revise by Metro staff and TWG members



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Break-Outs by Subregion

- > Let's review the prioritization results by mode for your subregion
- > Please join your subregion's break out room (40 mins)
- > Return to main room to share discussions, ask questions and hear next steps



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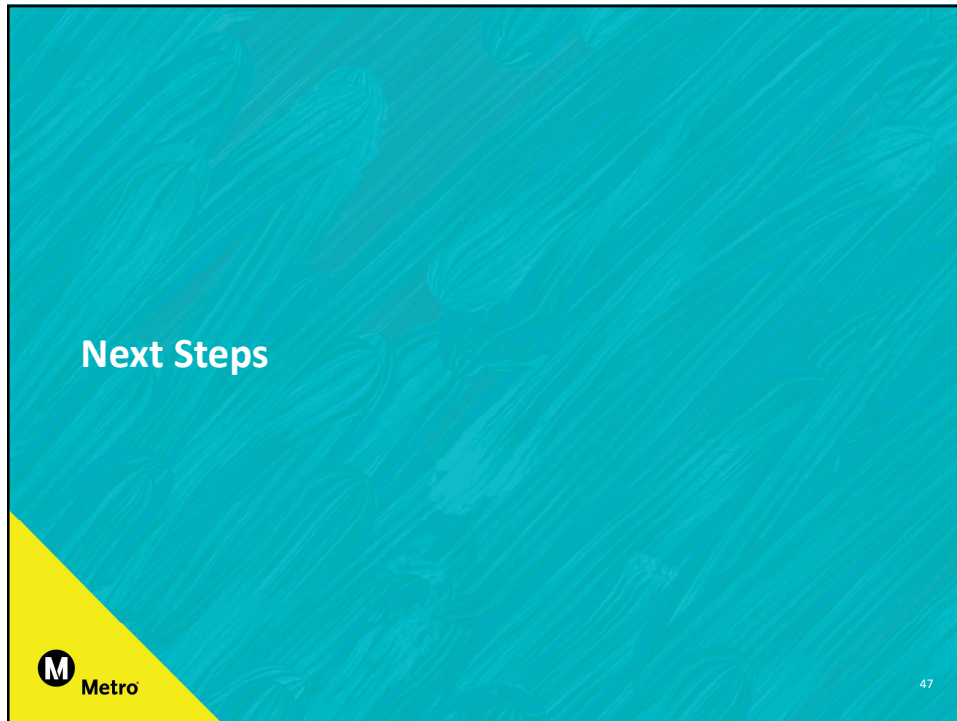
Report Back

- > Let's hear from each subregion!
 - Gateway Cities
 - South Bay Cities



46

46



47

Review & Comment - Online GIS Tool

> Please use ATSP Online GIS Tool to review and comment on recommended networks **by Thursday May 5th**.

- *Should we change anything about the first/last mile network methodology?*
- *Does your agency or organization have a specific location we should include in the FLM Network?*
- *Does your organization or agency have ridership data that we can obtain?*
- *Do the proposed bikeways connect primary activity centers for your community? If not, what destinations should be connected within your region?*
- *Did we get the pedestrian districts right? Where should pedestrian districts be added or removed?*

M

48

48

Future TWG Meetings


- > Review input from Subregional TWG meetings and comments
- > All-Member TWG meeting in June to review networks
- > Subregional TWG meetings this summer for Implementation Strategies





49

49


Stay connected to this project.


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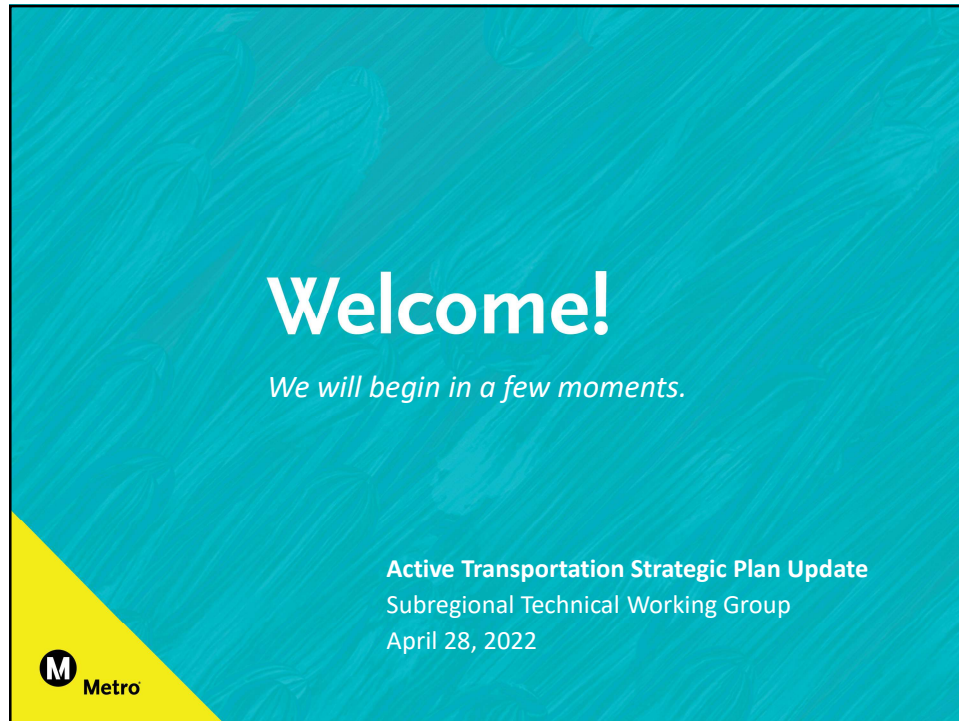
 [losangelesmetro](https://www.facebook.com/losangelesmetro)



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Appendix D – PowerPoint Presentation TWG – Subregional 4/28/22



1

Please Add Your Organization to Your Name in Zoom

Click on Participant icon on Zoom toolbar at bottom of your screen

Click on "More" next to your name in the Participant List

Click on "Rename" and type your name and organization

2

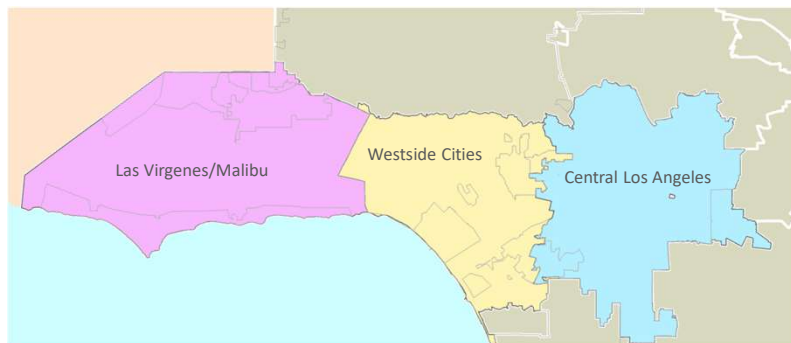
Thanks for joining us!

- > Background & Status Update
- > Active Transportation Network Planning
- > Network Planning Breakout Sessions
- > Report Back
- > Next Steps



5

Study Area Included in Today's Meeting



- > 3 Subregions
- > 10 Cities & Unincorporated County
- > 7 Transit Operators

Let's Take A Poll!



6

6


Metro has a plan to make it easier to get around LA. It includes creating complete streets. This project works to establish a countywide vision for walking, biking, and rolling.



7

7


2016 Active Transportation Strategic Plan




Goals, Objectives, and Performance Metric Targets




First/Last Mile Existing Conditions Analysis



Regional Active Transportation Network



Implementation Strategies



Resources



8

Purpose of the ATSP Update

- > Renew Goals & Objectives
- > Update Countywide Performance Measures
- > Incorporate New Plans and Policies
- > Refine Planned Bikeway Network and FLM Station Areas
- > Add Planned Pedestrian Districts
- > Establish Prioritization Methodology
- > Publish Interactive Virtual Platform



9

9

Project Milestones & Schedule



ONGOING PUBLIC PARTICIPATION



10

10

Community Meeting #1 - What We Heard



- > Nearly 75 Attendees
- > Mix of interested community members, CBOs, agency staff
- > Attendees provided feedback via zoom polls and Q & A
- > Comments related to safety, comfort, and accessibility



11

11

Key Policy Themes


Policy Document	Equity	Safety & Comfort	Accessibility	Mobility & Connectivity	Sustainability
Metro Equity Platform (2018)	X	X	X	X	X
Metro Climate Action and Adaptation Plan (2019)	X			X	X
Metro Transit to Parks Strategic Plan (2019)	X	X	X	X	X
Metro Vision 2028	X	X	X	X	X
Metro NextGen Plan (2020)	X	X	X	X	X
Metro Moving Beyond Sustainability (2020)	X	X		X	X
Metro First/Last Mile Guidelines (2021)	X	X	X	X	X
Metro Street Safety Policy	X	X	X	X	X




12

12

Equity



GOAL	Low-income populations, communities of color, and other vulnerable and underserved people have equitable access to safe and convenient active transportation options.
OBJECTIVES	Improved data-driven understanding of challenges facing disadvantaged active transportation users
	Prioritized active transportation interventions in EFCs
	Sustained and meaningful participation of EFCs in the planning and design of active transportation projects

 Metro 13

13

Safety & Comfort




GOAL	Bicycling, walking, and rolling are increasingly safe and comfortable
OBJECTIVES	Eliminate fatalities and severe injuries for bicyclists and pedestrians, with a focus on high collision rate areas where communities of color face disproportionate impacts
	Increased low stress, high quality facilities for bicycling, walking, and rolling, and traffic calming improvements that support and protect the most vulnerable active transportation users.
	Increased opportunities to learn skills , build confidence, and enjoy bicycling, walking, and rolling for community members.


 Metro 14

14

Accessibility




GOAL	Bicycle and pedestrian access to transit, jobs, and other destinations is increasingly convenient and competitive
OBJECTIVES	<p>Expanded and enhanced active transportation access to transit with a focus on those that rely on non-vehicular travel for household cost savings</p> <p>Expanded and enhanced active transportation access to socioeconomic opportunities</p>



15

15

Connectivity




GOAL	An expansive and connected world-class bicycle & pedestrian network serves a growing share of countywide trips
OBJECTIVES	<p>Enhanced viability and competitiveness of multi-modal transportation options</p> <p>Expanded countywide bicycle and pedestrian networks</p>



16

16

Sustainability









GOAL	Active transportation is an integral component of a sustainable transportation system that contributes to regional climate change mitigation efforts.
OBJECTIVES	<p>Increased usage of walking and cycling for short trips</p> <p>Expanded active transportation facilities in communities with the highest rates of pollution</p> <p>Reduced transportation-related climate impacts</p>


17

17

Key Performance Metrics

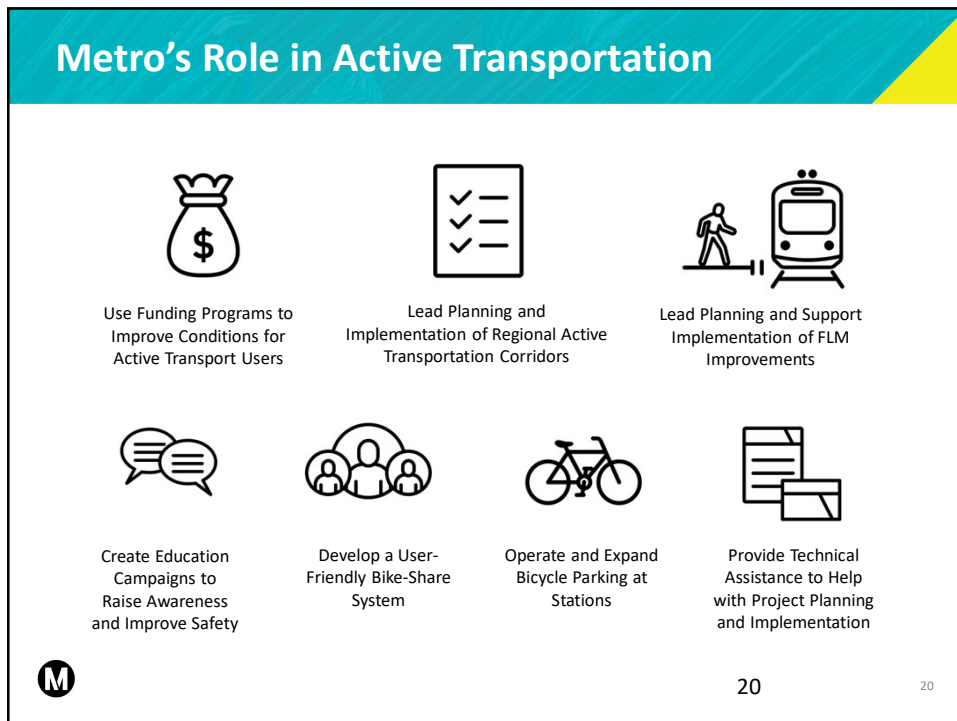
Goal	Performance Metric	Current Total	EFCs	Non-EFCs
Equity 	Programmed AT Funding	\$330 Million	76%	24%
Safety & Comfort 	Pedestrian Fatalities	273 per year	3.75 per 100K pop	2.26 per 100K pop
Accessibility 	Walk to Transit Bike to Transit	76% 3%	N/A	N/A
Connectivity 	Total Bikeway Miles	2,232 miles	22%	78%
Sustainability 	Bikeway Miles in Most Polluted Communities	166 miles	N/A	N/A


18

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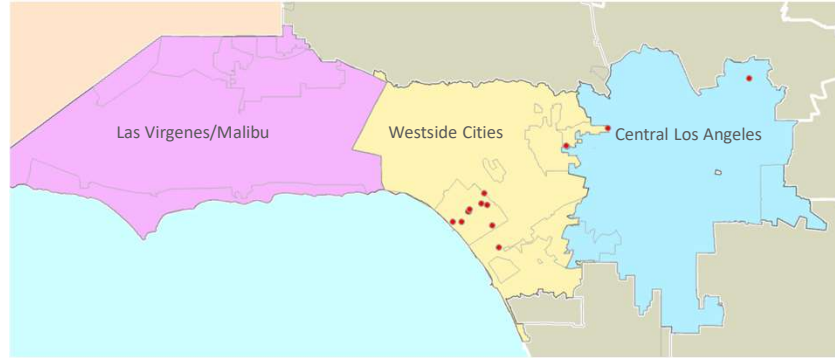


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Thanks for your Bike Facility Input!



- > 14 of 154 total comments were from jurisdictions in this meeting's three subregions, including:
 - Santa Monica, Los Angeles, West Hollywood



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Active Transportation Network Pillars



First/Last Mile Station Areas

Pedestrian Districts

Regional Bicycling Corridors

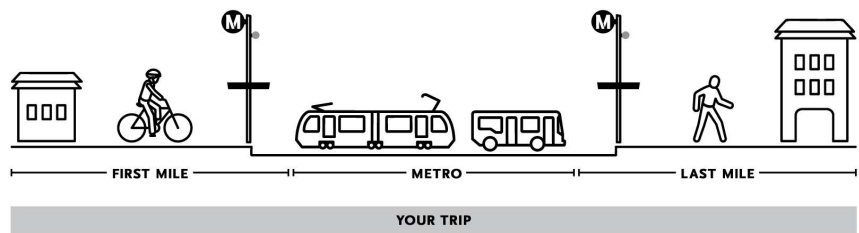


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First/Last Mile (FLM) Network Development

- > Identify a set of stops/stations prioritized for FLM investments
- > Includes stations/stops following five key steps




The diagram illustrates a trip sequence. It starts with a building icon, followed by a person on a bicycle, then a Metro station icon (a vertical post with an 'M' sign). This is followed by a Metro train and a bus icon. Another Metro station icon is shown, followed by a person walking and a building icon. Below the icons, a horizontal line is divided into three sections: 'FIRST MILE' (from the start to the first station), 'METRO' (between the two stations), and 'LAST MILE' (from the second station to the end). A grey bar at the bottom is labeled 'YOUR TRIP'. A small note below the bar says 'NOT TO SCALE'. A Metro 'M' logo is in the bottom left corner.

23

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FLM Network Development

Step 1:
All existing Metro Rail, Metro BRT, Metro Rapid, and Metrolink Stations




The map shows a circular area with a dashed border, labeled '1/2 mile radius'. A blue line representing a Metro line runs vertically through the center. A Metro station icon (a circle with an 'M') is located on the line. Several orange bus icons are scattered around the station, representing existing bus stops within the 1/2 mile radius. A Metro 'M' logo is in the bottom left corner.

24

24

FLM Network Development

Step 2:
Planned and under construction Metro Rail and BRT Stations



A circular map with a 1/2 mile radius, indicated by a dashed purple line. The map shows a grid of streets with several orange bus icons representing BRT stations and a black circle with a white 'M' representing a Metro Rail station. The Metro Rail station is located at the intersection of a major street and a diagonal street. The BRT stations are located at various intersections along the grid.


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FLM Network Development

Step 3:
All Metro and municipal transit agency stops along existing, under construction and planned bus-priority lanes



A circular map with a 1/2 mile radius, indicated by a dashed purple line. The map shows a grid of streets with a green line representing a bus-priority lane. The green line runs vertically through the center of the map. There are several orange bus icons representing BRT stops and a black circle with a white 'M' representing a Metro Rail station. The Metro Rail station is located at the intersection of the green line and a diagonal street. The BRT stops are located at various intersections along the green line.

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FLM Network Development

Step 4:

High ridership Metro or municipal transit agency stops not included in #1, #2 or #3



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FLM Network Development

Step 5:

Review and revise by Metro staff and TWG members, to account for local agency preference.



28

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Pedestrian District Development

Step 1:

Identify high concentrations of destination-rich areas across Los Angeles County



Pedestrian Destination Types Assessed

- Grocery Stores & Markets
- Pharmacies, Drug, Health & Personal Care Stores
- Full-Service Restaurants
- Limited-Service Restaurants
- Bars and Snack Establishments
- Retail Stores
- Colleges & Universities
- Libraries
- Parks and Beaches
- Elementary, Middle & High Schools
- Hospitals and Clinics



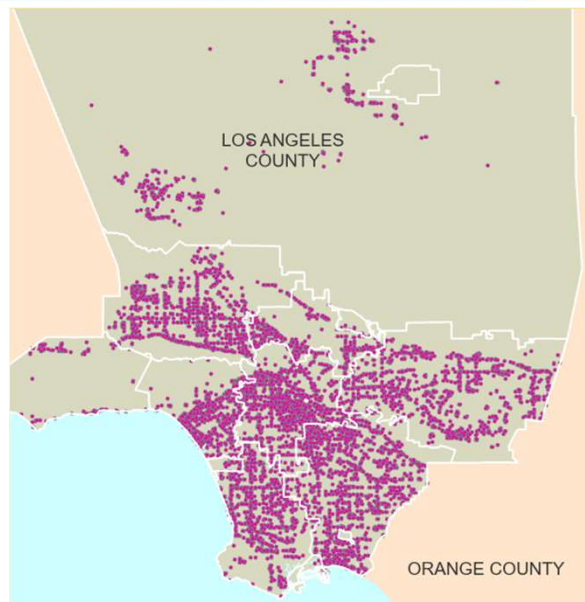
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Pedestrian District Development

Step 1 (con't):

Almost 15,000 business locations identified across LA County
(Data Axle, 2022)



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Pedestrian District Development

Step 1 (con't):

Parks, beaches, schools, and colleges obtained from SCAG land use layer

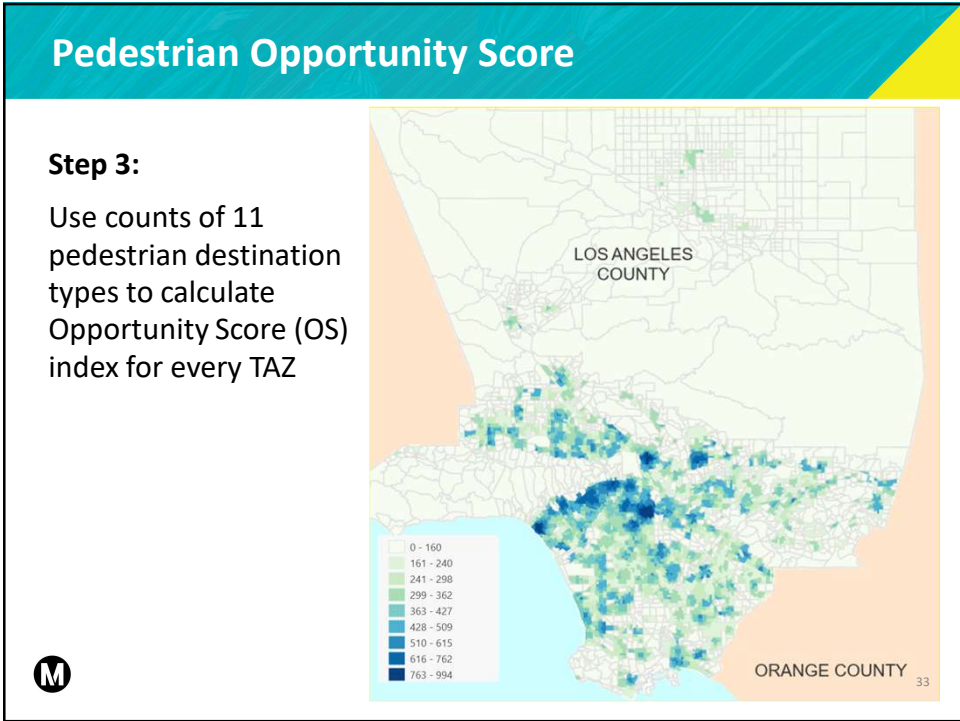
31

Pedestrian District Development

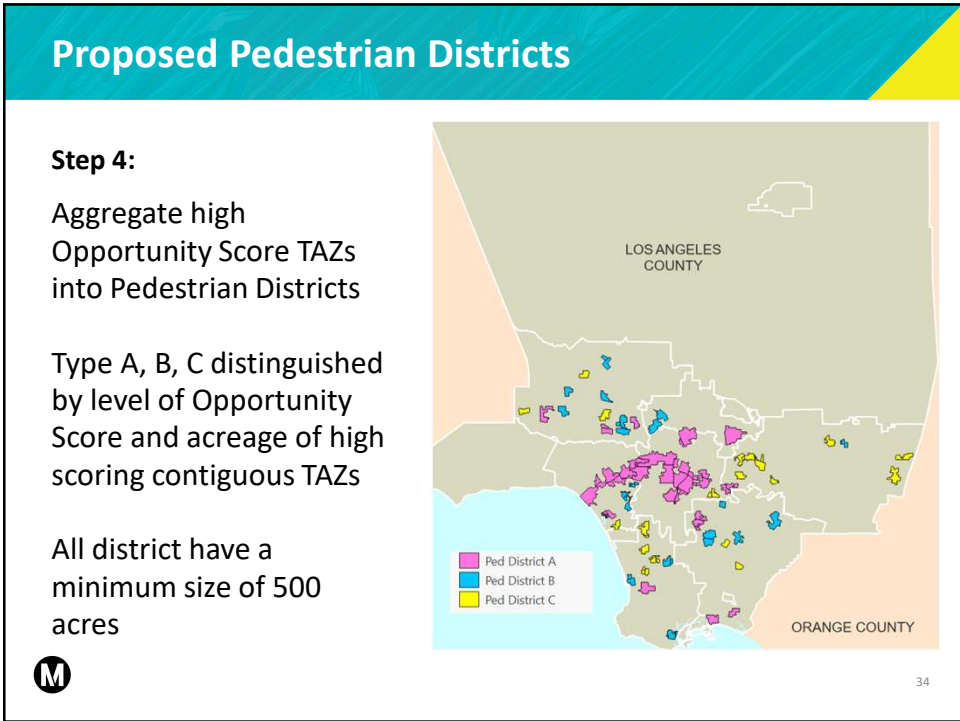
Step 2:

Count destinations within a 1-mile street network buffer of every Traffic Analysis Zone (TAZ) centroid

32



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Pedestrian District Types

Step 4 (con't):

> *Pedestrian District A*

- Contiguous TAZs with OS >500 and larger than 500 acres

> *Pedestrian District B*

- Contiguous TAZs with OS >500 (less than 500 acres) and combined with lower scoring adjacent TAZs (OS 427-500) to total 500 acres or more

> *Pedestrian District C*

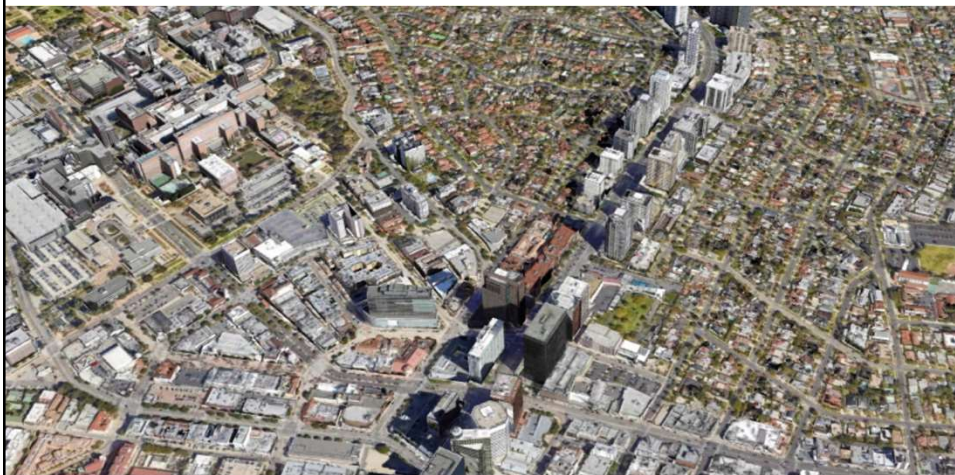
- Contiguous TAZs with OS 427-500 and larger than 500 acres



35

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Pedestrian District A

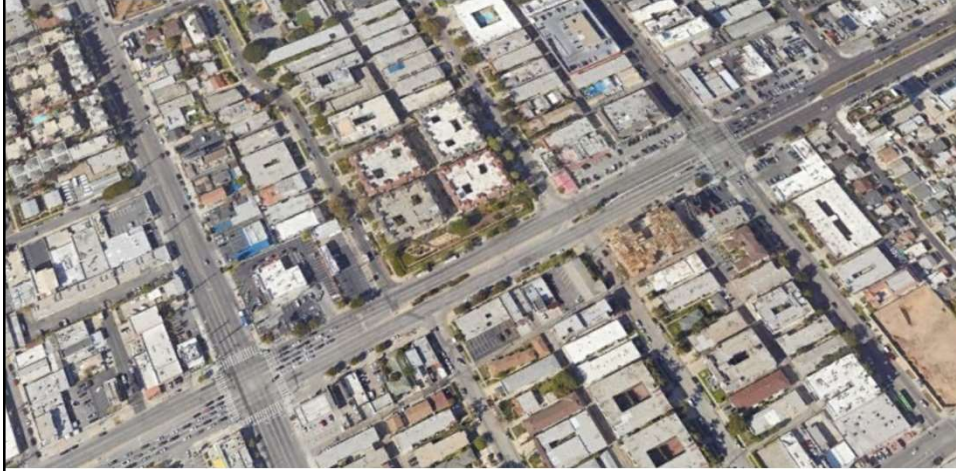


Wilshire Boulevard in West Los Angeles

36

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Pedestrian District B

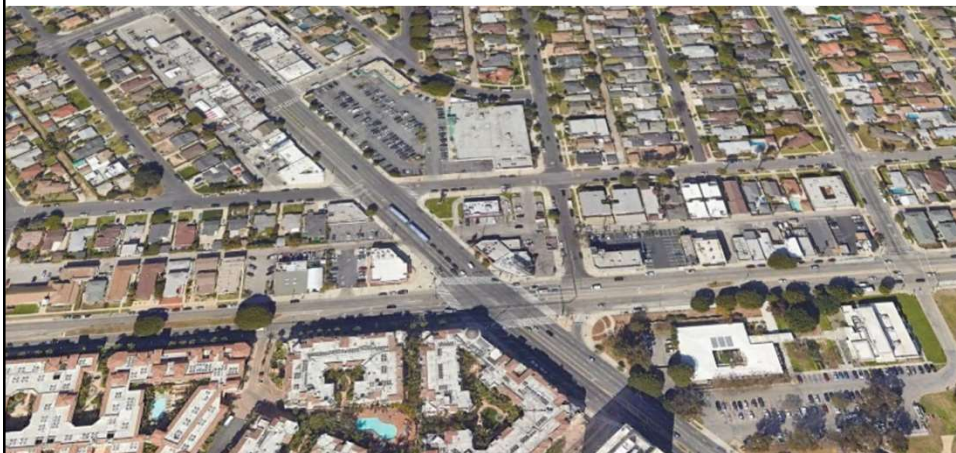


Overland Ave and Venice Blvd in Culver City

37

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Pedestrian District C



Lincoln Blvd and Manchester Ave in City of Los Angeles

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Proposed Pedestrian Districts

Step 5:

Review and revise by
Metro staff and TWG
members



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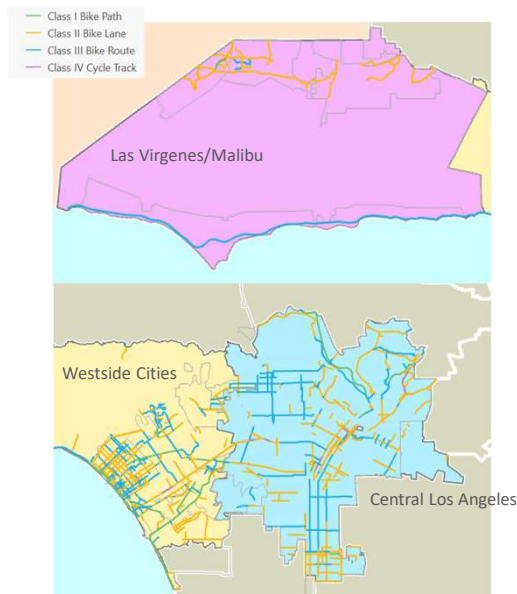
39

Bicycle Network Development

Step 1:

Start with existing and
planned Class I and Class
IV segments

- > 576 miles of existing bicycle network across three subregions
- > Predominately bike lane (53%) and bike route (35%)
- > Four significant Class I corridors



40

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Bicycle Network Development

Step 1 (con't):

- > 923 miles of existing and planned bicycle network across three subregions
- > Some planned Class I (4%) and Class IV (16%) corridors
- > Predominantly Class II (33%) and Class III (46%)

41

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2016 ATSP Connectivity

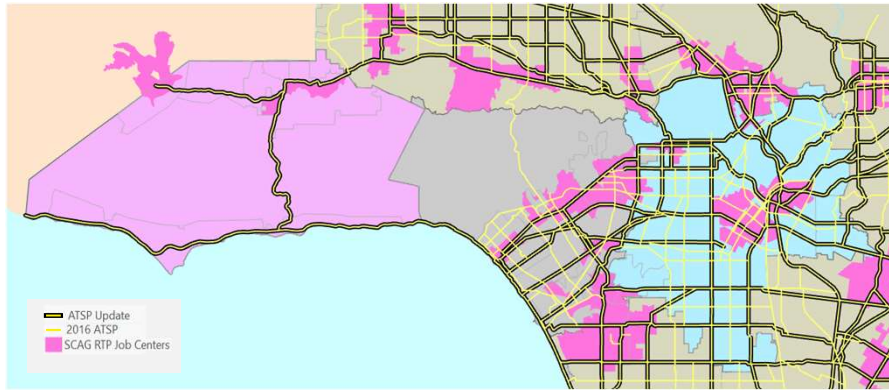
Step 2:
Ensure connectivity between cities

Step 3:
Ensure connectivity between subregions and SCAG RTP Job Centers

42

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Preliminary Recommended Regional Bikeways



- > Preliminary recommended bikeways
- > Less dense, more strategic than 2016 ATSP network



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Bicycle Network Development

Step 4:

Review and revise by Metro staff and TWG members



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Break-Outs by Subregion

- > Let's Preview Networks on the ATSP Online GIS Tool
- > Please join your subregion's break out room to review the networks (60 mins)
- > Return to main room at 3:30PM for debrief and next steps



45

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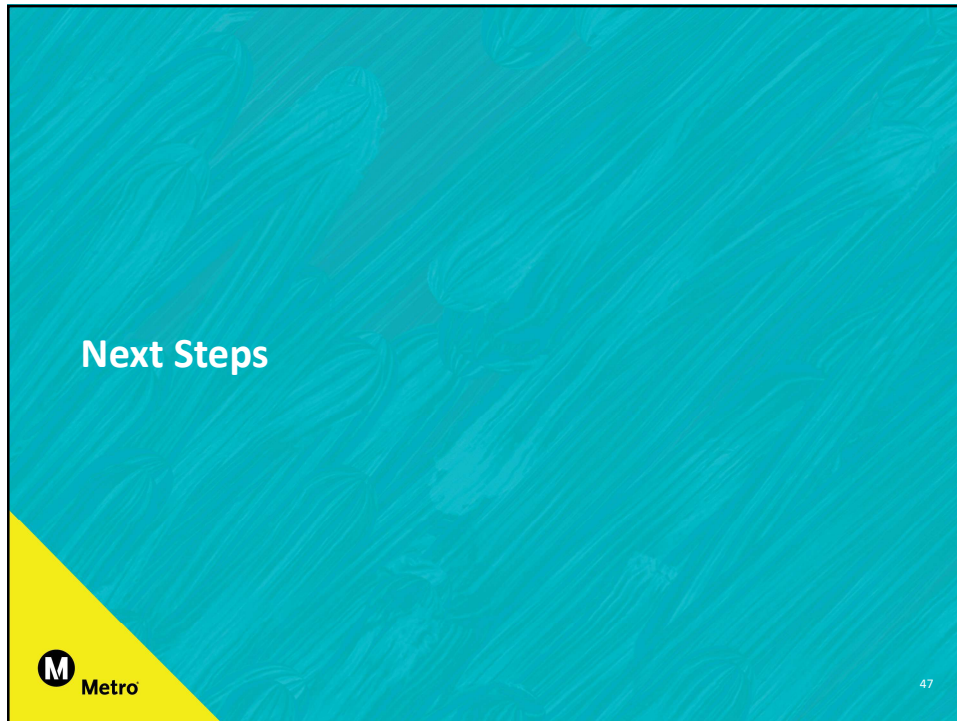
Report Back

- > Let's hear from each subregion!
 - Westside Cities & Las Virgenes/Malibu
 - Central Los Angeles



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Review & Comment - Online GIS Tool

> Please use ATSP Online GIS Tool to review and comment on recommended networks **by Thursday May 12th**.

- *Should we change anything about the first/last mile network methodology?*
- *Does your agency or organization have a specific location we should include in the FLM Network?*
- *Does your organization or agency have ridership data that we can obtain?*
- *Do the proposed bikeways connect primary activity centers for your community? If not, what destinations should be connected within your region?*
- *Did we get the pedestrian districts right? Where should pedestrian districts be added or removed?*

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Future TWG Meetings


- > Review input from Subregional TWG meetings and comments
- > All-Member TWG meeting in June to review networks
- > Subregional TWG meetings this summer for Implementation Strategies




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Stay connected to this project.


 Carolyn Mamaradlo, *Transportation Planning Manager*
Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, CA 90012

 213.922.4005

 atsp@metro.net

 metro.net/atsp

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

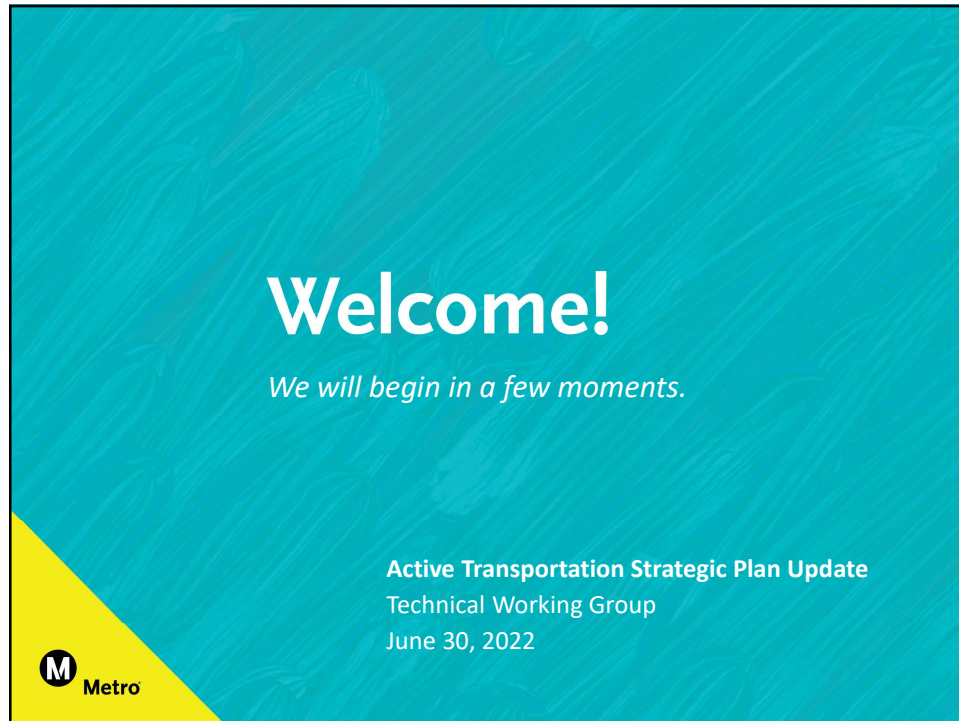
 [losangelesmetro](https://www.facebook.com/losangelesmetro)



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Appendix E – PowerPoint Presentation TWG – All Members 6/30/22



1

Please Add Your Organization to Your Name in Zoom

Click on Participant icon on Zoom toolbar at bottom of your screen

Click on "More" next to your name in the Participant List

Click on "Rename" and type your name and organization

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Metro is making it easier to walk, bike, and roll.

M Metro

ACTIVE TRANSPORTATION STRATEGIC PLAN UPDATE

3

Today's Speakers



<p>Carolyn Mamaradlo Transportation Planning Manager Metro</p>	<p>Jan Yonan Transportation Associate Metro</p>	<p>Sherry Ryan, PhD Principal CR Associates</p>
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Let's Take A Poll...

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Thanks for joining us!

- > Purpose, Milestones & Schedule
- > Network Development Process
- > Final Active Transportation Network
- > Discussion
- > Next Steps



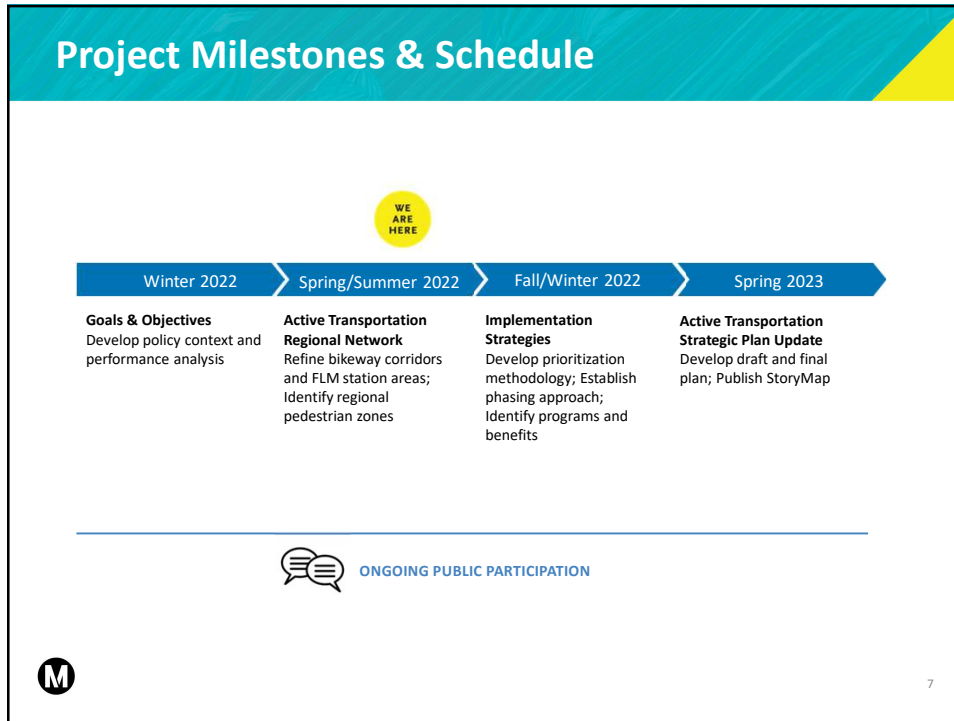
5

Meeting Purpose

- > Review Responses to Comments
- > Present Final Active Transportation Networks



6



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8

TWG Input to Network Revisions



- > Draft Networks presented to TWG subregional groupings on April 14, 21, 28
- > Facilitated zoom breakout rooms used for discussion and comment on networks
- > Online GIS Tool #2 used to facilitate extended TWG review and comment
- > Roughly 180 network comments received from TWG members in meetings and online

9

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Community Input to Network Revisions

- > Draft networks presented at community subregional meetings on May 24, 25 and June 2nd
- > Received 500+ comments on where active transportation is important via survey and Countywide Mapping Tool
- > In-person outreach at Bike Month, community events countywide
- > Online survey and GIS tool advertised via The Source



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Metro Input to Network Revisions

- > Consideration of TWG and community inputs
- > Review of consistency with jurisdictional and regional planned networks
- > Connectivity with regional locations (e.g. colleges, major commercial districts, EFCs, etc.)
- > Gap closures
- > Coordination with other Metro Departments



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Final Active Transportation Network



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Active Transportation Network Pillars



First/Last Mile Station Areas

Pedestrian Districts

Regional Bikeways



13

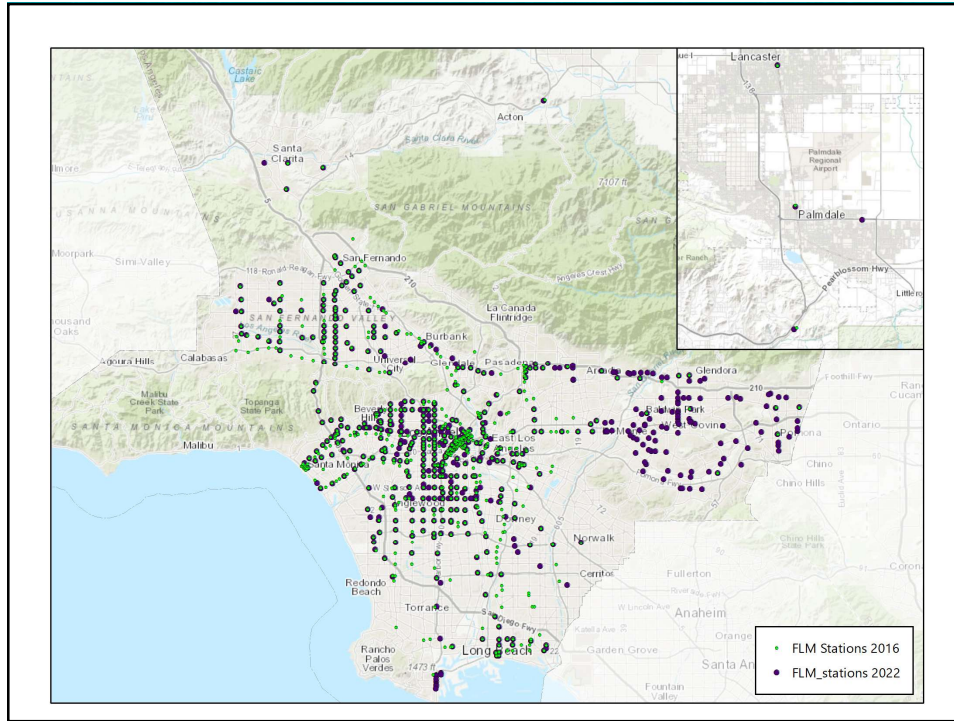
13

Major Revisions to FLM Locations

- > Fewer existing Metro Rapid bus stops
- > More high ridership local bus stops
 - Ridership data obtained from Metro, Antelope Valley, Big Blue Bus, Culver City Bus, Foothill Transit, Gardena, LADOT/DASH, Montebello, Long Beach Transit, Santa Clarita, Torrance
- > Bus-only lanes is a new FLM location criterion



14



15

Summary of Updated FLM Locations

- > Total FLM Locations
 - 2022 – 600 locations
 - 2016 – 661 locations
- > # of FLM Locations by Subregion
 - Central Los Angeles – 213
 - San Gabriel Valley – 124
 - San Fernando Valley – 72
 - Gateway Cities – 60
 - Westside Cities – 57
 - South Bay Cities – 35
 - Arroyo Verdugo – 27
 - North Los Angeles County – 8
 - Las Virgenes/Malibu – 0
- > Equity Focus Areas
 - 342 FLM Locations are in EFCs areas
 - 258 FLM Locations are in Non-EFCs areas

16

Question & Answer

- > Please use the Raise Hand feature and you will be unmuted to ask your question.

OR...

- > Use the **Q&A** feature to submit a question and we will read it.



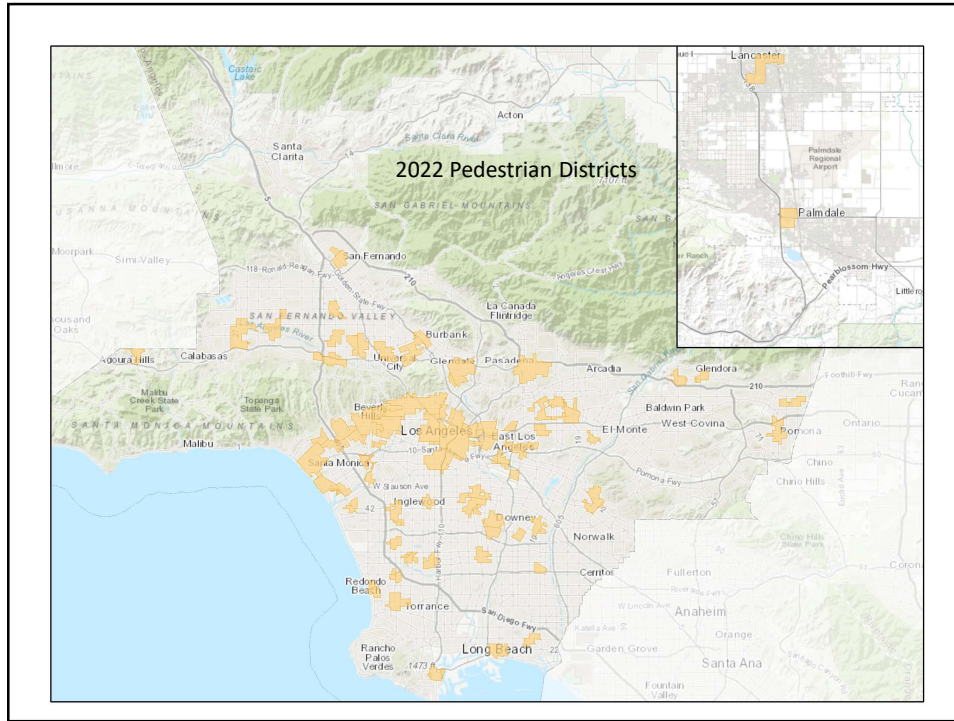
17

Major Revisions to Pedestrian Districts

- > Geographic distribution
- > Socio-economic equity
- > Local agency staff input



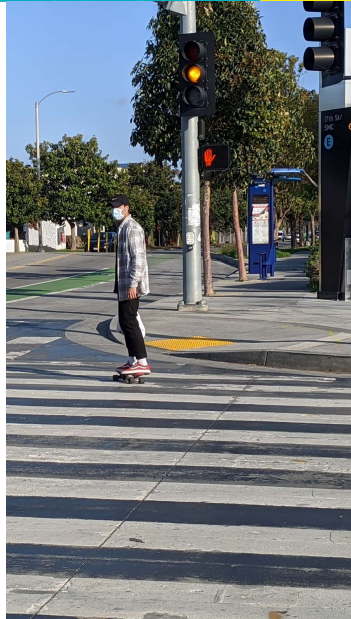
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Summary of Updated Pedestrian Districts

- > **79 Total Ped Districts**
- > **# of Ped Districts by Subregion**
 - San Gabriel Valley – 15
 - South Bay Cities – 14
 - Gateway Cities – 12
 - Westside Cities – 12
 - Central LA – 11
 - San Fernando Valley – 9
 - Arroyo Verdugo – 3
 - North Los Angeles County – 2
 - Las Virgenes/Malibu – 1
- > **Equity Focus Areas**
 - 55 Ped District Overlap with EFCs
 - 24 Ped District Don't Overlap with EFCs





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Question & Answer

- > Please use the Raise Hand feature and you will be unmuted to ask your question.

OR...

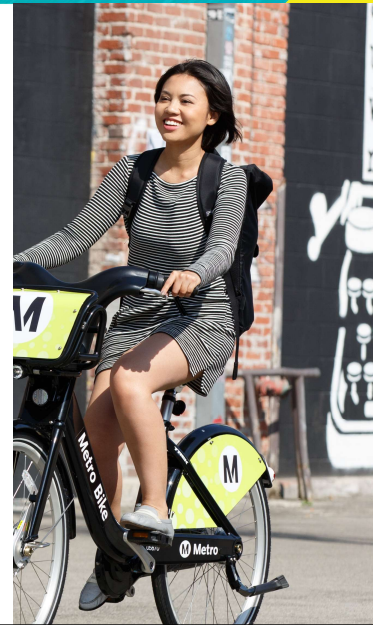
- > Use the **Q&A** feature to submit a question and we will read it.



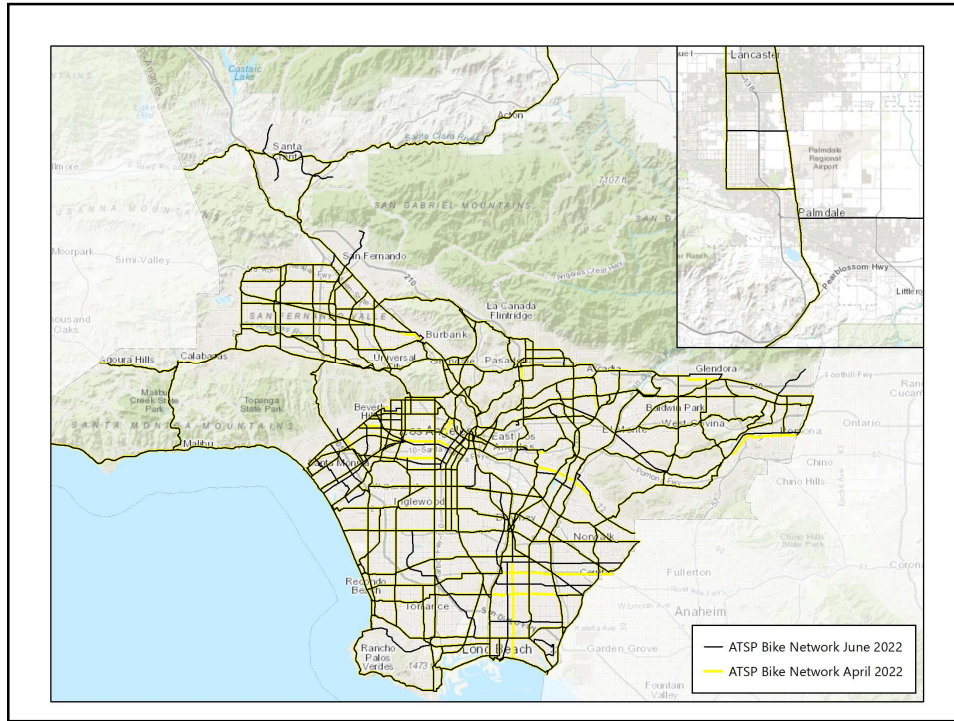
21

Major Revisions to Bikeways

- > Majority of 2016 ATSP bikeways preserved
- > Some modifications to align with recent planning updates
- > Local agency staff input



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Summary of Updated Bikeways

- > **Total Bikeway Miles**
 - June 2022 – 1,449 miles
 - April 2022 – 1,324 miles

- > **Bikeway Miles by Subregion**
 - San Gabriel Valley – 268
 - Gateway Cities – 265
 - Central LA – 206
 - San Fernando Valley – 196
 - South Bay Cities – 156
 - North LA County – 110
 - Westside Cities – 107
 - Arroyo Verdugo – 71
 - Las Virgenes/Malibu – 44

- > **Equity Focus Areas**
 - EFCs: 373 miles
 - Non-EFCs: 1,076 miles





24

Question & Answer

> Please use the Raise Hand feature and you will be unmuted to ask your question.

OR...

> Use the **Q&A** feature to submit a question and we will read it.



25

Next Steps



26

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Review & Comment - Online GIS Tool

- > Please review the Final Active Transportation Network via the Online GIS Tool and send any written comments to Carolyn Mamaradlo **by Thursday July 7th.**



27

Future TWG Meetings


- > Subregional TWG meetings in August to discuss implementation strategies and prioritization criteria
- > All-Member TWG meeting in October to review implementation strategies and prioritized network
- > Subregional TWG meetings in December to review Draft Plan





28

28


Stay connected to this project.


 Carolyn Mamaradlo, *Transportation Planning Manager*
Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, CA 90012

 213.922.4005

 atsp@metro.net

 metro.net/atsp

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

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Active Transportation Network Development



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First/Last Mile (FLM) Network Development

- > Step 1: Include all existing Metro Rail, Metro BRT, Metro Rapid, and Metrolink Stations
- > Step 2: Include planned and under construction Metro Rail and BRT Stations
- > Step 3: Include all Metro and municipal transit agency stops along existing, under construction and planned bus-priority lanes beyond 0.5 mile of FLM locations identified in Steps 1 and 2
- > Step 4: Include high ridership local bus stops beyond 0.5 mile of FLM locations identified in Steps 1 and 2 (*Ridership data obtained from Metro, Big Blue Bus, Culver City Bus, LADOT/DASH, Foothill Transit, Torrance, Long Beach Transit, Antelope Valley, Santa Clarita, Gardena, Montebello*)
- > Step 5: Review and comment by Metro staff and TWG members



31

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Pedestrian District Development

- > **Step 1:** Identify high concentrations of destination-rich areas across Los Angeles County using 11 destination types
- > **Step 2:** Count destinations within a 1-mile street network buffer of every Traffic Analysis Zone (TAZ) centroid
- > **Step 3:** Use counts of 11 pedestrian destination types to calculate Opportunity Score (OS) index for every TAZ
- > **Step 4:** Aggregate high Opportunity Score TAZs into Pedestrian Districts
- > **Step 5:** Review and revise by Metro staff and TWG members to account for local agency preferences



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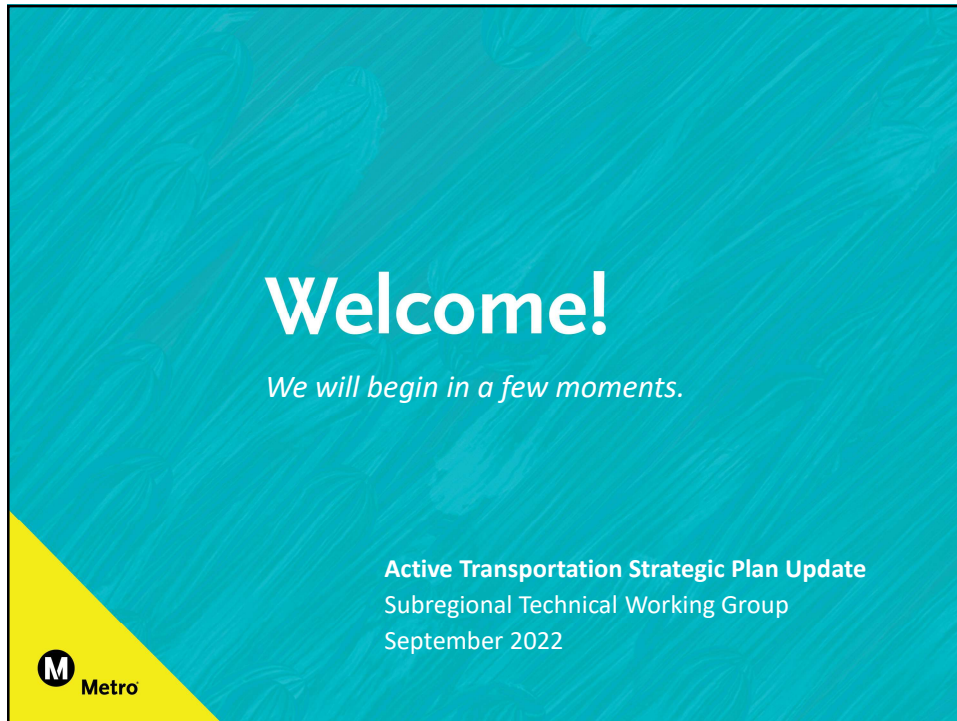
Regional Bikeway Network Development

- > **Step 1:** Review previous ATSP Bikeway Network
- > **Step 2:** Identify opportunity to incorporate new existing and planned Class I and Class IV segments
- > **Step 3:** Ensure connectivity between cities
- > **Step 4:** Ensure connectivity between subregions and SCAG RTP Job Centers
- > **Step 5:** Review and revise by Metro staff and TWG members



33

Appendix F – PowerPoint Presentation TWG – Subregional 9/12/22



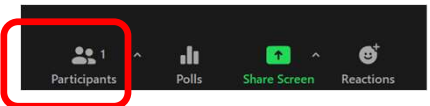

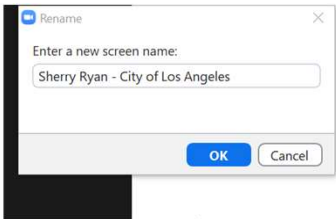
1

Please Add Your Organization to Your Name in Zoom

Click on Participant icon on Zoom toolbar at bottom of your screen

Click on "More" next to your name in the Participant List

Click on "Rename" and type your name and organization

2



3


Thanks for joining us!

- > Background & Status Update
- > Prioritization Methods and Results
- > TWG Review and Comment in Break Out Rooms
- > Next Steps

Metro

4

Background and Status Update




5

5

Study Area Included in Today's Meeting

- > 4 Subregions
 - North Los Angeles
 - San Fernando Valley
 - Arroyo Verdugo
 - San Gabriel Valley
- > 38 Cities & Unincorporated County
- > 14 Transit Operators



Let's Take A Poll!



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Project Milestones & Schedule



ONGOING PUBLIC PARTICIPATION



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Technical Working Group Coordination



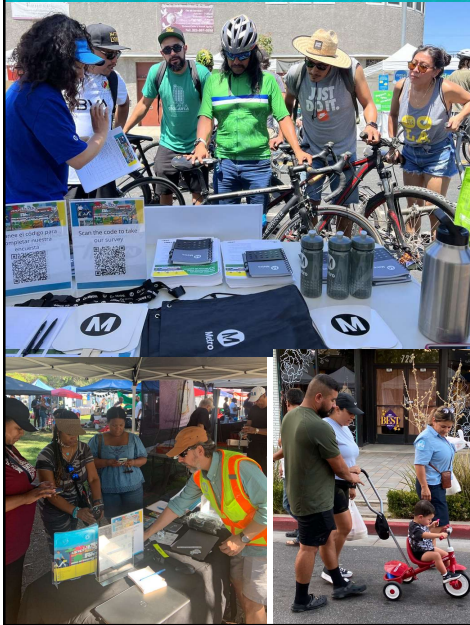
- > January 2022 – All Member Kickoff Meeting with 33 attendees
- > April 2022 - Subregional Workshops with 85 total attendees
- > 5 GIS Tools with over 341 location-based comments
- > June 2022 – All Member meeting with 31 attendees
- > July 2022 - Questionnaire with 33 responses



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Public Outreach to Date



- > The outreach team has hosted *1 General Public Meeting* and *3 Subregional Stakeholder Meetings*
- > The draft prioritization criteria were informed by *1,008* completed Questionnaires
- > The outreach team has attended *17 community events*

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Prioritization Methods and Results




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Prioritization Method

Six-Phase Prioritization Process

1. Defining Project Areas
2. Defining Prioritization Criteria
3. Operationalizing Prioritization Criteria
4. Assigning Points and Weights to Prioritization Criteria
5. Calculating Prioritization Scores for each Project
6. Ranking Projects




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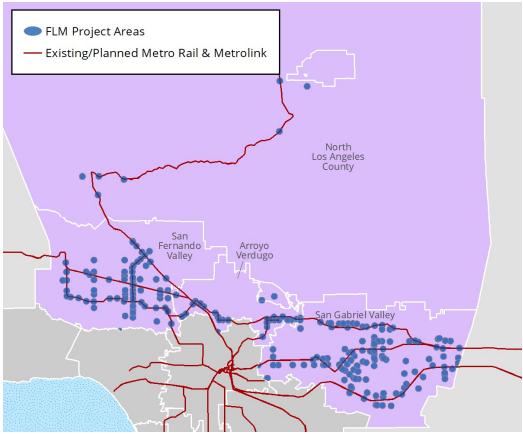
Prioritization Method – Defining FLM Projects


603 Total FLM Project Areas

- Project areas defined by half-mile around FLM locations

Number of FLM Project Areas by Subregion

- San Fernando Valley - 72
- Arroyo Verdugo - 27
- San Gabriel Valley - 126
- North LA - 8




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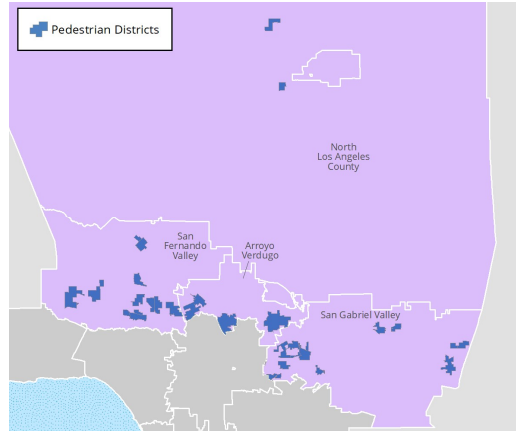
Prioritization Method – Defining Pedestrian Projects

80 Pedestrian Project Areas

- Projects areas defined by city and planning area boundaries

Number of Pedestrian Project Areas by Subregion

- San Fernando Valley - 9
- Arroyo Verdugo - 3
- San Gabriel Valley - 18
- North LA - 2



13

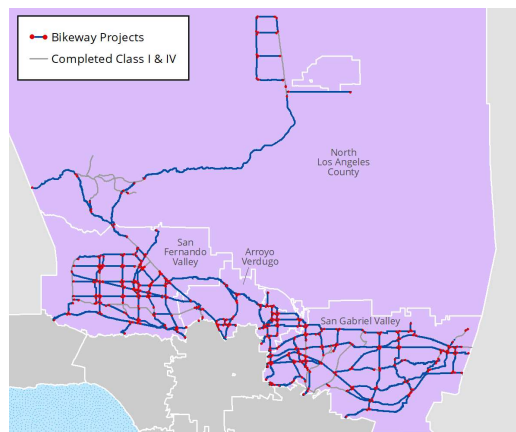
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Prioritization Method – Defining Bikeway Projects

746 Bikeway Projects

- Projects defined by intersecting segments of regional bikeways and by city boundaries








- San Fernando Valley - 107
- Arroyo Verdugo - 57
- San Gabriel Valley - 118
- North LA - 18




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Prioritization Method – Defining Criteria


Prioritization Criteria	
Equity	
Safety & Comfort	
Accessibility	
Connectivity	
Sustainability	
Demand & Community Support	
Project Readiness	


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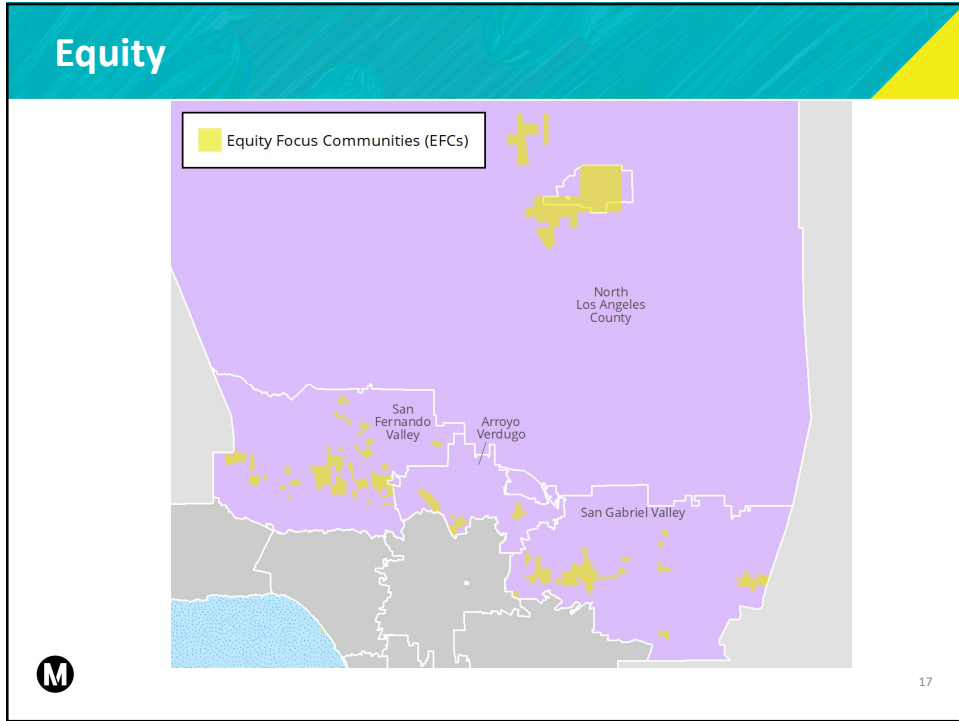
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Prioritization Method – Operationalizing Criteria

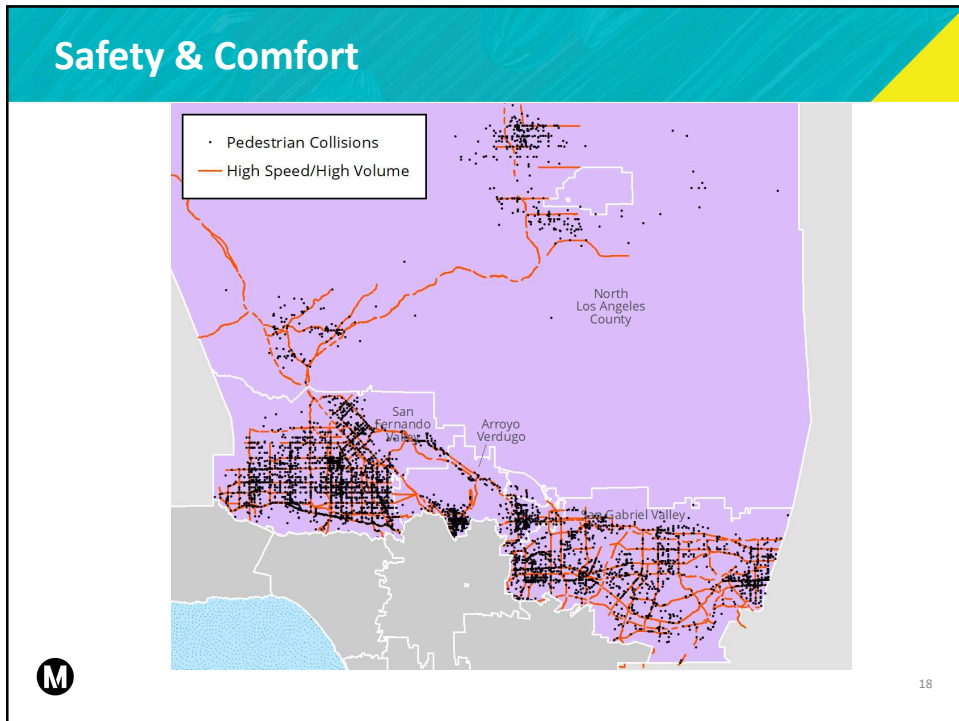
Prioritization Criteria	Operationalization
Equity	Project overlap with Equity Focus Communities (EFCs)
Safety & Comfort	High collision density, overlap with SCAG HIN, high collision and overlap with low income or high BIPOC, high-traffic speed/high volume
Accessibility	Project overlap with high Opportunity Score and SCAG Livable Corridor
Connectivity	Project closes gap in existing network or features high intersection density
Sustainability	Project overlaps with high CalEnviroScreen
Demand & Community Support	Project features high demand; Project was favored in public outreach
Project Readiness	Project is featured in an approved local plan; Project is located in an EFC


16

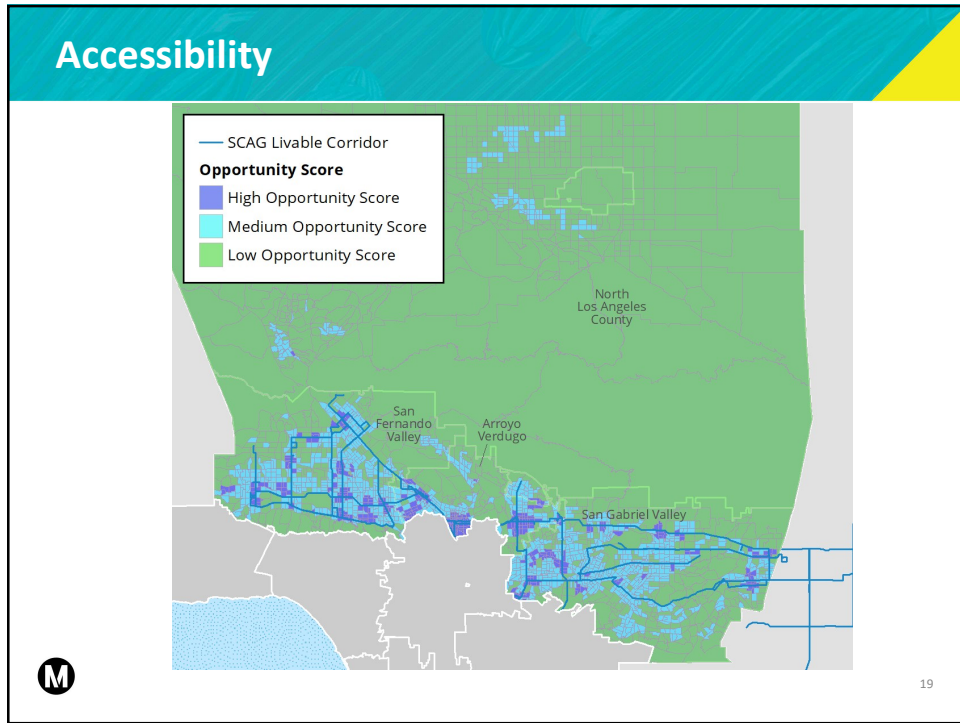
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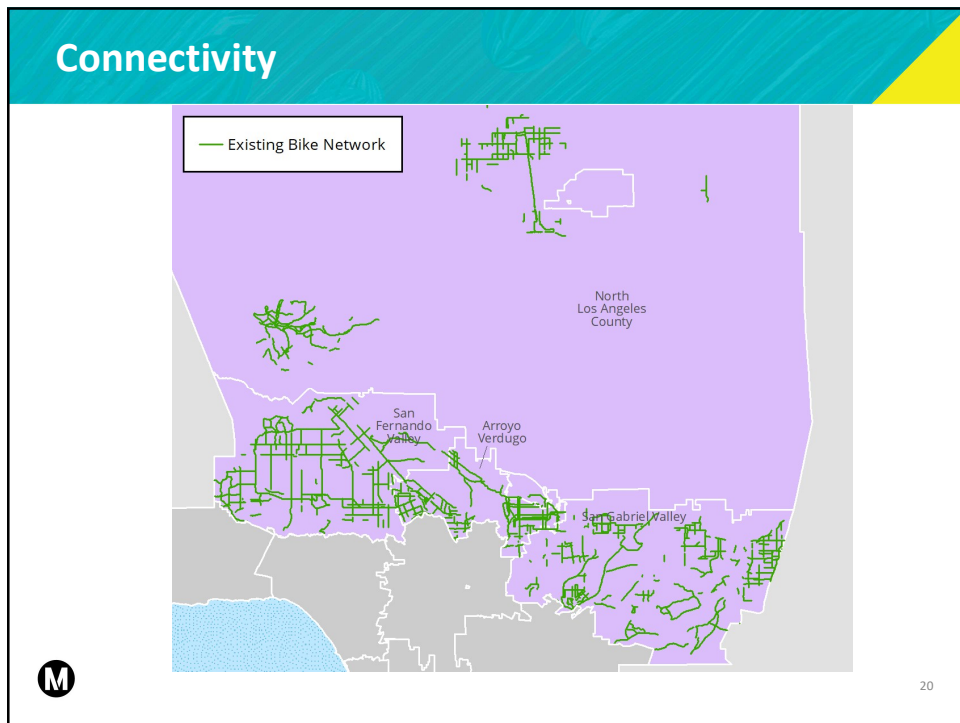
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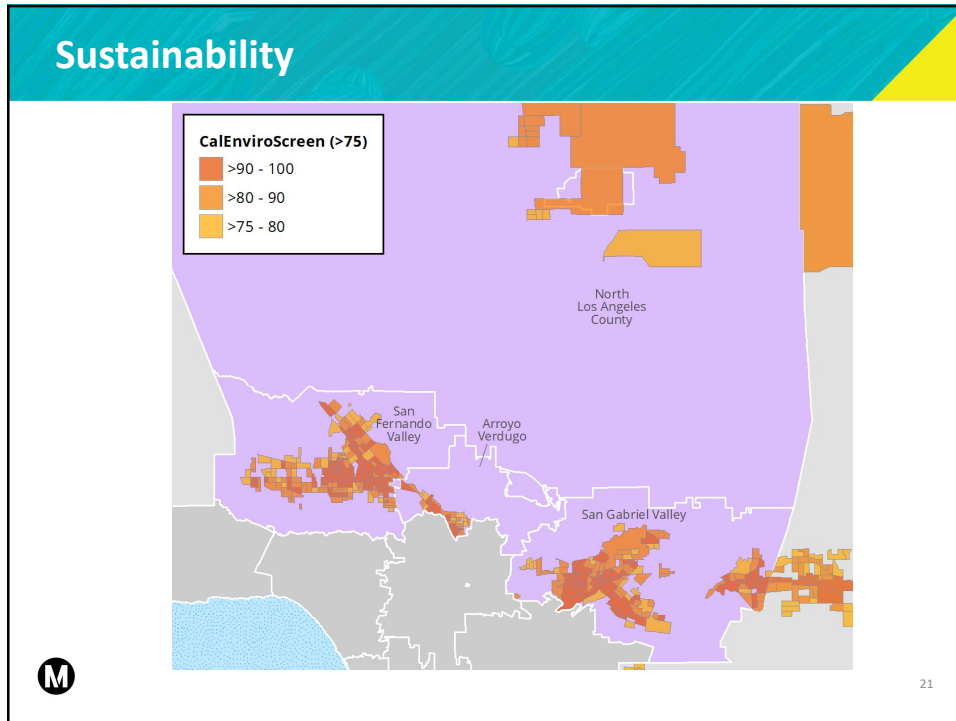
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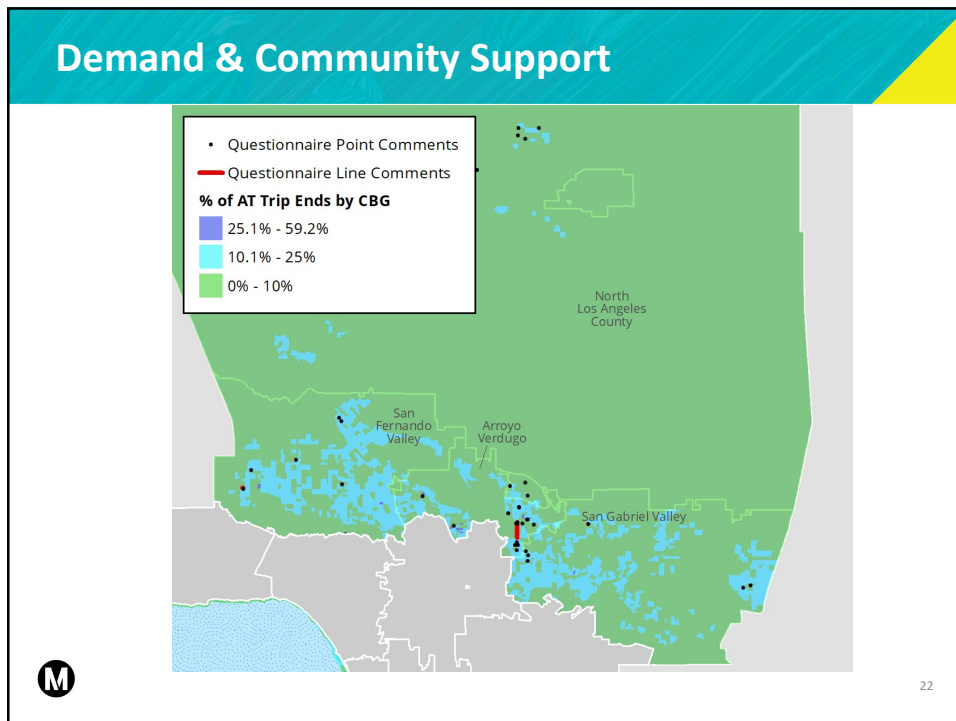
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TWG Input on Prioritization Method

- > 33 respondents to TWG Prioritization Questionnaire
- > Strong agreement for criteria used, operationalization of criteria, and methods
- > Modifications made in response to TWG open-ended comments
 - Included speed and volume
 - Reduced points for project readiness
 - Included EFCs in project readiness criteria
 - Reduced points for community support
 - Added Livable Corridors to accessibility criteria



23

23

Prioritization Method – Assigning Weights and Points

Prioritization Criteria	Weights	Points	Total Possible Points
Equity	1.5	20	30
Safety & Comfort	3.0	20	60
Accessibility	2.0	20	40
Connectivity	2.0	20	40
Sustainability	1.0	20	20
Demand & Community Support	1.0	20	20
Project Readiness	0.5	FLM - 0	0
		Ped - 0	0
		Bike - 20	10




24

24

Prioritization Method – Total Points and Weighted Points


Mode	Total Points	Total Weighted Points
FLM	120	210
Ped Districts	120	210
Bikeways	140	220


25

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Prioritization Method – Calculating Scores - FLM


Station Name	Subregion	Equity (Wt. 1.5)	Safety & Comfort (Wt. 3.0)	Accessibility (Wt. 2.0)	Connectivity (Wt. 2.0)	Sustainability (Wt. 1.0)	Demand & Community Support (Wt. 1.0)	Weighted Score
Downtown Pomona Metrolink Station	SGV	22.5	30	40	40	15	17.5	165
Van Nuys / Vanowen	SFV	30	60	40	0	20	15	165
Memorial Park Metro Station	AV	15	60	40	40	0	5	160
Lancaster Metrolink Station	NC	30	0	0	40	15	0	85


26

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Prioritization Method – Calculating Scores – Pedestrian Districts


Name/City	Subregion	Equity (Wt. 1.5)	Safety & Comfort (Wt. 3.0)	Accessibility (Wt. 2.0)	Connectivity (Wt. 2.0)	Sustainability (Wt. 1.0)	Demand & Community Support (Wt. 1.0)	Weighted Score
Hollywood	AV	15	60	40	20	10	20	165.0
Mission Hills – Panorama City – North Hills	SFV	22.5	60	30	0	15	15	142.5
Monterey Park	SGV	15	60	30	0	5	15	125
Lancaster	NC	22.5	15	0	20	10	0	67.5


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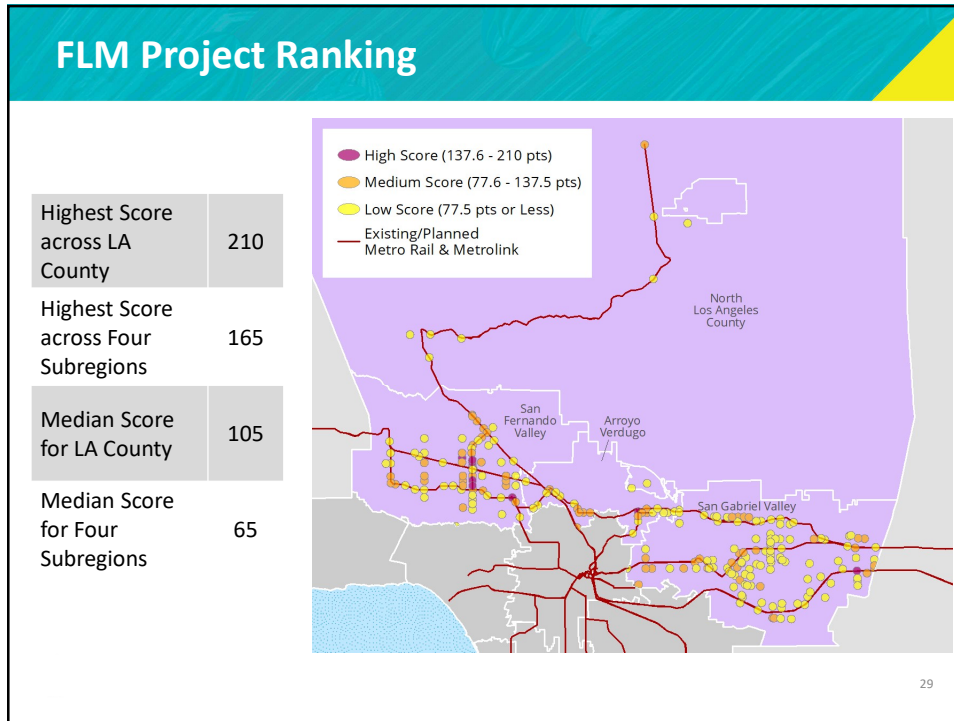
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Prioritization Method – Calculating Scores – Bikeways

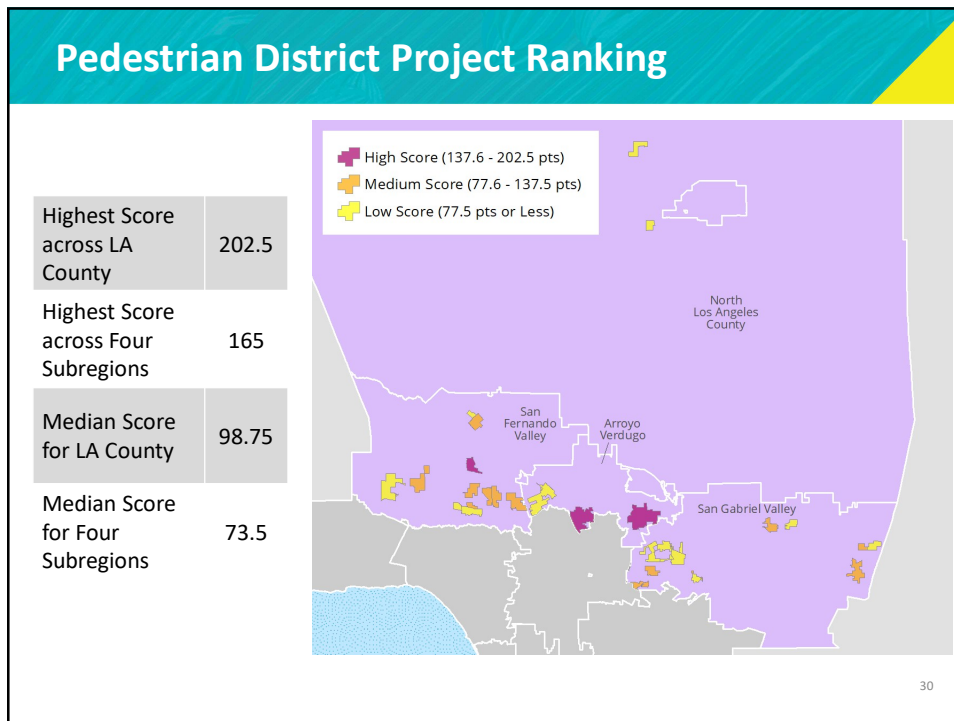
Street Name	From	To	Subregion	Equity (Wt. 1.5)	Safety & Comfort (Wt. 3.0)	Accessibility (Wt. 2.0)	Connectivity (Wt. 2.0)	Sustainability (Wt. 1.0)	Demand & Community Support (Wt. 1.0)	Project Readiness (Wt. 0.5)	Weighted Score
San Fernando Boulevard	Verdugo Avenue	Figueroa Street	Central LA	22.5	45	40	40	20	15	10	192.5
Mission-Valley	Cesar E Chavez Avenue	La Puente Creek	SGV	30	60	30	40	20	0	10	190
Chandler Boulevard	LA River	Verdugo Avenue	SFV	22.5	60	40	20	20	17.5	10	190
Lancaster-Santa Clarita-SFV	Avenue H	SP RR Burbank	North LA	22.5	15	0	40	15	2.5	10	105


28

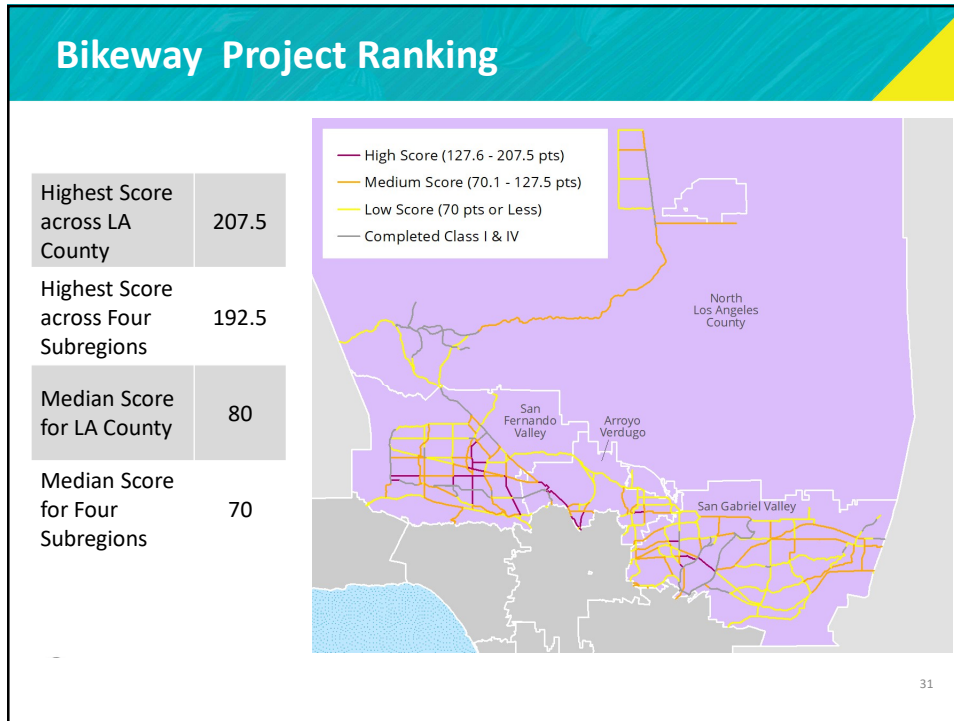
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Breakout Rooms

32

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Breakouts by Subregion

- > Let's review the prioritization results by mode
- > Please join your subregion's break out room (40 mins)
- > Return to main room to share discussion, ask questions and hear next steps



33

33

Share Back

How were your discussions:


- > North Los Angeles
- > San Fernando Valley
- > Arroyo Verdugo
- > San Gabriel Valley



34

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Next Steps

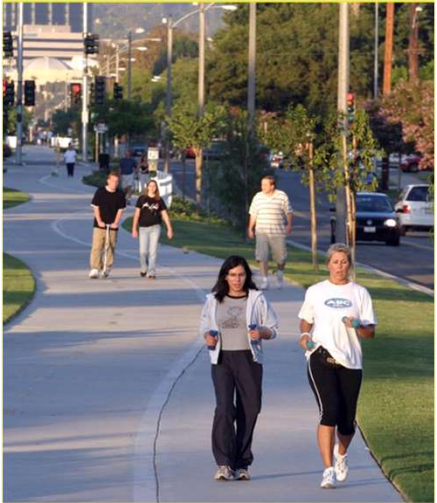



35

35

Future TWG Meetings


- > Accept emailed **comments** on prioritization through **Friday 9/23/22**
- > October 2022 - **All TWG Meeting** to share final prioritized networks
- > December 2022 - **Subregional TWG Meetings** to review Draft Plan
- > February 2023 – **All TWG Meeting** to review Final Plan






36


36


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 atsp@metro.net

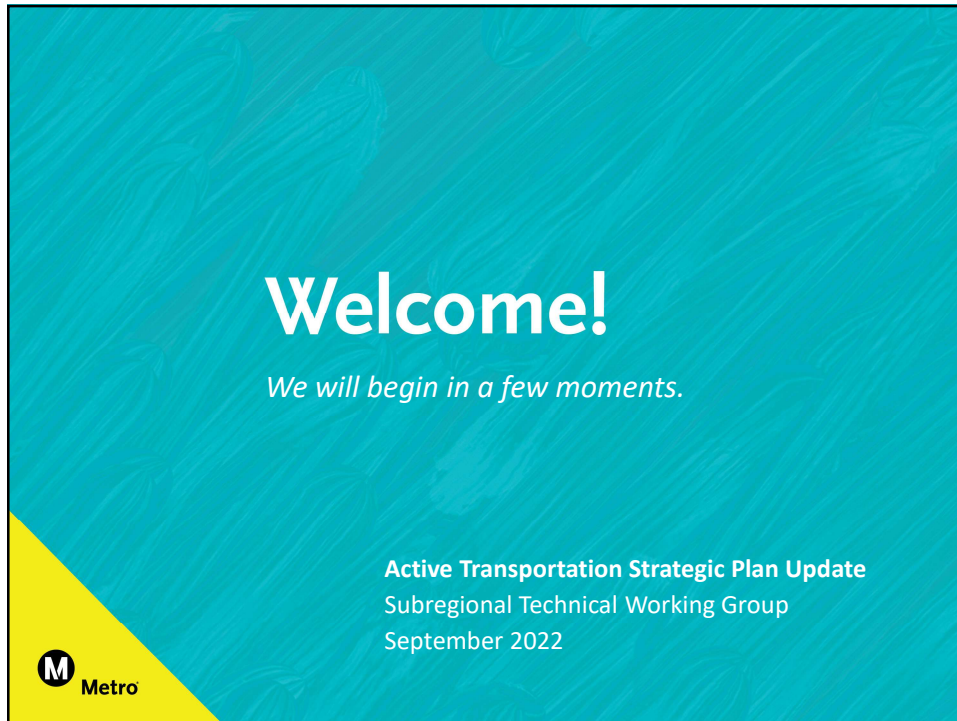
 metro.net/atsp

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

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



Appendix G – PowerPoint Presentation TWG – Subregional 9/13/22



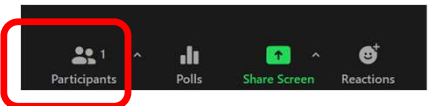

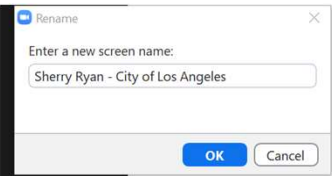
1

Please Add Your Organization to Your Name in Zoom

Click on Participant icon on Zoom toolbar at bottom of your screen

Click on "More" next to your name in the Participant List

Click on "Rename" and type your name and organization

2



3

Thanks for joining us!


