Next stop: a better journey.

PURPLE (D LINE) EXTENSION TRANSIT PROJECT FIRST/LAST MILE PLAN

Section 1

Metro

FALL 2021

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PURPLE (D LINE) EXTENSION TRANSIT PROJECT FIRST/LAST MILE PLAN

Section 1 – Executive Summary

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Executive Summary

The First/Last Mile (FLM) Plan (Plan) for the Purple (D Line) Extension Transit Project – Section 1 (PLE 1) analyzed FLM connections for the rail project's three stations by executing Metro's FLM planning methodology. The Plan responds to FLM policy directives: Metro Board Motion 14.1 in May 2016 and 14.2 in June 2016.

Section 1 of the Purple (D Line) Extension Transit Project will extend the subway west, through the City of Los Angeles and into the City of Beverly Hills, with scheduled completion in 2023. The three stations in PLE 1 include:

- **Wilshire/La Brea**
- **Wilshire/Fairfax**
- **Wilshire/La Cienega**

Figure 1 shows all three sections of the Purple (D Line) Extension Transit Project.

Figure 1: Purple (D Line) Extension Transit Project

For each station, the Plan identifies pedestrian-focused and bicycle-focused (inclusive of scooters, etc.) projects that improve safety and access to the station along specified routes that collectively are called the "Pathway Network". The projects are located within the ½-mile radius of the station, otherwise referred to as the "access shed" or "station area"; bicycle projects extend beyond this radius to connect to other existing or proposed facilities.

The core products of FLM planning include the following for each of the stations:

I. **Pathway Maps**
II. **Project List**
III. **Rough-Order-of-Magnitude (ROM) Cost Estimation**

Core documents are accompanied by supporting documents that detail additional findings and information regarding process and methodology.

Executive Summary

Key Findings

The existing conditions at each station vary in terms of the built environment, existing traffic, land-uses, and populations served. At the same time, there is a physical continuity between the station areas as they share some overlapping areas within their access sheds. The following key findings were determined through the planning process:

- **Wilshire/La Cienega**
  The station study area is located in both the City of Beverly Hills and the City of Los Angeles. The main arterials of Wilshire Boulevard and La Cienega Boulevard would benefit from the full suite of FLM improvements to provide safe, direct access to the future station entrance. These streets support mostly commercial activity and are surrounded by other more residential streets. For these streets, the Plan aligns and coordinates with elements found in the City of Beverly Hills' *Connect Beverly Hills* streetscape project. Another major street – San Vicente Boulevard – does not connect directly to the future station but is notable as the boundary between the two cities and for its high volume of vehicular traffic. Improved bicycle facilities on this corridor will help bicyclists connect safely to the station.

- **Wilshire/Fairfax**
  The future station will be located at a busy juncture, connecting visitors and residents to popular regional destinations such as Los Angeles County Museum of Art (LACMA), the La Brea Tar Pits, and the Original Farmers Market and the Grove to the north, and Little Ethiopia to the south. Pedestrian amenities along the arterials of Wilshire Avenue and Fairfax Avenue will help people safely access these destinations. The Plan supports the City of Los Angeles' proposed bike lane on Fairfax Avenue and seeks to provide east-west connectivity through bike facilities along 6th Street and 8th Street/ Del Valle Drive.

- **Wilshire/La Brea**
  The main arterials of Wilshire Boulevard and La Brea Avenue support commercial activity and are surrounded by predominantly residential streets. Enhanced sidewalks and crosswalks, among other FLM improvements, would improve the experience of future pedestrians getting to and from the station. The Plan supports the City of Los Angeles' proposed bike lane on La Brea Avenue along with bike boulevards that provide alternative routes on parallel streets. Bicyclists can take these north-south routes to connect to proposed facilities on 4th Street and 8th Street.

Executive Summary

First/Last Mile Process

The FLM methodology is documented in Metro's *First Last Mile Strategic Plan (2014)* and completed FLM plans (https://www.metro.net/project/first-last). A brief summary of the steps and timeline specific to the PLE 1 FLM Plan is presented in *Figure 2*.

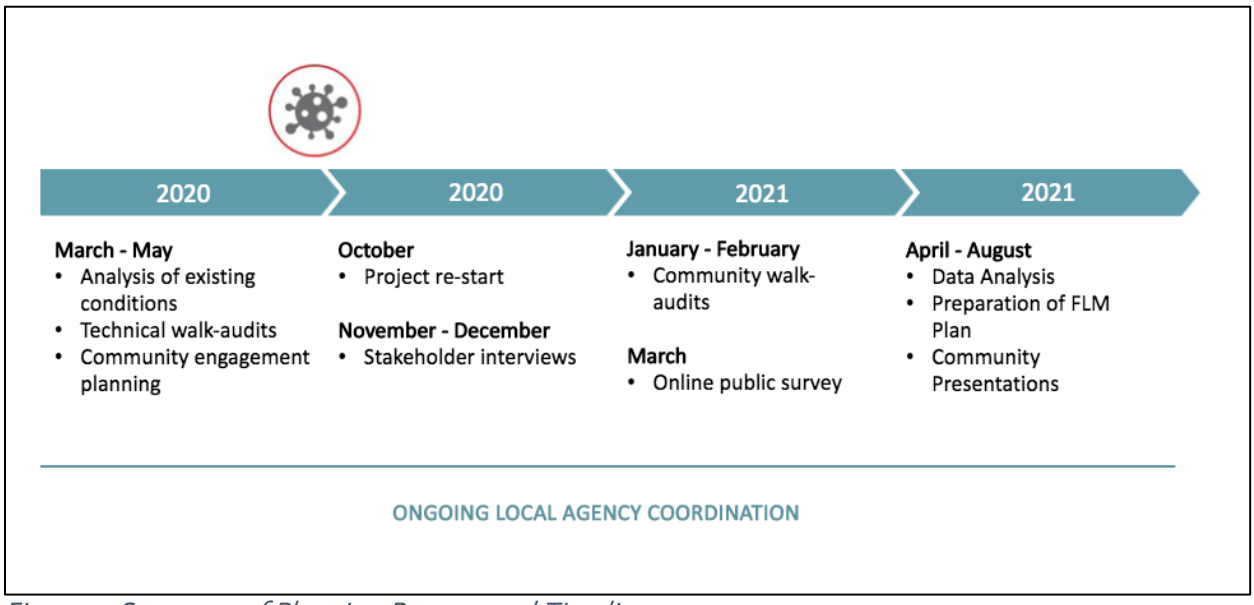

Figure 2: Summary of Planning Process and Timeline

The planning process for Section 1 took place during the COVID-19 pandemic, resulting in a pause of activities for several months, and changes related to community engagement and outreach. To accommodate safety mandates and protocol, these activities ensured social distancing and provided an option for online participation.

Throughout the process, the planning team worked with the community-based organization *Los Angeles Walks* and coordinated with staff and elected offices from the City of Los Angeles and the City of Beverly Hills.

Executive Summary

What's in the Plan

The Plan is composed of the following core and supporting documents.

- **Core Documents:**

I. **Pathway Maps:** A Pathway Map displays the Pathway Network, which consists of key corridors, and the project ideas along them, that will help create safe and comfortable connections to the station. For each of the three stations in PLE 1, two pathway maps were created – one for pedestrian projects and one for bicycle projects.

II. **Project List:** This document presents project ideas that correspond to those in the Pathway Maps. They are organized in the following order: FLM Pathway arterials (primary routes), FLM Pathway collectors (secondary routes), and FLM Pathway cut-throughs (shortcuts). The lists also separate project ideas as those running along a corridor and those at unique points (spot improvements).

III. **Rough-Order-of-Magnitude (ROM) Cost Estimation:** This document presents Rough Order of Magnitude (ROM) cost estimates. Each station has a summary of total costs that are disaggregated into construction costs, soft costs, contingency, and escalation. Each station also has the cost estimates disaggregated by segment of the Pathway Network.

- **Supporting Documents**:

IV. **Existing Conditions:** This document serves as an initial station analysis that includes research on existing conditions and local plans and projects. The research covers characteristics identified in Metro's *First Last Mile Strategic Plan & Planning Guidelines*: street grid, pedestrian shed, vehicular speeds, key access corridors, bicycle and pedestrian collisions, pedestrian facilities, bicycle connections, transit connections, land use, and points of interest. Early opportunities and constraints are identified in this document.

V. **Community Engagement & Local Coordination:** This document provides information on the different activities conducted to procure community input and feedback for the planning process. Activities include stakeholder interviews, walk-audits, roundtable discussions, and surveys. It also provides information on meetings with local agencies and offices.

VI. **Walk Audit Summary:** This document summarizes data from walk audits conducted by both community members and technical teams. Observations made by auditors as they walk along station area streets are mapped, aggregated, and analyzed to help inform the types of FLM improvements needed.

VII. **Project Origins:** This document provides a high-level overview of how FLM Plan improvement ideas were sourced. For each station area and each Pathway Network segment, the document explains whether the origin was from technical or community walk-audits, stakeholder interviews, community roundtables, and/or the map-based survey. Some projects may have also been derived from separate technical team analysis.

VIII. **Cost Assumptions:** This document summarizes the project elements and unit cost assumptions used in the development of conceptual-level cost estimates. It is divided into pedestrian and bicycle improvements.

Core Documents

Next stop: a better journey.

PURPLE (D LINE) EXTENSION TRANSIT PROJECT FIRST/LAST MILE PLAN

Section 1 – Pathway Maps

Metro

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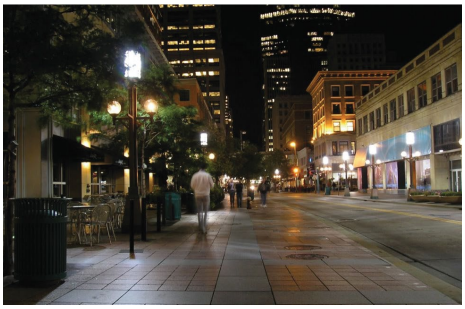
Proposed Improvements for Pedestrians

Images are for illustrative purposes only.

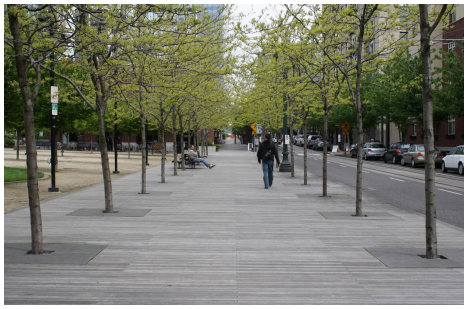
Bus Stop Improvements
Enhanced shelter, bench, real-time signage, and other amenities

Landscaping & Shade
Understory planting and street trees

New or Improved Crosswalks
New or upgraded crosswalks e.g. continental crosswalks



Pedestrian Lighting
Human-scaled lighting for comfort and safety



Sidewalk/Curb-Extensions
New sidewalks, widening, sidewalk extensions at corners, or upgrades to existing sidewalks

Street Furniture
Public benches, trash receptacles, and other sidewalk amenities

Traffic Calming
Measures to reduce traffic speeds, including speed humps, chokers, and other treatments

Wayfinding Signs
Signs that point to local destinations

Proposed Improvements for Bicyclists

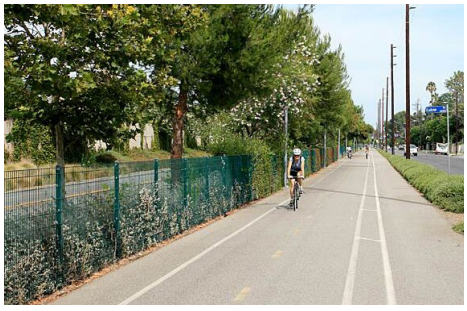
Images are for illustrative purposes only.