- > Background & Status Update
- > Prioritization Methods and Results
- > TWG Review and Comment in Break Out Rooms
- > Next Steps

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Background and Status Update

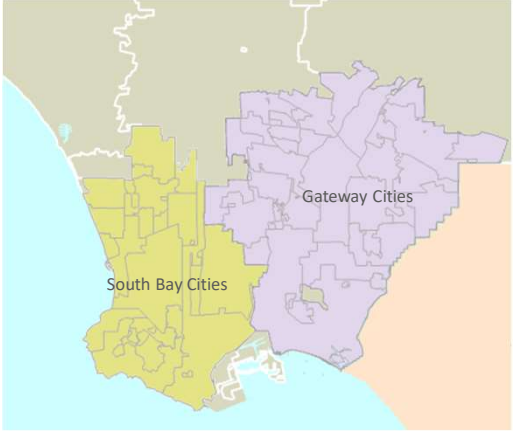


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5

Study Area Included in Today's Meeting

- > 2 Subregions
 - South Bay Cities
 - Gateway Cities
- > 45 Cities & Unincorporated County
- > 21 Transit Operators

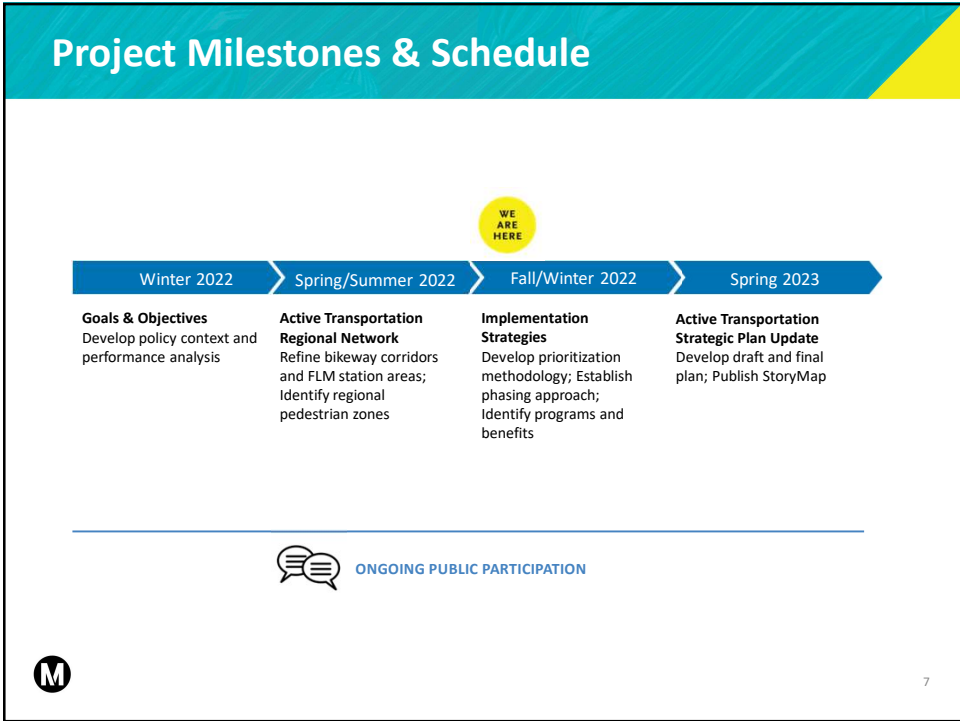


Let's Take A Poll!

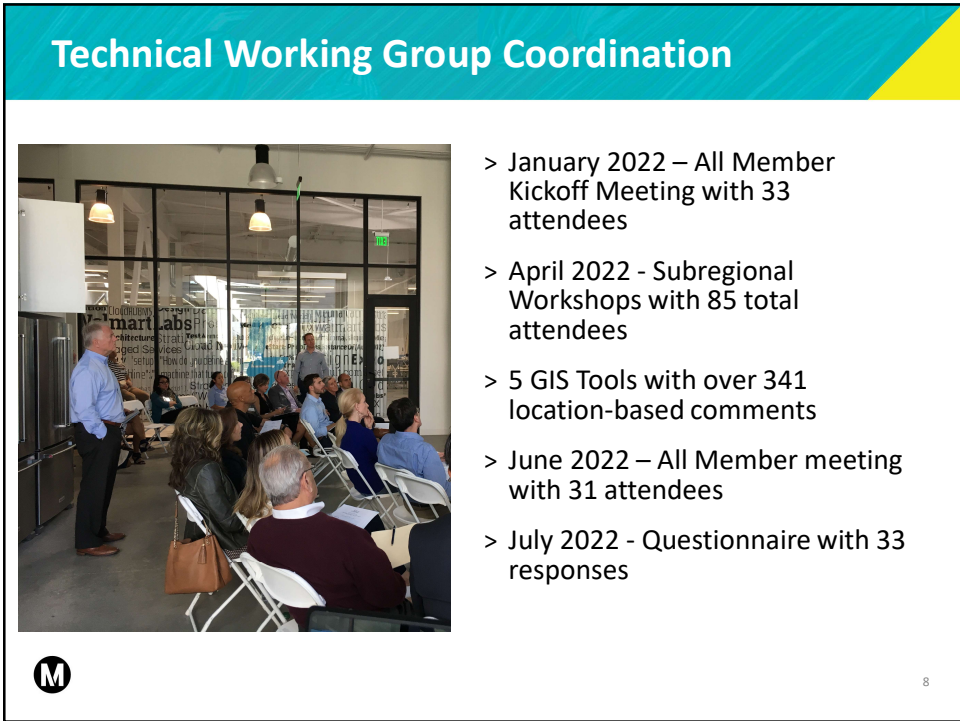


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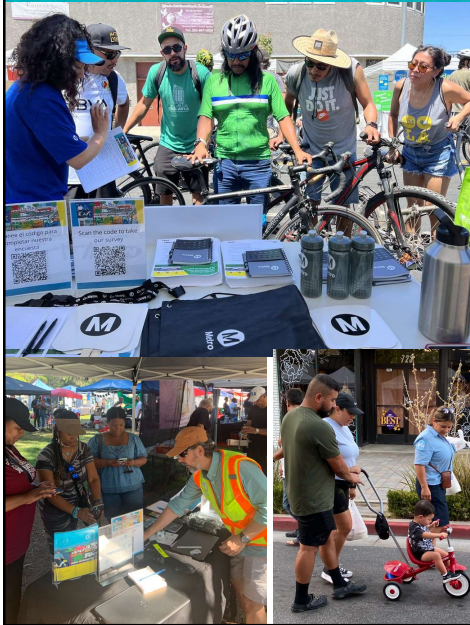


7



8

Public Outreach to Date



- > The outreach team has hosted *1 General Public Meeting* and *3 Subregional Stakeholder Meetings*
- > The draft prioritization criteria were informed by *1,008* completed Questionnaires
- > The outreach team has attended *17 community events*

9

9

Prioritization Methods and Results




10


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Prioritization Method

Six-Phase Prioritization Process

1. Defining Project Areas
2. Defining Prioritization Criteria
3. Operationalizing Prioritization Criteria
4. Assigning Points and Weights to Prioritization Criteria
5. Calculating Prioritization Scores for each Project
6. Ranking Projects




11

11

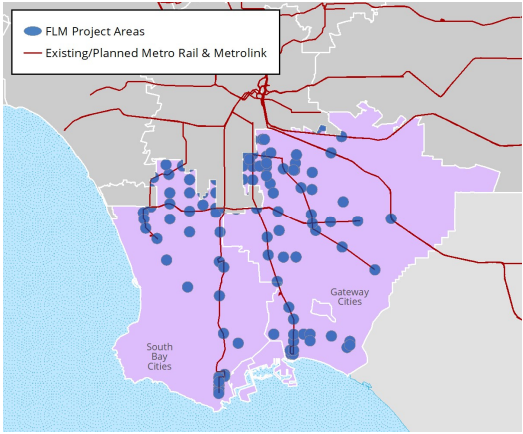
Prioritization Method – Defining FLM Projects


603 Total FLM Project Areas

- Project areas defined by half-mile around FLM locations

Number of FLM Project Areas by Subregion

- South Bay Cities – 36
- Gateway Cities – 61




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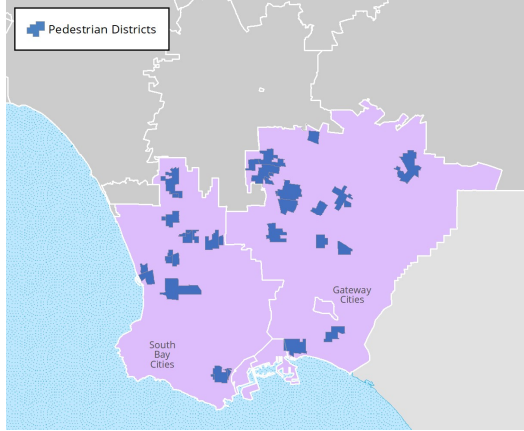
MCO

Prioritization Method – Defining Pedestrian Projects

80 Pedestrian Project Areas

- Projects areas defined by city and planning area boundaries

Number of Pedestrian Project Areas by Subregion
 South Bay Cities – 14
 Gateway Cities – 13



The map displays the geographic layout of Miami, with the South Bay Cities and Gateway Cities subregions highlighted in light purple. Numerous small, dark blue rectangular markers are scattered across these subregions, representing individual pedestrian project areas. A legend in the top-left corner of the map area shows a blue square with a white cross, labeled 'Pedestrian Districts'. The city boundaries are shown as thin white lines.

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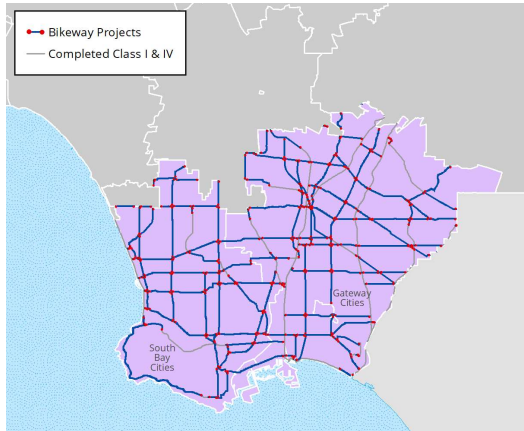
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Prioritization Method – Defining Bikeway Projects

746 Bikeway Projects

- Projects defined by intersecting segments of regional bikeways and by city boundaries

South Bay Cities – 84
Gateway Cities – 127










The map displays the geographic layout of Miami, with the South Bay Cities and Gateway Cities subregions highlighted in light purple. A dense network of red lines with small red arrows at their ends represents bikeway projects. These lines follow major roads and city boundaries. A legend in the top-left corner of the map area shows a red line with a white arrow, labeled 'Bikeway Projects', and a solid black line, labeled 'Completed Class I & IV'. The city boundaries are shown as thin white lines.


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14

Prioritization Method – Defining Criteria


Prioritization Criteria	
Equity	
Safety & Comfort	
Accessibility	
Connectivity	
Sustainability	
Demand & Community Support	
Project Readiness	


15

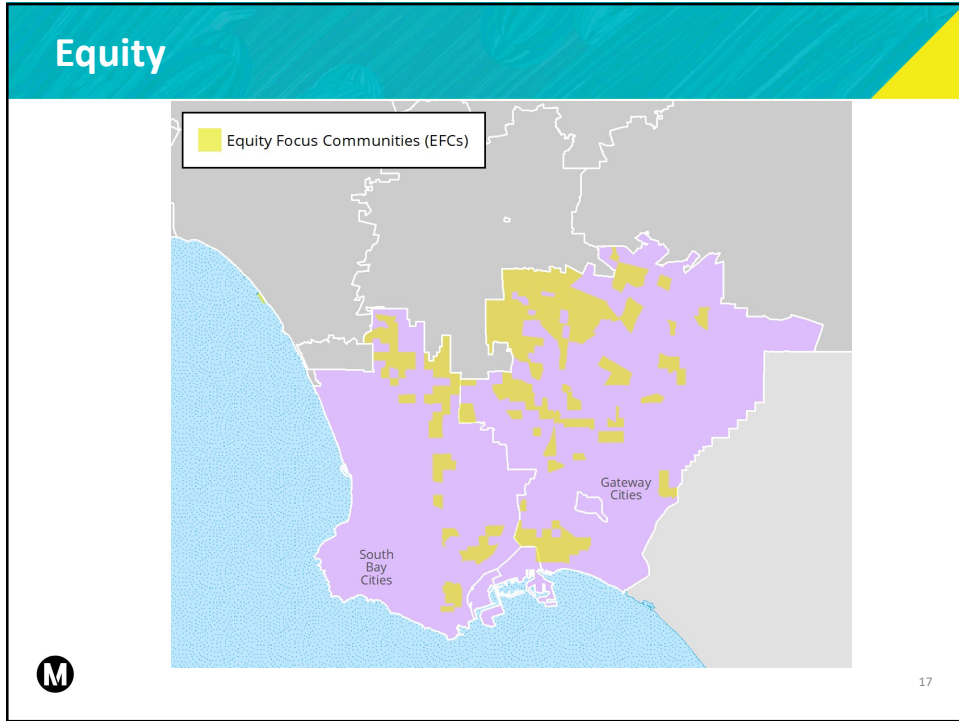
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Prioritization Method – Operationalizing Criteria

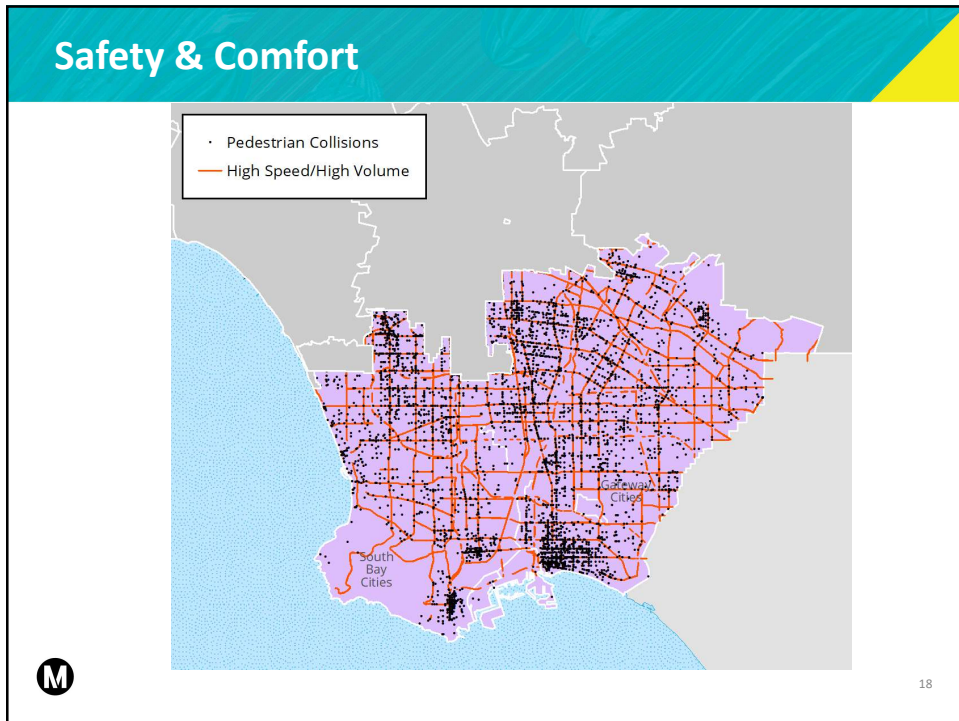
Prioritization Criteria	Operationalization
Equity	Project overlap with Equity Focus Communities (EFCs)
Safety & Comfort	High collision density, overlap with SCAG HIN, high collision and overlap with low income or high BIPOC, high-traffic speed/high volume
Accessibility	Project overlap with high Opportunity Score and SCAG Livable Corridor
Connectivity	Project closes gap in existing network or features high intersection density
Sustainability	Project overlaps with high CalEnviroScreen
Demand & Community Support	Project features high demand; Project was favored in public outreach
Project Readiness	Project is featured in an approved local plan; Project is located in an EFC


16

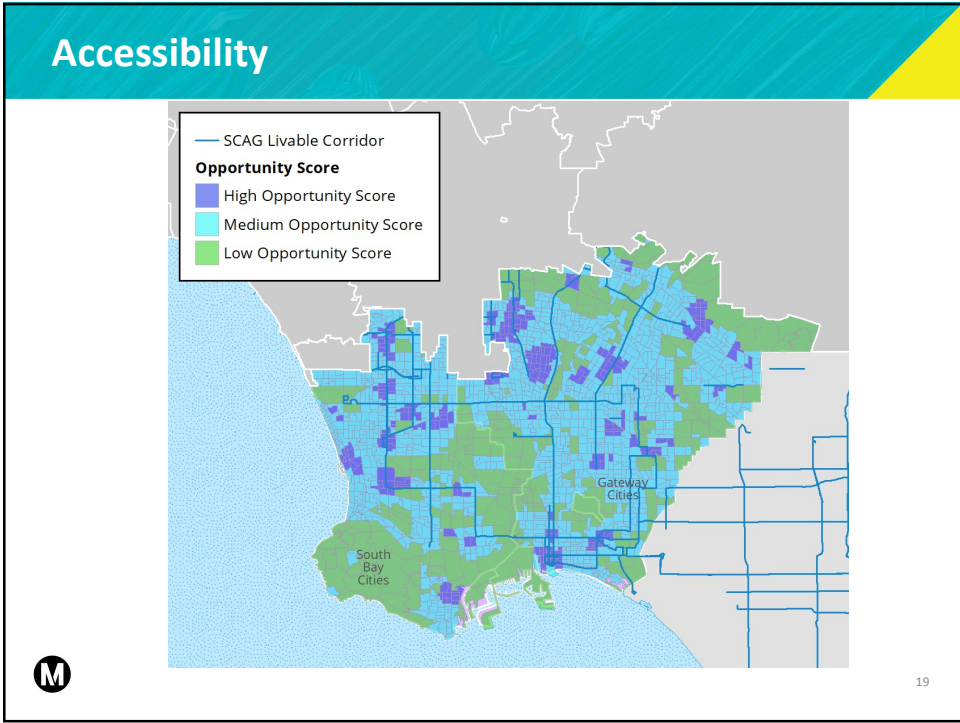
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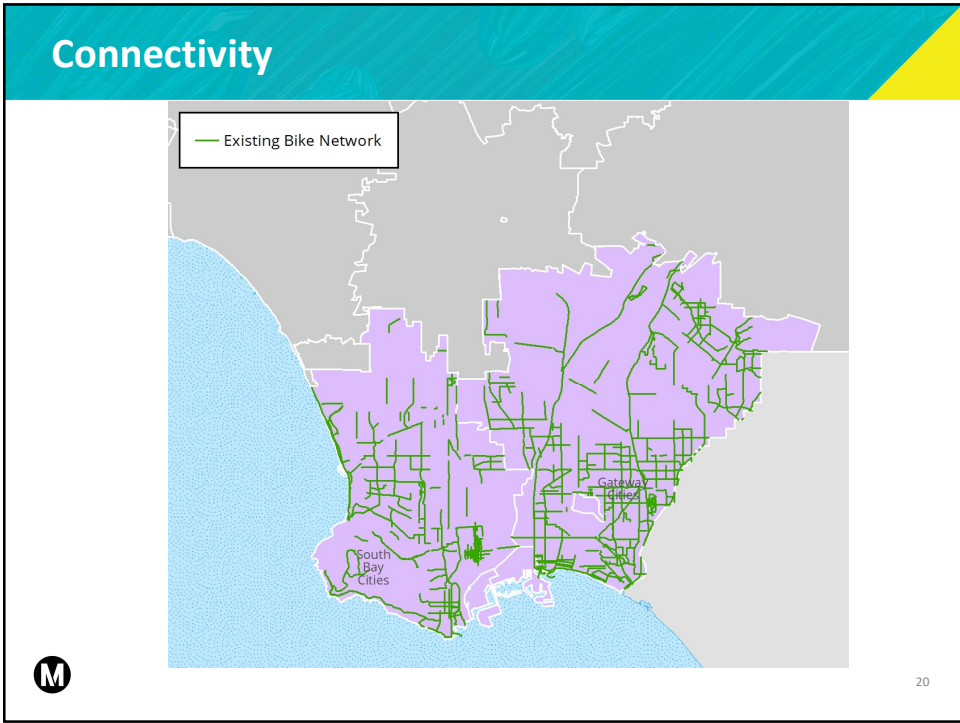
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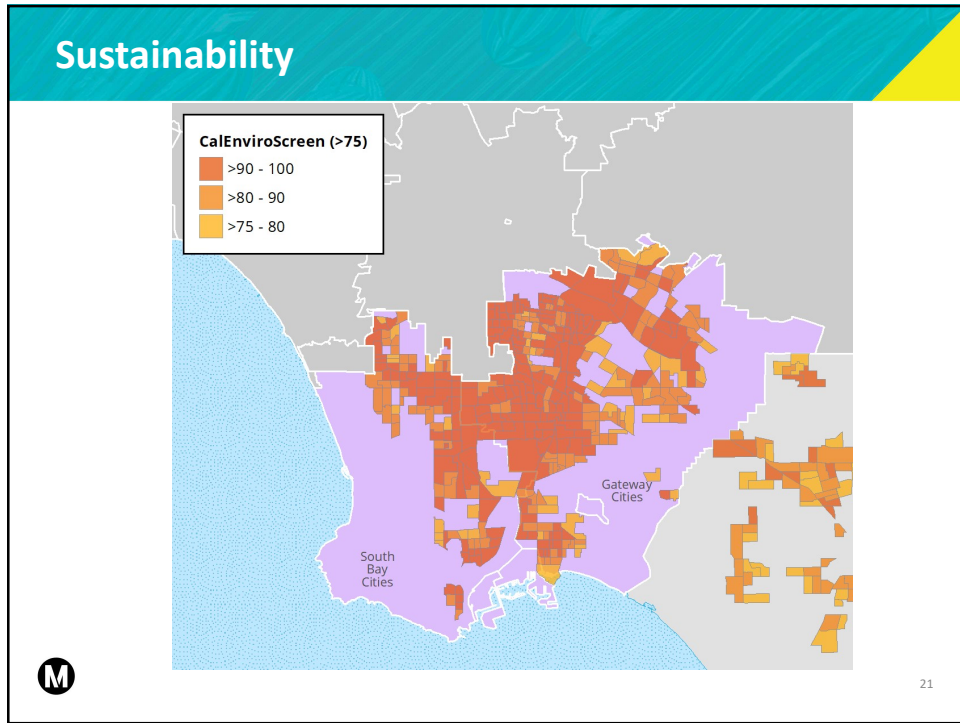
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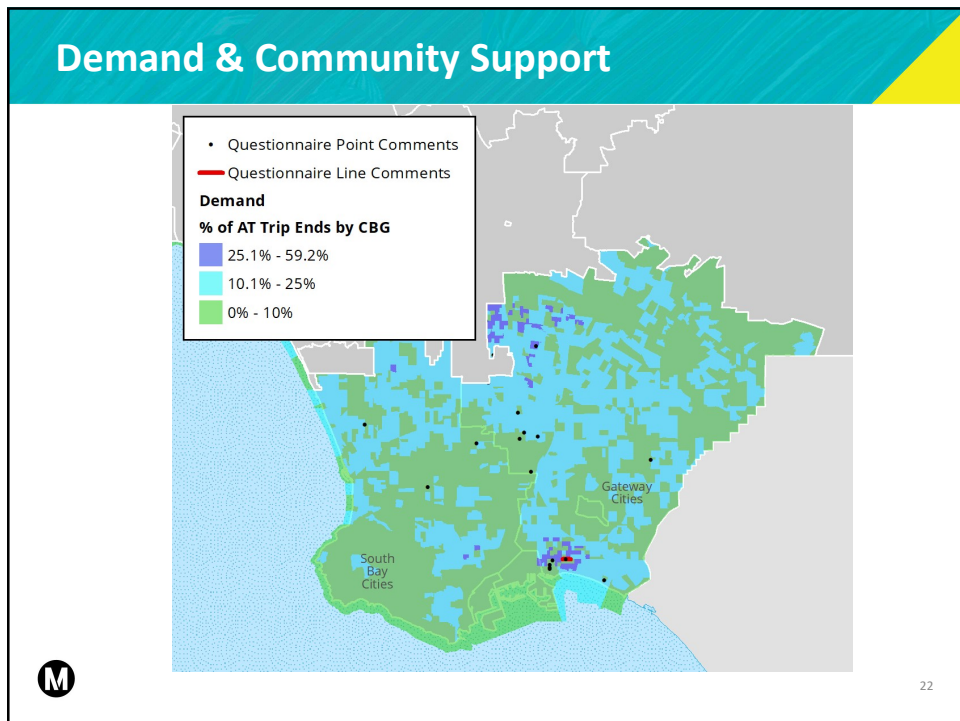
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21



22

TWG Input on Prioritization Method

- > 33 respondents to TWG Prioritization Questionnaire
- > Strong agreement for criteria used, operationalization of criteria, and methods
- > Modifications made in response to TWG open-ended comments
 - Included speed and volume
 - Reduced points for project readiness
 - Included EFCs in project readiness criteria
 - Reduced points for community support
 - Added Livable Corridors to accessibility criteria



23

23

Prioritization Method – Assigning Weights and Points

Prioritization Criteria	Weights	Points	Total Possible Points
Equity	1.5	20	30
Safety & Comfort	3.0	20	60
Accessibility	2.0	20	40
Connectivity	2.0	20	40
Sustainability	1.0	20	20
Demand & Community Support	1.0	20	20
Project Readiness	0.5	FLM - 0	0
		Ped - 0	0
		Bike - 20	10




24

24

Prioritization Method – Total Points and Weighted Points


Mode	Total Points	Total Weighted Points
FLM	120	210
Ped Districts	120	210
Bikeways	140	220


25

25

Prioritization Method – Calculating Scores - FLM


Station Name	Subregion	Equity (Wt. 1.5)	Safety & Comfort (Wt. 3.0)	Accessibility (Wt. 2.0)	Connectivity (Wt. 2.0)	Sustainability (Wt. 1.0)	Demand & Community Support (Wt. 1.0)	Weighted Score
Pacific/1st	SB	30	60	20	40	20	0	170
Pacific/Randolph	GC	30	60	40	40	15	15	192.5


26

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Prioritization Method – Calculating Scores – Pedestrian Districts


Name/City	Subregion	Equity (Wt. 1.5)	Safety & Comfort (Wt. 3.0)	Accessibility (Wt. 2.0)	Connectivity (Wt. 2.0)	Sustainability (Wt. 1.0)	Demand & Community Support (Wt. 1.0)	Weighted Score
San Pedro	SB	30	60	20	40	15	15	180
Long Beach	GC	15	60	40	40	10	20	185


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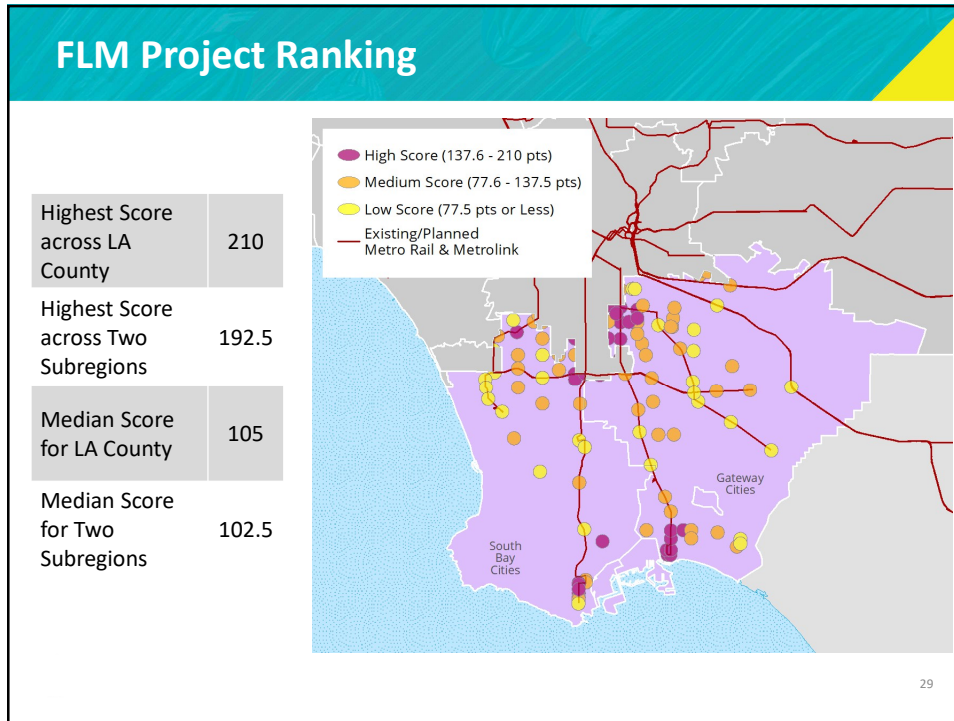
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Prioritization Method – Calculating Scores – Bikeways

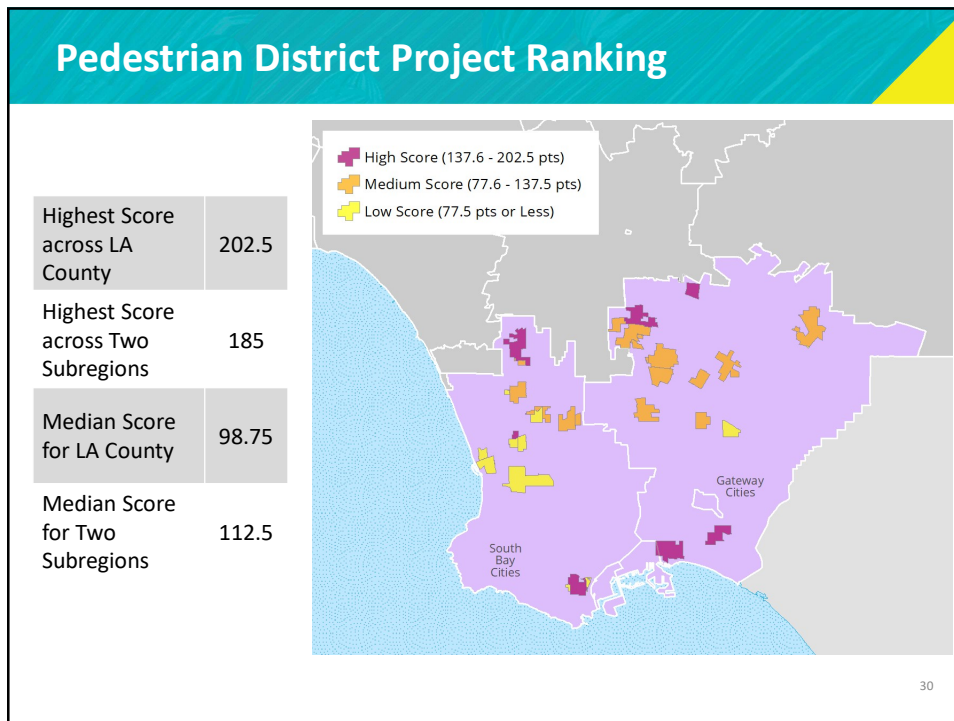
Street Name	From	To	Subregion	Equity (Wt. 1.5)	Safety & Comfort (Wt. 3.0)	Accessibility (Wt. 2.0)	Connectivity (Wt. 2.0)	Sustainability (Wt. 1.0)	Demand & Community Support (Wt. 1.0)	Project Readiness (Wt. 0.5)	Weighted Score
Manchester Ave	Aviation Blvd	Hillcrest Blvd	SB	30	60	40	40	15	0	0	185
Firestone Blvd/Santa Fe Ave	Central Ave	Southern Ave	GC	30	30	40	40	20	15	10	185


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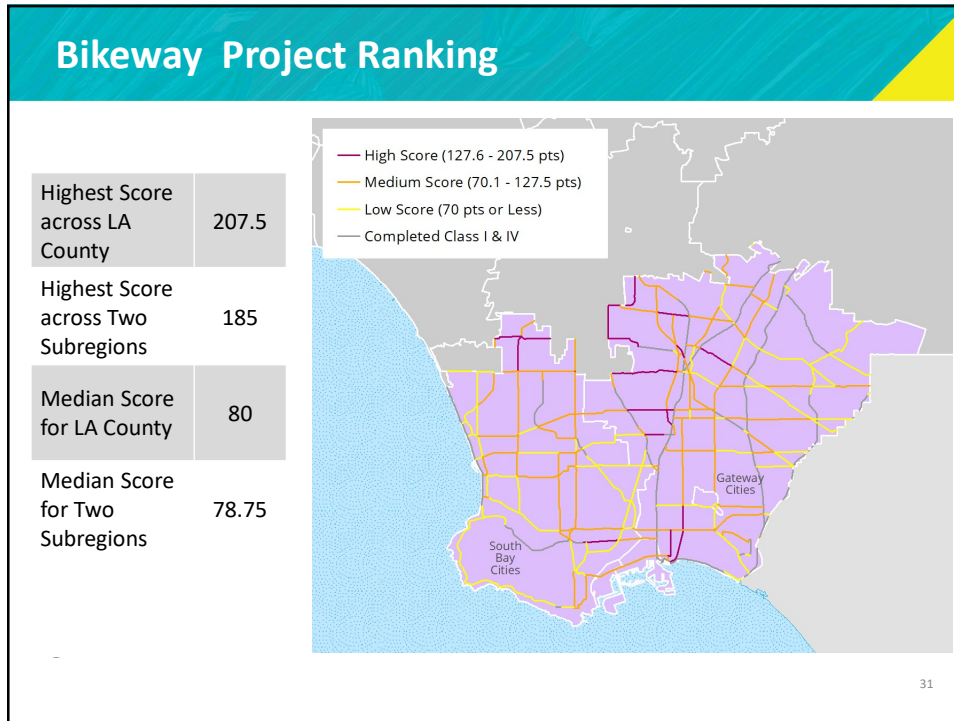
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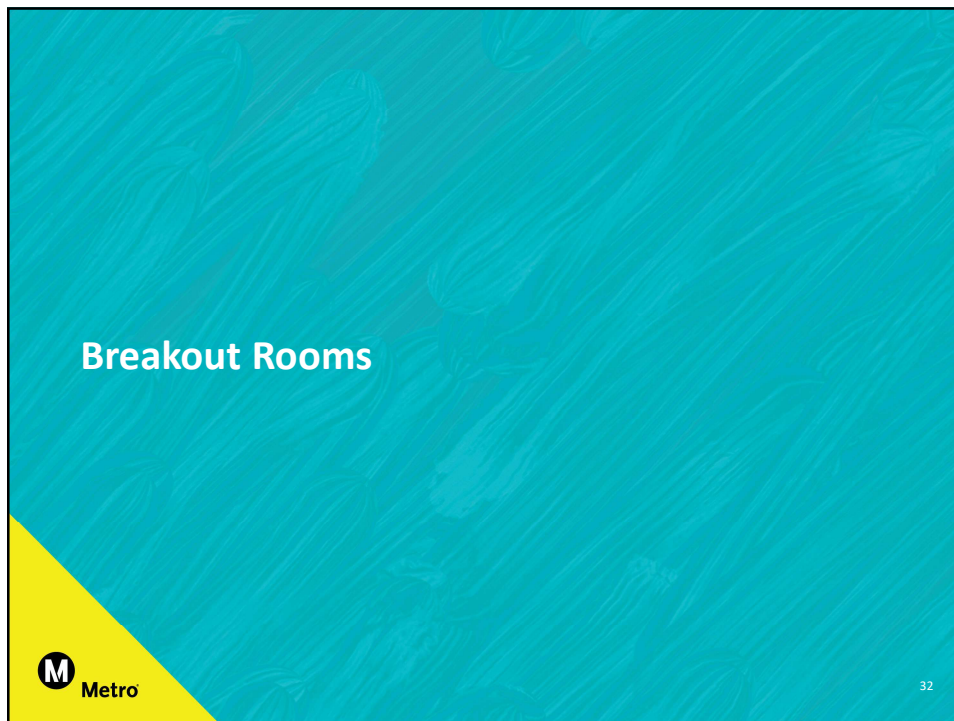
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Breakouts by Subregion

- > Let's review the prioritization results by mode
- > Please join your subregion's break out room (40 mins)
- > Return to main room to share discussion, ask questions and hear next steps



33

33

Share Back

How were your discussions:


- > South Bay Cities
- > Gateway Cities



34

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Next Steps

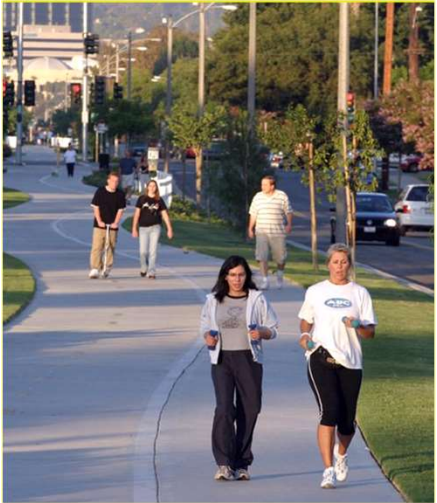



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Future TWG Meetings


- > Accept emailed **comments** on prioritization through **Friday 9/23/22**
- > October 2022 - **All TWG Meeting** to share final prioritized networks
- > December 2022 - **Subregional TWG Meetings** to review Draft Plan
- > February 2023 – **All TWG Meeting** to review Final Plan






36


36


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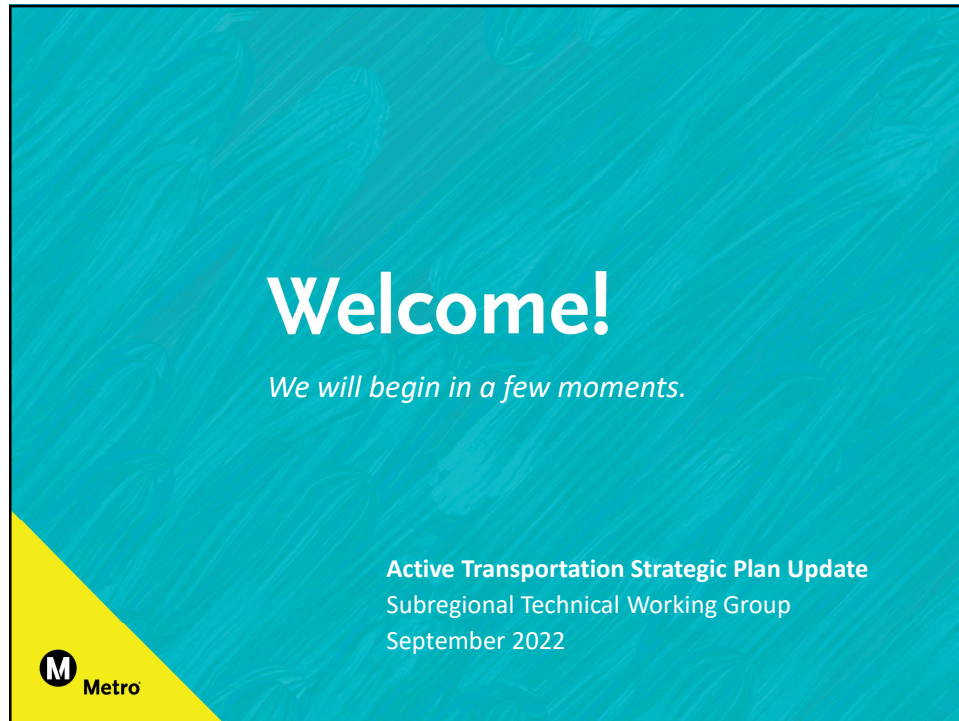
 metro.net/atsp

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

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



Appendix H – PowerPoint Presentation TWG – Subregional 9/13/22



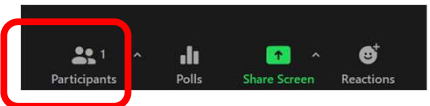

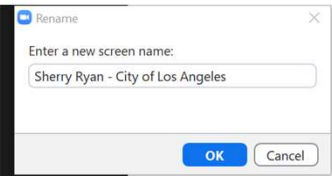
1

Please Add Your Organization to Your Name in Zoom

Click on Participant icon on Zoom toolbar at bottom of your screen

Click on "More" next to your name in the Participant List

Click on "Rename" and type your name and organization

2



3

Thanks for joining us!


- > Background & Status Update
- > Prioritization Methods and Results
- > TWG Review and Comment in Break Out Rooms
- > Next Steps

M

4

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Background and Status Update



5

5

Study Area Included in Today's Meeting



- > 3 Subregions
- > 10 Cities & Unincorporated County
- > 7 Transit Operators

Let's Take A Poll!



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6

Project Milestones & Schedule



ONGOING PUBLIC PARTICIPATION



7

7

Technical Working Group Coordination



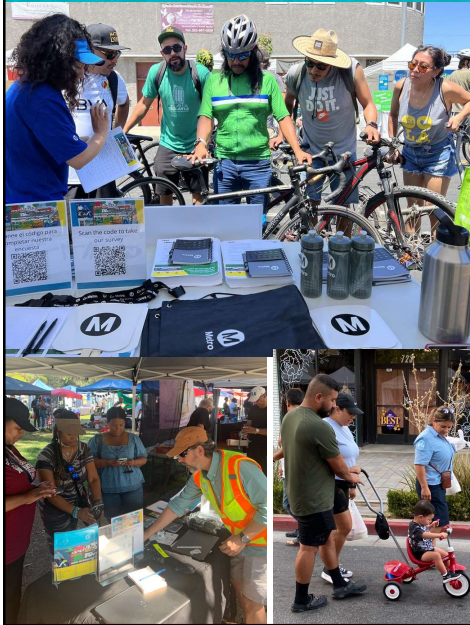
- > January 2022 – All Member Kickoff Meeting with 33 attendees
- > April 2022 - Subregional Workshops with 85 total attendees
- > 5 GIS Tools with over 341 location-based comments
- > June 2022 – All Member meeting with 31 attendees
- > July 2022 - Questionnaire with 33 responses



8

8

Public Outreach to Date



- > The outreach team has hosted *1 General Public Meeting* and *3 Subregional Stakeholder Meetings*
- > The draft prioritization criteria were informed by *1,008* completed Questionnaires
- > The outreach team has attended *17 community events*

9

9

Prioritization Methods and Results



10

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Prioritization Method

Six-Phase Prioritization Process

1. Defining Project Areas
2. Defining Prioritization Criteria
3. Operationalizing Prioritization Criteria
4. Assigning Points and Weights to Prioritization Criteria
5. Calculating Prioritization Scores for each Project
6. Ranking Projects



11

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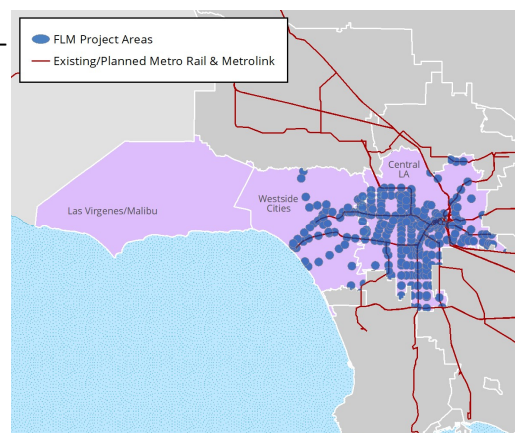
Prioritization Method – Defining FLM Projects

603 Total FLM Project Areas

- Project areas defined by half-mile around FLM locations

Number of FLM Project Areas by Subregion

Las Virgenes/Malibu – 0
 Westside Cities – 57
 Central LA – 211



12

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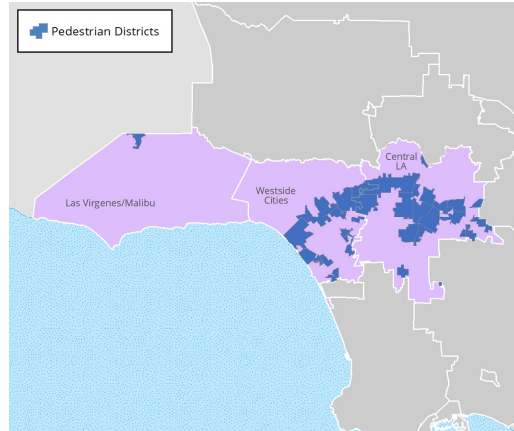
Prioritization Method – Defining Pedestrian Projects

80 Pedestrian Project Areas

- Projects areas defined by city and planning area boundaries

Number of Pedestrian Project Areas by Subregion

- Las Virgenes/Malibu – 1
- Westside Cities – 16
- Central LA – 13



13

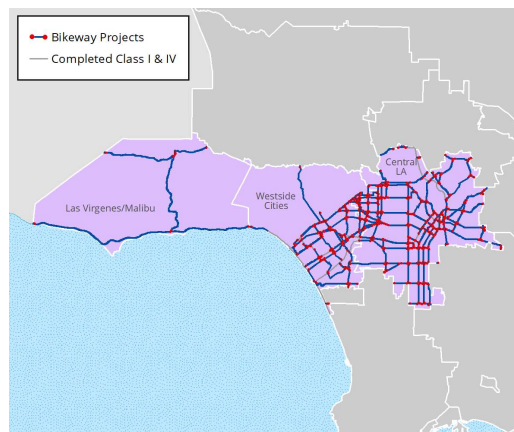
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Prioritization Method – Defining Bikeway Projects

746 Bikeway Projects

- Projects defined by intersecting segments of regional bikeways and by city boundaries








- Las Virgenes/Malibu – 6
- Westside Cities – 98
- Central LA – 183




14

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Prioritization Method – Defining Criteria


Prioritization Criteria	
Equity	
Safety & Comfort	
Accessibility	
Connectivity	
Sustainability	
Demand & Community Support	
Project Readiness	


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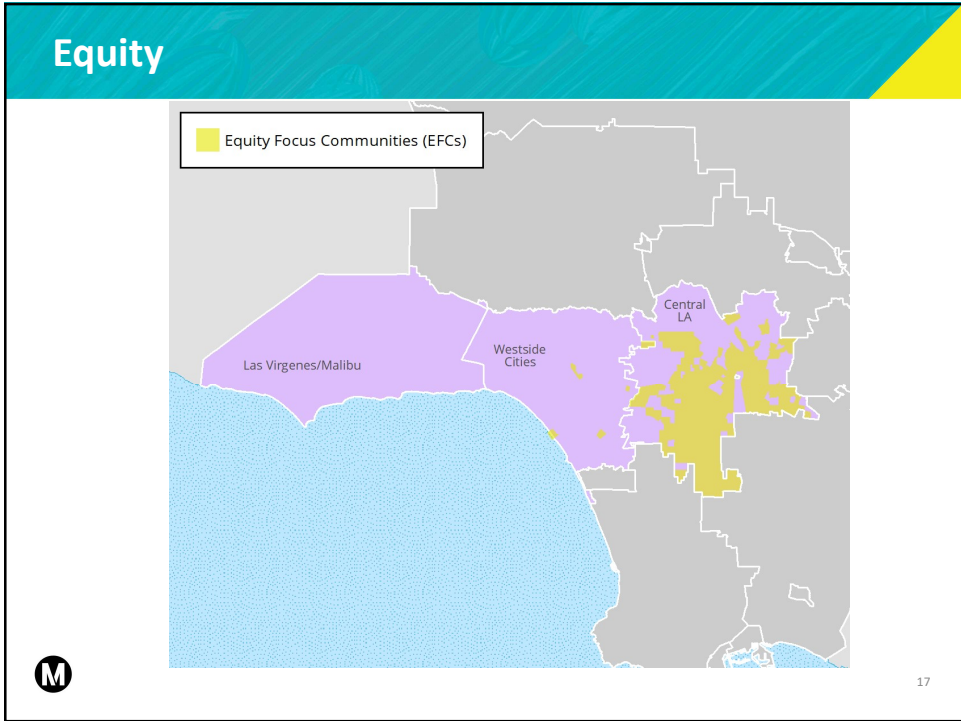
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Prioritization Method – Operationalizing Criteria

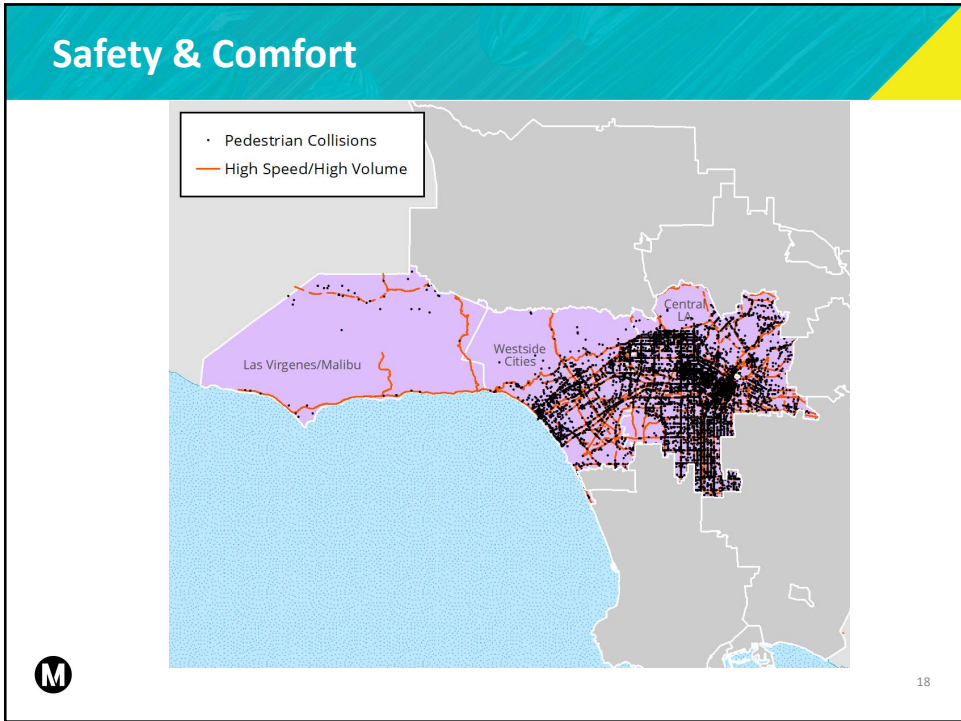
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Equity	Project overlap with Equity Focus Communities (EFCs)
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Accessibility	Project overlap with high Opportunity Score and SCAG Livable Corridor
Connectivity	Project closes gap in existing network or features high intersection density
Sustainability	Project overlaps with high CalEnviroScreen
Demand & Community Support	Project features high demand; Project was favored in public outreach
Project Readiness	Project is featured in an approved local plan; Project is located in an EFC


16

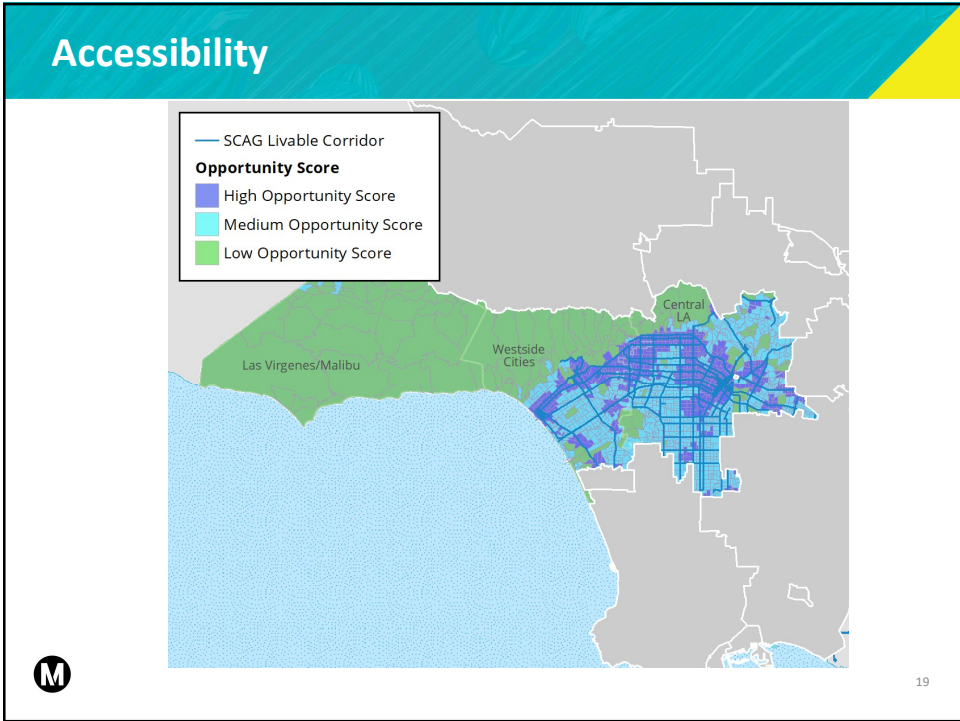
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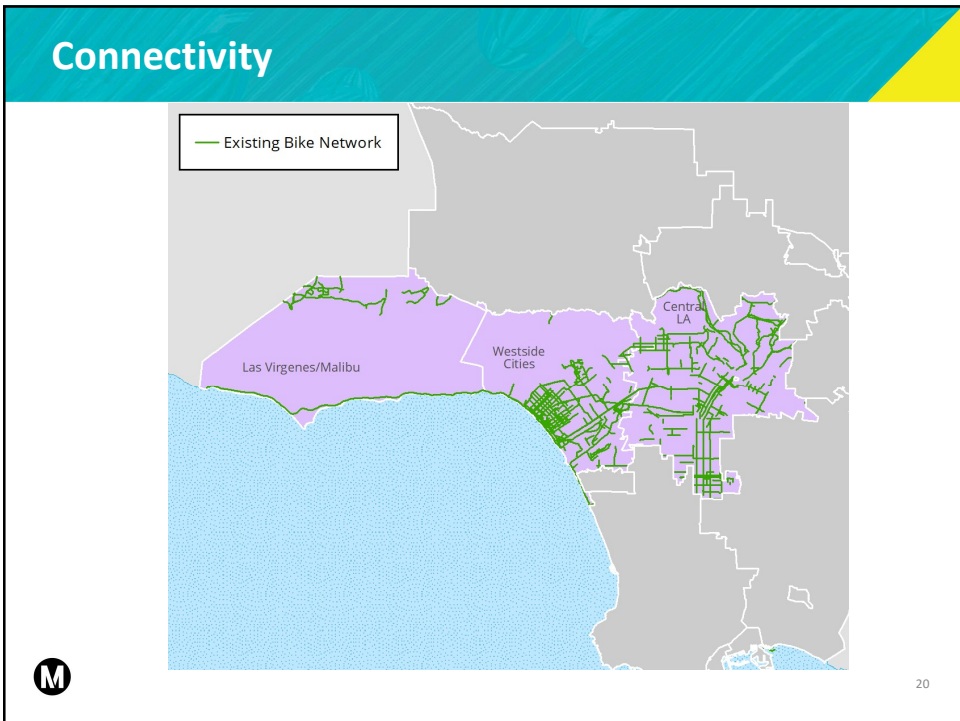
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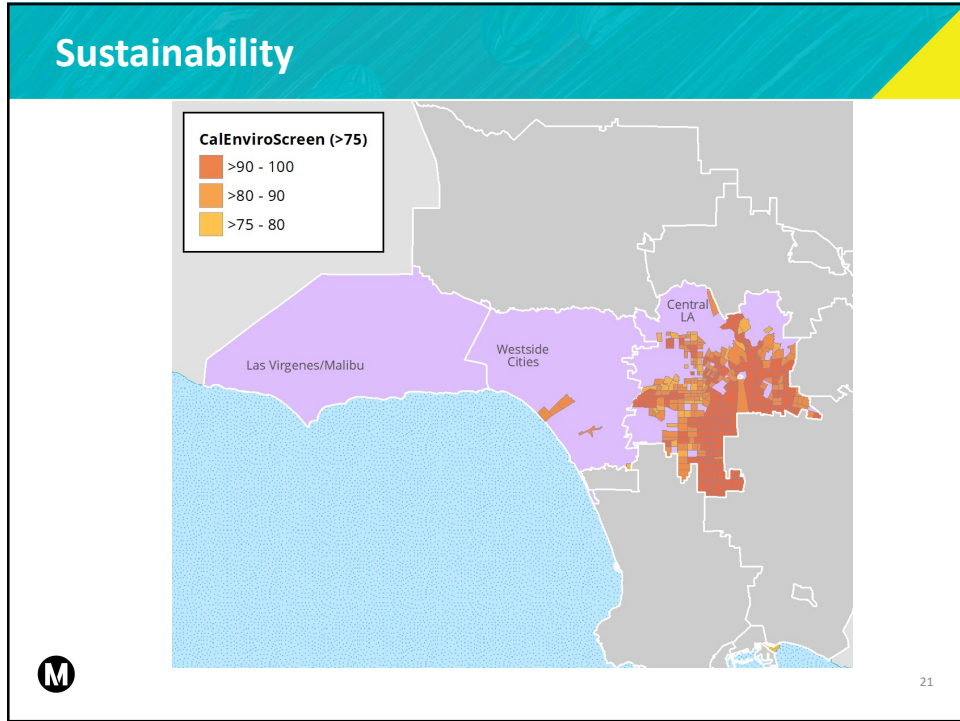
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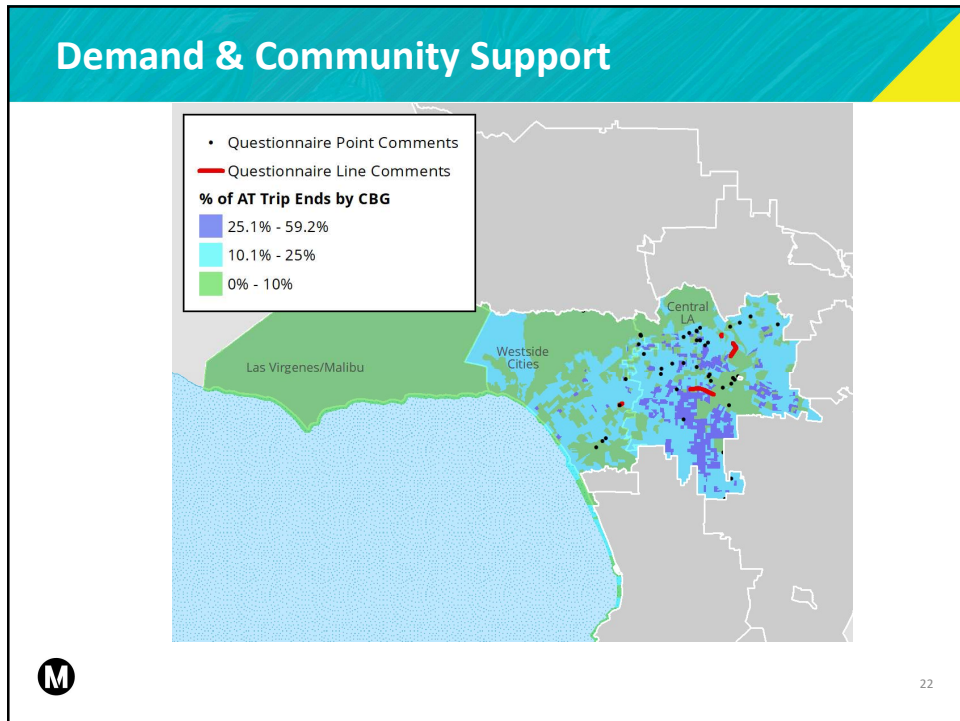
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21



22

TWG Input on Prioritization Method

- > 33 respondents to TWG Prioritization Questionnaire
- > Strong agreement for criteria used, operationalization of criteria, and methods
- > Modifications made in response to TWG open-ended comments
 - Included speed and volume
 - Reduced points for project readiness
 - Included EFCs in project readiness criteria
 - Reduced points for community support
 - Added Livable Corridors to accessibility criteria



23

23

Prioritization Method – Assigning Weights and Points

Prioritization Criteria	Weights	Points	Total Possible Points
Equity	1.5	20	30
Safety & Comfort	3.0	20	60
Accessibility	2.0	20	40
Connectivity	2.0	20	40
Sustainability	1.0	20	20
Demand & Community Support	1.0	20	20
Project Readiness	0.5	FLM - 0	0
		Ped - 0	0
		Bike - 20	10




24

24

Prioritization Method – Total Points and Weighted Points


Mode	Total Points	Total Weighted Points
FLM	120	210
Ped Districts	120	210
Bikeways	140	220


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Prioritization Method – Calculating Scores - FLM


Station Name	Subregion	Equity (Wt. 1.5)	Safety & Comfort (Wt. 3.0)	Accessibility (Wt. 2.0)	Connectivity (Wt. 2.0)	Sustainability (Wt. 1.0)	Demand & Community Support (Wt. 1.0)	Weighted Score
Westlake / McArthur Park Metro Station	Central LA	30	60	40	40	20	20	210
Santa Monica Blvd / Sepulveda Blvd	Westside Cities	7.5	45	40	20	0	15	127.5


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Prioritization Method – Calculating Scores – Pedestrian Districts


Name/City	Subregion	Equity (Wt. 1.5)	Safety & Comfort (Wt. 3.0)	Accessibility (Wt. 2.0)	Connectivity (Wt. 2.0)	Sustainability (Wt. 1.0)	Demand & Community Support (Wt. 1.0)	Weighted Score
Southeast Los Angeles	Central LA	30	60	40	40	15	17.5	202.5
Hollywood	Westside Cities	15	60	40	20	10	20	165
Agoura Hills	LV/Malibu	0	15	0	0	0	0	15


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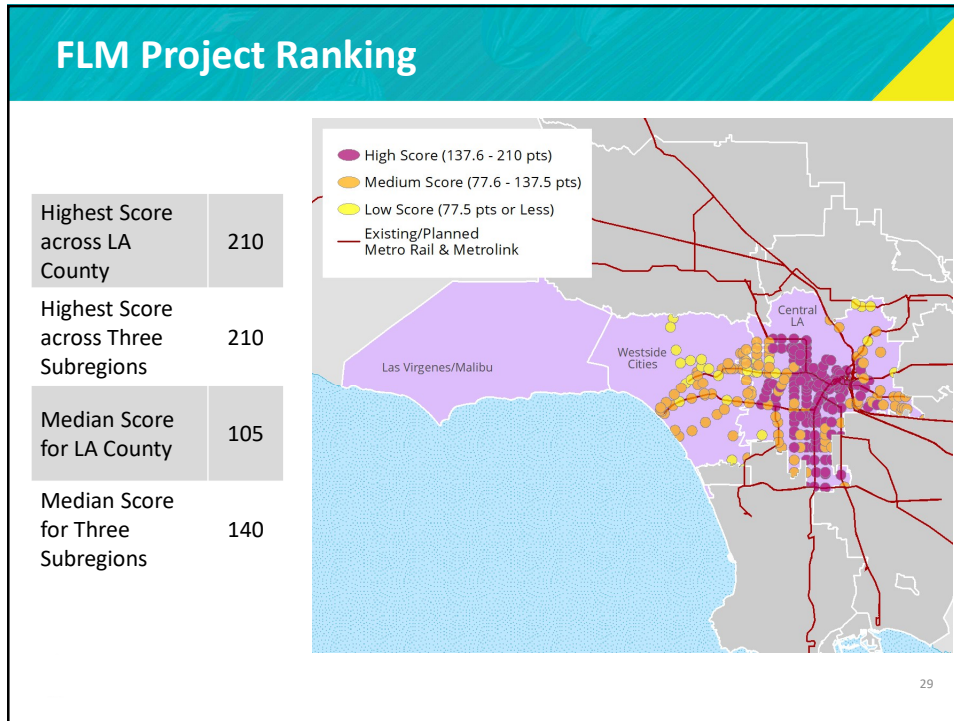
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Prioritization Method – Calculating Scores – Bikeways

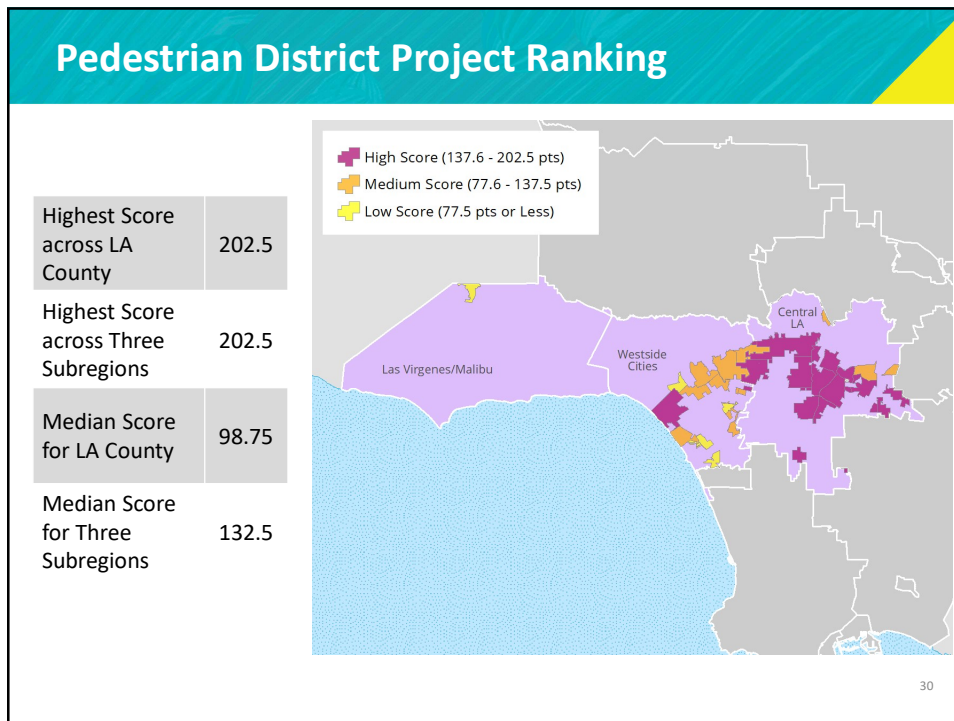
Street Name	From	To	Subregion	Equity (Wt. 1.5)	Safety & Comfort (Wt. 3.0)	Accessibility (Wt. 2.0)	Connectivity (Wt. 2.0)	Sustainability (Wt. 1.0)	Demand & Community Support (Wt. 1.0)	Project Readiness (Wt. 0.5)	Weighted Score
Hollywood Blvd	Cahuenga Blvd	Vermont Ave	Central LA	30	60	40	40	10	17.5	10	207.5
Willoughby Ave/Vista St/Santa Monica Blvd	Fairfax Ave	La Brea Ave	Westside Cities	15	45	40	40	0	17.5	10	167.5
Calabasas Rd	Las Virgenes Rd	Park Granada	LV/Malibu	0	15	0	40	0	0	5	60


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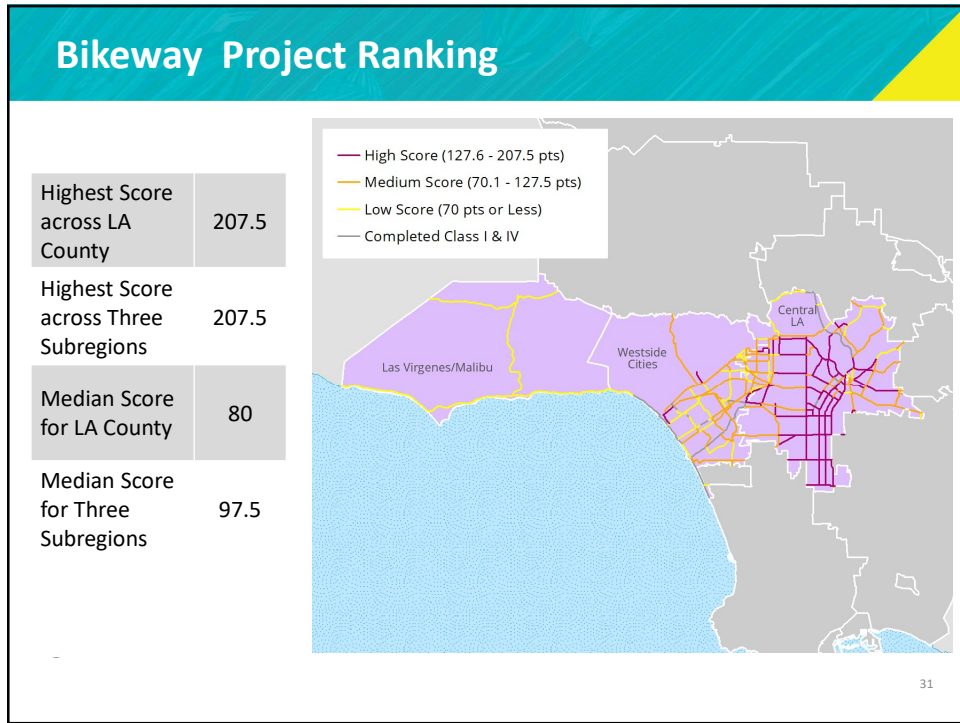
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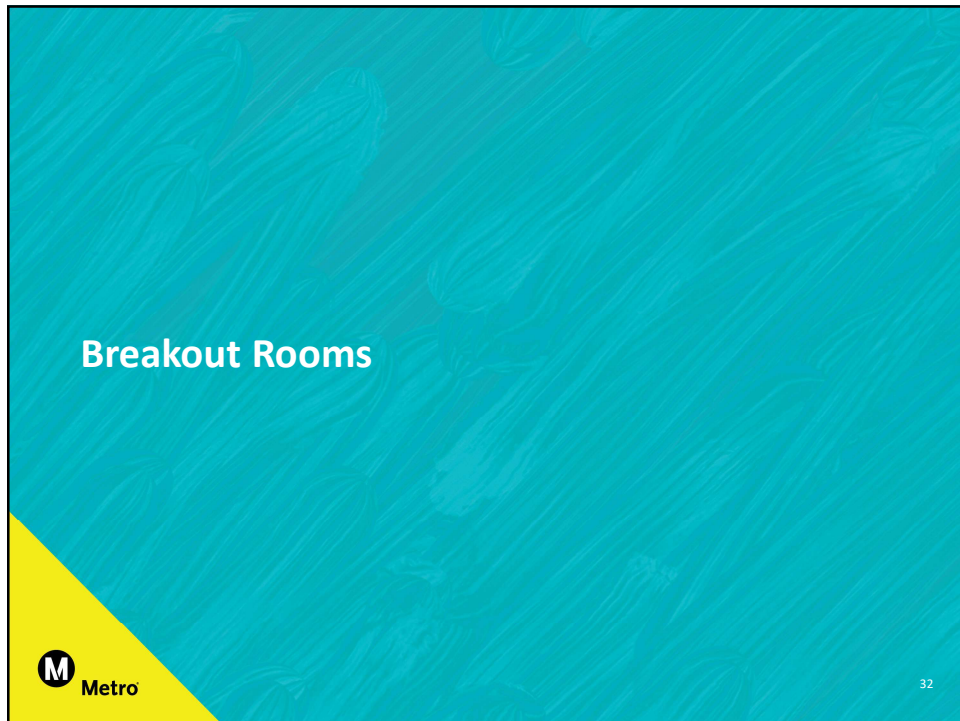
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Breakouts by Subregion

- > Let's review the prioritization results by mode
- > Please join your subregion's break out room (40 mins)
- > Return to main room to share discussion, ask questions and hear next steps



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Share Back

How were your discussions:


- > Las Virgenes/Malibu & Westside Cities
- > Central LA



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Next Steps

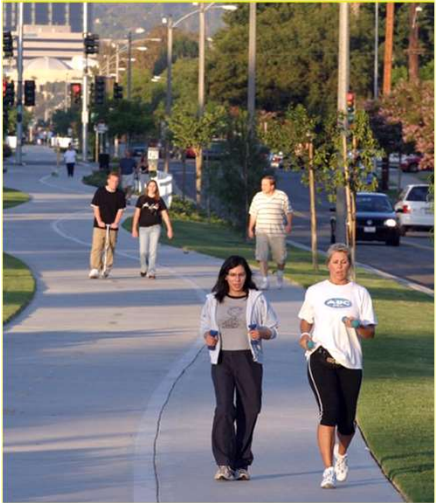



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Future TWG Meetings


- > Accept emailed **comments** on prioritization through **Friday 9/23/22**
- > October 2022 - **All TWG Meeting** to share final prioritized networks
- > December 2022 - **Subregional TWG Meetings** to review Draft Plan
- > February 2023 – **All TWG Meeting** to review Final Plan






36


36


Stay connected to this project.