Sharrow
Street with lower vehicular speeds and traffic volumes, which are designed for shared use with cyclists via "sharrow" markings

Bicycle Boulevard
Street with lower vehicular speeds and traffic volumes, which are specially enhanced for cyclists through landscaping, lighting, signage, and other improvements

Bicycle Lane
On-street bicycle facility identified with striping

Protected Bicycle Lane
On-street bicycle facility that is physically separated from vehicular traffic



Shared Use Path (off-street)
Off-street, paved pathway used by cyclists and pedestrians

Bicycle Friendly Intersection
Intersection improvements that enhance bicycle movement and safety

Mobility Hub
Enhanced amenities for cyclists and micro-mobility users, such as secure bike parking, repair stations, rideshare, pick up and drop off, wayfinding, and real-time transit information.

Wilshire/La Cienega Station

Overview

The Wilshire/La Cienega Station study area is located within both the City of Beverly Hills and the City of Los Angeles. The station will serve dense commercial areas along Wilshire Blvd and La Cienega Blvd, as well as adjacent residential neighborhoods.

The main arterials of Wilshire Blvd and La Cienega Blvd would benefit from the full suite of first/last mile improvements, to provide comfortable, and safe direct pedestrian access to the station. These streets are wide commercial corridors with wide sidewalks that could accommodate new trees, pedestrian lighting, street furniture, wayfinding, enhanced crosswalks, sidewalk/curb extensions, and bus stop improvements. Wilshire Blvd is a bus priority corridor for Metro and recommended improvements will be coordinated with bus operations. Proposed improvements on Wilshire Blvd and La Cienega Blvd will support one of the possible "Expanded" options from the City of Beverly Hills' Connect Beverly Hills streetscape project, for the length of the corridor.

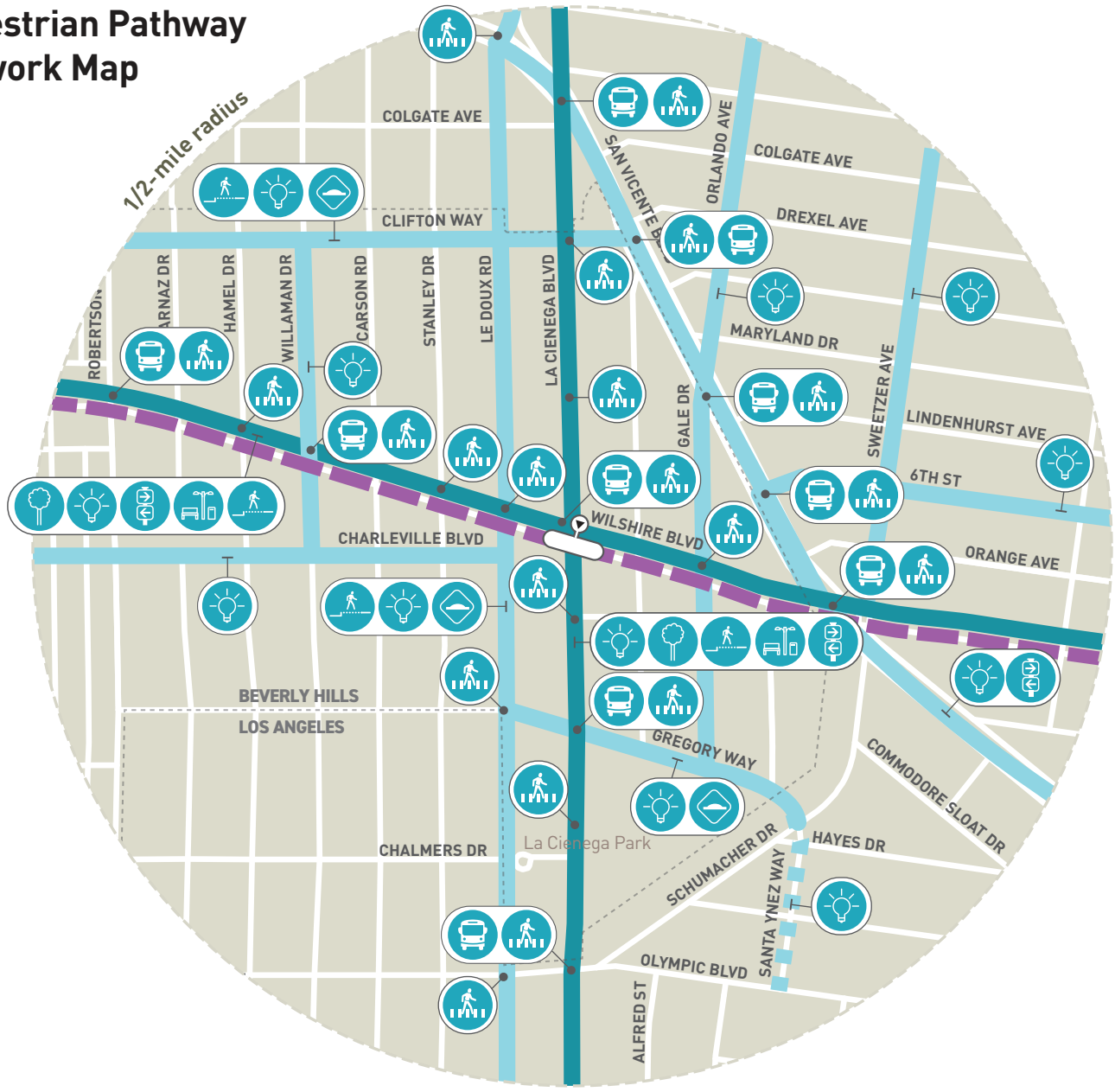
Community members emphasized the need for pedestrian improvements along San Vicente Blvd. San Vicente Blvd is a wide street, including six lanes and a landscaped median. The street runs diagonally across the eastern half of the station area and poses an access barrier. To enhance access, safety, and comfort, pedestrian and bike improvements are recommended along San Vicente Blvd, including enhanced crosswalks, bus stop improvements, lighting, wayfinding, bike friendly intersections, and enhanced bike facilities. San Vicente Blvd acts as the dividing line between the City of Beverly Hills and the City of Los Angeles. Beverly Hills proposes a bicycle lane along the western side of the street, while Los Angeles proposes a protected bicycle facility. LA Metro recommends a protected bicycle lane along San Vicente Blvd to protect riders from high speed and high volume vehicular traffic.

Clifton Way, Charleville Blvd, Gregory Way, 6th St, Willaman Dr, Le Doux Rd, Orlando Ave/Gale Dr, and Sweetzer Ave are identified as first/last mile collector pathways. These streets connect residential areas to the first/last mile arterials. Recommendations on collector streets include pedestrian lighting, sidewalk/curb extensions, and enhanced crosswalks.

Due to high traffic volumes and uncomfortable conditions for people riding bikes on Wilshire Blvd and La Cienega Blvd, alternative adjacent streets are recommended for bicycle access, including Le Doux Rd, Charleville Blvd, and Clifton Way. When possible, bike boulevards should include traffic calming measures such as speed humps or mini-roundabouts. Traffic calming improvements are proposed on Clifton Way and Le Doux Rd to make the experience more comfortable for people riding bikes. The first/last mile bike network supports the City of LA's proposed protected bicycle lane on San Vicente and the City of Beverly Hills' proposed protected bike lanes on Charlevillle Blvd and Gregory Way as a potential one way couplet.

Wilshire/La Cienega Station

Pedestrian Pathway Network Map



Legend

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- City Boundary

Pedestrian Pathway Network

- FLM Pathway Arterial (Primary Route)
- FLM Pathway Collector (Secondary Route)
- FLM Pathway Cut-Through (Public Shortcut)
- Spot Improvements
- Corridor Improvements

Proposed Improvements

- Bus Stop Enhancements
- Landscaping and Shade
- New or Improved Crosswalks
- Pedestrian Lighting
- Sidewalk/Curb Extensions
- Street Furniture
- Traffic Calming
- Wayfinding Signs*

**This plan identifies key corridors that would benefit from wayfinding signs. A comprehensive wayfinding plan is recommended for the full station area.*

Wilshire/La Cienega Station

Bicycle Pathway Network Map

N

Legend

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- City Boundary

Existing Bicycle Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)

City/County Plan Proposed Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)

First/Last Mile Proposed Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)
- Bicycle Friendly Intersection
- Mobility Hub

Wilshire/Fairfax Station

Overview

The Wilshire/Fairfax station will be located at the intersection of Ogden Dr and Wilshire Blvd and will serve regional destinations such as LACMA, the La Brea Tar Pits, and the Petersen Automotive Museum. Park La Brea is a high density apartment complex located in the northeast quadrant of the station area. The Farmers Market and the Grove are located north of the station area. Little Ethiopia is located on Fairfax Ave south of Olympic Blvd.