 Carolyn Mamaradlo, *Transportation Planning Manager*
Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, CA 90012

 213.922.4005

 atsp@metro.net

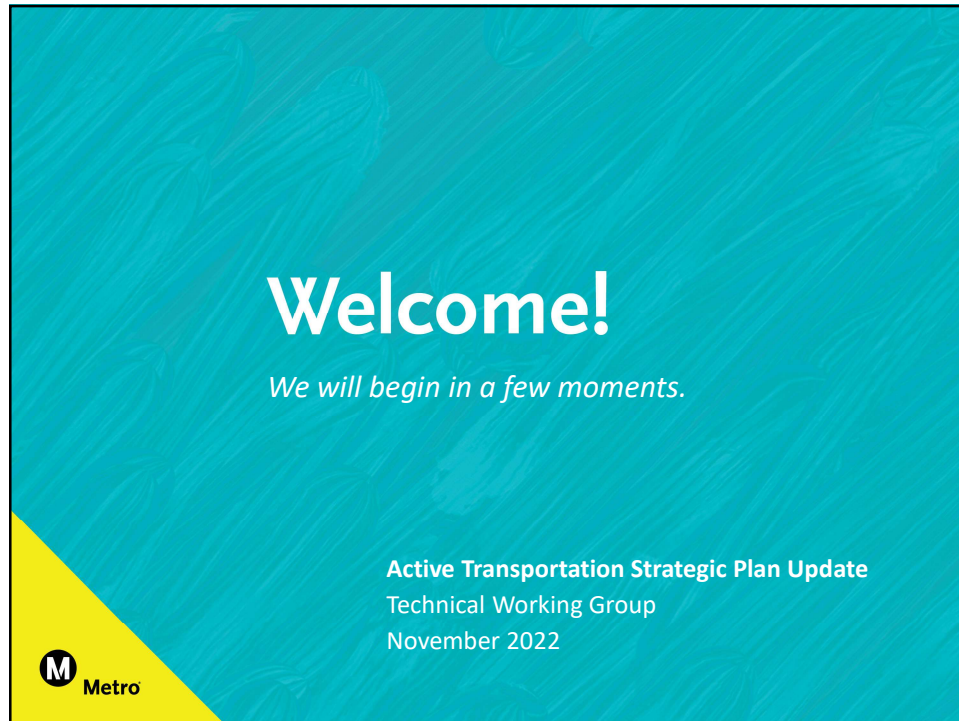
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Appendix I – PowerPoint Presentation TWG – All Members 11/9/22



1

Please Add Your Organization to Your Name in Zoom

Click on Participant icon on Zoom toolbar at bottom of your screen

Click on "More" next to your name in the Participant List

Click on "Rename" and type your name and organization


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Today's Speakers



Jan Yonan
ATSP Planning Manager
Metro



Sherry Ryan, PhD
Principal
CR Associates

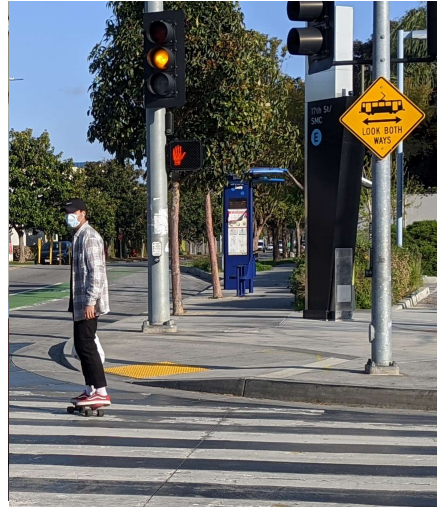


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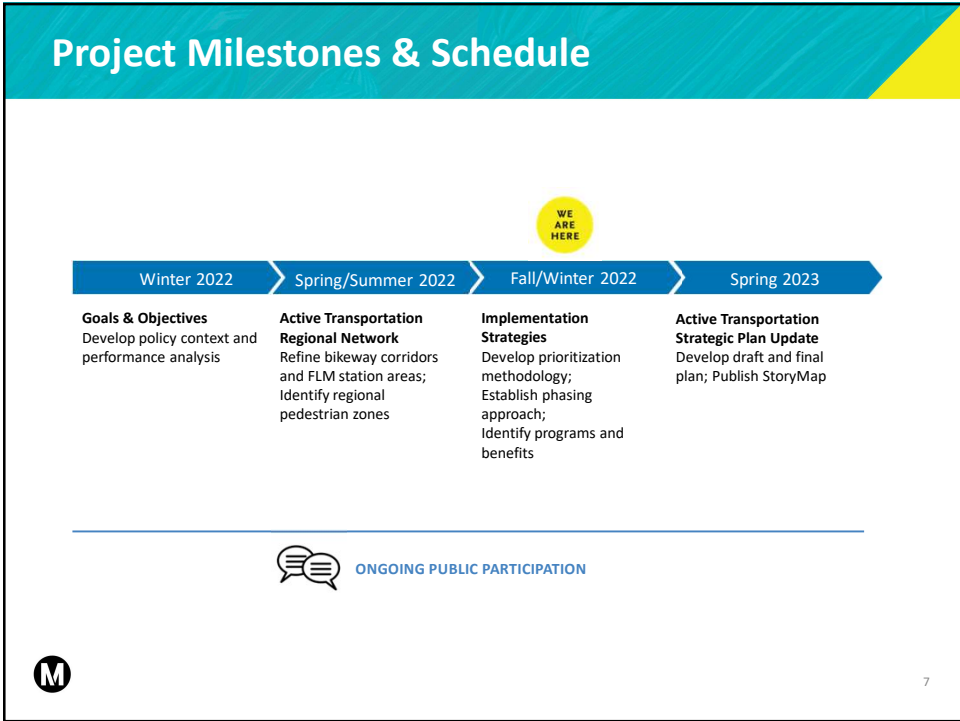
Thanks for joining us!

- > Background & Status Update
- > Prioritization Methods
- > TWG Review
- > Final Prioritization
- > Next Steps



Background and Status Update



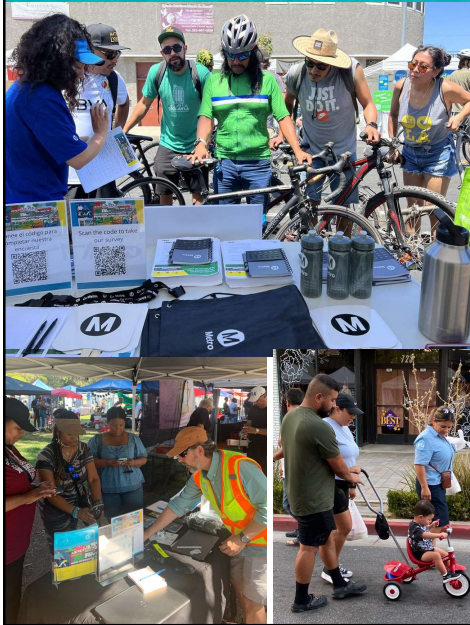


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Public Outreach to Date



- > 7 Stakeholder Briefings
- > 1,784 comments received on prioritization and network questionnaires
- > 28 in-person community events
- > Three CBO partnerships to ensure equitable, countywide project reach

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Prioritization Methods




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Prioritization Method

Six-Phase Prioritization Process

1. Defining Project Areas
2. Defining Prioritization Criteria
3. Operationalizing Prioritization Criteria
4. Assigning Points and Weights to Prioritization Criteria
5. Calculating Prioritization Scores for each Project
6. Ranking Projects




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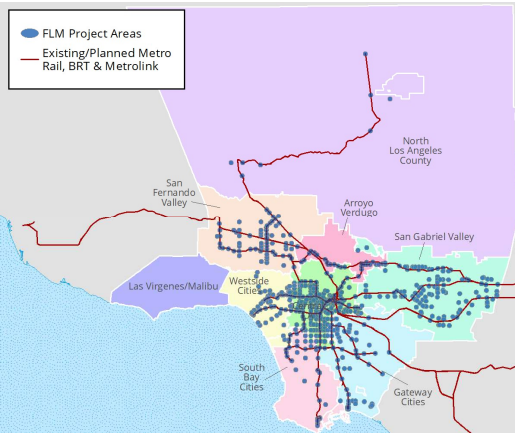
FLM Project Areas


603 Total FLM Project Areas

- Project areas defined by half-mile around FLM locations

Number of FLM Project Areas by Subregion

- Arroyo Verdugo – 27
- Central LA – 212
- Gateway Cities – 61
- Las Virgenes/Malibu – 0
- North LA – 8
- San Fernando Valley – 72
- San Gabriel Valley – 126
- South Bay Cities – 36
- Westside Cities – 61




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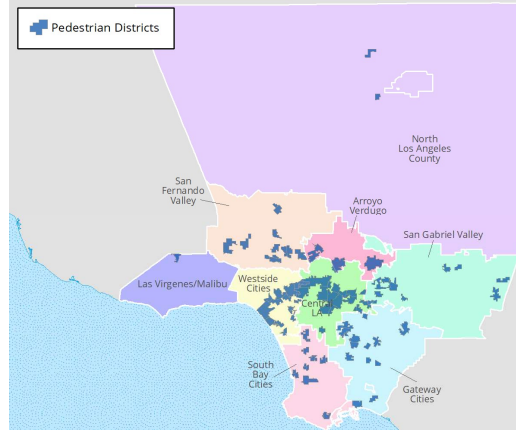
Pedestrian District Project Areas

80 Pedestrian Project Areas

- Projects areas defined by city and planning area boundaries

Number of Pedestrian Project Areas by Subregion

- Arroyo Verdugo – 3
- Central LA – 12
- Gateway Cities – 13
- Las Virgenes/Malibu – 1
- North LA – 2
- San Fernando Valley – 9
- San Gabriel Valley – 14
- South Bay Cities – 14
- Westside Cities – 12



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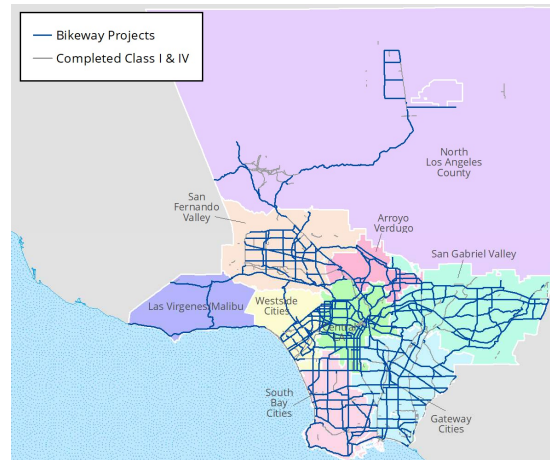
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Bikeway Project Segments

745 Bikeway Projects

- Projects defined by intersecting segments of regional bikeways and by city boundaries

- Arroyo Verdugo – 58
- Central LA – 193
- Gateway Cities – 122
- Las Virgenes/Malibu – 6
- North LA – 19
- San Fernando Valley – 99
- San Gabriel Valley – 100
- South Bay Cities – 76
- Westside Cities – 72




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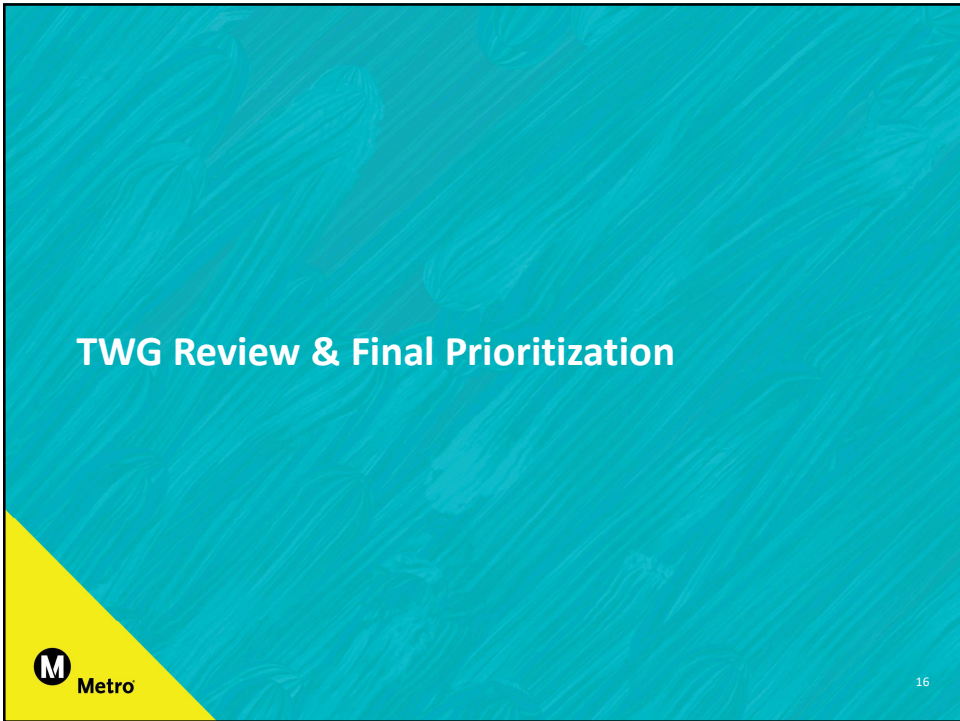
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Prioritization Criteria and Operationalization

Prioritization Criteria	Operationalization
Equity	Project overlap with Equity Focus Communities (EFCs)
Safety & Comfort	High collision density, overlap with SCAG High Injury Network, High collision and overlap with low income or high BIPOC, High-traffic speed/high volume
Accessibility	Project overlap with high Opportunity Score and SCAG Livable Corridor
Connectivity	Project closes gap in existing network or features high intersection density
Sustainability	Project overlaps with high CalEnviroScreen score area
Demand & Community Support	Project features high demand Project was favored in public outreach
Project Readiness	Project is featured in an approved local plan

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Final Prioritization - TWG Review and Input on FLM Areas

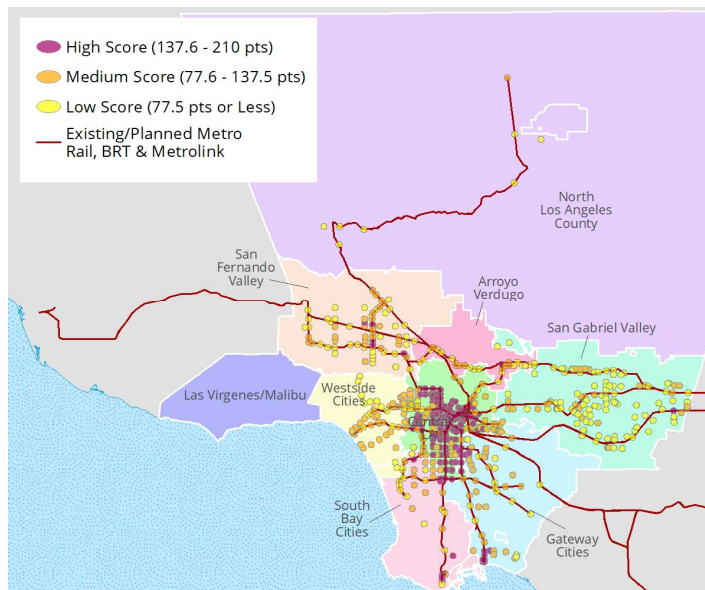
- > Review of high ridership bus stops for inclusion
- > Clarification of Safety & Project Readiness criteria as they relate to project scoring
- > General feedback was positive for the FLM Prioritization



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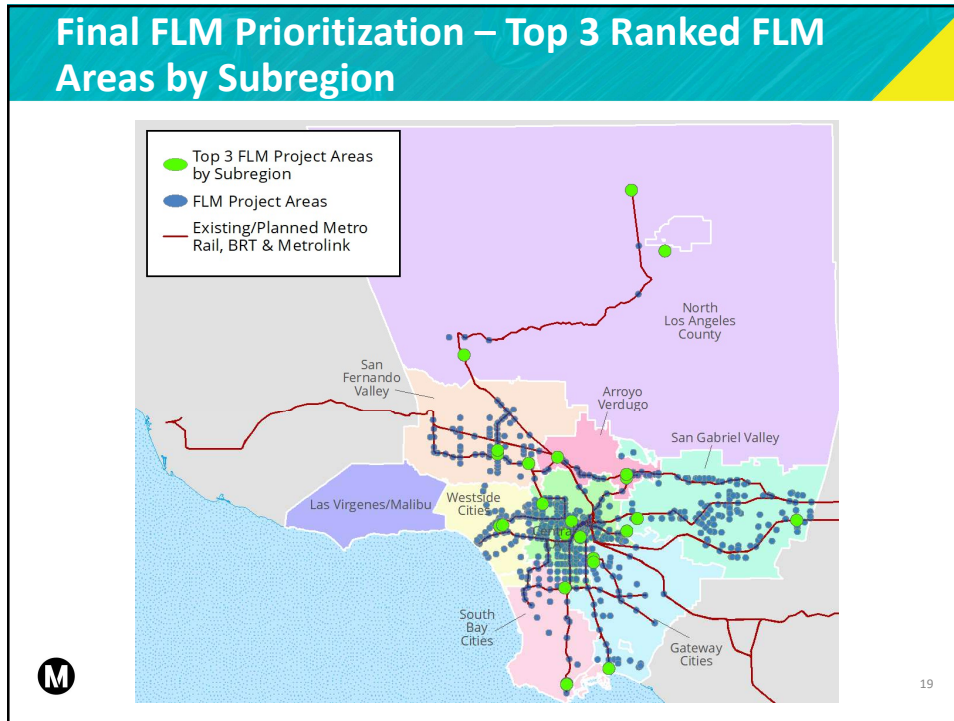
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Final Prioritization – FLM Areas

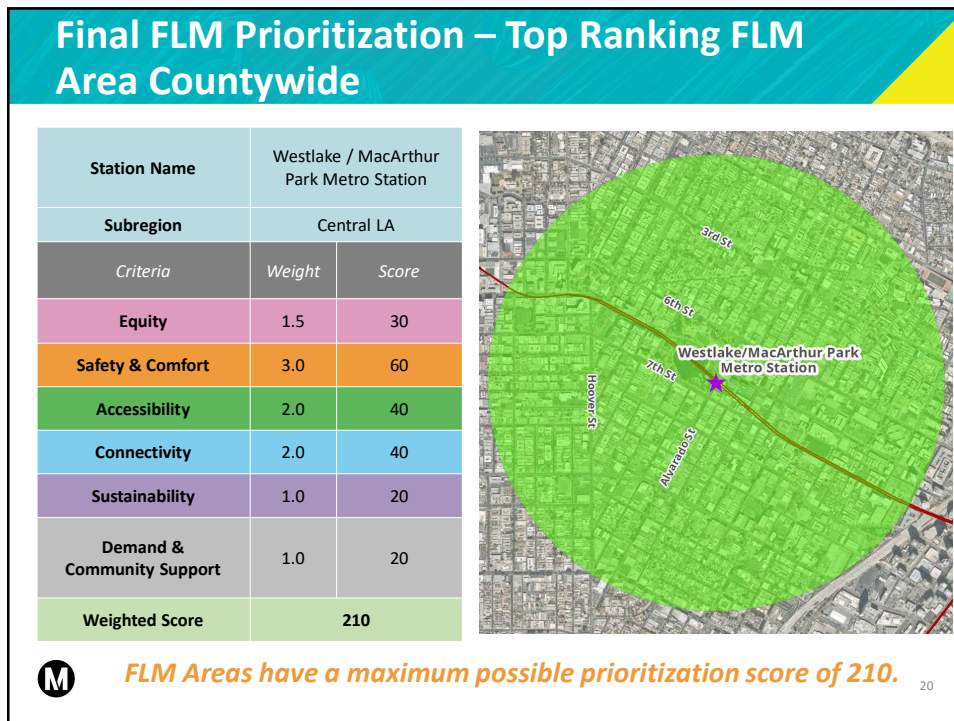


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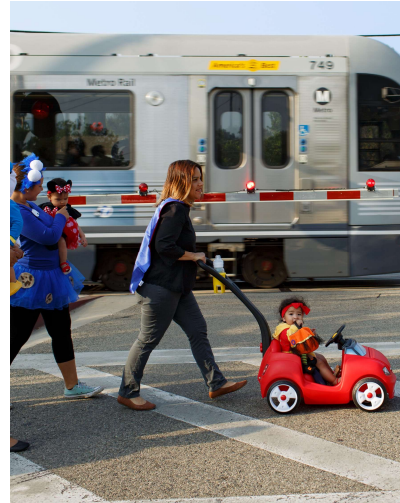
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Final Prioritization - TWG Review and Input on Pedestrian Districts

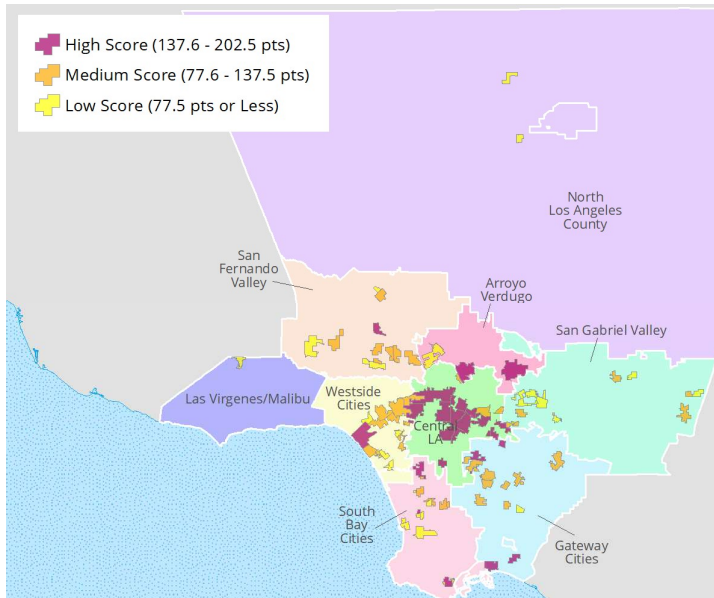
- > Pedestrian districts' boundaries expanded to include high activity pedestrian zones
- > Consideration of significant localized pedestrian activities
- > Accessibility Criteria: clarifications of Opportunity Score



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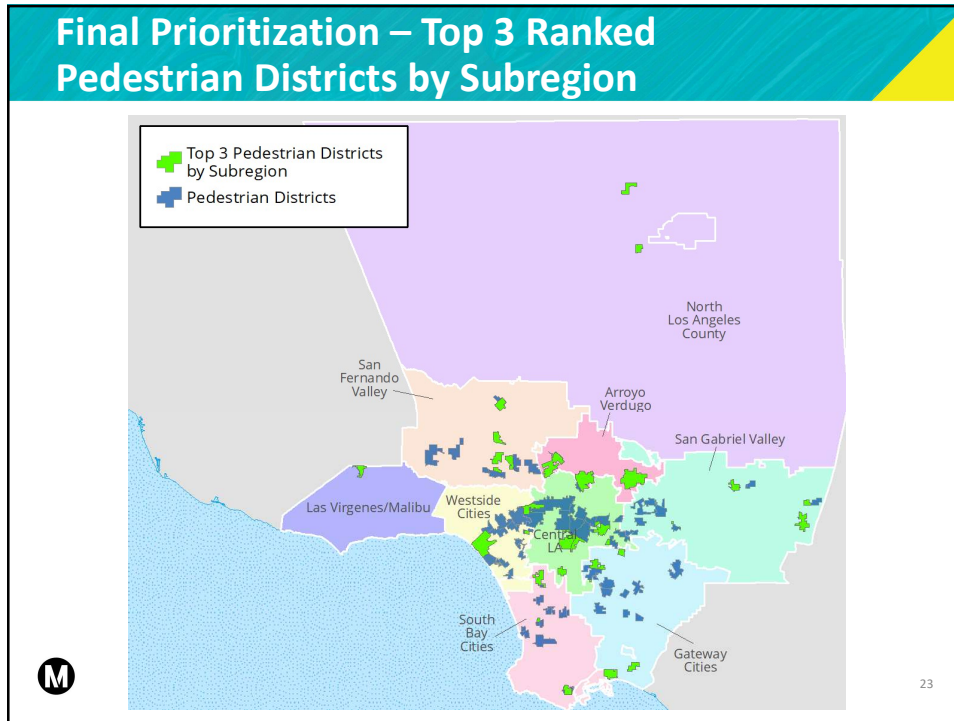
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Final Prioritization – Pedestrian Districts

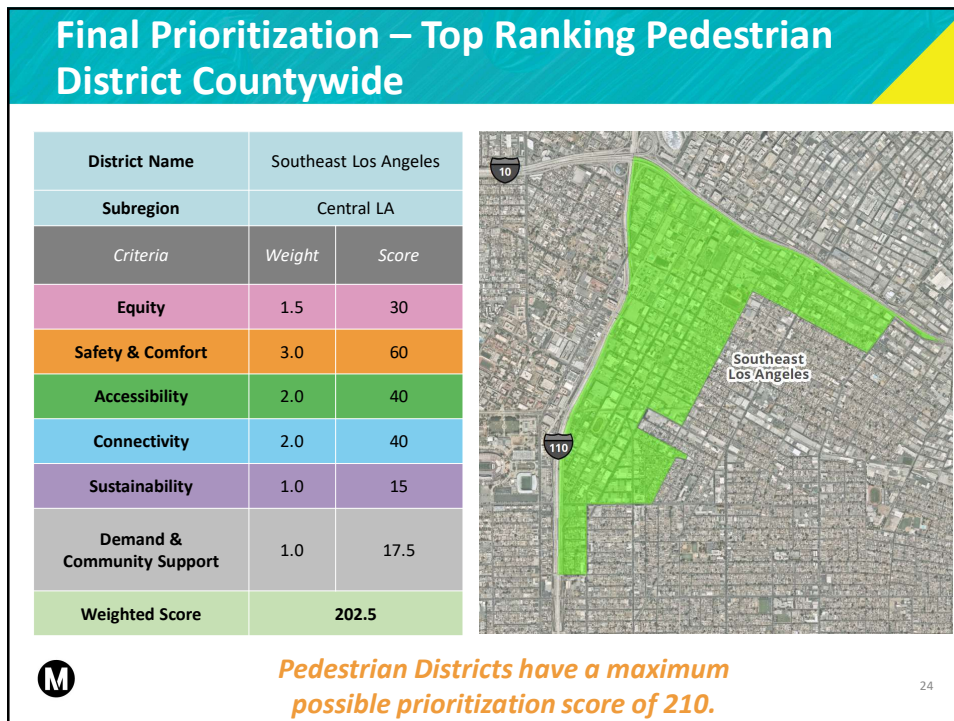


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Pedestrian Districts have a maximum possible prioritization score of 210.

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Final Prioritization - TWG Review and Input on Bikeways

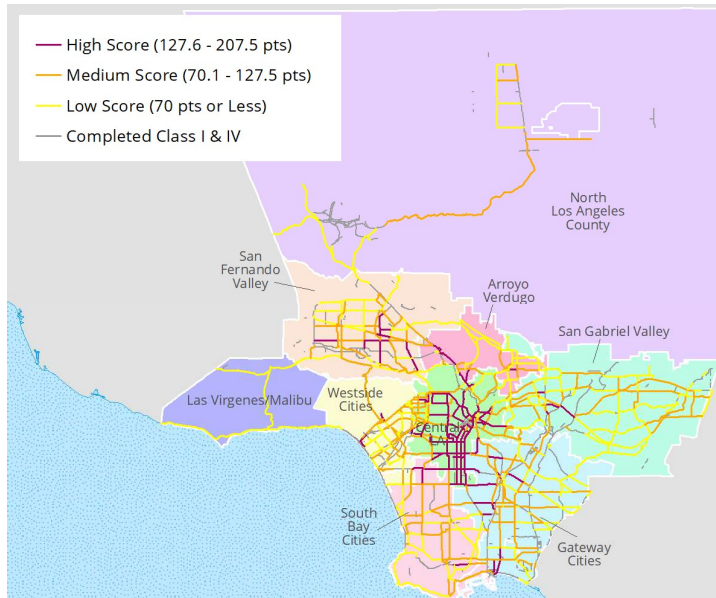
- > Revised connectivity criteria to support low scoring bikeways between high priority projects
- > Modified the regional bikeway network and prioritization to better match bikeways depicted in more finalized plan documents
- > Added additional bikeways with regional significance
- > Consideration of complementary BRT transit investments
- > Clarification on some of the criteria inputs



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Final Prioritization – Bikeways

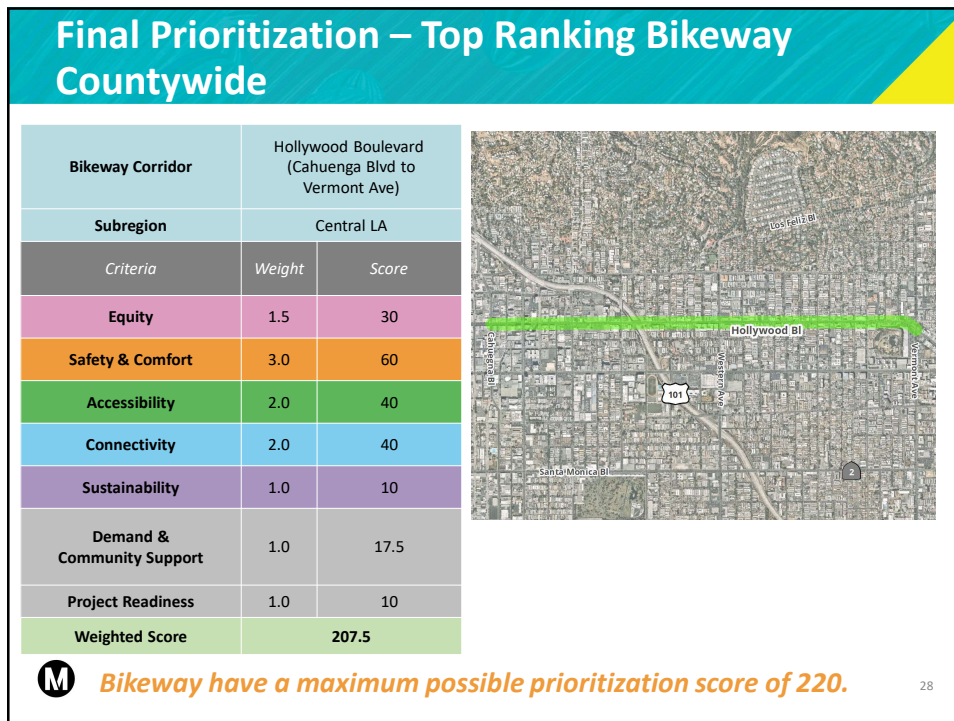


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Question & Answer

- > Please use the Raise Hand feature and you will be called on to ask your question.

OR...

- > Use the **Chat** feature to submit a question and we will read it.



29

Next Steps



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Review the Final Prioritized AT Network

- > Please review the Final Prioritized Active Transportation Network via the Online GIS platform and send any comments **by Wednesday, November 16th.**



31

Future TWG Meetings


- > January 2023 - **Subregional TWG Meetings** to review Draft Plan
- > February 2023 – **All TWG Meeting** to review Final Plan





32


32


Stay connected to this project.


 Jan Yonan, *ATSP Planning Manager*
Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, CA 90012

 213.922.4005

 atsp@metro.net

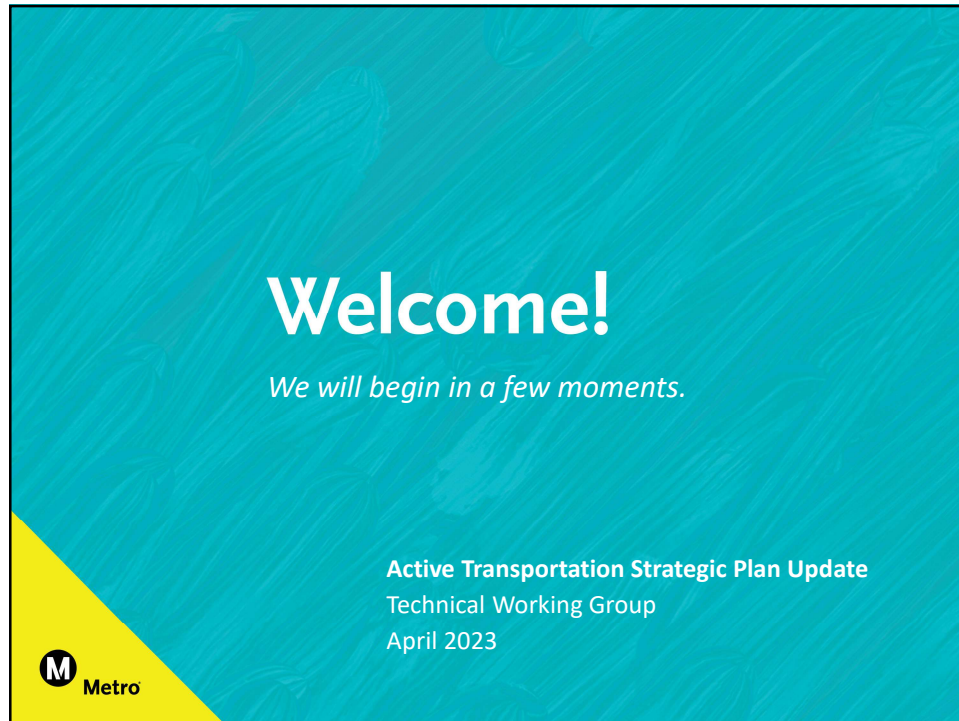
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Appendix J – PowerPoint Presentation TWG – Subregional 4/5/23 and 4/7/23



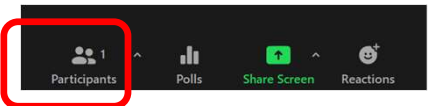

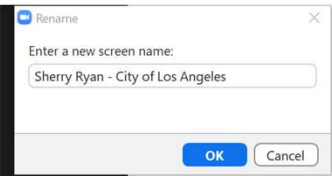
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Click on "Rename" and type your name and organization

M Metro

2




Metro is making it easier to walk, bike, and roll.

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ACTIVE TRANSPORTATION STRATEGIC PLAN UPDATE

3

Today's Speakers



Jan Yonan
ATSP Planning
Manager
Metro

**Sherry Ryan,
PhD**
Principal
CR Associates

Jacob Lieb
Senior Director
Metro

YJO

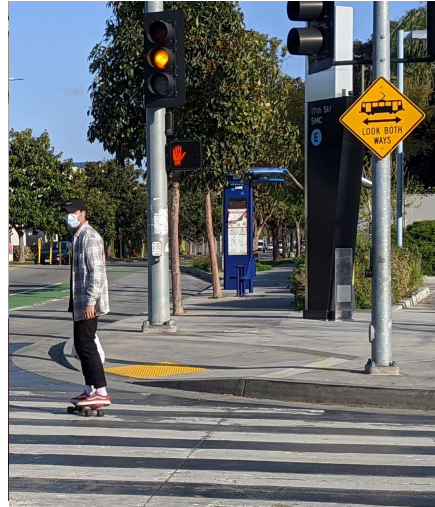
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Thanks for joining us!

- > Background
- > Draft Plan
- > Cost Estimates
- > ATSP Toolkit
- > Implementation Chapter
 - > Discussion: Project Delivery Challenges & Concepts
- > Next Steps



Background and Status Update



Project Milestones & Schedule

Winter 2022	Spring/Summer 2022	Fall/Winter 2022	Spring/Summer 2023
Goals & Objectives Develop policy context and performance analysis	Active Transportation Regional Network Refine bikeway corridors and FLM station areas; Identify regional pedestrian zones	Implementation Strategies Develop prioritization methodology; Establish phasing approach; Identify programs and benefits	Active Transportation Strategic Plan Update Develop draft and final plan; Publish StoryMap

ONGOING PUBLIC PARTICIPATION

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Technical Working Group Coordination

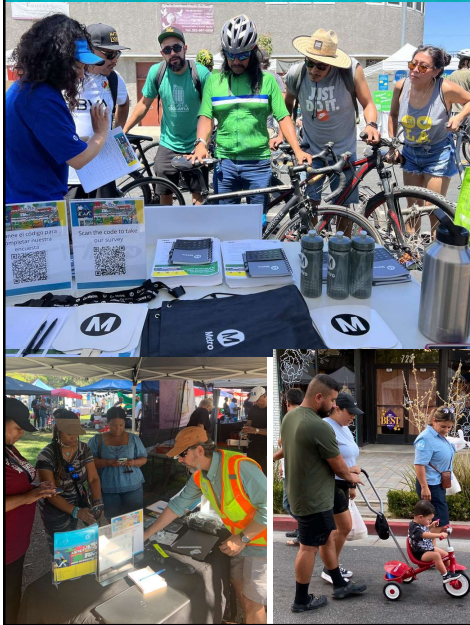


- > January 2022 Kickoff Meeting
- > April 2022 Subregional Workshops
- > 5 GIS Tools with over 341 location-based comments
- > June 2022 All Member meeting
- > July 2022 TWG Questionnaire
- > Sept 2022 Subregional Workshops
- > Nov 2022 All Member meeting

8

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Public Outreach to Date



- > 7 Stakeholder Briefings
- > 1,850 comments received on prioritization and network questionnaires
- > 32 ^{CE1} in-person community events
- > Three CBO partnerships that engaged w/ 282 stakeholders to ensure equitable, countywide project reach
 - Healthy Active Streets
 - ActiveSGV
 - Streets Are For Everyone

CE2

CE1

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Draft 2023 Active Transportation Strategic Plan



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ATSP Outline

- > Updated Goals and Objectives
- > Regional Active Transportation Network
 - 602 FLM Areas
 - 81 Pedestrian Districts
 - 1,433 miles of Regional Bikeways
- > Network Prioritization
- > Cost Estimates and Funding
- > Best Practices & Plan Benefits
- > Implementation Strategies



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What's New?

- > 2023 ATSP introduces the following elements:
 - Pedestrian districts to focus local safety, connectivity enhancements
 - Prioritization of projects for near-term implementation
 - Interactive platforms for city/stakeholder data
 - First/Last Mile Existing Conditions Dashboard
 - Bikeway Benefits Dashboard
 - Implementation strategies for efficient network buildout



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Cost Estimating Overview

- > FLM Areas
 - Developed unit cost (\$/acre) estimates from prior FLM plans
 - Unit costs varied by six possible typologies related to population, employment and intersection density
- > Pedestrian Districts
 - Developed unit cost (\$/acre) estimates from pedestrian projects in prior FLM plans
 - Unit costs varied by six possible typologies related to population, employment and intersection density
- > Regional Bikeways
 - Developed unit cost (\$/mile) from applications for Cycles 5 and 6 of the CA ATP Grant Cycle


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Cost Estimating - Establish FLM Area Typologies FEO

		Sum of Population and Employment		
		High > 65,534 Residents + workers	Medium 19,160 – 65,534 residents + workers	Low ≤ 19,159 Residents + workers
Intersection Count	High > 55 intersections	5 Rail Stations 10 Bus Stops	15 Rail Stations 33 Bus Stops	53 Rail Stations 211 Bus Stops
	Low ≤ 55 intersections	N/A	3 Rail Stations 8 Bus stops	80 Rail Stations 184 Bus Stops



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Cost Estimating – Apply Existing Metro FLM Plans

- > Prior existing FLM Plans used to develop unit cost (\$/acre) for 2023 ATSP FLM Areas
- > Cost estimates adjusted for inflation since plan’s adoption


Typology (Pop+Emp / Inter. Count)	Sample Station	Metro Plan / Year
High / High	7 th Street/Metro Center	Blue Line FLM Plan (2018)
High / Low	N/A	N/A
Medium / High	Downtown Long Beach Station	Blue Line FLM Plan (2018)
Medium / Low	Century City/Constellation	Purple Line Extension FLM Plan: Sections 2 & 3 (2020)
Low / High	Claremont Station	Gold Line Foothill Extension 2B FLM Plan (2019)
Low / Low	Sherman Way Station	East San Fernando Valley LRT FLM Plan (2020)


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Cost Estimating – Estimated FLM Area Cost/Acre by Typology

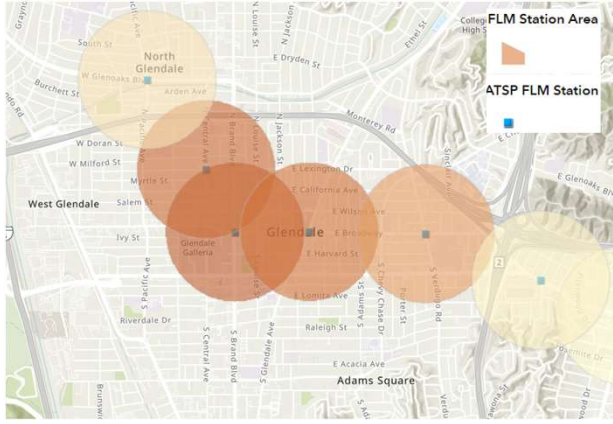
		Sum of Population and Employment		
		High > 65,534 Residents + workers	Medium 19,160 – 65,534 residents + workers	Low ≤ 19,159 Residents + workers
Intersection Count	High > 55 intersections	\$162,897/acre	\$177,488/acre	\$206,746/acre
	Low ≤ 55 intersections	N/A	\$158,597/acre	\$168,450/acre



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Cost Estimating – Overlapping FLM Areas

- > In cases where FLM Areas of the *same typology* overlapped, area was only counted once
- > In cases where FLM Areas of *differing typologies* overlapped, higher unit cost was used




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Cost Estimating – Estimated FLM Area Costs

FLM Area Typology (Pop+Emp / Inter. Count)	Total Acres	Inflation Adjusted Cost Per Acre	Total Cost
FLM Areas with Prior Cost Estimates	N/A	N/A	\$2.05 B
High / High	212	\$162,897	\$0.34 B
High / Low	N/A	N/A	N/A
Medium / High	6,219	\$177,488	\$1.1 B
Medium / Low	1,408	\$158,597	\$0.22 B
Low / High	55,641	\$206,746	\$11.5 B
Low / Low	42,159	\$168,450	\$7.1 B
Total Cost – FLM Station Areas			\$22.02 B

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Cost Estimating – Pedestrian Districts

> Constructed typologies based on population and employment *density* & intersection *density*

> Utilized cost estimates for pedestrian projects only within FLM plans


		Density of Population + Employment		
		High >225 residents + workers /acre	Medium 75.1 – 225 residents + workers /acre	Low ≤ 75 residents + workers /acre
Intersection Density	High > .19 per acre	860 acres	5,275 acres	60,404 acres
	Low ≤ .19 or acre	256 acres	1,540 acres	21,174 acres

M Metro 20

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Cost Estimating – Pedestrian District Cost/Acre by Typologies


		Density of Population and Employment		
Intersection Density		High > 225 residents + workers/ acre	Medium 75.1 – 225 residents + workers/ acre	Low ≤ 75 residents + workers/ acre
	High > .19 intersections/ acre	\$96,409/acre	\$128,131/acre	\$132,224/acre
	Low ≤ .19 intersections/ acre	\$96,409/acre	\$117,260/acre	\$95,419/acre

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Cost Estimating – Estimated Pedestrian District Costs

Pedestrian District Typology	Total Acres	Inflation Adjusted Cost Per Acre	Total Cost
High / High	860	\$96,409	\$0.08 B
High / Low	256	\$96,409	\$0.02 B
Medium / High	5,275	\$128,131	\$0.68 B
Medium / Low	1,540	\$117,260	\$0.18 B
Low / High	60,404	\$132,224	\$7.99 B
Low / Low	21,174	\$95,419	\$2.02 B
Total Cost – Pedestrian Districts			\$10.97 B

 22

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Cost Estimating – Regional Bikeways

- > Classified proposed bikeways as either On-Street or Off-Street
- > Utilized average costs per miles from recent ATP applications

Bicycle Facility Type	Bikeway Miles	Cost Per Mile	Total Cost
<i>Off Street Bike Path</i>	183.1	\$1 M – \$2.2 M	\$183 M - \$402 M
<i>On Street Cycle Track</i>	1,021.9	\$3.5 M – 6.9 M	\$3.58 B - \$7.05 B
Total Cost			\$3.8 B – 7.5 B

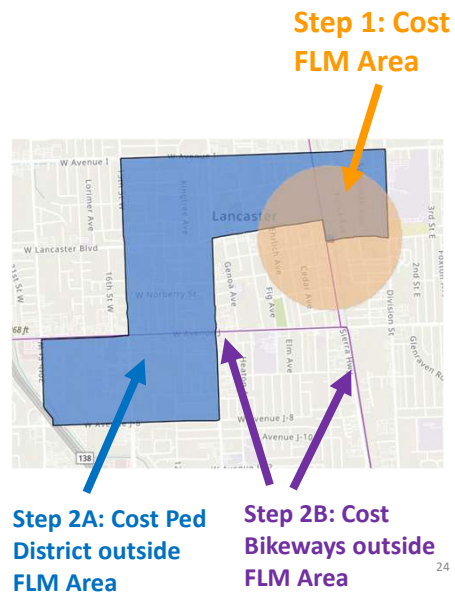


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Cost Estimating – Overlapping Networks

- > Significant overlap between FLM Areas, Pedestrian Districts and Regional Bikeways
 - 43% of pedestrian district acreage
 - 27% of bikeway projects
- > Two sets of costs developed or 2023 ATSP:
 1. Three networks, not accounting for overlap
 2. Accounts for overlaps by excluding costs associated with areas of overlap.



24

24

Cost Estimating – Totals & Funding

- > Total cost of ATSP network buildout estimated at **~\$34 Billion** (excluding costs associated with areas of overlap)

Mode	Total Cost ^{DK0}	Total Cost (excluding overlap)
FLM Station Areas	\$22 B	\$22 B
Pedestrian Districts	\$10 B	\$6.2 B
Regional Bikeways	\$7.5 B	\$5.4 B
Total Cost		\$33.6 B

- > 2023 ATSP outlines relevant grant programs at regional, state and federal level to support network planning and implementation
- > Final plan will identify near term priorities for buildout via Phasing of AT network

25

ATSP Toolkit

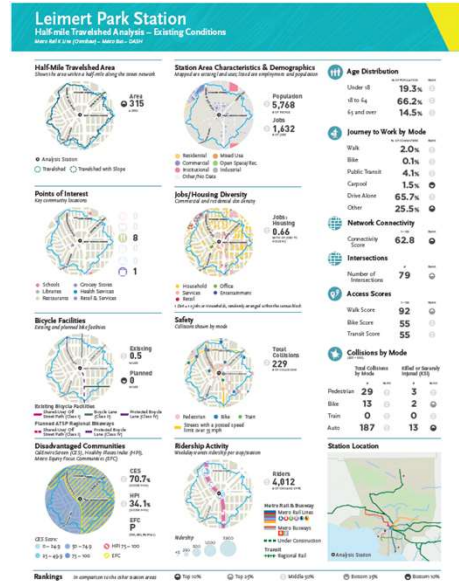
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FLM Existing Conditions Sheets

> Comprehensive datasheets for all 602 First/Last Mile station locations

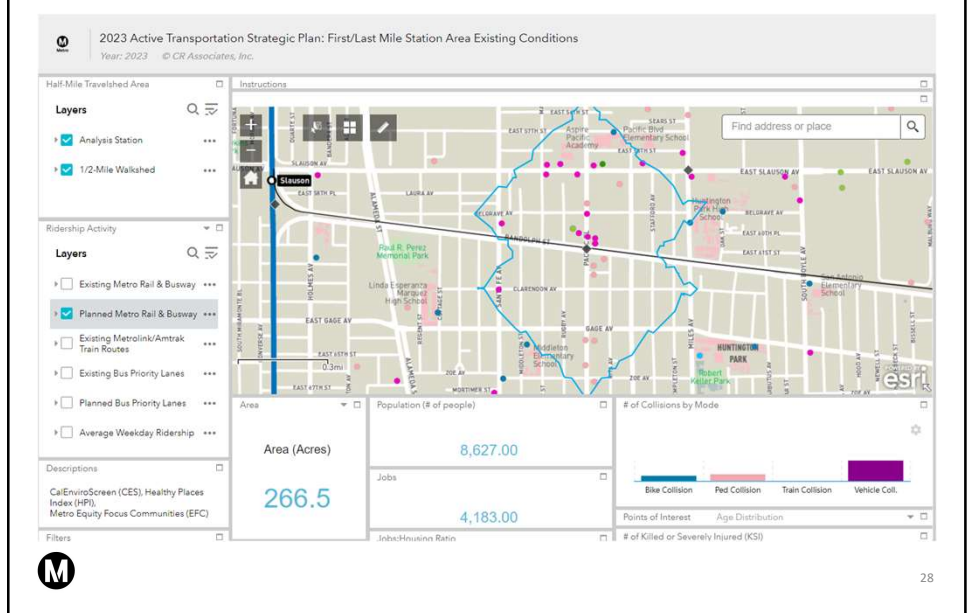
> Inclusive of existing conditions data for use in planning, communications and grant assistance:

- Adjacent land uses
- Points of Interest
- Nearby bicycle facilities
- Safety (KSI) data
- Disadvantaged communities

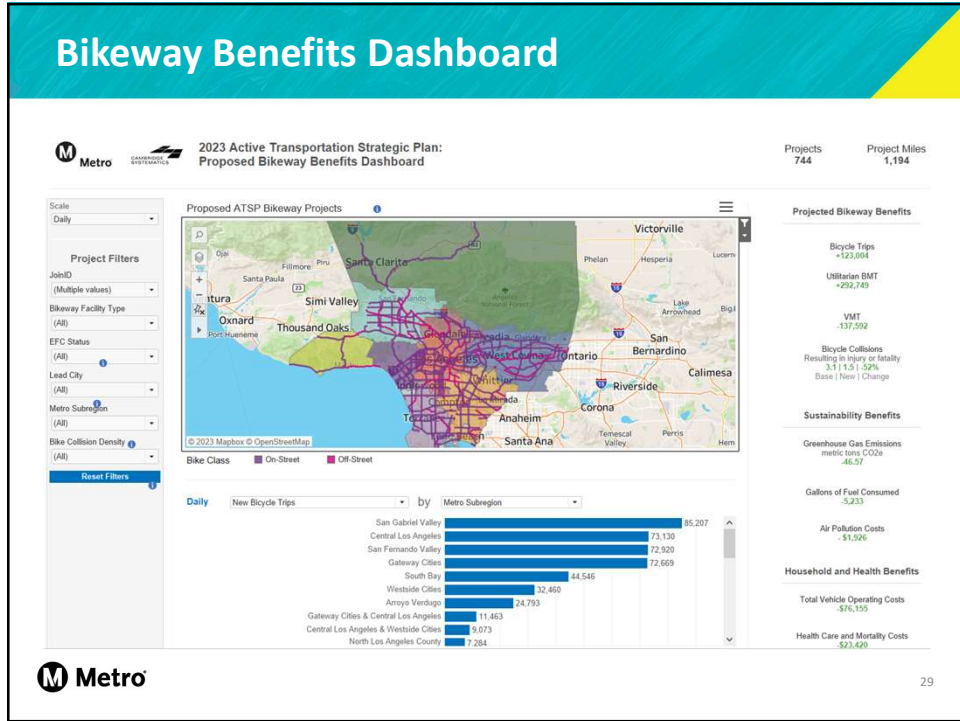


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FLM Existing Conditions Dashboard



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Implementation Chapter

- > Fulfillment of ATSP vision requires innovative partnerships between agency and local partners U0
 - > Dedicated Metro funding through Measure M
 - > High cost of network buildout (~\$34 B)
- > Draft final plan to include new chapter outlining Metro actions following ATSP Board adoption
 - > Identify barriers to implementation at agency and local level
 - > Define opportunities that leverage Metro & jurisdictional partners' distinct resources for efficient project delivery
 - > Establish goals for project delivery via Phasing of AT network



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Implementation Objectives

- > Efficient delivery of projects within AT network
- > Identify partnership models that reinforce efficiency
- > Deliberate and consistent project commitments based on ATSP



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Current Partnership Efforts


- > Metro as grantor
 - > Call For Projects
 - > Measure M Multi Year Subregional programs
- > Metro as planner/designer
 - > Regional projects across jurisdictions
 - > Rail to Rail, LA River Path
- > Hybrid Role
 - > Metro coordinates between jurisdictional partners, leads project through early design
 - > Measure M Active Transportation (MAT) Cycle 1



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Common Issues in Project Partnership

- > Ad-hoc commitments and one-offs
- > Long delivery times and high costs
- > Staff bandwidth/capacity
- > Consistent attention/priority
- > Design issues/project quality
- > Cost and scope creep
- > Administrative hurdles
- > One-size-fits-all process, including community engagement 



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Partnership Considerations

- > Potential Metro capacity for:
 - > Planning
 - > Design
 - > Community Engagement
- > Create efficiencies by:
 - > Sharing, reducing risk
 - > Formalizing commitments, roles

YJO



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Potential Partnership Models

- > Limited Involvement (Traditional) FEO
 - > Metro offers funding via grant
 - > City/Agency leads design, construction, operation
- > Moderate Involvement
 - > Metro coordinates with city(s) on community outreach, leads conceptual design
 - > City leads advanced design, construction, operation
- > Significant Involvement
 - > Metro leads project through full design phase with city(s) support
 - > City constructs and operates project based on Metro-led design



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Breakout Rooms

- > Enter breakout rooms to discuss the following topics
- > *What are the most common issues in your work with Metro?*
- > *What specific partnership terms may result in reduced effort, cost, and time?*
- > *Does City currently utilize hybrid models for project delivery (may or may not be active transportation)?*



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Next Steps



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Review the Draft Plan

- > Please review the Draft 2023 Active Transportation Strategic Plan and submit comments via SurveyMonkey **by Wednesday, April 26th**



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Final TWG Meetings


- > April 2023 - **TWG Meetings** to review Draft Plan
- > May 2023 – **All TWG Meeting** to review comments & Implementation Strategies





40

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Stay connected to this project.


 Jan Yonan, *ATSP Planning Manager*
Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, CA 90012

 213.922.4005

 atasp@metro.net

 metro.net/atasp

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

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



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FEO

What might be included in an FLM Plan?

> Common improvements within a first/last mile area

- Traffic calming, curb extensions, street trees and landscaping
- Signal timing for pedestrians and cyclists
- Bike lanes, bike parking and bike share stations
- Wayfinding signage to key destinations and transit connections
- New or improved sidewalks and crosswalks

Pathway Map with
Projects for Wheels




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Cost Estimating - Establish Typologies


Typology	Example
High Density/ High Intersection Count	Civic Center Metro Station (Los Angeles)
High Density/ Low Intersection County	N/A
Medium Density/ High Intersection Count	Vermont/Sunset Metro Station (Los Angeles)
Medium Density/ Low Intersection Count	Brand Ave & Broadway (Glendale)
Low Density/ High Intersection Count	Downtown Pomona Metrolink Station (Pomona)
Low Density/ Low Intersection Count	Norwalk Metro Station (Norwalk)



Vermont/Sunset Metro Station



Downtown Pomona Metrolink Station



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Bikeway Benefits Dashboard FEO

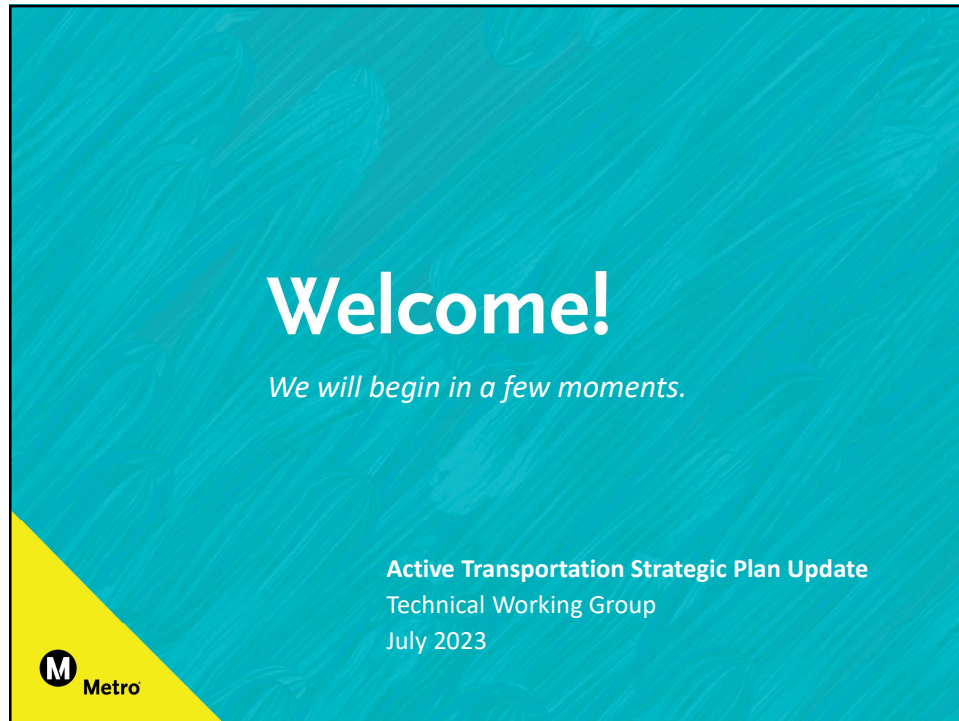
- > Highlighting bikeway projects, utilized four analysis groups to demonstrate potential impact of project buildout
- > Interactive dashboard allows isolation of benefits by subregion, city, EFC, and project.

Benefit Type	Sample Benefit	Annual Estimate (Countywide)
Trip-based benefits	Δ in Bicycle Trips	+ 45,038,493
Emissions reductions	Δ in Greenhouse Gas Emissions	- 17,051 metric tons CO ₂ e
Household and health benefits	Δ in Total Vehicle Operating Costs	- \$27,884,457
Safety benefits	Δ in Bicycle Collisions	- 52% along bikeways


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Appendix K – PowerPoint Presentation TWG – All Members 7/25/23



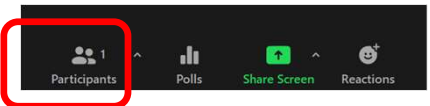

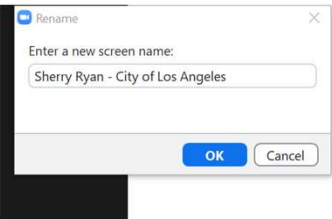
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Please Add Your Organization to Your Name

Click on Participant icon on Zoom toolbar at bottom of your screen

Click on "More" next to your name in the Participant List

Click on "Rename" and type your name and organization

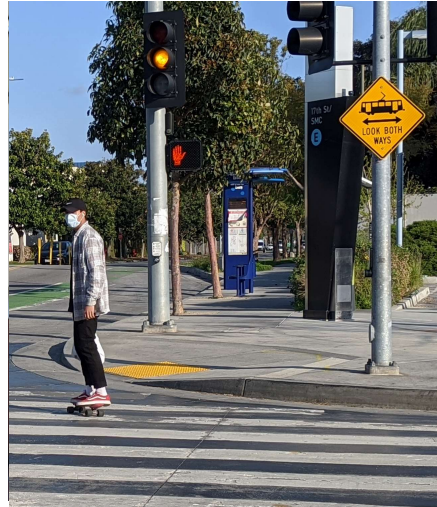




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Thanks for joining us!

- > Background
- > Draft Plan
- > Implementation Strategy
- > Next Steps



5

5


Background and Status Update




6


6

Project Milestones & Schedule



Winter 2022	Spring/Summer 2022	Fall/Winter 2022	Spring/Summer 2023
Goals & Objectives Develop policy context and performance analysis	Active Transportation Regional Network Refine bikeway corridors and FLM station areas; Identify regional pedestrian zones	Implementation Strategies Develop prioritization methodology; Establish phasing approach; Identify programs and benefits	Active Transportation Strategic Plan Update Develop draft and final plan; Publish StoryMap


ONGOING PUBLIC PARTICIPATION


7

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Technical Working Group Coordination



- > January 2022 Kickoff Meeting
- > April 2022 Subregional Workshops
- > 5 GIS Tools with over 341 location-based comments
- > June 2022 All Member meeting
- > July 2022 TWG Questionnaire
- > Sept 2022 Subregional Workshops
- > Nov 2022 All Member meeting
- > April 2023 Subregional meetings


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Public Outreach to Date



- > 7 Stakeholder Briefings
- > 1,850 comments received on prioritization and network questionnaires
- > 32 in-person community events
- > Three CBO partnerships that engaged w/ 282 stakeholders to ensure equitable, countywide project reach
 - Healthy Active Streets
 - ActiveSGV
 - Streets Are For Everyone

9

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2023 Active Transportation Strategic Plan



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ATSP Outline

- > Updated Goals and Objectives
- > Regional Active Transportation Network
 - 602 FLM Areas
 - 81 Pedestrian Districts
 - 1,433 miles of Regional Bikeways
- > Network Prioritization
- > Cost Estimates and Funding
- > Best Practices & Plan Benefits
- > Implementation Strategies



11

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What's New?

- > 2023 ATSP introduces the following elements:
 - Pedestrian districts to focus local safety, connectivity enhancements
 - Prioritization of projects for near-term implementation
 - Interactive platforms for city/stakeholder data
 - First/Last Mile Existing Conditions Dashboard
 - Bikeway Benefits Dashboard
 - Implementation strategies for efficient network buildout



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A slide with a teal header and a yellow triangle in the top-right corner. The header text "Cost Estimating Overview" is in white. The main content is a bulleted list with three categories: "FLM Areas", "Pedestrian Districts", and "Regional Bikeways". Each category has two bullet points. In the bottom-left corner, there is a black circle with a white "M". In the bottom-right corner, the number "14" is displayed.

Cost Estimating Overview

- > FLM Areas
 - Developed unit cost (\$/acre) estimates from prior FLM plans
 - Unit costs varied by six possible typologies related to population, employment and intersection density
- > Pedestrian Districts
 - Developed unit cost (\$/acre) estimates from pedestrian projects in prior FLM plans
 - Unit costs varied by six possible typologies related to population, employment and intersection density
- > Regional Bikeways
 - Developed unit cost (\$/mile) from applications for Cycles 5 and 6 of the CA ATP Grant Cycle

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Cost Estimates for Full Buildout of Network

- > Total cost of ATSP network buildout estimated at **~\$32 billion to ~\$36 billion** (excluding costs associated with areas of overlap)

Mode	Total Cost	Total Cost (excluding overlap)
FLM Station Areas	\$21.8 B	\$21.8 B
Pedestrian Districts	\$11.0 B	\$6.2 B
Regional Bikeways	\$5.8 B - \$11.4 B	\$4.0 B - \$7.8 B
Total Cost		\$32.0 B – \$35.8 B



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Proposed Phasing Approach

- > Near term goal as *top 2.5%* of projects by subregion (~5 years)
 - 16 FLM Station Areas
 - 9 Pedestrian Projects
 - 20 Bikeway Projects
- > Balance of network – medium and long term, subject to future consideration



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Cost Estimates for 5-Year Goal

Mode	Estimated Number of Near-Term Projects	Estimated Cost
FLM Areas	16	\$723.9 M
Pedestrian Districts	9	\$962.4 M
Regional Bikeways	20	\$170.3 M
TOTAL	45 projects	\$1.86 B



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Implementation Chapter Intent/Review

- > Implementation Objectives
- > Current Partnership Efforts
- > Common Issues in Project Partnerships
- > Partnership Considerations
- > Potential Partnership Models



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Implementation Strategy – Purpose & Goals

- > **Introduce Measure M resources**
 - 2016 plan predated Measure M
 - Create cohesive investment strategy to achieve vision
- > **Set implementation goals and timelines**
 - Set basis for performance measurement for future updates
- > **Define project delivery and partnership approaches**
 - Address known deficiencies in current approaches
 - Emphasize efficiency
 - Experiment
 - Align partner objectives, roles, commitments
- > **Set stage for MAT Program Cycle 2**
 - Identify partnership and project delivery models
 - Prompt experimentation with new models in MAT

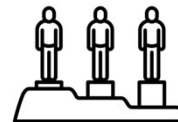


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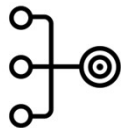
Key Elements of the Implementation Strategy



Efficiency

Predictability and
Consistency

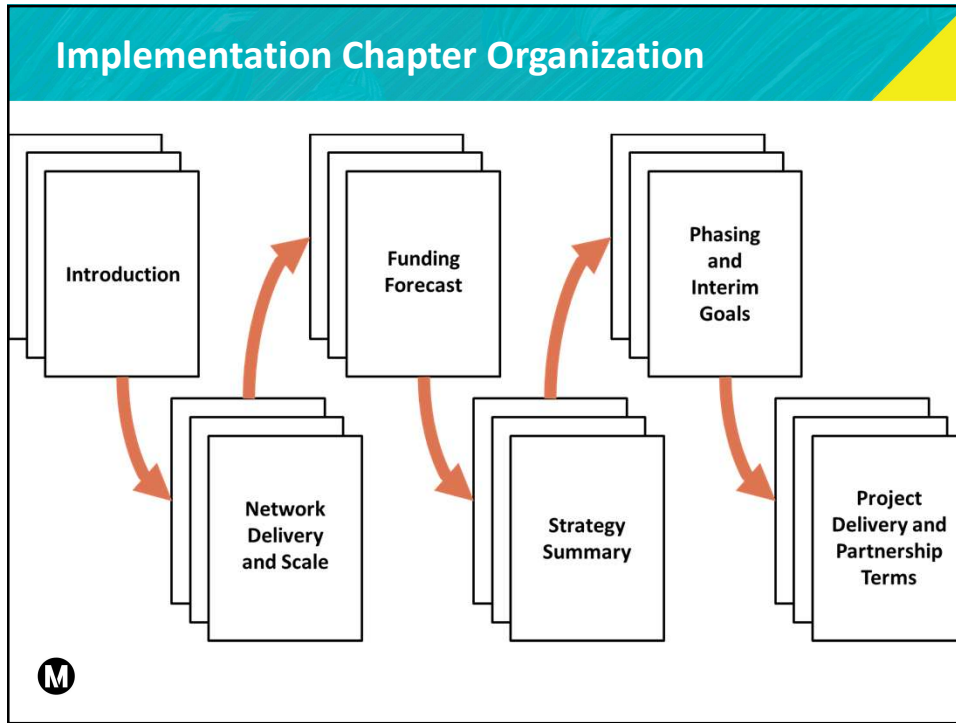
Equity

Manage and
Align Resources

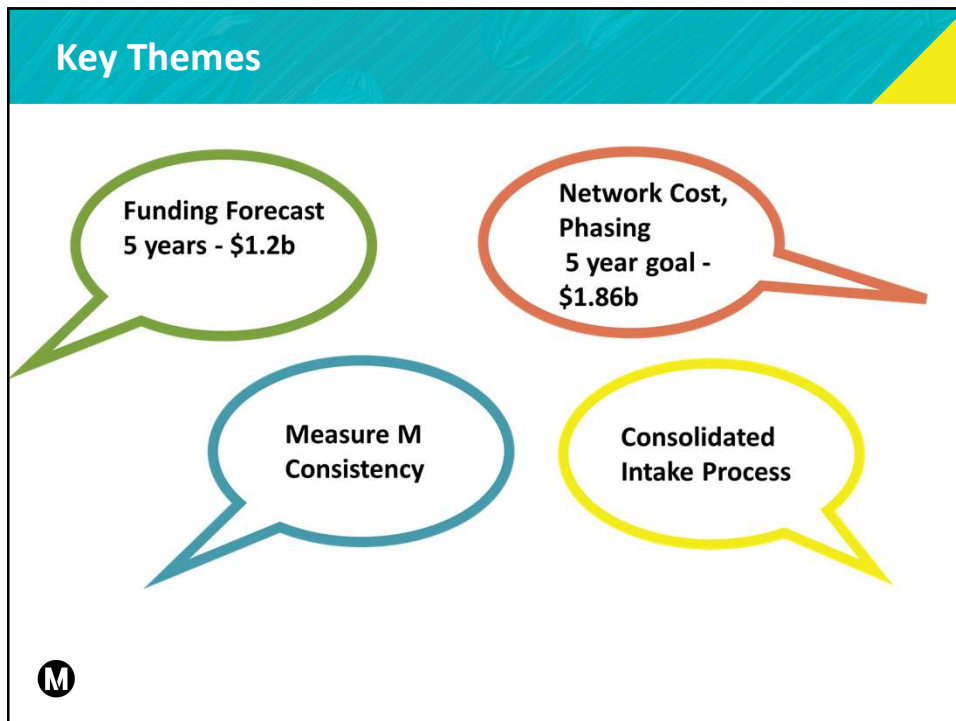
Partnership



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Comments Received

- > Support for directing resources to high need communities and locations
 - Connecting high need communities to high opportunity zones and resources is essential
- > Bus Speed and Reliability Working Group as potential model (City of LA, but potentially transferrable)



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Next Steps



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24

Review the Implementation Strategy

- > Please review Chapter 7 of the Draft 2023 Active Transportation Strategic Plan and submit comments to atsp@metro.net by **Wednesday, August 8th**



25

Final TWG Meeting


**THANK YOU FOR YOUR
EXCELLENT
CONTRIBUTIONS!**





26

26

Stay connected to this project.


 Cameron Palm, *ATSP Planning Manager*
Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, CA 90012

 213.922.4005

 atsp@metro.net

 metro.net/atsp

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

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



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Key Discussion Points

- > **Goal setting**
 - > 5-year goal exceeds known resources
 - > Timeline for network build-out
- > **Project delivery challenges**
 - > Cost
 - > Capacity
 - > Other
- > **Role and approach experimentation**



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B

Appendix B

**Active Transportation
Policy Context Memo**

Memorandum

TO: Metro ATSP Team

FROM: Cambridge Systematics, Inc. and CR Associates

DATE: March 31, 2022

RE: DRAFT ATSP Policy Context Memorandum

This document presents a policy framework for the development of Metro's Active Transportation Strategic Plan (ATSP) update. Its purpose is to clarify strategic countywide goals that reflect stakeholder consensus and the broad and evolving state and regional policy context for active transportation. It consists of the following sections: (1) a summary of Metro's current role in Active Transportation; (2) a review of the 2016 ATSP policy framework; (3) a summary of regional progress since adoption of the 2016 ATSP; (4) a review of best practices in performance-based planning; (5) an assessment of relevant policies and plans; (6) a proposed performance-based policy framework to guide the selection of regional bikeway corridors, first-last mile improvements, and other ATSP solutions, and (7) a presentation of baseline performance measures where data is currently available.

1.0 Metro's Current Role in Active Transportation

Metro's role in active transportation has evolved over the years to reflect Board policy direction, regional and local needs and priorities, and federal and state policy initiatives that address climate change and promote sustainable transportation. Metro is responsible for programming a substantial portion of countywide transportation funds, including the planning and funding of the regional transit system and highway corridors. Metro's involvement ranges from improving conditions for bicyclists and pedestrians to launching education and encouragement campaigns.

Projects and programs that demonstrate Metro's involvement in active transportation include:

- Using capital grant programs to fund projects that improve conditions for people who walk and bicycle
- Leading the planning and implementation of regional active transportation corridors
- Leading the planning and support for FLM improvement implementation
- Championing a user-friendly bike-share system that fosters first/last mile connections
- Operating and expanding bicycle parking at stations throughout the system

- Raising awareness, improving safety, and encouraging a shift away from driving to more active modes and public transit through education and encouragement campaigns, events, and classes
- Providing technical assistance, policy guidance, training, toolkits, and data to local government agencies and stakeholders to assist with project planning and implementation

While Metro plays key roles in funding and supporting countywide active transportation advancements, the overall bicycle and pedestrian system is largely driven by critical policy and programming decisions made by LA County, its 88 cities, Caltrans, and others.



Use Funding Programs to Improve Conditions for Active Transport Users



Lead Planning and Implementation of Regional Active Transportation Corridors



Lead Planning and Support Implementation of FLM Improvements



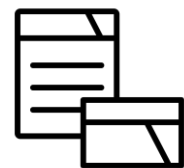
Create Education Campaigns to Raise Awareness and Improve Safety



Develop a User-Friendly Bike-Share system



Operate and Expand Bicycle Parking at Stations



Provide Technical Assistance to Help with Project Planning and Implementation

2.0 2016 ATSP Policy Framework

The 2016 ATSP policy framework consisted of three standalone elements: goals, objectives, and performance metrics. It identified the following six **goals**:

1. Improve access to transit.
2. Establish active transportation modes as integral elements of the countywide transportation system.
3. Enhance safety, remove barriers to access, or correct unsafe conditions in areas of heavy traffic, high transit use, & dense bicycle & pedestrian activity.
4. Promote multiple clean transportation options to reduce criteria pollutants & greenhouse gas emissions & improve air quality.
5. Improve public health through traffic safety, reduced exposure to pollutants, & design & infrastructure that encourage residents to use active transportation as a way to integrate physical activity into their daily lives.
6. Foster healthy, equitable, & economically vibrant communities where all residents have greater transportation choices & access to key destinations, such as jobs, medical facilities, schools, & recreation.

It also identified five **objectives**, which were not linked to the goals, and are concerned more with the overall scope of the ATSP (see Figure 1). Finally, it identified 13 potential **performance metrics**, which were not explicitly tied to identified goals or objectives:

1. Number and percent bicycle-to-transit
2. Number and percent walk-to-transit
3. Percent of all trips completed by bicycle
4. Percent of all trips completed by walking
5. Means of transportation to work
6. Miles of installed bicycle facilities, by class
7. Metro capital funding allocated to bicycle/pedestrian improvements
8. Percent of bicycle/pedestrian improvements funded by Metro that benefit a disadvantaged community
9. Number of station areas receiving Metro capital funding or external funding allocated to bicycle/pedestrian access improvement treatments
10. Number of station areas with completed bike/ped access improvement treatments funded by Metro capital funding or external funding
11. External (non-Metro) discretionary grant funding won within LA County for active transportation projects
12. Collision statistics (by mode, percent, severe injury & fatal)
13. Greenhouse gas reduction



Figure 1 2016 ATSP Objectives

3.0 How Far Have We Come?

Active Transportation Between 2015 and 2019

Understanding the relative progress of active transportation achievements in the Metro region between 2015 and 2019 informs the current ATSP update process, and the review and modification of goals and metrics from the 2016 ATSP. This understanding also informs discussions about the role that Metro currently plays, and might consider playing in the future, to maximize mode shifts away from driving to transit and active travel. Metro will continue efforts to address these barriers in partnership with other agency and local jurisdictional partners, as well as with key stakeholder groups throughout the County including environmental justice and community-based organizations, and internal stakeholders such as the Metro Public Safety Advisory Committee and Metro Service Councils.

While Metro does have considerable influence over planning and funding decisions related to active transportation across the county, there are several factors beyond Metro's control that complicate the policy context and future active transportation outcomes. For example, women and people of color have for decades faced barriers to walking and cycling stemming from their unique vulnerabilities. For women, this relates largely to personal safety and security and their heightened rates of victimization by men while traversing the public arena. For people of color, barriers include inordinate scrutiny by law enforcement and well-documented heightened rates of traffic stops and searches while traveling.

While designing and implementing high quality active transportation infrastructure can improve comfort levels for vulnerable users as they traverse the public realm, addressing the broader socio-cultural dynamics related to long-standing power imbalances between groups presents a greater challenge. Other significant factors beyond Metro's control include local policies, locally owned right-of-way, the lack of contiguous, safe and comfortable bicycle and pedestrian networks, and broader regional data limitations.

The following subsections address countywide changes in active transportation infrastructure funding and construction, commuting trends (or demand), and collisions (or safety), as well as how change over time differs between Equity Focus Communities (EFCs) and non-EFCs. For the purposes of this analysis, 2019 EFCs were employed.

3.1 Infrastructure Funding and Construction

Metro investment trends are summarized in Table 1. Overall investments in bicycle and pedestrian improvements increased by over 73% since 2015. Most of this funding (76%) served EFCs, reflecting an alignment of existing programming priorities and the eventual formal designation of EFCs that followed. Of the 661 First Last Mile (FLM) station areas established by the 2016 ATSP, approximately half, or 56%, received funding from Metro for active transportation improvements. About 46% of the station areas (funded by Metro or other sources) have completed bicycle/pedestrian improvements.

Table 1: Metro Active Transportation Investments (2015 to 2021)

<i>Metric</i>	<i>Initial Baseline (2009-2015)</i>	<i>Progress to Date (2015-2021)</i>
Metro Capital Funding Allocated to Bicycle/Pedestrian Improvements	\$158,961,707	\$275,555,869 (+73.3%)
Percent of Metro-funded Bicycle/Pedestrian Improvement Projects that Benefit Disadvantaged Communities	N/A	76%
Percent and Number of Station Areas Receiving Metro Funding for Bicycle/Pedestrian Access Improvement	N/A	56% (372 of 661)
Percent and Number of Station Areas with Completed Bicycle/Pedestrian Access Improvements Funded by Metro or External Sources	N/A	46% (303 of 661)

Source: Metro, 2021

Table 2 shows change in bicycle facility miles between 2015 and 2019 in Los Angeles County. The overall miles of bicycle facility increased 10.3% countywide between 2015 and 2019, with bike lanes showing the greatest number of new miles (128 new miles or 12%), followed by bike routes (49 new miles or 8%), then cycle track (28 new miles or 373%), and lastly bike paths (3.4 new miles or 1%). Despite the investment trends summarized above for EFCs, the rate of increase in overall bicycle infrastructure between 2015 and 2019 was slower in EFCs than in non-EFCs (6.7% vs 11.4%). While it is important to highlight that most growth in Class IV bike facilities occurred in EFCs, the overall trend in fewer total miles of bicycle facility implementation may indicate challenges that many lower-resource agencies face with project development and construction. Nonetheless, Metro will continue to further promote and emphasize regional attention on EFC communities in support of bicycle infrastructure planning, grant funding, design and construction.

Table 2: Change in Bicycle Facility Miles (2015 to 2019)

<i>Mode</i>	<i>2015 Facility Miles</i>			<i>2019 Facility Miles</i>			<i>Percent Change (2015-2019)</i>		
	<i>County-wide</i>	<i>EFC</i>	<i>Non-EFC</i>	<i>County-wide</i>	<i>EFC</i>	<i>Non-EFC</i>	<i>County-wide</i>	<i>EFC</i>	<i>Non-EFC</i>
<i>Class I Bike Path</i>	348	54	294	352	56.8	295	1.0%	4.4%	0.3%
<i>Class II Bike Lane</i>	1,058	237	821	1,186	250	936	12.1%	5.4%	14.0%
<i>Class III Bike Route</i>	609	173.6	435	658	173.9	484	8.0%	0.2%	11.2%
<i>Class IV Cycle Track</i>	7.5	2.3	5.2	35.5	18	17.5	373.3%	682.6%	236.5%
Totals	2,022.6	466.9	1,552.2	2,230.5	498.7	1,733	10.3%	6.7%	11.4%

Source: Metro 2016, SCAG 2019

3.2 Commuting Trends

Table 3 displays the change in commute mode share and number of commuters between 2015 and 2019. The total number of commuters between 2015 and 2019 increased countywide by 6.5% or about 300,000 trips. The share of commuters who drive alone increased faster than overall commuters over this same period, at 7.2% or about 200,000 drive alone trips. The share of transit (-1.0%), bicycle (-0.1%) and pedestrian (-0.1%) commuters declined countywide over this period. These findings have important implications for Metro in terms of its past and future role in influencing mode shift away from driving to healthier and more sustainable modes.

Table 3: Change in Commute Mode Shares (2015 to 2019)

Mode	2015 Mode Shares (Number of Commuters)			2019 Mode Shares (Number of Commuters)			Change in Mode Share (2015-2019)		
	County-wide	EFC	Non-EFC	County-wide	EFC	Non-EFC	County-wide	EFC	Non-EFC
Total Commuters	4.5M	1.2M	3.3M	4.8M	1.3M	3.5M	6.5%	10.8%	5.0%
Drive Alone	73% (3.3M)	63% (786,100)	76.6% (2.5M)	74% (3.6M)	67% (901,000)	76.6% (2.7M)	1.0%	3.7%	0.2%
Transit	6.8% (307,900)	14.4% (175,300)	4.0% (132,600)	5.8% (280,000)	11.8% (158,400)	3.5% (121,300)	-1.0%	-2.7%	-0.5%
Bicycle	0.9% (41,200)	1.2% (15,100)	0.7% (26,100)	0.8% (37,400)	1.0% (12,900)	0.7% (24,500)	-0.1%	-0.3%	-0.1%
Pedestrian	2.8% (128,200)	4.3% (52,000)	2.3% (76,200)	2.7% (129,700)	3.8% (50,800)	2.3% (78,800)	-0.1%	-0.5%	<0.1%

Source: US Census, 2015 and 2019 American Community Survey (5-year estimates)

Note: Commute trips refer to those trips made for the purpose of working.

Similarly unfortunate commute trends are seen in the EFC areas, with more intense shifts away from transit (-2.7%), cycling (-0.3%), and walking (-0.5%), toward driving (3.7%). The non-EFC areas also experienced these same commute trends, but at lower rates overall.

3.3 Collisions

Table 4 presents change in collisions per 10,000 people between 2015 and 2019 across Los Angeles County. In terms of countywide, injury-related vehicle-vehicle collisions per 10,000 people, we see only a slight increase (1.2%) over the 5-year period, which is comparable to the increase in drive alone mode share (1%). Bicycle-vehicle collisions per 10,000 people declined by 19.2% countywide, while the number of bicycling commuters only declined 9.2% (from 41,200 to 37,400 cyclists), indicating a lower proportion of bicycle collisions to bicycle commuters countywide. Pedestrian-vehicle collisions per 10,000 people increased by almost 5% countywide over the 5-year period, while pedestrian commuters only increased by about 1.2% (from 128,200 to 129,700 pedestrians), indicating an increase in pedestrian injury collisions to pedestrian commuters countywide.

Collisions rates are higher in EFC areas than non-EFC areas for all modes (vehicle, bike, and pedestrian), under both 2015 and 2019 conditions. This is a critical equity concern for the region

moving forward and should be addressed in the ATSP update. The change in collisions between 2015 and 2019 shows more favorably for all modes in non-EFCs compared with EFCs. Of note, pedestrian collision rates increased 10% in EFC areas and only 0.2% in non-EFC areas.

In summary, while miles of bicycle infrastructure increased countywide (10.3%), the number of bicycle commuters declined (-9.2%) as well as the bicycle mode share (-0.1%).

This unexpected trend also occurred in EFCs where miles of bicycle infrastructure increased by 6.7%, and bicycle mode share declined by -0.3%. In non-EFC areas, bicycle infrastructure increased by 11.4% while bicycle mode share declined by -0.1%. Interestingly, non-EFC areas received relatively more infrastructure and experienced a lower rate of bicycle mode share decline.

Table 4: Change in Collisions per 10K Population (2015 to 2019)

Mode	2015 Collisions			2019 Collisions			Percent Change (2015-2019)		
	County-wide	EFC	Non-EFC	County-wide	EFC	Non-EFC	County-wide	EFC	Non-EFC
Vehicle	35.86	37.42	35.21	36.30	40.99	34.30	1.2%	9.6%	-2.6%
Bicycle	4.03	5.67	3.35	3.26	4.83	2.59	-19.2%	-14.8%	-22.6%
Pedestrian	5.19	7.76	4.11	5.44	8.53	4.12	4.8%	10.0%	0.2%

Source: Transportation Injury Mapping System (TIMS) - SafeTREC Berkeley

Bicycle collisions decreased countywide (19.2%), even more dramatically than bicycle mode share, indicating an encouraging safety trend for cyclists. This positive safety trend is more pronounced in non-EFC areas, which experienced a collision rate reduction of 22.6% compared with EFC areas, where collision rates declined by only 14.8%.

Countywide pedestrian mode share decreased -0.1%, similarly as the cycling mode share, and more so in EFCs than in non-EFCs. While mode share declined, however, countywide collision rates for pedestrians increased by 4.8%, indicating a concerning safety trend for pedestrians. Even more concerning, while the number of pedestrian commuters decreased in EFCs (-2.3%), pedestrian-vehicle collisions in these areas increased substantially (10%) compared to non-EFC areas (0.2%), and significantly more than the countywide rate of 4.8%.

These trends – especially in commuter mode shift away from transit, walking and cycling to driving, and the disproportionate change in pedestrian collision rates in EFCs compared to countywide and non-EFC collision rates – set an important context for considering how Metro might strengthen its role in activating positive change toward improved safety and comfort for cyclists and pedestrians.

4.0 Best Practices Review

This section reviews national best practices in developing policy frameworks for long range and active transportation mobility plans. This section – along with the previous section establishing

current trends and challenges faced by Metro in improving active transportation – provides a foundation for proposing an updated policy framework for the ATSP update in the subsequent sections of this memorandum.

Per the Federal Highway Administration (FHWA), performance-based planning efforts should address four fundamental questions, each informed by stakeholder input and existing policies¹:

1. **Vision & Goals** answer the question, *Where do we want to go?*: a clear strategic vision outlining the goals and objectives the program intends to achieve. Goals should be clear, concise, and distinct from one another.
2. **Performance Metrics** answer the question, *How are we going to get there?*: clear performance measures linked to each goal, each of which the program should be able to move or influence. Metrics should reflect available data and methods.
3. **Program** answers the question, *What will it take?*: the investments, policies, and strategies intended to “move the needle” on identified metrics.
4. **Benefits Evaluation** answers the question, *How did we do?*: evaluation of the Program’s performance, using the identified Performance Metrics.

Implications for ATSP Policy Framework. In light of these guidelines, our review of the 2016 plan elements revealed the following guiding principles for consideration in the update to the ATSP policy framework:

- The **Policy Framework** identified in this memorandum should set the *vision & goals* and *performance metrics* for use in the ATSP. Once approved, the *program* and *benefits evaluation* of the ATSP should use these goals and measures as a guide.
- **Goals** should be concise and distinct, and clearly reflect desired AT outcomes rather than jumping ahead to proposed strategies. Improvements to the active transportation network, first/last mile improvements, and other ATSP programs should be identified with these goals in mind.
- The **Objectives** identified in 2016 ATSP were related more to the plan development process and scope of work than the vision & goals. While useful in describing the purview of the ATSP, these pertain more to the building of the ATSP *program*, and we suggest these be refocused to reflect specific, measurable aims that nest within stated goals.
- **Performance Metrics** should be streamlined and tied directly to identified objectives. A distinction should be made between *outcome* metrics, which measure desired end results but may be the function of multiple interacting factors outside the control of Metro or jurisdictions; and *investment* metrics, which measure the direct or indirect actions of Metro and its partners to encourage those desired outcomes.

¹ <https://www.fhwa.dot.gov/tpm/guidance/>

5.0 Policy Review

This section provides a brief summary of relevant state, regional, and local plans and policies that were reviewed to inform the proposed ATSP update policy framework. Following a brief description of each document, high-level findings and implications for the ATSP update are summarized.

5.1 Long Range Planning and Visioning Documents:

- **California Transportation Plan (CTP) 2050. (2021)** The California Transportation Plan (CTP) 2050 is the state's federally required long-range transportation plan, which also identifies a multimodal strategy for meeting state greenhouse gas (GHG) reduction targets. The CTP establishes an aspirational vision that articulates goals, policies, and recommendations to improve multimodal mobility and accessibility while reducing GHG emissions. It cites improvements to active transportation as one of a small set of priority strategies to meet these state goals.
- **N-19-19 (2020) / Climate Action Plan for Transportation Infrastructure (CAPTI). (2021)** Governor Newsom's Executive Order N-19-19 (2020) emphasized the State of California's commitment to supporting climate action. As a response to N-19-19, CAPTI outlines strategies and actions that will advance more sustainable, equitable, and healthy modes of transportation such as walking, biking, and taking transit. It also describes a strategy to accelerate the transition to zero-emission vehicles. CAPTI uses the goals identified in CTP 2050 (see next bullet) as a guiding vision, and it serves as an implementation roadmap for both the Executive Order, and for CTP 2050.
- **California Senate Bill 743. (2013)** SB 743 seeks to prioritize statewide policies that combat climate change by reducing greenhouse gas emissions, encouraging infill development to reduce sprawl, and promoting multi-modal transportation networks. The State Legislation specifically sites providing clean and efficient access to destinations while also improving public health through active transportation. The implementation of the bill in 2018 shifted the discourse around reducing congestion towards mitigating additional driving by investing in other modes, changing development patterns, and charging for parking.
- **SCAG Connect SoCal - Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). (2020)** Connect SoCal is SCAG's Regional Transportation Plan / Sustainable Communities Strategy, which lays out a 25-year plan for the six-county region. The plan aims to improve mobility and reduce greenhouse gas emissions with strategies that consider land use and transportation while aligning and connecting transportation investment across Southern California.
- **Metro Subregional Mobility Matrices. (2015)** In 2015, Metro Subregional Mobility Matrices were developed for each of LA County's subregions. The Mobility Matrices utilized a stakeholder-driven process to set subregional goals, identify multimodal transportation needs, and desired improvements for each of the county's subregions. The Mobility Matrices were a critical "bottom-up" solution to identifying shared countywide goals, which informed the development of Metro's Measure M project list, and the goals identified in the 2020 Long Range Transportation Plan.

- **Vision 2028. (2018)** Vision 2028's intent was to set a mission, vision, performance outcomes, and goals for Metro, and to put in motion specific initiatives and performance outcomes towards which Metro and its partners will strive in pursuit of a better transportation future. The goals and metrics identified in Vision 2028 informed the development of Metro's LRTP priority areas.
- **Metro Long Range Transportation Plan (LRTP). (2020)** Metro's LRTP for LA County includes a stakeholder-driven vision framework, a snapshot of existing conditions, a recap of engagement activities, and recommendations for transportation infrastructure improvements to meet the vision. The document, also known as "Our Next LA," outlines an aspirational vision for the future system using four priority areas: (1) Better Transit, (2) Less Congestion, (3) Complete Streets, and (4) Access to Opportunity. Embedded in each priority area are a range of performance metrics, including many directly relevant to the ATSP.

5.2 Active Transportation Plans, Programs, and Policies:

- **California Active Transportation Program (ATP).** California's Active Transportation Program (ATP) is a biannual competitive funding opportunity for local and regional projects that encourage increased bicycling and walking. The ATP is a Caltrans-administered program that distributes both state and federal funds for active transportation. It encourages local agencies to apply for funding with millions of discretionary transportation dollars to address climate change while supporting public health, safety and equity.
- **Toward an Active California: State Bicycle & Pedestrian Plan. (2017)** The primary goal of California's Statewide Bicycle and Pedestrian Plan is to increase rates of bicycling and walking while reducing fatalities among cyclists and pedestrians. The plan guides the planning, development, and investments in infrastructure for people that do not use cars. It describes Caltrans' four overarching objectives as safety, increasing walking and bicycling mode share, maintaining high quality infrastructure, and investing in communities that are most dependent on active transportation and transit.
- **Active Transportation Strategic Plan (ATSP). (2016)** Geared toward stakeholders and Metro partners, the 2016 ATSP identified the framework and resources available for delivering active transportation projects throughout Metro's service area. Its guiding framework is indicated in the introduction to this document.
- **Metro Complete Streets Policy. (2014)** The Policy demonstrates Metro's ongoing commitment to improving mobility in the region and ensuring that streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices.
- **Metro First-Last Mile Strategic Plan (2014)** The strategic plan outlines an infrastructure improvement strategy designed to facilitate easy, safe, and efficient access to Metro's transit system. The explicit goals of the plan are to expand the reach of transit through infrastructure improvements and maximizing multi-modal benefits and efficiencies. The plan marked a greater shift towards emphasizing a safe, accessible, and comfortable user experience during their journey to transit stations.

- **Metro First/Last Mile Guidelines. (2021)** The First/Last Mile (FLM) Guidelines describes the process by which Metro and local jurisdictions partner in the planning, design, and construction of FLM improvements for new rail transit and bus rapid transit (BRT) corridor projects. The Guidelines intend to fulfill Metro's vision for safe, connected FLM pathways to new transit stations.

5.3 Other Policies and Plans

- **Metro First/Last Mile Board Motion 14.1 & 14.2. (2016)** The Metro Board of Directors established a vision for enhanced station access and safety by enacting First/Last Mile (FLM) policies. Specifically, Motion 14.1 in May 2016, followed by Motion 14.2 in June 2016, directed activities to facilitate and implement FLM networks around transit stations and stops countywide. Taken together, these policies envision a network of routes extending out from transit stations that are designed to meet the needs of transit riders and improve the customer experience. As most transit riders walk, bike, or roll to and from stations, the focus of FLM access is on optimizing connectivity and safety for active modes of travel.
- **Metro Equity Platform (2018)** Metro's Equity Platform is designed to inform, shape, and guide every facet of Metro's business, on a continuing basis, to guide projects, investments, and new initiatives. It is built around four pillars: (1) Define and Measure, (2) Listen and Learn, (3) Focus and Deliver, and (4) Train and Grow. As part of the implementation of the Equity Platform, Metro worked with the Policy Advisory Council to identify "Equity Focus Communities" (EFCs) using a data-driven approach that considered race, income, and car ownership to identify the top 1/5 of communities in need of equity assistance. These EFCs allow for equity performance evaluation across most systemwide performance measures.
- **Metro Climate Action and Adaptation Plan. (2019)** The 2019 Climate Action and Adaptation Plan (CAAP) builds on Metro's existing commitments to environmental and sustainability stewardship by creating a visionary path for minimizing contributions to climate change while building resilience to a changing climate. The plan identifies thirteen measures to achieve zero emissions by 2050 and emphasizes equitable interventions across user groups and communities. It is intended to guide decision-making, planning, policy development, staff training, funding and other project priorities.
- **Metro Transit to Parks (T2P) Strategic Plan. (2019)** The T2P Plan lays out a strategy, via pilot projects, policies, and programs, for increased access to parks with a focus on communities of interest. The process was structured around goal setting, best practice review, data analysis, and plan preparation. The Best Practice Review, conducted by an Advisory Committee with diverse representation, draws inspiration from Metro's core values of equity, quality access, innovation, fiscal responsibility, and team work to develop recommendations. It suggests using physical interventions that are in line with Metro's 2016 Active Transportation Strategic Plan to increase access.
- **Metro NextGen Bus Plan. (2020)** Blending detailed customer outreach and innovative analysis of location-based services (LBS) cell data and TAP card data, Metro's NextGen Bus Study assessed customer needs, countywide demand for transit, as well as transit's competitiveness with auto travel in key travel markets. NextGen used a goal-driven process to evaluate the benefits and costs of various changes in the countywide bus system, and provided sheets that provide an overview of how each bus line is changing, proposed service frequency improvements, and other customer benefits.

- **Metro Moving Beyond Sustainability. (2020)** Moving Beyond Sustainability (MBS) outlines a comprehensive sustainability strategy for the next decade to make Metro facilities greener, reduce air pollution and trash from construction and reduce smog and greenhouse gases across LA County. The plan seeks to help provide high-quality mobility options that enable people to spend less time traveling, deliver outstanding trip experiences for all users, enhance communities and lives through mobility and access to opportunity, transform LA County through regional collaboration and national leadership, and provide responsive, accountable, and trustworthy governance within Metro.

Metro Equity Tool. (2021) In 2021, Metro’s Office of Equity and Race developed the Metro Equity, Planning and Evaluation Tool (EPET), intended for use throughout Metro projects, programs, plans, policies, and initiatives. It includes guidance on connecting community results to project outcomes; analyzing data to address equity issues; community engagement; and planning for equitable outcomes.

- **Metro Gender Action Plan. (2022)** Metro’s Gender Action Plan (GAP) is being developed to implement the recommendations of the 2019 Understanding How Women Travel study, which was the first step in Metro’s process to better understand and serve the needs and preferences of women riders. The GAP is a tactical plan to implement policy, fare, design and service changes that will improve the travel experiences of people who identify as women across the Metro system.

Implications for ATSP Policy Framework. A thorough review of these documents revealed five primary goals to consider in the ATSP Update:

- **Equity.** Improving service to populations such as communities of color, low-income people, and other historically marginalized users, is a widespread theme across the relevant literature. Metro’s Equity Platform, adopted after the 2016 ATSP, articulates an agency commitment to incorporate equity into all facets of their work, while the Metro EPET offers specific guidance on methods and considerations for evaluating impacts on equity. State (CTP 2050) and regional (Connect SoCal) documents reaffirm this priority at all levels of government. Equity as a goal refers not only to equitable improvements to *access*, but also to *mobility, safety*, and all other active transportation goals
- **Safety & Comfort.** Existing policies nearly all identify safety as a key multimodal priority, rendered even more critical for active travelers, who are more vulnerable to severe injuries and fatalities. Many of the policy documents, including the 2016 ATSP, the CTP, and the FLM Strategic Plan, emphasize the importance of increasing safety and comfort as key to expanding alternatives to private auto travel, including walking, biking, or rolling alone; or as a complement to transit use. Numerous jurisdictions in LA County have developed Vision Zero plans, which aim to move the broader transportation network toward zero fatalities. Furthermore, both SCAG and Caltrans have established serious injury and fatality rate reduction targets.
- **Accessibility.** Accessibility to active transportation options is another consensus policy priority. Not only does the active mobility user need to feel safe and comfortable, they must also have access to viable alternatives to auto travel that serve key locations and provide connectivity to goods/services/amenities. Policies from the CTP, NextGen, the T2P, the

L RTP, and the Mobility Matrices, to name a few, each discuss enhancements around transit stations and recreational facilities as key to improving active transportation options to Angelenos' preferred destinations.

- **Connectivity.** Connectivity refers to the active traveler's ability to navigate an entire trip using a continuous, direct, and integrated system. The literature highlights the importance of connecting existing and proposed improvements into a larger network, which provides ever more users with robust, end-to-end active travel routes.
- **Sustainability.** Reducing greenhouse gas (GHG) emissions to support climate change mitigation is a state and regional priority referenced in nearly all reviewed documents. Increases in active transportation trips result in reduced vehicle miles traveled (VMT) and associated GHG emissions to the extent that they replace or reduce auto trips. Thus, improvements to active transportation safety & comfort, accessibility, mobility & connectivity, and equity, each contribute to GHG reduction goals. Both federal and state programs have increased commitments to active transportation planning and construction over prior years with broadening recognition of the climate crises.

Figure 2 shows how each policy document relates to these goals. The following section proposes a Policy Framework for the ATSP update drawn from this review.

Figure 2 Goals Addressed in Relevant Document

Policy Document	Safety & Comfort	Accessibility	Mobility & Connectivity	Sustainability	Equity
Long Range Planning and Visioning					
California Senate Bill 743 (2013)	✓	✓	✓	✓	✓
LA County Mobility Matrices (2015)	✓	✓	✓	✓	✓
Metro Vision 2028 (2018)	✓	✓	✓	✓	✓
SCAG Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) - Connect SoCal (2020)	✓	✓	✓	✓	✓
Metro Long Range Transportation Plan (LRTP) (2020)	✓	✓	✓	✓	✓
N-19-19 (2020) Climate Action Plan for Transportation Infrastructure (CAPTI) (2021)		✓	✓	✓	✓
Active Transportation Plans					
California Active Transportation Program (2013)	✓	✓	✓	✓	✓
Metro First/Last Mile Strategic Plan and 2021 Guidelines (2014)	✓	✓	✓	✓	✓
Metro Complete Streets Policy (2014)	✓	✓	✓	✓	✓
California Active Transportation (ATP) Plan (2016)	✓	✓	✓	✓	✓
Metro Active Transportation Strategic Plan (ATSP) (2016)	✓	✓	✓	✓	✓
California Transportation Plan (CTP) 2050 (2021)	✓	✓	✓	✓	✓
Other Policies					
Metro Equity Platform (2018)	✓	✓	✓	✓	✓
Metro Climate Action and Adaptation Plan (2019)			✓	✓	✓
Metro Transit-to-Parks Strategic Plan (T2P) (2019)	✓	✓	✓	✓	✓
Metro NextGen Bus Plan (2020)	✓	✓	✓	✓	✓
Metro Moving Beyond Sustainability (MBS) (2020)	✓		✓	✓	✓
Metro Gender Action Plan (GAP) (2021)	✓	✓	✓		✓

6.0 Proposed Policy Framework

This section presents a proposed Policy Framework for the ATSP update, drawn from the examination of countywide active transportation trends, national best practices, and our review of relevant policies and programs. It consists of goals and objectives that align in a cohesive guiding structure:

- **Goals** are the broad, policy-level active transportation outcomes that Metro intends to affect through its policies and programs. This review of plans and studies identified four primary goals for improving active transportation within Los Angeles County.
- **Objectives** are *specific* and *measurable* statements of purpose that nest within each goal and can be evaluated using one or more performance metrics.

Each goal is paired with an initial draft statement of the desired future *outcomes* for active transportation and is supported by one or more objectives. There are two categories of objectives included in the framework:

- Those that concern **system investments**, over which Metro has direct or partial control in its limited active transportation role; and
- Those that concern **desired outcomes**, or the end results these investments are intended to achieve, although such outcomes are *also a function of broader demographic, political, behavioral, economic, and other exogenous forces*.

While *desired outcome* objectives are critical benchmarks that together provide a snapshot of the overall active transportation system's performance, *system investment* objectives directly correlate with aspects of Metro's role in improving active transportation as described in the first section of this document.

With these caveats in mind, the proposed initial Draft Policy Framework consists of the following goal statements and objectives:

- **1.0 EQUITY: *Low-income populations, communities of color, and other vulnerable and underserved people have equitable access to safe and convenient active transportation options.*** Metro is committed to plans and programs that eliminate racial and social disparities and enable people to enjoy an enhanced quality of life. This goal considers the extent to which active transportation-related racial and social inequities are being meaningfully reduced, relative to non-EFCs. It aligns with the CTP 2050/CAPTI goal of *Equity*, and Our Next LA's Priority Area of *Access to Opportunity*.

Objectives

- 1.1 Improved data-driven understanding of the challenges facing disadvantaged active transportation users (outcome)
- 1.2 Prioritized active transportation interventions in EFCs (outcome)
- 1.3 Sustained and meaningful participation of EFCs in the planning and design of active transportation projects (outcome)

- **2.0 SAFETY & COMFORT: *Bicycling, walking, and rolling are increasingly safe and comfortable.*** The lack of safety, security, and comfort of travelers is one of the primary deterrents to walking and cycling. This goal establishes the desire for a safer and more comfortable environment for walking, biking, and rolling in Los Angeles County. It aligns with the CTP 2050/CAPTI goal of *Safety*; Connect SoCal's Core Vision component of *Complete Streets*, and Our Next LA's Priority Area of *Complete Streets*.

Objectives

2.1 Eliminate fatalities and severe injuries for bicyclists and pedestrians, with a focus on high collision rate areas where communities of color face disproportionate impacts.

(outcome)

2.2 Increased low stress, high quality facilities for bicycling, walking, and rolling, and traffic calming improvements that support and protect the most vulnerable active transportation users. (investment)

2.3 Increased opportunities to learn skills, build confidence, and enjoy bicycling, walking, and rolling for community members. (outcome)

- **3.0 ACCESSIBILITY: *Bicycle and pedestrian access to transit, jobs, and other destinations is increasingly convenient and competitive.*** Greater convenient access to critical destinations such as employment centers, recreational areas and transit stations will improve the countywide mode share of active travel and transit. This goal aligns with the CTP 2050/CAPTI goal of *Accessibility*; Connect SoCal's Core Vision components of *Complete Streets* and *Transit Backbone*; and Our Next LA's Priority Areas of *Complete Streets*, *Access to Opportunity*, and *Better Transit*.

Objectives

3.1 Expanded and enhanced active transportation access to transit with a focus on those that rely on non-vehicular travel for household cost savings (outcome)

3.2 Expanded and enhanced active transportation access to socio-economic opportunities (investment)

- **4.0 CONNECTIVITY: *An expansive and connected world-class bicycle and pedestrian network serves a growing share of countywide trips.*** Whereas accessibility focuses on access to destinations, this goal is concerned with the overall system as a whole. The greater and more connected the regional active transportation system becomes, the more it will be able to serve a larger share of countywide trips. This goal aligns with the CTP 2050/CAPTI goals of *Accessibility* and *Infrastructure*; Connect SoCal's Core Vision component of *Complete Streets*, and Our Next LA's Priority Area of *Complete Streets*.

Objectives

4.1 Enhanced viability and competitiveness of multi-modal transportation options (outcome)

4.2 Expanded countywide bicycle and pedestrian networks (investment)

- **5.0 SUSTAINABILITY: *Active transportation is an integral component of a sustainable transportation system that contributes to regional climate change mitigation efforts.*** State policies such as SB 743, N-19-19, and CAPTI; as well as regional priorities outlined in Metro's Climate Action Plan, Moving Beyond Sustainability, and SCAG Connect SoCal, have established clear transportation-related climate goals centered on the reduction of

VMT and associated GHG emissions. The more users choose active transportation over the automobile, the greater these reductions can be.

Objectives

- 5.1 Increased usage of walking and cycling for short trips (outcome)
- 5.2 Expanded active transportation facilities in communities with the highest rates of pollution (outcome)
- 5.3 Reduced transportation-related climate impacts (outcome)

Table 5 provides a snapshot of the proposed policy framework, including goals, objectives, and performance measures.

Table 5 Proposed 2022 Policy Framework

GOALS		OBJECTIVES	PERFORMANCE MEASURES (PMs)
EQUITY	1.0 <i>Low-income populations, communities of color, and other vulnerable and underserved people have equitable access to safe and convenient active transportation options.</i>	1.1 Improved data-driven understanding of challenges facing disadvantaged active transportation users	1.1.1 Annual data on safety conditions in EFCs
		1.2 Prioritized active transportation interventions in EFCs	1.2.1 Metro 2021 investment in bicycle and pedestrian improvements by EFC/non-EFC 1.2.2 Discretionary grant funds received by EFC/non-EFC
		1.3 Sustained and meaningful participation of EFC communities in the planning and design of active transportation projects	1.3.1 [To be furthered by Metro through planning and/or funding of projects in the AT network, in concert with local partners]
SAFETY & COMFORT	2.0 Bicycling, walking, and rolling are increasingly safe and comfortable	2.1 Eliminate fatalities and severe injuries for bicyclists and pedestrians, with a focus on high collision rate areas where communities of color face disproportionate impacts	2.1.1 Annual number and rate of bicycle and pedestrian fatalities and severe injury by EFC/non-EFC 2.1.2 Race/ethnicity, household income, and car ownership for areas with highest 10% annual rate of bicycle and pedestrian fatalities and severe injuries 2.1.3 Rate of trips made by bicycling and walking by race/ethnicity
		2.2 Increased low stress, high quality facilities for bicycling, walking, and rolling, and traffic calming improvements that support and protect the most vulnerable active transportation users.	2.2.1 Miles of low stress bikeways by EFC/non-EFC 2.2.2 Rates of cycling and walking by gender
		2.3 Increased opportunities to learn skills, build confidence, and enjoy bicycling, walking, and rolling for community members.	2.2.3 [To be advanced through Metro educational and safety campaigns around walking, biking and rolling]
AC CES SIBI	3.0 Bicycle and pedestrian access to transit, jobs, and	3.1 Expanded and enhanced active transportation access to transit with a focus on those that rely on non-vehicular travel for household cost savings	3.1.1 Rate of bike and walk to transit 3.1.2 Estimated % walk and bike access to transit (LOCUS)

GOALS		OBJECTIVES	PERFORMANCE MEASURES (PMs)
	other destinations is increasingly convenient and competitive		3.1.3 Walk/bike/transit scores for FLM station areas 3.1.4 Number of supportive facilities at stations including # of bike hubs / # of stations with bike lockers / # of short-term parking spaces / # of long-term parking spaces by EFC/non-EFC
		3.2 Expanded and enhanced active transportation access to socioeconomic opportunities	3.2.1 Miles of bike facilities (I/II/III/IV) within ½-mile of schools, parks, and major employment centers by EFC/non-EFC
CONNECTIVITY	4.0 An expansive and connected world-class bicycle and pedestrian network serves a growing share of countywide trips	4.1 Enhanced viability and competitiveness of multi-modal transportation options	4.1.1 Estimated number of bicycling and pedestrian trips (LOCUS)
		4.2 Expanded countywide bicycle and pedestrian networks	4.2.1 Miles of countywide bicycle network by type by EFC/non-EFC
SUSTAINABILITY	5.0 Active transportation is an integral component of a sustainable transportation system that contributes to regional climate change mitigation efforts.	5.1 Increased usage of walking and cycling for short trips	5.1.1 % of trips <3 miles made by bicycling or walking (LOCUS)
		5.2 Expanded active transportation facilities in communities with the highest rates of pollution	5.2.1 Miles of bicycle facilities in communities with a CalEnviroScreen score >90
		5.3 Reduced transportation-related climate impacts	5.3.1 Estimated VMT reduction resulting from active transportation 5.3.2 Estimated GHG reduction resulting from active transportation

Performance Measures & Data Limitations. Proposed performance measures for each objective are presented in the Policy Framework table above. Desired measures that are not currently available are indicated in the Policy Framework in *red font*. Metrics are generally limited to those that:

- **Can be influenced or furthered by Metro.** For example, *increased low-stress facilities* is included as a Safety & Comfort goal, while desirable objectives such as meeting ADA accessibility standards would fall under the purview of cities, and are therefore not included.
- **Can be directly advanced through provision of active transportation improvements.** For instance, while Metro's equity policy includes consideration of critical issues such as displacement, gentrification, and enforcement; the nexus between active transportation and these issues is difficult to establish under existing data and methods.

The policy framework presented in Table 5 is intended for use in the assessment of existing conditions, the selection and development of plan strategies, and the calculation of benefits.

7.0 Baseline Performance Measures

Tables 6 through 10 show the baseline performance measures consistent with the Policy Framework using the most recent available data.

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Table 6 Baseline Performance – Equity Measures

Goal	Objective		County-wide	EFCs	Non-EFCs
EQUITY	1.1 Improved data-driven understanding of challenges facing disadvantaged active transportation users	1.1.1. [Annual data on safety conditions in EFCs]	-- ¹	--	--
	1.2 Prioritized active transportation interventions in EFCs	1.2.1. Metro investment in bicycle and pedestrian improvements by EFC/non-EFC ²	\$330,000,000	76%	24%
		1.2.2. Discretionary grant funds received by Metro by EFC/non-EFC ²	\$368,513,000 (28% per ATP Cycle On Average)	n/a ³	n/a
	1.3 Sustained, meaningful participation of EFC communities in the planning and design of active transportation projects	1.3.1. [To be furthered by Metro through planning and/or funding of projects in the AT network, in concert with local partners]	--	--	--

Notes:

1. Double dash "--" means data is not measurable or does not need to be measured for this performance measure.
2. Metro, 2021
3. "n/a" means data is not currently available but should be measured going forward.

Table 7 Baseline Performance – Safety & Comfort Measures

Goal	Objective	Performance Measure	County-wide	EFCs	Non-EFCs
SAFETY & COMFORT	2.1 Eliminate fatalities and severe injuries for bicyclists and pedestrians, with a focus on high collision rate areas where communities of color face disproportionate impacts	2.1.1a. Annual number and rate of cyclist fatalities (fatalities per 10K people) ¹	40 (0.04)	15 (0.05)	25 (0.04)
		2.1.1b. Annual number and rate of cyclist severe injury (severe injury per 10K people) ¹	242 (0.24)	114 (0.38)	128 (0.18)
		2.1.1c. Annual number and rate of pedestrian fatalities (fatalities per 10K people) ¹	273 (0.27)	113 (0.38)	160 (0.23)
		2.1.1d. Annual number and rate of pedestrian severe injury (severe injury per 10K people) ¹	856 (0.85)	419 (1.39)	437 (0.62)
		2.1.2a. Percent non-white population in areas with highest 10% annual rate of bicycle- and pedestrian-involved collisions and countywide percentage of non-white ³	82% (74%)	-- ²	--
		2.1.2b. Percent low-income (<\$35K) households in areas with highest 10% annual rate of bicycle- and pedestrian-involved fatalities and severe injury collisions and countywide percentage of low-income ³	41% (27%)	--	--
		2.1.2c. Percent of zero-vehicle households in areas with highest 10% annual rate of bicycle- and pedestrian-involved fatalities and severe injury collisions and countywide percentage of zero-vehicle households ³	6% (4%)	--	--
		2.1.3a. Percent walk/bike trips by White population ⁴	43.4%/ 48.2%	--	--

Goal	Objective	Performance Measure	County-wide	EFCs	Non-EFCs
		2.1.3b. Percent walk/bike trips by Black population ⁴	1.9%/0	--	--
		2.1.3c. Percent walk/bike trips by Asian population ⁴	20.8%/14.8%	--	--
		2.1.3d. Percent walk/bike trips by Hispanic population ⁴	17.0%/11.1%	--	--
		2.1.3e. Percent walk/bike trips by multi-racial population ⁴	7.6%/14.8%	--	--
		2.1.3f. Percent walk/bike trips by other race population ⁴	9.4%/11.1%	--	--
	2.2 Increased low stress, high quality walking facilities, cycling facilities, and traffic calming improvements that support and protect the most vulnerable active transportation users	2.2.1. Miles of low stress bikeways by EFC and non-EFC ⁵	387.1	74.8	312.3
		2.2.2a. Rates of cycling by male/female ⁶	70%/30%	--	--
		2.2.2b. Rates of walking by male/female ⁶	42%/58%	--	--
	2.3 Increased opportunities for community members to learn skills, build confidence, and enjoy walking and bicycle	2.3.1. [To be advanced through Metro educational and safety campaigns around walking, biking and rolling]	--	--	--

Notes:

1. SWITRS 2019
2. Double dash "--" means data is not measurable or does not need to be measured for this performance measure.
3. SWITRS 2019 and ACS 2019
4. National Household Travel Survey (NHTS) 2017
5. This measure includes Class I (SCAG 2019) and Class IV (Metro 2019)
6. NHTS 2017 responses to question on "preferred alternative mode of transportation".

Table 8 Baseline Performance – Accessibility Measures

Goal	Objective	Performance Measure	County-wide	EFCs	Non-EFCs
ACCESSIBILITY	3.1 Expanded and enhanced active transportation access to transit with a focus on those that rely on non-vehicular travel for household cost savings	3.1.1a. Percent bike to transit ¹	3%	-- ²	--
		3.1.1b. Percent walk to transit ¹	76%	--	--
		3.1.2. Estimated % walk and bike access to transit (LOCUS)	CS TBD	--	--
		3.1.3. Walk/bike/transit scores for FLM station areas (Walk Score)	79/62/59	82/64/61	75/60/56
		3.1.4. Number of supportive facilities at stations including # of bike hubs / # of stations with bike lockers / # of short-term parking spaces / # of long-term parking spaces by EFC/non-EFC ³	6 51 1,119 1,234	4 16 n/a ⁴ n/a	2 35 n/a n/a
	3.2 Expanded and enhanced active transportation access to socioeconomic opportunities	3.2.1a. Miles of bike facilities (I/II/III/IV) within ¼ - mile of parks and percent of total mileage by EFC/non-EFC ⁵	1,179.0 (52.9%)	934.7 (54.0%)	244.3 (49.0%)
		3.2.1b. Miles of bike facilities (I/II/III/IV) within ½-mile of schools and percent of total mileage by EFC/non-EFC ⁵	168.0 (7.5%)	30.2 (6.1%)	137.8 (8.0%)
		3.2.1c. Miles of bike facilities (I/II/III/IV) within ½-mile of major employment centers ⁶ and percent of total mileage by EFC/non-EFC ⁵	387.8 (17.4%)	115.5 (23.2%)	272.2 (15.7%)

Notes:

1. Metro On-Board Transit Survey (2019)
2. Double dash "--" means data is not measurable or does not need to be measured for this performance measure.
3. 2016 ATSP Appendix J, Table 1
4. "n/a" means data is not currently available but should be measured going forward.
5. SCAG 2019; Metro 2019
6. SCAG Job Centers

Table 9 Baseline Performance – Connectivity Measures

Goal	Objective		County-wide	EFCs	Non-EFCs
CONNECTIVITY	4.1 Enhanced viability and competitiveness of multi-modal transportation options	4.1.1a. Estimated number of bicycling trips (LOCUS)	491,613	189,473	302,140
		4.1.1b. Estimated number of pedestrian trips (LOCUS)	4,124,944	1,281,804	2,843,140
	4.2 Expanded countywide bicycle and pedestrian networks	4.2.1a. Miles of countywide Class I bike facility and percent of total mileage ²	341 (18.0%)	40 (11.4%)	301 (19.5%)
		4.2.1b. Miles of countywide Class II bike facility and percent of total mileage ²	969 (51.2%)	182 (52.3%)	787 (50.9%)
		4.2.1c. Miles of countywide Class III bike facility and percent of total mileage ²	520 (27.5%)	103 (29.7%)	417 (27.0%)
		4.2.1d. Miles of countywide Class IV bike facility and percent of total mileage ²	64 (3.4%)	23 (6.7%)	41 (2.7%)

Notes:

1. Double dash "--" means data is not measurable or does not need to be measured for this performance measure.
2. Metro 2022

Table 10 Baseline Performance – Sustainability Measures

Goal	Objective		County-wide	EFCs	Non-EFCs
SUSTAINABILITY	5.1 Increased usage of walking and cycling for short trips	5.1.1. Percent of trips <3 miles made by bicycling or walking (LOCUS)	CS TBD	-- ¹	--
	5.2 Expanded active transportation facilities in communities with the highest rates of pollution	5.2.1. Miles of bicycle facilities in communities with a CalEnviroScreen score >90	167.9 (8.2%)	--	--
	5.3 Reduced transportation-related climate impacts	5.3.1. Estimated VMT reduction resulting from active transportation	50,380,058	7,307,980	43,072,078
		5.3.2. Estimated GHG reduction resulting from active transportation	17,051	2,473	14,577

Notes:

1. Double dash "--" means data is not measurable or does not need to be measured for this performance measure.
2. "n/a" means data is not currently available but should be measured going forward.

C

Appendix C

**Active Transportation
Network Development
Memo**



MEMORANDUM – Appendix C Active Transportation Network Development

TO: Jan Yonan, Metro

FROM: Sherry Ryan and Sasha Jovanovic, CR Associates

DATE: 03/22/23

RE: Active Transportation Network Development

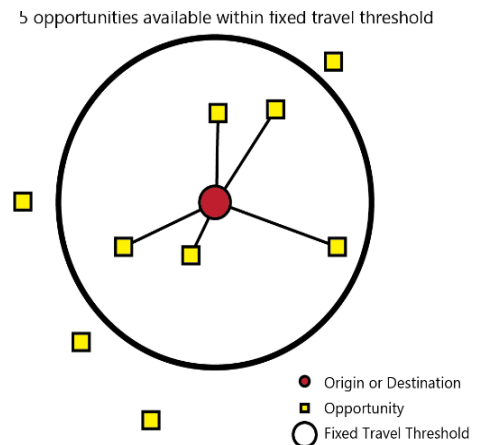
This memorandum summarizes CR Associates approach to developing the regional pedestrian district network, the updated bikeway network, and the updated first-last mile (FLM) network for the Metro Active Transportation Strategic Plan Update. The three networks are discussed below.

1.0 Pedestrian District Network

The identification of initial recommended pedestrian districts for the Metro ATSP planned network relied on geospatial analyses to identify contiguous urbanized areas of a minimum 500-acre size (slightly less than one square mile) where there are strong concentrations and varieties of trip-attracting destination types. The steps, inputs, thresholds, and definitions taken to identify locations meeting these definitions are described in this section.

1.1 Background

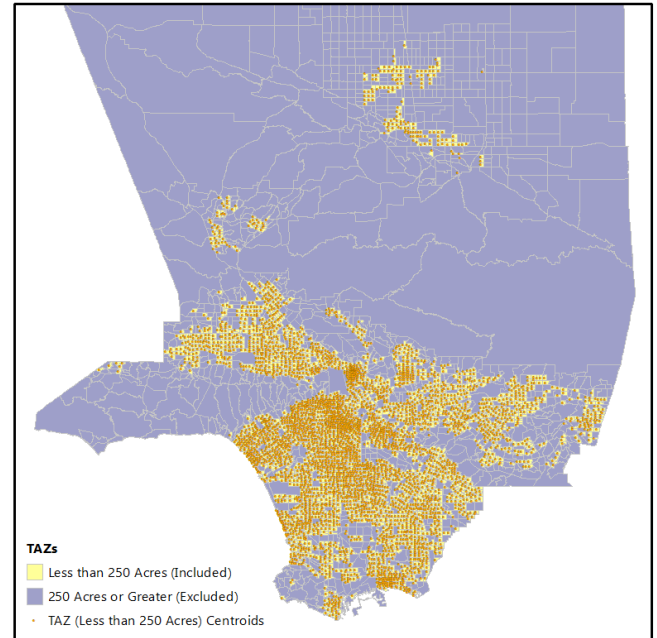
The identification of pedestrian districts relied upon the use of access measurements which are a broad suite of methodologies for quantifying destinations or opportunities reachable from a given origin within a specified travel distance (El-Geneidy and Levinson, 2006). Access measurements are often used to help better understand travel behavior, make comparisons between modes, and analyze the nexus of transportation systems and land use. They have proliferated in the study of travel behavior as the processing capabilities of Geographic Information Systems (GIS) software has improved and a wider variety of spatial datasets are available. A measure of access was generated for a set of origins spanning Los Angeles County using a one-mile pedestrian network travelshed. The destinations captured within each origin's travelshed were used to calculate an "Opportunity Score" (OS), based on the variety and quantity of destinations.



An abstract representation of an access measurement from one origin, showing a count of opportunities within a given travelshed.

1.2 Defining Travel Origins

Traffic Analysis Zones (TAZs) defined by SCAG and used in regional travel modeling were used to represent origins. These geographic units vary in area size though are intended to have roughly similar land use types and population sizes. Because network analysis requires origins to be points and not polygons, the geographic center point (centroid) of each TAZs was used to represent the conditions of that TAZ. There are 5,697 TAZs in Los Angeles County, and the median size of a TAZ is 105 acres. TAZs greater than 250 acres in area were excluded from the analysis because it is less likely for single point locations to accurately represent the travel conditions when the TAZ it represents is very large in area. Also, larger TAZs are typically less urbanized and are thus highly unlikely to comprise areas that have pedestrian-oriented urban form. Excluding these larger TAZs resulted in a total of 4,652 TAZs analyzed.

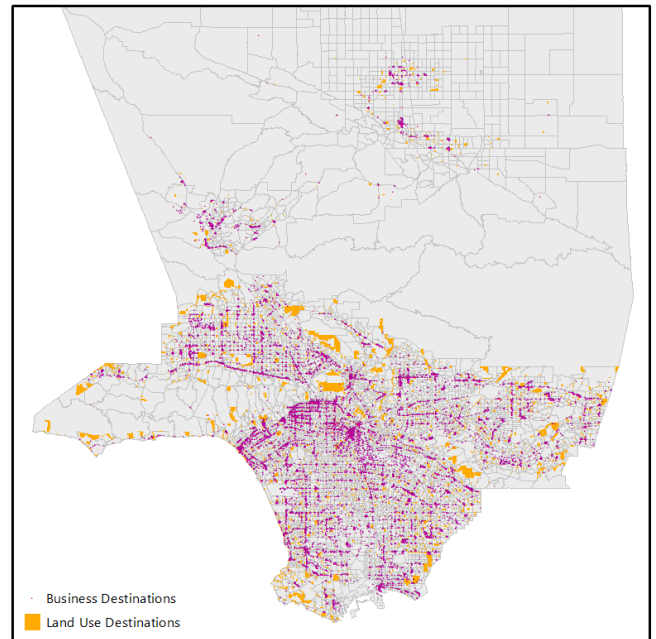


1.3 Defining the Pedestrian Network

The GIS shapefile used to model pedestrian network travelsheds was obtained from HERE Technologies. The HERE centerline shapefile is an exhaustive ground transportation network dataset used in technology applications to provide users navigational information. The data, which consists of network features including all types of roadways, streets and walkways, contains attributes which distinguishes between public and private access, paved and unpaved, and identifies where pedestrian access is allowed. The network used for this analysis was prepared to exclude links which do not allow public access, are unpaved, and types of roadways where pedestrians are not allowed access (such as freeways and freeway ramps).

1.4 Destination Types and Calculating the Opportunity Score

Destinations used to calculate each TAZ's Opportunity Score (OS) included trip attracting land uses and business categories. The land use categories used in the analysis, obtained from the most recent SCAG data, included schools, colleges, parks (beaches were combined in this category), hospitals and libraries. The business types included in this analysis included grocery stores, drug/health stores, full service restaurants, limited service restaurants, bar/snack/drink establishments, and retail. Business address locations were obtained from Data Axle, a marketing consultancy which maintains a comprehensive business location database. These categories were selected because they represent destinations that attract a large number of non-commuting trips. These types of businesses are present in large concentrations in pedestrian friendly environments.

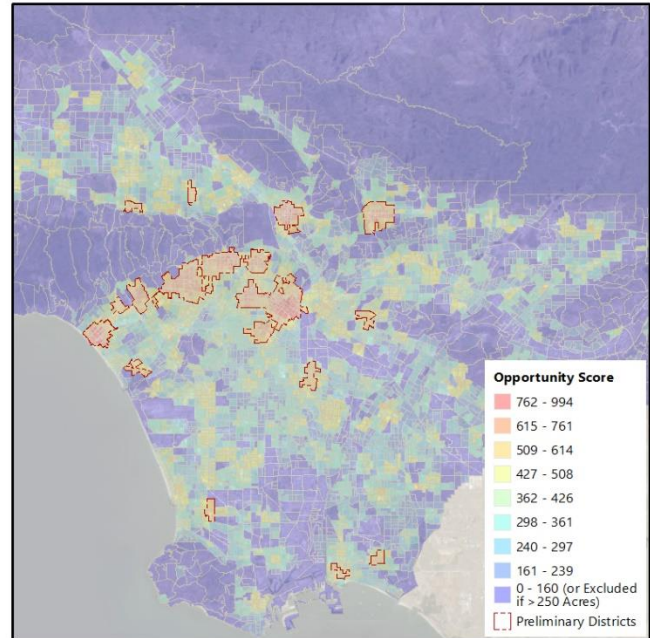


The OS is a composite index score, where the count of each destination type within the one-mile pedestrian travelshed is transformed to a scale from 0 to 100. This analysis included consideration of 11 destination types, generating an OS point scale ranging from 0 to 1,100. For land use destination types (parks, schools, hospitals, etc.), which are mostly community resources, a score of 100 was assigned if that use was present within the travelshed and 0 if it was not within the travelshed. For business destinations, the count of establishments along with a multiplier was used to transform the count to 0 to 100.

1.5 Results Interpretation and Pedestrian District Identification

Pedestrian Districts were selected from the highest scoring OS TAZs.

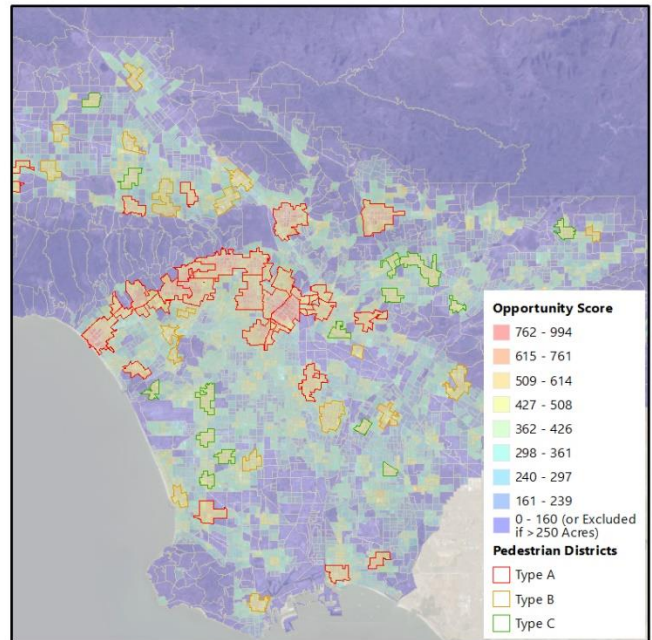
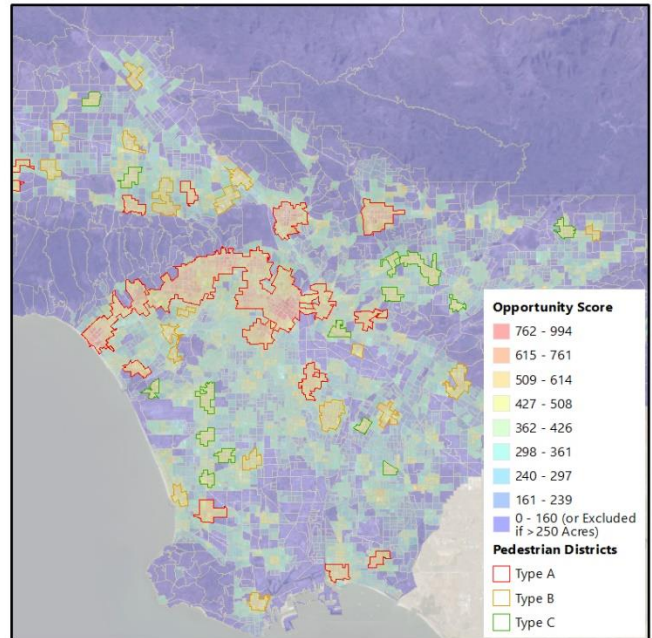
The first selection criteria was to identify contiguous TAZs with OS greater than 500 points larger than 500 acres. This yielded a small selection of district areas, primarily concentrated along the axis between Downtown Los Angeles and Santa Monica (Los Feliz, Hollywood, West Hollywood, Beverly Hills, Westwood, and Sawtelle). Other areas which met this criteria included the portions of the downtowns of Long Beach, Glendale and Pasadena, and portions of Huntington Park, East Los Angeles, North Hollywood, Sherman Oaks and Canoga Park.



A minimum acreage size of 500 acres was used to cull outlier TAZs with Opportunity Scores greater than 500 that did not meet characteristics of a district when ground truthing. This was often because some of the outlier TAZ would be situated within a mile (but not adjacent or in closer proximity) of multiple areas with high numbers of destinations but the TAZ itself had no destinations and was residential in character. Refining the pedestrian district eligibility to a minimum size of 500 contiguous acres eliminated these outlier cases and ensured the areas meeting the criteria actually had destinations within their boundaries. Another justification for the minimum size is that pedestrian districts should be sizeable (more than a couple blocks).

The initial minimum 500 OS score and 500 acreage criteria did not capture many other parts of the region, so areas in the next highest range of points between 427 and 500 were added and additional contiguous areas larger than 500 acres. This vastly expanded the areas meeting the pedestrian district criteria. Because the 427-to-500-point TAZs would be often adjacent to TAZs greater than 500 points, the addition of those expanded the size of the initial districts identified. This created a new category of pedestrian districts, where 500-point TAZ areas with less than 500 acres combined with adjacent TAZs in the 427-to-500-point range would now meet the minimum contiguous acreage. This step also created a third category comprising contiguous TAZs in the 427-to-500 point range (without adjacent TAZs greater than 500 points) that were larger than 500 acres.

These three selections were originally categorized as Pedestrian Districts Types A, B, and C based on how they met the OS and area size criteria. However, in the refinement process the distinction between types was ultimately eliminated. The inclusion of the 427-to-500 point TAZ range created a very large contiguous area along the Downtown Los Angeles to Santa Monica axis. To make the districts a more manageable size for planning purposes, the large contiguous Type A area was subdivided by municipal boundary and City of Los Angeles neighborhood (as shown in bottom right image).



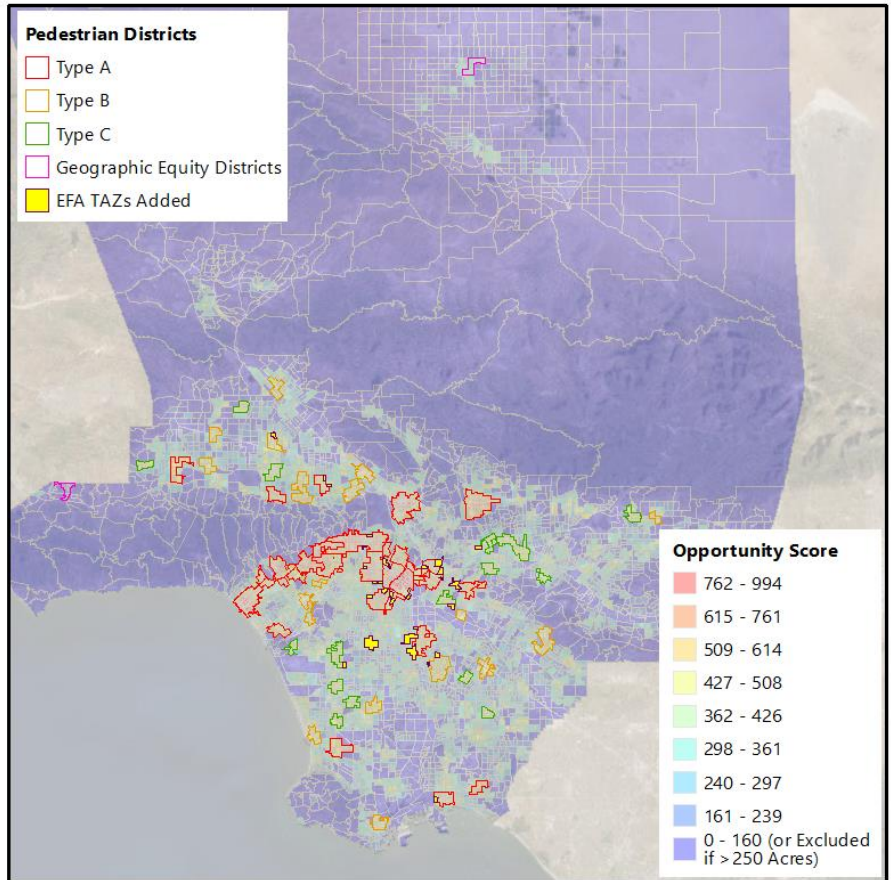
1.6 Geographic and Social Equity

Additional refinements were made to address concerns about geographic equity and socio-economic equity in the pedestrian district network.

The initial pedestrian district criteria which required contiguous TAZ clusters with a minimum OS of 427 and be 500 acres in size produced pedestrian districts in all but two Metro Subregions: North Los Angeles County and Las Virgenes-Malibu. These two planning areas are largely semi-rural though North Los Angeles County is home to several sizable cities.

For those two Metro subregions, the OSs in those TAZs were sorted from highest to lowest, until one contiguous cluster of TAZs meeting the minimum 500 acre pedestrian district size emerged. This method created a new pedestrian district in downtown Lancaster (for North Los Angeles County) and one pedestrian district in Agoura Hills (for Las Virgenes-Malibu). The TAZs which formed the identified pedestrian district in Lancaster narrowly missed on the original criteria and the area captured does have some pedestrian district qualities. The TAZs which formed the identified pedestrian district in Agoura Hills scored very low and ranked the highest in the planning area because

most TAZs in Las Virgenes-Malibu were excluded from the Opportunity Score analysis due to the large acreage size. This area that was identified is more suburban auto-centric in character.



Ensuring adequate coverage of low income/high minority areas was accomplished by including Metro's Equity Focus Areas as a criteria. Each TAZ within an Equity Focus Area (EFA) not already within a pedestrian district by the original criteria received an additional 25 points added to their OS. The EFA-adjusted OSs for TAZs not already in pedestrian districts were then ranked and sorted from highest to lowest, until one additional new contiguous cluster of TAZs meeting the minimum 500-acre pedestrian district size (not appended to a previously identified pedestrian district) emerged. This created a pedestrian district in South Los Angeles in the Manchester Square/Vermont Knolls area. Individual TAZs in other areas with higher OSs than the TAZs forming this new district that were adjacent to pedestrian districts identified in the original

criteria were added to pedestrian districts. This added on many equity focus area TAZs to the originally identified pedestrian districts.

1.7 Additions and Refinements Suggested by Technical Working Group

After the steps summarized in Section 1.2 to 1.6 were completed, the initially identified pedestrian districts were reviewed by the ATSP Technical Working Group (TWG). Participants in this group were able to assess the identified districts using their knowledge of the areas and jurisdictions and recommend finer grained refinements to the boundaries (additions, changes, removals). Members of the TWG also recommended additional locations overlooked or otherwise not captured by the technical analysis. Upon incorporating the TWG's suggestions, the regional system of pedestrian districts was finalized.

2.0 Bikeway Network

The 2016 ATSP bicycle network was fairly dense network with roughly 2,000 miles of existing and proposed facilities across the County of Los Angeles. The Metro team attempted to identify a more strategic bicycle network that reflects high-importance, high-quality backbone cycling connections across the region. Such a network would clarify and enhance Metro's ability to participate in the funding and implementation of this regionally significant network.

The 2023 ATSP bikeway network was updated using the process outlined below:

- 1) Identify and include existing and proposed high-quality bike network segments:
 - All existing Class I and Class IV segments in the LA County region
 - All proposed Class I and Class IV segments from the 2016 ATSP, as well as from all local and subregional plans
- 2) Ensure inter-subregional connectivity:
 - Identify a set of regionally-significant activity centers (SCAG RTP Job Centers) across the LA County area and ensure the regional bike network connects them with high-quality facilities
- 3) Within subregions, ensure inter-city connectivity with high-quality facilities
- 4) Review and revise preliminary bikeway network in consultation with Metro staff and TWG members. This included Metro's review of how the network interacts with other Metro projects such as major transit corridors, dedicated bus lanes, and major AT corridors (e.g. West Santa Branch Transit Corridor, La Brea Av Bus Priority Lanes Project, etc.).

3.0 First/Last Mile (FLM) Network

The FLM Network identification process followed the method employed during the 2016 ATSP planning process as presented in the *Development of Station Areas for Analysis* (6-19-2015) memo, including the following steps:

- 1) It included all existing Metro Rail, Metro Busway, Metro Rapid, Metrolink, and Amtrak stations and stops within Los Angeles County by aggregating them to "station areas" using a 0.5-mile buffer around stations and stops.
- 2) Included under construction or planned Metro Rail and Busway stations associated with a transit project with a Board-approved Locally Preferred Alternative. These projects include the Regional

Connector Transit Project, Crenshaw/LAX Transit Project Phase 2, Airport Metro Connector, Foothill Extension, Purple (D Line) Extension Transit Project, East San Fernando Valley Light Rail Transit Project, West Santa Ana Branch Transit Corridor, and the North Hollywood to Pasadena Transit Corridor.

- 3) Included bus stops (Metro or local/municipal operator) on routes with bus-priority lanes that are existing, under construction, or planned. To ensure FLM stations were not too clustered, project staff utilized a minimum distance between some local bus stops along planned bus only lanes.
- 4) Include high-ridership Metro and local/municipal transit operator stops (e.g., Santa Monica Big Blue Bus, Long Beach Transit, Culver CityBus, Burbank Bus, LADOT Dash, Foothill Transit, etc.) beyond a ½ mile from Metro Rapid, Rail, BRT, Metrolink, or Amtrak stations. Ridership was determined by summarizing average weekday boardings at all bus stops at an intersection (e.g., an intersection with two perpendicular bus routes may have as many as four separate bus stops at an intersection) for all routes where data was available across the County of Los Angeles. Station areas already identified in #1, #2, and #3 were excluded from this criterion. The remaining stations areas were sorted by ridership and the highest ridership locations were selected. Bus stop locations selected from this criterion had a minimum of 650 average weekday boardings.
- 5) Review and revise preliminary FLM network in consultation with Metro staff and TWG members to account for local agency preference.

References

Committee of the Transport Access Manual (COTAM) (2020). *Transport Access Manual: A Guide for Measuring Connection between People and Places*. Committee of the Transport Access Manual, Sydney, Australia.

Ahmed El-Geneidy & David Levinson (2022). Making Accessibility Work in Practice, *Transport Reviews*, 42:2, 129-133, DOI: 10.1080/01441647.2021.1975954

Fariba Siddiq & Brian D. Taylor (2021). Tools of the Trade? Assessing the Progress of Accessibility Measures for Planning Practice, *Journal of the American Planning Association*, 87:4, 497-511, DOI: 10.1080/01944363.2021.1899036

D

Appendix D

**FLM Existing
Conditions Methods
Memo**



TO: Jan Yonan, Erik Felix, Khristian DeCastro, Metro
FROM: Sasha Jovanovic and Sherry Ryan, CR Associates
DATE: 10/4/22
RE: First/Last Mile Existing Conditions Methods

Introduction

This memorandum provides an overview of the data used in the calculations of the First/Last Mile (FLM) station area existing conditions, the approaches used in completing the calculations, along with any other pertinent notes regarding the data. There were 602 FLM station locations identified during the network development process of the Active Transportation Strategic Plan for which station areas were developed. The station areas were created by generating slope-adjusted half-mile street network travelsheds using the ArcGIS extension Network Analyst. The half-mile distance was used because it roughly approximates a 10-minute walking distance at 3 miles per hour (mph). The slope adjusted travelsheds were used to calculate conditions for each FLM station. Summary statistics for each data category are presented in the last section of the memo.

Calculation of Half-mile Network Travelsheds and the Use of Slope Adjustment

US Geological Survey data of 1-degree Digital Elevation Models (DEM) were obtained in four tiles to complete the coverage of Los Angeles County. This is raster data which contains the elevation in meters within a 90-meter resolution. The DEM data was converted and stitched into a single polygon shapefile and spatially joined to the street network shapefile nodes. The slope percentage for To and From directions were then calculated for each network segment by subtracting the elevation differences from the To and From nodes of each network segment and dividing by the length of the segment.

To incorporate the effects of slope into the calculation of the travelshed, this process considered the formula of Tobler’s Hiking Function

(Tobler’s). Tobler’s is a formula for estimating the effects of slope on walking speed. It assumes the fastest walking speed (6 km/h or 3.73 mph) occurs at -5% slope or -2.86° and gradually tapers in either the positive or negative direction from that threshold. The formula assumes a walking speed on flat (0%) terrain of 5 km/h or 3.13 mph, slightly slower than the assumed fastest walking speed of 6 km/h.

Figure 1 – Tobler’s Hiking Function

Walking velocity:

$$W = 6e^{-3.5 \left| \frac{dh}{dx} + 0.05 \right|}$$

$$\frac{dh}{dx} = S = \tan \theta$$

where

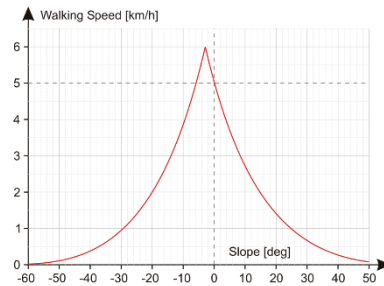
W = walking velocity [km/h]^[2]

dh = elevation difference,

dx = distance,

S = slope,

θ = angle of slope (inclination).



The velocity on the flat terrain is 5 km / h, the maximum speed of 6 km / h is achieved roughly at -2.86°.¹

Tobler’s function was incorporated into the slope adjustment calculation with a modified approach. The first modification was to maintain the walking speed assumption on flat terrain at 3 mph and apply the formula proportionally from that benchmark, despite Tobler’s 3.13 mph assumption. This slight difference is based on Tobler’s usage of and rounding to the nearest whole in kilometers per hour. The second modification was to cap the formula on any segment where the slope measured greater than 10% to the walking speed value calculated for 10%. This was done to avoid any links from being penalized by locations where the elevation data did not seem as reliable (typically, however, slope percentages along roadways/walkways will not exceed such a high percentage). The third modification was to maintain the same 3 mph walking speed for any downhill movements. This essentially resulted in modifications of the walking speed only for uphill directional segments, while any downhill movements were maintained as equal to 3 mph. The adjusted walking speed values are shown in **Table 1**.

Table 1 - Assumed Walking Speed for Slope Adjusted Calculations

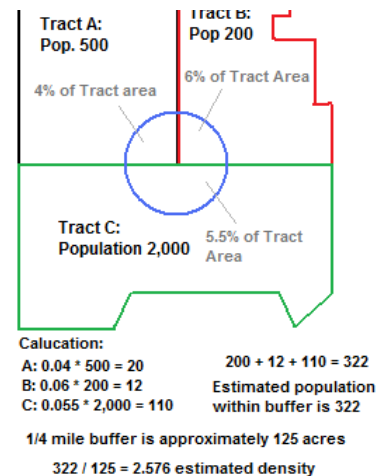
Slope	Assumed Walking Speed	Minutes per Mile
Less than 1%	3.00 mph	20.0
1% to 1.99%	2.90 mph	20.7
2% to 2.99%	2.80 mph	21.5
3% to 3.99%	2.70 mph	22.2
4% to 4.99%	2.61 mph	23.0
5% to 5.99%	2.52 mph	23.8
6% to 6.99%	2.43 mph	24.7
7% to 7.99%	2.35 mph	25.6
8% to 8.99%	2.27 mph	26.5
9% to 9.99%	2.19 mph	27.4
10% or Greater	2.11 mph	28.4

Common Calculation/Summarizing Techniques

Variables for each FLM area were calculated through the summary of where the data sources overlapped with FLM areas. With point data (collision locations, destination points, etc), the variables can be calculated through a spatial join with the FLM area and subsequent summary count. This simple approach summarizes cases of overlapping points for each FLM area and can summarize attributes associated with overlapping points (e.g., ridership at bus stops). When the data is linear (such as bicycle facilities), an intersect is required. An intersect creates new data where two datasets overlap, extracting only the overlapping locations. When lines are intersected with polygons, the output data are lines which will also contain the data from the overlapping polygon. The length of the intersected area is calculated, and those segments are summarized to determine total length overlapping with each FLM area.

Unlike point and line data, which will have a discrete spatial relationship with polygon boundaries (either within or outside of), imputing data from other polygon-based data sources requires some degree of extrapolation. When the variable data to be calculated was stored in other polygon datasets, the *apportioning technique* was used to estimate totals within the FLM area. This technique requires intersecting the two polygon datasets – which creates new polygon data where they overlap with the attributes from the two data sources merged within. The size area of the new intersected/fragmented polygon features are calculated, and that size is divided by the total area of the feature’s original geographic extent prior to the intersect. This is done to determine the percentage the intersected pieces are to the overall size of their source geography. That percentage is then applied as a factor to the estimate the portions of any other data attributes within the overlapping area. When those steps are completed, each overlapping piece within an FLM area is summarized to obtain the total estimate.

Figure 2 – Apportioning Technique for Extrapolating Data from Polygon Data Sources



A visual example of apportioning is demonstrated in **Figure 2**. This technique provides an adequate estimation where geographies do not precisely overlap by weighting the approximate overlapping area of each fragmented polygon, however one limitation of this technique is it relies on the assumption that data values within the geography are distributed evenly. The apportioning technique was used to estimate numerous FLM variables, including all the variables derived from census data.

Percentage of Population Under 18 / Over 65

Population by age tabular data was obtained from the Sex by Age (B01001) from the 2020 American Community Survey 5-year estimate at the Census Block Group (CBG) geography. CBG is the finest grain available geography for population by age data. Within the data, population by age is grouped into multiple year increments for the male and female sex. Total population, population under 18 and population over 65 years old were summarized from the dataset and joined to the CBG shapefile for Los Angeles County. The FLM buffers were intersected with the CBGs and within the overlapping fragmented polygons the apportioning technique was used to estimate the shares of these population types for each FLM buffer.

Population and Jobs

The total population was obtained from the Sex by Age (B01001) dataset from the 2020 American Community Survey 5-year estimate at the CBG. While total population is available for 2020 at the census block level (the smallest geographic unit), a decision was made to calculate the total from CBG (the next largest geographic size) to maintain consistency with other population-based variables which did not have data available at the finest grain (e.g., age, households, commuting). The FLM buffers were intersected with the CBGs and the apportioning technique was used to determine the totals for each FLM buffer.

Employment for Los Angeles County was obtained from the US Census Longitudinal Employer-Household Dynamics (LEHD) *OnTheMap* data source for the year 2019. This data is provided at the census block level as a point feature (each point representing the centroid of a census block). This point data was spatial joined to the CBG shapefile, and from there the apportioning technique was used to determine the totals for each FLM buffer.

Points of Interest

Points of interest were obtained from various sources. Year 2022 public elementary, middle and high schools were taken from County of Los Angeles Enterprise GIS. Destination datasets used for calculating the Opportunity Score measure, including libraries, hospitals, grocery stores, drug stores, retail shops, and dining and drinking establishments (limited service, full service restaurants and drink/snack establishments), were also summarized. The destinations datasets were obtained from Data Axle in 2022 and filtered by employee size (minimum of 5 employees) prior to geocoding to minimize the download/geocoding effort and to weed out individual/home-based businesses. All destination point data was summarized to FLM areas by spatial join.

Walk Score sub-category data, which includes 0 to 100 scale scores approximating accessibility to Errands, Culture, Grocery, Parks, Dining, School and Shopping were also included in the Points of Interest summary to supplement and ground truth the accuracy of the Points of Interest data. These scores reflect the accessibility to these destination categories from the station location itself.

Jobs/Household Ratio

Total households data was obtained from the Tenure by Vehicles Available (B25044) dataset from the 2020 American Community Survey 5-year estimate at the Census Block Group (CBG) geography. Total owner-occupied and renter-occupied households were summarized from the dataset and joined to the CBG shapefile for Los Angeles County. The FLM buffers were intersected with the CBGs and the apportioning technique was used to determine the totals for each FLM buffer.

The calculation of employment was previously explained in the Population and Jobs section.

The jobs to household ratio was obtained by dividing the total employment within each FLM area by the total number of households.

Sum of Intersections

Intersection locations were approximated by the node shapefile of the street network dataset. Any node features which touched the boundary of fewer than three segments were eliminated from the data as these features would not be accurately considered intersections. They include features such as cul-de-sacs (nodes touching only one segment), intersections with alleys or other unwanted network features removed prior to network analysis or any other arbitrary splits in the network segments (in these instances, nodes would be touching two segments of the network dataset). The remaining nodes after the data was refined were then summarized by spatial join to each FLM area.

Directness/Connectivity

The measure approximating network directness and connectivity was derived from the ratio of half-mile network travelshed area to crow-flies travelshed area of the same distance. A higher percentage is reflective of a more connected street network. A half-mile crow flies buffer is approximately 502 acres in size. A network travelshed buffer of the same distance within a highly connected street network will show as a diamond inscribed in the circle. A diamond inscribed within a half-mile radius circle is approximately 320 acres, or 64% of the area of the circle. Thus, travelshed ratios close to this percentage are indicative of more connected street networks. Some travelshed ratios may be slightly higher than 64%, if there are additional diagonal street connections or if the network travelshed generation used multiple origin points (as was the case for certain FLM areas like Union Station, which is a large complex which used multiple access points in the generation of the network travelshed).

CalEnviroScreen Percentile Score

CalEnviroScreen data (version 4.0) was obtained from the California Office of Environmental Health Hazard Assessment (OEHHA) for the 2021. The data is provided at the Census Tract level of geography. The statewide percentile score was used in the analysis. The FLM buffers were intersected with the CalEnviroScreen data and the apportioning technique was used to determine an approximate statewide percentile score for each FLM area based on the percentile of the intersecting census tracts weighted by their area within the buffer. A handful of census tracts within the CalEnviroScreen dataset do not have a statewide percentile score attributed to them (typically unpopulated areas are excluded from the analysis). Any location where one of these excluded census tracts overlapped with an FLM area was excluded from the approximated statewide percentile score calculated from apportioning. This occurred at a handful station areas, for example those near LAX, which overlap with areas excluded from CalEnviroScreen coverage.

Traffic Collisions

Injury-only traffic collisions were obtained from Transportation Injury Mapping System (TIMS) for the years between 2015 and 2019. TIMS consists of open source georeferenced injury collision data compiled from California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). Attributes included within SWITRS data include the worst outcome injury severity of each collision and the transportation modes involved. These attributes were used to isolate the categories summarized for traffic collisions within the FLM areas. Bicycle-involved collisions, pedestrian-involved collisions, and vehicular-only involved were summarized by spatial join. The injury worst outcome from each collision is one of the attributes in the data. This was summarized for the fatality and severe injury categories alongside the collisions by mode. For vehicular-only collisions, records

which occurred on freeways were excluded. These were excluded by reviewing the names of the primary roadway of each vehicular-only collisions (this is because the State Highway attribute within the data is not reliably accurate). Records where the primary roadway consisted of a freeway name were removed from the summarization. Collisions involving trains were calculated within the vehicular-only collisions by filtering the attribute “Motor Vehicle Involved With” for “Trains”, and the totals from this filtering were subtracted from the overall vehicular only total.

It was observed from the geographic distribution of the data, that some city police departments may not fully participate in the SWITRS program. The City of Burbank, for instance, had very few collision records on their city streets in the dataset. This explains why there are a handful of FLM areas with very low summary totals (notably several Burbank FLM locations).

Bicycle Facility Mileage

The existing and proposed bicycle facility data was obtained from SCAG’s (Southern California Association of Governments) latest (2019) shapefile which, and prior to the completion of this analysis, was edited by the project consulting team to incorporate updates/comments on accuracy received from the TWG during the 2022 ATSP Update process. The data included the following bicycle facility classifications for both existing and proposed: Class I – Bike Path, Class II – Bike Lane, Class III – Bike Route, Class IV – Protected Bike Lane. The data was intersected with the FLM buffers, and the lengths of the overlapping facilities were calculated and summarized for each facility type.

Walk/Bike/Transit Score

This data, obtained from *Walk Score*, is a score on a 0 to 100 scale which represents a measure of destination access to the surrounding area by the walking, bicycling and transit travel modes. Transit Score data was unavailable for approximately one-fifth of the FLM stations because *Walk Score* did not have access to GTFS data in some jurisdictions. The score in the FLM data is representative of the location of the stop only. It is the only variable in this database where the value is at the stop and not related to the entire buffer. Despite this exception, the data does have some value in describing conditions within the surrounding FLM area because it is a measure of destinations captured within a short distance of its location which would likely include all or a substantial portion of the half-mile travelshed.

Walk Score is also comprised of seven subcategory scores: Errands, Culture, Grocery, Parks, Dining, School and Shopping. These scores were included in the Points of Interest summary to supplement and ground truth the accuracy of the Points of Interest data that was summarized.

Journey to Work

Journey to Work data was obtained from the Means of Transportation to Work (B08301) dataset from the 2020 American Community Survey 5-year estimate at the Census Block Group (CBG) geography. The categories in the data include: Total Commuters, Driving Alone, Carpooling, Public Transportation, Walking, Bicycling, Motorcycle, Taxi, Other, and Work from Home. The data includes subcategories for public transportation commuting based on transit vehicle mode including bus, rail, streetcar and ferry. The previous FLM existing conditions report separated rail and bus commuting. A decision was made to consolidate these categories into transit entirely because the finer grained categories have a larger margin of error. The consolidation also more accurately reflects that transit



commuters frequently use more than one vehicle mode while taking transit. Taxi and motorcycle commuting were consolidated with Other category.

The FLM buffers were intersected with the CBGs and the apportioning technique was used to determine the totals for each FLM buffer. The totals for each mode were divided by the total commuters within the FLM area to determine the mode percentages.

Transit Ridership Activity

Transit ridership data was received from Metro and various municipal transit agencies in Los Angeles County. To maintain consistency among all the datasets received, only average weekday daily transit boardings were counted (some agencies did not provide alightings). Some transit agencies provided boardings data summarized by month or season. Where data was provided in these increments, it was divided by a number of days to approximate a daily boarding average. The ridership was summarized for all transit stops (where the data was available) within the FLM area using a spatial join. The agencies which provided spatially reference ridership data included Metro, Metrolink, Amtrak, Torrance Transit, Santa Clarita Transit, Montebello Transit, Long Beach Transit, LADOT/DASH, Foothill Transit, Culver City Transit, and Santa Monica Big Blue Bus.

Summary Statistics

Table 2 includes summary statistics of the FLM existing conditions variables, along with any relevant notes where the data values are impacted.

Table 2 – FLM Data Summary Statistics

Data Subject	Category	Maximum	Maximum Location	Minimum	Mean	Standard Deviation	Notes
Population by Age	Population Under 18 Percentage	41.4%	40 th Street E/Palmdale Bl	1.9%	20.2%	7.5%	
	Population Over 65 Percentage	46.9%	Century City/Constellation	3.0%	12.8%	5.2%	
Population and Employment	Population	27,619	Bonnie Brae/3 rd	0	6,163	4,335	
	Employment	148,981	Civic Center Metro	23	6,481	15,949	
Points of Interest	Points of Interest – Total Public Schools	9	Witmer/6 th	0	0.9	1.2	
	Points of Interest – Libraries	4	Six tied with 4	0	0.3	0.7	
	Points of Interest – Hospitals	5	Wilshire/14 th and La Cienega/3 rd	0	0.3	0.7	
	Points of Interest – Grocery Stores	10	Central/6 th	0	1.3	1.4	
	Points of Interest – Drug Stores	8	Three tied with 8	0	1.0	1.5	
	Points of Interest – Limited Service Restaurants	13	Citrus/Route 66	0	3.1	2.7	
	Points of Interest – Full Service Restaurants	49	Wilshire/Camden/Peck/Rodeo	0	5.4	8.0	



Data Subject	Category	Maximum	Maximum Location	Minimum	Mean	Standard Deviation	Notes
Jobs/Household Ratio	Points of Interest – Drink/Snack Establishments	19	Three tied with 19	0	1.8	3.1	
	Points of Interest – Retail	72	Brand/Broadway	0	4.3	8.6	
	Jobs/Household Ratio	12,791	El Segundo Metro	0	29	522	Many outliers; very high standard deviation – median is 1.4
Intersection Density	Sum of Intersection Nodes	169	Pacific Metro	2	57	23	
Directness/Connectivity	Network to Crow Flies Ratio	72.0%	Union Station	12.8%	51.7%	10.7%	
CalEnviroScreen	CalEnviroScreen Score Percentile	99.9%	Artesia Metro Station	–	74.8%	20.7%	Some census tracts lacked measure
	Pedestrian Collisions	248	6 th /San Pedro & Main/6 th	0	34.9	35.9	Some cities may lack participation in SWITRS
Traffic Collisions	Pedestrian KSI Collisions	26	San Pedro/5 th & 6 th /San Pedro	0	4.6	4.5	Some cities may lack participation in SWITRS
	Bicycle Collisions	164	Main/6 th	0	20.0	22.3	Some cities may lack participation in SWITRS
	Bicycle KSI Collisions	11	Main/6 th	0	1.5	1.8	Some cities may lack participation in SWITRS
	Vehicular Collisions	510	Figueroa/Florence	0	154.3	96.3	Some cities may lack participation in SWITRS
	Vehicular KSI Collisions	31	Hollywood/Vine Metro	0	6.8	5.0	Some cities may lack participation in SWITRS
Bicycle Facilities	Existing Bicycle Facility Mileage	9.0	La Brea/Venice	0	1.0	1.2	
	Proposed Bicycle Facility Mileage	7.1	Union Station	0	2.4	1.4	
Walk/Bike/Transit Score	Walk Score	99	Five tied with 99	8	79.0	16.0	
	Bike Score	100	Main / Sunset	1	62.3	14.5	
	Transit Score	100	21 tied with 100	29	59.4	14.8	Incomplete for 122 locations, summary statistics excluded for those
Journey to Work	Bicycle Commute Mode Share	22.8%	Central/ Olympic	0%	0.9%	1.4%	
	Walk Commute Mode Share	61.9%	CSU Long Beach Student Union	0%	4.9%	7.0%	
	Transit Commute Mode Share	48.7%	Westlake/MacArthur Park Metro	0%	8.5%	7.0%	

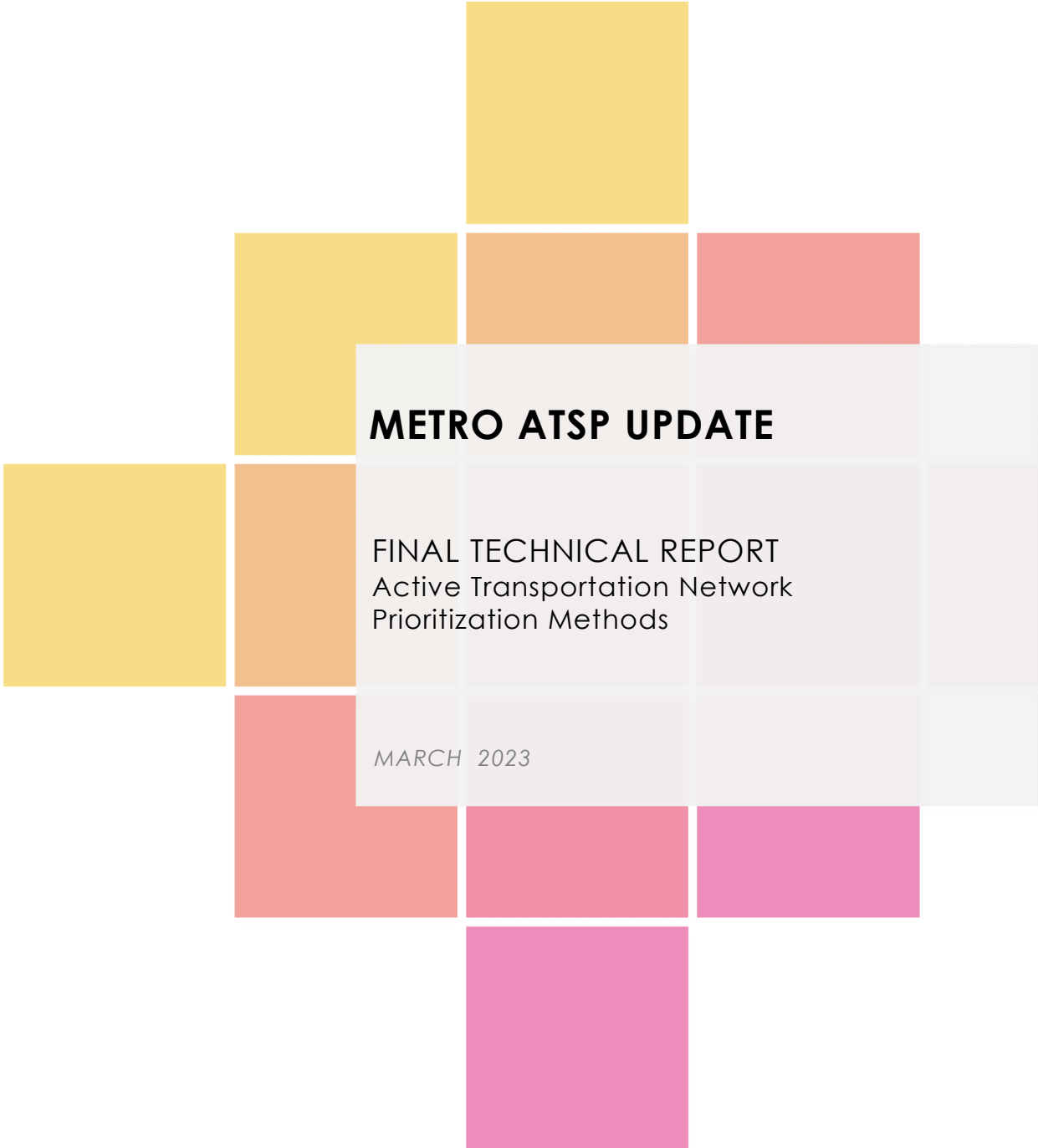


Data Subject	Category	Maximum	Maximum Location	Minimum	Mean	Standard Deviation	Notes
Transit Ridership	Average Daily Transit Ridership	61,968	Broadway/6 th	--	4,652	7,604	

E

Appendix E

**Active Transportation
Project Prioritization
Methods Memo**



METRO ATSP UPDATE

FINAL TECHNICAL REPORT
Active Transportation Network
Prioritization Methods

MARCH 2023

Prepared For



LA Metro
One Gateway Plaza
Los Angeles, CA 90012-
2952

Prepared By



CR Associates
3900 Fifth Avenue, Suite 310
San Diego, CA 92103

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1.0 Introduction

This technical report describes the project prioritization process to be used in the Metro ATSP Update. The prioritization of bikeway, pedestrian, and First/Last Mile (FLM) projects will aid in the development of an implementation and phasing plan which will be included in the final ATSP Update plan document.