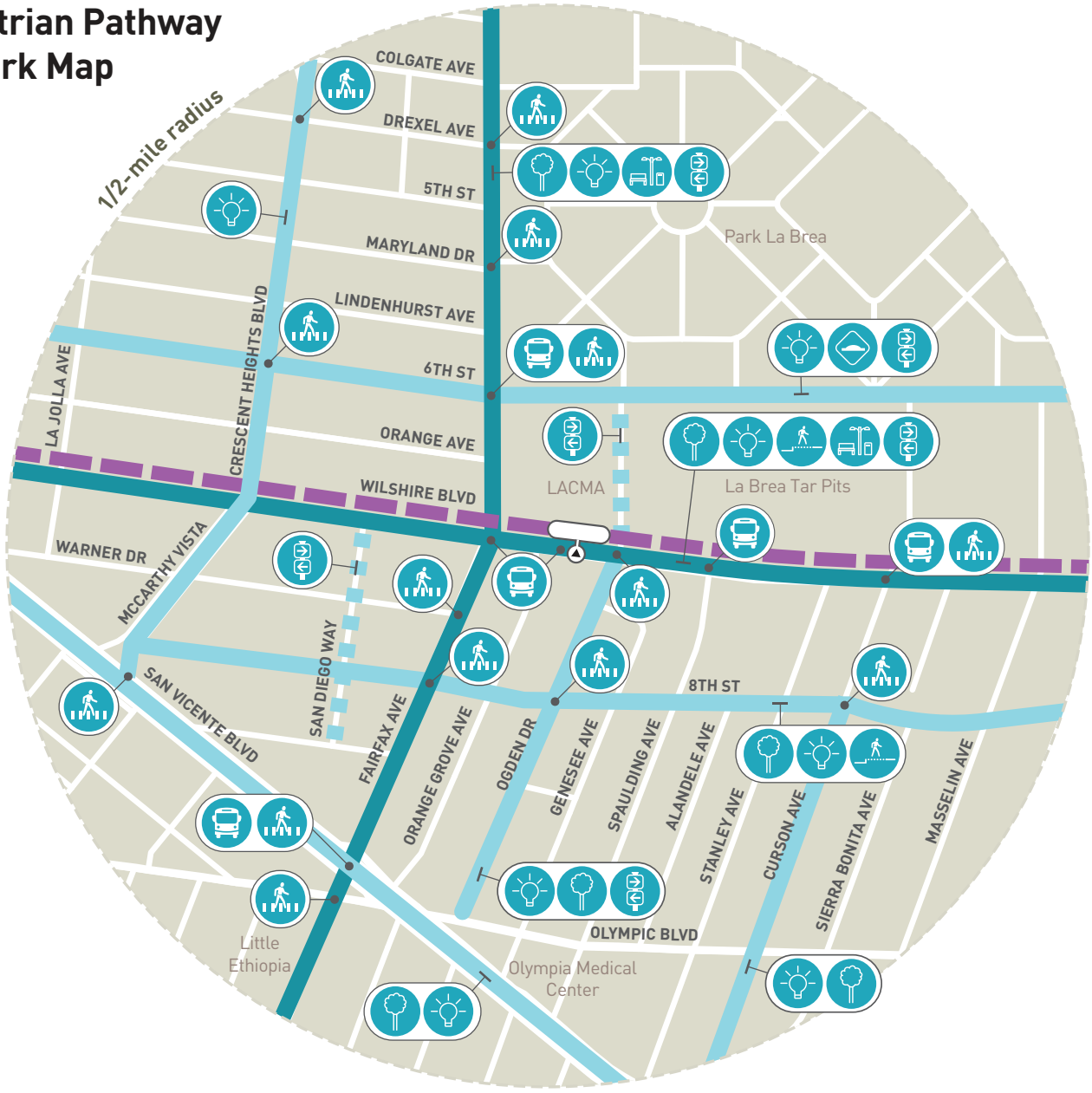
Pedestrian amenities should be focused on Fairfax Ave and Wilshire Blvd to enhance the experience for those walking to and from these destinations. Proposed improvements include street trees, lighting, and street furniture, and wayfinding. Bus stop enhancements and enhanced sidewalks are also proposed on Wilshire Blvd. Wilshire Blvd is a bus priority corridor for Metro and recommended improvements will be coordinated so as not to impede bus operations.

Proposed first/last mile collectors mainly serve residential uses in the station area, including Crescent Heights Blvd, McCarthay Vista, Ogden Dr, Curson Ave, 6th St, 8th St/Del Valle Dr, and San Vicente Blvd. Improvements on these streets include street trees, lighting, and enhanced crosswalks. San Diego Way, and the walkway at LACMA between 6th St and Wilshire Blvd are identified as cut-through pathways. Wayfinding is proposed on these cut-throughs to help direct pedestrians to and from the station.

As an alternative to Wilshire Blvd, bike facilities are proposed along 6th St and 8th St/Del Valle Dr. These streets offer lower vehicular traffic volumes and a more comfortable experience for people riding bikes, as compared to Wilshire Blvd. Traffic calming is proposed on 6th St to further enhance the comfort for bicyclists. The first/last mile bike network supports the City of LA proposed bicycle lane on Fairfax Ave and the protected bike lane on San Vicente Blvd.

Wilshire/Fairfax Station

Pedestrian Pathway Network Map



Legend

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)

Pedestrian Pathway Network

- FLM Pathway Arterial (Primary Route)
- FLM Pathway Collector (Secondary Route)
- FLM Pathway Cut-Through (Public Shortcut)
- Spot Improvements
- Corridor Improvements

Proposed Improvements

- Bus Stop Enhancements
- Landscaping and Shade
- New or Improved Crosswalks
- Pedestrian Lighting
- Sidewalk/Curb Extensions
- Street Furniture
- Traffic Calming
- Wayfinding Signs*

**This plan identifies key corridors that would benefit from wayfinding signs. A comprehensive wayfinding plan is recommended for the full station area.*

Wilshire/Fairfax Station

Bicycle Pathway Network Map

Legend

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)

Existing Bicycle Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)

City/County Plan Proposed Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)

First/Last Mile Proposed Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)
- Bicycle Friendly Intersection
- Mobility Hub

Wilshire/La Brea Station

Overview

The Wilshire/La Brea Station is located at the intersection of Wilshire Blvd and La Brea Ave and will connect transit users to commercial areas along these streets, as well as adjacent residential neighborhoods.

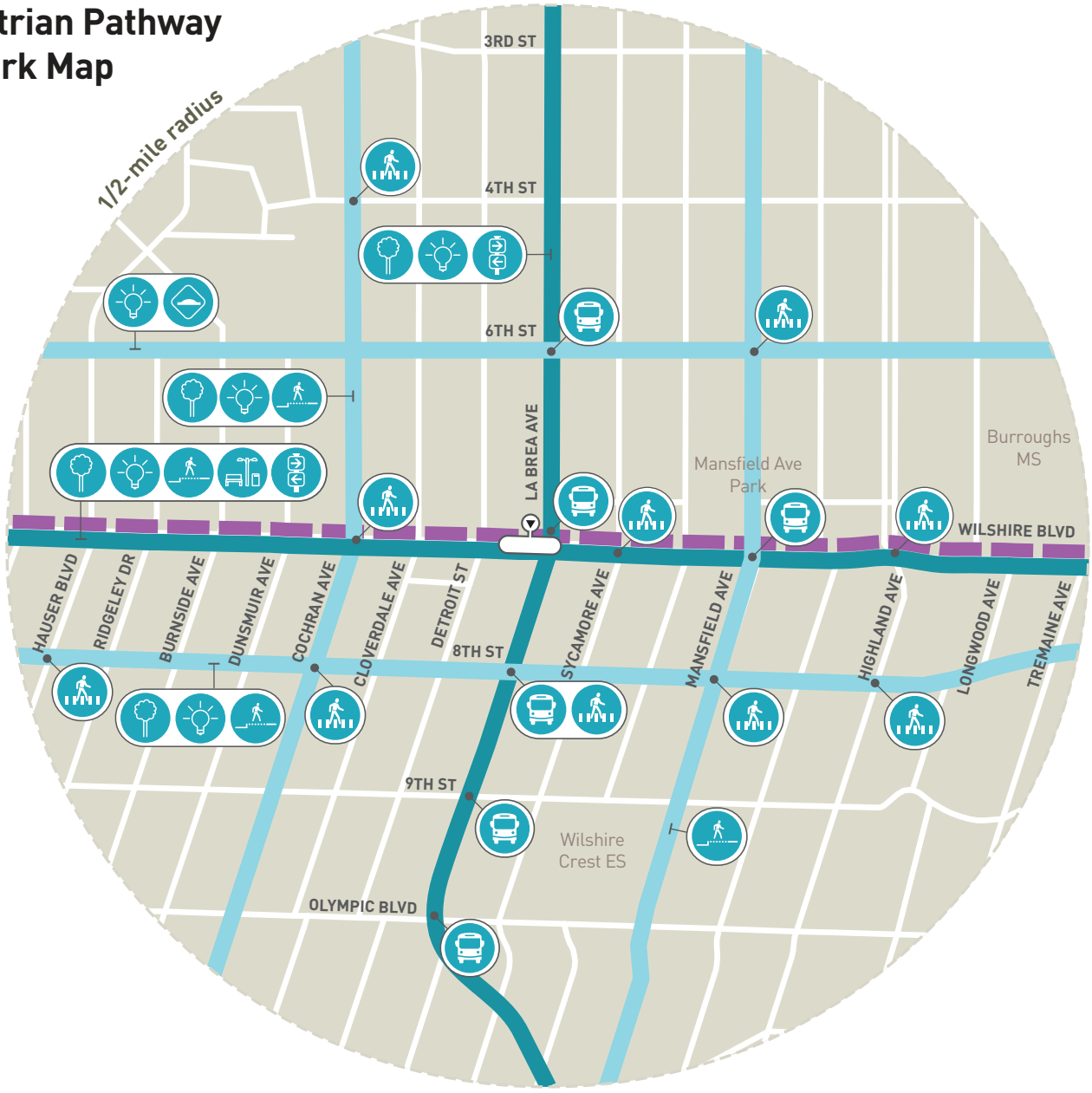
Pedestrian improvements are focused along first/last mile arterials Wilshire Blvd and La Brea Ave. Wilshire Blvd is a major vehicular thoroughfare and bus priority corridor. Landscaping and shade, lighting, enhanced sidewalks, street furniture, and enhanced crossings would improve the experience for people walking along Wilshire Blvd. Recommendations on Wilshire Blvd will be coordinated so as to not impede bus operations. La Brea Blvd has wide sidewalks and would benefit from street trees, lighting, and bus stop enhancements along its length. Wayfinding is also recommended on these streets to help orient people walking to and from the Wilshire/La Brea station.

Collector streets provide connections to destinations such as Park La Brea, Mansfield Ave Park, and Wilshire Crest Elementary School. Recommended pedestrian amenities that will improve the experience for people walking along these streets include landscaping and shade, lighting, improved sidewalks/curb extensions, traffic calming, and enhanced crosswalks.

The first/last mile bike network supports the City of LA proposed bike lane on La Brea Ave. Cochran Ave and Mansfield Ave are recommended as bike boulevards that provide alternative bike routes to La Brea Ave. 8th St is recommended as a bike boulevard south of Wilshire Blvd. A bicycle facility is proposed along 6th St, ending at La Brea Ave. Bicycle riders will be able to jog north/south along La Brea Blvd to connect to the first/last mile proposed bicycle boulevard on 4th St, creating a continuous east/west connection for bicyclists.