A six-phase prioritization process is listed below. The subsequent sections describe each phase in greater detail.

1. Defining Project Areas
2. Defining Prioritization Criteria
3. Operationalizing Prioritization Criteria
4. Assigning Points and Weights to Prioritization Criteria
5. Calculating Prioritization Scores for each Project
6. Ranking Projects

2.0 Defining Project Areas

2.1 Bikeway Projects

Bikeway projects are defined by segmenting the entire proposed ATSP regional bikeway network. Specifically, the bikeway segments are defined by intersections of the regional bikeways. Each segment will be assigned a unique identification number, along with a corridor name, the planning document source of the segment, the segment length, and the jurisdiction traversed by the segment.

2.2 Pedestrian Projects

Pedestrian “projects” are defined by the area of the pedestrian districts as described in *Appendix B: Active Transportation Network Development*. Each pedestrian district is assigned a unique identification number reflecting a pedestrian project area.

2.3 FLM Projects

FLM “projects” are defined by the area encompassing a half-mile buffer around FLM locations as defined in *Appendix B: Active Transportation Network Development*. Each FLM area is assigned a unique identification number.

3.0 Defining Prioritization Criteria

Prioritization criteria were developed to align with the draft plan goals and objectives as established under Task 3 (Goals & Objectives). The five major goals identified in Task 3 include:

- Equity
- Safety & Comfort
- Accessibility
- Connectivity
- Sustainability

Table 3-1 shows the set of prioritization criteria that largely flow from the long-range goals established for the ATSP Update, with the addition of three criteria:

- Potential demand for the project
- Community support¹ and,
- Project readiness

Table 3-1 General Description of Prioritization Criteria

Prioritization Criteria	General Description
Equity	Targeting future active transportation investments towards those with the greatest needs in communities that have historically lacked investments
Safety & Comfort	Serving high-injury locations by creating low-stress, high-quality facilities for safe walking, biking, and rolling
Connectivity	Prioritizing projects that close gaps in the existing active transportation networks or that enhance the number of connections between key origins and destinations
Accessibility	Ensuring that future active transportation improvements connect to transit, job centers and recreation spaces
Sustainability	Addressing climate change by improving active transportation options and transit access to lessen transportation emissions in the most polluted communities
Demand	Propensity of existing walk, bike, or rolling trips
Community Support	Implementing bikeways and pedestrian improvements that are supported by local stakeholders
Project Readiness	Advancing implementation of bikeway projects that are part of an approved or adopted local plan

¹ Community support is derived from inputs gathered from the ATSP Active Transportation Network Review AGOL and ATSP Questionnaire where residents were asked to pinpoint where active transportation was most important to them.

4.0 Operationalizing Prioritization Criteria

The next step in the prioritization process is to operationalize the prioritization criteria. As part of this process, community support and demand were combined into a single criterion reflecting overall support and demand for any particular project. This was to re-frame the approach to capture both actual (LOCUS data) and desired (questionnaire responses) usage patterns.

Table 4-1 displays the proposed operationalization of the seven criteria.

Table 4-1: Proposed Operationalization of Prioritization Criteria

Prioritization Criteria	Network Type	Operationalization	Data Sources
Equity	Bikeways	Percent of bikeway project segment overlapping with EFCs (<i>length of project segment overlapping with EFCs/total project segment length</i>).	2022 ATSP Bikeways and Metro Equity Focus Communities (EFCs)
	Pedestrian	Percent of pedestrian district overlapping with EFCs (<i>acreage of pedestrian district overlapping with EFCs/ total acreage of pedestrian district</i>)	2022 ATSP Pedestrian Districts and EFCs
	FLM	Percent of FLM area overlapping with EFCs (<i>acreage of FLM area overlapping with EFCs/total FLM acreage</i>)	2022 ATSP FLM Locations and EFCs
Safety & Comfort	Bikeways	<ol style="list-style-type: none"> Density of bicycle collisions along bikeway project segment (<i>count of collisions along project segment/project segment length</i>) Bikeway segment intersects high-collision/high- population of color census block group Bikeway segment intersects high-collision/low-income census block group Bikeway segment intersects SCAG High-Injury Network (HIN) Traffic speed and volume along bikeway segment (overlap with high speed/high traffic corridors) 	2022 ATSP Bikeways, 2016 - 2021 SWITRS collision data, 2020 American Community Survey, SCAG HIN, and 2017 traffic volumes and speeds from NPMRDS_INRIX_ClearGuide
	Pedestrian	<ol style="list-style-type: none"> Density of pedestrian collisions within pedestrian district (<i>count of collisions in pedestrian district /acreage of pedestrian district</i>) Pedestrian district intersects high-collision/high-population of color census block group Pedestrian district intersects high-collision/low-income census block group Pedestrian district intersects SCAG High-Injury Network (HIN) Traffic speed and volume (overlap with high speed/high traffic corridors) 	2022 ATSP Pedestrian Districts, 2016 - 2021 SWITRS collision data, 2020 American Community Survey, SCAG HIN, and 2017 traffic volumes and speeds from NPMRDS_INRIX_ClearGuide
	FLM	<ol style="list-style-type: none"> Density of bicycle and pedestrian collisions within FLM areas (<i>count of collisions within FLM areas/acreage of FLM area</i>) FLM area intersects high-collision/ high-population of color census block groups FLM area intersects high-collision/low-income census block groups FLM area intersects SCAG High-Injury Network (HIN) 	2022 ATSP FLM Locations and, 2016 - 2021 SWITRS collision data, 2020 American Community Survey, SCAG HIN, and 2017 traffic volumes and speeds from

Table 4-1: Proposed Operationalization of Prioritization Criteria

Prioritization Criteria	Network Type	Operationalization	Data Sources
		5. Traffic speed and volume (overlap with high speed/high traffic corridors)	NPMRDS_INRIX_ClearGuide
Connectivity	Bikeways	Bikeway segment closes a gap in the existing network (Class I, II, and IV)	2022 ATSP Bikeways and 2022 Existing Bikeways
	Pedestrian	Intersection density <i>(count of intersection nodes from walkable/bikeable roadway network within pedestrian district /acreage of pedestrian district)</i>	2022 ATSP Pedestrian Districts
	FLM	Intersection density <i>(count of intersection nodes from walkable/bikeable roadway network within FLM location /acreage of FLM location)</i>	2022 FLM Locations
Accessibility	Bikeways	<ol style="list-style-type: none"> 1. Opportunity Score within half-mile of bikeway project segment <i>(weighted by area average score)</i> 2. Bikeway segment intersects SCAG’s Livable Corridor 	2022 ATSP Bikeways and 2022 Data Axle <i>(Calculation of Opportunity Score is presented in the 2022 ATSP Network Methods Memo)</i> and SCAG Livable Corridors
	Pedestrian	<ol style="list-style-type: none"> 1. Opportunity Score of pedestrian district <i>(weighted by area average score)</i> 2. Density of SCAG’s Livable Corridors within pedestrian district 	2022 ATSP Pedestrian Districts and 2022 Data Axle <i>(Calculation of Opportunity Score is presented in the 2022 ATSP Network Methods Memo)</i> , and SCAG Livable Corridors
	FLM	<ol style="list-style-type: none"> 1. Opportunity Score of FLM area <i>(weighted by area average score)</i> 2. Density of SCAG’s Livable Corridors within FLM areas 	2022 ATSP FLM Locations and 2022 Data Axle <i>(Calculation of Opportunity Score is presented in the 2022 ATSP Network Methods Memo)</i> , and SCAG Livable Corridors
Sustainability	Bikeways	Percent of project segment overlapping with CES>75 <i>(length of bikeway segment overlapping with a CES >75th percentile/total project segment length)</i>	2022 ATSP Bikeways and 2022 CalEnviroScreen 4.0
	Pedestrian	Percent of pedestrian district overlapping with CES>75 <i>(acreage of pedestrian district overlapping with a CES >75th percentile/total pedestrian district acreage)</i>	2022 ATSP Pedestrian Districts and 2022 CalEnviroScreen 4.0
	FLM	Percent of FLM area overlapping with CES>75 <i>(acreage of FLM area overlapping with a CES >75th percentile/total FLM area acreage)</i>	2022 ATSP FLM Locations and 2022 CalEnviroScreen 4.0
Demand &	Bikeways	1. Bikeway intersects high-demand, low-income census block group	2022 ATSP Bikeways, 2020 LOCUS data, 2020 American

Table 4-1: Proposed Operationalization of Prioritization Criteria

Prioritization Criteria	Network Type	Operationalization	Data Sources
Community Support		2. Density of community support occurring along bikeway segment (<i>count of supportive comments /project segment length</i>)	Community Survey, 2022 ATSP Active Transportation Network Review AGOL, and 2022 ATSP Questionnaire results
	Pedestrian	1. Pedestrian district intersects high-demand, low-income census block group 2. Density of community support occurring within pedestrian district (<i>count of supportive comments in ped district /district acreage</i>)	2022 ATSP Pedestrian Districts, 2020 LOCUS data, 2022, 2020 American Community Survey, ATSP Active Transportation Network Review AGOL, and 2022 ATSP Questionnaire results
	FLM	1. FLM area intersects high-demand, low-income census block group 2. Density of community support occurring within FLM areas (<i>count of supportive comments in FLM area/FLM area acreage</i>)	2022 ATSP FLM Locations, 2020 LOCUS data, 2020 American Community Survey, 2022 ATSP Active Transportation Network Review AGOL, and 2022 ATSP Questionnaire results
Project Readiness	Bikeways	Bike project has received an advanced/detailed implementation-focused study from the local jurisdiction such as a high priority project sheet, specific plan, feasibility study, etc.	2022 ATSP Bikeway and local plans
	Pedestrian	N/A	
	FLM	N/A	

5.0 Assigning Score Values to Prioritization Criteria

Table 5-1 displays the assignment of total possible points for each prioritization criteria.

Each of the criteria were assigned equal points and then weighted by a score informed by our community prioritization questionnaire, where community members were asked to rate their views on prioritization criteria on a scale from 1 to 5. **Table 5-2** displays the average score for each prioritization criteria as obtained from the community survey.

The weights were assigned in a manner that follows the ranking expressed via the community survey average scores, modified with input from the Technical Working Group (TWG).

The maximum points achievable for bikeway projects was 220 points, while the maximum points for pedestrian districts and FLM areas was 210 since project readiness was not included.

Table 5-1: Points and Weights for Prioritization Criteria

Criteria	Points	Weight	Total Possible Points
Equity	20	1.5	30
Safety & Comfort	20	3.0	60
Connectivity	20	2.0	40
Accessibility	20	2.0	40
Sustainability	20	1.0	20
Demand & Community Support	20	1.0	20
Project Readiness	20	0.5	10
	140		220

The community prioritization questionnaire results showed the following average weighted scores for each prioritization criteria, based upon on a scale of 1 to 5. Table 5-2 shows the results from the community prioritization questionnaire ranked from highest score to lowest score. This was used to develop weights shown in Table 5-1.

Table 5-2: Prioritization Criteria Average Questionnaire Score

Criteria	Average Score on a Scale from 1 to 5
Equity	4.27
Safety & Comfort	4.6
Connectivity	4.45
Accessibility	4.45
Demand & Community Support	4.20
Sustainability	4.30
Project Readiness	4.21

Table 5-3 shows the associated point values within each prioritization criteria.

Table 5-3: Proposed Point Values for Prioritization Criteria

Prioritization Criteria and Point Categories	Point Value
<p><u>Equity</u>: This criterion assigns points based on the percent of project overlapping with Metro’s Equity Focus Communities (EFCs). The category breaks were assigned by sorting projects by percent overlapping in descending order and dividing the projects into five roughly equal categories.</p> <ul style="list-style-type: none"> • Very low percent project overlap = 0 points • Low percent project overlap = 5 point • Medium percent project overlap = 10 points • High percent project overlap = 15 points • Very high percent project overlap = 20 points 	0 – 20
<p><u>Safety & Comfort</u>: This criterion assigns points based on the summation of points related to project collision density and overlap with high-collision/high-population of color census block groups, high-collision/low-income census block groups, and high-speed/high-volume areas.</p> <ul style="list-style-type: none"> • Low collision density = 0 points • High collision density or project overlaps with SCAG HIN = 5 points <p><i>High collision density:</i> <i>Greater than 5.96 bike collisions/mile for bicycle projects</i> <i>Greater than 0.055 ped collisions/acre for pedestrian districts</i> <i>Greater than 0.152 FLM collisions/acre for FLM area</i></p> <p><i>Plus,</i></p>	0 -20

Table 5-3: Proposed Point Values for Prioritization Criteria

Prioritization Criteria and Point Categories	Point Value
<ul style="list-style-type: none"> • Project does not overlap with high-collision/high-population of color census block group = 0 points • Project overlaps with high-collision/high-population of color census block group = 5 points <p><i>Plus,</i></p> <ul style="list-style-type: none"> • Project does not overlap with high-collision/low-income census block group = 0 points • Project overlaps with high-collision/low-income census block group = 5 points <p><i>Plus,</i></p> <ul style="list-style-type: none"> • Project does not overlap with a high-traffic speed (>=35mph)/high-volume (>=15,000 ADTs) area = 0 points • Project overlaps with a high-traffic speed/high-volume area = 5 points 	
<p><u>Connectivity</u></p> <p><i>Bikeways</i></p> <ul style="list-style-type: none"> • Project does not close a gap in the existing network = 0 points • Project intersects with the existing network but does not close a gap = 10 points • Project closes a gap in the existing network = 20 <p><i>Pedestrian districts and FLM area</i></p> <ul style="list-style-type: none"> • Low intersection density = 0 points • Medium intersection density = 10 points • High intersection density = 20 points 	0 – 20
<p><u>Accessibility:</u> This criterion assigns point values based on the Opportunity Score associated with a project.</p> <ul style="list-style-type: none"> • Low Opportunity Score = 0 points • Medium Opportunity Score = 5 points • High Opportunity Score = 10 points <p><i>Plus,</i></p> <ul style="list-style-type: none"> • Project does not intersect a SCAG Livable Corridor = 0 points • Project intersects a SCAG Livable Corridor = 10 	0 – 20
<p><u>Demand & Community Support:</u> Project coincides with a high-demand or high community supported location.</p> <ul style="list-style-type: none"> • Project does not intersect with high demand/low-income census block group = 0 points • Project does intersect with high demand/low-income block group = 15 points <p><i>Plus,</i></p> <ul style="list-style-type: none"> • Low community comment density = 0 points • Medium community comment density = 2.5 points 	0 – 20

Table 5-3: Proposed Point Values for Prioritization Criteria

Prioritization Criteria and Point Categories	Point Value
<ul style="list-style-type: none"> High community comment density = 5 points 	
<p><u>Sustainability</u>: This criterion assigns points based on the percent of project overlapping with areas where CES>75. The category breaks were assigned by sorting projects by percent overlapping in descending order and dividing the projects into five roughly equal categories.</p> <ul style="list-style-type: none"> Very low percent project overlap = 0 points Low percent project overlap = 5 point Medium percent project overlap = 10 points High percent project overlap = 15 points Very high percent project overlap = 20 points 	0 – 20
<p><u>Project Readiness</u>: Assigns points based on whether there is an identified or approved plan or project sheets.</p> <ul style="list-style-type: none"> Project does not have approved plan or project sheet = 0 points Project has an approved plan or project sheet and is not in an EFC = 10 points Project has approved plan or project sheet and is in an EFC = 20 	0 – 20
Total Points Possible	140

6.0 Project Ranking

Tables 6-1, 6-2 and 6-3 display the resulting rankings for bikeway projects, pedestrian districts and FLM areas, respectively. The values for each of the prioritization criteria associated with each project is also shown, along with the final prioritization score. The final prioritization score was used to rank order the respective projects. The projects are listed by ranking within subregions.

There are 745 bikeway projects totaling 1,205 miles. The final bikeway project prioritization scores range from 0 to 207.5 with a mean score of 89.4. The ATSP Update includes 81 pedestrian districts, totaling 89,204 acres. The final pedestrian district prioritization scores range from 10 to 202.5 with a mean score of 102.7. Finally, there are 602 FLM areas in the updated ATSP, totaling 118,849 acres. The final FLM area prioritization score ranges from 0 to 210 with a mean score of 105.1.

321.6 miles of bikeway projects, or 27% of the total bikeway project mileage overlap with FLM areas. 38,412 acres of pedestrian districts or 43% of the total pedestrian district acreage overlap with FLM areas.

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Memorial Park Metro Station	Arroyo Verdugo	20	20	20	10	5	0	75	160	1	1
Olive Ave / San Fernando Blvd*	Arroyo Verdugo	10	10	20	15	2.5	10	67.5	125	2	2
Del Mar Metro Station	Arroyo Verdugo	10	20	20	5	5	0	60	122.5	2	3
Broadway / Brand Blvd*	Arroyo Verdugo	15	0	20	10	2.5	15	62.5	117.5	3	4
Central Ave / Lexington Dr*	Arroyo Verdugo	15	0	20	5	0	20	60	112.5	3	5
Glendale Metrolink Station	Arroyo Verdugo	5	10	20	10	15	5	65	110	3	6
Broadway / Glendale Ave*	Arroyo Verdugo	15	0	20	10	0	10	55	110	3	7
Lake Metro Station	Arroyo Verdugo	5	10	20	5	20	0	60	102.5	3	8
Downtown Burbank Metrolink Station	Arroyo Verdugo	10	0	20	10	2.5	10	52.5	97.5	3	9
Broadway / Verdugo Rd*	Arroyo Verdugo	5	10	20	5	0	10	50	92.5	3	10

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Colorado Blvd / Los Robles Ave*	Arroyo Verdugo	5	10	20	5	2.5	0	42.5	85	3	11
Colorado Blvd / Lake Ave*	Arroyo Verdugo	5	10	20	0	5	0	40	80	3	12
Glenoaks Blvd / Alameda Ave*	Arroyo Verdugo	5	0	15	15	0	10	45	77.5	3	13
Glenoaks Blvd / Western Ave*	Arroyo Verdugo	5	0	15	15	0	10	45	77.5	3	14
Olive St / Riverside Dr*	Arroyo Verdugo	5	20	10	0	0	0	35	75	3	15
San Gabriel Blvd / Colorado Blvd	Arroyo Verdugo	5	20	10	0	0	0	35	75	3	16
Olive Ave / Lake St*	Arroyo Verdugo	10	0	15	5	0	5	35	72.5	3	17
Glenoaks Blvd / Pacific Ave*	Arroyo Verdugo	10	10	5	0	0	5	30	65	3	18
Sierra Madre Blvd / Colorado Blvd	Arroyo Verdugo	5	10	15	0	0	0	30	65	3	19
Fillmore Metro Station	Arroyo Verdugo	0	10	20	0	2.5	0	32.5	62.5	3	20

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
South Pasadena Metro Station	Arroyo Verdugo	5	20	0	0	2.5	0	27.5	57.5	3	21
Sierra Madre Villa Metro Station	Arroyo Verdugo	5	0	20	0	0	0	25	55	3	22
Allen Metro Station	Arroyo Verdugo	5	10	5	0	0	0	20	45	3	23
Rosemead Blvd / Foothill Blvd	Arroyo Verdugo	5	0	15	0	0	0	20	45	3	24
Colorado Blvd / Hill Ave*	Arroyo Verdugo	0	0	20	0	2.5	0	22.5	42.5	3	25
Alameda Ave / Naomi St*	Arroyo Verdugo	5	0	10	0	0	0	15	35	3	26
Burbank Airport - South Metrolink Station	Arroyo Verdugo	0	0	10	0	0	5	15	25	3	27
Westlake / MacArthur Park Metro Station	Central Los Angeles	20	20	20	20	20	20	120	210	1	1
San Pedro St Metro Station	Central Los Angeles	20	20	20	20	15	20	115	205	1	2
Vermont Ave / Adams Blvd	Central Los Angeles	20	20	20	20	15	20	115	205	1	3

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Grand / LATTC Metro Station	Central Los Angeles	20	20	20	20	17.5	15	112.5	202.5	1	4
Alvarado St / Pico Blvd	Central Los Angeles	20	20	20	20	17.5	15	112.5	202.5	1	5
Figueroa / Washington Metro Station	Central Los Angeles	20	20	20	20	17.5	15	112.5	202.5	2	6
LATTC / Ortho Institute Metro Station	Central Los Angeles	20	20	20	20	15	15	110	200	2	7
Figueroa St / Martin Luther King Jr Blvd	Central Los Angeles	20	20	20	20	15	15	110	200	2	8
Broadway / Martin Luther King Jr Blvd	Central Los Angeles	20	20	20	20	15	15	110	200	2	9
Figueroa / 23rd Metro Station	Central Los Angeles	20	20	20	20	15	15	110	200	2	10
HOV Roadway / Adams Metro Station	Central Los Angeles	20	20	20	20	15	15	110	200	2	11
Vermont Ave / Washington Blvd	Central Los Angeles	20	20	15	20	17.5	20	112.5	197.5	2	12

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Vermont Ave / Venice Blvd	Central Los Angeles	20	20	15	20	17.5	20	112.5	197.5	2	13
103rd St / Watts Towers Metro Station	Central Los Angeles	20	20	15	20	20	15	110	195	2	14
Jefferson / USC Metro Station	Central Los Angeles	20	20	20	20	15	10	105	195	2	15
Western Ave / Santa Monica Blvd	Central Los Angeles	20	20	20	20	15	10	105	195	2	16
Figueroa St / Vernon Ave	Central Los Angeles	20	20	15	20	15	20	110	195	2	17
Broadway / Gage Ave	Central Los Angeles	20	20	15	20	15	20	110	195	2	18
Union Ave / Pico Blvd	Central Los Angeles	20	20	20	15	17.5	15	107.5	195	2	19
Union Ave / Olympic Blvd	Central Los Angeles	20	20	20	15	17.5	15	107.5	195	2	20
Grand Ave / Cesar Chavez Ave	Central Los Angeles	20	20	20	15	17.5	15	107.5	195	2	21

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Harbor Transitway / 37th St / USC Metro Station	Central Los Angeles	20	20	20	20	15	10	105	195	3	22
Harbor Transitway / Slauson Metro Station	Central Los Angeles	20	20	15	20	15	20	110	195	3	23
Civic Center / Grand Park Metro Station	Central Los Angeles	20	20	20	15	20	10	105	192.5	3	24
Main St / 6th St	Central Los Angeles	20	20	20	15	20	10	105	192.5	3	25
Witmer St / 6th St	Central Los Angeles	20	20	20	15	15	15	105	192.5	3	26
Olive / General Thaddeus Kosciusko Metro Station	Central Los Angeles	20	20	20	15	20	10	105	192.5	3	27
Main St / 5th St	Central Los Angeles	20	20	20	15	17.5	10	102.5	190	3	28
Broadway / Vernon Ave	Central Los Angeles	20	20	15	20	15	15	105	190	3	29
Harbor Freeway Metro Station	Central Los Angeles	20	20	15	20	15	15	105	190	3	30

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Vermont Ave / Pico Blvd	Central Los Angeles	20	10	20	20	17.5	20	107.5	187.5	3	31
Grand Av Arts / Bunker Hill Metro Station*	Central Los Angeles	20	20	20	15	15	10	100	187.5	3	32
Vine St / Santa Monica Blvd	Central Los Angeles	20	20	20	15	15	10	100	187.5	3	33
Alvarado St / Beverly Blvd	Central Los Angeles	20	20	20	15	15	10	100	187.5	3	34
Figueroa St / Cesar Chavez Ave	Central Los Angeles	20	20	20	15	15	10	100	187.5	3	35
Western Ave / Romaine St	Central Los Angeles	20	20	20	15	15	10	100	187.5	3	36
Pershing Square Metro Station	Central Los Angeles	20	20	20	10	20	10	100	185	3	37
Vermont Ave / Florence Ave	Central Los Angeles	20	20	15	20	15	10	100	185	3	38
Vermont Ave / Martin Luther King Jr. Blvd	Central Los Angeles	20	10	20	20	15	20	105	185	3	39

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Olive / 5th Metro Station	Central Los Angeles	20	20	20	10	20	10	100	185	3	40
Grand Ave / 6th St	Central Los Angeles	20	20	20	10	17.5	10	97.5	182.5	3	41
Historic Broadway Metro Station*	Central Los Angeles	20	20	20	15	5	15	95	182.5	3	42
LaBrea Ave / Washington Blvd	Central Los Angeles	20	20	15	15	15	15	100	182.5	3	43
Normandie Ave / Beverly Blvd	Central Los Angeles	20	20	20	15	15	5	95	182.5	3	44
Spring / 1st St Metro Station	Central Los Angeles	20	20	20	15	5	15	95	182.5	3	45
Pico Metro Station	Central Los Angeles	20	20	20	10	20	5	95	180	3	46
Vermont / Beverly Metro Station	Central Los Angeles	20	20	20	10	15	10	95	180	3	47
Chinatown Metro Station	Central Los Angeles	20	20	15	15	17.5	10	97.5	180	3	48

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Soto Metro Station	Central Los Angeles	20	10	20	20	15	15	100	180	3	49
Crenshaw Blvd / Adams Blvd	Central Los Angeles	20	20	15	10	15	20	100	180	3	50
Broadway / Century Blvd	Central Los Angeles	20	20	10	20	15	15	100	180	3	51
Alvarado St / Temple St	Central Los Angeles	20	20	20	10	15	10	95	180	3	52
Central Ave / Adams Blvd	Central Los Angeles	20	20	10	20	15	15	100	180	3	53
Daly St / Main St	Central Los Angeles	20	10	20	20	15	15	100	180	3	54
Washington Metro Station	Central Los Angeles	20	20	10	15	15	20	100	177.5	3	55
Broadway / 5th St	Central Los Angeles	15	20	20	15	20	10	100	177.5	3	56
Hope St / 6th St	Central Los Angeles	20	20	20	10	17.5	5	92.5	177.5	3	57

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Alvarado St / Sunset Blvd	Central Los Angeles	20	20	20	5	15	15	95	177.5	3	58
Echo Park Ave / Sunset Blvd	Central Los Angeles	20	20	20	5	15	15	95	177.5	3	59
6th / Flower Metro Station	Central Los Angeles	20	20	20	10	17.5	5	92.5	177.5	3	60
Figuroa / 7th Metro Station	Central Los Angeles	20	20	20	10	17.5	5	92.5	177.5	3	61
Vermont Ave / Melrose Ave	Central Los Angeles	20	10	20	20	15	10	95	175	3	62
Vermont Ave / Slauson Ave	Central Los Angeles	20	10	15	20	15	20	100	175	3	63
Vermont Ave / Jefferson Blvd	Central Los Angeles	20	10	20	20	15	10	95	175	3	64
San Pedro St / 5th St	Central Los Angeles	20	10	20	15	17.5	15	97.5	175	3	65
Vermont Ave / Olympic Blvd	Central Los Angeles	20	10	20	20	15	10	95	175	3	66

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Wilton Pl / Santa Monica Blvd	Central Los Angeles	20	10	20	20	15	10	95	175	3	67
Western Ave / Venice Blvd	Central Los Angeles	20	10	20	20	15	10	95	175	3	68
Western Ave / Pico Blvd	Central Los Angeles	20	10	20	20	15	10	95	175	3	69
Hobart Blvd / Santa Monica Blvd	Central Los Angeles	20	10	20	20	15	10	95	175	3	70
Ardmore Ave / Santa Monica Blvd	Central Los Angeles	20	10	20	20	15	10	95	175	3	71
Figueroa St / Florence Ave	Central Los Angeles	20	10	15	20	15	20	100	175	3	72
Bonnie Brae St / 3rd St	Central Los Angeles	20	10	20	15	17.5	15	97.5	175	3	73
San Pedro St / Adams Blvd	Central Los Angeles	20	10	15	20	15	20	100	175	3	74
Vermont / Sunset Metro Station	Central Los Angeles	20	10	20	15	20	10	95	172.5	3	75

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Hollywood / Vine Metro Station	Central Los Angeles	15	20	20	15	15	10	95	172.5	3	76
Little Tokyo / Arts District Metro Station	Central Los Angeles	20	20	20	10	2.5	15	87.5	172.5	3	77
6th St / San Pedro St	Central Los Angeles	20	10	20	15	15	15	95	172.5	3	78
Olive St / Olympic Blvd	Central Los Angeles	20	20	20	5	20	5	90	172.5	3	79
Figueroa / Olympic Metro Station	Central Los Angeles	20	20	20	5	20	5	90	172.5	3	80
7th Street / Metro Center Metro Station	Central Los Angeles	20	20	20	5	17.5	5	87.5	170	3	81
Expo Park / USC Metro Station	Central Los Angeles	20	10	20	20	15	5	90	170	3	82
Vermont Ave / Manchester Ave	Central Los Angeles	20	10	15	20	15	15	95	170	3	83
Vermont Ave / Vernon Ave	Central Los Angeles	20	10	15	20	15	15	95	170	3	84

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Broadway / 6th St	Central Los Angeles	15	20	20	10	20	10	95	170	3	85
La Brea Ave / Adams Blvd	Central Los Angeles	20	20	10	10	15	20	95	170	3	86
La Brea Ave / Venice Blvd	Central Los Angeles	20	20	15	10	15	10	90	170	3	87
Main St / Vernon Ave	Central Los Angeles	20	10	15	20	15	15	95	170	3	88
Central Ave / Vernon Ave	Central Los Angeles	20	10	15	20	15	15	95	170	3	89
Wilshire / Vermont Metro Station	Central Los Angeles	20	10	20	15	15	10	90	167.5	3	90
Rampart Blvd / 6th St	Central Los Angeles	20	10	20	15	15	10	90	167.5	3	91
Rampart Blvd / 3rd St	Central Los Angeles	20	10	20	15	15	10	90	167.5	3	92
Daly St / Broadway	Central Los Angeles	20	10	15	15	15	20	95	167.5	3	93

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Normandie Ave / Melrose Ave	Central Los Angeles	20	20	10	15	15	10	90	167.5	3	94
Normandie Ave / Olympic Blvd	Central Los Angeles	20	10	20	15	15	10	90	167.5	3	95
Occidental Blvd / 3rd St	Central Los Angeles	20	10	20	15	15	10	90	167.5	3	96
Hollywood / Western Metro Station	Central Los Angeles	20	10	20	15	17.5	5	87.5	165	3	97
Central Ave / 6th St	Central Los Angeles	20	10	20	10	15	15	90	165	3	98
Vermont Ave / Sunset Blvd	Central Los Angeles	20	10	20	10	20	10	90	165	3	99
Western Ave / Washington Blvd	Central Los Angeles	20	10	15	20	15	10	90	165	3	100
Western Ave / Melrose Ave	Central Los Angeles	20	20	15	10	15	5	85	165	3	101
Broadway / Florence Ave	Central Los Angeles	20	10	10	20	15	20	95	165	3	102

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Union Station	Central Los Angeles	20	20	20	10	5	5	80	165	3	103
Wilshire / Western Metro Station	Central Los Angeles	20	10	20	15	15	5	85	162.5	3	104
Expo / Crenshaw Metro Station	Central Los Angeles	20	20	15	5	15	10	85	162.5	3	105
Vermont Ave / 8th St	Central Los Angeles	20	10	20	15	15	5	85	162.5	3	106
La Brea Ave / Pico Blvd	Central Los Angeles	20	20	15	5	15	10	85	162.5	3	107
La Brea Ave / San Vicente Blvd	Central Los Angeles	20	20	15	5	15	10	85	162.5	3	108
Hudson Ave / Pico Blvd	Central Los Angeles	20	20	15	5	15	10	85	162.5	3	109
Western Ave / Olympic Blvd	Central Los Angeles	20	10	20	15	15	5	85	162.5	3	110
Hollywood / Highland Metro Station	Central Los Angeles	15	20	20	10	15	5	85	160	3	111

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Mariachi Plaza Metro Station	Central Los Angeles	5	20	20	20	15	20	100	160	3	112
Avalon Blvd / Manchester Ave	Central Los Angeles	20	10	10	20	15	15	90	160	3	113
Harbor Transitway / Manchester Metro Station	Central Los Angeles	20	10	10	20	15	15	90	160	3	114
Cesar E Chavez Ave / Beaudry Ave	Central Los Angeles	10	20	20	15	15	10	90	157.5	3	115
Crenshaw Blvd / Venice Blvd	Central Los Angeles	20	10	15	10	15	15	85	155	3	116
Western Ave / Florence Ave	Central Los Angeles	10	20	15	20	15	10	90	155	3	117
San Pedro St / Florence Ave	Central Los Angeles	20	0	15	20	15	20	90	155	3	118
Avalon Blvd / Century Blvd	Central Los Angeles	20	10	5	20	15	20	90	155	3	119
Vermont / Santa Monica Metro Station	Central Los Angeles	20	0	20	15	15	15	85	152.5	3	120

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Western Ave / Martin Luther King Jr Blvd	Central Los Angeles	20	0	15	20	17.5	15	87.5	152.5	3	121
Central Ave / Olympic Blvd	Central Los Angeles	20	10	15	15	0	20	80	152.5	3	122
Expo / La Brea Metro Station	Central Los Angeles	20	10	15	10	15	10	80	150	3	123
Avalon Blvd / 162nd St	Central Los Angeles	20	10	5	20	15	15	85	150	3	124
Avalon Blvd / Vernon Ave	Central Los Angeles	20	0	15	20	15	15	85	150	3	125
Soto St / Wabash Ave	Central Los Angeles	5	20	20	20	15	10	90	150	3	126
Normandie Ave / Martin Luther King Jr Blvd	Central Los Angeles	20	0	15	20	15	15	85	150	3	127
Pico / Aliso Metro Station	Central Los Angeles	5	20	20	15	15	15	90	147.5	3	128
Vermont Ave / 3rd St	Central Los Angeles	15	10	20	10	17.5	10	82.5	147.5	3	129

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Highland Ave / Santa Monica Blvd	Central Los Angeles	20	10	20	5	15	5	75	147.5	3	130
Central Ave / Manchester Ave	Central Los Angeles	5	20	15	20	15	15	90	145	3	131
Soto St / Whittier Blvd	Central Los Angeles	5	20	15	20	15	15	90	145	3	132
Lorena St / 8th St	Central Los Angeles	5	20	15	20	15	15	90	145	3	133
Wilshire / Normandie Metro Station	Central Los Angeles	20	0	20	15	15	5	75	142.5	3	134
Avalon Metro Station	Central Los Angeles	20	0	15	15	15	15	80	142.5	3	135
Western Ave / Adams Blvd	Central Los Angeles	5	20	15	15	15	20	90	142.5	3	136
Western Ave / Slauson Ave	Central Los Angeles	20	0	10	20	15	15	80	140	3	137
Western Ave / Vernon Ave	Central Los Angeles	20	0	10	20	15	15	80	140	3	138

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Western Ave / Beverly Blvd	Central Los Angeles	20	10	15	5	17.5	5	72.5	140	3	139
Western Ave / 54th St	Central Los Angeles	20	0	10	20	15	15	80	140	3	140
Indiana St / Whittier Blvd	Central Los Angeles	5	20	20	10	15	15	85	140	3	141
Western Ave / 3rd St	Central Los Angeles	20	0	20	10	17.5	5	72.5	137.5	3	142
Atlantic Blvd / Whittier Blvd	Central Los Angeles	5	20	15	15	15	15	85	137.5	3	143
Spence St / Whittier Blvd	Central Los Angeles	5	20	15	15	15	15	85	137.5	3	144
Atlantic Metro Station	Central Los Angeles	5	20	20	10	15	10	80	135	3	145
Crenshaw Blvd / Pico Blvd	Central Los Angeles	20	0	15	10	15	15	75	135	3	146
USC Medical Ctr Busway Station	Central Los Angeles	5	10	20	20	15	15	85	135	3	147

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Lincoln Heights / Cypress Park Metro Station	Central Los Angeles	5	20	10	15	15	20	85	132.5	3	148
La Brea Ave / Sunset Blvd	Central Los Angeles	15	10	20	5	15	5	70	132.5	3	149
Lorena St / Whittier Blvd	Central Los Angeles	5	20	15	15	15	10	80	132.5	3	150
Vernon Metro Station	Central Los Angeles	10	20	10	10	15	10	75	130	3	151
Heritage Square / Arroyo Metro Station	Central Los Angeles	10	20	10	10	15	10	75	130	3	152
Western Ave / Century Blvd	Central Los Angeles	10	10	10	20	15	15	80	130	3	153
Western Ave / Manchester Ave	Central Los Angeles	10	10	15	10	15	20	80	130	3	154
Avalon Blvd / 51st St	Central Los Angeles	20	0	5	20	15	15	75	130	3	155
Atlantic Blvd / Olympic Blvd	Central Los Angeles	5	20	15	10	15	15	80	130	3	156

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Oakford Dr / Whittier Blvd	Central Los Angeles	5	20	15	10	15	15	80	130	3	157
Herbert Ave / Whittier Blvd	Central Los Angeles	5	20	15	10	15	15	80	130	3	158
Soto St / 8th St	Central Los Angeles	5	20	10	15	15	15	80	127.5	3	159
Monterey Rd / Huntington Dr	Central Los Angeles	5	20	10	15	15	10	75	122.5	3	160
Arizona Ave / Whittier Blvd	Central Los Angeles	5	10	15	15	15	20	80	122.5	3	161
Highland Park Metro Station	Central Los Angeles	5	20	15	10	15	5	70	120	3	162
La Cienega / Jefferson Metro Station	Central Los Angeles	10	10	15	10	15	10	70	120	3	163
Expo / Western Metro Station	Central Los Angeles	5	10	15	20	15	10	75	120	3	164
Wilshire Blvd / Cloverdale Ave	Central Los Angeles	15	10	20	0	15	0	60	120	3	165

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Crenshaw Blvd / Wilshire Blvd	Central Los Angeles	20	0	15	5	15	5	60	117.5	3	166
Crenshaw Blvd / Washington Blvd	Central Los Angeles	10	10	15	5	15	15	70	117.5	3	167
Florence Ave / Normandie Ave	Central Los Angeles	5	10	15	20	15	5	70	115	3	168
Daly St / Mission Rd	Central Los Angeles	5	0	20	20	15	15	75	115	3	169
Maravilla Metro Station	Central Los Angeles	5	20	0	15	15	20	75	112.5	3	170
East LA Civic Center Metro Station	Central Los Angeles	5	10	10	15	15	20	75	112.5	3	171
Wilshire / La Brea Metro Station*	Central Los Angeles	15	10	15	0	17.5	0	57.5	112.5	3	172
Western Ave / Jefferson Blvd	Central Los Angeles	5	10	15	15	15	10	70	112.5	3	173
Expo / Vermont Metro Station	Central Los Angeles	5	0	20	20	15	10	70	110	3	174

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Cedars Sinai Medical Center Station	Central Los Angeles	10	20	20	0	0	0	50	110	3	175
La Cienega Blvd / Beverly Blvd	Central Los Angeles	10	20	20	0	0	0	50	110	3	176
La Cienega Blvd / 3rd St	Central Los Angeles	10	20	20	0	0	0	50	110	3	177
Fairfax Ave / Melrose Ave	Central Los Angeles	15	0	20	5	17.5	0	57.5	110	3	178
Avalon Blvd / Florence Ave	Central Los Angeles	5	0	15	20	15	20	75	110	3	179
Avalon Blvd / Slauson Ave	Central Los Angeles	5	0	15	20	15	20	75	110	3	180
Farmdale Metro Station	Central Los Angeles	5	10	15	5	15	20	70	107.5	3	181
La Brea Ave / Melrose Ave	Central Los Angeles	15	0	20	5	15	0	55	107.5	3	182
Boyle Ave / Olympic Blvd	Central Los Angeles	5	10	10	15	15	15	70	107.5	3	183

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Soto St / Olympic Blvd	Central Los Angeles	5	10	10	15	15	15	70	107.5	3	184
Griffin Ave / Broadway	Central Los Angeles	0	10	15	15	15	20	75	107.5	3	185
Townsend Ave / Cesar Chavez Ave	Central Los Angeles	10	0	15	15	15	10	65	107.5	3	186
Avalon Blvd / Gage Ave	Central Los Angeles	10	0	5	20	15	20	70	105	3	187
Normandie Ave / Slauson Ave	Central Los Angeles	5	0	15	20	15	15	70	105	3	188
Santa Fe Ave / Olympic Blvd	Central Los Angeles	5	20	10	5	0	20	60	102.5	3	189
Leimert Park Metro Station	Central Los Angeles	5	10	15	10	15	5	60	100	3	190
Crenshaw Blvd / Olympic Blvd	Central Los Angeles	10	0	15	10	15	10	60	100	3	191
Hyde Park Metro Station	Central Los Angeles	5	0	15	15	15	15	65	97.5	3	192

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Florence Ave / 8th St	Central Los Angeles	5	10	10	15	15	5	60	97.5	3	193
Fairfax Ave / Sunset Blvd	Central Los Angeles	5	10	20	5	15	0	55	97.5	3	194
San Fernando Rd / Fletcher Dr	Central Los Angeles	5	10	10	10	2.5	20	57.5	92.5	3	195
Fairfax Ave / 3rd St	Central Los Angeles	10	10	20	0	0	0	40	90	3	196
3rd St / Ogden Dr	Central Los Angeles	10	10	20	0	0	0	40	90	3	197
Crenshaw Blvd / Hyde Park Blvd	Central Los Angeles	5	0	10	15	15	15	60	87.5	3	198
La Brea Ave / 3rd St	Central Los Angeles	10	0	20	0	17.5	0	47.5	87.5	3	199
Indiana Metro Station	Central Los Angeles	5	10	5	10	15	10	55	85	3	200
Martin Luther King Jr Metro Station	Central Los Angeles	5	0	15	10	15	5	50	80	3	201

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Southwest Museum Metro Station	Central Los Angeles	10	10	0	5	15	5	45	77.5	3	202
Wilshire Blvd / Crescent Heights Blvd	Central Los Angeles	5	10	20	0	0	0	35	75	3	203
Wilshire / Fairfax Metro Station*	Central Los Angeles	5	10	20	0	0	0	35	75	3	204
Wilshire Blvd / June St	Central Los Angeles	5	0	15	0	20	5	45	70	3	205
La Brea Ave / Beverly Blvd	Central Los Angeles	10	0	20	0	0	0	30	70	3	206
Fairfax Ave / Beverly Blvd	Central Los Angeles	10	0	20	0	0	0	30	70	3	207
Colorado Blvd / Townsend Ave*	Central Los Angeles	5	10	15	0	0	0	30	65	3	208
Colorado Blvd / Eagle Rock Plaza*	Central Los Angeles	5	10	10	0	0	5	30	60	3	209
Colorado Blvd / Eagle Rock Blvd*	Central Los Angeles	5	10	10	0	0	0	25	55	3	210

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Overhill Dr / Slauson Ave	Central Los Angeles	5	10	5	0	0	0	20	45	3	211
Cal State LA Busway Metro Station	Central Los Angeles	5	0	0	0	2.5	5	12.5	22.5	3	212
Pacific / Randolph Metro Station*	Gateway Cities	20	20	20	15	15	15	105	192.5	1	1
Pacific Blvd / Zoe Ave	Gateway Cities	20	10	20	20	15	20	105	185	1	2
5th Street Metro Station	Gateway Cities	20	20	20	15	5	15	95	182.5	2	3
Pacific Coast Highway Metro Station	Gateway Cities	20	20	20	15	0	20	95	182.5	2	4
Alamitos Ave / Pacific Coast Hwy	Gateway Cities	20	20	15	15	0	20	90	172.5	2	5
Anaheim St Metro Station	Gateway Cities	15	20	20	20	0	15	90	170	2	6
Pacific Av Metro Station	Gateway Cities	15	20	20	15	5	15	90	167.5	3	7
Central Ave / Slauson Ave	Gateway Cities	20	10	15	15	15	20	95	167.5	3	8
Santa Fe Ave / Florence Ave	Gateway Cities	5	20	20	20	15	20	100	160	3	9

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Florence Metro Station	Gateway Cities	5	20	20	20	15	15	95	155	3	10
Downtown Long Beach Metro Station	Gateway Cities	15	20	20	5	5	15	80	152.5	3	11
1st Street Metro Station	Gateway Cities	15	20	20	5	5	15	80	152.5	3	12
Slauson Metro Station	Gateway Cities	10	20	15	15	15	15	90	152.5	3	13
Firestone Metro Station	Gateway Cities	5	20	15	20	15	20	95	150	3	14
Compton Ave / Gage Ave	Gateway Cities	5	20	15	20	15	15	90	145	3	15
Alameda St / Florence Ave	Gateway Cities	5	20	10	20	15	20	90	140	3	16
Compton Metro Station	Gateway Cities	10	20	5	10	17.5	20	82.5	132.5	3	17
Cherry Ave / Pacific Coast Hwy	Gateway Cities	10	20	15	10	0	15	70	130	3	18
Cherry Ave / Anaheim St	Gateway Cities	15	20	5	15	0	10	65	127.5	3	19
Hoefner Ave / Whittier Blvd	Gateway Cities	5	20	15	10	15	10	75	125	3	20
Pine Ave / Florence Ave	Gateway Cities	10	0	15	20	15	20	80	125	3	21
Central Ave / Florence Ave	Gateway Cities	10	0	15	20	17.5	15	77.5	122.5	3	22

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Atlantic Ave / Gage Ave	Gateway Cities	5	10	15	15	15	20	80	122.5	3	23
Long Beach Blvd / Palm Pl	Gateway Cities	10	0	20	15	15	15	75	122.5	3	24
Willowbrook / Rosa Parks Metro Station	Gateway Cities	5	10	20	10	15	15	75	120	3	25
Pacific Blvd / Florence Ave	Gateway Cities	5	0	20	20	15	20	80	120	3	26
Atlantic Ave / Florence Ave	Gateway Cities	10	0	15	15	15	20	75	117.5	3	27
Atlantic Blvd / Slauson Ave	Gateway Cities	5	10	15	15	15	15	75	117.5	3	28
Willow St Metro Station	Gateway Cities	10	20	15	5	0	5	55	112.5	3	29
Long Beach Blvd / Firestone Blvd	Gateway Cities	10	0	15	15	15	15	70	112.5	3	30
Montebello / Commerce Metrolink Station	Gateway Cities	5	20	10	10	0	20	65	110	3	31
Santa Fe Ave / Pacific Coast Hwy	Gateway Cities	5	20	10	20	0	5	60	110	3	32
Soto St / Slauson Ave	Gateway Cities	5	10	15	10	15	10	65	105	3	33

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Long Beach Blvd / Artesia Blvd	Gateway Cities	5	20	10	5	2.5	20	62.5	105	3	34
Long Beach Blvd Metro Station	Gateway Cities	5	10	15	5	15	15	65	102.5	3	35
Norwalk Metro Station	Gateway Cities	5	20	15	0	0	15	55	100	3	36
Atlantic Ave / Artesia Blvd	Gateway Cities	5	20	10	5	0	15	55	97.5	3	37
Firestone Metro Station*	Gateway Cities	10	0	10	10	15	15	60	95	3	38
Long Beach Blvd / Rosecrans Ave	Gateway Cities	5	10	15	10	0	15	55	95	3	39
Lakewood Blvd Metro Station	Gateway Cities	5	20	10	5	0	10	50	92.5	3	40
Long Beach Blvd / Tweedy Blvd	Gateway Cities	5	0	15	15	15	10	60	92.5	3	41
Wardlow Metro Station	Gateway Cities	5	20	10	0	0	15	50	90	3	42
Lakewood Blvd / Firestone Blvd	Gateway Cities	10	0	20	10	0	5	45	90	3	43
Pacific Coast Hwy / 7th St	Gateway Cities	10	20	10	0	0	0	40	90	3	44

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Ximeno Ave / Pacific Coast Hwy	Gateway Cities	10	10	20	0	0	0	40	90	3	45
I-105 / Green Line Metro Station*	Gateway Cities	5	20	0	5	0	15	45	77.5	3	46
Eastern Ave / Florence Ave	Gateway Cities	10	0	5	15	0	15	45	77.5	3	47
Florence / Salt Lake Metro Station*	Gateway Cities	5	0	5	10	15	20	55	75	3	48
Gardendale Metro Station*	Gateway Cities	5	20	5	0	0	5	35	70	3	49
Bellflower Metro Station*	Gateway Cities	5	0	15	10	0	10	40	70	3	50
Pioneer Metro Station*	Gateway Cities	5	10	15	0	0	0	30	65	3	51
Santa Fe Ave / Vernon Ave	Gateway Cities	5	0	10	20	0	0	35	65	3	52
Pacific Blvd / Vernon Ave (RR)	Gateway Cities	5	0	10	20	0	0	35	65	3	53
Artesia Metro Station	Gateway Cities	5	0	10	0	5	20	40	60	3	54
Paramount / Rosecrans Metro Station*	Gateway Cities	5	0	10	5	0	15	35	57.5	3	55

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
CSU Long Beach Library Station	Gateway Cities	5	10	10	0	0	0	25	55	3	56
Commerce Metrolink Station	Gateway Cities	5	0	0	10	0	20	35	50	3	57
Garfield Ave / Firestone Blvd	Gateway Cities	5	0	0	5	0	20	30	42.5	3	58
Norwalk / Santa Fe Springs Metrolink Station	Gateway Cities	5	0	0	5	0	10	20	32.5	3	59
Del Amo Metro Station	Gateway Cities	5	0	0	0	2.5	15	22.5	32.5	3	60
CSU Long Beach Student Union Station	Gateway Cities	0	0	10	0	0	0	10	20	3	61
Lancaster Metrolink Station	North Los Angeles County	0	20	0	20	0	15	55	85	1	1
40th St E / Palmdale Blvd	North Los Angeles County	5	0	0	20	0	5	30	50	2	2
Newhall Metrolink Station	North Los Angeles County	5	10	0	0	0	0	15	35	3	3

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Palmdale Metrolink Station	North Los Angeles County	0	0	0	10	0	10	20	25	3	4
Vincent Grade/Acton Metrolink Station	North Los Angeles County	5	0	0	0	0	0	5	15	3	5
Santa Clarita Metrolink Station	North Los Angeles County	5	0	0	0	0	0	5	15	3	6
Princessa Metrolink Station	North Los Angeles County	5	0	0	0	0	0	5	15	3	7
Santa Clarita McBean Transit Center	North Los Angeles County	5	0	0	0	0	0	5	15	3	8
Victory Metro Station*	San Fernando Valley	20	0	20	20	15	20	95	165	1	1
Vanowen Metro Station*	San Fernando Valley	20	0	20	20	15	20	95	165	1	2
North Hollywood Metro Station	San Fernando Valley	20	10	20	5	15	10	80	152.5	2	3
Roscoe Metro Station*	San Fernando Valley	20	0	20	10	15	15	80	145	2	4

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Van Nuys Blvd / Chase St	San Fernando Valley	20	0	20	10	15	15	80	145	2	5
Sepulveda Blvd / Parthenia St	San Fernando Valley	20	0	15	15	15	15	80	142.5	2	6
Van Nuys Blvd / Sherman Way	San Fernando Valley	20	0	15	10	17.5	15	77.5	137.5	2	7
Lankershim Blvd / Vanowen St	San Fernando Valley	10	10	10	15	15	20	80	127.5	3	8
Hubbard St / Truman St	San Fernando Valley	5	20	20	10	5	10	70	125	3	9
Sepulveda Blvd / Nordhoff St	San Fernando Valley	20	0	10	10	15	15	70	125	3	10
Vineland Ave / Hesby St*	San Fernando Valley	5	20	20	5	15	5	70	122.5	3	11
Lankershim Blvd / Victory Blvd	San Fernando Valley	10	10	15	10	15	10	70	120	3	12
Sylmar/San Fernando Metrolink Station	San Fernando Valley	5	20	15	10	5	10	65	115	3	13

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Sepulveda Blvd / Vanowen St	San Fernando Valley	10	0	20	10	15	15	70	115	3	14
Sepulveda Blvd / Roscoe Blvd	San Fernando Valley	10	0	15	15	15	15	70	112.5	3	15
Van Nuys Blvd / Laurel Canyon Blvd	San Fernando Valley	10	10	15	0	15	15	65	110	3	16
Sepulveda Blvd / Sherman Wy	San Fernando Valley	10	0	15	10	15	20	70	110	3	17
Sepulveda Blvd / Victory Blvd	San Fernando Valley	10	0	15	10	15	15	65	105	3	18
Sherman Way Metro Station	San Fernando Valley	5	0	15	20	15	15	70	105	3	19
Truman St / Maclay Ave	San Fernando Valley	5	10	20	5	0	20	60	102.5	3	20
Van Nuys Blvd / San Fernando Blvd	San Fernando Valley	5	10	15	5	15	15	65	102.5	3	21
Woodman Metro Station	San Fernando Valley	5	10	15	10	15	5	60	100	3	22

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Van Nuys Metro Station	San Fernando Valley	5	0	20	10	15	15	65	100	3	23
Paxton St / San Fernando Blvd	San Fernando Valley	5	10	15	0	15	20	65	100	3	24
Van Nuys Blvd / Blythe St	San Fernando Valley	5	0	20	10	15	15	65	100	3	25
Lankershim Blvd / Sherman Wy	San Fernando Valley	5	0	10	20	15	20	70	100	3	26
Canoga Metro Station	San Fernando Valley	10	0	20	5	15	5	55	97.5	3	27
Reseda Blvd / Sherman Wy	San Fernando Valley	10	10	10	5	0	15	50	92.5	3	28
Reseda Blvd / Roscoe Blvd	San Fernando Valley	5	10	15	5	0	20	55	92.5	3	29
Van Nuys Blvd / Nordhoff St	San Fernando Valley	5	0	15	10	15	15	60	90	3	30
Reseda Blvd / Vanowen St	San Fernando Valley	5	0	15	5	15	20	60	87.5	3	31

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Woodman Ave / Roscoe Blvd	San Fernando Valley	10	10	5	10	0	10	45	85	3	32
Woodman Ave / Van Nuys Blvd	San Fernando Valley	5	10	10	5	15	5	50	82.5	3	33
De Soto Metro Station	San Fernando Valley	10	0	15	0	15	5	45	80	3	34
Sepulveda Blvd / Ventura Blvd	San Fernando Valley	10	10	15	0	0	0	35	80	3	35
Reseda Blvd / Ventura Blvd	San Fernando Valley	5	10	15	5	0	5	40	77.5	3	36
Laurel Canyon Metro Station	San Fernando Valley	5	0	15	5	15	5	45	72.5	3	37
Valley College Metro Station	San Fernando Valley	5	10	15	5	0	0	35	72.5	3	38
Roscoe Metro Station	San Fernando Valley	10	0	10	10	2.5	5	37.5	72.5	3	39
San Fernando Rd / Osborne St	San Fernando Valley	10	0	10	5	0	15	40	72.5	3	40

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Sun Valley Metrolink Station	San Fernando Valley	5	0	10	10	0	20	45	70	3	41
Universal / Studio City Metro Station	San Fernando Valley	10	10	10	0	0	0	30	70	3	42
Arleta Ave / Van Nuys Blvd	San Fernando Valley	5	10	10	0	0	15	40	70	3	43
Van Nuys Blvd / Burbank Blvd	San Fernando Valley	5	10	15	0	0	5	35	70	3	44
Van Nuys Metrolink Station	San Fernando Valley	5	0	15	5	0	15	40	67.5	3	45
Van Nuys Blvd / Keswick St	San Fernando Valley	5	0	15	5	0	15	40	67.5	3	46
Van Nuys Blvd / Plummer St	San Fernando Valley	5	0	10	5	15	10	45	67.5	3	47
Van Nuys Blvd / Magnolia Blvd	San Fernando Valley	5	10	15	0	0	0	30	65	3	48
Reseda Blvd / Nordhoff St	San Fernando Valley	5	0	20	0	0	10	35	65	3	49

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Woodley Metro Station	San Fernando Valley	5	0	10	5	15	5	40	62.5	3	50
Reseda Metro Station	San Fernando Valley	0	0	15	5	15	10	45	62.5	3	51
Topanga Canyon Blvd / Roscoe Blvd	San Fernando Valley	5	10	0	10	2.5	10	37.5	62.5	3	52
Laurel Canyon Blvd / Osborne St	San Fernando Valley	5	10	0	5	0	20	40	62.5	3	53
Vineland Ave / Sherman Wy	San Fernando Valley	10	0	0	15	0	10	35	62.5	3	54
Glen Oaks Blvd / Van Nuys Blvd	San Fernando Valley	5	0	10	10	0	10	35	60	3	55
Van Nuys Blvd / Ventura Blvd	San Fernando Valley	5	0	20	0	0	0	25	55	3	56
Van Nuys Blvd / Huston St	San Fernando Valley	5	0	20	0	0	0	25	55	3	57
Sepulveda Blvd / Devonshire St	San Fernando Valley	5	10	10	0	0	0	25	55	3	58

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Laurel Canyon Blvd / Ventura Blvd	San Fernando Valley	5	10	10	0	0	0	25	55	3	59
Sepulveda Metro Station	San Fernando Valley	5	0	10	5	0	10	30	52.5	3	60
Woodman Ave / Sherman Wy	San Fernando Valley	5	0	0	5	15	15	40	52.5	3	61
Nordhoof Metro Station	San Fernando Valley	5	0	10	5	0	5	25	47.5	3	62
Reseda Blvd / Devonshire St	San Fernando Valley	5	0	15	0	0	0	20	45	3	63
Balboa Metro Station	San Fernando Valley	5	0	10	0	0	5	20	40	3	64
Tampa Metro Station	San Fernando Valley	5	0	10	0	0	5	20	40	3	65
Pierce College Metro Station	San Fernando Valley	5	0	10	0	0	5	20	40	3	66
Vineland Ave / Victory Blvd	San Fernando Valley	5	0	0	10	0	10	25	40	3	67

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Laurel Canyon Blvd / Roscoe Blvd	San Fernando Valley	5	0	0	5	0	15	25	37.5	3	68
Chatsworth Metro / Metrolink Station	San Fernando Valley	5	0	10	0	0	0	15	35	3	69
Northridge Metrolink Station	San Fernando Valley	5	0	5	0	0	10	20	35	3	70
Balboa Blvd / Roscoe Blvd	San Fernando Valley	5	0	0	5	0	10	20	32.5	3	71
Tampa Ave / Nordhoff St	San Fernando Valley	5	0	0	0	0	5	10	20	3	72
Pomona - Downtown Metrolink Station	San Gabriel Valley	10	20	20	15	17.5	15	97.5	165	1	1
Garfield Ave / Garvey Ave	San Gabriel Valley	20	0	20	15	15	0	70	137.5	1	2
Collegian Ave / Avenida Cesar Chavez	San Gabriel Valley	5	20	20	10	15	5	75	130	1	3
El Monte Metrolink Station	San Gabriel Valley	5	10	15	15	15	20	80	122.5	2	4

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Huntington Dr / Highland Ave	San Gabriel Valley	10	20	15	0	0	5	50	105	2	5
El Monte Metro Station	San Gabriel Valley	5	0	15	20	15	15	70	105	2	6
Baldwin Park Blvd / Ramona Blvd	San Gabriel Valley	5	10	15	10	0	20	60	100	2	7
Mountain View Rd / Garvey Ave	San Gabriel Valley	5	0	15	20	0	20	60	95	2	8
Indian Hill Blvd / Holt Ave	San Gabriel Valley	10	0	10	10	15	15	60	95	2	9
Mt Olive Dr / Huntington Dr	San Gabriel Valley	10	20	10	0	0	5	45	95	2	10
Baldwin Park Metrolink Station	San Gabriel Valley	5	10	15	5	0	20	55	92.5	2	11
Atlantic Blvd / Valley Blvd	San Gabriel Valley	10	10	15	5	0	5	45	92.5	2	12
Rosemead Blvd / Garvey Ave	San Gabriel Valley	10	0	10	15	0	20	55	92.5	2	13

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Jellick Ave / Colima Rd	San Gabriel Valley	10	20	0	10	0	5	45	90	3	14
Lone Hill Ave / Arrow Hwy	San Gabriel Valley	10	20	10	0	0	0	40	90	3	15
Buena Vista St / Huntington Dr	San Gabriel Valley	10	10	15	0	0	10	45	90	3	16
Puente Ave / Francisquito Ave	San Gabriel Valley	5	20	5	5	0	15	50	87.5	3	17
Reservoir St / Mission Blvd	San Gabriel Valley	5	0	10	15	15	15	60	87.5	3	18
Mountain View Rd / Valley Blvd	San Gabriel Valley	5	0	10	20	0	20	55	85	3	19
Francisquito Ave / Baldwin Park Blvd	San Gabriel Valley	5	10	10	10	0	15	50	85	3	20
Atlantic Blvd / Garvey Ave	San Gabriel Valley	10	0	15	5	15	0	45	82.5	3	21
Batson Ave / Colima Rd	San Gabriel Valley	10	20	0	5	0	5	40	82.5	3	22

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Indian Hill Blvd / Kingsley Ave	San Gabriel Valley	10	0	10	5	15	10	50	82.5	3	23
Pomona Metrolink Station	San Gabriel Valley	5	20	10	0	0	5	40	80	3	24
Sunset Ave / Amar Rd	San Gabriel Valley	5	20	10	0	0	5	40	80	3	25
Las Lomas Rd / Huntington Dr	San Gabriel Valley	5	20	10	0	0	5	40	80	3	26
Irwindale Ave / San Bernardino Rd	San Gabriel Valley	5	20	10	0	0	5	40	80	3	27
Valinda Ave / Amar Rd	San Gabriel Valley	5	20	10	0	0	5	40	80	3	28
Garey Ave / Foothill Blvd	San Gabriel Valley	5	20	10	0	0	5	40	80	3	29
Towne Ave / Foothill Blvd	San Gabriel Valley	5	20	10	0	0	5	40	80	3	30
Peck Rd / Ramona Blvd	San Gabriel Valley	5	0	10	15	0	20	50	77.5	3	31

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Valley Blvd / Garvey Ave	San Gabriel Valley	5	0	10	15	0	20	50	77.5	3	32
Vineland Ave / Amar Rd	San Gabriel Valley	0	10	15	5	0	20	50	77.5	3	33
Magnolia Ave / Huntington Dr	San Gabriel Valley	5	10	20	0	0	0	35	75	3	34
Grand Ave / Route 66	San Gabriel Valley	5	10	20	0	0	0	35	75	3	35
Cogswell Rd / Ramona Blvd	San Gabriel Valley	5	0	15	10	0	15	45	75	3	36
White Ave / Foothill Blvd	San Gabriel Valley	5	20	10	0	0	0	35	75	3	37
San Gabriel Blvd / Garvey Ave	San Gabriel Valley	5	0	10	10	15	5	45	70	3	38
Garey Ave / Grand Ave	San Gabriel Valley	0	10	5	10	15	10	50	70	3	39
Arcadia Metro Station	San Gabriel Valley	5	10	15	0	2.5	0	32.5	67.5	3	40

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Atlantic Blvd / Main St	San Gabriel Valley	5	0	15	10	2.5	5	37.5	67.5	3	41
Azusa Ave / San Bernardino Rd	San Gabriel Valley	5	10	10	5	0	5	35	67.5	3	42
Azusa Ave / Badillo St	San Gabriel Valley	5	10	10	5	0	5	35	67.5	3	43
Azusa Ave / Grondahl St	San Gabriel Valley	5	10	10	5	0	5	35	67.5	3	44
Azusa Ave / Gladstone St	San Gabriel Valley	5	20	0	5	0	5	35	67.5	3	45
Azusa Ave / Arrow Hwy	San Gabriel Valley	5	10	10	5	0	5	35	67.5	3	46
Nogales St / Colima Rd	San Gabriel Valley	5	20	0	5	0	5	35	67.5	3	47
Garey Ave / Willow St	San Gabriel Valley	5	10	5	5	0	15	40	67.5	3	48
Azusa Ave / Puente Ave	San Gabriel Valley	5	10	10	5	0	5	35	67.5	3	49

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Citrus Ave / Route 66	San Gabriel Valley	5	10	10	5	0	5	35	67.5	3	50
Glendora Metro Station*	San Gabriel Valley	5	10	15	0	0	0	30	65	3	51
Azusa Downtown Metro Station	San Gabriel Valley	10	0	15	0	0	5	30	65	3	52
Rosemead Blvd / Colorado Blvd	San Gabriel Valley	5	10	15	0	0	0	30	65	3	53
Santa Anita Ave / Garvey Ave	San Gabriel Valley	0	0	15	10	0	20	45	65	3	54
Bess Ave / Baldwin Park Blvd	San Gabriel Valley	5	0	10	10	0	15	40	65	3	55
Puente Ave / Amar Rd	San Gabriel Valley	0	10	15	0	0	15	40	65	3	56
Hacienda Blvd / Amar Rd	San Gabriel Valley	5	10	10	0	0	10	35	65	3	57
Irwindale Ave / Arrow Hwy	San Gabriel Valley	5	0	15	0	0	20	40	65	3	58

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Mountain Vista Plaza Shopping Center	San Gabriel Valley	10	0	15	0	0	5	30	65	3	59
Durfee Ave / Garvey Ave	San Gabriel Valley	5	0	10	10	0	15	40	65	3	60
Mayflower Ave / Huntington Dr	San Gabriel Valley	5	10	15	0	0	0	30	65	3	61
Unruh Ave / Amar Rd	San Gabriel Valley	5	10	10	0	0	10	35	65	3	62
Sunset Ave / Merced Ave	San Gabriel Valley	10	10	5	0	0	5	30	65	3	63
Hollenbeck Ave / Arrow Hwy	San Gabriel Valley	5	10	10	5	0	0	30	62.5	3	64
Dudley St / Holt Ave	San Gabriel Valley	5	0	10	5	0	20	40	62.5	3	65
Sunset Ave / Francisquito Ave	San Gabriel Valley	5	20	0	0	0	5	30	60	3	66
Azusa Ave / Cameron Ave	San Gabriel Valley	5	20	0	0	0	5	30	60	3	67

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Willow Ave / Amar Rd	San Gabriel Valley	0	10	15	0	0	10	35	60	3	68
Puente Ave / Pacific Ave	San Gabriel Valley	0	20	0	0	0	20	40	60	3	69
Claremont Metrolink Station	San Gabriel Valley	5	10	10	0	0	0	25	55	3	70
Rosemead Blvd / Huntington Dr	San Gabriel Valley	5	10	10	0	0	0	25	55	3	71
Lark Ellen Ave / San Bernardino Rd	San Gabriel Valley	5	10	10	0	0	0	25	55	3	72
Citrus Ave / Arrow Hwy	San Gabriel Valley	5	10	10	0	0	0	25	55	3	73
Grand Ave / Arrow Hwy	San Gabriel Valley	5	10	10	0	0	0	25	55	3	74
Plaza West Covina	San Gabriel Valley	5	10	5	0	0	10	30	55	3	75
Rosemead Blvd / Huntington Dr	San Gabriel Valley	5	10	10	0	0	0	25	55	3	76

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Monte Vista Ave / Railway St	San Gabriel Valley	5	10	10	0	0	0	25	55	3	77
Garey Ave / Lexington Ave	San Gabriel Valley	5	10	0	0	0	20	35	55	3	78
Durward Wy / D St	San Gabriel Valley	5	10	10	0	0	0	25	55	3	79
Garey Ave / Phillips Blvd	San Gabriel Valley	0	10	0	5	15	10	40	52.5	3	80
Puente Ave / I-10	San Gabriel Valley	5	10	0	5	0	10	30	52.5	3	81
Hacienda Blvd / Valley Blvd	San Gabriel Valley	10	0	0	0	0	20	30	50	3	82
Valinda Ave / West Covina Pkwy	San Gabriel Valley	5	10	5	0	0	5	25	50	3	83
Proctor Ave / Valley Blvd	San Gabriel Valley	10	0	0	0	0	20	30	50	3	84
Azusa Ave / Garvey Ave	San Gabriel Valley	5	10	0	5	0	5	25	47.5	3	85

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Monrovia Metro Station	San Gabriel Valley	5	10	5	0	0	0	20	45	3	86
Hacienda Blvd / Gale Ave	San Gabriel Valley	5	10	0	0	0	10	25	45	3	87
Del Valle Ave / Amar Rd	San Gabriel Valley	5	0	10	0	0	10	25	45	3	88
Indian Hill Blvd / San Bernardino Ave	San Gabriel Valley	0	10	10	0	0	5	25	45	3	89
Irwindale Ave / Foothill Blvd	San Gabriel Valley	5	0	10	0	0	10	25	45	3	90
Palmetto Ave / Workman Ave	San Gabriel Valley	5	0	5	10	0	5	25	45	3	91
Pomona - North Metrolink Station	San Gabriel Valley	5	0	10	0	0	5	20	40	3	92
Mountain Ave / Huntington Dr	San Gabriel Valley	5	0	10	0	0	5	20	40	3	93
Nogales St / La Puente Rd	San Gabriel Valley	0	20	0	0	0	0	20	40	3	94

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
South Campus Dr / Temple Ave	San Gabriel Valley	5	0	10	0	0	5	20	40	3	95
Diamond Bar Blvd / Temple Ave	San Gabriel Valley	5	10	0	0	0	5	20	40	3	96
Hacienda Blvd / Francisquito Ave	San Gabriel Valley	5	10	0	0	0	5	20	40	3	97
Todd Ave / Foothill Blvd	San Gabriel Valley	5	0	10	0	0	5	20	40	3	98
Merced Ave / Los Angeles St	San Gabriel Valley	0	10	0	5	0	10	25	37.5	3	99
San Dimas Metro Station*	San Gabriel Valley	5	0	10	0	0	0	15	35	3	100
Sunset Ave / Valley Blvd	San Gabriel Valley	5	0	0	0	0	20	25	35	3	101
Azusa Ave / Rowland Ave	San Gabriel Valley	5	0	0	10	0	5	20	35	3	102
Azusa Ave / Workman Ave	San Gabriel Valley	5	0	0	10	0	5	20	35	3	103

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Workman St & 2nd St	San Gabriel Valley	5	0	0	10	0	5	20	35	3	104
Azusa Ave / Covina Blvd	San Gabriel Valley	5	10	0	0	0	0	15	35	3	105
Brea Canyon Rd / Valley Blvd	San Gabriel Valley	5	10	0	0	0	0	15	35	3	106
Bonita Dr / Temple Ave	San Gabriel Valley	5	0	10	0	0	0	15	35	3	107
Puente Ave / Merced Ave	San Gabriel Valley	5	0	0	5	0	10	20	32.5	3	108
Covina Metrolink Station	San Gabriel Valley	0	10	5	0	0	0	15	30	3	109
Yorbita Rd / Valley Blvd	San Gabriel Valley	5	0	0	0	0	15	20	30	3	110
Barranca Ave / Eastland Center Dr	San Gabriel Valley	5	0	0	5	0	5	15	27.5	3	111
Duarte Metro Station	San Gabriel Valley	5	0	0	0	0	10	15	25	3	112

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Azusa Ave / Gale Ave	San Gabriel Valley	5	0	0	0	0	10	15	25	3	113
Azusa Ave / Hurley St	San Gabriel Valley	5	0	0	0	0	10	15	25	3	114
Pomona Park / Ride (Gillete Rd)	San Gabriel Valley	5	0	0	0	0	10	15	25	3	115
Citrus Ave / Rowland St	San Gabriel Valley	0	0	5	5	0	5	15	22.5	3	116
Altadena Dr / Lake Ave	San Gabriel Valley	0	10	0	0	2.5	0	12.5	22.5	3	117
APU / Citrus College Station	San Gabriel Valley	0	10	0	0	0	0	10	20	3	118
Nogales St / Valley Blvd	San Gabriel Valley	5	0	0	0	0	5	10	20	3	119
Fairway Dr / Colima Rd	San Gabriel Valley	0	10	0	0	0	0	10	20	3	120
Diamond Bar Blvd / Golden Springs Dr	San Gabriel Valley	5	0	0	0	0	0	5	15	3	121

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Lemon Ave / Valley Blvd	San Gabriel Valley	5	0	0	0	0	0	5	15	3	122
Covina Hills Rd / Via Verde St	San Gabriel Valley	5	0	0	0	0	0	5	15	3	123
Grand Ave / Valley Blvd	San Gabriel Valley	5	0	0	0	0	0	5	15	3	124
Woodbury Rd / Lincoln Ave	San Gabriel Valley	5	0	0	0	0	0	5	15	3	125
Industry Metrolink Station	San Gabriel Valley	0	0	0	0	0	0	0	0	3	126
Pacific / 1st Metro Station	South Bay Cities	20	20	10	20	0	20	90	170	1	1
Pacific / 3rd Metro Station	South Bay Cities	20	20	10	20	0	15	85	165	2	2
Vermont / Athens Metro Station	South Bay Cities	10	20	15	15	15	20	95	157.5	2	3
Downtown Inglewood Metro Station	South Bay Cities	20	0	20	15	15	15	85	152.5	2	4
Pacific / 7th Metro Station	South Bay Cities	20	20	10	15	0	10	75	152.5	3	5

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Avalon Blvd / Anaheim St	South Bay Cities	20	20	5	15	0	15	75	147.5	3	6
Pacific / 11th Metro Station	South Bay Cities	20	20	10	10	0	10	70	145	3	7
Vermont Ave / 120th St	South Bay Cities	10	20	10	10	15	20	85	140	3	8
Pacific / 15th Metro Station	South Bay Cities	15	20	5	10	0	5	55	115	3	9
Hawthorne / Lennox Metro Station	South Bay Cities	5	10	15	10	15	15	70	110	3	10
Vermont Ave / Century Blvd	South Bay Cities	10	0	10	20	15	10	65	105	3	11
Harbor Transitway / Rosecrans Metro Station	South Bay Cities	10	10	15	5	0	15	55	102.5	3	12
Crenshaw Blvd / Rosecrans Ave	South Bay Cities	10	10	15	5	0	10	50	97.5	3	13
Pacific / 17th Metro Station	South Bay Cities	15	20	0	5	0	5	45	97.5	3	14

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Fairview Heights Metro Station	South Bay Cities	5	10	10	10	15	10	60	95	3	15
La Brea Ave / Century Blvd	South Bay Cities	5	0	20	10	15	10	60	95	3	16
Grant Ave / Kingsdale Ave	South Bay Cities	10	10	20	0	0	5	45	95	3	17
Beacon / 1st St Metro Station	South Bay Cities	5	20	10	10	0	5	50	95	3	18
Hawthorne Blvd / El Segundo Blvd	South Bay Cities	5	10	20	5	0	10	50	92.5	3	19
Crenshaw Blvd / Manchester Ave	South Bay Cities	5	20	10	0	15	0	50	90	3	20
Western Ave / Imperial Hwy	South Bay Cities	5	0	15	15	0	20	55	87.5	3	21
Harbor Beacon Park and Ride Metro Station	South Bay Cities	5	20	5	10	0	5	45	85	3	22
Harbor Transitway / Carson Metro Station	South Bay Cities	5	10	15	0	0	15	45	80	3	23
LAX/Metro Transit Center*	South Bay Cities	5	0	15	10	0	10	40	70	3	24

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
LAX Bus Center	South Bay Cities	5	10	10	0	0	5	30	60	3	25
La Brea Ave / Centinela Ave	South Bay Cities	5	0	5	10	15	5	40	60	3	26
Crenshaw Metro Station	South Bay Cities	5	0	10	5	0	15	35	57.5	3	27
Pacific / 21st Metro Station	South Bay Cities	0	20	0	5	0	5	30	52.5	3	28
Figueroa / Victoria Metro Station	South Bay Cities	10	0	0	0	0	20	30	50	3	29
Aviation Blvd / Century Blvd Metro Station*	South Bay Cities	5	0	10	5	0	5	25	47.5	3	30
Crenshaw Blvd / Century Blvd	South Bay Cities	5	0	10	5	0	5	25	47.5	3	31
Aviation / LAX Metro Station	South Bay Cities	5	0	10	0	0	5	20	40	3	32
Douglas Metro Station	South Bay Cities	5	0	10	0	0	0	15	35	3	33
Redondo Beach Metro Station	South Bay Cities	10	0	0	0	0	5	15	35	3	34

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Torrance Regional Transit Center	South Bay Cities	5	10	0	0	0	0	15	35	3	35
Habor Transitway / Pacific Coast Highway Metro Station	South Bay Cities	5	0	0	5	0	10	20	32.5	3	36
Harbor Gateway Transit Center Metro Station	South Bay Cities	5	0	0	0	0	15	20	30	3	37
El Segundo Metro Station	South Bay Cities	5	0	0	0	0	0	5	15	3	38
Mariposa Metro Station	South Bay Cities	0	0	5	0	0	0	5	10	3	39
La Brea Ave / SR 2	Westside Cities	15	10	20	5	15	5	70	132.5	1	1
Sepulveda Blvd / Santa Monica Blvd	Westside Cities	15	10	20	5	15	0	65	127.5	2	2
Westwood Blvd / Santa Monica Blvd	Westside Cities	15	10	20	5	15	0	65	127.5	2	3
Fairfax Ave / Electric Dr	Westside Cities	10	20	15	5	15	5	70	127.5	2	4
Fairfax Ave / Santa Monica Blvd	Westside Cities	15	10	20	5	15	0	65	127.5	2	5

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Cadillac Ave / Venice Blvd	Westside Cities	15	20	15	5	0	5	60	127.5	2	6
Wilshire Blvd / Camden Dr	Westside Cities	15	20	20	0	0	0	55	125	3	7
Crescent Dr / Santa Monica Blvd	Westside Cities	15	20	20	0	0	0	55	125	3	8
Downtown Santa Monica Metro Station	Westside Cities	15	10	20	0	0	10	55	115	3	9
17th St / SMC Station	Westside Cities	10	20	20	0	0	5	55	115	3	10
Santa Monica Blvd / 4th St	Westside Cities	15	10	20	0	0	10	55	115	3	11
Sepulveda Blvd / Pico Blvd	Westside Cities	15	20	15	0	0	0	50	115	3	12
Main St / Sunset Ave	Westside Cities	10	20	15	10	0	0	55	115	3	13
Fairfax Ave / Venice Blvd	Westside Cities	10	20	15	5	0	5	55	112.5	3	14
Wilshire Blvd / 26th St	Westside Cities	10	20	20	0	0	0	50	110	3	15
Robertson Blvd / Wilshire Blvd	Westside Cities	10	20	20	0	0	0	50	110	3	16
Wilshire Blvd / 6th St	Westside Cities	15	10	20	0	0	5	50	110	3	17
Wilshire Blvd / Rexford Dr	Westside Cities	10	20	20	0	0	0	50	110	3	18