Wilshire/La Brea Station

Pedestrian Pathway Network Map



Legend

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)

Pedestrian Pathway Network

- FLM Pathway Arterial (Primary Route)
- FLM Pathway Collector (Secondary Route)
- FLM Pathway Cut-Through (Public Shortcut)
- Spot Improvements
- Corridor Improvements

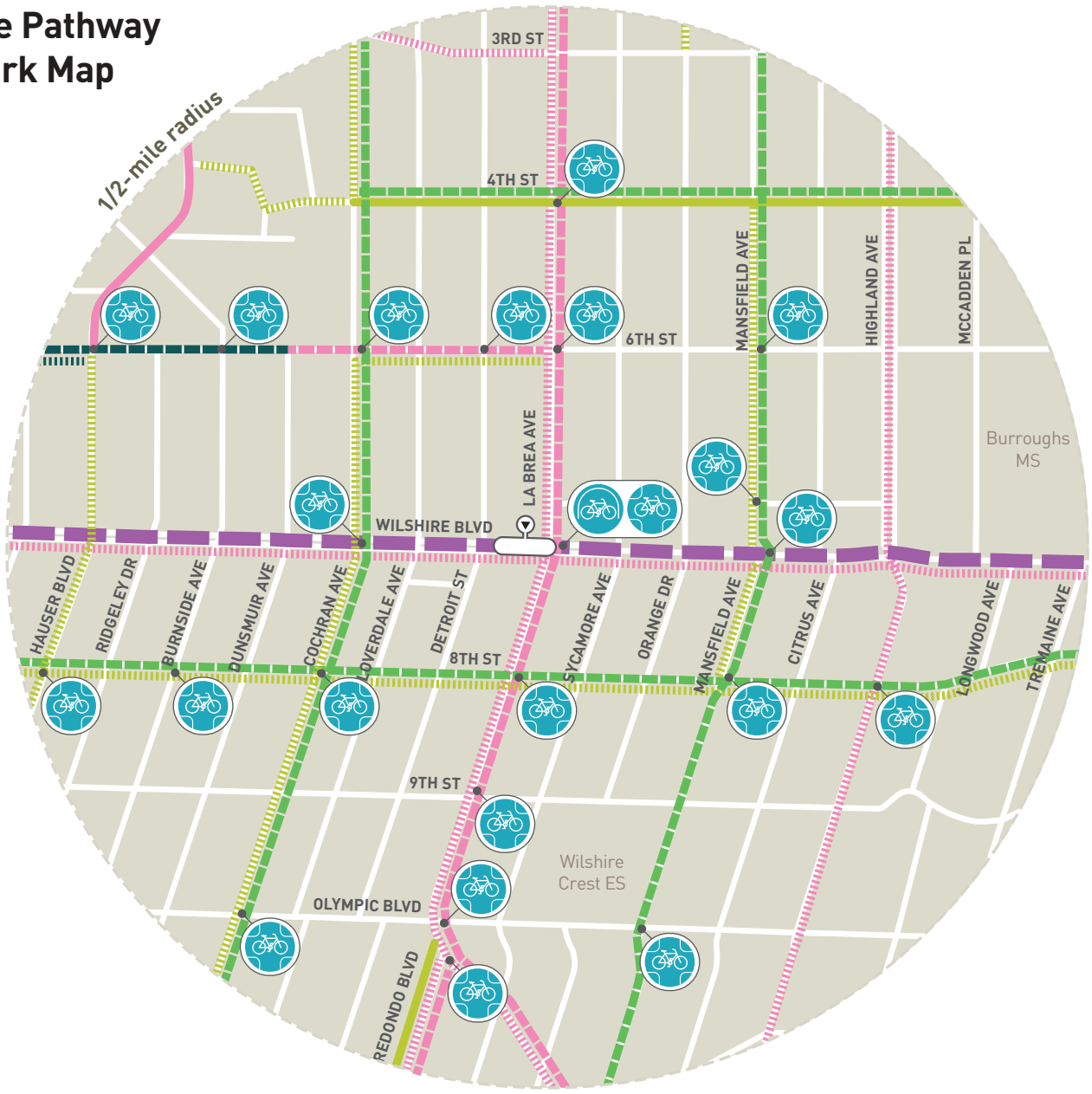
Proposed Improvements

- Bus Stop Enhancements
- Landscaping and Shade
- New or Improved Crosswalks
- Pedestrian Lighting
- Sidewalk/Curb Extensions
- Street Furniture
- Traffic Calming
- Wayfinding Signs*

**This plan identifies key corridors that would benefit from wayfinding signs. A comprehensive wayfinding plan is recommended for the full station area.*

Wilshire/La Brea Station

Bicycle Pathway Network Map



Legend

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)

Existing Bicycle Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)

City/County Plan Proposed Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)

First/Last Mile Proposed Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)
- Bicycle Friendly Intersection
- Mobility Hub

Three-Mile Bicycle Network

Overview

The Three-Mile Bicycle Network denotes existing bicycle facilities, City/County Plan proposed bicycle facilities, and bicycle facilities proposed as part of the Purple (D Line) Extension Section 1 First/ Last Mile (FLM) Plan. The FLM proposed bicycle facilities extend beyond the half-mile pedestrian access shed in numerous locations to expand bicycle connectivity between the Section 1 stations and existing and City/ County Plan proposed bicycle facilities.

The Federal Transit Administration (FTA) defines the bicycle catchment radius to be three miles from a transit station. This threshold corresponds to a number of funding mechanisms under FTA policy. The three-mile shed is an appropriate limit for other active transportation micro-mobility users as well, such as skateboarders and e-scooter riders.

The FLM proposed bicycle facilities may not extend to the three-mile radius limit in all cases. Instead, these proposed facilities may terminate once they connect with regional bicycle facilities identified City/County Plans or major destinations located within the three-mile radius.

Once implemented, the Three-Mile Bicycle Network would enhance key bicycle connections in both north-south and east-west directions to the Purple (D Line) Extension Section 1 stations. Within the half-mile station areas, these key north-south corridors include Robertson Boulevard, Fairfax Avenue, La Brea Avenue, Redondo Boulevard, and Highland Avenue. Key east-west corridors include 6th Street, San Vicente Boulevard, Wilshire Boulevard, Charleville Boulevard, Gregory Way, and 8th Street.

Three-Mile Bicycle Network

N

Purple (D Line) Extension

- Metro Station (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- 1/2 mile radius
- Existing Metro Rail Lines (B D E)

Existing Bicycle Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)

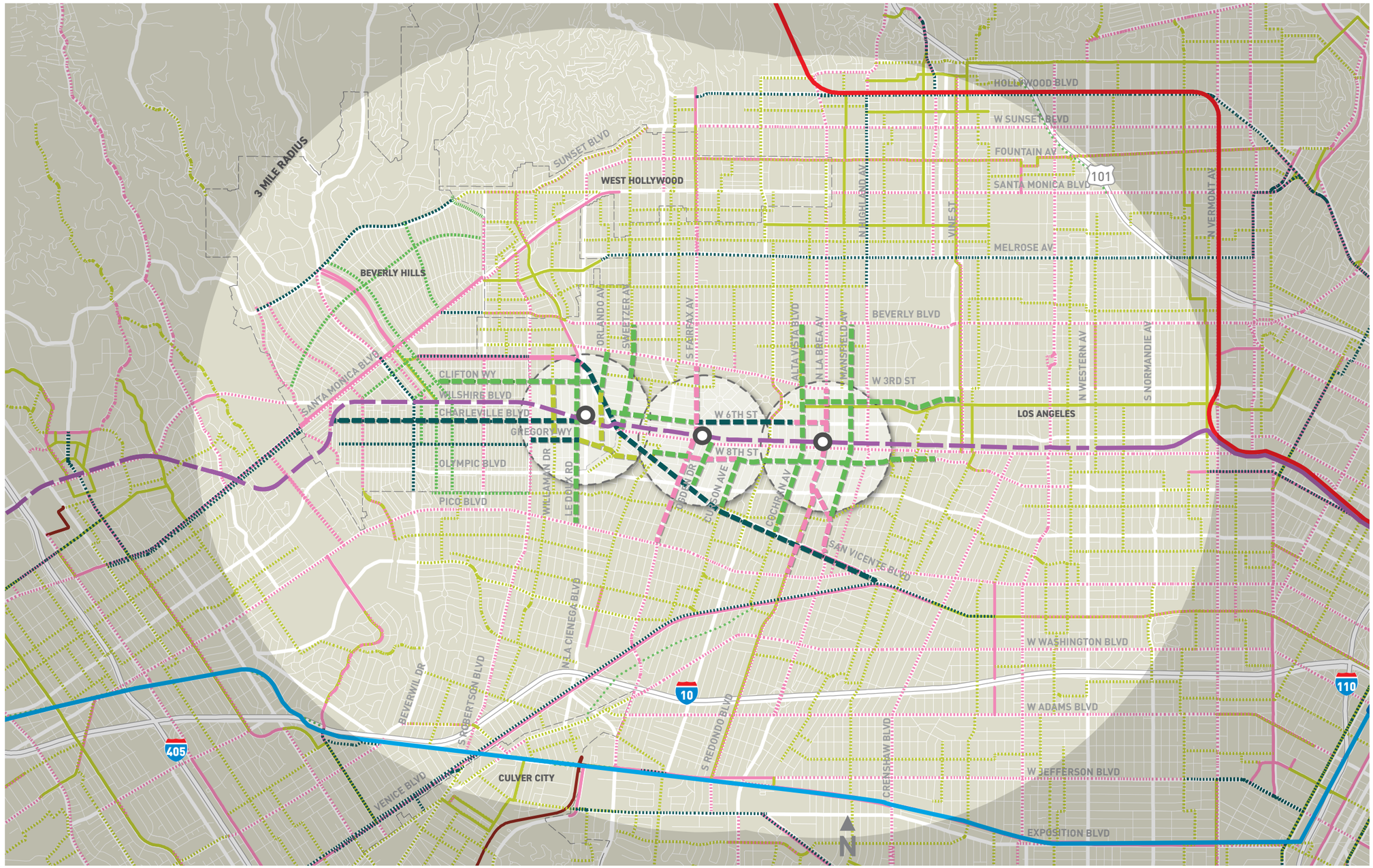
City/County Plan Proposed Bicycle Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)

First/Last Mile Proposed Bicycle Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)

*Existing and City/County Plan proposed bicycle facilities are not shown within 1/2 mile radius of stations where first/last mile bicycle facilities are proposed. Refer to station specific Bicycle Pathway Network Maps for details.



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PURPLE (D LINE) EXTENSION TRANSIT PROJECT FIRST/LAST MILE PLAN

Section 1 – Project List

Metro

FALL 2021

PROJECT LIST

WILSHIRE/LA CIENEGA STATION

Project	Description	Extents	Jurisdiction	Proposed Corridor Improvements	Proposed Spot Improvements	Proposed Project Justification
Wilshire Blvd	Arterial	Robertson Blvd to La Jolla Ave	City of LA, City of Beverly Hills	Landscaping and shade, pedestrian lighting, sidewalk/ curb extensions, street furniture, wayfinding signs	New or improved crosswalks, bus stop enhancements, bike friendly intersections, mobility hub	Wilshire Blvd provides connections to the Wilshire/La Cienega station, bus stops, restaurants, hotels, and Saban Theatre. The existing conditions analysis identified 19 pedestrian and bicycle involved collisions on Wilshire Blvd. Community members mentioned the street 100 times during engagement activities throughout the planning process. In addition, selecting Wilshire Blvd and the proposed pathway improvements will support one of the possible "Expanded" options from the City of Beverly Hills' streetscape project, for the length of the corridor.
La Cienega Blvd	Arterial	3rd St to Pico Blvd	City of LA, City of Beverly Hills	Landscaping and shade, pedestrian lighting, sidewalk/ curb extensions, street furniture, wayfinding signs	New or improved crosswalks, bus stop enhancements, bike friendly intersections	La Cienega Blvd provides connections to the Wilshire/La Cienega station, bus stops, La Cienega Park, Restaurant Row, and hotels. The existing conditions analysis identified 21 pedestrian and bicycle involved collisions on La Cienega Blvd. New or improved crosswalks were identified by community members as the most needed improvement on this street. La Cienega Ave came up 105 times during community engagement activities.
Clifton Way	Collector	Robertson Blvd to San Vicente Blvd (Ped); Rexford Dr to San Vicente Blvd (Bike)	City of Beverly Hills	Sidewalk/curb extensions, pedestrian lighting, traffic calming, bicycle boulevard	New or improved crosswalks, bike friendly intersections	Clifton Way provides an east-west route for people walking and biking north of Wilshire Blvd. The existing conditions analysis identified 4 pedestrian and bicycle involved collisions on Clifton Way. Clifton Way came up 16 times during community engagement activities. The first/last mile bicycle boulevard aligns with the City of LA's Mobility Plan and City of Beverly Hills' Complete Streets Plan proposed bike network.
Charleville Blvd	Collector	Swall Dr to Le Doux Rd (Ped); Lasky Dr to Le Doux Rd (Bike)	City of Beverly Hills	Pedestrian lighting, protected bicycle lane	Bike friendly intersections	Charleville Blvd provides an east-west route for people walking and biking south of Wilshire Blvd. The street provides connections to Horace Mann Elementary School. The existing conditions analysis identified 1 pedestrian and bicycle involved collision on this street. Charleville Blvd came up 1 time during community engagement activities. The first/last mile protected bike lane aligns with the City of LA's Mobility Plan and City of Beverly Hills' Complete Streets Plan proposed bike network.
Gregory Way	Collector	Le Doux Rd to Schumacher Dr (Ped); Robertson to Schumacher Dr (Bike)	City of LA, City of Beverly Hills	Pedestrian lighting, traffic calming, protected bicycle lane, sharrow	New or improved crosswalks, bus stop enhancements, bike friendly intersections	Gregory Way provides an east-west route for people walking and biking south of Wilshire Blvd and connections to La Cienega Park. The existing conditions analysis identified 11 pedestrian and bicycle involved collisions on this street. Gregory Way came up 9 times during community engagement activities. The first/last mile bike lane aligns with the City of LA's Mobility Plan and City of Beverly Hills' Complete Streets Plan proposed bike network.
6th St	Collector	San Vicente Blvd to La Jolla Ave	City of LA	Pedestrian lighting, bicycle boulevard	New or improved crosswalks, bus stop enhancements, bike friendly intersections	6th St provides an east-west route for people walking and biking east of San Vicente Blvd. 6th St came up 7 times during community engagement activities. The first/last mile bike lane aligns with the City of LA's Mobility Plan proposed bike network.
Willaman Dr	Collector	Clifton Way to Charleville Blvd (Ped); Clifton Way to Gregory Way (Bike)	City of Beverly Hills	Pedestrian lighting, sharrow	New or improved crosswalks, bike friendly intersections	Willaman Dr serves as a north-route for residential areas west of La Cienega Blvd. The existing conditions analysis identified 1 bicycle involved collision on this street. Willaman Dr came up 9 time during community engagement activities. The first/last mile sharrow closes the gap in the City of LA's Mobility Plan proposed bike network between Clifton Way and Gregory Way, within the City of Beverly Hills.

PROJECT LIST

WILSHIRE/LA CIENEGA STATION (CONTINUED)

Project	Description	Extents	Jurisdiction	Proposed Corridor Improvements	Proposed Spot Improvements	Proposed Project Justification
Le Doux Rd	Collector	Burton Way to Whitworth Dr (Ped); Burton Way to Pico Blvd (Bike)	City of LA, City of Beverly Hills	Sidewalk/curb extensions, pedestrian lighting, traffic calming, bicycle boulevard	New or improved crosswalks, bike friendly intersections	Le Doux Rd provides connections to La Cienega Park and an alternative north-south route, west of La Cienega Blvd. The existing conditions analysis identified 7 pedestrian and bicycle involved collisions on Le Doux Rd. Le Doux Rd came up 17 times during community engagement activities. The first/last mile bicycle boulevard extends the City of Beverly Hills proposed bicycle boulevard through the station area.
San Vicente Blvd	Collector	Burton Way to La Jolla Ave	City of LA, City of Beverly Hills	Pedestrian lighting, wayfinding signage, protected bicycle lane	New or improved crosswalks, bus stop enhancements, bike friendly intersections	San Vicente Blvd provides connections to bus stops and the Cedars-Sinai Outpatient Rehabilitation Program. The existing conditions analysis identified 6 pedestrian and bicycle involved collisions on San Vicente Blvd. San Vicente Blvd came up 68 times during community engagement activities. The first/last mile protected bike lane aligns with the City of LA's Mobility Plan proposed bike network. The City of Beverly Hills' Complete Streets plan proposes a south bound bike lane.
Gale Dr/ Orlando Ave	Collector	Gregory Way to 3rd St (Ped); Gregory Way to 3rd St (Bike)	City of LA, City of Beverly Hills	Pedestrian lighting, bicycle boulevard, sharrow	New or improved crosswalks, bus stop enhancements, bike friendly intersections, mobility hub	Gale Dr/Orlando Ave provides connections to La Cienega Park, Saban Theatre, the City of Beverly Hill's proposed Mobility Hub, and residential areas. The existing conditions analysis identified 2 pedestrian involved collisions on this street. Gale Dr/Orlando Ave came up 4 times during community engagement activities. The first/last mile bicycle boulevard enhances City of LA's Mobility Plan proposed sharrow on Orlando Ave. The first/last mile proposed sharrow aligns with the City of Beverly Hills' Connect Beverly Hills Plan proposed sharrow on Gale Dr.
Sweetzer Ave	Collector	Wilshire Blvd to 3rd St (Ped); Wilshire Blvd to Beverly Blvd (Bike)	City of LA	Pedestrian lighting, bike boulevard	Bike friendly intersections	Sweetzer Ave provides a north-south route for residential areas east of San Vicente Blvd. Sweetzer came up 5 times during community engagement activities. The first/last mile bicycle boulevard provides an enhanced alternative to the City of LA's Mobility Plan proposed sharrow on Sweetzer Ave.
Hayes Dr	Collector	Santa Ynez Wy to Foster Dr (Bike)	City of LA	Sharrow	N/A	The Hayes Dr recommended sharrows extend the east/west facility that ends on Gregory Wy. The recommended bicycle sharrow markings aligned with what the City has proposed.
Santa Ynez Way	Cut-through	Hayes Dr to Olympic Blvd	City of LA	Pedestrian lighting	N/A	Santa Ynez Way is a predestrian walkway that cuts through two residential blocks. Santa Ynez Way was noted 1 time during the community walk audits.

PROJECT LIST

WILSHIRE / FAIRFAX STATION

Project	Description	Extents	Proposed Corridor Improvements	Proposed Spot Improvements	Proposed Project Justification
Wilshire Blvd	Arterial	La Jolla Ave to Masselin Ave	Landscaping and shade, pedestrian lighting, sidewalk/ curb extensions, street furniture, wayfinding signage	New or improved crosswalks, bus stop enhancements, bike friendly intersections, mobility hub	Wilshire Blvd provides connections to the Wilshire/Fairfax station, LACMA, La Brea Tar Pits, and the Petersen Autmotive Musuem. The existing conditions analysis identified 17 pedestrian and bicycle involved collisions on Wilshire Blvd. Community members mentioned the street 79 times during engagement activities throughout the planning process. In addition, selecting Wilshire Blvd and the proposed pathway improvements will support one of the possible "Expanded" options from the City of Beverly Hill's Connect Beverly Hills project, for the length of the corridor.
Fairfax Ave	Arterial	3rd St to Pico Blvd	Landscaping and shade, pedestrian lighting, street furniture, wayfinding signage, bicycle lane	New or improved crosswalks, bus stop enhancements, bike friendly intersections	Fairfax Ave provides connections to the Wilshire/Fairfax station, bus stops, LACMA, Shalhevet High School, Park La Brea, Farmers Market and The Grove. The existing conditions analysis identified 31 pedestrian and bicycle involved collisions on Fairfax Ave. Fairfax Ave came up 55 times during community engagement activities. The first/last mile bicycle lane aligns with the City of LA's proposed bike network.
6th St	Collector	La Jolla Ave to Masselin Ave	Pedestrian lighting, traffic calming, wayfinding signage, bicycle boulevard, protected bicycle lane	New or improved crosswalks, bus stop enhancements, bike friendly intersections	6th St provides connections to the LACMA, Park La Brea, and the La Brea Tar Pits. The existing conditions analysis identified 14 pedestrian and bicycle involved collisions on 6th St. 6th St came up 15 times during community engagement activities. The first/last mile bicycle lane aligns with the City of LA's proposed bike network. The first/last mile protected bicycle lane aligns with the City of LA's proposed bike network east of Fairfax Ave. The first/last mile bicycle boulevard west of Fairfax Ave provides an alternative that preserves on-street parking.
8th St/Del Valle Dr	Collector	McCarthy Vista to Hauser Blvd	Landscaping and shade, pedestrian lighting, sidewalk/ curb extensions, bicycle lane, bicycle boulevard	New or improved crosswalks, bike friendly intersections	8th St/Del Valle Dr provides an east-west route south of Wilshire Blvd. The existing conditions analysis identified 6 pedestrian and bicycle involved collisions on 8th St/Del Valle Dr. 8th St/Del Valle Dr came up 35 times during community engagement activities. The first/last mile bicycle network provides enhanced alternatives to the City of LA's proposed sharrow along 8th St.
San Vicente Blvd	Collector	La Jolla Ave to Hauser Blvd (Ped); La Jolla Ave to Rimpau Blvd (Bike)	Landscaping and shade, pedestrian lighting, protected bicycle lane	New or improved crosswalks, bus stop enhancements, bike friendly intersections	San Vicente Blvd provides connections to bus stops, Shalhevet High, and the Olympia Medical Center. The existing conditions analysis identified 8 pedestrian and bicycle involved collisions on San Vicente Blvd. San Vicente Blvd came up 13 times during community engagement activities. The first/last mile protected bicycle lane aligns with the City of LA's proposed bike network.
Crescent Heights Blvd/McCarthy Vista	Collector	3rd St to San Vicente Blvd	Pedestrian lighting	New or improved crosswalks, bike friendly intersections	Crescent Heights Blvd/McCarthy Vista provides a north-south route west of Fairfax Ave. The existing conditions analysis identified 4 pedestrian and bicycle involved collisions on Crescent Heights Blvd/McCarthy Vista. Crescent Heights Blvd/McCarthy Vista came up 22 times during community engagement activities.
Ogden Dr	Collector	Olympic Blvd to Wilshire Blvd	Landscaping and shade, pedestrian lighting, bicycle boulevard, wayfinding signage	New or improved crosswalks, bike friendly intersections	Ogden Dr provides an north-south route to the Wilshire/Fairfax station, east of Fairfax Ave. Ogden Dr came up 26 times during community engagement activities.
Curson Ave	Collector	San Vicente Blvd to 8th St	Landscaping and shade, pedestrian lighting, bicycle boulevard	New or improved crosswalks, bike friendly intersections	Curson Ave provides a north-south route for residential areas in the quadrant of the station area. The existing conditions analysis identified 6 pedestrian and bicycle involved collisions on Curson Ave. Curson Ave came up 10 times during community engagement activities. The first/last mile bicycle boulevard provides an enhanced alternative to the City of LA's proposed sharrow.
San Diego Way	Cut-through	Barrows Dr to Wilshire Blvd	Wayfinding signage	N/A	San Diego Way is a predestrian walkway that cuts through three residential blocks between Wilshire Blvd and Barrows Dr.
LACMA Plaza	Cut-through	6th St to Wilshire Blvd	Wayfinding signage	N/A	LACMA Plaza provides a pedestrian shortcut between 6th St and Wilshire Blvd. The cut-through will connect to the Wilshire/Fairfax Station.