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
San Vicente Blvd / Santa Monica Blvd	Westside Cities	10	20	20	0	0	0	50	110	3	19
Huntley Dr / Sherwood Dr	Westside Cities	10	20	20	0	0	0	50	110	3	20
La Cienega Blvd / Pico Blvd	Westside Cities	10	20	20	0	0	0	50	110	3	21
Westwood Blvd / Weyburn Ave	Westside Cities	20	0	20	5	0	0	45	107.5	3	22
Main St / Venice Wy	Westside Cities	10	20	15	5	0	0	50	107.5	3	23
Culver City Metro Station	Westside Cities	10	20	15	0	5	0	50	105	3	24
Lincoln Blvd / Venice Blvd	Westside Cities	10	20	15	0	0	5	50	105	3	25
Centinela Ave / Venice Blvd	Westside Cities	10	20	15	0	0	5	50	105	3	26
Westwood / UCLA Metro Station*	Westside Cities	15	0	20	10	0	0	45	100	3	27
Sepulveda Blvd / Venice Blvd	Westside Cities	10	20	15	0	0	0	45	100	3	28
Overland Ave / Venice Blvd	Westside Cities	10	20	15	0	0	0	45	100	3	29

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Santa Monica Blvd / Wilshire Blvd	Westside Cities	5	20	20	0	0	0	45	95	3	30
Arizona Ave / 4th St	Westside Cities	15	0	20	0	0	10	45	95	3	31
Wilshire Blvd / Willaman Dr	Westside Cities	5	20	20	0	0	0	45	95	3	32
Wilshire / Rodeo Metro Station*	Westside Cities	5	20	20	0	0	0	45	95	3	33
Wilshire Blvd / Veteran Ave	Westside Cities	15	0	20	5	0	0	40	92.5	3	34
Wilshire Blvd / 14th St	Westside Cities	10	10	20	0	0	0	40	90	3	35
Bundy Dr / Wilshire Blvd	Westside Cities	10	10	20	0	0	0	40	90	3	36
La Cienega Blvd / Santa Monica Blvd	Westside Cities	10	10	20	0	0	0	40	90	3	37
Expo Blvd / Bundy Dr	Westside Cities	10	10	15	0	0	5	40	85	3	38
Expo Blvd / Sepulveda Blvd	Westside Cities	5	20	15	0	0	0	40	85	3	39
Westwood / Rancho Park Metro Station	Westside Cities	5	20	15	0	0	0	40	85	3	40

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Westchester / Veterans Metro Station	Westside Cities	5	10	15	10	0	5	45	85	3	41
Sepulveda Blvd / Slauson Ave	Westside Cities	5	20	15	0	0	0	40	85	3	42
Wilshire / La Cienega Metro Station*	Westside Cities	5	10	20	0	0	0	35	75	3	43
Century City / Constellation Metro Station*	Westside Cities	5	10	20	0	0	0	35	75	3	44
Barrington Ave / Wilshire Blvd	Westside Cities	10	0	20	0	0	0	30	70	3	45
Palms Metro Station	Westside Cities	5	20	5	0	0	0	30	65	3	46
Sepulveda Blvd / Manchester Ave	Westside Cities	5	10	15	0	0	0	30	65	3	47
26th St / Bergamot Station	Westside Cities	10	0	5	0	0	10	25	50	3	48
Westwood / VA Hospital Metro Station*	Westside Cities	10	0	10	0	0	0	20	50	3	49

Table 6-1: FLM Area Project Prioritization and Ranking

Station Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Beverly Glen Blvd / Wilshire Blvd	Westside Cities	5	0	15	0	0	0	20	45	3	50
Hilgard Ave / Westhome Ave	Westside Cities	0	0	20	0	0	0	20	40	3	51
Church Ln / 405 Fwy Off-Ramp	Westside Cities	5	0	10	0	0	0	15	35	3	52
Sunset Blvd / Bellagio Way	Westside Cities	5	0	10	0	0	0	15	35	3	53
Hilgard Ave / Sunset Blvd	Westside Cities	5	0	10	0	0	0	15	35	3	54
Sepulveda Blvd / Skirball Center Drive	Westside Cities	5	0	0	0	0	0	5	15	3	55
Sepulveda Blvd / Getty Center Dr	Westside Cities	5	0	0	0	0	0	5	15	3	56
Sepulveda Blvd / Mountain Gate Dr	Westside Cities	5	0	0	0	0	0	5	15	3	57

*Future Metro Stations

Table 6-2: Pedestrian District Prioritization and Ranking

Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Pasadena	Arroyo Verdugo	20	10	20	5	20	0	75	147.5	1	1
Glendale	Arroyo Verdugo	20	0	20	10	15	15	80	145	2	2
Downtown Burbank	Arroyo Verdugo	5	0	10	10	15	10	50	75	3	3
Burbank Media District - Magnolia Park	Arroyo Verdugo	10	0	0	0	15	5	30	50	3	4
South Central - Watts	Central Los Angeles	20	20	20	20	17.5	15	112.5	202.5	1	1
Boyle Heights	Central Los Angeles	20	20	20	20	15	15	110	200	2	2
Expo Park - Pico Union - Manchester Square	Central Los Angeles	20	20	20	20	15	15	110	200	3	3
Westlake - MacArthur Park	Central Los Angeles	20	20	20	15	17.5	15	107.5	195	3	4
Downtown	Central Los Angeles	20	20	20	15	20	10	105	192.5	3	5
Boyle Heights	Central Los Angeles	20	20	20	10	17.5	10	97.5	182.5	3	6
Chinatown - Arts District	Central Los Angeles	20	20	10	15	17.5	15	97.5	175	3	7
Hollywood	Central Los Angeles	20	10	20	10	20	10	90	165	3	8
Fairfax - Koreatown - Mid City West	Central Los Angeles	20	10	20	10	15	5	80	155	3	9

Table 6-2: Pedestrian District Prioritization and Ranking

Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
East Los Angeles	Central Los Angeles	5	20	15	15	15	20	90	142.5	3	10
Sylmar	Central Los Angeles	20	0	10	15	15	15	75	132.5	3	11
Long Beach	Gateway Cities	20	20	20	10	20	10	100	185	1	1
Huntington Park	Gateway Cities	20	10	20	15	15	20	100	177.5	2	2
Commerce	Gateway Cities	5	20	15	15	15	20	90	142.5	3	3
Florence-Firestone	Gateway Cities	5	20	15	15	15	15	85	137.5	3	4
Whittier	Gateway Cities	5	20	15	10	15	10	75	125	3	5
Lynwood	Gateway Cities	5	10	15	10	15	20	75	115	3	6
West Whittier-Los Nietos	Gateway Cities	5	20	20	0	0	20	65	115	3	7
Compton	Gateway Cities	5	10	10	15	15	20	75	112.5	3	8
Downey	Gateway Cities	5	10	20	10	0	10	55	100	3	9
Paramount	Gateway Cities	5	20	0	10	0	20	55	90	3	10
South Gate	Gateway Cities	5	0	15	10	15	10	55	85	3	11
Bellflower	Gateway Cities	5	0	5	15	15	10	50	72.5	3	12
East Whittier	Gateway Cities	5	10	10	0	0	15	40	70	3	13
Agoura Hills	Las Virgenes/Malibu	5	0	0	0	0	0	5	15	1	1
Lancaster	North LA County	5	10	0	15	0	10	40	67.5	1	1
Palmdale	North LA County	5	0	0	20	0	15	40	60	2	2

Table 6-2: Pedestrian District Prioritization and Ranking

Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Venice	San Fernando Valley	20	0	15	15	15	15	80	142.5	1	1
Van Nuys - Valley Glen - North Sherman Oaks	San Fernando Valley	20	0	10	10	15	10	65	120	2	2
San Fernando	San Fernando Valley	5	10	15	10	15	20	75	115	3	3
Reseda - Tarzana	San Fernando Valley	5	10	10	5	15	20	65	97.5	3	4
Hollywood	San Fernando Valley	5	10	10	5	17.5	10	57.5	90	3	5
Canoga Park - Winetka - Woodland Hills	San Fernando Valley	5	0	10	10	15	10	50	75	3	6
Sylmar	San Fernando Valley	5	10	10	5	0	5	35	67.5	3	7
Sherman Oaks	San Fernando Valley	10	0	15	0	0	0	25	60	3	8
San Pedro	San Fernando Valley	5	0	10	0	0	0	15	35	3	9
Monterey Park	San Gabriel Valley	20	0	15	10	15	5	65	125	1	1
Pomona	San Gabriel Valley	10	10	10	15	15	15	75	122.5	2	2
Azusa	San Gabriel Valley	5	10	10	5	15	15	60	92.5	3	3

Table 6-2: Pedestrian District Prioritization and Ranking

Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
El Monte	San Gabriel Valley	0	10	5	15	15	20	65	87.5	3	4
Rosemead	San Gabriel Valley	5	10	10	5	0	10	40	72.5	3	5
Claremont	San Gabriel Valley	5	10	15	0	0	5	35	70	3	6
Alhambra	San Gabriel Valley	10	0	10	5	0	10	35	67.5	3	7
East San Gabriel	San Gabriel Valley	0	20	10	0	0	0	30	60	3	8
Glendora	San Gabriel Valley	5	10	10	0	0	0	25	55	3	9
East San Gabriel	San Gabriel Valley	0	20	5	0	0	5	30	55	3	10
San Gabriel	San Gabriel Valley	5	10	0	5	0	5	25	47.5	3	11
South El Monte	San Gabriel Valley	0	0	5	10	0	20	35	45	3	12
Temple City	San Gabriel Valley	5	0	10	0	0	0	15	35	3	13
West Glendora	San Gabriel Valley	0	0	10	0	0	0	10	20	3	14
East San Gabriel	San Gabriel Valley	0	0	5	0	0	0	5	10	3	15

Table 6-2: Pedestrian District Prioritization and Ranking

Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
San Pedro	South Bay Cities	20	20	10	20	15	15	100	180	1	1
Lawndale	South Bay Cities	20	20	15	0	15	5	75	150	2	2
Inglewood	South Bay Cities	20	0	15	15	15	15	80	142.5	3	3
Gardena	South Bay Cities	10	10	15	10	15	10	70	120	3	4
Harbor Gateway	South Bay Cities	5	20	15	5	0	20	65	112.5	3	5
Hawthorne	South Bay Cities	10	10	15	5	15	10	65	112.5	3	6
Lennox	South Bay Cities	5	0	15	20	15	20	75	110	3	7
Hermosa Beach	South Bay Cities	5	20	10	0	0	0	35	75	3	8
West San Pedro	South Bay Cities	0	20	10	5	0	5	40	72.5	3	9
Torrance	South Bay Cities	5	10	15	0	0	5	35	70	3	10
Port of Los Angeles	South Bay Cities	5	10	0	5	15	5	40	62.5	3	11
Redondo Beach	South Bay Cities	5	0	15	0	0	0	20	45	3	12
Alondra Park	South Bay Cities	5	0	0	0	15	5	25	35	3	13
Del Aire	South Bay Cities	5	0	0	0	0	15	20	30	3	14
Santa Monica	Westside Cities	15	20	20	0	15	5	75	145	1	1
West Los Angeles	Westside Cities	5	20	20	15	15	0	75	132.5	2	2
West Hollywood	Westside Cities	15	10	20	5	15	5	70	132.5	3	3
Venice	Westside Cities	15	20	10	5	15	0	65	127.5	3	4
West Los Angeles	Westside Cities	15	10	15	0	15	0	55	110	3	5
Westwood	Westside Cities	20	0	20	5	0	0	45	107.5	3	6
Beverly Hills	Westside Cities	5	20	10	0	15	0	50	90	3	7
Culver City	Westside Cities	5	20	15	0	0	5	45	90	3	8
Palms - Mar Vista - Del Rey	Westside Cities	10	0	15	0	2.5	5	32.5	67.5	3	9

Table 6-2: Pedestrian District Prioritization and Ranking

Name	Lead Subregion	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Composite Score	Weighted Score	Tier	Subregion Rank
Marina Del Rey	Westside Cities	5	0	20	0	0	0	25	55	3	10
Westchester	Westside Cities	5	10	10	0	0	0	25	55	3	11
Westwood	Westside Cities	5	0	10	0	0	0	15	35	3	12

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Glendale	Arroyo Verdugo	Roscoe Blvd	Van Nuys Blvd	Nagle Ave	1.99	15	20	20	15	15	20	20	125	192.5	1	1
Glendale	Arroyo Verdugo	S Glendale Ave	E Wilson Ave	San Fernando Rd	2.20	5	20	20	15	15	15	20	110	157.5	2	2
Glendale	Arroyo Verdugo	Olive Avenue/Front Street/San Fernando Road	Flower Street	Fairmont Avenue	3.52	5	20	20	15	0	15	20	95	142.5	3	2
Burbank	Arroyo Verdugo	Empire Avenue/San Fernando Boulevard/Burbank Boulevard/Third Street/Magnolia Boulevard	Victory Place	Olive Avenue	2.38	5	20	20	10	2.5	10	20	87.5	132.5	4	2
Pasadena	Arroyo Verdugo	Union Street/Colorado Boulevard	St John Avenue	El Monte Avenue	1.41	5	20	20	15	2.5	0	20	82.5	130	5	2
Glendale	Arroyo Verdugo	San Fernando Road	Wilson Avenue	Elk Avenue	0.55	15	10	20	0	0	20	0	65	125	6	3
Glendale	Arroyo Verdugo	Wilson Avenue/Colorado Boulevard	Glendale Avenue	Eagle Rock Boulevard	2.48	5	20	15	5	15	5	20	85	122.5	7	3
Burbank	Arroyo Verdugo	Empire Avenue/Southern Pacific RR	Lankershim Boulevard	Victory Place	4.31	5	20	15	10	0	10	10	70	115	8	3
Glendale	Arroyo Verdugo	Wilson Avenue	San Fernando Road	Brand Boulevard	1.20	5	10	10	10	15	15	20	85	110	9	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Glendale	Arroyo Verdugo	San Fernando Road	Fairmont Avenue	Wilson Avenue	0.64	5	10	15	0	0	20	10	60	100	10	3
Glendale	Arroyo Verdugo	Wilson Avenue	Brand Boulevard	Glendale Avenue	0.59	5	10	10	0	15	20	10	70	100	11	3
Pasadena	Arroyo Verdugo	Colorado Boulevard	Orange Grove Boulevard	Saint John Avenue	0.33	10	10	20	0	0	0	10	50	95	12	3
Glendale	Arroyo Verdugo	Verdugo Wash	San Fernando Road	Brand Boulevard	1.53	10	10	10	0	0	20	10	60	95	13	3
Glendale	Arroyo Verdugo	Glendale Avenue	Verdugo Road	Wilson Avenue	1.35	5	10	10	5	15	10	10	65	92.5	14	3
Pasadena	Arroyo Verdugo	Linda Vista Avenue	Highland Drive	Colorado Boulevard	3.75	10	20	10	0	0	0	0	40	90	15	3
Pasadena	Arroyo Verdugo	Orange Grove Boulevard	Colorado Boulevard	Fair Oaks Avenue	1.49	10	0	20	10	0	0	10	50	90	16	3
Pasadena	Arroyo Verdugo	Union Street/Colorado Boulevard	El Molino Avenue	Eaton Wash	3.56	5	20	15	0	0	0	10	50	90	17	3
Pasadena	Arroyo Verdugo	El Molino Avenue	Orange Grove Boulevard	Union Street	0.88	5	20	10	10	0	0	0	45	90	18	3
Pasadena	Arroyo Verdugo	El Molino Avenue	Union Street	Alpine Street	1.48	0	20	20	0	0	0	10	50	85	19	3
Glendale	Arroyo Verdugo	Burbank Channel	Victory Boulevard	Los Angeles River	0.84	10	20	0	0	0	10	10	50	85	20	3
Pasadena	Arroyo Verdugo	Eaton Wash	Orange Grove Boulevard	Colorado Boulevard	1.04	5	10	15	0	0	0	10	40	70	21	3
Pasadena	Arroyo Verdugo	Orange Grove Boulevard/Roseme ad Boulevard	Eaton Wash	Colorado Boulevard	1.66	5	10	15	0	0	0	10	40	70	22	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Glendale	Arroyo Verdugo	Brand Boulevard	Arden Avenue	Wilson Avenue	0.87	5	0	10	0	15	20	0	50	70	23	3
Pasadena	Arroyo Verdugo	Washington Boulevard	El Molino Avenue	Orange Grove Boulevard	3.98	5	20	5	0	0	0	10	40	70	24	3
Glendale	Arroyo Verdugo	Ocean View Boulevard/Verdugo Road/Canada Boulevard	Honolulu Avenue	Verdugo Wash	1.27	5	20	5	0	0	0	10	40	70	25	3
Pasadena	Arroyo Verdugo	Colorado Boulevard	Linda Vista Avenue	Orange Grove Boulevard	0.52	5	10	15	0	0	0	10	40	70	26	3
South Pasadena	Arroyo Verdugo	York Boulevard/Avenue 64/Marmion Way/Lohman Lane/Stoney Drive	San Pascual Avenue	Figueroa Street	2.80	5	20	0	0	5	0	10	40	65	27	3
Pasadena	Arroyo Verdugo	Raymond Avenue	Woodbury Road	Washington Boulevard	1.20	0	20	5	5	0	0	10	40	62.5	28	3
Pasadena	Arroyo Verdugo	Saint John Avenue/Maple Street/Raymond Avenue	Orange Grove Boulevard	Colorado Boulevard	1.41	0	0	20	15	0	0	0	35	62.5	29	3
South Pasadena	Arroyo Verdugo	Pasadena Avenue/Exchange Lane	Glenarm Street	Huntington Drive	1.98	5	20	0	0	2.5	0	10	37.5	62.5	30	3
La Canada Flintridge	Arroyo Verdugo	Lowell Avenue/Foothill Boulevard/Oak Grove Drive	Honolulu Avenue	Linda Vista Avenue	7.31	5	20	0	0	2.5	0	10	37.5	62.5	31	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Glendale	Arroyo Verdugo	Verdugo Wash	Canada Boulevard	Verdugo Road	2.69	5	20	0	0	0	0	10	35	60	32	3
Glendale	Arroyo Verdugo	Verdugo Wash	Honolulu Avenue	Verdugo Road	3.28	5	20	0	0	0	0	10	35	60	33	3
Burbank	Arroyo Verdugo	Chandler Boulevard/Victory Boulevard/Cypress Avenue/Varney Street/Magnolia Boulevard	Mariposa Street	Burbank Channel	0.95	5	10	10	0	0	0	10	35	60	34	3
Unincorporated	Arroyo Verdugo	Woodbury Road/El Molino Avenue	Raymond Avenue	Washington Boulevard	1.80	0	20	5	0	2.5	0	10	37.5	57.5	35	3
Pasadena	Arroyo Verdugo	Glenarm Street	Pasadena Avenue	El Molino Avenue	1.40	0	10	15	0	2.5	0	10	37.5	57.5	36	3
Pasadena	Arroyo Verdugo	Colorado Boulevard	Figueroa Street	Linda Vista Avenue	1.52	5	10	10	0	0	0	0	25	55	37	3
Pasadena	Arroyo Verdugo	El Molino Avenue	Washington Boulevard	Orange Grove Boulevard	0.93	0	20	5	0	0	0	10	35	55	38	3
Pasadena	Arroyo Verdugo	Orange Grove Boulevard	Raymond Avenue	El Molino Avenue	0.83	0	0	10	15	0	0	20	45	52.5	39	3
Pasadena	Arroyo Verdugo	Raymond Avenue	Washington Boulevard	Orange Grove Boulevard	0.92	0	0	5	20	0	0	20	45	50	40	3
Pasadena	Arroyo Verdugo	Orange Grove Boulevard	Colorado Boulevard	Arlington Drive	1.48	0	10	10	0	0	0	10	30	45	41	3
Glendale	Arroyo Verdugo	Verdugo Wash	Brand Boulevard	Verdugo Road	1.34	5	0	10	0	0	5	10	30	45	42	3
Pasadena	Arroyo Verdugo	Arlington Drive	Orange Grove Boulevard	Pasadena Avenue	0.33	0	10	10	0	0	0	10	30	45	43	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
La Canada Flintridge	Arroyo Verdugo	Descanso Drive/Berkshire Avenue/Highland Drive	Ocean View Boulevard	Linda Vista Avenue	4.44	5	10	0	0	0	0	10	25	40	44	3
Pasadena	Arroyo Verdugo	Orange Grove Boulevard	El Molino Avenue	Eaton Wash	3.41	5	0	5	5	0	0	10	25	37.5	45	3
Pasadena	Arroyo Verdugo	Washington Boulevard	Raymond Avenue	El Molino Avenue	0.83	0	0	5	15	5	0	0	25	37.5	46	3
Glendale	Arroyo Verdugo	Honolulu Avenue	New York Avenue	Ocean View Boulevard	2.40	0	0	5	0	0	0	10	15	15	47	3
Los Angeles	Central LA	Hollywood Blvd	N Cahuenga Blvd	N Vermont Blvd	2.63	20	20	20	20	17.5	10	20	127.5	207.5	1	1
Los Angeles	Central LA	W Slauson Ave	S Vermont Ave	S Main St	1.23	20	20	20	20	15	20	0	115	205	2	1
Los Angeles	Central LA	MLK Blvd	S Vermont Ave	S Figueroa St	0.62	20	20	20	20	15	20	0	115	205	3	1
Los Angeles	Central LA	S Main St	W Jefferson Blvd	MLK Blvd	0.64	20	20	20	20	15	20	0	115	205	4	1
Los Angeles	Central LA	S Budlong	Venice Blvd	Exposition Blvd	1.55	20	20	20	20	17.5	15	0	112.5	202.5	5	2
Los Angeles	Central LA	Avalon Blvd	MLK Blvd	W Slauson Ave	1.82	20	20	15	20	15	15	20	125	200	6	2
Los Angeles	Central LA	S Central Ave	E Pico Blvd	MLK Blvd	1.75	20	20	15	20	17.5	20	0	112.5	197.5	7	2
Los Angeles	Central LA	8th Street and Berendo St	Wilshire Blvd	Venice Blvd	1.48	20	20	20	20	17.5	10	0	107.5	197.5	8	2
Los Angeles	Central LA	S Vermont Ave	W Slauson Ave	W Manchester Ave	2.43	20	20	20	20	15	10	0	105	195	9	2
Los Angeles	Central LA	Jefferson Boulevard	Figueroa Street	Main Street	0.58	20	20	20	20	15	10	0	105	195	10	2

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Central LA	Helicopter Drive/Rosewood Avenue/New Hampshire Avenue	Melrose Avenue	Wilshire Boulevard	1.82	20	20	20	15	17.5	15	0	107.5	195	11	2
Los Angeles	Central LA	Gage Avenue	Vermont Avenue	Central Avenue	1.53	20	20	15	20	15	20	0	110	195	12	2
Los Angeles	Central LA	Jefferson Boulevard	Vermont Avenue	Figueroa Street	0.87	15	20	20	20	17.5	20	0	112.5	192.5	13	2
Los Angeles	Central LA	Alameda Street	First Street	Sixth Street	0.91	20	20	15	15	15	15	20	120	192.5	14	2
Los Angeles	Central LA	Central Avenue	Firestone Boulevard	Imperial Highway	2.61	20	20	15	20	15	15	0	105	190	15	2
Los Angeles	Central LA	Manchester Avenue	Vermont Avenue	Main Street	1.23	20	20	15	20	15	15	0	105	190	16	2
Los Angeles	Central LA	Avalon Boulevard	Manchester Avenue	Imperial Highway	2.41	20	20	15	20	15	15	0	105	190	17	2
Los Angeles	Central LA	Central Avenue	Martin Luther King Jr Boulevard	Slauson Avenue	1.81	20	20	15	20	15	15	0	105	190	18	2
Los Angeles	Central LA	Martin Luther King Jr Boulevard	Figueroa Street	Main Street	0.60	20	20	20	20	15	5	0	100	190	19	3
Los Angeles	Central LA	San Pedro Street/Avalon Boulevard	Pico Boulevard	Martin Luther King Jr Boulevard	2.01	20	20	15	20	15	15	0	105	190	20	3
Los Angeles	Central LA	Glendale Boulevard/Second Street	Sunset Boulevard	Figueroa Street	2.01	20	20	20	15	17.5	10	0	102.5	190	21	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Central LA	Cesar E Chavez Avenue	Figueroa Street	Spring Street/New High Street	0.60	20	20	20	20	0	20	0	100	190	22	3
Los Angeles	Central LA	Cahuenga Boulevard/Cole Avenue	Hollywood Boulevard	Melrose Avenue	1.52	20	20	20	15	15	10	0	100	187.5	23	3
Los Angeles	Central LA	Slauson Avenue	Main Street	Avalon Boulevard	0.61	20	10	20	20	15	20	0	105	185	24	3
Los Angeles	Central LA	Main Street	Martin Luther King Jr Boulevard	Slauson Avenue	1.83	15	20	15	20	15	15	20	120	185	25	3
Los Angeles	Central LA	Fletcher Drive/Glendale Boulevard	Crystal Street/Ripple Street	Sunset Boulevard	2.68	20	20	20	10	20	5	10	105	185	26	3
Los Angeles	Central LA	Main Street/Mission Road	AT and SF Railway	Canto Drive	2.71	20	20	20	15	0	10	20	105	182.5	27	3
Los Angeles	Central LA	Melrose Avenue	Cole Avenue	Vermont Avenue	2.64	20	20	20	15	15	5	0	95	182.5	28	3
Los Angeles	Central LA	Exposition Boulevard	Vermont Avenue	Figueroa Street	0.64	15	20	20	20	15	10	0	100	180	29	3
Los Angeles	Central LA	AT and SF Railway	Riverside Drive	Main Street	1.11	20	20	10	20	0	20	20	110	180	30	3
Los Angeles	Central LA	Wilshire Boulevard	Highland Avenue	New Hampshire Avenue	3.24	20	20	20	10	17.5	5	0	92.5	177.5	31	3
Los Angeles	Central LA	Edgemont Street	Hollywood Boulevard	Melrose Avenue	1.47	20	10	20	20	17.5	10	0	97.5	177.5	32	3
Los Angeles	Central LA	Avalon Boulevard	Slauson Avenue	Manchester Avenue	2.43	20	10	15	20	15	20	0	100	175	33	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Central LA	Main Street	Slauson Avenue	Manchester Avenue	2.43	20	10	15	20	15	20	0	100	175	34	3
Los Angeles	Central LA	Central Avenue/Sixth Street	Seventh Street	Alameda Street	0.34	20	0	20	20	15	20	20	115	175	35	3
Los Angeles	Central LA	Cesar E Chavez Avenue	Spring Street	Vignes Street	0.54	20	20	20	10	5	5	20	100	175	36	3
Los Angeles	Central LA	Central Avenue	Slauson Avenue	Firestone Boulevard	2.43	20	10	15	20	17.5	15	0	97.5	172.5	37	3
Los Angeles	Central LA	Sunset Boulevard	Glendale Boulevard	Figueroa Street	1.76	20	20	20	15	0	10	0	85	172.5	38	3
Los Angeles	Central LA	Main Street	Manchester Avenue	Imperial Highway	2.42	20	20	5	20	15	15	0	95	170	39	3
Los Angeles	Central LA	Seventh Street	Main Street	San Pedro Street	0.50	15	10	20	20	15	20	0	100	170	40	3
Los Angeles	Central LA	Pico Boulevard	San Pedro Street	Central Avenue	0.62	20	0	20	20	15	20	0	95	165	41	3
Los Angeles	Central LA	Pico Boulevard	Figueroa Street	Main Street	0.64	15	20	20	10	20	5	0	90	165	42	3
Los Angeles	Central LA	Seventh Street	San Pedro Street	Central Avenue	0.51	20	0	20	20	15	20	0	95	165	43	3
Los Angeles	Central LA	Crenshaw Boulevard	Jefferson Boulevard	Martin Luther King Jr Boulevard	1.22	15	20	15	15	15	10	0	90	162.5	44	3
Los Angeles	Central LA	Venice Boulevard	Vermont Avenue	Figueroa Street	1.62	20	0	20	20	17.5	15	0	92.5	162.5	45	3
Los Angeles	Central LA	La Brea Avenue	Venice Boulevard	Jefferson Boulevard	1.84	20	10	15	15	15	15	0	90	162.5	46	3
Los Angeles	Central LA	Highland Avenue	Hollywood Boulevard	Melrose Avenue	1.51	15	20	20	10	17.5	5	0	87.5	162.5	47	3
Los Angeles	Central LA	Manchester Avenue	Main Street	Avalon Boulevard	0.60	15	10	15	20	15	20	0	95	160	48	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Central LA	La Brea Avenue	Jefferson Boulevard	Obama Boulevard	0.34	20	10	15	10	15	20	0	90	160	49	3
Los Angeles	Central LA	Main Street	Pico Boulevard	Jefferson Boulevard	1.72	20	0	20	20	15	15	0	90	160	50	3
Los Angeles	Central LA	Sunset Boulevard	Vermont Avenue	Santa Monica Boulevard Sanborn Avenue	1.07	20	10	20	10	20	5	0	85	160	51	3
Los Angeles	Central LA	Vermont Avenue	Franklin Avenue	Hollywood Boulevard	0.35	20	10	20	10	15	10	0	85	160	52	3
Los Angeles	Central LA	San Fernando Road	Glendale Avenue	Fletcher Drive	0.87	20	0	20	20	0	20	20	100	160	53	3
Unincorporated	Central LA	Cesar E Chavez Avenue	Soto Street	Mednik Avenue	3.32	10	20	20	15	15	10	0	90	157.5	54	3
Los Angeles	Central LA	First Street	Main Street	Alameda Street	0.68	20	0	20	15	15	10	20	100	157.5	55	3
Los Angeles	Central LA	Alameda Street	Cesar E Chavez Avenue	First Street	0.76	20	10	20	5	20	10	0	85	157.5	56	3
Los Angeles	Central LA	Cahuenga Boulevard	Franklin Avenue	Hollywood Boulevard	0.32	15	20	10	15	15	15	0	90	157.5	57	3
Los Angeles	Central LA	Second Street	Spring Street	Main Street	0.68	20	0	20	15	15	10	20	100	157.5	58	3
Los Angeles	Central LA	Manchester Avenue	Avalon Boulevard	Central Avenue	0.61	20	0	15	20	15	20	0	90	155	59	3
Los Angeles	Central LA	Slauson Avenue	Crenshaw Boulevard	AT and SF Railway	1.70	20	0	15	20	15	20	0	90	155	60	3
Los Angeles	Central LA	Martin Luther King Jr Boulevard	Avalon Boulevard	Central Avenue	0.60	20	0	15	20	15	20	0	90	155	61	3
Los Angeles	Central LA	Martin Luther King Jr Boulevard	Main Street	Avalon Boulevard	0.61	20	0	15	20	15	20	0	90	155	62	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Central LA	Pico Boulevard	Main Street	San Pedro Street	0.54	20	10	20	10	15	5	0	80	155	63	3
Los Angeles	Central LA	Central Avenue	Seventh Street	Pico Boulevard	0.71	20	0	15	20	15	20	0	90	155	64	3
Los Angeles	Central LA	First Street	Mission Road	Soto Street	1.54	20	0	20	15	17.5	15	0	87.5	155	65	3
Los Angeles	Central LA	Cesar E Chavez Avenue	Mission Road	Soto Street	1.40	5	20	20	20	15	15	0	95	155	66	3
Los Angeles	Central LA	AT and SF Railway	Crenshaw Boulevard	Slauson Avenue	1.93	20	0	15	15	15	15	20	100	152.5	67	3
Los Angeles	Central LA	La Brea Avenue	San Vicente Boulevard	Venice Boulevard	0.37	20	10	15	5	15	20	0	85	152.5	68	3
Los Angeles	Central LA	Imperial Highway	Avalon Boulevard	Central Avenue	0.80	20	0	15	20	15	15	0	85	150	69	3
Los Angeles	Central LA	Martin Luther King Jr Boulevard	Crenshaw Boulevard	Vermont Avenue	3.00	20	10	15	10	20	5	0	80	150	70	3
Los Angeles	Central LA	Seventh Street	Rampart Boulevard	Figueroa Street	1.83	20	0	20	15	17.5	10	0	82.5	150	71	3
Los Angeles	Central LA	Jefferson Boulevard	La Cienega Boulevard	La Brea Avenue	1.52	20	0	15	15	17.5	10	20	97.5	150	72	3
Los Angeles	Central LA	Main Street	Cesar E Chavez Avenue	Southern Pacific RR	1.20	20	0	20	15	5	10	20	90	147.5	73	3
Los Angeles	Central LA	Orange Drive/Willoughby Avenue/Formosa Avenue	Santa Monica Boulevard	Melrose Avenue	0.61	15	20	10	10	17.5	0	20	92.5	147.5	74	3
Los Angeles	Central LA	Fletcher Drive	San Fernando Road	Eagle Rock Boulevard	0.98	20	10	10	15	2.5	20	0	77.5	145	75	3
Los Angeles	Central LA	Venice Boulevard	La Brea Avenue	San Vicente Boulevard	0.67	15	0	20	15	15	20	0	85	142.5	76	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Central LA	Coronado Street/Rampart Boulevard	Sunset Boulevard	Seventh Street	2.04	5	20	20	10	17.5	15	0	87.5	142.5	77	3
Los Angeles	Central LA	Figueroa Street	Exposition Boulevard	Martin Luther King Jr Boulevard	0.59	15	0	20	20	15	10	0	80	140	78	3
Los Angeles	Central LA	Sunset Boulevard	Coronado Street	Glendale Boulevard	0.65	20	0	20	5	15	15	0	75	137.5	79	3
Los Angeles	Central LA	Slauson Avenue	Avalon Boulevard	Central Avenue	0.60	20	0	5	20	15	20	0	80	135	80	3
Los Angeles	Central LA	Budlong Avenue	Martin Luther King Jr Boulevard	Slauson Avenue	1.82	10	0	15	20	15	20	20	100	135	81	3
Los Angeles	Central LA	Budlong Avenue	Exposition Boulevard	Martin Luther King Jr Boulevard	0.62	5	10	20	20	15	15	0	85	135	82	3
Los Angeles	Central LA	Main Street	Pico Boulevard	Ninth Street	0.89	20	0	20	10	15	5	0	70	135	83	3
Los Angeles	Central LA	Dewap Road/Figueroa Street	Second Street	Cesar E Chavez Avenue	0.73	20	0	20	15	2.5	10	0	67.5	135	84	3
Los Angeles	Central LA	Imperial Highway	Main Street	Avalon Boulevard	0.60	20	0	5	20	15	20	0	80	135	85	3
Los Angeles	Central LA	Cologne Street	Fairfax Avenue	Venice Boulevard	1.19	15	10	15	15	0	10	10	75	132.5	86	3
Los Angeles	Central LA	Sunset Boulevard	Sanborn Avenue	Coronado Street	1.39	20	0	20	5	20	5	0	70	132.5	87	3
Los Angeles	Central LA	Imperial Highway	Vermont Avenue	Main Street	1.24	5	20	15	20	0	15	0	75	130	88	3
Los Angeles	Central LA	Slauson Avenue	AT and SF Railway	Vermont Avenue	1.03	20	0	5	20	15	5	20	85	130	89	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Central LA	Vermont Avenue	Jefferson Boulevard	Exposition Boulevard	0.61	20	0	10	20	15	5	0	70	130	90	3
Los Angeles	Central LA	Mission Road	Cesar E Chavez Avenue	Soto Street	2.31	5	10	20	20	0	15	20	90	130	91	3
Los Angeles	Central LA	Martin Luther King Jr Boulevard	La Brea Avenue	Crenshaw Boulevard	1.70	5	10	20	15	15	15	0	80	127.5	92	3
Los Angeles	Central LA	Hollywood Boulevard	La Brea Avenue	Highland Avenue	0.45	10	10	20	5	15	15	0	75	127.5	93	3
Los Angeles	Central LA	7th Street	New Hampshire Avenue	Rampart Boulevard	0.58	15	0	10	20	15	15	0	75	125	94	3
Los Angeles	Central LA	Figueroa Street	Cypress Avenue	York Boulevard	3.55	10	20	15	10	5	5	0	65	125	95	3
Los Angeles	Central LA	Melrose Avenue/Virgil Avenue/Santa Monica Boulevard	Vermont Avenue	Sunset Boulevard	1.72	10	0	20	15	20	10	0	75	122.5	96	3
Los Angeles	Central LA	La Brea Avenue/Fountain Avenue/Orange Drive	Hollywood Boulevard	Santa Monica Boulevard	0.92	5	20	20	15	0	5	0	65	122.5	97	3
Los Angeles	Central LA	Crenshaw Boulevard	Martin Luther King Jr Boulevard	Slauson Avenue	1.92	5	10	15	20	15	10	0	75	120	98	3
Los Angeles	Central LA	Jefferson Boulevard/Exposition Boulevard	La Brea Avenue	Crenshaw Boulevard	1.46	20	0	15	0	15	15	0	65	120	99	3
Los Angeles	Central LA	San Pedro Street	7th Street	Pico Boulevard	0.83	10	0	20	20	0	20	0	70	120	100	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Central LA	Hollywood Boulevard	Highland Avenue	Cahuenga Boulevard	0.63	10	10	10	20	15	5	0	70	120	10	3
Los Angeles	Central LA	Venice Boulevard	Cochran Avenue	La Brea Avenue	0.59	20	0	15	20	0	0	0	55	120	10	3
Los Angeles	Central LA	Whittier Boulevard	I-10	Arizona Avenue	4.59	5	10	15	15	15	15	0	75	117.5	10	3
Los Angeles	Central LA	Soto Street	Mission Road	Valley Boulevard	1.16	5	10	20	15	0	20	0	70	117.5	10	3
Los Angeles	Central LA	Obama Boulevard	Eastham Drive	La Brea Avenue	1.61	5	10	15	15	17.5	10	0	72.5	115	10	3
Los Angeles	Central LA	Franklin Avenue	Cahuenga Boulevard	Vermont Avenue	2.68	5	20	15	5	17.5	5	0	67.5	115	10	3
Los Angeles	Central LA	Fletcher Drive	Crystal Street	San Fernando Road	0.83	20	10	5	5	2.5	15	0	57.5	115	10	3
Los Angeles	Central LA	Venice Boulevard	~400 feet west of West Boulevard	Crenshaw Boulevard	0.55	15	0	20	10	15	0	0	60	115	10	3
Los Angeles	Central LA	Huntington Drive	Poplar Boulevard	Fremont Avenue	1.51	5	20	10	15	0	5	20	75	112.5	10	3
Los Angeles	Central LA	Soto Street	Valley Boulevard	Cesar E Chavez Avenue	1.66	5	0	20	20	15	10	0	70	110	11	3
Los Angeles	Central LA	Spring Street	Cesar E Chavez Avenue	Third Street	0.85	5	0	20	20	0	15	20	80	110	11	3
Los Angeles	Central LA	Exposition Boulevard	Crenshaw Boulevard	Vermont Avenue	3.06	5	0	20	15	17.5	10	0	67.5	105	11	3
Los Angeles	Central LA	San Vicente Boulevard	La Brea Avenue	Venice Boulevard	0.65	5	20	15	0	0	20	0	60	105	11	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Unincorporated	Central LA	Slauson Avenue	Sepulveda Boulevard	Crenshaw Boulevard	4.49	5	20	15	5	0	5	10	60	102.5	114	3
Los Angeles	Central LA	Sixth Street	Alameda Street	Mateo Street	0.66	0	0	0	5	15	20	10	50	100	115	3
Los Angeles	Central LA	Soto Street	Cesar E Chavez Avenue	Whittier Boulevard	1.16	0	10	10	20	15	15	0	70	100	116	3
Los Angeles	Central LA	Pico Boulevard	Fairfax Avenue	La Brea Avenue	1.57	15	10	15	0	0	5	0	45	100	117	3
Los Angeles	Central LA	Cesar E Chavez Avenue	Vignes Street	Mission Road	0.47	5	0	20	5	2.5	5	10	47.5	100	118	3
Los Angeles	Central LA	Figueroa Street	Pico Boulevard	12th Street	0.92	10	0	20	0	5	0	0	35	100	119	3
Los Angeles	Central LA	Venice Boulevard	Crenshaw Boulevard	Vermont Avenue	2.56	5	0	15	15	20	10	0	65	97.5	120	3
Los Angeles	Central LA	Melrose Avenue	Fairfax Avenue	La Brea Avenue	1.20	10	10	20	0	2.5	0	10	52.5	97.5	121	3
Los Angeles	Central LA	Pico Boulevard	La Brea Avenue	San Vicente Boulevard	0.36	15	10	5	0	0	20	0	50	95	122	3
Los Angeles	Central LA	Sixth Street	San Vicente Boulevard	Fairfax Avenue	0.74	10	10	20	0	0	0	10	50	95	123	3
Los Angeles	Central LA	Figueroa Street	Riverside Drive	Cypress Avenue	0.74	5	0	15	20	0	20	0	60	95	124	3
Los Angeles	Central LA	La Cienega Boulevard	Santa Monica Boulevard	Melrose Avenue	0.61	5	20	20	0	0	0	0	45	95	125	3
Los Angeles	Central LA	Highland Avenue/Franklin Avenue	Hollywood Boulevard	Cahuenga Boulevard	0.82	0	20	10	10	15	5	0	60	95	126	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Central LA	Melrose Avenue	La Cienega Boulevard	Fairfax Avenue	1.07	10	20	10	0	2.5	0	0	42.5	92.5	127	3
Unincorporated	Central LA	Whittier Boulevard	Arizona Avenue	Garfield Avenue	2.64	5	0	15	10	15	10	10	65	90	128	3
Los Angeles	Central LA	Beverly Boulevard	San Vicente Boulevard	Fairfax Avenue	1.27	10	10	20	0	0	0	0	40	90	129	3
Los Angeles	Central LA	Cypress Avenue	Verdugo Road	Figueroa Street	2.05	5	0	15	20	0	15	0	55	90	130	3
Los Angeles	Central LA	AT and SF Railway	First Street	Sixth Street	0.80	5	10	15	0	2.5	20	0	52.5	87.5	131	3
Los Angeles	Central LA	Center Street	Cesar E Chavez Avenue	First Street	0.75	5	10	20	0	2.5	10	0	47.5	87.5	132	3
Los Angeles	Central LA	Figueroa Street	Colorado Boulevard	York Boulevard	2.03	5	20	15	0	2.5	0	0	42.5	87.5	133	3
Los Angeles	Central LA	AT and SF Railway	Cesar E Chavez Avenue	First Street	0.64	5	10	20	0	0	10	0	45	85	134	3
Los Angeles	Central LA	Sixth Street	Fairfax Avenue	La Brea Avenue	1.21	15	0	20	0	0	0	0	35	85	135	3
Los Angeles	Central LA	Fairfax Avenue	Willoughby Avenue	Beverly Boulevard	0.92	5	10	20	0	5	0	10	50	85	136	3
Los Angeles	Central LA	Franklin Avenue/Saint George Street/Hyperion Avenue	Vermont Avenue	Glendale Boulevard	2.18	5	20	5	5	2.5	5	10	52.5	85	137	3
Unincorporated	Central LA	Mednik Avenue	Cesar E Chavez Avenue	Whittier Boulevard	1.59	0	0	20	15	0	20	0	55	82.5	138	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Central LA	Highland Avenue	Wilshire Boulevard	San Vicente Boulevard	1.07	5	10	20	0	2.5	5	0	42.5	82.5	139	3
Los Angeles	Central LA	Crenshaw Boulevard	Slauson Avenue	AT and SF Railway	0.95	5	0	10	20	0	15	0	50	80	140	3
Los Angeles	Central LA	San Vicente Boulevard	Fairfax Avenue	La Brea Avenue	1.52	5	10	20	0	0	5	0	40	80	141	3
Los Angeles	Central LA	San Vicente Boulevard	Wilshire Boulevard	Fairfax Avenue	0.75	5	10	20	0	0	0	10	45	80	142	3
Los Angeles	Central LA	La Cienega Boulevard	Beverly Boulevard	Fourth Street	0.39	5	10	20	0	0	0	10	45	80	143	3
Los Angeles	Central LA	Highland Avenue	Melrose Avenue	Wilshire Boulevard	1.78	5	10	20	0	2.5	0	0	37.5	77.5	144	3
Los Angeles	Central LA	Fairfax Avenue	Pico Boulevard	Cologne Street	1.15	5	10	20	0	0	0	0	35	75	145	3
Los Angeles	Central LA	Fairfax Avenue	San Vicente Boulevard	Pico Boulevard	0.63	10	0	20	0	0	0	10	40	75	146	3
Los Angeles	Central LA	Fairfax Avenue	Beverly Boulevard	Sixth Street	1.09	10	0	20	0	0	0	10	40	75	147	3
Los Angeles	Central LA	San Vicente Boulevard	Beverly Boulevard	Fourth Street	0.50	10	0	20	0	0	0	10	40	75	148	3
Los Angeles	Central LA	Beverly Boulevard	Fairfax Avenue	Formosa Avenue	1.20	10	0	20	0	0	0	10	40	75	149	3
Los Angeles	Central LA	Formosa Avenue	Melrose Avenue	Beverly Boulevard	0.61	10	0	20	0	0	0	10	40	75	150	3
Los Angeles	Central LA	Valley Boulevard	Soto Street	Westmont Drive	3.05	10	10	0	5	0	15	0	40	72.5	151	3
Los Angeles	Central LA	San Fernando Road	Fletcher Drive	Eagle Rock Boulevard	1.05	0	10	15	5	0	15	0	45	72.5	152	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Central LA	Venice Boulevard	Fairfax Avenue	Cochran Avenue	1.20	5	0	15	10	0	10	0	40	70	15 3	3
Los Angeles	Central LA	La Brea Avenue	Wilshire Boulevard	San Vicente Boulevard	1.07	5	10	15	0	0	5	0	35	70	15 4	3
Los Angeles	Central LA	Wilshire Boulevard	La Brea Avenue	Highland Avenue	0.38	10	0	20	0	0	0	0	30	70	15 5	3
Los Angeles	Central LA	Fairfax Avenue	San Vicente Boulevard	Wilshire Boulevard	0.40	10	0	20	0	0	0	0	30	70	15 6	3
Los Angeles	Central LA	La Cienega Boulevard	Wilshire Boulevard	Pico Boulevard	0.99	10	0	20	0	0	0	0	30	70	15 7	3
Los Angeles	Central LA	Melrose Avenue	La Brea Avenue	Highland Avenue	0.38	10	0	20	0	0	0	0	30	70	15 8	3
Los Angeles	Central LA	Glendale Boulevard	I-5	San Fernando Road	1.16	5	0	15	5	0	5	20	50	67.5	15 9	3
Unincorporated	Central LA	Garfield Avenue	Whittier Boulevard	Union Pacific RR	0.60	5	0	15	0	0	15	10	45	65	16 0	3
Los Angeles	Central LA	Formosa Avenue/Second Street/La Brea Avenue	Beverly Boulevard	Wilshire Boulevard	1.17	5	10	15	0	0	0	0	30	65	16 1	3
Los Angeles	Central LA	Eagle Rock Boulevard	Colorado Boulevard	Avenue 36	2.46	5	0	20	0	5	5	0	35	65	16 2	3
Los Angeles	Central LA	Hollywood Boulevard	Fairfax Avenue	La Brea Avenue	1.13	0	10	15	5	0	5	0	35	62.5	16 3	3
Los Angeles	Central LA	Huntington Drive	Moonstone Drive	Poplar Boulevard	2.39	5	0	5	15	2.5	10	0	37.5	60	16 4	3
Los Angeles	Central LA	La Cienega Boulevard	Melrose Avenue	Beverly Drive	0.50	5	10	10	0	0	0	10	35	60	16 5	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Central LA	AT and SF Railway	Main Street	Cesar E Chavez Avenue	1.09	5	0	10	10	2.5	5	0	32.5	57.5	166	3
Los Angeles	Central LA	Vignes Street	Main Street	Cesar E Chavez Avenue	0.48	0	0	20	5	2.5	5	0	32.5	55	167	3
Los Angeles	Central LA	Colorado Boulevard	I-5	San Fernando Road	0.55	0	10	10	0	0	10	10	40	55	168	3
Los Angeles	Central LA	Eagle Rock Boulevard	Avenue 36	San Fernando Road	1.11	5	0	5	10	2.5	10	0	32.5	52.5	169	3
Los Angeles	Central LA	Cahuenga Boulevard	Lankershim Boulevard	Franklin Avenue	3.91	10	10	0	0	0	0	0	20	50	170	3
Los Angeles	Central LA	CA-134	Burbank Channel/LA River	Riverside Drive	0.47	10	10	0	0	0	0	0	20	50	171	3
Los Angeles	Central LA	Colorado Boulevard	Eagle Rock Boulevard	Figueroa Street	1.91	5	0	15	0	0	0	0	20	45	172	3
Los Angeles	Central LA	San Vicente Boulevard	La Cienega Boulevard	Wilshire Boulevard	0.68	5	0	10	0	0	0	10	25	40	173	3
Los Angeles	Central LA	Melrose Avenue	Highland Drive	Cole Avenue	0.60	0	0	10	0	0	0	0	10	20	174	3
Los Angeles	Central LA	Los Angeles River	Lankershim Boulevard	Burbank Channel	4.56	5	0	0	0	0	0	10	15	20	175	3
Unincorporated	Gateway Cities	Manchester Ave	S Central Ave	Southern Ave	2.56	10	20	20	20	15	20	20	125	185	1	1
Long Beach	Gateway Cities	Long Beach Blvd	Pacific Coast Hwy	S Pine Ave	2.12	15	20	20	15	20	15	0	105	182.5	2	1
Compton	Gateway Cities	Artesia Blvd	Alameda St	Butler Ave	1.41	20	20	10	10	15	20	20	115	180	3	1

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Bell	Gateway Cities	Randolph St	Atlantic Blvd	River Dr	1.16	20	10	15	15	15	20	20	115	177.5	4	2
Signal Hill	Gateway Cities	Orange Ave	E Spring St	Pacific Coast Hwy	1.82	20	20	15	10	15	15	0	95	175	5	2
Unincorporated	Gateway Cities	E Slauson Ave	S Central Ave	Long Beach Ave	0.91	20	10	15	20	15	15	0	95	170	6	2
Long Beach	Gateway Cities	Alamitos Avenue	Pacific Coast Highway	0.25 miles east of Pine Avenue	2.63	20	0	20	15	17.5	15	0	87.5	155	7	2
Compton	Gateway Cities	Compton Boulevard	Paulson Avenue	Atlantic Avenue	2.93	20	20	5	5	15	10	20	95	152.5	8	2
Vernon	Gateway Cities	AT and SF Railway	Washington Boulevard	Long Beach Avenue/Slauson Avenue	3.46	20	10	10	15	15	5	20	95	152.5	9	2
Downey	Gateway Cities	Firestone Boulevard	Rio Hondo	Lakewood Boulevard	2.77	15	20	15	10	0	10	20	90	150	10	2
Bell	Gateway Cities	Southern Pacific RR	AT and SF Railway	Atlantic Avenue	1.23	20	0	10	20	15	15	20	100	150	11	2
South Gate	Gateway Cities	Union Pacific RR	Atlantic Avenue	Wood Avenue	1.19	15	20	0	20	0	20	20	95	145	12	2
Compton	Gateway Cities	Atlantic Avenue	Compton Boulevard	LA River	1.27	5	20	15	10	15	15	20	100	140	13	3
Lynwood	Gateway Cities	Imperial Highway	Central Avenue	Atlantic Avenue	4.99	10	10	20	10	15	10	20	95	140	14	3
Unincorporated	Gateway Cities	Compton Boulevard	Atlantic Avenue	~500 feet west of San Antonio Avenue	0.55	5	20	15	5	15	20	10	90	132.5	15	3
Unincorporated	Gateway Cities	Compton Creek	Imperial Highway	El Segundo Boulevard	1.16	15	20	10	5	0	15	0	65	127.5	16	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Long Beach	Gateway Cities	Del Amo Boulevard	Compton Creek	Los Angeles River	0.41	20	20	0	0	0	20	10	70	125	17	3
Long Beach	Gateway Cities	De Forest Avenue/South Street	Los Angeles River	Orange Avenue	1.52	5	20	15	15	0	15	0	70	122.5	18	3
Downey	Gateway Cities	Lakewood Boulevard	Firestone Boulevard	Imperial Highway	1.82	20	0	10	15	0	10	20	75	122.5	19	3
Huntington Park	Gateway Cities	Randolph Street	Slauson Avenue	Salt Lake Avenue	2.82	5	10	15	15	15	10	20	90	122.5	20	3
Downey	Gateway Cities	Firestone Boulevard	Lakewood Boulevard	San Gabriel River Trail	1.26	10	10	10	15	0	15	20	80	117.5	21	3
South Gate	Gateway Cities	Atlantic Avenue	Union Pacific RR	Southern Avenue	0.72	10	10	10	15	0	15	20	80	117.5	22	3
South Gate	Gateway Cities	Atlantic Avenue	Southern Avenue	Imperial Highway	1.31	5	10	15	10	15	15	10	80	115	23	3
Long Beach	Gateway Cities	Pacific Coast Highway	Dominguez Channel	Los Angeles River	1.84	5	10	10	15	15	10	20	85	112.5	24	3
Montebello	Gateway Cities	Union Pacific RR	Garfield Avenue	Rio Hondo	2.15	5	10	15	15	0	15	20	80	112.5	25	3
Long Beach	Gateway Cities	Pacific Coast Highway	Long Beach Boulevard	Alamitos Avenue	0.91	5	0	20	10	15	20	10	80	110	26	3
Paramount	Gateway Cities	Somerset Boulevard	Los Angeles River	Garfield Avenue	1.16	15	10	5	10	0	20	0	60	110	27	3
Cudahy	Gateway Cities	Atlantic Avenue	Randolph Street	Patata Street	2.28	5	0	15	15	15	15	20	85	107.5	28	3
Cudahy	Gateway Cities	Salt Lake Avenue	Randolph Street	Atlantic Avenue	2.94	5	0	15	15	15	15	20	85	107.5	29	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Cerritos	Gateway Cities	South Street	San Gabriel River	Pacific Electric Railway	1.62	5	20	20	0	5	0	10	60	105	30	3
Long Beach	Gateway Cities	Orange Avenue	Alondra Boulevard	South Street	2.39	10	10	5	10	15	15	0	65	105	31	3
Bellflower	Gateway Cities	Alondra Boulevard	Pacific Electric Railway	San Gabriel River Trail	1.65	5	20	5	10	0	15	20	75	105	32	3
South Gate	Gateway Cities	Union Pacific RR	Rio Hondo	Imperial Highway	0.49	20	10	0	0	0	20	10	60	105	33	3
La Mirada	Gateway Cities	Imperial Highway	La Mirada Boulevard	Beach Boulevard	3.10	10	20	15	0	0	0	10	55	105	34	3
Long Beach	Gateway Cities	Pine Avenue	Ocean Boulevard	Shoreline Drive	0.33	5	20	10	0	5	20	0	60	100	35	3
Long Beach	Gateway Cities	Pacific Coast Highway	De Forest Avenue	Long Beach Boulevard	1.03	5	0	15	15	15	10	0	60	100	36	3
Long Beach	Gateway Cities	South Street	Orange Avenue	Lakewood Boulevard	2.41	5	20	15	0	0	10	10	60	100	37	3
Norwalk	Gateway Cities	Alondra Boulevard	San Gabriel River	Southern Pacific RR	4.78	5	20	15	0	0	10	10	60	100	38	3
Lynwood	Gateway Cities	Atlantic Avenue	Imperial Highway	Compton Boulevard	3.01	5	10	10	5	17.5	15	10	72.5	100	39	3
Downey	Gateway Cities	Imperial Highway	Lakewood Boulevard	San Gabriel River Trail	1.84	5	10	15	10	0	10	20	70	100	40	3
South Gate	Gateway Cities	Union Pacific RR	Wood Avenue	Rio Hondo	0.62	5	20	0	5	0	20	20	70	100	41	3
South Gate	Gateway Cities	Imperial Highway	Atlantic Avenue	Los Angeles River	0.46	15	10	0	10	0	10	20	65	100	42	3
Compton	Gateway Cities	Gateway Towne Center	Greenleaf Boulevard	Compton Creek	0.98	5	20	10	0	0	20	10	65	100	43	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Bellflower	Gateway Cities	Lakewood Boulevard	Alondra Boulevard	South Street	2.40	5	20	15	5	0	5	0	50	97.5	44	3
Long Beach	Gateway Cities	Pacific Coast Highway	Alamitos Avenue	Lakewood Boulevard	2.56	5	0	15	10	15	10	20	75	95	45	3
Paramount	Gateway Cities	Alondra Boulevard	Los Angeles River	Orange Avenue	0.65	5	10	5	20	0	20	0	60	95	46	3
Paramount	Gateway Cities	Somerset Boulevard	Garfield Avenue	Lakewood Boulevard	1.80	5	10	10	10	0	15	20	70	95	47	3
Commerce	Gateway Cities	Randolph Street	District Boulevard	Garfield Avenue	1.75	5	10	0	20	0	20	20	75	95	48	3
Paramount	Gateway Cities	Pacific Electric Railway	Imperial Highway	Somerset Boulevard	3.50	5	10	15	5	0	10	20	65	92.5	49	3
South Gate	Gateway Cities	Southern Pacific RR	San Gabriel River	Rio Hondo	1.05	5	20	0	5	0	20	20	70	92.5	50	3
Vernon	Gateway Cities	Los Angeles River	Sixth Street	Atlantic Boulevard	5.54	5	10	10	15	0	5	20	65	92.5	51	3
Long Beach	Gateway Cities	Ocean Boulevard	Los Angeles River	Pine Avenue	0.82	0	20	10	0	5	20	10	65	90	52	3
Long Beach	Gateway Cities	Los Coyotes Diagonal/Willow Street	Pacific Coast Highway	Los Angeles River	4.29	5	20	15	0	0	0	10	50	90	53	3
Long Beach	Gateway Cities	Lakewood Boulevard	South Street	Spring Street	4.03	5	20	15	0	0	0	10	50	90	54	3
Cerritos	Gateway Cities	Pacific Electric Railway	San Gabriel River	South Street	2.40	5	20	15	0	0	0	10	50	90	55	3
Paramount	Gateway Cities	Garfield Avenue	Imperial Highway	Somerset Boulevard	2.76	5	10	10	10	0	15	10	60	90	56	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Pico Rivera	Gateway Cities	Telegraph Road	Rio Hondo	Lakewood Boulevard	1.28	5	10	10	10	0	10	20	65	90	57	3
Long Beach	Gateway Cities	Clark Avenue/Bouton Creek/Iroquois Avenue	Pacific Coast Highway	Anaheim Road	2.73	5	20	15	0	0	0	10	50	90	58	3
Bellflower	Gateway Cities	Lakewood Boulevard	Somerset Boulevard	Alondra Boulevard	0.62	5	10	15	0	0	15	10	55	85	59	3
Compton	Gateway Cities	Redondo Beach Boulevard	Vermont Avenue	Paulsen Avenue	3.92	5	20	0	10	0	15	0	50	85	60	3
Bellflower	Gateway Cities	Lakewood Boulevard	Imperial Highway	Somerset Boulevard	1.81	5	10	15	5	0	5	10	50	82.5	61	3
South Gate	Gateway Cities	Southern Avenue	Atlantic Avenue	Los Angeles River	0.46	5	0	10	15	0	15	20	65	82.5	62	3
Pico Rivera	Gateway Cities	Rosemead Boulevard	Mines Avenue	Telegraph Road	2.96	5	0	10	15	0	15	20	65	82.5	63	3
Pico Rivera	Gateway Cities	Rosemead Boulevard	Durfee Avenue	Mines Avenue	3.52	5	10	10	5	0	10	20	60	82.5	64	3
Long Beach	Gateway Cities	Spring Street	Lakewood Boulevard	San Gabriel River	3.41	5	20	10	0	0	0	10	45	80	65	3
Bell Gardens	Gateway Cities	Garfield Avenue	Randolph Street	Southern Pacific RR	2.40	5	0	5	20	0	15	20	65	80	66	3
Long Beach	Gateway Cities	Atlantic Avenue	70th Street	Artesia Boulevard	0.74	0	20	10	0	0	15	10	55	80	67	3
Pico Rivera	Gateway Cities	Mines Avenue	Rio Hondo	Rosemead Boulevard	1.17	0	20	0	5	0	20	20	65	77.5	68	3
Long Beach	Gateway Cities	Orange Avenue	South Street	Spring Street	4.05	5	20	5	0	0	5	10	45	75	69	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Long Beach	Gateway Cities	Compton Creek	Del Amo Boulevard	Los Angeles River	0.55	5	20	0	0	0	15	10	50	75	70	3
Paramount	Gateway Cities	Alondra Boulevard	Orange Avenue	Garfield Avenue	0.60	5	0	5	20	0	20	0	50	75	71	3
Commerce	Gateway Cities	Southern Pacific RR	Garfield Avenue	Slauson Avenue	1.49	5	0	0	20	0	20	20	65	75	72	3
Vernon	Gateway Cities	Union Pacific RR	Vernon Avenue	Randolph Street	1.93	5	0	0	20	15	5	20	65	75	73	3
Commerce	Gateway Cities	Garfield Avenue	Telegraph Road	Randolph Street	1.04	5	0	0	20	0	20	20	65	75	74	3
Long Beach	Gateway Cities	San Gabriel River	I-405	SR-22	0.83	5	20	10	0	0	0	0	35	75	75	3
Paramount	Gateway Cities	Alondra Boulevard	Garfield Avenue	Lakewood Boulevard	1.81	5	0	5	15	0	15	20	60	72.5	76	3
Norwalk	Gateway Cities	Imperial Highway	Firestone Boulevard	Coyote Creek	3.57	5	10	5	5	0	10	20	55	72.5	77	3
Montebello	Gateway Cities	Garfield Avenue	Riggin Street	Whittier Boulevard	2.14	5	0	15	5	0	10	20	55	72.5	78	3
Cerritos	Gateway Cities	South Street	Pacific Electric Railway	Coyote Creek	2.49	5	20	5	0	0	0	10	40	70	79	3
Norwalk	Gateway Cities	Imperial Highway	San Gabriel River	Firestone Boulevard	1.45	5	10	5	0	0	20	10	50	70	80	3
Norwalk	Gateway Cities	Firestone Boulevard	San Gabriel River	Imperial Highway	1.55	5	10	5	0	0	20	10	50	70	81	3
Whittier	Gateway Cities	Lambert Road	Mills Avenue	Valley Home Avenue	3.40	5	20	5	0	0	0	10	40	70	82	3
Unincorporated	Gateway Cities	Mills Avenue	Telegraph Road	Lambert Road	1.70	5	20	5	0	0	0	10	40	70	83	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Santa Fe Springs	Gateway Cities	Telegraph Road	San Gabriel River	Mills Avenue	3.90	5	20	0	0	0	10	10	45	70	84	3
Bellflower	Gateway Cities	Pacific Electric Railway	Ripon Avenue	San Gabriel River	0.37	5	20	5	0	0	0	10	40	70	85	3
Bellflower	Gateway Cities	Alondra Boulevard	Lakewood Boulevard	Flora Vista Street	0.75	0	10	15	5	0	0	20	50	67.5	86	3
Commerce	Gateway Cities	Garfield Avenue	Ferguson Drive	Telegraph Road	1.74	5	0	10	5	0	20	10	50	67.5	87	3
La Mirada	Gateway Cities	Coyote Creek/Southern Pacific RR	Coyote Creek	Alondra Boulevard	3.27	5	20	0	0	0	5	10	40	65	88	3
Downey	Gateway Cities	Imperial Highway	Union Pacific RR	Lakewood Boulevard	2.47	5	10	5	5	0	5	10	40	62.5	89	3
Downey	Gateway Cities	Lakewood Boulevard/Rosemead Boulevard	Telegraph Road	Firestone Boulevard	2.33	5	0	15	5	0	5	10	40	62.5	90	3
Pico Rivera	Gateway Cities	Telegraph Road	Rosemead Boulevard	San Gabriel River	1.45	5	10	5	5	0	5	10	40	62.5	91	3
Montebello	Gateway Cities	Telegraph Road	Garfield Avenue	Rio Hondo	1.65	5	0	0	15	0	15	20	55	62.5	92	3
Cerritos	Gateway Cities	Flora Vista Street	South Street	Del Amo Boulevard	1.74	5	20	0	0	0	0	10	35	60	93	3
South Gate	Gateway Cities	Imperial Highway	Los Angeles River	Ruchti Road	0.49	5	10	0	0	0	20	10	45	60	94	3
South Gate	Gateway Cities	Garfield Avenue	Rio Hondo	Imperial Highway	0.93	5	10	0	0	0	20	10	45	60	95	3
South Gate	Gateway Cities	Garfield Avenue	Southern Pacific RR	Rio Hondo	1.13	5	10	0	0	0	20	10	45	60	96	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Pico Rivera	Gateway Cities	Mines Avenue	Rosemead Boulevard	San Gabriel River	1.11	0	10	15	0	0	5	10	40	60	97	3
Paramount	Gateway Cities	Garfield Avenue	Somerset Boulevard	Alondra Boulevard	0.62	5	0	5	5	0	15	20	50	57.5	98	3
La Mirada	Gateway Cities	Alondra Boulevard	I-5	Coyote Creek	2.60	5	20	0	0	0	0	0	25	55	99	3
South Gate	Gateway Cities	Southern Avenue	Burke Avenue	Atlantic Avenue	0.45	5	0	10	0	0	20	0	35	55	100	3
Whittier	Gateway Cities	Beverly Boulevard	San Gabriel River	Pioneer Boulevard	0.41	0	20	0	0	0	10	10	40	55	101	3
Unincorporated	Gateway Cities	Telegraph Road	La Canada Verde Creek	Imperial Highway	2.22	5	10	5	0	0	0	10	30	50	102	3
Santa Fe Springs	Gateway Cities	Coyote Creek	Imperial Highway	Foster Road	0.63	5	10	0	0	2.5	5	10	32.5	47.5	103	3
Cerritos	Gateway Cities	Del Amo Boulevard	San Gabriel River	Coyote Creek	2.76	5	0	10	0	0	5	10	30	45	104	3
Unincorporated	Gateway Cities	Alameda Street	Pacific Electric Railway	Del Amo Boulevard	1.17	0	10	0	0	0	20	10	40	45	105	3
Unincorporated	Gateway Cities	La Canada Verde Creek	Telegraph Road	Imperial Highway	1.49	5	0	5	0	0	15	10	35	45	106	3
Long Beach	Gateway Cities	Ocean Boulevard	54th Place	San Gabriel River	1.67	0	20	0	0	0	0	10	30	45	107	3
Long Beach	Gateway Cities	Pacific Coast Highway	Ximeno Way	Clark Avenue	0.67	5	0	10	0	0	0	10	25	40	108	3
Long Beach	Gateway Cities	Lakewood Boulevard	Spring Street	Los Coyotes Diagonal	1.85	5	10	0	0	0	0	10	25	40	109	3
Long Beach	Gateway Cities	Spring Street	Orange Avenue	Lakewood Boulevard	2.64	5	10	0	0	0	0	10	25	40	110	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Cerritos	Gateway Cities	Southern Pacific RR	Alondra Boulevard	Coyote Creek	0.48	5	10	0	0	0	0	10	25	40	11	3
Unincorporated	Gateway Cities	Imperial Highway	Coyote Creek	Telegraph Road	1.73	0	10	5	0	0	5	10	30	40	11	3
Long Beach	Gateway Cities	Pacific Coast Highway	Clark Avenue	Loynes Drive	1.86	5	0	10	0	0	0	0	15	35	11	3
Santa Fe Springs	Gateway Cities	Alondra Boulevard	Southern Pacific RR	Coyote Creek	0.40	5	10	0	0	0	0	0	15	35	11	3
Long Beach	Gateway Cities	Spring Street	De Forest Avenue	Orange Avenue	1.97	0	0	10	0	0	5	10	25	30	11	3
Lakewood	Gateway Cities	South Street	Lakewood Boulevard	San Gabriel River	2.81	5	0	5	0	0	0	10	20	30	11	3
Norwalk	Gateway Cities	Firestone Boulevard/Southern Pacific RR	Imperial Highway	Alondra Boulevard	4.32	5	0	0	0	0	5	10	20	25	11	3
La Mirada	Gateway Cities	Coyote Creek	Imperial Highway	Hillsborough Drive	0.97	0	10	0	0	0	0	10	20	25	11	3
	Gateway Cities	San Gabriel River	Marina Drive	First Street	0.37	0	10	0	0	0	0	0	10	20	11	3
Long Beach	Gateway Cities	Pacific Coast Highway	Loynes Drive	San Gabriel River	1.53	5	0	0	0	0	0	0	5	15	12	3
Unincorporated	Gateway Cities	Telegraph Road	Mills Avenue	La Canada Verde Creek	0.35	0	0	0	0	0	0	10	10	5	12	3
Long Beach	Gateway Cities	Willow Street	San Gabriel River	Coyote Creek	0.40	0	0	0	0	0	0	0	0	0	12	3
Long Beach	Gateway Cities	Loynes Drive	Crystal Cove Drive	Palo Verde Avenue	0.39	0	0	0	0	0	0	0	0	0	12	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Whittier	Gateway Cities	Pioneer Boulevard	Beverly Boulevard	Union Pacific RR	0.46	0	0	0	0	0	0	0	0	0	124	3
Unincorporated	Las Virgenes/Malibu	Route N1	Agoura Rd	Route 1	11.16	5	20	0	0	0	0	10	35	60	1	1
Calabasas	Las Virgenes/Malibu	Calabasas Road/Mulholland Drive/Ventura Boulevard	Las Virgenes Road	Topanga Canyon Boulevard	7.46	5	20	0	0	0	0	10	35	60	2	2
Calabasas	Las Virgenes/Malibu	Las Virgenes Road	Mureau Road	Agoura Road	0.73	0	20	0	0	0	0	0	20	40	3	3
Malibu	Las Virgenes/Malibu	Pacific Coast Highway	Malibu Canyon Road	Temescal Canyon	12.16	5	0	0	0	0	0	10	15	20	4	3
Malibu	Las Virgenes/Malibu	Pacific Coast Highway	Mulholland Highway	Malibu Canyon Road	17.84	5	0	0	0	0	0	10	15	20	5	3
Agoura Hills	Las Virgenes/Malibu	Agoura Road	~500 feet west of Lakeview Canyon Road	Las Virgenes Road	8.96	0	0	0	0	0	0	10	10	5	6	3
Lancaster	North LA County	Sierra Hwy	W Avenue H	W Avenue J	2.49	5	20	0	15	2.5	15	20	77.5	105	1	1
Unincorporated	North LA County	Sierra Highway	~350 feet south of 6th Street	Avenue Q	0.45	0	20	0	20	0	15	20	75	95	2	2
Lancaster	North LA County	Avenue J	30th Street	Sierra Highway	3.34	5	20	0	10	2.5	5	20	62.5	87.5	3	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Unincorporated	North LA County	Soledad Canyon Road	Lost Canyon Road	Avenue Q-12	33.90	5	20	0	5	0	5	20	55	77.5	4	3
Palmdale	North LA County	Palmdale Boulevard	Sierra Highway	90th Street	10.19	5	10	0	15	0	10	20	60	77.5	5	3
Santa Clarita	North LA County	Sierra Highway	Golden Valley Road	San Fernando Road	6.02	5	20	0	0	0	0	10	35	60	6	3
Lancaster	North LA County	30th Street	Avenue J	Avenue M	3.66	5	20	0	0	0	0	10	35	60	7	3
Santa Clarita	North LA County	Sierra Highway	Golden Valley Road	Sandy Drive	2.51	5	20	0	0	2.5	0	0	27.5	57.5	8	3
Palmdale	North LA County	Rancho Vista Boulevard	30th Street	Sierra Highway	4.32	5	10	0	5	0	5	10	35	52.5	9	3
Unincorporated	North LA County	The Old Road	Sky View Lane	Calgrove Boulevard	6.20	0	20	0	0	2.5	0	10	32.5	47.5	10	3
Lancaster	North LA County	Columbia Way	30th Street	Sierra Highway	3.81	0	10	0	10	0	0	20	40	45	11	3
Lancaster	North LA County	Avenue H	30th Street	Sierra Highway	3.07	5	10	0	0	0	0	10	25	40	12	3
Santa Clarita	North LA County	Golden Valley Road	Green Mountain Drive	~600 feet south of Antelope Valley Freeway	0.48	0	20	0	0	0	0	0	20	40	13	3
Unincorporated	North LA County	The Old Road	Lake Hughes Road	Rye Canyon Road	5.52	5	10	0	0	0	0	10	25	40	14	3
Santa Clarita	North LA County	Wiley Canyon Road	Vista Ridge Drive	The Old Road	1.77	0	10	0	0	0	0	10	20	25	15	3
Lancaster	North LA County	30th Street	Avenue H	Avenue J	2.47	0	10	0	0	0	0	10	20	25	16	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Unincorporated	North LA County	The Old Road	Calgrove Boulevard	Sierra Highway	4.40	5	0	0	0	0	0	10	15	20	17	3
Unincorporated	North LA County	Santa Clara River	Salt Creek eastern terminus	The Old Road	8.99	0	0	0	0	0	0	10	10	5	18	3
Unincorporated	North LA County	30th Street	Columbia Way	Rancho Vista Boulevard	3.71	0	0	0	0	0	0	10	10	5	19	3
Los Angeles	San Fernando Valley	Van Nuys Blvd	Metro Busway G Line Orange	Sherman Way	1.72	20	10	20	15	17.5	20	20	122.5	190	1	1
Los Angeles	San Fernando Valley	Van Nuys Blvd	East Canyon Channel	Parthenia Blvd	2.49	20	20	15	10	15	10	10	100	175	2	1
Los Angeles	San Fernando Valley	Lankershim Blvd	Chandler Blvd	Sherman Way	2.87	20	20	15	10	15	10	0	90	170	3	1
Los Angeles	San Fernando Valley	Sherman Way	Canoga Ave	Crebs Ave	3.75	20	20	15	10	0	10	20	95	165	4	2
Los Angeles	San Fernando Valley	Roscoe Blvd	Van Nuys Blvd	Nagle Ave	1.84	20	10	20	10	15	10	10	95	165	5	2
Los Angeles	San Fernando Valley	Van Nuys Boulevard	Vesper Avenue	Roscoe Boulevard	0.46	15	10	20	20	15	15	0	95	165	6	2
Los Angeles	San Fernando Valley	Southern Pacific RR	Van Nuys Boulevard	Tujunga Wash	1.58	20	10	20	5	15	10	10	90	157.5	7	2
Los Angeles	San Fernando Valley	Sherman Way	Van Nuys Boulevard	Tujunga Wash	1.52	20	10	15	5	2.5	20	20	92.5	150	8	2
Los Angeles	San Fernando Valley	Southern Pacific RR	Sherman Way	Lankershim Boulevard	0.35	20	20	0	20	0	20	0	80	150	9	2
Los Angeles	San Fernando Valley	Sherman Way	Woodley Avenue	Van Nuys Boulevard	2.42	20	10	15	15	2.5	15	0	77.5	150	10	2