PROJECT LIST

WILSHIRE / LA BREA STATION

Project	Description	Extents	Proposed Corridor Improvements	Proposed Spot Improvements	Proposed Project Justification
Wilshire Blvd	Arterial	Masselin Ave to Rimpau Blvd	Landscaping and shade, pedestrian lighting, sidewalk/ curb extensions, street furniture, wayfinding signage	New or improved crosswalks, bus stop enhancements, bike friendly intersections	Wilshire Blvd provides connections to the Wilshire/La Brea station, bus stops, restaurants and other commercial uses. The existing conditions analysis identified 43 pedestrian and bicycle involved collisions on Wilshire Blvd. Community members mentioned the street 28 times during engagement activities throughout the planning process. In addition, selecting Wilshire Blvd and the proposed pathway improvements will support one of the possible options from the City of Beverly Hill's streetscape project, for the length of the corridor.
La Brea Ave	Arterial	San Vicente Blvd to 2nd St (Ped); San Vicente Blvd to 3rd St (Bike)	Landscaping and shade, pedestrian lighting, wayfinding signage, bicycle lane	New or improved crosswalks, bus stop enhancements, bike friendly intersections	La Brea Ave provides connections to the Wilshire/La Brea station and commercial uses along its length. The existing conditions analysis identified 42 pedestrian and bicycle involved collisions on La Brea Ave. Bus stop enhancements were identified by community members as the most needed improvement on La Brea Ave. La Brea Ave came up 32 times during community engagement activities. The first/last mile bike lane aligns with the City of LA's Mobility Plan proposed bike network.
6th St	Collector	Masselin Ave to Rimpau Blvd (Ped) Masselin Ave to La Brea Ave (Bike)	Pedestrian lighting, traffic calming, protected bike lane, bicycle lane	New or improved crosswalks, bus stop enhancements, bike friendly intersections	6th St provides connections to John Borroughs Middle School and Park La Brea. Community members noted bike facilities as the most needed improvement on this street. 6th St came up 26 times during community engagement activities. The first/last mile bike facilities close the gap in the City of LA's proposed bicycle network between Hauser Blvd and Cochran Ave.
8th St	Collector	Hauser Blvd to Rimpau Blvd (Ped) Hauser Blvd to Muirfield Rd (Bike)	Landscaping and shade, pedestrian lighting, sidewalk/ curb extensions, bicycle boulevard	New or improved crosswalks, bus stop enhancements, bike friendly intersections	8th St provides an alternative east-west route, south of Wilshire Blvd. The existing conditions analysis identified 23 pedestrian and bicycle involved collisions on 8th St. Community members noted bike facilities as the most needed improvement on this street. 8th St came up 25 times during community engagement activities. The first/last mile bicycle boulevard provides an enhanced alternative to the City of LA proposed sharrow.
Cochran Ave	Collector	3rd St to Edgewood Pl (Ped); Beverly Blvd to San Vicente Blvd (Bike)	Landscaping and shade, pedestrian lighting, sidewalk/ curb extensions, bicycle boulevard	New or improved crosswalks, bike friendly intersections	Cochran Ave provides connections to Park La Brea and an alternative north-south route, west of La Brea Ave. Community members noted bike facilities as the most needed improvement on this street. Cochran Ave came up 29 times during community engagement activities. The first/last mile bicycle boulevard provides an enhanced alternative to the City of LA proposed sharrow on Cochran Ave and closes the gap between 6th St and 4th St.
Mansfield Ave	Collector	3rd St to Edgewood Pl (Ped); Beverly Blvd to Edgewood Pl (Bike)	Sidewalk/curb extensions, bicycle boulevard	New or improved crosswalks, bus stop enhancements, bike friendly intersections	Mansfield Ave provides connections to Wilshire Crest Elementary School and Mansfield Ave Park. Community members mentioned the street 3 times during engagement activities throughout the planning process. The first/last mile bicycle boulevard extends and provides an enhanced alternative to the City of LA proposed sharrow on Mansfield Ave between 4th St and 8th St.
Redondo Blvd	Bicycle lane	La Brea Blvd to Pico Blvd	Bicycle lane	N/A	The first/last mile bicycle lane aligns with the City of LA proposed bike network, and extends bicycle facilities further south, connecting riders to San Vicente Blvd.
4th St	Bike Boulevard	Cochran Ave to Arden Blvd	Bicycle boulevard	N/A	The first/last mile bicycle boulevard on 4th St provides an enhanced alternative to the existing sharrow. 4th St is a key east-west route north of Wilshire Blvd and connects to Park La Brea.

Next stop: a better journey.

PURPLE (D LINE) EXTENSION TRANSIT PROJECT FIRST/LAST MILE PLAN

Section 1 – Rough-Order-of-Magnitude (ROM) Cost Estimation

Metro

FALL 2021

Rough Order of Magnitude (ROM) Cost Estimate - **Wilshire Blvd & La Cienega Blvd** Cost Year: 2021

Item Description	QTY	Unit	Amount		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC-50 CONSTRUCTION COSTS					
La Cienega Boulevard	1	LS	$ 5,562,300.00		$ 5,562,300.00
Wilshire Boulevard	1	LS	$ 6,110,100.00		$ 6,110,100.00
Le Doux Road	1	LS	$ 2,891,750.00		$ 2,891,750.00
S Orlando Avenue/ N Gale Drive	1	LS	$ 1,120,500.00		$ 1,120,500.00
San Vicente Boulevard	1	LS	$ 1,984,950.00		$ 1,984,950.00
Clifton Way	1	LS	$ 1,864,250.00		$ 1,864,250.00
Charleville Boulevard	1	LS	$ 1,542,000.00		$ 1,542,000.00
Sweetzer Avenue	1	LS	$ 975,550.00		$ 975,550.00
Willaman Drive	1	LS	$ 418,500.00		$ 418,500.00
6th Street	1	LS	$ 498,550.00		$ 498,550.00
Gregory Way	1	LS	$ 583,600.00		$ 583,600.00
San Ynez Way	1	LS	$ 141,400.00		$ 141,400.00
Hayes Drive	1	LS	$ 2,400.00		$ 2,400.00
Wayfinding Sign Allowance ($25K for Wayfinding Sign Allowance and $5K for Wayfinding Sign Maintenance)	1	LS	$ 30,000.00		$ 30,000.00
Metro Factor	$ 23,725,850.00	$	5%	$ 1,186,292.50	
Construction Sub-Total					**$ 24,912,142.50**
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	$ 24,912,142.50	$	2.0%	$ 498,242.85	
Artwork	$ 24,912,142.50	$	0.5%	$ 124,560.71	
Preliminary Engineering	$ 24,912,142.50	$	4.8%	$ 1,195,782.84	
Final Design Services	$ 24,912,142.50	$	8.1%	$ 2,017,883.54	
Project Management for Design and Construction	$ 24,912,142.50	$	9.8%	$ 2,441,389.97	
Construction Administration and Management	$ 24,912,142.50	$	4.8%	$ 1,195,782.84	
Professional Liability & Other Non-Construction Insurance	$ 24,912,142.50	$	0.003%	$ 747.36	
Legal, Permits, Review Fees by Other Agencies, Cities, and etc.	$ 24,912,142.50	$	3.7%	$ 921,749.27	
Startup	$ 24,912,142.50	$	1.6%	$ 398,594.28	
Project Cost Sub-Total			35.3%	$ 8,794,733.67	**$ 33,706,876.17**
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated	$ 33,706,876.17	$	10.0%	$ 3,370,687.62	
Project Cost					**$ 37,077,563.78**

Purple (D Line) Cost Estimates **Location: La Cienega Blvd (3rd St to Pico Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-outs at Corners	0	Each	$ -	$ -	
Bus Stop Improvements	11	Each	$ 45,600	$ 501,600	
Landscaping & Shade	10	Block	$ 40,600	$ 406,000	
New or Improved Crosswalks	22	Leg	$ 3,000	$ 66,000	
New Sidewalks	26800	Sq. Ft.	$ 44	$ 1,179,200	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	148	Each (Both Sides of Street)	$ 10,100	$ 1,494,800	
Street Furniture	37	Each	$ 3,100	$ 114,700	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 3,762,300.00**

Purple (D Line) Cost Estimates **Location: Wilshire Blvd (Robertson Blvd to S La Jolla Ave)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-outs at Corners	40	Each	$ 30,425	$ 1,217,000	
Bus Stop Improvements	6	Each	$ 45,600	$ 273,600	
Landscaping & Shade	13	Block	$ 40,600	$ 527,800	
New or Improved Crosswalks	24	Leg	$ 3,000	$ 72,000	
New Sidewalks	24800	Sq. Ft.	$ 44	$ 1,091,200	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	97	Each (Both Sides of Street)	$ 10,100	$ 979,700	
Street Furniture	48	Each	$ 3,100	$ 148,800	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 4,310,100.00**

Purple (D Line) Cost Estimates **Location: Le Doux Rd (Burton Wy to W Whitworth Dr)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-outs at Corners	30	Each	$ 30,425	$ 912,750	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade		Block	$ -	$ -	
New or Improved Crosswalks	17	Leg	$ 3,000	$ 51,000	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	110	Each (Both Sides of Street)	$ 10,100	$ 1,111,000	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump	18	Each	$ 3,000	$ 54,000	
PROJECT SUB-TOTAL					**$ 2,128,750.00**

Purple (D Line) Cost Estimates **Location: S Orlando Ave/ N Gale Dr (3rd St to Gregory Wy)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements	2	Each	$ 45,600	$ 91,200	
Landscaping & Shade		Block	$ -	$ -	
New or Improved Crosswalks	4	Leg	$ 3,000	$ 12,000	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	80	Each (Both Sides of Street)	$ 10,100	$ 808,000	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 911,200.00**

Purple (D Line) Cost Estimates **Location: San Vicente Blvd (Burton Wy to La Jolla Ave)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade		Block	$ -	$ -	
New or Improved Crosswalks	7	Leg	$ 1,150	$ 8,050	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	89	Each (Both Sides of Street)	$ 10,100	$ 898,900	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 906,950.00**