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	San Fernando Valley	Van Nuys Boulevard	Roscoe Boulevard	Cabrito Road	0.79	20	0	20	10	15	10	20	95	150	11	3
Los Angeles	San Fernando Valley	Lankershim Boulevard	Chandler Boulevard	River Road	2.33	15	20	20	5	0	5	20	85	147.5	12	3
Los Angeles	San Fernando Valley	Cabrito Road	Pacoima Wash	Van Nuys Boulevard	0.67	20	0	10	15	15	20	10	90	142.5	13	3
Los Angeles	San Fernando Valley	Van Nuys Boulevard	Orange Line Busway	Ventura Freeway	1.93	20	10	20	5	0	5	10	70	137.5	14	3
Los Angeles	San Fernando Valley	Woodley Avenue	Sherman Way	Victory Boulevard	1.21	20	0	5	20	0	20	20	85	130	15	3
Los Angeles	San Fernando Valley	Pacoima Wash	Sherman Way	Oxnard Street	2.06	20	10	5	5	15	10	10	75	127.5	16	3
Los Angeles	San Fernando Valley	Reseda Boulevard	Sherman Way	~250 feet south of Kittridge Street	0.95	20	0	15	10	0	15	10	70	125	17	3
Los Angeles	San Fernando Valley	Aliso Canyon Wash	Sherman Way	Yolanda Avenue	1.08	20	0	10	10	0	20	20	80	125	18	3
Los Angeles	San Fernando Valley	Parthenia Street	Woodley Avenue	Pacoima Wash	1.79	5	20	15	10	0	15	20	85	125	19	3
Los Angeles	San Fernando Valley	Sherman Way	Pacoima Wash	Radford Avenue	2.37	20	10	5	10	0	15	0	60	120	20	3
Los Angeles	San Fernando Valley	Reseda Boulevard	Parthenia Street	Sherman Way	2.27	20	0	15	5	0	20	0	60	117.5	21	3
Los Angeles	San Fernando Valley	Van Nuys Boulevard	Cabrito Road	Pacoima Wash	0.50	15	0	20	5	15	10	0	65	117.5	22	3
Los Angeles	San Fernando Valley	Lankershim Boulevard	Roscoe Boulevard	Southern Pacific RR	1.86	20	0	10	10	0	10	20	70	115	23	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	San Fernando Valley	Pacoima Wash	Cabrillo Road	Van Nuys Boulevard	0.97	20	0	5	10	0	20	20	75	115	24	3
Los Angeles	San Fernando Valley	Pacoima Wash	Burbank Boulevard	Chandler Boulevard	0.36	10	20	20	0	0	0	10	60	115	25	3
Los Angeles	San Fernando Valley	San Fernando Road	Branford Street	Tujunga Wash	0.49	20	10	0	5	0	20	10	65	112.5	26	3
Los Angeles	San Fernando Valley	Jackman Avenue/Buckeye Avenue	San Fernando Road	Rinaldi Street	1.19	5	20	10	10	0	10	20	75	110	27	3
San Fernando	San Fernando Valley	San Fernando Road	Bleeker Street	Pacoima Wash	1.77	5	10	20	5	2.5	15	20	77.5	110	28	3
Los Angeles	San Fernando Valley	Van Nuys Boulevard	Pacoima Diversion Channel	Remick Avenue	0.60	15	10	15	0	0	15	0	55	110	29	3
Los Angeles	San Fernando Valley	Los Angeles River	Vanalden Avenue	Yolanda Avenue	0.62	15	10	10	0	0	20	10	65	110	30	3
Los Angeles	San Fernando Valley	Los Angeles River	Chiquita Street	Lankershim Boulevard	2.18	10	20	15	0	0	0	10	55	105	31	3
Los Angeles	San Fernando Valley	Sherman Way	Crebs Avenue	Reseda Boulevard	0.53	15	10	10	0	0	20	0	55	105	32	3
Los Angeles	San Fernando Valley	Aliso Canyon Wash	Southern Pacific RR	Sherman Way	2.60	20	0	5	10	0	10	20	65	105	33	3
Los Angeles	San Fernando Valley	San Fernando Road/San Fernando Boulevard	Tuxford Street	Empire Avenue	4.70	5	20	10	5	0	15	10	65	102.5	34	3
Los Angeles	San Fernando Valley	Southern Pacific RR	Woodley Avenue	Pacoima Wash	1.81	5	10	15	15	0	15	0	60	102.5	35	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	San Fernando Valley	Pacoima Wash	Parthenia Street	Southern Pacific RR	1.21	5	10	10	15	0	15	20	75	102.5	36	3
Los Angeles	San Fernando Valley	East Diversion Channel	Devonshire Street	Parthenia Street	2.66	5	20	0	10	15	5	20	75	100	37	3
Los Angeles	San Fernando Valley	Van Nuys Boulevard	Pacoima Wash	Sherman Way	0.41	20	0	10	0	2.5	5	0	37.5	100	38	3
Los Angeles	San Fernando Valley	Parthenia Street	Canoga Avenue	Aliso Canyon Wash	3.55	5	20	10	5	0	10	10	60	97.5	39	3
Los Angeles	San Fernando Valley	Aliso Canyon Wash	Reseda Boulevard	Southern Pacific RR	2.01	5	20	15	0	0	5	10	55	95	40	3
Los Angeles	San Fernando Valley	East Diversion Channel	Devonshire Street	Van Nuys Boulevard	0.46	15	10	10	0	0	10	0	45	95	41	3
Los Angeles	San Fernando Valley	Los Angeles River	Reseda Boulevard	White Oak Avenue	1.33	5	20	10	0	0	15	10	60	95	42	3
Los Angeles	San Fernando Valley	Reseda Boulevard	Los Angeles River	Ventura Boulevard	1.75	15	0	10	5	0	10	20	60	92.5	43	3
Los Angeles	San Fernando Valley	Ventura Boulevard	Reseda Boulevard	Sepulveda Boulevard	5.02	5	20	15	0	0	5	0	45	90	44	3
Los Angeles	San Fernando Valley	Aliso Canyon Wash	Devonshire Street	Reseda Boulevard	0.77	5	20	15	0	0	0	10	50	90	45	3
Los Angeles	San Fernando Valley	Aliso Canyon Wash	Rinaldi Street	Devonshire Street	1.80	5	20	15	0	0	0	10	50	90	46	3
Los Angeles	San Fernando Valley	Canoga Avenue/Victory Boulevard/Topanga Canyon Boulevard	Orange G Line Busway	Ventura Boulevard	2.37	5	20	15	0	0	0	0	40	85	47	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	San Fernando Valley	Woodley Avenue	Southern Pacific RR	Sherman Way	1.48	15	0	0	20	0	10	0	45	85	48	3
Los Angeles	San Fernando Valley	Parthenia Street	Pacoima Wash	Van Nuys Boulevard	0.68	0	0	10	20	15	20	0	65	85	49	3
Los Angeles	San Fernando Valley	Eastern I-5 Corridor	Rinaldi Street	East Canyon Channel	1.62	5	20	10	0	0	5	10	50	85	50	3
Los Angeles	San Fernando Valley	Pacoima Wash	Orange Line Busway	Chiquita Street	2.80	5	20	10	0	0	0	10	45	80	51	3
Los Angeles	San Fernando Valley	Los Angeles River	Van Nuys Boulevard	Coldwater Canyon Avenue	4.70	5	10	20	0	0	0	10	45	80	52	3
Los Angeles	San Fernando Valley	Los Angeles River	White Oak Avenue	Burbank Boulevard	3.02	5	20	10	0	0	0	10	45	80	53	3
Los Angeles	San Fernando Valley	Pacoima Wash	Raymer Street	Sherman Way	0.56	15	0	5	10	0	10	0	40	80	54	3
Los Angeles	San Fernando Valley	Parthenia Street	Wilbur Avenue	Parthenia Place	0.92	0	10	20	0	0	20	0	50	80	55	3
Los Angeles	San Fernando Valley	Southern Pacific RR	Aliso Canyon Wash	Parthenia Street	0.96	0	10	20	0	0	20	0	50	80	56	3
Los Angeles	San Fernando Valley	San Fernando Road	Lankershim Boulevard	Tuxford Street	0.72	5	20	0	0	0	20	10	55	80	57	3
Los Angeles	San Fernando Valley	Los Angeles River	Whitsett Avenue	Pacoima Wash	4.70	5	10	20	0	0	0	10	45	80	58	3
Los Angeles	San Fernando Valley	Southern Pacific RR	Pacoima Wash	Lankershim Boulevard	2.41	5	20	0	5	0	15	0	45	77.5	59	3
Los Angeles	San Fernando Valley	Van Nuys Boulevard	Los Angeles River	Ventura Boulevard	0.56	5	10	20	0	0	0	0	35	75	60	3
Los Angeles	San Fernando Valley	Sherman Way	Radford Avenue	Lankershim Boulevard	0.34	5	0	0	20	0	20	20	65	75	61	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	San Fernando Valley	Pacoima Wash	Van Nuys Boulevard	Tujunga Wash	2.78	5	10	10	0	0	15	10	50	75	62	3
Los Angeles	San Fernando Valley	Tujunga Wash	Pacoima Wash	San Fernando Road	1.99	5	0	10	10	0	15	20	60	75	63	3
Los Angeles	San Fernando Valley	Sherman Way	Reseda Boulevard	Wooley Avenue	3.64	5	20	0	5	0	10	0	40	72.5	64	3
Los Angeles	San Fernando Valley	Chandler Boulevard	~500 feet east of Ethel Avenue	Lankershim Boulevard	2.78	5	0	15	10	0	5	10	45	70	65	3
Los Angeles	San Fernando Valley	Chandler Boulevard	Lankershim Boulevard	Fair Avenue	0.33	0	0	10	20	0	20	0	50	70	66	3
Los Angeles	San Fernando Valley	Los Angeles River	Burbank Boulevard	Sepulveda Boulevard	2.48	5	10	15	0	0	0	10	40	70	67	3
Los Angeles	San Fernando Valley	Los Angeles River	Kester Avenue	Van Nuys Boulevard	2.48	5	10	15	0	0	0	10	40	70	68	3
Los Angeles	San Fernando Valley	Ventura Boulevard	Van Nuys Boulevard	Lankershim Boulevard	6.26	5	10	15	0	0	0	0	30	65	69	3
Los Angeles	San Fernando Valley	Tuxford Street/La Tuna Canyon Road/Honolulu Avenue	San Fernando Road	New York Avenue	9.63	5	20	0	0	0	5	10	40	65	70	3
Los Angeles	San Fernando Valley	Southern Pacific RR	Lassen Street	Aliso Canyon Wash	4.19	5	20	0	0	0	5	10	40	65	71	3
Los Angeles	San Fernando Valley	Pacoima Wash	San Fernando Road	Sharp Avenue	1.23	10	10	0	0	0	10	10	40	65	72	3
Los Angeles	San Fernando Valley	Gavina Avenue/Pacoima Wash	Mountain View Place	San Fernando Road	5.12	5	10	10	0	0	5	10	40	65	73	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	San Fernando Valley	Los Angeles River	Yolanda Avenue	Reseda Boulevard	0.32	0	10	10	0	0	20	0	40	60	74	3
Los Angeles	San Fernando Valley	Reseda Boulevard	Devonshire Street	Aliso Canyon Wash	0.56	10	0	15	0	0	0	0	25	60	75	3
Los Angeles	San Fernando Valley	Lankershim Boulevard	River Road	Ventura Boulevard	0.55	10	0	10	0	0	0	10	30	55	76	3
Los Angeles	San Fernando Valley	Ventura Boulevard	Topanga Canyon Boulevard	Reseda Boulevard	5.00	5	10	10	0	0	0	0	25	55	77	3
Los Angeles	San Fernando Valley	Tujunga Wash	Roscoe Boulevard	Raymer Street	1.21	10	0	5	0	0	10	10	35	55	78	3
Los Angeles	San Fernando Valley	San Fernando Road	Tujunga Wash	Lankershim Boulevard	1.11	5	10	0	0	0	20	0	35	55	79	3
Los Angeles	San Fernando Valley	Rinaldi Street	Woodley Avenue	I-5	1.98	5	0	15	0	0	5	10	35	55	80	3
Los Angeles	San Fernando Valley	Ventura Boulevard	Sepulveda Boulevard	Van Nuys Boulevard	1.24	5	0	20	0	0	0	0	25	55	81	3
Los Angeles	San Fernando Valley	Reseda Boulevard	Lassen Street	Plummer Street	0.66	10	0	10	0	0	0	10	30	55	82	3
Los Angeles	San Fernando Valley	Lankershim Boulevard	San Fernando Road	Tuxford Street	0.93	5	0	10	0	2.5	15	0	32.5	52.5	83	3
Los Angeles	San Fernando Valley	Southern Pacific RR	Parthenia Street	Woodley Avenue	3.51	5	10	0	5	0	10	0	30	52.5	84	3
Los Angeles	San Fernando Valley	Tuxford Street	Lankershim Boulevard	San Fernando Road	0.66	5	0	10	0	0	15	0	30	50	85	3
Los Angeles	San Fernando Valley	Parthenia Street	Southern Pacific RR	Woodley Avenue	3.31	5	10	0	0	0	10	10	35	50	86	3
Los Angeles	San Fernando Valley	Roscoe Boulevard	Nagle Avenue	Lankershim Boulevard	2.41	5	10	0	0	0	15	0	30	50	87	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	San Fernando Valley	Woodley Avenue	Parthenia Street	Southern Pacific RR	0.82	5	0	0	5	0	15	20	45	47.5	88	3
Los Angeles	San Fernando Valley	Devonshire Street	Woodley Avenue	Woodman Avenue	2.13	5	0	15	0	0	0	0	20	45	89	3
Los Angeles	San Fernando Valley	Devonshire Street	Aliso Canyon Wash	Woodley Avenue	3.08	5	0	15	0	0	0	0	20	45	90	3
Los Angeles	San Fernando Valley	San Fernando Road	Sierra Highway	Roxford Street	3.26	5	10	0	0	2.5	5	0	22.5	42.5	91	3
Los Angeles	San Fernando Valley	Pacoima Wash	I-5	Devonshire Street	0.59	5	10	0	0	0	5	0	20	40	92	3
Los Angeles	San Fernando Valley	East Diversion Channel	I-5	Devonshire Street	0.67	5	10	0	0	0	0	10	25	40	93	3
Los Angeles	San Fernando Valley	Pacoima Wash	Tujunga Wash	Roscoe Boulevard	0.56	5	0	0	0	0	20	0	25	35	94	3
Los Angeles	San Fernando Valley	Devonshire Street	Canoga Avenue	Wilbur Avenue	4.19	5	0	10	0	0	0	0	15	35	95	3
Los Angeles	San Fernando Valley	Woodley Avenue	Rinaldi Street	Devonshire Street	1.82	5	0	10	0	0	0	0	15	35	96	3
Los Angeles	San Fernando Valley	Reseda Boulevard	Rinaldi Street	Devonshire Street	1.57	0	0	15	0	0	0	0	15	30	97	3
Los Angeles	San Fernando Valley	Devonshire Street	Reseda Boulevard	Aliso Canyon Wash	0.47	5	0	5	0	0	0	10	20	30	98	3
Los Angeles	San Fernando Valley	Rinaldi Street	Reseda Boulevard	Woodley Avenue	3.63	10	0	0	0	0	0	0	10	30	99	3
Los Angeles	San Fernando Valley	Woodley Avenue	Devonshire Street	Parthenia Street	2.43	5	0	0	0	0	5	0	10	20	100	3
Los Angeles	San Fernando Valley	Rinaldi Street	De Soto Avenue	Reseda Boulevard	3.83	5	0	0	0	0	0	0	5	15	101	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
El Monte	San Gabriel Valley	Southern Pacific RR	Santa Anita Ave	San Gabriel River Trail	2.82	20	20	15	20	0	20	20	115	190	1	1
Rosemead	San Gabriel Valley	Rosemead Blvd	Hershey St	Rio Hondo Bike Path	0.63	20	10	10	10	0	20	20	90	145	2	1
El Monte	San Gabriel Valley	Valley Blvd	CA -164	Santa Anita Ave	2.55	20	10	15	10	0	10	20	85	145	3	1
San Gabriel	San Gabriel Valley	E Las Tunas Dr	CA -164	N California St	1.38	20	20	15	0	0	0	10	65	135	4	2
Rosemead	San Gabriel Valley	Alhambra Wash	E Valley Blvd	Rush St	2.65	20	0	15	10	0	10	20	75	125	5	2
Alhambra	San Gabriel Valley	E Main St	S Fremont Ave	S California St	4.33	5	20	20	5	2.5	5	20	77.5	120	6	2
Monrovia	San Gabriel Valley	Huntington Drive	Santa Clara Street	Myrtle Avenue	2.38	15	20	15	0	0	0	10	60	120	7	2
Temple City	San Gabriel Valley	Arcadia Wash	Las Tunas Drive	Rio Hondo	1.55	10	20	5	15	0	5	20	75	117.5	8	2
Unincorporated	San Gabriel Valley	Rosemead Boulevard	Cortada Street	Durfee Avenue	2.92	5	20	10	10	0	15	20	80	115	9	2
El Monte	San Gabriel Valley	Southern Pacific RR	Rosemead Boulevard	Rio Hondo	2.51	5	20	15	10	0	5	20	75	115	10	2
Baldwin Park	San Gabriel Valley	Walnut Creek	San Gabriel River	Francisquito Avenue	2.66	5	10	15	15	0	15	20	80	112.5	11	2
Pomona	San Gabriel Valley	Towne Avenue	Bonita Avenue	First Street	3.18	5	20	15	5	0	15	10	70	112.5	12	3
Alhambra	San Gabriel Valley	Valley Boulevard	Fremont Avenue	Del Mar Avenue	3.63	20	0	15	5	0	5	20	65	112.5	13	3
Azusa	San Gabriel Valley	Azusa Avenue	Foothill Boulevard	Arrow Highway	2.19	15	0	15	10	0	10	10	60	105	14	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Pomona	San Gabriel Valley	Southern Pacific RR	Grand Avenue	Towne Avenue	7.64	5	20	10	5	0	10	20	70	102.5	15	3
Pomona	San Gabriel Valley	Foothill Boulevard	Williams Avenue	Towne Avenue	0.98	10	20	10	0	0	10	0	50	100	16	3
Monterey Park	San Gabriel Valley	First Street/Atlantic Avenue	Mednik Avenue	Riggin Street	1.15	5	0	20	15	0	10	20	70	97.5	17	3
San Marino	San Gabriel Valley	Huntington Drive	Exchange Lane	Del Mar Avenue	4.08	10	20	10	0	2.5	0	10	52.5	97.5	18	3
Pomona	San Gabriel Valley	Towne Avenue	Foothill Boulevard	Bonita Avenue	0.91	5	20	15	0	0	5	10	55	95	19	3
Pomona	San Gabriel Valley	Thompson Wash	Bonita Avenue	Ridgeway Street	5.01	5	20	10	0	0	15	10	60	95	20	3
Duarte	San Gabriel Valley	Huntington Drive	Myrtle Avenue	San Gabriel River	4.13	5	20	15	0	0	5	10	55	95	21	3
Baldwin Park	San Gabriel Valley	Big Dalton Wash	Azusa Avenue	Francisquito Avenue	5.69	5	10	15	5	0	10	20	65	92.5	22	3
Covina	San Gabriel Valley	Grand Avenue/Badillo Street/Glendora Avenue	Arrow Highway	Walnut Creek Road	3.26	5	20	15	0	0	0	10	50	90	23	3
Claremont	San Gabriel Valley	Bonita Avenue/College Avenue/First Street	Towne Avenue	Claremont Boulevard	2.79	10	10	15	0	0	5	10	50	90	24	3
Monterey Park	San Gabriel Valley	Cesar E Chavez Avenue	Mednik Avenue	Atlantic Boulevard	1.15	0	0	20	15	0	15	20	70	87.5	25	3
Pomona	San Gabriel Valley	Temple Avenue/Campus Drive	Grand Avenue	Ridgeway Street	4.14	5	20	10	0	0	5	10	50	85	26	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
San Gabriel	San Gabriel Valley	Rubio Wash	San Gabriel Boulevard	Southern Pacific RR	0.47	20	0	10	0	0	0	10	40	85	27	3
Glendora	San Gabriel Valley	Big Dalton Wash	Azusa Avenue	Glendora Avenue	3.41	5	10	15	5	0	0	20	55	82.5	28	3
Unincorporated	San Gabriel Valley	San Jose Creek	San Gabriel River	Workman Mill	0.83	5	20	0	5	0	15	10	55	82.5	29	3
Alhambra	San Gabriel Valley	Mission Road	Fremont Avenue	Santa Anita Avenue	3.01	5	0	15	10	0	10	20	60	80	30	3
San Dimas	San Gabriel Valley	Arrow Highway/Bonita Avenue	Glendora Avenue	E Street	6.73	5	20	10	0	0	0	10	45	80	31	3
La Verne	San Gabriel Valley	Foothill Boulevard	Lone Hill Avenue	Cove Crest Way	5.71	5	20	10	0	0	0	10	45	80	32	3
Glendora	San Gabriel Valley	Big Dalton Wash/Route 66	Glendora Avenue	Lone Hill Avenue	2.58	5	20	10	0	0	0	10	45	80	33	3
Monrovia	San Gabriel Valley	Myrtle Avenue	Huntington Drive	Live Oak Avenue	2.52	0	20	15	0	0	5	10	50	80	34	3
Pomona	San Gabriel Valley	First Street	Towne Avenue	San Antonio Creek Channel	1.67	0	10	10	15	0	15	0	50	77.5	35	3
Rosemead	San Gabriel Valley	Rosemead Boulevard	Valley Boulevard	~700 feet north of Telstar Avenue	0.95	5	0	20	0	0	15	10	50	75	36	3
Alhambra	San Gabriel Valley	Fremont Avenue	Poplar Boulevard	Valley Boulevard	1.21	20	0	5	0	0	0	10	35	75	37	3
Rosemead	San Gabriel Valley	Valley Boulevard	Rubio Wash	Rosemead Boulevard	0.71	15	0	10	0	0	5	10	40	75	38	3
Irwindale	San Gabriel Valley	Live Oak Avenue/Arrow Highway	Peck Road	San Gabriel River	2.47	5	10	10	0	0	15	10	50	75	39	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Unincorporated	San Gabriel Valley	Arrow Highway	Azusa Avenue	Glendora Avenue	3.06	5	10	10	5	0	0	20	50	72.5	40	3
Industry	San Gabriel Valley	Azusa Avenue	Chestnut Street	Colima Road	1.54	5	20	0	0	0	10	10	45	70	41	3
Walnut	San Gabriel Valley	Grand Avenue	Temple Avenue	Garcia Lane	1.78	10	10	10	0	0	0	0	30	70	42	3
Pomona	San Gabriel Valley	Ridgeway Street/Murchison Avenue/Fairplex Drive	Kellogg Park Drive	Via Verde	2.16	5	10	10	0	0	10	10	45	70	43	3
Unincorporated	San Gabriel Valley	Azusa Avenue	Arrow Highway	Cortez Street	3.46	0	10	10	10	0	5	20	55	70	44	3
Alhambra	San Gabriel Valley	Poplar Boulevard	Huntington Drive	Fremont Avenue	0.98	5	10	5	10	0	5	10	45	70	45	3
Pomona	San Gabriel Valley	Thompson Wash	Foothill Boulevard	Bonita Avenue	0.98	5	10	15	0	0	0	10	40	70	46	3
Irwindale	San Gabriel Valley	Arrow Highway	San Gabriel River	Azusa Avenue	4.52	5	10	10	0	0	10	10	45	70	47	3
Temple City	San Gabriel Valley	Las Tunas Drive	Rosemead Boulevard	Arcadia Wash	2.62	5	20	5	0	0	0	10	40	70	48	3
Unincorporated	San Gabriel Valley	Rosemead Boulevard	Colorado Boulevard	Huntington Drive	1.34	5	10	15	0	0	0	10	40	70	49	3
Unincorporated	San Gabriel Valley	Colima Road/Golden Springs Drive/Lemon Avenue/Lycoming	Azusa Avenue	Valley Boulevard	8.37	5	20	0	0	0	5	10	40	65	50	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
		Street/Brea Canyon Road														
San Gabriel	San Gabriel Valley	Southern Pacific RR	Santa Anita Street	Rubio Wash	1.81	5	10	10	0	0	5	10	40	65	51	3
Arcadia	San Gabriel Valley	Peck Road	Live Oak Avenue	Rio Hondo Parkway	1.19	5	10	10	0	0	5	10	40	65	52	3
Azusa	San Gabriel Valley	Foothill Boulevard	San Gabriel River	Azusa Avenue	2.49	5	10	10	0	0	5	10	40	65	53	3
La Verne	San Gabriel Valley	Fairplex Drive	Bonita Avenue	Wright Avenue	0.57	5	10	10	0	0	5	10	40	65	54	3
Unincorporated	San Gabriel Valley	Mills Avenue/Whittier Boulevard/Colima Road	Lambert Road	Azusa Avenue	8.10	5	20	0	0	0	0	10	35	60	55	3
Industry	San Gabriel Valley	Union Pacific RR	7th Avenue	Azusa Avenue	4.34	5	10	0	0	0	20	10	45	60	56	3
Monterey Park	San Gabriel Valley	Riggin Street	Atlantic Avenue	Garfield Avenue	1.14	5	0	20	0	0	0	10	35	60	57	3
Unincorporated	San Gabriel Valley	Walnut Creek	Francisquito Avenue	Lark Ellen Avenue	3.92	5	10	5	0	0	10	10	40	60	58	3
Rosemead	San Gabriel Valley	Rosemead Boulevard	Grand Avenue	Valley Boulevard	0.84	0	10	10	0	0	15	10	45	60	59	3
Arcadia	San Gabriel Valley	Las Tunas Drive/Live Oak Avenue	Arcadia Wash	Santa Ana Wash	1.38	5	10	10	0	0	0	10	35	60	60	3
Glendora	San Gabriel Valley	Glendora Avenue	Foothill Boulevard	Big Dalton Wash	1.22	5	10	10	0	0	0	10	35	60	61	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Glendora	San Gabriel Valley	Big Dalton Wash	Coby Dalton Trail/Glendora Mountain Road	Foothill Boulevard	1.52	5	20	0	0	0	0	10	35	60	62	3
Arcadia	San Gabriel Valley	Colorado Boulevard	Rosemead Boulevard	Huntington Drive	3.05	5	10	10	0	0	0	10	35	60	63	3
Pasadena	San Gabriel Valley	Colorado Boulevard	Eaton Wash	Lotus Avenue	1.01	5	0	20	0	0	0	10	35	60	64	3
Claremont	San Gabriel Valley	Thompson Wash	Baseline Road	Foothill Boulevard	1.26	5	20	0	0	0	0	10	35	60	65	3
Walnut	San Gabriel Valley	Amar Road	Azusa Avenue	Regal Canyon Drive	5.11	5	10	10	0	0	0	0	25	55	66	3
Alhambra	San Gabriel Valley	Valley Boulevard	Westmont Drive	Fremont Avenue	0.59	15	0	5	0	0	0	0	20	55	67	3
Pomona	San Gabriel Valley	Bonita Avenue	Fulton Road	Towne Avenue	1.34	5	0	15	0	0	10	0	30	55	68	3
Glendora	San Gabriel Valley	Foothill Boulevard	Glendora Avenue	Big Dalton Wash	1.84	0	20	5	0	0	0	10	35	55	69	3
Unincorporated	San Gabriel Valley	Rosemead Boulevard	Huntington Drive	Callita Street	1.02	0	10	15	0	0	0	10	35	55	70	3
Industry	San Gabriel Valley	Valley Boulevard	San Gabriel River	Puente Creek	3.50	0	10	0	5	0	15	20	50	52.5	71	3
Unincorporated	San Gabriel Valley	Southern Pacific RR	Rubio Wash	Rosemead Boulevard	1.06	5	10	5	0	0	0	10	30	50	72	3
Pomona	San Gabriel Valley	Fairplex Drive	McKinley Avenue	Via Verde	1.02	5	10	0	0	0	10	10	35	50	73	3
Unincorporated	San Gabriel Valley	Alhambra Wash	Rush Street	Rio Hondo	1.18	0	10	0	0	0	20	10	40	45	74	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
	San Gabriel Valley	San Antonio Wash	First Street	State Street	3.34	5	0	10	0	0	10	0	25	45	75	3
Unincorporated	San Gabriel Valley	Azusa Avenue	Walnut Creek	Amar Road	2.95	0	10	10	0	0	0	10	30	45	76	3
Unincorporated	San Gabriel Valley	Walnut Creek	Azusa Avenue	Grand Avenue	2.73	5	10	0	0	0	5	10	30	45	77	3
Rosemead	San Gabriel Valley	Rubio Wash	Valley Boulevard	I-10	1.20	5	0	5	0	0	15	10	35	45	78	3
Unincorporated	San Gabriel Valley	Live Oak Avenue	Santa Anita Wash	Peck Road	0.84	0	10	10	0	0	0	10	30	45	79	3
Unincorporated	San Gabriel Valley	Huntington Drive	Del Mar Avenue	Rosemead Boulevard	1.98	0	10	10	0	0	0	10	30	45	80	3
Industry	San Gabriel Valley	Puente Creek	San Jose Creek	Valley Boulevard	0.97	5	0	0	0	0	20	10	35	40	81	3
San Dimas	San Gabriel Valley	Puente Street/Via Verde	Grand Avenue	Fairplex Drive	7.40	5	10	0	0	0	0	10	25	40	82	3
San Gabriel	San Gabriel Valley	Alhambra Wash	Mission Road	Valley Boulevard	1.67	5	0	0	10	0	5	10	30	40	83	3
San Gabriel	San Gabriel Valley	California Street/Live Oak Street/Rubio Wash	Las Tunas Drive	San Gabriel Boulevard	0.37	5	0	10	0	0	0	10	25	40	84	3
San Gabriel	San Gabriel Valley	Del Mar Avenue/Longden Drive/Rubio Wash	Huntington Drive	Las Tunas Drive	1.96	5	10	0	0	0	0	10	25	40	85	3
Glendora	San Gabriel Valley	Glendora Avenue	Big Dalton Wash	Arrow Highway	1.29	5	0	10	0	0	0	10	25	40	86	3
Arcadia	San Gabriel Valley	Huntington Drive	Campus Drive	Colorado Place	1.14	5	10	0	0	0	0	10	25	40	87	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Unincorporated	San Gabriel Valley	Lincoln Avenue	Millard Canyon Road	Woodbury Road	2.31	5	10	0	0	0	0	10	25	40	88	3
Claremont	San Gabriel Valley	Foothill Boulevard/San Antonio Creek Channel	~0.2 miles east of Claremont Boulevard	Huntington Drive	1.27	0	10	10	0	0	0	0	20	40	89	3
Alhambra	San Gabriel Valley	Heliman Avenue/Westmont Drive	Valley Boulevard	Luguna Channel	0.70	5	0	5	0	2.5	5	10	27.5	37.5	90	3
La Puente	San Gabriel Valley	Southern Pacific RR	Puente Creek	Azusa Avenue	3.62	5	0	0	0	0	15	10	30	35	91	3
La Puente	San Gabriel Valley	Puente Creek	Valley Boulevard	Amar Road	4.02	5	0	0	0	0	15	10	30	35	92	3
Unincorporated	San Gabriel Valley	Grand Avenue	Walnut Creek	Amar Road	3.63	5	10	0	0	0	0	0	15	35	93	3
Claremont	San Gabriel Valley	Foothill Boulevard	Towne Avenue	Indian Hill Boulevard	1.14	5	0	10	0	0	0	0	15	35	94	3
Monterey Park	San Gabriel Valley	Monterey Pass Road	Valley Boulevard	Cesar E Chavez Avenue	3.83	5	0	0	5	0	5	10	25	32.5	95	3
Industry	San Gabriel Valley	Azusa Avenue	Amar Road	Valley Boulevard	2.13	5	0	0	0	0	10	10	25	30	96	3
San Gabriel	San Gabriel Valley	Valley Boulevard	Del Mar Avenue	Hidden Pines Place	1.11	5	0	5	0	0	0	10	20	30	97	3
Rosemead	San Gabriel Valley	Rubio Wash	Southern Pacific RR	Valley Boulevard	1.33	5	0	5	0	0	0	10	20	30	98	3
Arcadia	San Gabriel Valley	Huntington Drive	Rosemead Boulevard	Campus Drive	1.81	5	0	5	0	0	0	10	20	30	99	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Unincorporated	San Gabriel Valley	Woodbury Road	Lincoln Avenue	Raymond Avenue	0.73	0	0	15	0	0	0	0	15	30	100	3
Industry	San Gabriel Valley	San Jose Creek	Azusa Avenue	Brea Canyon Road	6.73	5	0	0	0	0	5	10	20	25	101	3
La Verne	San Gabriel Valley	Bonita Avenue	E Street	Fulton Road	0.88	0	10	0	0	0	0	10	20	25	102	3
Glendora	San Gabriel Valley	Foothill Boulevard/Citrus Avenue	Azusa Avenue	Glendora Avenue	3.11	0	10	0	0	0	0	10	20	25	103	3
Monterey Park	San Gabriel Valley	Riggin Street/Potrero Grande Drive/Rush Street	Garfield Avenue	Alhambra Wash	4.06	5	0	0	0	0	5	10	20	25	104	3
Claremont	San Gabriel Valley	Thompson Creek	Mills Avenue	Pomello Drive	0.75	0	10	0	0	0	0	10	20	25	105	3
Pomona	San Gabriel Valley	San Antonio Wash	State Street	Mission Boulevard	0.40	0	0	0	5	0	15	0	20	22.5	106	3
Unincorporated	San Gabriel Valley	Woodbury Road	Highland Drive	Lincoln Avenue	1.27	5	0	0	0	2.5	0	10	17.5	22.5	107	3
Industry	San Gabriel Valley	Thompson Wash	Grand Avenue	Brea Canyon Road	0.73	5	0	0	0	0	0	10	15	20	108	3
Alhambra	San Gabriel Valley	Fremont Avenue	Huntington Drive	Poplar Boulevard	1.07	5	0	0	0	0	0	10	15	20	109	3
Arcadia	San Gabriel Valley	El Monte Avenue	Huntington Drive	Las Tunas Drive	2.41	0	10	0	0	0	0	0	10	20	110	3
Glendora	San Gabriel Valley	Foothill Boulevard/Lone Hill Avenue	Big Dalton Wash	Route 66	1.37	0	0	0	0	0	0	0	0	0	111	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Inglewood	South Bay Cities	W Manchester Blvd	Aviation Blvd	E Hillcrest Blvd	2.01	20	20	20	20	0	15	0	95	185	1	1
Inglewood	South Bay Cities	W Manchester Blvd	S Hillcrest Ave	S Vermont Ave	4.01	20	10	15	10	15	10	0	80	150	2	1
Los Angeles	South Bay Cities	W Anaheim St	W I St	Alameda St	2.59	20	20	5	15	0	15	0	75	147.5	3	2
Inglewood	South Bay Cities	Hawthorne Blvd	Manchester Ave	W Imperial Hwy	2.66	20	0	20	15	15	10	0	80	147.5	4	2
Hawthorne	South Bay Cities	Hawthorne Boulevard	Imperial Highway	Redondo Beach Boulevard	4.71	5	20	20	5	15	10	0	75	127.5	5	2
Gardena	South Bay Cities	Redondo Beach Boulevard	Stadium Way	Vermont Avenue	2.93	5	20	20	10	0	5	20	80	125	6	2
Gardena	South Bay Cities	Vermont Avenue	Imperial Highway	Redondo Beach Boulevard	3.21	5	20	15	15	0	15	0	70	122.5	7	2
Unincorporated	South Bay Cities	Vermont Avenue	Manchester Avenue	Imperial Highway	2.42	5	10	15	20	15	10	0	75	120	8	2
Los Angeles	South Bay Cities	Gaffey Street	Channel Street	25th Street	2.75	15	10	10	15	0	10	0	60	117.5	9	3
Los Angeles	South Bay Cities	Pacific Coast Highway	Western Avenue	Vermont Avenue	1.05	5	20	15	10	0	15	0	65	115	10	3
Hawthorne	South Bay Cities	Imperial Highway	Aviation Boulevard	Hawthorne Boulevard	1.79	5	10	15	10	15	10	20	85	115	11	3
Los Angeles	South Bay Cities	190th Street	Western Avenue	Vermont Avenue	1.29	5	20	10	15	0	15	0	65	112.5	12	3
Unincorporated	South Bay Cities	Imperial Highway	Crenshaw Boulevard	Vermont Avenue	2.40	5	10	15	15	15	10	0	70	112.5	13	3
Los Angeles	South Bay Cities	Pacific Coast Highway	Vermont Avenue	Alameda Street	3.60	5	20	15	10	0	10	0	60	110	14	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Redondo Beach	South Bay Cities	Anita Street/190th Street	Pacific Coast Highway	Hawthorne Boulevard	2.59	10	20	15	0	2.5	0	10	57.5	107.5	15	3
Inglewood	South Bay Cities	Hillcrest Boulevard/Florence Avenue	Manchester Boulevard	Crenshaw Boulevard	2.05	5	10	15	10	0	15	20	75	105	16	3
Los Angeles	South Bay Cities	Western Avenue	Torrance Boulevard	Pacific Coast Highway	4.06	5	20	15	5	0	10	0	55	102.5	17	3
Torrance	South Bay Cities	Dominguez Channel	Redondo Beach Boulevard	Vermont Avenue	3.19	5	20	15	5	0	5	10	60	102.5	18	3
Los Angeles	South Bay Cities	Anaheim Street	Western Avenue	Palos Verdes Drive	1.19	5	10	15	10	0	10	20	70	100	19	3
Torrance	South Bay Cities	Hawthorne Boulevard	Redondo Beach Boulevard	190th Street	1.37	5	20	20	0	0	0	10	55	100	20	3
Los Angeles	South Bay Cities	Pacific Coast Highway	Alameda Street	Dominguez Channel	0.73	5	0	0	0	0	0	0	5	100	21	3
Gardena	South Bay Cities	Vermont Avenue	Redondo Beach Boulevard	177th Street	1.79	5	20	10	5	0	15	0	55	97.5	22	3
Inglewood	South Bay Cities	Imperial Highway	Hawthorne Boulevard	Crenshaw Boulevard	1.81	5	0	15	15	15	15	0	65	97.5	23	3
Los Angeles	South Bay Cities	Aviation Boulevard	Manchester Boulevard	Imperial Highway	2.43	5	20	10	10	0	5	0	50	95	24	3
Los Angeles	South Bay Cities	Torrance Boulevard/Normandie Avenue/Del Amo Boulevard	Western Avenue	Vermont Avenue	1.77	5	10	10	15	0	15	0	55	92.5	25	3
Los Angeles	South Bay Cities	Vermont Avenue	190th Street	Del Amo Boulevard	1.05	5	20	0	15	0	15	0	55	92.5	26	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Redondo Beach	South Bay Cities	Artesia Boulevard	Pacific Coast Highway	Hawthorne Boulevard	3.03	5	20	15	0	0	0	10	50	90	27	3
Los Angeles	South Bay Cities	Anaheim Street	Alameda Street	Los Angeles River	2.83	5	20	0	5	15	5	10	60	87.5	28	3
Inglewood	South Bay Cities	Crenshaw Boulevard	Imperial Highway	120th Street	0.63	5	10	15	0	0	20	0	50	85	29	3
Los Angeles	South Bay Cities	190th Street	Vermont Avenue	Dominguez Channel	0.55	5	20	0	5	0	20	0	50	82.5	30	3
Los Angeles	South Bay Cities	26th Street/Pacific Avenue/Harbor Boulevard	Vincent Thomas Bridge	Gaffey Street	3.23	5	20	0	10	0	5	10	50	80	31	3
Redondo Beach	South Bay Cities	Avenue I	Esplanade	Pacific Coast Highway	0.40	5	20	10	0	0	0	10	45	80	32	3
Redondo Beach	South Bay Cities	Pacific Coast Highway	Anita Street	Torrance Boulevard	1.39	5	20	10	0	0	0	10	45	80	33	3
Torrance	South Bay Cities	Hawthorne Boulevard	190th Street	Torrance Boulevard	1.72	0	20	20	0	0	0	0	40	80	34	3
Torrance	South Bay Cities	Torrance Boulevard	Hawthorne Boulevard	Western Avenue	3.12	5	20	10	0	0	0	0	35	75	35	3
Redondo Beach	South Bay Cities	Torrance Boulevard	George Freeway	Pacific Coast Highway	0.32	10	10	10	0	0	0	10	40	75	36	3
Torrance	South Bay Cities	Western Avenue	190th Street	Torrance Boulevard	1.69	5	20	10	0	0	0	0	35	75	37	3
El Segundo	South Bay Cities	Aviation Boulevard/B.N.S.F.	Imperial Highway	Sepulveda Boulevard	3.05	5	20	10	0	0	0	0	35	75	38	3
Long Beach	South Bay Cities	Seaside Avenue	Harbor Boulevard	Golden Avenue	5.66	5	20	0	5	0	5	10	45	72.5	39	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	South Bay Cities	Vermont Avenue	Pacific Coast Highway	Anaheim Street	0.87	5	10	0	15	0	15	0	45	72.5	40	3
Unincorporated	South Bay Cities	Vermont Avenue	Del Amo Boulevard	Pacific Coast Highway	4.64	5	10	10	5	0	10	0	40	72.5	41	3
Torrance	South Bay Cities	Pacific Coast Highway	Hawthorne Boulevard	Western Avenue	3.49	5	20	5	0	0	5	0	35	70	42	3
Torrance	South Bay Cities	Hawthorne Boulevard	Torrance Boulevard	Pacific Coast Highway	2.72	0	20	15	0	0	0	0	35	70	43	3
Torrance	South Bay Cities	Torrance Boulevard	Pacific Coast Highway	Hawthorne Boulevard	2.25	5	10	15	0	0	0	10	40	70	44	3
Carson	South Bay Cities	190th Street/Victoria Street/Central Avenue/Artesia Boulevard	I-110	Alameda Street	5.20	5	10	10	0	0	10	10	45	70	45	3
Los Angeles	South Bay Cities	Harry Bridges Boulevard	Figueroa Street	Anaheim Street	2.67	5	10	0	15	0	10	0	40	67.5	46	3
Manhattan Beach	South Bay Cities	Manhattan Beach Boulevard	The Strand	Valley Drive	0.31	0	20	10	0	0	0	10	40	65	47	3
El Segundo	South Bay Cities	Sepulveda Boulevard	Imperial Highway	Ardmore Avenue	2.57	0	20	10	0	0	0	10	40	65	48	3
Los Angeles	South Bay Cities	John S Gibson Boulevard	Harry Bridges Boulevard	Channel Street	1.69	5	20	0	0	0	0	10	35	60	49	3
Los Angeles	South Bay Cities	Alameda Street	Pacific Coast Highway	Anaheim Street	0.92	5	0	10	10	0	10	0	35	60	50	3
Redondo Beach	South Bay Cities	Pacific Coast Highway	Torrance Boulevard	Palos Verdes Boulevard	1.66	5	10	10	0	0	0	10	35	60	51	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	South Bay Cities	Imperial Highway	Vista Del Mar	Sepulveda Boulevard	2.74	5	20	0	0	2.5	0	0	27.5	57.5	52	3
Rancho Palos Verdes	South Bay Cities	Palos Verdes Drive	Palos Verdes Boulevard	Western Avenue	13.78	5	20	0	0	0	0	0	25	55	53	3
Carson	South Bay Cities	Dominguez Channel	Main Street	Del Amo Boulevard	1.03	5	10	0	0	0	20	0	35	55	54	3
Los Angeles	South Bay Cities	Figueroa Street	Anaheim Street	Harry Bridges Boulevard	0.74	5	0	0	15	0	15	0	35	52.5	55	3
Carson	South Bay Cities	Del Amo Boulevard	Vermont Avenue	Dominguez Channel	1.53	5	10	0	0	0	15	0	30	50	56	3
Carson	South Bay Cities	Dominguez Channel	Del Amo Boulevard	Alameda Street	3.82	5	10	0	0	0	10	10	35	50	57	3
Manhattan Beach	South Bay Cities	Sepulveda Boulevard	Ardmore Avenue	Artesia Boulevard	2.28	5	10	5	0	0	0	10	30	50	58	3
Unincorporated	South Bay Cities	Redondo Beach Boulevard	Hawthorne Boulevard	Dominguez Channel	1.54	5	0	15	0	0	5	0	25	50	59	3
Unincorporated	South Bay Cities	Del Amo Boulevard	Alameda Street	Compton Creek	0.81	0	10	0	0	0	20	10	40	45	60	3
Carson	South Bay Cities	Del Amo Boulevard	Dominguez Channel	Alameda Street	3.35	5	10	0	0	0	5	10	30	45	61	3
Hermosa Beach	South Bay Cities	Pacific Coast Highway	Artesia Boulevard	Herondo Street	1.58	0	10	10	0	0	0	10	30	45	62	3
Torrance	South Bay Cities	Paseo Del Playa/Palos Verdes Drive	Via Riviera	Palos Verdes Drive	1.03	0	20	0	0	2.5	0	0	22.5	42.5	63	3
Hermosa Beach	South Bay Cities	27th Street/Gould Avenue	Hermosa Avenue	Valley Drive	0.38	0	10	5	0	0	0	10	25	35	64	3

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Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	South Bay Cities	Gaffey Street	Anaheim Street	Channel Street	2.42	5	0	0	5	0	5	10	25	32.5	65	3
Carson	South Bay Cities	Alameda Street	Dominguez Channel	Pacific Coast Highway	2.11	5	0	0	5	0	5	10	25	32.5	66	3
Manhattan Beach	South Bay Cities	Ardmore Avenue	Sepulveda Boulevard	Manhattan Beach Boulevard	1.70	5	0	5	0	0	0	10	20	30	67	3
Los Angeles	South Bay Cities	Channel Street/Pacific Avenue/Front Street	Gaffey Street	Vincent Thomas Bridge	1.01	5	0	0	5	0	5	0	15	27.5	68	3
Los Angeles	South Bay Cities	Vermont Avenue	Dominguez Channel	190th Street	1.02	0	0	0	5	0	20	0	25	27.5	69	3
Redondo Beach	South Bay Cities	Herondo Street	Harbor Drive	Pacific Coast Highway	0.57	0	0	10	0	0	0	10	20	25	70	3
Hermosa Beach	South Bay Cities	Gould Avenue	Ardmore Avenue	Sepulveda Boulevard	0.38	0	0	10	0	0	0	10	20	25	71	3
Torrance	South Bay Cities	Pacific Coast Highway	Palos Verdes Boulevard	Hawthorne Boulevard	2.58	5	0	0	0	0	0	10	15	20	72	3
Carson	South Bay Cities	Alameda Street	Del Amo Boulevard	Dominguez Channel	2.70	5	0	0	0	0	5	0	10	20	73	3
Palos Verdes Estates	South Bay Cities	Palos Verdes Drive	Palos Verdes Drive (W)	Ponderosa Lane	2.04	0	10	0	0	0	0	0	10	20	74	3
Los Angeles	South Bay Cities	25th Street	Western Avenue	Gaffey Street	0.90	0	10	0	0	0	0	0	10	20	75	3
Carson	South Bay Cities	Dominguez Channel	Alameda Street	Pacific Coast Highway	2.14	5	0	0	0	0	0	0	5	15	76	3
Torrance	South Bay Cities	190th Street	Hawthorne Boulevard	Western Avenue	3.06	5	0	0	0	0	0	0	5	15	77	3

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Los Angeles	South Bay Cities	Imperial Highway	Sepulveda Boulevard	National Boulevard	1.22	5	0	0	0	0	0	0	5	15	78	3
Manhattan Beach	South Bay Cities	Armdore Avenue	Manhattan Beach Boulevard	Gould Avenue	1.07	0	0	5	0	0	0	10	15	15	79	3
Los Angeles	Westside Cities	N Fairfax Ave	CA-2	N Orange Dr	1.55	15	20	20	10	17.5	0	20	102.5	167.5	1	1
Los Angeles	Westside Cities	Ballona Creek	Fairfax Ave	National Blvd	1.18	15	20	20	5	0	5	20	85	147.5	2	1
Santa Monica	Westside Cities	Colorado Ave	17th St	7th St	0.92	15	20	20	0	0	20	0	75	145	3	2
Santa Monica	Westside Cities	Main St	Colorado Ave	Ocean Park Blvd	1.46	15	20	20	0	0	10	0	65	135	4	2
Santa Monica	Westside Cities	Colorado Avenue	Fourth Street	7th Street	1.46	15	20	20	0	0	10	0	65	135	5	2
Los Angeles	Westside Cities	Westwood Boulevard	Le Conte Avenue	Santa Monica Boulevard	1.33	10	20	20	10	0	0	10	70	130	6	2
Los Angeles	Westside Cities	Ohio Avenue	Barrington Avenue	Westwood Boulevard	1.19	10	20	20	15	0	0	20	75	127.5	7	2
West Hollywood	Westside Cities	Flores Street/Fountain Avenue	Santa Monica Boulevard	La Brea Avenue	1.81	10	20	20	10	2.5	0	0	62.5	127.5	8	2
West Hollywood	Westside Cities	Santa Monica Boulevard	La Cienega Boulevard	Fairfax Avenue	1.38	10	20	20	0	2.5	0	10	62.5	117.5	9	3
Los Angeles	Westside Cities	Overland Avenue	Exposition Boulevard	Washington Boulevard	2.03	5	20	20	0	15	0	10	70	115	10	3
Los Angeles	Westside Cities	Hughes Avenue	Palm Boulevard/National Boulevard	Venice Boulevard	0.62	10	20	20	0	0	0	10	60	115	11	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Westside Cities	Santa Monica Boulevard	Barrington Avenue	Sepulveda Boulevard	0.88	10	20	20	0	0	0	10	60	115	12	3
Los Angeles	Westside Cities	La Cienega Boulevard	Pico Boulevard	Venice Boulevard	1.52	15	10	20	5	0	0	0	50	112.5	13	3
Los Angeles	Westside Cities	McLaughlin Avenue	Venice Boulevard	Washington Place	0.43	10	20	20	0	0	0	0	50	110	14	3
Santa Monica	Westside Cities	7th Street/Broadway	~250 feet south of Taft Way	15th Street	0.98	15	0	20	0	15	5	10	65	110	15	3
Los Angeles	Westside Cities	Beethoven Street/Short Avenue/McConnell Avenue/Culver Boulevard	Washington Boulevard	Lincoln Boulevard	2.34	5	20	20	0	0	5	10	60	105	16	3
Culver City	Westside Cities	Washington Place/Washington Boulevard	McLaughlin Avenue	Overland Avenue	1.53	10	20	15	0	0	0	10	55	105	17	3
Santa Monica	Westside Cities	Broadway/Santa Monica Boulevard	20th Street	Barrington Avenue	2.09	5	20	20	0	0	0	10	55	100	18	3
Los Angeles	Westside Cities	Pico Boulevard	Westwood Boulevard	Beverwil Drive	2.40	5	20	20	0	0	0	10	55	100	19	3
Los Angeles	Westside Cities	Santa Monica Boulevard	Westwood Boulevard	Charleville Boulevard	2.22	10	10	20	0	2.5	0	10	52.5	97.5	20	3
Culver City	Westside Cities	Washington Boulevard/Hughes Avenue	Overland Avenue	Venice Boulevard	0.86	10	10	20	0	0	0	10	50	95	21	3
Los Angeles	Westside Cities	Pacific Avenue/Culver Boulevard/Cabora	Marina Del Rey	Lincoln Boulevard	4.55	5	20	15	0	2.5	0	10	52.5	92.5	22	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
		Drive/Pershing Drive/Manchester Avenue														
Los Angeles	Westside Cities	Venice Boulevard	Exposition Boulevard	La Cienega Boulevard	1.06	15	0	20	0	2.5	0	10	47.5	92.5	23	3
Culver City	Westside Cities	Robertson Boulevard	Venice Boulevard	Washington Boulevard	0.34	5	20	15	0	2.5	0	10	52.5	92.5	24	3
Los Angeles	Westside Cities	Walgrove Avenue	Venice Boulevard	Washington Boulevard	0.44	5	20	15	0	0	5	0	45	90	25	3
Los Angeles	Westside Cities	Venice Boulevard	McLaughlin Avenue	Overland Avenue	1.48	15	0	15	0	15	0	0	45	90	26	3
Los Angeles	Westside Cities	Pico Boulevard	Corinth Avenue	Westwood Boulevard	0.89	5	20	15	0	0	0	10	50	90	27	3
Beverly Hills	Westside Cities	Beverly Drive	Santa Monica Boulevard	Charleville Boulevard	0.66	15	0	20	0	0	0	10	45	90	28	3
Beverly Hills	Westside Cities	Wilshire Boulevard	La Cienega Boulevard	San Vicente Boulevard	0.31	10	10	20	0	0	0	0	40	90	29	3
Beverly Hills	Westside Cities	Santa Monica Boulevard	Beverly Drive	Beverly Boulevard	0.72	10	10	20	0	0	0	0	40	90	30	3
Culver City	Westside Cities	Centinela Avenue	Bluff Creek Drive	Sepulveda Boulevard	0.50	5	20	15	0	0	0	10	50	90	31	3
Los Angeles	Westside Cities	Manchester Avenue	Osage Avenue	Aviation Boulevard	1.32	15	10	5	5	0	5	0	40	87.5	32	3
Los Angeles	Westside Cities	Venice Boulevard	La Cienega Boulevard	Fairfax Avenue	0.68	15	0	20	0	0	0	0	35	85	33	3
West Hollywood	Westside Cities	Fairfax Avenue	Hollywood Boulevard	Wiloughby Avenue	1.19	10	0	20	5	2.5	0	10	47.5	85	34	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Westside Cities	Washington Boulevard	Ocean Front Walk	Walgrove Avenue	1.99	10	0	20	0	2.5	5	10	47.5	82.5	35	3
Los Angeles	Westside Cities	Motor Avenue/Southern Pacific RR	Overland Avenue	National Boulevard	1.08	5	20	10	0	2.5	0	10	47.5	82.5	36	3
Los Angeles	Westside Cities	Inglewood Boulevard/Centinel a Avenue	Culver Drive	Bluff Creek Drive	0.99	5	20	5	5	2.5	0	10	47.5	80	37	3
Culver City	Westside Cities	Sepulveda Boulevard	Jefferson Boulevard	Centinela Avenue	0.79	5	10	20	0	0	0	10	45	80	38	3
Culver City	Westside Cities	Overland Avenue/Playa Street	Ballona Creek	Jefferson Boulevard	1.72	5	10	20	0	0	0	10	45	80	39	3
Beverly Hills	Westside Cities	La Cienega Boulevard	Fourth Street	Wilshire Boulevard	0.51	5	10	20	0	0	0	10	45	80	40	3
West Hollywood	Westside Cities	Beverly Boulevard	Santa Monica Boulevard	San Vicente Boulevard	1.12	5	10	20	0	0	0	10	45	80	41	3
Los Angeles	Westside Cities	Sepulveda Boulevard	Ventura Boulevard	Santa Monica Boulevard	11.10	5	20	10	0	0	0	10	45	80	42	3
Los Angeles	Westside Cities	Venice Boulevard	Overland Avenue	Hughes Avenue	0.68	10	0	20	0	2.5	0	10	42.5	77.5	43	3
Los Angeles	Westside Cities	Sepulveda Boulevard	Manchester Boulevard	Imperial Highway	2.42	5	20	10	0	0	0	0	35	75	44	3
Los Angeles	Westside Cities	McLaughlin Avenue/Slauson Avenue	Washington Place	Ballona Creek	1.40	5	20	5	0	0	5	10	45	75	45	3
Culver City	Westside Cities	Overland Avenue	Washington Boulevard	Ballona Creek	1.01	10	10	10	0	0	0	10	40	75	46	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Westside Cities	Venice Boulevard	Hughes Avenue	Robertson Boulevard	0.70	10	0	20	0	5	0	0	35	75	47	3
Los Angeles	Westside Cities	Santa Monica Boulevard	Sepulveda Boulevard	Westwood Boulevard	0.53	10	0	20	0	0	0	10	40	75	48	3
Los Angeles	Westside Cities	Pico Boulevard	Beverwil Drive	La Cienega Boulevard	1.61	10	0	20	0	5	0	0	35	75	49	3
Beverly Hills	Westside Cities	Santa Monica Boulevard	Beverly Drive	Charleville Boulevard	0.74	10	0	20	0	0	0	10	40	75	50	3
Beverly Hills	Westside Cities	Santa Monica Boulevard	Melrose Avenue	Beverly Boulevard	0.55	5	10	20	0	0	0	0	35	75	51	3
Los Angeles	Westside Cities	Venice Boulevard	Ocean Front Walk	Walgrove Avenue	2.07	10	0	20	0	0	0	0	30	70	52	3
Santa Monica	Westside Cities	Ocean Park Boulevard/23rd Street	17th Street	Ashland Avenue	0.68	5	20	5	0	0	0	0	30	65	53	3
Los Angeles	Westside Cities	Barrington Avenue	Exposition Boulevard	Gateway Boulevard	0.47	10	0	15	0	0	0	10	35	65	54	3
Los Angeles	Westside Cities	Venice Boulevard	McLaughlin Avenue	Inglewood Boulevard	0.35	10	0	15	0	0	0	10	35	65	55	3
Los Angeles	Westside Cities	Gateway Boulevard	Exposition Boulevard	Barrington Avenue	0.46	10	0	15	0	0	0	0	25	60	56	3
Beverly Hills	Westside Cities	Beverwil Drive	Charleville Boulevard	Pico Boulevard	0.85	5	0	20	0	0	0	10	35	60	57	3
Beverly Hills	Westside Cities	Charleville Boulevard	Beverly Drive	La Cienega Boulevard	1.63	5	0	20	0	0	0	10	35	60	58	3
West Hollywood	Westside Cities	Santa Monica Boulevard	Doheny Drive	San Vicente Boulevard	0.51	0	20	10	0	0	0	0	30	60	59	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Westside Cities	Motor Avenue	National Boulevard	Venice Boulevard	0.87	5	0	20	0	2.5	0	0	27.5	57.5	60	3
Santa Monica	Westside Cities	Ocean Park Boulevard	Barnard Way	17th Street	1.63	5	0	20	0	0	0	0	25	55	61	3
Los Angeles	Westside Cities	Westwood Boulevard	Santa Monica Boulevard	Pico Boulevard	1.01	5	0	20	0	0	0	0	25	55	62	3
Los Angeles	Westside Cities	Barrington Avenue	Santa Monica Boulevard	Exposition Boulevard	1.08	10	0	10	0	0	0	10	30	55	63	3
Los Angeles	Westside Cities	Pico Boulevard	La Cienega Boulevard	Fairfax Avenue	0.67	5	0	20	0	0	0	0	25	55	64	3
West Hollywood	Westside Cities	San Vicente Boulevard	Santa Monica Boulevard	Melrose Avenue	0.30	5	0	20	0	0	0	0	25	55	65	3
West Hollywood	Westside Cities	Melrose Avenue	San Vicente Boulevard	La Cienega Boulevard	0.48	5	0	20	0	0	0	0	25	55	66	3
West Hollywood	Westside Cities	Santa Monica Boulevard	San Vicente Boulevard	La Cienega Boulevard	0.65	5	0	20	0	0	0	0	25	55	67	3
Los Angeles	Westside Cities	National Boulevard/Castle Heights Avenue/Beverwil Drive	Pico Boulevard	Exposition Boulevard	2.37	5	10	5	0	0	0	10	30	50	68	3
West Hollywood	Westside Cities	Melrose Avenue	Doheny Drive	San Vicente Boulevard	0.46	10	0	10	0	0	0	0	20	50	69	3
Culver City	Westside Cities	Washington Place/Washington Boulevard	Beethoven Street	McLaughlin Avenue	1.41	5	0	10	0	0	10	10	35	50	70	3
Los Angeles	Westside Cities	Ocean Front Walk	Washington Boulevard	Marina Del Rey	1.68	0	20	0	0	0	0	10	30	45	71	3

Table 6-3: Bikeway Project Prioritization and Ranking

Lead City	Lead Subregion	Corridor	To	From	Mileage	Safety & Comfort	Connectivity	Accessibility	Equity	Demand & Community Support	Sustainability	Project Readiness	Composite Score	Weighted Score	Subregion Rank	Subregion Tier
Los Angeles	Westside Cities	Sepulveda Boulevard	I-405	Manchester Avenue	1.79	5	0	15	0	0	0	0	20	45	72	3
Los Angeles	Westside Cities	Walgrove Avenue	Dewey Street	Venice Boulevard	1.27	0	20	0	0	0	0	10	30	45	73	3
Santa Monica	Westside Cities	Ocean Park Boulevard	23rd Street	Barrington Avenue	1.73	10	0	5	0	0	0	10	25	45	74	3
Los Angeles	Westside Cities	Barrington Avenue/Mclaughlin Avenue	Ocean Park Boulevard	Venice Boulevard	2.14	10	0	5	0	0	0	10	25	45	75	3
Los Angeles	Westside Cities	Westwood Boulevard	Pico Boulevard	Exposition Boulevard	0.33	0	0	20	0	2.5	0	0	22.5	42.5	76	3
Los Angeles	Westside Cities	Lincoln Boulevard/Bluff Creek Drive	Ballona Creek	Centinela Avenue	3.10	5	0	10	0	2.5	0	10	27.5	42.5	77	3
Beverly Hills	Westside Cities	Charleville Boulevard	Santa Monica Boulevard	Beverly Drive	0.91	0	0	20	0	0	0	0	20	40	78	3
Santa Monica	Westside Cities	Pico Boulevard/16th Street/Pearl Street/17th Street	17th Street	Ocean Park Boulevard	0.89	0	0	15	0	0	5	0	20	35	79	3
West Hollywood	Westside Cities	San Vicente Boulevard	Melrose Avenue	Beverly Boulevard	0.48	5	0	10	0	0	0	0	15	35	80	3
Culver City	Westside Cities	Washington Boulevard	Walgrove Avenue	Beethoven Street	0.41	0	0	5	0	0	20	0	25	30	81	3
Los Angeles	Westside Cities	Venice Boulevard	Walgrove Avenue	Beethoven Street	0.41	5	0	5	0	0	0	0	10	25	82	3
Los Angeles	Westside Cities	National Boulevard	Motor Avenue	Palms Boulevard	0.52	0	0	10	0	0	0	0	10	20	83	3

F

Appendix F

**Active Transportation
Project Cost Estimation
Memo**



TO: Jan Yonan, Metro PM
FROM: Sherry Ryan and Sasha Jovanovic, CR Associates
DATE: August 14, 2023
RE: Cost Estimation of FLM, Pedestrian Districts and Bikeway Networks

This memorandum summarizes methods for costing First/Last mile (FLM) areas, pedestrian districts and bikeway projects that form the foundation of the planned networks proposed in the 2023 ATSP.

This memo is organized around two key sections. *Section 1 Costing Methods* describes the approach to costing each network. *Section 2 Costing Results* describes the final cost estimates for each of the three networks. Later stages of this task will involve phasing the projects and developing cost estimates associated with each phase of building out the networks.

1.0 Costing Methods

The following subsections review approaches to costing each of the three ATSP networks: FLM areas, pedestrian districts, and bikeways.

1.1 FLM Area Cost Estimation

The FLM areas were categorized into typologies by approximating characteristics of their urban form. The typologies were based upon three key variables readily available from the existing conditions assessment: total of population, total employment, and the count of intersections within each FLM area. Population and employment were joined and separated into three categories: high, medium, and low, using the Natural Breaks categorization method. Count of intersections was separated into two categories, high and low, by Natural breaks. Summations or counts were used to distinguish the categories instead of density values. Because each FLM area is based on a network travelshed of equal half-mile distances, the use of density was not necessary to normalize the data.

This created six possible typologies. **Table 1.1** shows the range of values associated with each variable used to generate the typologies, while **Tables 1.2** and **1.3** show counts of FLM areas by each typology for rail-serving and non-rail-serving (bus only) locations, respectively.

As shown, one of the resulting typologies (High Population + Employment with Low Intersection Count) had no representation among the FLM areas, resulting in five total typologies. This is reasonable since intersection density is likely highly correlated with population and employment density. It would be very unlikely to find high population and employment densities in a built environment characterized by a sprawling, low density street network or built environment.



Table 1.1 FLM Area Typologies – Ranges of Input Values

Sum of Population and Employment	
Category	Range
High	Greater than 65,534
Medium	19,160 – 65,534
Low	19,159 or Less
Count of Intersections	
Category	Range
High	Greater than 55
Low	55 or Less

Table 1.2 Count of FLM Areas by Typology (Rail-serving)

		Population + Employment		
		Low	Medium	High
Inter-section Count	Low	80	3	-
	High	53	15	5

Table 1.3 Count of FLM Areas by Typology (Bus only)

		Population + Employment		
		Low	Medium	High
Inter-section Count	Low	185	8	-
	High	211	33	10

Table 1.4 shows the distribution of FLM areas by typology used to calculate the cost estimates. These FLM areas were available from recently adopted Metro FLM plans.

Attachment A lists 9 recently adopted FLM plans for 54 stations (2018-2021) and identifies their typology and the cost estimates reported in the plan documents.



Table 1.4 Count of FLM Plans with Cost Estimates by Typology

		Population + Employment		
		Low	Medium	High
Inter-section Count	Low	26	1	-
	High	21	5	1

Cost estimates for recently adopted FLM plans, the frequencies of which are shown in Table 1.4, were used to develop high, average (mean), and low-cost ranges for the 602 FLM areas proposed in the 2023 ATSP. As First/Last Mile planning stresses the accessibility to and from a transit stop rather than specific station amenities, this cost estimation exercise assumes similar pedestrian and bikeway improvements across high-ridership bus stops and BRT/rail stations.

The average acreage size by typology for each FLM area with a previously adopted plan was used to develop a unit cost per acre by typology. This enabled adjustments to the total cost estimation where FLM areas overlapped.

Table 1.5 shows the cost estimates ranges and cost per acre for each FLM area typology. To account for recent construction cost inflation, the cost estimates, developed from FLM studies completed in a period between 2018 and 2021, were increased by the current rate of construction inflation from the plan's adoption year. The inflation adjustment is based on the Engineering News-Record's (ENR) Construction Cost Index.

The index values and inflation calculations are presented in **Attachment B**.



Table 1.5 FLM Area Cost Estimate by Typology

		Range of Cost Estimate					
		Low	Mean	High	Average FLM Size in Acres	Cost per Acre	Inflation Adjusted Cost per Acre
Pop + Emp / Intersection Count	Low/Low	\$5,305,229	\$31,522,442	\$79,483,655	221.5	\$142,314	\$168,450
	Med/Low	\$6,056,049	\$27,812,691	\$62,604,161	202.9	\$137,076	\$158,597
	High/Low	n/a					
	Low/High	\$9,194,580	\$45,353,731	\$103,947,000	261.7	\$173,304	\$206,746
	Med/High	\$26,717,954	\$42,748,168	\$67,205,285	285.4	\$149,783	\$177,488
	High/High	\$8,816,191	\$40,488,772	\$91,137,014	301.0	\$134,514	\$162,897

A cost per acre value was developed to account for the substantial geographic overlap between numerous FLM areas. Assigning a unit cost per station would have greatly overestimated the total cost of implementing the assumed projects for all FLM areas since it is likely that many future improvements identified in these plans will be situated in and benefit more than one FLM area.

Several GIS processing steps were involved in determining cost per acre values. First, the FLM areas (excluding the 54 FLM areas covered within previously adopted plans) were dissolved by typology to determine the area size while eliminating overlap within each typology category. Since the dissolve was executed on overlapping areas only within the same typologies, this would not have eliminated overlapping geographic areas with multiple typologies. To account for geographic areas where multiple FLM station area typologies overlapped, those areas were dissolved separately, in order to assign the higher cost estimate to those locations. Higher cost estimates were chosen as a safeguard from underestimating costs.

Once the overlapping geographic areas within a half-mile of FLM stations are dissolved and assigned a typology (excluding the 54 FLM areas which had been costed already), the cost per acre can be multiplied by the total acreage of each typology to estimate a final cost for implementing all FLM area improvements. The cost per acre is based on the mean FLM area plan costs. The table also shows the range of FLM area plan costs by each typology. For the two typologies with one example, the high and low ranges



were extrapolated by averaging the weighted percentage difference between the mean to the highest and lowest cost estimates of the three categories with multiple plans.

1.2 Pedestrian District Cost Estimation

Pedestrian district costing was based on the available FLM plans excluding bicycle project costs. The FLM improvements were separated by mode and the proportion of pedestrian project costs to bicycle project costs, excluding all soft costs, was determined.

Twenty-two of the 54 adopted FLM plans included pedestrian-specific information. All but one of the typologies (High/High) had representation in these 22 studies. For the High/High typology, the average cost proportion of all 22 studies was used in its place. These proportions were then applied to the FLM cost per acre by typology to determine a pedestrian project cost per acre. Inflation adjustments were made for pedestrian district cost estimation similarly to the FLM areas.

Table 1.6 shows the inflation adjusted cost per acre for pedestrian districts.

Table 1.6 Pedestrian District Unit Costs

		FLM Cost per Acre	Average Cost Proportion Attributable to Pedestrian Projects	Pedestrian District Cost per Acre	Inflation Adjusted Cost per Acre
Pop + Emp / Intersection Count	Low/Low	\$142,314	58%	\$82,542	\$95,419
	Med/Low	\$137,076	74%	\$101,436	\$117,260
	High/Low	n/a			
	Low/High	\$173,304	66%	\$114,381	\$132,224
	Med/High	\$149,783	74%	\$110,840	\$128,131
	High/High	\$134,514	62%*	\$83,399	\$96,409

*no examples available, used mean of all FLM studies where proportion could be calculated

Any pedestrian district overlapping with an FLM area was excluded from pedestrian network costing, because the pedestrian improvements would have already been accounted for in the FLM area costing. To estimate cost for the remaining non-overlapping pedestrian districts in the region, the two variables (sum of population



and employment and count of intersections) were used to assign typologies. Unlike the FLM areas which are standardized half-mile travelsheds, in this application, the values for both criteria needed to be converted to a density because census block groups are of different sizes. The category breaks used to assign typologies are shown in **Table 1.7**.

Table 1.7 Pedestrian District Typologies – Ranges of Input Values

Sum of Population and Employment	
Category	Range
High	Greater than 225 per acre
Medium	75.1 – 225
Low	75 or Less
Count of Intersections	
Category	Range
High	Greater than 0.19 per acre
Low	0.19 or Less

Table 1.8 summarizes the acreage of pedestrian districts by typology, excluding pedestrian districts that overlap with FLM areas.

Table 1.8 Acreage of Pedestrian Districts by Typology Excluding Overlap with FLM Areas

		Population + Employment		
		Low	Medium	High
Inter-section Count	Low	13,739	326	-
	High	35,887	1,016	130

The cost per acre values presented in Table 1.6 would be multiplied by the acreage values in Table 1.8 to determine a final pedestrian district cost for those portions of pedestrian districts that do not overlap with FLM areas.



1.3 Bikeway Project Cost Estimation

ATP Cycle 5 and 6 project cost estimates were used to develop updated unit costs for bicycle projects. Hard construction costs along with soft costs were used to develop the bicycle facility cost estimate.

Soft costs included the following items:

- Preliminary Engineering (PE)
 - 8% of the construction costs for Environmental Studies and Permits
 - 20% of the construction costs for Plans, Specifications, and Estimates
 - Total of 28% add on for PE
- Right of Way (RW)
 - 10% of the construction costs for Right-of-Way Engineering
 - 5% of the construction costs for Acquisitions and Utilities
 - Total of 15% for RW
- Construction Engineering (CE)
 - 10% of the construction costs for construction engineering
 - Total of 10% for CE

The grand total soft cost percent was determined to be approximately 53% of hard construction costs.

The unit costs reflect a cost estimate per mile by bicycle facility type. The per mile bicycle facility cost estimate is shown in **Table 1.9**.

Table 1.9 Bicycle Unit Cost Estimates by Facility Type (\$/mile)

Bicycle Facility Type	Per Mile Unit Cost
Class I – Bike Path (Off-street)	\$1,530,000 - \$3,366,000
Class IV – Raised Median Buffer (On-street)	\$5,355,000 - \$10,557,000

Attachment C presents a more detailed discussion of the development of per mile unit costs for bikeways.

Table 1.10 summarizes the mileage of planned bicycle facility by type proposed in the ATSP. Regional bicycle network projects overlapping with FLM areas are assumed to be captured in the cost assumptions of FLM project areas, and thus the unit costs developed for bikeways were only applied to estimate the cost of the unbuilt sections of the regional network not overlapping with FLM areas.



Table 1.10 ATSP Update Miles of Planned Bicycle Facility by Facility Type

Bicycle Facility Type	Total Miles	Miles Not Overlapping with FLM Areas
Class I – Bike Path (Off-Street)	183.1	149.2
Class IV – Cycle Track (On-Street)	1,021.9	734.3

Unit costs displayed in Table 1.9 would be multiplied by miles of planned unbuilt bikeway facility types to estimate the planning level cost for building out the ATSP bikeway network.



2.0 Preliminary Cost Estimates

2.1 FLM Areas

Table 2.1 displays the inflation-adjusted, estimated cost for buildout of the 602 FLM areas across the Metro region by typology. Acreage associated with each typology is also shown.

The Low/High (low population + employment and high intersection density) typology has the highest number of acres across LA County at roughly 56,000 acres, an estimated cost per acre of \$206,746, and an estimated total cost of \$11.5 billion to build out all of these FLM areas.

The total cost to build out the entire network of FLM areas across LA County is estimated at roughly \$22 billion.

Table 2.1 ATSP Update FLM Area Cost Estimate by Typology

FLM Area Typology	Acres	Inflation Adjusted Cost per Acre	Total Cost
Low/Low	42,159	\$168,450	\$7,101,744,530*
Med/Low	1,408	\$158,597	\$223,326,717*
High/Low	n/a	n/a	n/a
Low/High	55,641	\$206,746	\$11,503,538,616*
Med/High	6,219	\$177,488	\$1,103,827,5642*
High/High	212	\$162,897	\$34,455,562*
FLM Areas with Prior Cost Estimates	n/a	n/a	\$2,054,054,139
Total Cost			\$22,020,947,205

*Excludes FLM areas with prior cost estimates

2.2 Pedestrian Districts

Table 2.2 displays the inflation-adjusted, cost estimate for buildout of the 81 pedestrian districts across the Metro region by typology. The pedestrian district acreage shown in Table 2.2 reflects only that portion of pedestrian districts not overlapping with FLM areas, since improvements made in FLM areas would satisfy pedestrian district buildout.

As with the FLM areas, the Low/High (low population + employment and high intersection density) typology has the highest number of acres across LA County at roughly 36,000 acres, an estimated cost per acre of \$132,224, and an estimated total cost of \$5 billion to build out all of these Low/High pedestrian districts.



The total cost to build out the network of pedestrian districts (not overlapping with FLM areas) is estimated at roughly \$6.2 billion.

Table 2.2 2023 ATSP Pedestrian District Cost Estimate by Typology
(for area of pedestrian district not overlapping with FLM areas)

Pedestrian District Typology	Acres (not overlapping with FLM Areas)	Inflation Adjusted Cost per Acre	Total Cost
Low/Low	13,739	\$95,419	\$1,310,959,164
Med/Low	326	\$117,260	\$38,273,100
High/Low	73	\$96,409	\$7,005,460
Low/High	35,887	\$132,224	\$4,745,063,322
Med/High	1,016	\$128,131	\$130,158,467
High/High	57	\$96,409	\$5,515,889
Total Cost			\$6,236,975,402

2.3 Bikeways

Table 2.3 displays the inflation-adjusted, cost estimate for buildout of the ATSP Update Bikeways across the Metro region for Class I Bike Paths and for Class IV Cycle Tracks. Miles of bikeways are shown for that portion not overlapping with FLM areas, since improvement made in FLM areas would satisfy bikeway buildout.

Of the 183 miles of total Class I (off-street) facilities proposed in the ATSP Update, roughly 150 miles of Class I (off-street) bikeways do not overlap with FLM areas. The cost to implement the portions of Class I facilities outside of FLM areas is estimated to range from roughly \$230 million to \$502 million, while the cost to construct the total miles of Class I facility is estimated at \$280 million to \$616 million.

Of the 1,022 miles of total Class IV (on-street) facilities proposed in the ATSP Update, roughly 734 miles of Class IV (on-street) bikeways do not overlap with FLM areas. The cost to implement the portions of Class IV facilities outside of FLM areas is estimated to range from roughly \$4 billion to \$7.8 billion, while the cost to construct the total miles of Class IV facility is estimated at \$5.5 billion to \$10.8 billion.

The total cost to build out the 2023 ATSP bikeway network (not overlapping FLM areas) is estimated to range from roughly \$4.2 billion to \$8.3 billion, while the total cost of the entire 2023 ATSP bikeway network is estimated to range from \$5.8 billion to \$11.4 billion.



Table 2.3 2023 ATSP Bikeway Cost Estimate by Facility Type

Bicycle Facility Type	Bikeway Miles (Not Overlapping with FLM Areas)	Total Bikeway Miles	Cost per Mile	Total Cost (Not Overlapping with FLM Areas)	Total Cost
Class I – Bike Path (Off-Street)	149.2	183.1	\$1,530,000 - \$3,366,000	\$228,276,000 – \$502,207,200	\$280,143,000 - \$616,314,600
Class IV – Cycle Track (On-Street)	734.3	1,021.9	\$5,355,000 - \$10,557,000	\$3,932,176,500 – \$7,752,005,100	\$5,472,274,500 – 10,788,198,300
Total Cost				\$4,160,452,500 – 8,254,212,300	\$5,752,417,500 – \$11,404,512,900



**Attachment A: Metro FLM Station Area Plans used to
Develop FLM and Pedestrian Improvement Cost Estimates**

Metro Station FLM	Line	Typology	Cost	Year
7th St/Metro Center Station	Blue Line	High PopEmp / High Intersection	\$ 40,488,772	2018
103rd St/Watts Towers Station	Blue Line	Low PopEmp / High Intersection	\$ 42,859,312	2018
Compton Station	Blue Line	Low PopEmp / High Intersection	\$ 55,777,384	2018
Wardlow Station	Blue Line	Low PopEmp / High Intersection	\$ 39,782,589	2018
Anaheim St Station	Blue Line	Low PopEmp / High Intersection	\$ 73,608,443	2018
5th Street Station (Part of the Cluster of Downtown Long Beach Stations)	Blue Line	Low PopEmp / High Intersection	\$ 67,205,285	2018
1st Street Station (Part of the Cluster of Downtown Long Beach Stations)	Blue Line	Low PopEmp / High Intersection	\$ 67,205,285	2018
Pacific Av Station (Part of the Cluster of Downtown Long Beach Stations)	Blue Line	Low PopEmp / High Intersection	\$ 67,205,285	2018
Grand/LATTC Station	Blue Line	Low PopEmp / High Intersection	\$ 60,977,292	2018
San Pedro St Station	Blue Line	Low PopEmp / High Intersection	\$ 47,620,778	2018
Vernon Station	Blue Line	Low PopEmp / High Intersection	\$ 67,557,916	2018
Florence Station	Blue Line	Low PopEmp / High Intersection	\$ 32,067,679	2018
Firestone Station	Blue Line	Low PopEmp / High Intersection	\$ 37,754,572	2018
Downtown Inglewood Station	Crenshaw Line	Low PopEmp / High Intersection	\$ 14,759,000	2019
Expo/Crenshaw	Crenshaw Line	Low PopEmp / High Intersection	\$ 103,947,000	2020
Laurel Canyon Station	ESFV Light Rail	Low PopEmp / High Intersection	\$ 10,748,757	2020
Maclay Station	ESFV Light Rail	Low PopEmp / High Intersection	\$ 17,137,901	2020
Sylmar / San Fernando Metrolink Station	ESFV Light Rail	Low PopEmp / High Intersection	\$ 22,378,057	2020
Van Nuys / San Fernando Station	ESFV Light Rail	Low PopEmp / High Intersection	\$ 9,194,580	2020
Claremont Station	Gold Line Foothill	Low PopEmp / High Intersection	\$ 46,026,647	2020
Wilshire Blvd & La Brea Ave	Purple Line	Low PopEmp / High Intersection	\$ 31,537,022	2021
Wilshire/La Cienega	Purple Line	Low PopEmp / High Intersection	\$ 37,077,564	2021
Willowbrook/Rosa Parks Station	Blue Line	Low PopEmp / Low Intersection	\$ 43,513,188	2018
Artesia Station	Blue Line	Low PopEmp / Low Intersection	\$ 51,292,254	2018
Del Amo Station	Blue Line	Low PopEmp / Low Intersection	\$ 33,040,685	2018
Willow St Station	Blue Line	Low PopEmp / Low Intersection	\$ 48,718,860	2018
Pacific Coast Highway Station	Blue Line	Low PopEmp / Low Intersection	\$ 64,093,064	2018
Washington Station	Blue Line	Low PopEmp / Low Intersection	\$ 73,371,471	2018
Slauson Station	Blue Line	Low PopEmp / Low Intersection	\$ 79,483,655	2018
Fairview Heights Station	Crenshaw Line	Low PopEmp / Low Intersection	\$ 12,866,000	2019
Westchester/Veterans Station	Crenshaw Line	Low PopEmp / Low Intersection	\$ 21,713,000	2019
Crenshaw Green Line Station	Green Line	Low PopEmp / Low Intersection	\$ 8,499,000	2019
Vanowen Station	ESFV Light Rail	Low PopEmp / Low Intersection	\$ 5,305,229	2020
Paxton Station	ESFV Light Rail	Low PopEmp / Low Intersection	\$ 6,957,213	2020
Van Nuys / Metrolink Station	ESFV Light Rail	Low PopEmp / Low Intersection	\$ 5,934,263	2020
Victory Station	ESFV Light Rail	Low PopEmp / Low Intersection	\$ 6,133,843	2020



Metro Station FLM	Line	Typology	Cost	Year
Nordhoff Station	ESFV Light Rail	Low PopEmp / Low Intersection	\$ 15,515,976	2020
Van Nuys- Metro Orange Line Station	ESFV Light Rail	Low PopEmp / Low Intersection	\$ 14,543,628	2020
Sherman Way Station	ESFV Light Rail	Low PopEmp / Low Intersection	\$ 25,932,557	2020
Roscoe Station	ESFV Light Rail	Low PopEmp / Low Intersection	\$ 19,527,176	2020
Woodman Station	ESFV Light Rail	Low PopEmp / Low Intersection	\$ 48,735,046	2020
Arleta Station	ESFV Light Rail	Low PopEmp / Low Intersection	\$ 21,193,331	2020
Glendora Station	Gold Line Foothill	Low PopEmp / Low Intersection	\$ 58,575,604	2020
La Verne/Fairplex Station	Gold Line Foothill	Low PopEmp / Low Intersection	\$ 40,360,183	2020
Pomona North Station	Gold Line Foothill	Low PopEmp / Low Intersection	\$ 49,511,124	2020
San Dimas Station	Gold Line Foothill	Low PopEmp / Low Intersection	\$ 27,821,758	2020
Westwood/VA Hospital	Purple Line	Low PopEmp / Low Intersection	\$ 27,739,928	2020
Sepulveda Station	Orange Line	Low PopEmp / Low Intersection	\$ 9,205,453	2021
Pico Station	Blue Line	Medium PopEmp / High Intersection	\$ 55,371,139	2018
Downtown Long Beach Station (Part of the Cluster of Downtown Long Beach Stations)	Blue Line	Medium PopEmp / High Intersection	\$ 67,205,285	2018
Wilshire/Rodeo	Purple Line	Medium PopEmp / High Intersection	\$ 28,012,005	2020
Westwood/UCLA	Purple Line	Medium PopEmp / High Intersection	\$ 36,434,456	2020
Wilshire/Fairfax	Purple Line	Medium PopEmp / High Intersection	\$ 26,717,954	2021
Century City/Constellation	Purple Line	Medium PopEmp / Low Intersection	\$ 27,812,691	2020



Attachment B: Metro FLM Plans with Inflation Adjusted Cost Estimates

Metro Station FLM	Line	Cost Reported in FLM Plan	Year	Inflation Rate	Inflation Adjusted Cost
7th St/Metro Center Station	Blue Line	\$ 40,488,772	2018	0.211	\$49,031,903
103rd St/Watts Towers Station	Blue Line	\$ 42,859,312	2018	0.211	\$51,902,627
Compton Station	Blue Line	\$ 55,777,384	2018	0.211	\$67,546,412
Wardlow Station	Blue Line	\$ 39,782,589	2018	0.211	\$48,176,715
Anaheim St Station	Blue Line	\$ 73,608,443	2018	0.211	\$89,139,824
5th Street Station (Part of the Cluster of Downtown Long Beach Stations)	Blue Line	\$ 67,205,285	2018	0.211	\$81,385,600
1st Street Station (Part of the Cluster of Downtown Long Beach Stations)	Blue Line	\$ 67,205,285	2018	0.211	\$81,385,600
Pacific Av Station (Part of the Cluster of Downtown Long Beach Stations)	Blue Line	\$ 67,205,285	2018	0.211	\$81,385,600
Grand/LATTC Station	Blue Line	\$ 60,977,292	2018	0.211	\$73,843,501
San Pedro St Station	Blue Line	\$ 47,620,778	2018	0.211	\$57,668,762
Vernon Station	Blue Line	\$ 67,557,916	2018	0.211	\$81,812,636
Florence Station	Blue Line	\$ 32,067,679	2018	0.211	\$38,833,959
Firestone Station	Blue Line	\$ 37,754,572	2018	0.211	\$45,720,787
Downtown Inglewood Station	Crenshaw Line	\$ 14,759,000	2019	0.176	\$17,356,584
Expo/Crenshaw	Crenshaw Line	\$ 103,947,000	2020	0.157	\$120,266,679
Laurel Canyon Station	ESFV Light Rail	\$ 10,748,757	2020	0.157	\$12,436,312
Maclay Station	ESFV Light Rail	\$ 17,137,901	2020	0.157	\$19,828,551
Sylmar / San Fernando Metrolink Station	ESFV Light Rail	\$ 22,378,057	2020	0.157	\$25,891,412
Van Nuys / San Fernando Station	ESFV Light Rail	\$ 9,194,580	2020	0.157	\$10,638,129
Claremont Station	Gold Line Foothill	\$ 46,026,647	2020	0.157	\$53,252,830
Wilshire Blvd & La Brea Ave	Purple Line	\$ 31,537,022	2021	0.133	\$35,731,446
Wilshire/La Cienega	Purple Line	\$ 37,077,564	2021	0.133	\$42,008,880
Willowbrook/Rosa Parks Station	Blue Line	\$ 43,513,188	2018	0.211	\$52,694,471
Artesia Station	Blue Line	\$ 51,292,254	2018	0.211	\$62,114,920
Del Amo Station	Blue Line	\$ 33,040,685	2018	0.211	\$40,012,270
Willow St Station	Blue Line	\$ 48,718,860	2018	0.211	\$58,998,539
Pacific Coast Highway Station	Blue Line	\$ 64,093,064	2018	0.211	\$77,616,701
Washington Station	Blue Line	\$ 73,371,471	2018	0.211	\$88,852,851
Slauson Station	Blue Line	\$ 79,483,655	2018	0.211	\$96,254,706
Fairview Heights Station	Crenshaw Line	\$ 12,866,000	2019	0.176	\$15,130,416
Westchester/Veterans Station	Crenshaw Line	\$ 21,713,000	2019	0.176	\$25,534,488
Crenshaw Green Line Station	Green Line	\$ 8,499,000	2019	0.176	\$9,994,824
Vanowen Station	ESFV Light Rail	\$ 5,305,229	2020	0.157	\$6,138,150
Paxton Station	ESFV Light Rail	\$ 6,957,213	2020	0.157	\$8,049,495
Van Nuys / Metrolink Station	ESFV Light Rail	\$ 5,934,263	2020	0.157	\$6,865,942
Victory Station	ESFV Light Rail	\$ 6,133,843	2020	0.157	\$7,096,856



Metro Station FLM	Line	Cost Reported in FLM Plan	Year	Inflation Rate	Inflation Adjusted Cost
Nordhoff Station	ESFV Light Rail	\$ 15,515,976	2020	0.157	\$17,951,984
Van Nuys- Metro Orange G Line Station	ESFV Light Rail	\$ 14,543,628	2020	0.157	\$16,826,978
Sherman Way Station	ESFV Light Rail	\$ 25,932,557	2020	0.157	\$30,003,968
Roscoe Station	ESFV Light Rail	\$ 19,527,176	2020	0.157	\$22,592,943
Woodman Station	ESFV Light Rail	\$ 48,735,046	2020	0.157	\$56,386,448
Arleta Station	ESFV Light Rail	\$ 21,193,331	2020	0.157	\$24,520,684
Glendora Station	Gold Line Foothill	\$ 58,575,604	2020	0.157	\$67,771,973
La Verne/Fairplex Station	Gold Line Foothill	\$ 40,360,183	2020	0.157	\$46,696,731
Pomona North Station	Gold Line Foothill	\$ 49,511,124	2020	0.157	\$57,284,370
San Dimas Station	Gold Line Foothill	\$ 27,821,758	2020	0.157	\$32,189,773
Westwood/VA Hospital	Purple Line	\$ 27,739,928	2020	0.157	\$32,095,096
Sepulveda Station	Orange Line	\$ 9,205,453	2021	0.133	\$10,429,778
Pico Station	Blue Line	\$ 55,371,139	2018	0.211	\$67,054,449
Downtown Long Beach Station (Part of the Cluster of Downtown Long Beach Stations)	Blue Line	\$ 67,205,285	2018	0.211	\$81,385,600
Wilshire/Rodeo	Purple Line	\$ 28,012,005	2020	0.157	\$32,409,890
Westwood/UCLA	Purple Line	\$ 36,434,456	2020	0.157	\$42,154,666
Wilshire/Fairfax	Purple Line	\$ 26,717,954	2021	0.133	\$30,271,442
Century City/Constellation	Purple Line	\$ 27,812,691	2020	0.157	\$32,179,283



Attachment C: Bike and Pedestrian Order of Magnitude Cost Per Linear Foot

TO: Jan Yonan, LA Metro
 FROM: Adam Chase, PE, TE, CR Associates
 DATE: December 7, 2022
 RE: **ATTACHMENT C: Bike and Pedestrian Facilities – Rough Order of Magnitude Cost Per Linear Foot within the Southern California Region including City of Los Angeles**

The following evaluation was conducted to determine the estimated construction costs for Bike Facilities Classifications I (bike path), II (bike lane), III (share the road), and IV (bikeway / protected facility) and Pedestrian Improvements (widening / ADA treatments / crossings) within the Southern California Region including the City of Los Angeles. The estimated construction costs were derived from recent ATP Grant Applications, Cycles 5 and 6. The ATP Cycle 5 project costs have been increased per recent inflation construction costs. The ATP Cycle 6 included the cost of inflation. The cost estimates have been cross referenced using a combination of unit cost data from previous projects recently built, Caltrans Price Index for Selected Highway Construction Items (June 30, 2022), and Engineering News-Record (ENR) construction cost index history. It was assumed that the construction for referenced cost data were inflated to be constructed in the year 2025, enough time to clear environmental and approved construction design documentation.