Purple (D Line) Cost Estimates **Location: Clifton Wy (Robertson Blvd to San Vicente Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bulb-outs at Corners	26	Each	$ 30,425	$ 791,050	
Bus Stop Improvements	2	Each	$ 45,600	$ 91,200	
Landscaping & Shade		Block	$ -	$ -	
New or Improved Crosswalks	4	Leg	$ 3,000	$ 12,000	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	50	Each (Both Sides of Street)	$ 10,100	$ 505,000	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump	8	Each	$ 3,000	$ 24,000	
PROJECT SUB-TOTAL					**$ 1,423,250.00**

Purple (D Line) Cost Estimates **Location: Charleville Blvd (S Swall Dr to La Doux Rd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade		Block	$ -	$ -	
New or Improved Crosswalks		Leg	$ -	$ -	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	50	Each (Both Sides of Street)	$ 10,100	$ 505,000	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 505,000.00**

Purple (D Line) Cost Estimates **Location: Sweetzer Ave (3rd St to Wilshire Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade		Block	$ -	$ -	
New or Improved Crosswalks		Leg	$ -	$ -	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	63	Each (Both Sides of Street)	$ 10,100	$ 636,300	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 636,300.00**

Purple (D Line) Cost Estimates **Location: Willaman Dr (Clifton Wy to Charleville Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade		Block	$ -	$ -	
New or Improved Crosswalks		Leg	$ -	$ -	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	31	Each (Both Sides of Street)	$ 10,100	$ 313,100	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 313,100.00**

Purple (D Line) Cost Estimates **Location: 6th St (San Vicente Blvd to S. La Jolla Ave)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements	2	Each	$ 45,600	$ 91,200	
Landscaping & Shade		Block	$ -	$ -	
New or Improved Crosswalks	3	Leg	$ 3,000	$ 9,000	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	31	Each (Both Sides of Street)	$ 10,100	$ 313,100	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 413,300.00**

Purple (D Line) Cost Estimates **Location: Gregory Wy (Le Doux Blvd to Schumacher Dr)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade		Block	$ -	$ -	
New or Improved Crosswalks		Leg	$ -	$ -	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	30	Each (Both Sides of Street)	$ 10,100	$ 303,000	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump	5	Each	$ 3,000	$ 15,000	
PROJECT SUB-TOTAL					**$ 318,000.00**

Purple (D Line) Cost Estimates **Location: Santa Ynez Way (Hayes Dr to Olympic Blvd**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade		Block	$ -	$ -	
New or Improved Crosswalks		Leg	$ -	$ -	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	14	Each (Both Sides of Street)	$ 10,100	$ 141,400	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 141,400.00**

Purple (D Line) Cost Estimates **Location: La Cienega Blvd (3rd St to Pico Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Hub	1	Each	$ 1,800,000	$ 1,800,000	
Bicycle Friendly Intersection		Each	$ -	$ -	
Sharrow		Each	$ -	$ -	
Bicycle Blvd		Feet	$ -	$ -	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 1,800,000.00**

Purple (D Line) Cost Estimates **Location: Wilshire Blvd (Robertson Blvd to S La Jolla Ave)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Hub	1	Each	$ 1,800,000	$ 1,800,000	
Bicycle Friendly Intersection		Each	$ -	$ -	
Sharrow		Each	$ -	$ -	
Bicycle Blvd		Feet	$ -	$ -	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 1,800,000.00**

Purple (D Line) Cost Estimates **Location: Le Doux Rd (Burton Wy to Pico Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	4	Each	$ 100,000	$ 400,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd	6600	Feet	$ 55	$ 363,000	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 763,000.00**

IBI Purple Line Cost Estimates **Location: S Orlando Ave/ N Gale Dr (3rd St to Gregory Wy)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	1	Each	$ 100,000	$ 100,000	
Sharrow	8	Each	$ 600	$ 4,800	
Bicycle Blvd	1900	Feet	$ 55	$ 104,500	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 209,300.00**

Purple (D Line) Cost Estimates **Location: San Vicente Blvd (Burton Wy to La Jolla Ave)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	7	Each	$ 100,000	$ 700,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd		Feet	$ -	$ -	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane	0.84	Mile	$ 450,000	$ 378,000	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 1,078,000.00**

Purple (D Line) Cost Estimates **Location: Clifton Wy (Rexford Dr to San Vicente Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	1	Each	$ 100,000	$ 100,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd	6200	Feet	$ 55	$ 341,000	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 441,000.00**

Purple (D Line) Cost Estimates **Location: Charleville Blvd (Lasky Dr to La Doux Rd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	2	Each	$ 100,000	$ 200,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd		Feet	$ -	$ -	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane	1.86	Mile	$ 450,000	$ 837,000	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 1,037,000.00**

Purple (D Line) Cost Estimates **Location: Sweetzer Ave (Beverly Blvd to Wilshire Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	1	Each	$ 100,000	$ 100,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd	4350	Feet	$ 55	$ 239,250	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 339,250.00**

Purple (D Line) Cost Estimates **Location: Willaman Dr (Clifton Wy to Gregory Wy)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	1	Each	$ 100,000	$ 100,000	
Sharrow	9	Each	$ 600	$ 5,400	
Bicycle Blvd		Feet	$ -	$ -	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 105,400.00**

Purple (D Line) Cost Estimates **Location: 6th St (San Vicente Blvd to La Jolla Ave)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection		Each	$ -	$ -	
Sharrow		Each	$ -	$ -	
Bicycle Blvd	1550	Feet	$ 55	$ 85,250	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 85,250.00**

Purple (D Line) Cost Estimates **Location: Gregory Wy (Robertson Blvd to Schumacher Dr)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	1	Each	$ 100,000	$ 100,000	
Sharrow	6	Each	$ 600	$ 3,600	
Bicycle Blvd		Feet	$ -	$ -	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane	0.36	Mile	$ 450,000	$ 162,000	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 265,600.00**

IBI Purple Line Cost Estimates **Location: Hayes Dr (Santa Ynez Wy to Foster Dr)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection		Each	$ -	$ -	
Sharrow	4	Each	$ 600	$ 2,400	
Bicycle Blvd		Feet	$ -	$ -	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 2,400.00**

Rough Order of Magnitude (ROM) Cost Estimate - **Wilshire Blvd and Fairfax Ave** Cost Year: 2021

Item Description	QTY	Unit	Amount		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC-50 CONSTRUCTION COSTS					
Fairfax Avenue	1	LS	$ 5,116,709.09		$ 5,116,709.09
Wilshire Boulevard	1	LS	$ 2,519,550.00		$ 2,519,550.00
8th Street/Del Valle Drive	1	LS	$ 2,916,000.00		$ 2,916,000.00
6th Street	1	LS	$ 1,746,600.00		$ 1,746,600.00
San Vicente Boulevard	1	LS	$ 2,543,900.00		$ 2,543,900.00
Curson Avenue	1	LS	$ 707,500.00		$ 707,500.00
Ogden Drive	1	LS	$ 666,200.00		$ 666,200.00
Crescent Heights Boulevard/McCarthy Vista	1	LS	$ 850,300.00		$ 850,300.00
Wayfinding Sign Allowance ($25K for Wayfinding Sign Allowance and $5K for Wayfinding Sign Maintenance)	1	LS	$ 30,000.00		$ 30,000.00
Metro Factor	$ 17,096,759.09	$	5%	$ 854,837.95	
Construction Sub-Total					**$ 17,951,597.05**
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	$ 17,951,597.05	$	2.0%	$ 359,031.94	
Artwork	$ 17,951,597.05	$	0.5%	$ 89,757.99	
Preliminary Engineering	$ 17,951,597.05	$	4.8%	$ 861,676.66	
Final Design Services	$ 17,951,597.05	$	8.1%	$ 1,454,079.36	
Project Management for Design and Construction	$ 17,951,597.05	$	9.8%	$ 1,759,256.51	
Construction Administration and Management	$ 17,951,597.05	$	4.8%	$ 861,676.66	
Professional Liability & Other Non-Construction Insurance	$ 17,951,597.05	$	0.003%	$ 538.55	
Legal, Permits, Review Fees by Other Agencies, Cities, and etc.	$ 17,951,597.05	$	3.7%	$ 664,209.09	
Startup	$ 17,951,597.05	$	1.6%	$ 287,225.55	
Project Cost Sub-Total			35.3%	$ 6,337,452.30	**$ 24,289,049.35**
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated	$ 24,289,049.35	$	10.0%	$ 2,428,904.94	
Project Cost					**$ 26,717,954.29**

Purple (D Line) Cost Estimates **Location: Fairfax Avenue (3rd St to Pico Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements	9	Each	$ 45,600	$ 410,400	
Landscaping & Shade	14	Block	$ 40,600	$ 568,400	
New or Improved Crosswalks	23	Leg	$ 3,000	$ 69,000	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	152	Each (Both Sides of Street)	$ 10,100	$ 1,535,200	
Street Furniture	38	Each	$ 3,100	$ 117,800	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 2,700,800.00**

Purple (D Line) Cost Estimates **Location: Wilshire Boulevard (La Jolla Ave to Masselin Ave)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bulb-outs at Corners	30	Each	$ 30,425	$ 912,750	
Bus Stop Improvements	4	Each	$ 45,600	$ 182,400	
Landscaping & Shade	9	Block	$ 40,600	$ 365,400	
New or Improved Crosswalks	5	Leg	$ 3,000	$ 15,000	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	96	Each (Both Sides of Street)	$ 10,100	$ 969,600	
Street Furniture	24	Each	$ 3,100	$ 74,400	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 2,519,550.00**

Purple (D Line) Cost Estimates **Location: 8th St/Del Valle (McCarthy Vista to Hauser Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-outs at Corners	38	Each	$ 30,425	$ 1,156,150	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade	11	Block	$ 40,600	$ 446,600	
New or Improved Crosswalks	10	Leg	$ 3,000	$ 30,000	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	90	Each (Both Sides of Street)	$ 10,100	$ 909,000	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 2,541,750.00**

Purple (D Line) Cost Estimates **Location: 6th Street (La Jolla Ave to Masselin Ave)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade		Block	$ -	$ -	
New or Improved Crosswalks	4	Leg	$ 3,000	$ 12,000	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	94	Each (Both Sides of Street)	$ 10,100	$ 949,400	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump	16	Each	$ 3,000	$ 48,000	
PROJECT SUB-TOTAL					**$ 1,009,400.00**

Purple (D Line) Cost Estimates **Location: San Vicente (La Jolla Dr to Hauser Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade	9	Block	$ 40,600	$ 365,400	
New or Improved Crosswalks		Leg	$ -	$ -	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	110	Each (Both Sides of Street)	$ 10,100	$ 1,111,000	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 1,476,400.00**

Purple (D Line) Cost Estimates **Location: Curson Ave (8th St to San Vicente Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade	2	Block	$ 40,600	$ 81,200	
New or Improved Crosswalks		Leg	$ -	$ -	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	41	Each (Both Sides of Street)	$ 10,100	$ 414,100	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 495,300.00**