Average Cost for Each Facility		
	Cost per Linear Foot	Cost per Mile
Class I	\$200 - \$400	\$1,000,000 - \$2,200,000
Class II	\$50 - \$100	\$250,000 - \$530,000
Class III	\$20 - \$40	\$110,000 - \$200,000
Class IV – Striped Buffer w/ Delineators	\$400 - \$600	\$2,000,000 - \$3,000,000
Class IV – Raised Median Buffer	\$700 - \$1,300	\$3,500,000 - \$6,900,000
Landscape	\$100 - \$200	\$530,000 - \$1,000,000
Amenities / Bus Stop Improvements	\$20 - \$150	\$100,000 - \$750,000
Pedestrian Hardscape Improvements / Pedestrian Lighting	\$600 - \$1,400	\$3,000,000 - \$7,400,000

Note: Cost per mile has been rounding up from cost per linear foot for ease of reference.

Ranges of cost seen above are dependent on facility parameters:

Class I – The lower range assumes a new asphalt multi-use pathway with minor grading. The higher range assumes extensive grading and retaining walls associated with a new asphalt multi-use pathway.



Class II – The lower range assumes a striped bike lane. The higher range assumes a striped bike lane with additional hardscape / roadway improvements.

Class III– The lower range assumes sharrows and signing at intersections. The higher range assumes sharrows, signing at intersections, and wayfinding.

Class IV - The lower range assumes a 5-ft wide bike path with a minimum 2-ft wide striped buffer with a mix of a narrow-raised median and vertical delineators near intersections and driveway. The higher range assumes a 7-ft wide, one-way bikeway with a minimum 2-ft wide street-side concrete median for both directions or a 10-ft wide two-way cycle track with a larger median.

**Since some projects focus solely on infrastructure safety it was determined that Landscape / Amenities and Pedestrian Improvements may be a biproduct as a complete streets element and should be evaluated as its own entity to understand it's full impact if such improvements were to be included. A project should include these separated costs with bicycle facilities to be considered complete streets. Pedestrian improvements can vary based on many traffic calming factors including curb extensions, midblock crossings, traffic signal upgrades, ADA sidewalk widening and driveway treatments. The lower range are focused on intersection treatments only. The higher range includes major project defined areas that include sidewalk widening along a corridor.

Project References

Class I Facility

1. San Gabriel River Bikeway Project, City of Baldwin Park (2.3-miles of Class I)
2. Coachella Valley Arts and Music Line, City of Coachella (2.3-miles of Class I)

Class II

1. Wilmington Safe Streets, City of Los Angeles (2.8-miles of Class II)
2. Coachella Valley Arts and Music Line, City of Coachella (2.3-miles of Class II)
3. Connecting Canoga Park Through Safety and Urban Cooling Improvements, City of Los Angeles (0.1-miles of Class II)

Class III

1. Wilmington Safe Streets, City of Los Angeles (7.4-miles of Class III)
2. Coachella Valley Arts and Music Line, City of Coachella (5.6-miles of Class III)
3. Connecting Canoga Park Through Safety and Urban Cooling Improvements, City of Los Angeles (3.7-miles of Class III)

Class IV Facility

1. Wilmington Safe Streets, City of Los Angeles (1.0-miles of Class IV)
2. Coachella Valley Arts and Music Line, City of Coachella (6.6-miles of Class IV)
3. Connecting Canoga Park Through Safety and Urban Cooling Improvements, City of Los Angeles (2.4-miles of Class IV)

G

Appendix G

**Community Based
Organization Charter
Agreements**

Active Transportation Strategic Plan (ATSP) Update Project

Active San Gabriel Valley (ActiveSGV) CBO Partnership Charter

On Thursday, September 1, 2022, representative from Active San Gabriel Valley (ActiveSGV), Communications LAB, and Metro staff met to establish a contractual relationship and outreach partnership to support community engagement for Metro's Active Transportation Strategic Plan Update (ATSP). The meeting was intended to introduce team members to the project purpose, schedule, and scope of work as well as to discuss respective individual and organizational priorities and motivations for working together on the ATSP. This project charter documents the team's shared vision and values and will be used to set expectations and guide communication throughout the project duration.

Who are we?

Active San Gabriel Valley (ActiveSGV) is headquartered in the heart of the San Gabriel Valley. Underpinning ActiveSGV's work are core values that include a strong commitment to build local capacity to effect long-term, sustainable change by: 1) providing culturally-sensitive programming; 2) investing time and resources in youth/young adult development; and 3) graduating passionate local volunteers into part- and full-time positions with transit, sustainability, conservation and other related public agencies and community-based organizations.

Mission Statement: ActiveSGV's mission is to support a more sustainable, equitable, and livable San Gabriel Valley.

LA Metro is a multimodal transportation agency that plans, operates, and coordinates funding and transportation services for Los Angeles County. The Mobility Corridors Planning Team is leading the update of Metro's Active Transportation Strategic Plan (ATSP), last updated in 2016. As part of the 2022 ATSP update, Metro is committed to equitable community engagement and outcomes in the planning process, with a keen focus on reaching Metro's Equity Focus Communities within LA County.

Mission Statement: Metro's mission is to provide world-class transportation for all.

Communications LAB is a unique blend of public affairs, community outreach, and strategic marketing services. It provides focused communication, consulting services, strategic planning, crisis communications, media relations and community outreach services. With a team-based approach, the agency has the capability to develop ideas and strategies to implement from beginning to end.

Mission Statement: Provide exceptional community outreach services to our partners so that they may discover their voice and have their message heard.

What do we value?

Collectively as a project team, we value the following:

- **The advancement of active transportation options for transit accessibility.** We value safety for the most vulnerable road users, and safe active transportation access options for the community. We understand that walkable streets along with equitable and accessible active transportation facilities are some of the most basic and essential solution to many of today transit and transportation issues.
- **Elevating the pedestrian and cyclist experience and promoting safety.** We aim to improve how we move and facilitate movement for people from point A to point B, in a safe manner.

- **The existing wealth of knowledge present in our communities.** We recognize that we are not only bringing information to our community members but also learning from them and listening to their lived experiences to inform the Active Transportation Strategic Plan Update.
- **Authentic engagement with our community.** We are committed to transparent and clear communication with stakeholders and each other as well as conducting outreach that engages communities and individuals in a genuine and empowering way, ensuring that all feel heard and respected.

What are our goals?

Collectively as a project team, our goals include the following:

- **Establish authentic public engagement.** To reach individuals in a genuine way we will meet them where they are at, communicate with them in a way that makes them comfortable. Communicate as often as necessary, and be respectful of their neighborhood, culture, and lives.
- **Create community partnerships.** We aim to represent our organizations in a collaborative manner. We come to this space leading with grace and empathy knowing that everyone is here to contribute productively, although not necessarily in the same way. We will embrace any discomfort and recognize that while we all have different constraints, we have the same goal.
- **Execute Metro's ATSP core goals:**
 - **EQUITY:** Ensure that low-income populations, communities of color, and other vulnerable and underserved people have equitable access to safe and convenient active transportation options. Metro is committed to plans and programs that eliminate racial and social disparities and enable people to enjoy an enhanced quality of life.
 - **SAFETY & COMFORT:** Ensure bicycling, walking, and rolling are increasingly safe and comfortable. The lack of safety, security, and comfort of travelers is one of the primary deterrents to walking and cycling.
 - **ACCESSIBILITY:** Ensure bicycle and pedestrian access to transit, jobs, and other destinations is increasingly convenient and competitive. Greater convenient access to critical destinations will improve the countywide mode share of active travel and transit.
 - **CONNECTIVITY:** Develop an expansive and connected world-class bicycle & pedestrian network that serves a growing share of countywide trips. Whereas accessibility focuses on access to destinations, this goal is concerned with the overall system as a whole. The greater and more connected the regional active transportation system becomes, the more it will be able to serve a larger share of countywide trips.
 - **SUSTAINABILITY:** Prioritize active transportation as an integral component of a sustainable transportation system that contributes to our regional climate change mitigation efforts.

What are our commitments?

Collectively as a project team, we are committed to the following:

- **Represent our organizations in a collaborative manner.** We will set our individual hats aside and relate to each other with candor, communication, and partnership. When interfacing with community we will represent the ATSP project and project goals and values.
- **Robust communication among ourselves.** We will share information and questions openly, upfront, and early with the intention that all parties enter activities as prepared as possible.
- **Sensitivity and flexibility in the current COVID-19 environment.** We will consider all our activities in relation to the current global health pandemic, and how it impacts meetings, schedules, response times, etc. Our individual and public safety are a top priority.

- **Clear and accessible communication.** We aim to utilize accessible language, multilingual translation, and interpretation when needed, and expansive outreach methods to give people a clear understanding of the project and its potential benefits.

Overview of Project Roles and Expectations

1. Primary points of contact
 - Metro: Isai Rosa, rosaj@metro.net, (213) 219-2237
 - Active SGV: Jose Jimenez, jose@activesgv.org
2. Outreach Timeline
 - Sunday, September 25 – Monday, October 10
 - Two-week window (Slight flexibility)
3. Identify CBO's area/region where the outreach will be targeted
 - Pomona
 - El Monte

4. Roles and Scope of Work (SOW)

Compensation: The CBO partner will receive \$5,000 dollars as compensation for outreach performed in support of Metro's ATSP Update. This compensation will be in the form of a sponsorship and will be disbursed by Metro's outreach consultant, Communications Lab. The sponsorship will be awarded after outreach activities conclude. For documentation purposes CBO will document staff involved, materials involved, and any purchases for the purpose of ATSP outreach.

Outreach Goals: The CBO will develop a minimum of two (2) community-led conversations bringing together 15-20 people. The CBO will lead and facilitate an activity to gather feedback on Metro's ATSP update process. The events can be in the form of a bike ride along the proposed network, a round table, or other form that the CBO has found to be a successful form of engagement.

Metro ATSP has identified four key goals for each event. This is intended as a prioritized menu of desired outcomes which can be modified and/or expanded as necessary and agreed upon.

- I. Educate community on Metro's proposed active transportation network
 - a. Metro team will provide material and CBO will execute engagement
- II. Intake community feedback about the proposed network and prioritization plan
 - a. CBO Development and execution
- III. Facilitation of a network implementation trade-off exercise
 - a. CBO Development and execution
- IV. Ground truthing ATSP prioritization
 - a. CBO Development and execution

5. Deliverables

- An outreach plan outlining the engagement activities, event details, dates and locations, targeted stakeholders/communities, and methodology feedback collection
- One outreach summary for each event (1-page)
- One close-out report of community feedback and key takeaways from the outreach period
- Outreach event photos

6. Partnership/agreement Exit

- Outreach Summary and deliverables
- Close out partnership meeting to document lessons learned and establish recommendations for future partnerships

Working Agreements

1. Start and end on time
2. Avoid assumptions and ask for clarification when in doubt
3. Respond to emails within 24-48 hours, have reasonable lines of communication in place
4. Work with the understanding that CBO partners have unique and long-lasting relationships with the communities at hand and their expertise and outreach recommendations will be trusted
5. Work with the understanding that Metro will take the collected information and rationalize it within the project methodology and that content be used at the discretion of the project team

Agreement

The representatives of LA Metro and partner organization Active SGV agreed to the above working agreements, deliverables, and compensation.

Active Transportation Strategic Plan (ATSP) Update Project

Healthy Active Streets (HAS) CBO Partnership Charter

On Thursday, September 1, 2022, representatives from Healthy Active Streets (HAS), Communications LAB, and Metro staff met to establish a contractual relationship and outreach partnership to support community engagement for Metro's Active Transportation Strategic Plan Update (ATSP). The meeting was intended to introduce team members to the project purpose, schedule, and scope of work as well as to discuss respective individual and organizational priorities and motivations for working together on the ATSP. This project charter documents the team's shared vision and values and will be used to set expectations and guide communication throughout the project duration.

Who are we?

Healthy Active Streets (HAS) was established in 2014 as Empact Communities with the goal of leveraging the bicycle as a tool to empower youth, communities of color, women, and other disenfranchised groups. HAS is based in Long Beach, where people of color are disproportionately injured and killed while using active transportation, and disproportionately suffer from the health impacts of pollution, largely due to their zip codes. Healthy Active Streets is an anti-racist community-based organization. We acknowledge that systemic racism and interpersonal racism impacts health outcomes of people of color.

Mission Statement: Our mission is to educate, organize, and provide resources to underserved communities in order to achieve our vision of regional mobility, equity, and environmental justice.

LA Metro is a multimodal transportation agency that plans, operates, and coordinates funding and transportation services for Los Angeles County. The Mobility Corridors Planning Team is leading the update of Metro's Active Transportation Strategic Plan (ATSP), last updated in 2016. As part of the 2022 ATSP update, Metro is committed to equitable community engagement and outcomes in the planning process, with a keen focus on reaching Metro's Equity Focus Communities within LA County.

Mission Statement: Metro's mission is to provide world-class transportation for all.

Communications LAB is a unique blend of public affairs, community outreach, and strategic marketing services. It provides focused communication, consulting services, strategic planning, crisis communications, media relations and community outreach services. With a team-based approach, the agency has the capability to develop ideas and strategies to implement from beginning to end.

Mission Statement: Provide exceptional community outreach services to our partners so that they may discover their voice and have their message heard.

What do we value?

Collectively as a project team, we value the following:

- **The advancement of active transportation options for transit accessibility.** We value safety for the most vulnerable road users, and safe active transportation access options for the community. We understand that walkable streets along with equitable and accessible active transportation facilities are some of the most basic and essential solution to many of today transit and transportation issues.
- **Elevating the pedestrian and cyclist experience and promoting safety.** We aim to improve how we move and facilitate movement for people from point A to point B, in a safe manner.

- **The existing wealth of knowledge present in our communities.** We recognize that we are not only bringing information to our community members but also learning from them and listening to their lived experiences to inform the Active Transportation Strategic Plan Update.
- **Authentic engagement with our community.** We are committed to transparent and clear communication with stakeholders and each other as well as conducting outreach that engages communities and individuals in a genuine and empowering way, ensuring that all feel heard and respected.
- **Anti-racist Values.** We are committed uplifting and practicing anti-racist values and will not reproduce racial harm. We are committed to stopping the spread of white supremacy ideals and educating and advocating for anti-racism.

What are our goals?

Collectively as a project team, our goals include the following:

- **Establish authentic public engagement.** To reach individuals in a genuine way we will meet the them where they are at, communicate with them in a way that makes them comfortable. Communicate as often as necessary, and be respectful of their neighborhood, culture, and lives.
- **Create community partnerships.** We aim to represent our organizations in a collaborative manner. We come to this space leading with grace and empathy knowing that everyone is here to contribute productively, although not necessarily in the same way. We will embrace any discomfort and recognize that while we all have different constraints, we have the same goal.
- **Execute Metro's ATSP core goals:**
 - **EQUITY:** Ensure that low-income populations, communities of color, and other vulnerable and underserved people have equitable access to safe and convenient active transportation options. Metro is committed to plans and programs that eliminate racial and social disparities and enable people to enjoy an enhanced quality of life.
 - **SAFETY & COMFORT:** Ensure bicycling, walking, and rolling are increasingly safe and comfortable. The lack of safety, security, and comfort of travelers is one of the primary deterrents to walking and cycling.
 - **ACCESSIBILITY:** Ensure bicycle and pedestrian access to transit, jobs, and other destinations is increasingly convenient and competitive. Greater convenient access to critical destinations will improve the countywide mode share of active travel and transit.
 - **CONNECTIVITY:** Develop an expansive and connected world-class bicycle & pedestrian network that serves a growing share of countywide trips. Whereas accessibility focuses on access to destinations, this goal is concerned with the overall system as a whole. The greater and more connected the regional active transportation system becomes, the more it will be able to serve a larger share of countywide trips.
 - **SUSTAINABILITY:** Prioritize active transportation as an integral component of a sustainable transportation system that contributes to our regional climate change mitigation efforts.

What are our commitments?

Collectively as a project team, we are committed to the following:

- **Represent our organizations in a collaborative manner.** We will set our individual hats aside and relate to each other with candor, communication, and partnership. When interfacing with community we will represent the ATSP project and project goals and values.

- **Robust communication among ourselves.** We will share information and questions openly, upfront, and early with the intention that all parties enter activities as prepared as possible.
- **Sensitivity and flexibility in the current COVID-19 environment.** We will consider all our activities in relation to the current global health pandemic, and how it impacts meetings, schedules, response times, etc. Our individual and public safety are a top priority.
- **Clear and accessible communication.** We aim to utilize accessible language, multilingual translation, and interpretation when needed, and expansive outreach methods to give people a clear understanding of the project and its potential benefits.

Overview of Project Roles and Expectations

1. Primary points of contact
 - Metro: Isai Rosa, rosaj@metro.net, (213) 219-2237
 - HAS: Danny Gamboa, danny@healthyactivestreeets.org
 - HAS: Diego Mayen, diego@healthyactivestreeets.org
 - HAS: Daichi Gant-Ruiz, daichi@healthyactivestreeets.org
2. Outreach Timeline
 - Sunday, September 25 – Monday, October 10
 - Two-week window (Slight flexibility)
3. Identify CBO's area/region where the outreach will be targeted
 - Paramount
 - Long Beach

4. Roles and Scope of Work (SOW)

Compensation: The CBO partner will receive \$5,000 dollars as compensation for outreach performed in support of Metro's ATSP Update. This compensation will be in the form of a sponsorship and will be disbursed by Metro's outreach consultant, Communications Lab. The sponsorship will be awarded after outreach activities conclude. For documentation purposes CBO will document staff involved, materials involved, and any purchases for the purpose of ATSP outreach.

Outreach Goals: The CBO will develop a minimum of two (2) community-led conversations bringing together 15-20 people. The CBO will lead and facilitate an activity to gather feedback on Metro's ATSP update process. The events can be in the form of a bike ride along the proposed network, a round table, or other form that the CBO has found to be a successful form of engagement.

Metro ATSP has identified four key goals for each event. This is intended as a prioritized menu of desired outcomes which can be modified and/or expanded as necessary and agreed upon.

- I. Educate community on Metro's proposed active transportation network
 - a. Metro team will provide material and CBO will execute engagement
- II. Intake community feedback about the proposed network and prioritization plan
 - a. CBO Development and execution

- III. Facilitation of a network implementation trade-off exercise
 - a. CBO Development and execution
- IV. Ground truthing ATSP prioritization
 - a. CBO Development and execution
- 5. Deliverables
 - An outreach plan outlining the engagement activities, event details, dates and locations, targeted stakeholders/communities, and methodology feedback collection
 - One outreach summary for each event (1-page)
 - One close-out report of community feedback and key takeaways from the outreach period
 - Outreach event photos
- 6. Partnership/agreement Exit
 - Outreach Summary and deliverables
 - Close out partnership meeting to document lessons learned and establish recommendations for future partnerships

Working Agreements

1. Start and end on time
2. Avoid assumptions and ask for clarification when in doubt
3. Respond to emails within 24-48 hours, have reasonable lines of communication in place
4. Work with the understanding that CBO partners have unique and long-lasting relationships with the communities at hand and their expertise and outreach recommendations will be trusted
5. Work with the understanding that Metro will take the collected information and rationalize it within the project methodology and that content be used at the discretion of the project team

Agreement

The representatives of LA Metro and partner organization Healthy Active Streets (HAS) agreed to the above working agreements, deliverables, and compensation.

Active Transportation Strategic Plan (ATSP) Update Project Streets Are For Everyone (SAFE) CBO Partnership Charter

On Tuesday, August 30, 2022, representatives from Streets Are For Everyone (SAFE), Communications LAB, and Metro staff met to establish a contractual relationship and outreach partnership to support community engagement for Metro's Active Transportation Strategic Plan Update (ATSP). The meeting was intended to introduce team members to the project purpose, schedule, and scope of work as well as to discuss respective individual and organizational priorities and motivations for working together on the ATSP. This project charter documents the team's shared vision and values and will be used to set expectations and guide communication throughout the project duration.

Who are we?

Streets Are For Everyone (SAFE) is a 501(c)3 non-profit organization founded in January 2014 that aims to improve the quality of life for pedestrians, bicyclists, and drivers alike by reducing traffic fatalities to zero. SAFE addresses the problem in a holistic fashion through direct education, broad awareness campaigns, partnerships, community outreach, policy and legislation, support for those impacted, and other proven strategies.

LA Metro is a multimodal transportation agency that plans, operates, and coordinates funding and transportation services for Los Angeles County. The Mobility Corridors Planning Team is leading the update of Metro's Active Transportation Strategic Plan (ATSP), last updated in 2016. As part of the 2022 ATSP update, Metro is committed to equitable community engagement and outcomes in the planning process, with a keen focus on reaching Metro's Equity Focus Communities within LA County.

Mission Statement: Metro's mission is to provide world-class transportation for all.

Communications LAB is a unique blend of public affairs, community outreach, and strategic marketing services. It provides focused communication, consulting services, strategic planning, crisis communications, media relations and community outreach services. With a team-based approach, the agency has the capability to develop ideas and strategies to implement from beginning to end.

Mission Statement: Provide exceptional community outreach services to our partners so that they may discover their voice and have their message heard.

What do we value?

Collectively as a project team, we value the following:

- **The advancement of active transportation options for transit accessibility.** We value safety for the most vulnerable road users, and safe active transportation access options for the community. We understand that walkable streets along with equitable and accessible active transportation facilities are some of the most basic and essential solution to many of today transit and transportation issues.
- **Elevating the pedestrian and cyclist experience and promoting safety.** We aim to improve how we move and facilitate movement for people from point A to point B, in a safe manner.
- **The existing wealth of knowledge present in our communities.** We recognize that we are not only bringing information to our community members but also learning from them and listening to their lived experiences to inform the Active Transportation Strategic Plan Update.
- **Authentic engagement with our community.** We are committed to transparent and clear communication with stakeholders and each other as well as conducting outreach that engages

communities and individuals in a genuine and empowering way, ensuring that all feel heard and respected.

What are our goals?

Collectively as a project team, our goals include the following:

- **Establish authentic public engagement.** To reach individuals in a genuine way we will meet them where they are at, communicate with them in a way that makes them comfortable. Communicate as often as necessary, and be respectful of their neighborhood, culture, and lives.
- **Create community partnerships.** We aim to represent our organizations in a collaborative manner. We come to this space leading with grace and empathy knowing that everyone is here to contribute productively, although not necessarily in the same way. We will embrace any discomfort and recognize that while we all have different constraints, we have the same goal.
- **Execute Metro's ATSP core goals:**
 - **EQUITY:** Ensure that low-income populations, communities of color, and other vulnerable and underserved people have equitable access to safe and convenient active transportation options. Metro is committed to plans and programs that eliminate racial and social disparities and enable people to enjoy an enhanced quality of life.
 - **SAFETY & COMFORT:** Ensure bicycling, walking, and rolling are increasingly safe and comfortable. The lack of safety, security, and comfort of travelers is one of the primary deterrents to walking and cycling.
 - **ACCESSIBILITY:** Ensure bicycle and pedestrian access to transit, jobs, and other destinations is increasingly convenient and competitive. Greater convenient access to critical destinations will improve the countywide mode share of active travel and transit.
 - **CONNECTIVITY:** Develop an expansive and connected world-class bicycle & pedestrian network that serves a growing share of countywide trips. Whereas accessibility focuses on access to destinations, this goal is concerned with the overall system as a whole. The greater and more connected the regional active transportation system becomes, the more it will be able to serve a larger share of countywide trips.
 - **SUSTAINABILITY:** Prioritize active transportation as an integral component of a sustainable transportation system that contributes to our regional climate change mitigation efforts.

What are our commitments?

Collectively as a project team, we are committed to the following:

- **Represent our organizations in a collaborative manner.** We will set our individual hats aside and relate to each other with candor, communication, and partnership. When interfacing with community we will represent the ATSP project and project goals and values.
- **Robust communication among ourselves.** We will share information and questions openly, upfront, and early with the intention that all parties enter activities as prepared as possible.
- **Sensitivity and flexibility in the current COVID-19 environment.** We will consider all our activities in relation to the current global health pandemic, and how it impacts meetings, schedules, response times, etc. Our individual and public safety are a top priority.
- **Clear and accessible communication.** We aim to utilize accessible language, multilingual translation, and interpretation when needed, and expansive outreach methods to give people a clear understanding of the project and its potential benefits.

Overview of Project Roles and Expectations

1. Primary points of contact
 - Metro: Isai Rosa, rosaj@metro.net, (213) 219-2237
 - SAFE: Damian Kevitt, damiankevitt@streetsareforeveryone.org
2. Outreach Timeline
 - Sunday, September 25 – Monday, October 31

3. Identify CBO's area/region where the outreach will be targeted
 - Two events, locations TBD

4. Roles and Scope of Work (SOW)

Compensation: The CBO partner will receive \$5,000 dollars as compensation for outreach performed in support of Metro's ATSP Update. This compensation will be in the form of a sponsorship and will be disbursed by Metro's outreach consultant, Communications Lab. The sponsorship will be awarded after outreach activities conclude. For documentation purposes CBO will document staff involved, materials involved, and any purchases for the purpose of ATSP outreach.

Outreach Goals: The CBO will develop a minimum of two (2) community-led conversations bringing together 15-20 people. The CBO will lead and facilitate an activity to gather feedback on Metro's ATSP update process. The events can be in the form of a bike ride along the proposed network, a round table, or other form that the CBO has found to be a successful form of engagement.

Metro ATSP has identified four key goals for each event. This is intended as a prioritized menu of desired outcomes which can be modified and/or expanded as necessary and agreed upon.

- I. Educate community on Metro's proposed active transportation network
 - a. Metro team will provide material and CBO will execute engagement
- II. Intake community feedback about the proposed network and prioritization plan
 - a. CBO Development and execution
- III. Facilitation of a network implementation trade-off exercise
 - a. CBO Development and execution
- IV. Ground truthing ATSP prioritization
 - a. CBO Development and execution

5. Deliverables

- An outreach plan outlining the engagement activities, event details, dates and locations, targeted stakeholders/communities, and methodology feedback collection
- One outreach summary for each event (1-page)
- One close-out report of community feedback and key takeaways from the outreach period

- Outreach event photos
6. Partnership/agreement Exit
 - Outreach Summary and deliverables
 - Close out partnership meeting to document lessons learned and establish recommendations for future partnerships

Working Agreements

1. Start and end on time
2. Avoid assumptions and ask for clarification when in doubt
3. Respond to emails within 24-48 hours, have reasonable lines of communication in place
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5. Work with the understanding that Metro will take the collected information and rationalize it within the project methodology and that content be used at the discretion of the project team

Agreement

The representatives of LA Metro and partner organization Streets Are For Everyone (SAFE) agreed to the above working agreements, deliverables, and compensation.

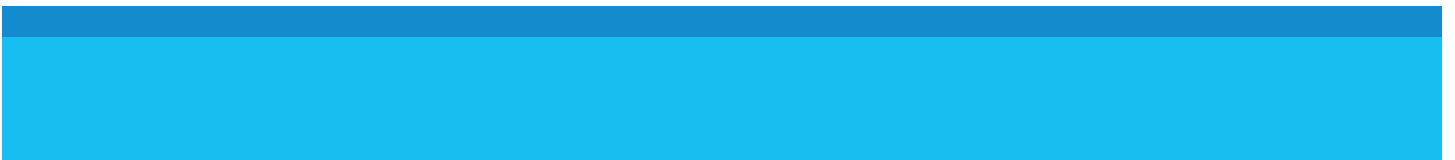
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Appendix H

**ATSP Benefit
Dashboard + Technical
Documentation**

LA Metro Active Transportation Strategic Plan (ATSP) Benefits Dashboard

USER GUIDE & TECHNICAL DOCUMENTATION 8-14-23



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1. Overview

This document contains documentation and reference materials supporting the Metro ATSP Benefits dashboard development. The purpose of this dashboard is to analyze the benefits of LA County Active Transportation projects.

This document is organized into **User Guide** and **Technical Documentation** sections. The goal of the **User Guide** section is to describe the core functionality of the dashboard from a user's perspective, providing an overview of the dashboard organization and highlighting specific features of interest. The goal of the **Technical Documentation** section is to equip developers with the information needed to make updates to the data in the dashboard.

2. User Guide

2.1 Dashboard

The dashboard consists of one tab, **ATSP Benefits**, which allows for users to explore the benefits of select ATSP projects.

Users can segment the data by project attribute using the filters pane on the left hand side of the dashboard (2). Selected projects are displayed spatially in the map (4) and colored by project Bike Class (either On-Street or Off-Street). High-level scalar summaries of the projects (Total Projects selected & Total Project Miles) are displayed in the top right hand side of the dashboard (3). Project benefits can either be displayed on the daily or annual level, which can be controlled by the user using the Scale parameter above the Project Filters (1). Distributions of ATSP benefits by project attribute are available in the bar chart below the map (5). The main component of the dashboard is the right-hand benefits panel (6), which showcases a variety of benefits for the projects selected.

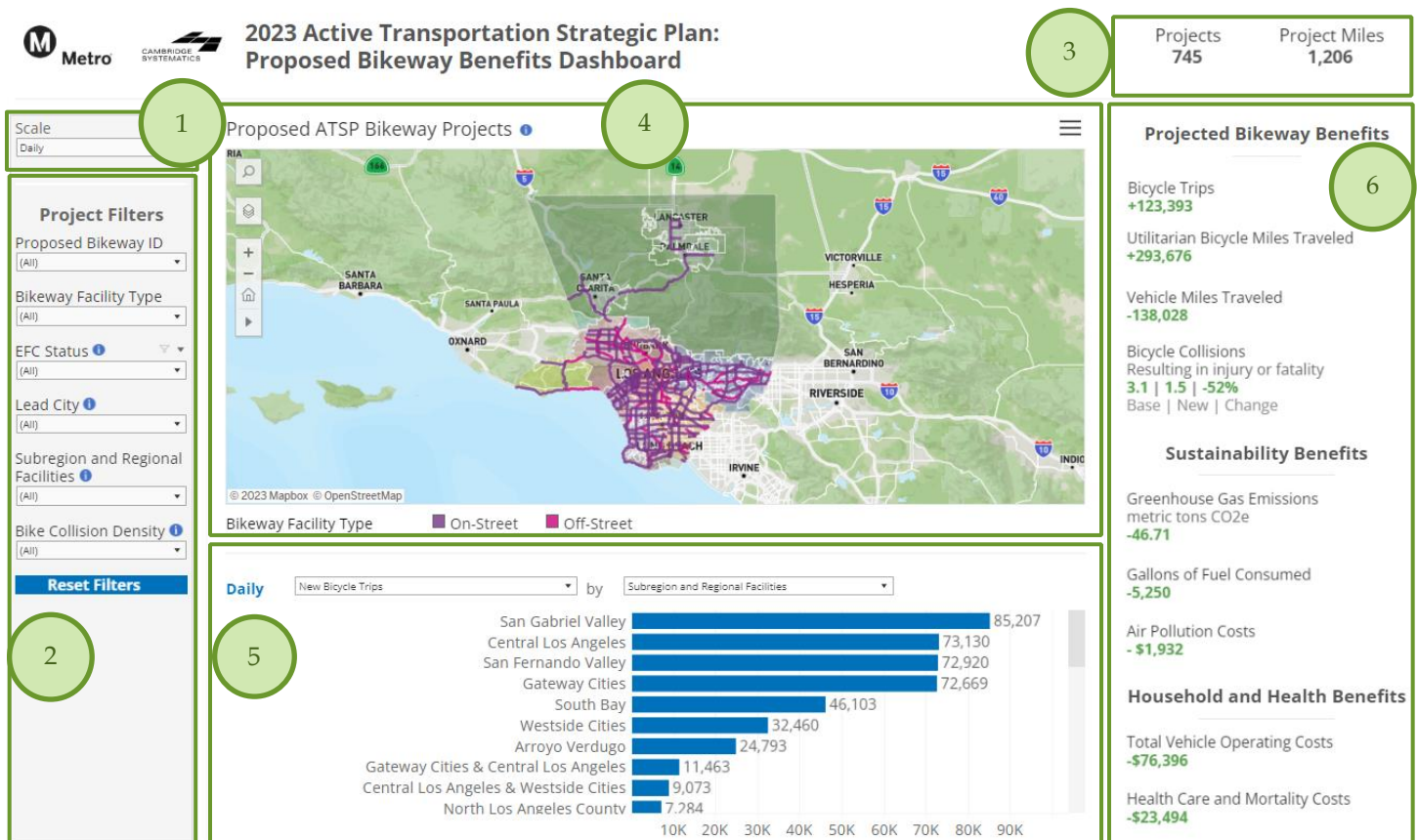


Figure 1 BMC InSITE Dashboard Trip Flows Tab

Trip Flows Main Components

- 1 – Scale Parameter
- 2 – Project-Level Filters
- 3 – Summary Statistics
- 4 – ATSP Project Map
- 5 – Distribution of Benefit by Project Attribute
- 6 – Benefits Panel

2.3 Dashboard Sections

2.3.1 Scale Parameter

Benefits can be viewed either on the Daily or Annual level, with the choice of Annual corresponding to Daily benefit * 365. This parameter can be controlled in the Tableau parameter **Annual Scaling Factor**.

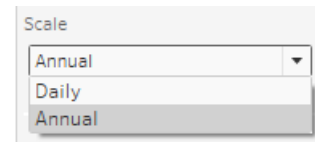


Figure 2 Scale parameter

2.3.2 Project-Level Filters

Projects displayed in the dashboard can be selected using a variety of project attribute filters in the Project Filters tab. Note that these filters will affect all dashboard visuals.

The following project-level filters are available:

Filter	Description
Proposed Bikeway ID	Unique project ID
Bikeway Facility Type	On-Street or Off-Street
EFC Status	Equity Focused Community status of the project. If the % of EFC overlap for a project is >80% (this threshold can be changed using the EFC Threshold parameter in Tableau), the project is labeled as EFC. Else, Not EFC.
Lead City	City of majority of overlap with the project.
Subregion and Regional Facilities	A list of all subregions. Note that a project can intersect with more than one subregion.
Bike Collision Density	A project is classified as a High Bike Collision Density project if there are >=5.96 collisions-per-mile for the project extent are. Else, Low Density.

Table 1 Project Filters

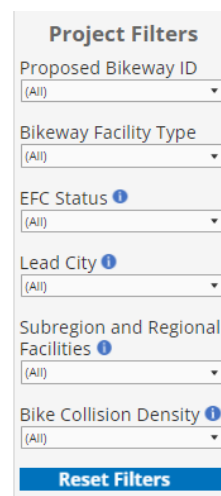


Figure 3 Project Filters

2.3.3 Summary Statistics

Overall scalar summaries of the selected projects can found in the top-right corner of the dashboard. Two such summaries are provided: (1) the number of projects selected and (2) the total distance of those projects.

Projects
745

Project Miles
1,206

Figure 4 Summary Statistics

2.3.4 ATSP Project Map

Proposed ATSP Bikeway Projects

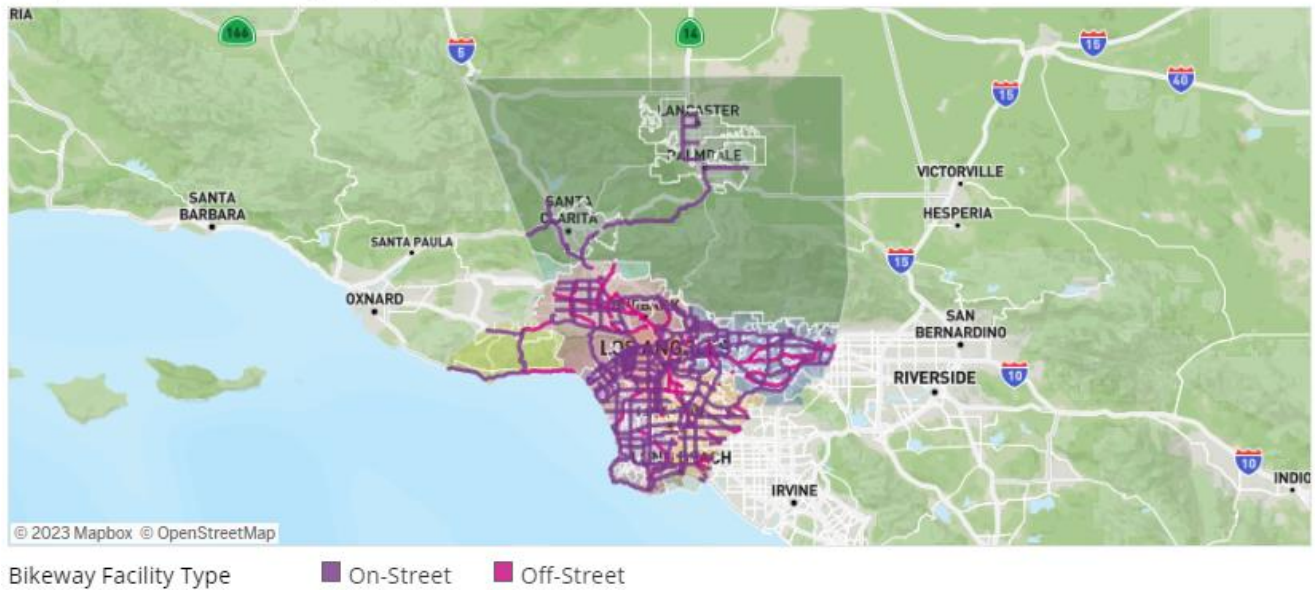


Figure 5 ATSP Project Map

The selected projects are displayed spatially in the map in the center of the dashboard. The projects are colored by their Facility Type (On-Street or Off-Street). Two notable auxiliary map features, **Project-Level Tooltips** and **Map Layers**, described below, are available upon demand.

Tooltips, detailing project-level attributes and benefits, are available by hovering over a project:

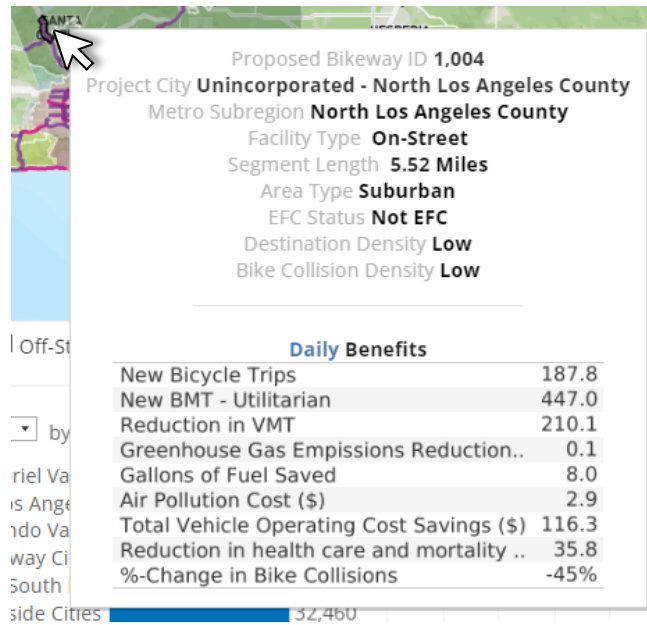


Figure 6 Project Tooltips

Additional map geometries (Jurisdictions, Metro Subregion) are available in the Layer Control panel by hovering over the horizontal panes icon in the top left-hand corner of the map. This will allow for users to toggle on and off layers to display the city/subregion boundaries.

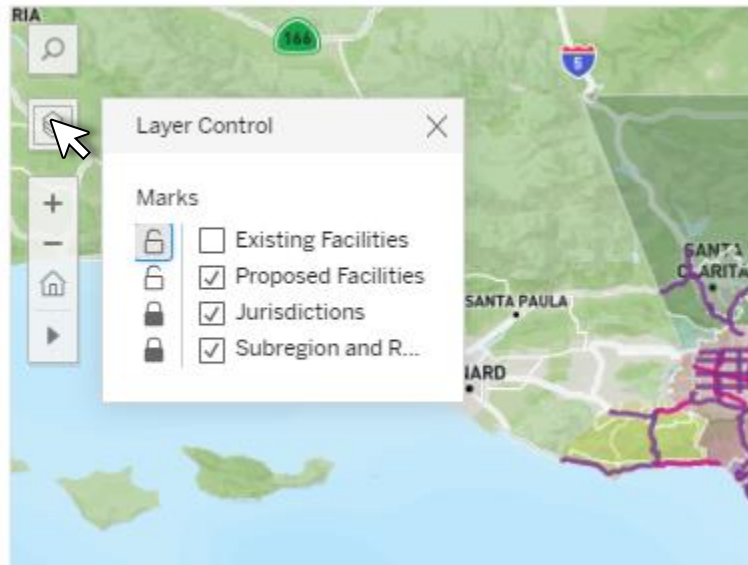


Figure 7 Map Layers

2.3.5 Distribution of Benefit by Attribute

Distributions of ATSP benefits by project attribute are available in the bar chart below the map. Users can choose the benefit of interest as well as the segmentation variable. Benefits are displayed at the Scale (annual or daily) chosen by the user in the Scale parameter.

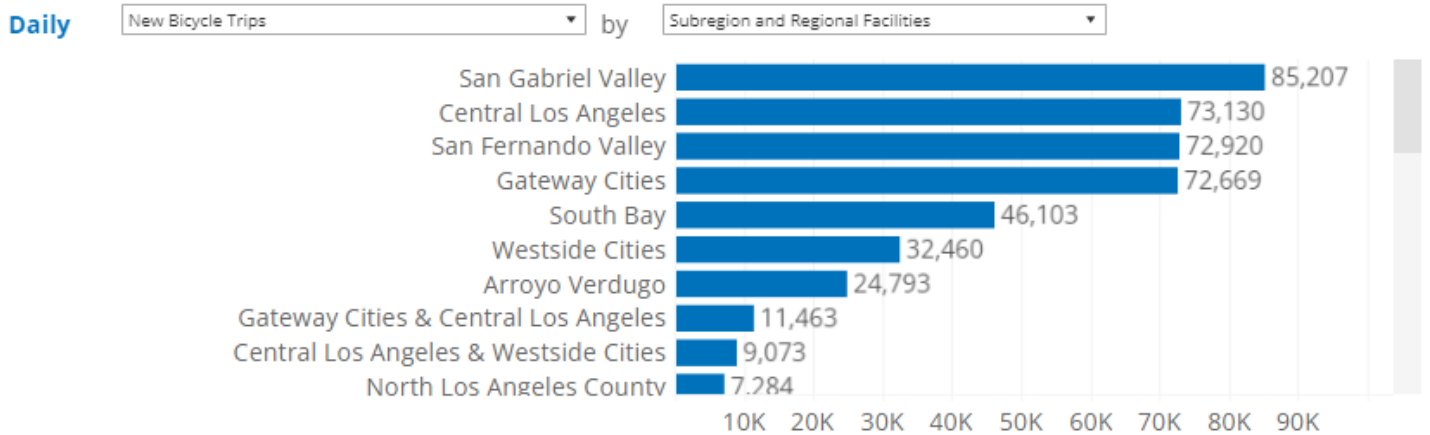


Figure 8 Benefit Distribution by Attribute

2.3.5 Main Benefits Panel

The left-hand side of the dashboard features the main benefits panel, which is the centerpiece of this dashboard. Benefits are calculated at the project-level. Further details about the method in which the benefits were calculated can be found in “Benefits Dashboard Report ATSP LAMetro.docx.”

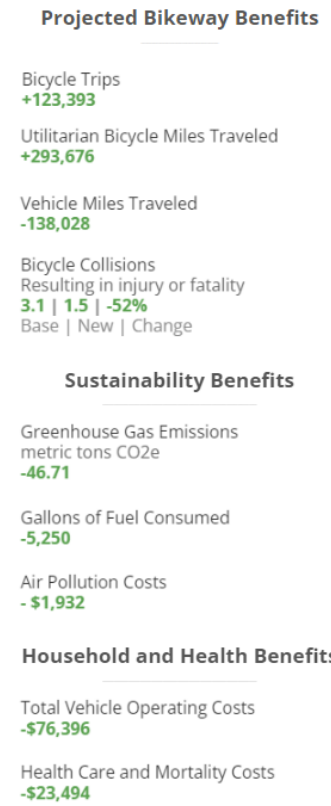


Figure 9 Benefits Panel

2.4 Dashboard Features

2.4.1 Quick Tips

- Info Bubbles** Users can hover over the red (i) bubble placed near a filter or component to enable a tooltip that will show additional information about that filter or component.

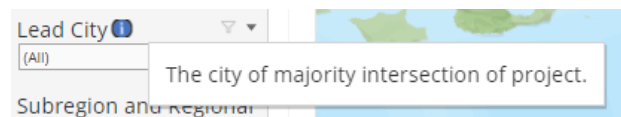


Figure 10 Info Bubbles

- Reset Individual Filters** Users can reset a specific filter to its default selection (in most cases “All”) by clicking the *Clear Filter* button that shows up when hovering over the downward arrow in the filter box.

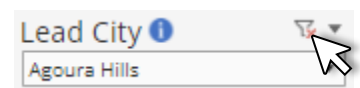


Figure 11 Reset Individual Filter

- Apply Button** Users are encouraged to use the apply button for faster, smoother filter selections by first selecting all attribute of interest and then clicking “Apply”.

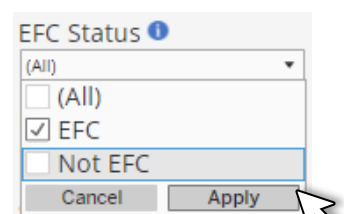


Figure 12 Apply Filter Button

2.5 Saving Data and Images

Users can save data, tables, charts, and map images from the dashboard corresponding to the filter selections that are made. Users can also save the whole dashboard as an image or save any specific table, map, or chart as an image or data file. The procedures for saving are described in the subsequent sections.

2.5.1 Saving as Images

Through Tableau Online, to save the dashboard as an image, users can navigate to **Choose a format to download > Image** on the main menu bar of Tableau Online.

Through Tableau Reader, to save the dashboard as an image, users should exit the full-screen view and navigate to **Dashboard > Export Image** on the main menu bar of Tableau Reader. Users will be asked to provide a file name and folder location to save the dashboard as an image.

2.5.2 Exporting as PowerPoint

Through Tableau Online, to save the dashboard as a PowerPoint, users can navigate to **Choose a format to download > PowerPoint** on the main menu bar of Tableau Online as shown in Figure 4.1.

Through Tableau Reader, to save the dashboard and/or the elements of the dashboard as a PowerPoint, users may navigate to **File > Export as PowerPoint** on the main menu bar. Users will be asked to select the content to include in the PowerPoint slide from the following three options:

- **This View** – Tableau generates a PowerPoint slide with the current view.
- **Specific sheets from this dashboard** – Users can select and generate PowerPoint slides for each element selected (i.e., the selected charts, maps, summaries generated in separate sheets).
- **Specific Sheets from this workbook** – Users can select and get PowerPoint slides on each element selected (i.e., the selected charts, maps, summaries generated in separate sheets). In this case, users will find the elements/sheets in the Tableau file. Please note that, the last two options will provide the same outcome for the LOCUS dashboard in question.

Finally, users will be asked to provide file name and folder location to save the dashboard as a PowerPoint file.

2.5.3 Exporting as PDF

Similar to exporting as PowerPoint, users can also export the dashboard and its element to a PDF file. To do so, users may navigate to **File > Print to PDF** on the main menu bar in Tableau Reader or select **PDF** as download option in Tableau Online. Likewise, in PowerPoint export, users will have options to export only the dashboard using **Active sheet** option. Users can export all the different sheets with different elements of the dashboards (i.e., the entire workbook) in a single PDF file by selecting **Entire workbook**. Finally, users will be asked to provide a file name and folder location to save the dashboard as a PDF file.

2.5.4 Saving a Chart or Table

To save a specific table or data for any chart shown on the dashboard, Tableau Reader users must select the specific table or chart first. Then, users may navigate to **Menu > Worksheet > Export > Image**.

Cross-tabulation can also be generated by selecting **Crosstab to Excel** option. This procedure will generate the crosstab in an Excel sheet, but the file is **NOT** automatically saved. Users must save the file in Excel software to store the data on their local system.

Tableau Reader users can copy and paste a chart or underlying data to a presentation slide or document using the quick export feature of the dashboard. Users need to right-click on a chart and navigate to **Copy** option to copy the chart as an image, data table, or cross-tabulation and paste it in a document.

3. Technical Documentation

This technical documentation section serves to describe the steps to follow in order to update the backend data source used in the Tableau dashboard. This section will be of use to developers who have interest in updating any of the following aspects of the tool: the city, subregion, or area type shapefiles used; the bike network; the benefits coefficients or equations.

What follows is an overview of the subsequent sections. This outline can be read as an abbreviated step-by-step guide to follow to update the data:

- 3.1 Codebase Structure
- 3.2 Input
 - 3.3.1** – *Datasets*
 - 3.3.3** – *Benefits Coefficients*
- 3.3 Processing
 - 3.2.1** – Configuration File
 - 3.2.2** – Data Processing Script
- 3.4 Tableau
 - 3.3.1** – Update Data in Tableau Dashboard

3.1 Codebase Structure

The codebase is structured in the following manner:

- | **input**
Bike network, auxiliary shapefiles (Area Type, Cities, Subregions), benefits coefficients workbook
- | **src**
 - atsp_processing.py**
Main script to run to process data (clean and write out data, create network attributes, calculate benefits).
 - config.yaml**
Configuration file that specifies the data directories and hyperparameters (e.g., project collision distance thresholds).
- | **Tableau**
 - | **assets**
Folder for auxiliary elements needed by Tableau
 - | **data**
Bike network, benefits, helper files
 - | **geo**
Processed auxiliary shapefiles (Cities and Subregions)
 - Metro ATSP Dashboard.twbx**
Packaged Tableau Dashboard

3.2 Input

3.2.1 Datasets

Four shapefiles are needed to produce this dashboard:

- (1) **City shapefile** – Cities in LA County
- (2) **Subregion shapefile** – Metro Subregions
- (3) **Area Type shapefile** – Area Types (core, urban, rural, suburban) within LA County
- (4) **ATSP Network shapefile** – Bike projects within LA County

These files can be found in the “input” folder.

3.2.2 Benefits Coefficients

Developers can edit the coefficients used to calculate project benefits in “ATSP Benefits Coefficients.xlsx”. The workbook has two tabs: “Coefficients” and “New cyclists”. This file is stored in in the “input” folder.

The “New cyclists” tab defines how many new daily Bicycle trips per mile are expected by project Facility Type (On-Street or Off-Street) and Area Type of majority overlap of the project (Core, Urban, Suburban, Rural).

	A	B	C	D	E	F
1	PropClass	Name	Core	Urban	Suburban	Rural
2	0	On-Street	203	108	34	0
3	1	Off-Street	327	174	55	11
4						

Figure 13 New Cyclists Coefficients tab

In the “Coefficients” tab, coefficients are defined that define how benefits are calculated. For further details, calculated, see both the processing script (“src/atsp_processing.py”) and (Benefits Dashboard Report ATSP LAMetro.docx)

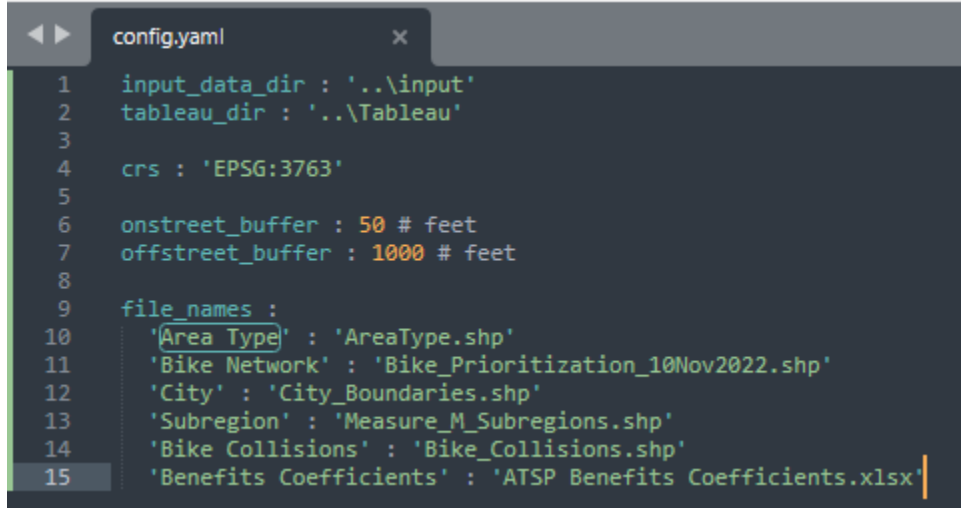
	A	B
1	Name	Coefficient
2	Average Work Trip Length (mi, one-way)	3.9
3	Average Non-Work Utilitarian Trip Length (mi, one-way)	2.0
4	Fraction of Utilitarian Trips that are Work Trips	0.2
5	Prior Drive Mode Share of New Bicyclists in Core Areas	0.47
6	Prior Drive Mode Share of New Bicyclists in Urban Areas	0.59
7	Prior Drive Mode Share of New Bicyclists in Suburban Areas	0.6
8	Prior Drive Mode Share of New Bicyclists in Rural Areas	0.75
9	Average CO2 Emissions Factor (g CO2e/mile)	338
10	Grams to Lbs Factor	0.0022075
11	Grams CO2e Per Gallon Gasoline (US EPA, 2022)	8887
12	Air Pollution Damage Cost Savings per VMT	0.014
13	Driving Cost per Mile	0.625
14	Biking Cost per Mile	0.08
15	Health Benefit per New Bicycle Mile Traveled	1.5
16	Days in a Year	365

Figure 14 Coefficients tab

3.3 Processing

3.3.1 Configuration File

The **config.yaml** file controls the run settings for the ATSP Benefits processing script and can be found in the “src” directory. The configuration script is designed such that when re-running the data processing, only aspects of this file require edits. In config.yaml, the user specifies the locations of relevant data, file names, and processing hyperparameters.



```
config.yaml
1  input_data_dir : '..\input'
2  tableau_dir   : '..\Tableau'
3
4  crs           : 'EPSG:3763'
5
6  onstreet_buffer : 50 # feet
7  offstreet_buffer : 1000 # feet
8
9  file_names :
10  'Area Type' : 'AreaType.shp'
11  'Bike Network' : 'Bike_Prioritization_10Nov2022.shp'
12  'City' : 'City_Boundaries.shp'
13  'Subregion' : 'Measure_M_Subregions.shp'
14  'Bike Collisions' : 'Bike_Collisions.shp'
15  'Benefits Coefficients' : 'ATSP Benefits Coefficients.xlsx'
```

Figure 15 Configuration File

3.3.2 Data Processing Script

process_insite.py is the main script that processes the ATSP data and can be found in the “src” directory. The program has three main functions:

1. Add attributes to the Bike Network (such as Lead City, Area Type, etc.)
2. Create helper files (collisions-per-project lookup table, subregions-per-project lookup table)
3. Calculate Benefits
4. Write out relevant tables

Note that if attribute names change within any of the input files, the developer should account for this in the processing script.

3.4 Tableau

3.4.1 Update Data in Tableau Dashboard

To update the data source(s) in the Tableau dashboard, the developer is advised to first navigate to the **Data Source** tab at the bottom of the dashboard in Tableau Desktop (1). Next, the developer should (2) navigate to the dataset(s) that need updating and then (3) click the refresh button. Note that renaming/changing the location of the updated file(s) that are passed into Tableau is **not advised**. Hence, these file names and locations are hardcoded in the processing script. If there is no choice but to change file locations / names, the developer should be warned that it is possible that attributes and calculated fields may need to be adjusted in Tableau.

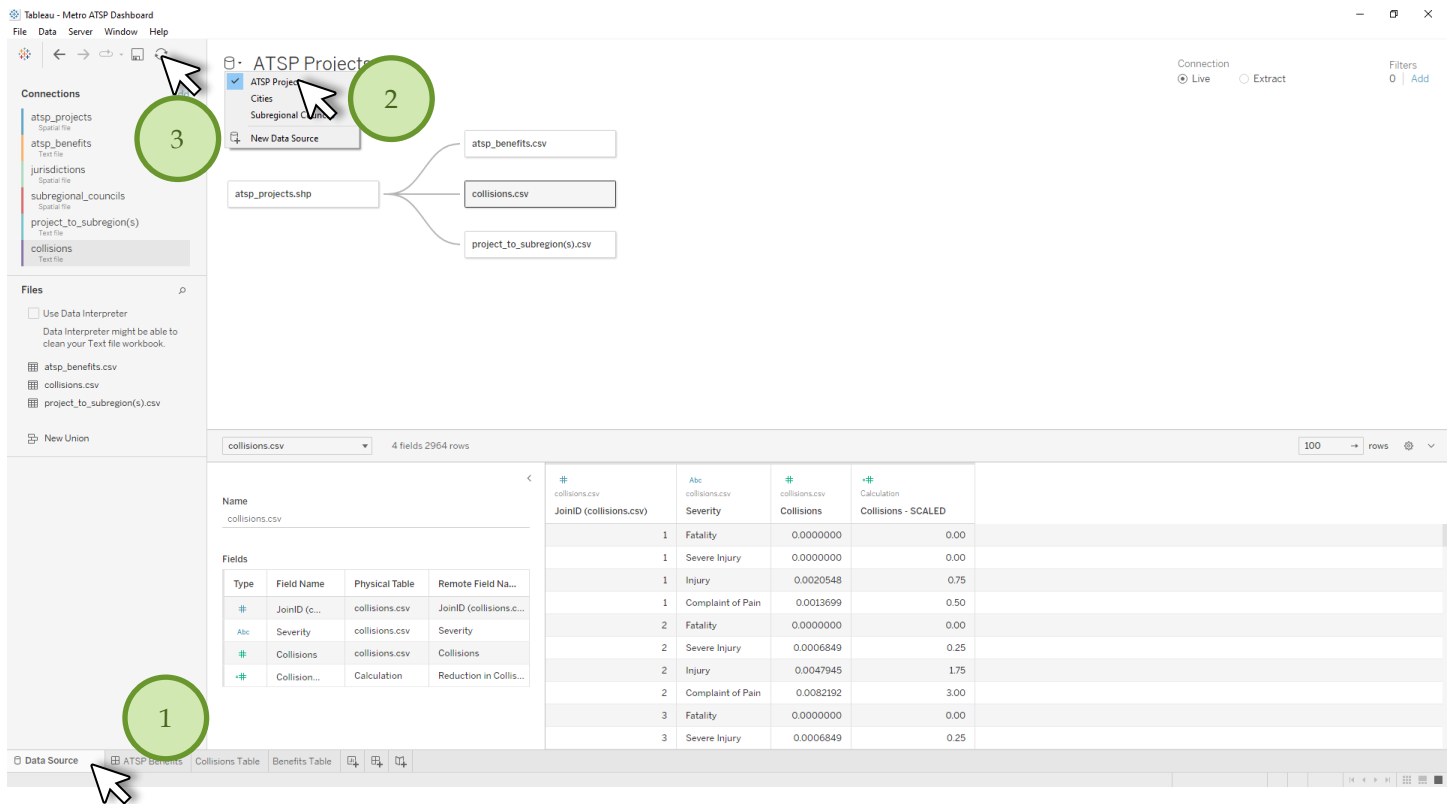


Figure 16 Data Source Tab

Refreshing Data Source

- 1 – Data Source Tab
- 2 – Change Data Source
- 3 – Refresh Data Source

Appendix I

ATSP Benefits Dashboard Report



Active Transportation Strategic Plan

Benefits Dashboard Report

draft
report

prepared for

LA Metro

prepared by

Cambridge Systematics, Inc.

draft report

Active Transportation Strategic Plan

Benefits Dashboard Report

prepared for

LA Metro

prepared by

Cambridge Systematics, Inc.
101 Station Landing, Suite 410
Medford, MA 02155

date

December 01, 2022

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Figure 1: LA Metro Active Transportation Strategic Plan Bicycle Benefits Dashboard 1-1

1.0 Introduction

This report summarizes a sketch-level approach to estimate the benefits of building new bicycle infrastructure in areas with different land use types. Cambridge Systematics (CS) applied the approach summarized below to the proposed bicycle network developed in the Active Transportation Strategic Plan Update . The benefits are summarized at the project (link) level and available for visualization and downstream analysis in an interactive Tableau dashboard, which the consultant team delivered to LA Metro staff in .twbx file format.

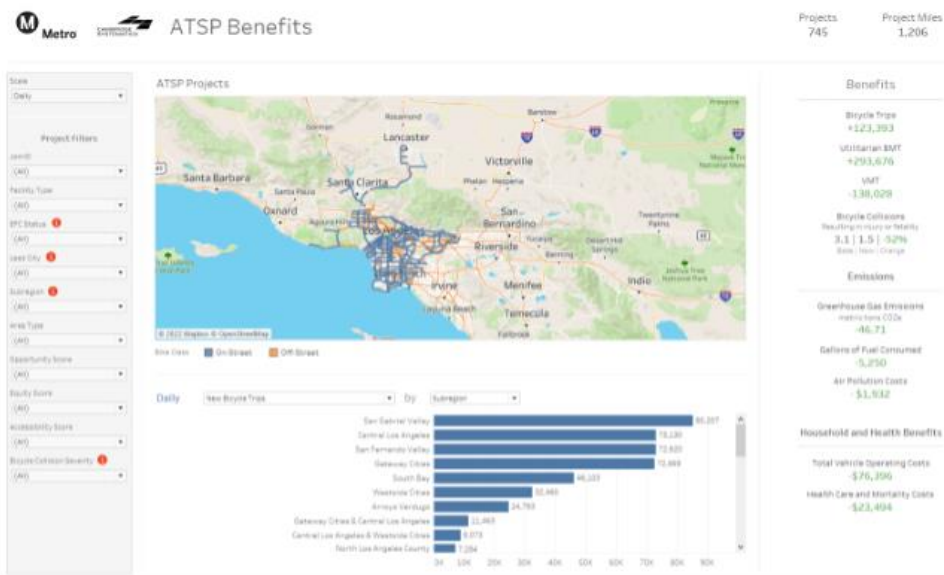


Figure 1: LA Metro Active Transportation Strategic Plan Bicycle Benefits Dashboard

The benefits described in this approach are grouped into two high-level categories, 1) benefits derived from additional bicycle trips that result from new bicycle facilities, and 2) the safety benefits created by providing additional protection to bicyclists from motor vehicles.

The benefits derived from additional bicycle trips are grouped into three categories.

1. **Trip-based benefits.** This group includes additional utilitarian bicycle trips, extra bicycle miles traveled, and reduced vehicle miles traveled.
2. **Emissions reduction.** This group includes reductions to greenhouse gases, gallons of fuel consumed, and air pollution costs.
3. **Household and health benefits.** This group includes the reduced vehicle operating costs and health care savings.

Within this approach, crash reduction is the primary focus of **safety benefits**. These benefits are summarized by the reduction in bicycle crashes per year for each project, focusing on crashes that result in possible injury, injury, severe injury, or fatality.

CS' estimates and projections involve subjective judgments that are impacted by the assumptions used and which may differ materially from the actual results. CS' report is not intended nor shall it be construed to constitute a guaranty of any particular outcome(s) or result(s). CS' report is similarly not intended nor shall it be construed to represent a promise or representation with respect to any particular outcome(s) or result(s).

2.0 Trip Based Benefits From Building Bicycle Infrastructure

Estimating the change in bicycle trips can be one of the best methods to understand the safety, greenhouse gas, and household and health benefits of investment in active transportation. This section summarizes how to estimate additional utilitarian bicycle trips for the new on- and off-road facilities, as well as methods to estimate other benefits from establishing new active transportation trips.

2.1 Assumptions in Estimating Additional Bicycle Trips

Past research provides a valuable starting point on how new active transportation infrastructure can impact the transportation system. Table 1 provides an understanding of additional bicycle miles traveled per facility mile for different area types across the US. Studies estimate the greatest impact per new facility mile will be within "core" or highly urbanized locations. This finding follows expectations as the bicycle can be a practical mode of transportation for simple utilitarian trips, such as trips to the grocery store, travel to restaurants, or meeting with friends and family. One clear distinction among past research is the findings from the LA Metro Model. These estimates are the most conservative and offer an alternative lens in expected travel compared to the other three studies.

Table 1: Scenarios of New Annual Bicycle-Miles Traveled per New Facility-Mile

Study	Core/High Urban	Medium Urban/Suburban	Rural
LA Metro Model	35,000	5,000	200
TCI Region Analysis with "Build-Out" Mode Share Assumptions	146,000	26,000 – 82,000	5,000
Elasticity Approach (Sample Scenario)	151,000	53,000	7,000
New York City study	157,000		

Note: "Core/high urban" corresponds to population densities of at least 10,000 persons per square mile. "Medium Urban/Suburban" corresponds to population densities of 500 to 10,000 persons per square mile. "Rural" corresponds to population densities of less than 500 persons per square mile.

Line (1) is based on a regression model developed by CS in Los Angeles County, CA relating 2009 American Community Survey (ACS) data on work trips to existing demographic, land use, and infrastructure variables including proximity to existing bicycle facilities (Stinson et al., 2014). It is the most conservative model.

Line (2) is based on the CS TCI region investment method, documented in CS (2015), using a method similar to the Moving Cooler study (CS, 2009). This method assumes that with a full build-out of bicycle facilities, bicycle mode shares of up to 10 percent could be achieved in core urban areas, consistent with mode share trends seen in leading U.S. cities and in European cities (considering differences in economic and cultural factors). Correspondingly lower “build-out” mode shares are found in lower-density areas.

Line (3) applies elasticities from the literature to a hypothesized starting and ending density of bike facilities and starting mode share. Buehler & Pucher (2012) report an elasticity of percent change in bike commuters with respect to a percent change in bike lanes of approximately 0.3. At 4.7 person-trips per day and 2.3 miles per trip (per the 2009 National Household Travel Survey or NHTS), and a modest starting grid of bicycle facilities, the resulting change in BMT per new facility-mile is shown.

Line (4) provides an estimate based on a study of new bike lanes in New York City (Gu, Mohit, and Muenniq, 2016). They find that construction of 45.5 miles of bike lanes has increased the number of bicyclists by 9,950 daily. Applying CS estimates of three days a week per new bicyclist and the NHTS value of 2.3 miles per trip, that equates to 7,140,000 new miles per year, or 157,000 new bike-miles per new facility-mile, which is applied in Table 1 to the “core/high urban” area type.

Table 1 provides a starting point for establishing expectations for the impact to transportation by investing in safe active travel infrastructure. However, one limitation is that these methods provide no breakdown of additional miles traveled or new bicycle trips by facility type.

To estimate additional bicycle trips by facility type, we considered research conducted by Broach, Gliebe, & Dill in 2012¹. The authors found that a 1 percent decrease in travel distance leads to a 5 percent increase in the probability of choosing a route (for noncommuter travel). They further find that travel on a bike boulevard (used as a proxy for separated lanes) is equivalent to an 11 percent decrease in the distance, and travel on a separated path is equivalent to a 16 percent decrease in distance. CS computes the 1.71 factor as $(1 + 0.05)^{11}$ and the 2.18 factor as $(1 + 0.05)^{16}$. The effectiveness factor for at-grade protected lanes/bike boulevards is taken as half of the relative effectiveness factor for grade-separated protected bike lanes. These factors convert the regional bicycle miles traveled into new bicycle trips per facility mile by starting with a baseline of trips per new mile of bicycle lane.

Table 2: New Utilitarian Cyclists per Day Per Mile by Facility Type

Facility type	Core	Urban	Suburban	Rural
Bike lanes (Class II)	150	80	25	5
*At-grade protected lanes/bike blvd (Class IV)	203	108	34	0
Grade-separated protected lanes (Class IV)	257	137	43	0
**Shared use paths (Class I)	327	174	55	11

* Indicates the facility type used to estimate new bicycle trips for each on-road facility as part of the ATSP.

** Indicates the facility type used to estimate new bicycle trips for each off-road facility as part of the ATSP.

Estimates of new daily trips per facility mile are provided in Table 2Table 1 after applying an annualized factor of 365 and an average utilitarian trip length of 2.3 miles. The values were adjusted, so the results are

¹ Joseph Broach, Jennifer Dill, John Gliebe, “Where do cyclists ride? A route choice model developed with revealed preference GPS data”, Transportation Research Part A: Policy and Practice, Volume 46, Issue 10, 2012, Pages 1730-1740, ISSN 0965-8564, <https://doi.org/10.1016/j.tra.2012.07.005>. (<https://www.sciencedirect.com/science/article/pii/S0965856412001164>)

in the ballpark of those shown in Table 1. For example, 150 new cyclists per day (bike lanes, NYC, and core area types) equals about 126,000 new annual bike miles per facility mile. In comparison, 203 new cyclists per day (protected lanes) equals about 170,000 new annual bike miles per facility mile. This also explains how higher-quality bicycle facilities can have a more significant impact on promoting bicycle ridership.

The consultant team received the proposed bicycle infrastructure projects in geographic information systems (GIS) format, with on and off-road designations. The team joined the area type to the features in Python (from a selection of core, urban, suburban, and rural categories). CS used the estimated additional trips from constructing shared-use paths as described in Table 2 to evaluate the impact of the off-road facilities and at-grade protected lanes (bike blvd) to evaluate the effect of on-road facilities. The team selected the at-grade protected lanes over the grade-separated protected lanes for a conservative estimate of additional bicycle trips. In sum, the additional bicycle trips were estimated by multiplying the length of a given facility by the trips estimated for the given facility and area type combination.

2.2 Estimating Trip Based Benefits

Other trip-based benefits from the new bicycle trips are linked to the reduced vehicle miles traveled, which depends on trip length and prior drive mode share. Trip lengths are linked to trip purpose, and this approach separates utilitarian bike trips into work-related or non-work-related trips. The assumption is that work-related trips account for 20% of the total utilitarian bicycle trips and are 3.9 miles in length, and the remaining 80% of utilitarian trips are non-work related and 2 miles in length.

These assumptions convert additional bicycle trips into vehicle miles traveled using the prior drive mode share of additional bicycle trips summarized in Table 3. Other bicycle trips are estimated to be derived from modes of transportation other than automobile travel, such as transit or walking.

Table 3: Prior Driving Mode Share of Utilitarian Bicycle Trips

	Core	Urban	Sub Urban	Rural
Prior drive mode share of new bicyclists:	47%	59%	60%	75%

To illustrate the idea more clearly, we can use the core area type as an example. Within an urban core, one additional mile of at-grade protected bicycle facility will create 203 new bicycle trips. This suggests 95 trips would have otherwise been made by automobile travel ($203 \times .47$), and among those, 19 trips would have been work-related (~20%), resulting in a reduction in 74 vehicle miles traveled, or 19 trips with a length of approximately 3.9 miles. The remaining 76 automobile trips (~80%) would have resulted in a reduction of approximately 152 vehicle miles traveled, or 76 trips at an average of 2 miles.

The reduction in vehicle miles traveled can be used to estimate other benefits, including emissions reduction and health and household benefits. A full list of benefits calculations and coefficients is provided in Appendix A: Benefits Calculation Equations and Factors.

3.0 Safety Benefits

The safety-related benefits are described in terms of the reduction in bicycle crashes per year. A simple method to estimate the crash benefit for each project can be attained by counting crashes near each project

Commented [FE1]: How were 98 trips calculated? Multiplying 47% x 203 new bicycle trips yielded approximately 95 trips

Commented [DP2R1]: Corrected

and assigning a Crash Reduction Factor (CRF) from the California Local Roadway Safety Manual². CRFs are the percent of crash reduction that might be expected after implementing a given countermeasure, which in the context of this approach, are protected bicycle lanes and shared use paths for on- and off-road facilities.

Crashes used in this application were derived from the Statewide Integrated Traffic Records System (SWITRS) and represent bicycle crashes recorded between 2016-2019 (4 years). Crashes that resulted in property damage only were omitted from the analysis since complete geolocation information was not available for this severity category. The project team had access to crashes that occurred between 2020 and 2021, however, Table 4 highlights the sample of crashes from this timeframe was sparse compared to the sample of crashes from between 2016 and 2019. The 2020 and 2021 crashes were omitted due to the differences in sample sizes.

Table 4: Bicycle Crashes by Year

Year	Total Bicycle Crashes
2016	3628
2017	3358
2018	3203
2019	2945
2020*	254
2021*	196

* Omitted from the analysis

The final selection of crashes were joined to the on- and off-road facilities using the following distances, which follows the methods applied to the prioritization process of the ATSP:

1. On-road facilities, 50-foot buffer
2. Off-road facilities, 1000-foot buffer.

The safety benefit formula for each project can be defined as: $\text{annual historical crashes} - \text{annual future crashes}$, where $\text{annual future crashes} = \text{annual historical crashes} * (1 - \text{CRF})$. ADT values (existing and future years) were not present, which would have improved the estimates of safety benefits. Table 1 describes the countermeasures selected for CRF application. Table 5: Countermeasure Selection

Table 5: Countermeasure Selection

Proposed Facility Type	Countermeasure ID (from the Local Roadway Safety Manual)	Countermeasure Description	Crash Reduction Factor
On-Road / Protected Bike Lanes	R33PB	Install Separated Bike Lanes	45% reduction in bicycle and pedestrian crashes
Off-road / Shared Use Paths	R34PB	Install sidewalk/pathway (to avoid walking along roadway)	80% reduction in bicycle and pedestrian crashes

² <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hisp/2020/lrsm2020.pdf>

These safety estimates are intended to describe a sketch level understanding of safety improvements for planning purposes. Future research may want to consider a more detailed approach that includes additional bicycle facility types and on-road ADT estimates. Finally, combining multiple countermeasures (such as bicycle control signals plus separated bicycle lanes) can have a multiplicative impact on the safety benefits to vulnerable road users.

4.0 References

Broach, J., J. Gliebe, & J. Dill (2012). "Where do Cyclists Ride? A Route Choice Model Developed with Revealed Preference GPS Data." *Transportation Research Part A: Policy and Practice* 46:10.

Cambridge Systematics, Inc. (CS) (2009). "Moving Cooler." Prepared for Urban Land Institute.

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Gu, J.; B. Mohit, & P.A. Muenniq (2016). "The cost-effectiveness of bike lanes in New York City." *Injury Prevention*, Sept. 2016.

Stinson, M.A., C.D. Porter, K. Proussaloglou, R. Calix, & C. Chu (2014). "Modeling the Impacts of Bicycle Facilities on Commute and Recreational Bicycling in Los Angeles County." *Transportation Research Record* 2468.

5.0 Appendix A: Benefits Calculation Equations and Factors

Variable	Calculation
New daily trips per mile by facility type	Calculation: = New Bicycle Trips * Facility Length (miles)
New daily work utilitarian trips per mile by facility type	Calculation: = New Bicycle Trips * Fraction of Work-Related Utilitarian Trips
New daily non-work utilitarian trips per mile by facility type	Calculation: = New Bicycle Trips * Fraction of Non Work Utilitarian Trips
New work utilitarian bicycle miles traveled (BMT) per day per mile by facility type	Calculation: = New Work Related Bicycle Trips * Average Commuter Distance
New non-work utilitarian BMT per day per mile by facility type	Calculation: = New Non-Work Utilitarian Bicycle Trips * Average Utilitarian Trip Distance
New Utilitarian BMT	Calculation:= Total Utilitarian Trips
Reduction in Vehicle Miles Traveled (VMT)	Calculation: = New Utilitarian BMT * Prior Drive Mode Share of New Bicyclists
Annual Greenhouse Gas Emissions Reduction (pound of CO2e)	Calculation: = (Reduction in VMT * Average CO2 Emissions Factor) * Grams in a Pound Factor
Annual gallons of fuel saved	Calculation: = (Reduction in VMT*Average CO2 Emissions Factor) / Grams of CO2 Per Gallon of Gasoline
Air Pollution Cost Savings	Calculation: = Reduction in VMT * Air Pollution Data Cost Savings per VMT
Total Annual Vehicle Operating Cost Savings (\$)	Calculation: = (Reduction in VMT * Driving Cost Mile) - (New Utilitarian BMT * Biking Cost Mile)
Annual reduction in health care and mortality costs (\$)	Calculation: = New Utilitarian BMT * Health Benefit Per New BMT

Commented [YJ3]: Per 11/16 email, Metro standard is Metric tons of CO2. Please revise

Commented [DP4R3]: We built this into the dashboard. I've added the grams to metric ton factor, which is the coefficient we applied on top of the lbs

Factor	Value
Average Work Trip Length (mi, one-way)	3.9
Average Non-Work Utilitarian Trip Length (mi, one-way)	2.0
Fraction of Utilitarian Trips that are Work Trips	0.2
Prior Drive Mode Share of New Bicyclists in Core Areas	0.47
Prior Drive Mode Share of New Bicyclists in Urban Areas	0.59
Prior Drive Mode Share of New Bicyclists in Suburban Areas	0.6
Prior Drive Mode Share of New Bicyclists in Rural Areas	0.75
Average CO2 Emissions Factor (g CO2e/mile)	338
Grams to Lbs. Factor	0.0022075
Lbs to Metric Tons Factor	0.00453592
Grams CO2e Per Gallon of Gasoline (US EPA, 2022)	8887
Air Pollution Damage Cost Savings per VMT	0.014

Driving Cost per Mile	0.625
Biking Cost per Mile	0.08
Health Benefit per New Bicycle Mile Traveled	1.5
Days in a Year	365



Metro

One Gateway Plaza
Los Angeles, CA 90012-2952



323.GO.METRO



atsp@metro.net



metro.net/atsp



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Los Angeles County
Metropolitan Transportation Authority