Purple (D Line) Cost Estimates **Location: S. Ogden Dr. (Wilshire Blvd to Olympic Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade	2	Block	$ 40,600	$ 81,200	
New or Improved Crosswalks		Leg	$ -	$ -	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	38	Each (Both Sides of Street)	$ 10,100	$ 383,800	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 465,000.00**

Purple (D Line) Cost Estimates **Location: Crescent Heights Blvd/McCarthy Vista (3rd St to San Vicente)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade		Block	$ -	$ -	
New or Improved Crosswalks	4	Leg	$ 3,000	$ 12,000	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	83	Each (Both Sides of Street)	$ 10,100	$ 838,300	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 850,300.00**

Purple (D Line) Cost Estimates **Location: Fairfax Avenue (3rd St to Pico Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Hub	1	Each	$ 1,800,000	$ 1,800,000	
Bicycle Friendly Intersection	4	Each	$ 100,000	$ 400,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd		Feet	$ -	$ -	
Class II Bike Lanes	1.44	Mile	$ 150,000	$ 215,909	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 2,415,909.09**

Purple (D Line) Cost Estimates **Location: Wilshire Boulevard (La Jolla Ave to Masselin Ave)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection		Each	$ -	$ -	
Sharrow		Each	$ -	$ -	
Bicycle Blvd		Feet	$ -	$ -	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ -**

Purple (D Line) Cost Estimates **Location: 8th St/Del Valle (McCarthy Vista to Hauser Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	2	Each	$ 100,000	$ 200,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd	1750	Feet	$ 55	$ 96,250	
Class II Bike Lanes	0.52	Mile	$ 150,000	$ 78,000	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 374,250.00**

Purple (D Line) Cost Estimates **Location: 6th Street (La Jolla Ave to Masselin Ave)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	4	Each	$ 100,000	$ 400,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd	2040	Feet	$ 55	$ 112,200	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane	0.50	Mile	$ 450,000	$ 225,000	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 737,200.00**

Purple (D Line) Cost Estimates **Location: San Vicente (La Jolla Ave to Rimpau Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	1	Each	$ 100,000	$ 100,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd		Feet	$ -	$ -	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane	2.15	Mile	$ 450,000	$ 967,500	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 1,067,500.00**

Purple (D Line) Cost Estimates **Location: Curson Ave. (8th St to San Vicente Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	1	Each	$ 100,000	$ 100,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd	2040	Feet	$ 55	$ 112,200	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 212,200.00**

Purple (D Line) Cost Estimates **Location: S. Ogden Dr. (Wilshire Blvd to Olympic Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	1	Each	$ 100,000	$ 100,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd	1840	Feet	$ 55	$ 101,200	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 201,200.00**

Rough Order of Magnitude (ROM) Cost Estimate - **Wilshire Blvd & La Brea Ave** Cost Year: 2021

Item Description	QTY	Unit	Amount		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC-50 CONSTRUCTION COSTS					
La Brea Avenue	1	LS	$ 4,987,600.00		$ 4,987,600.00
Wilshire Boulevard	1	LS	$ 3,739,000.00		$ 3,739,000.00
8th Street	1	LS	$ 4,114,720.00		$ 4,114,720.00
Cochran Avenue	1	LS	$ 3,259,400.00		$ 3,259,400.00
Mansfield Avenue	1	LS	$ 1,879,600.00		$ 1,879,600.00
6th Street	1	LS	$ 1,809,900.00		$ 1,809,900.00
4th Street	1	LS	$ 360,250.00		$ 360,250.00
Wayfinding Sign Allowance ($25K for Wayfinding Sign Allowance and $5K for Wayfinding Sign Maintenance)	1	LS	$ 30,000.00		$ 30,000.00
Metro Factor	$ 20,180,470.00	$	5%	$ 1,009,023.50	
Construction Sub-Total					**$ 21,189,493.50**
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	$ 21,189,493.50	$	2.0%	$ 423,789.87	
Artwork	$ 21,189,493.50	$	0.5%	$ 105,947.47	
Preliminary Engineering	$ 21,189,493.50	$	4.8%	$ 1,017,095.69	
Final Design Services	$ 21,189,493.50	$	8.1%	$ 1,716,348.97	
Project Management for Design and Construction	$ 21,189,493.50	$	9.8%	$ 2,076,570.36	
Construction Administration and Management	$ 21,189,493.50	$	4.8%	$ 1,017,095.69	
Professional Liability & Other Non-Construction Insurance	$ 21,189,493.50	$	0.003%	$ 635.68	
Legal, Permits, Review Fees by Other Agencies, Cities, and etc.	$ 21,189,493.50	$	3.7%	$ 784,011.26	
Startup	$ 21,189,493.50	$	1.6%	$ 339,031.90	
Project Cost Sub-Total			35.3%	$ 7,480,526.89	**$ 28,670,020.39**
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated	$ 28,670,020.39	$	10.0%	$ 2,867,002.04	
Project Cost					**$ 31,537,022.43**

Purple (D Line) Cost Estimates **Location: La Brea Ave (San Vicente Blvd to 2nd St)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements	9	Each	$ 45,600	$ 410,400	
Landscaping & Shade	10	Block	$ 40,600	$ 406,000	
New or Improved Crosswalks	4	Leg	$ 3,000	$ 12,000	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	142	Each (Both Sides of Street)	$ 10,100	$ 1,434,200	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 2,262,600.00**

Purple (D Line) Cost Estimates **Location: Wilshire Blvd (Masselin Ave to Rimpau Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bulb-outs at Corners	52	Each	$ 30,425	$ 1,582,100	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade	18	Block	$ 40,600	$ 730,800	
New or Improved Crosswalks	8	Leg	$ 3,000	$ 24,000	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	129	Each (Both Sides of Street)	$ 10,100	$ 1,302,900	
Street Furniture	32	Each	$ 3,100	$ 99,200	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 3,739,000.00**

Purple (D Line) Cost Estimates **Location: 8th St (Hauser Blvd to Rimpau Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-outs at Corners	52	Each	$ 30,425	$ 1,582,100	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade	15	Block	$ 40,600	$ 609,000	
New or Improved Crosswalks	8	Leg	$ 3,000	$ 24,000	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	121	Each (Both Sides of Street)	$ 10,100	$ 1,222,100	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 3,437,200.00**

Purple (D Line) Cost Estimates **Location: Cochran Ave (3rd St to Edgewood Pl)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-outs at Corners	30	Each	$ 30,425	$ 912,750	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade	9	Block	$ 40,600	$ 365,400	
New or Improved Crosswalks	12	Leg	$ 3,000	$ 36,000	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	106	Each (Both Sides of Street)	$ 10,100	$ 1,070,600	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 2,384,750.00**

Purple (D Line) Cost Estimates **Location: Mansfield Ave. (3rd St to Edgewood Pl)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bulb-outs at Corners	28	Each	$ 30,425	$ 851,900	
Bus Stop Improvements	2	Each	$ 45,600	$ 91,200	
Landscaping & Shade		Block	$ -	$ -	
New or Improved Crosswalks	8	Leg	$ 3,000	$ 24,000	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting		Each (Both Sides of Street)	$ -	$ -	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump		Each	$ -	$ -	
PROJECT SUB-TOTAL					**$ 967,100.00**

Purple (D Line) Cost Estimates **Location: 6th St (Masselin Ave to Rimpau Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bulb-outs at Corners		Each	$ -	$ -	
Bus Stop Improvements		Each	$ -	$ -	
Landscaping & Shade		Block	$ -	$ -	
New or Improved Crosswalks		Leg	$ -	$ -	
New Sidewalks		Sq. Ft.	$ -	$ -	
Improved Sidewalks		Sq. Ft.	$ -	$ -	
Pedestrian & Bike Lighting	129	Each (Both Sides of Street)	$ 10,100	$ 1,302,900	
Street Furniture		Each	$ -	$ -	
Traffic Calming - Speed hump	21	Each	$ 3,000	$ 63,000	
PROJECT SUB-TOTAL					**$ 1,365,900.00**

Purple (D Line) Cost Estimates **Location: La Brea Ave (San Vicente Blvd to 3rd St)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Hub	1	Each	$ 1,800,000	$ 1,800,000	
Bicycle Friendly Intersection	7	Each	$ 100,000	$ 700,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd		Feet	$ -	$ -	
Class II Bike Lanes	1.50	Mile	$ 150,000	$ 225,000	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 2,725,000.00**

Purple (D Line) Cost Estimates **Location: 8th St (Hauser Blvd to Muirfield Rd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycled Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	3	Each	$ 100,000	$ 300,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd	6864	Feet	$ 55	$ 377,520	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 677,520.00**

Purple (D Line) Cost Estimates **Location: Cochran Ave (Beverly Blvd to San Vicente Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycled Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	4	Each	$ 100,000	$ 400,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd	8630	Feet	$ 55	$ 474,650	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 874,650.00**

Purple (D Line) Cost Estimates **Location: Redondo Blvd. (La Brea Blvd to San Vicente Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycled Hub		Each	$ -	$ -	
Bicycle Friendly Intersection		Each	$ -	$ -	
Sharrow		Each	$ -	$ -	
Bicycle Blvd		Feet	$ -	$ -	
Class II Bike Lanes	0.76	Mile	$ 150,000	$ 114,000	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 114,000.00**

Purple (D Line) Cost Estimates **Location: Mansfield Ave. (Beverly Blvd to Edgewood Pl)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bicycled Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	5	Each	$ 100,000	$ 500,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd	7500	Feet	$ 55	$ 412,500	
Class II Bike Lanes		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 912,500.00**

Purple (D Line) Cost Estimates **Location: 6th St (Masselin Ave to La Brea Ave)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT Unit Cost	AMOUNT Amount	TOTAL AMOUNT Amount
Bicycled Hub		Each	$ -	$ -	
Bicycle Friendly Intersection	3	Each	$ 100,000	$ 300,000	
Sharrow		Each	$ -	$ -	
Bicycle Blvd		Feet	$ -	$ -	
Class II Bike Lanes	0.24	Mile	$ 150,000	$ 36,000	
Class IV Protected Bike Lane	0.24	Mile	$ 450,000	$ 108,000	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 444,000.00**

Purple (D Line) Cost Estimates **Location: 4th St (Cochran Ave to Arden Blvd)**

Prepared By: ESS
Date: 2021-05-21

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycled Hub		Each	$ -	$ -	
Bicycle Friendly Intersection		Each	$ -	$ -	
Sharrow		Each	$ -	$ -	
Bicycle Blvd	6550	Feet	$ 55	$ 360,250	
Class II Bike Lanes		Mile	$ -	$ -	
Class II Protected Bike Lane - Raised Median		Mile	$ -	$ -	
Class IV Protected Bike Lane		Mile	$ -	$ -	
Shared Use Path		Mile	$ -	$ -	
PROJECT SUB-TOTAL					**$ 360,250.00**

Supporting Documents

Next stop: a better journey.

PURPLE (D LINE) EXTENSION TRANSIT PROJECT FIRST/LAST MILE PLAN

Section 1 – Existing Conditions

Metro

FALL 2021

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1. Introduction

The Purple Line Extension Section 1 First/Last Mile Plan is focused on identifying improvements for pedestrian and bicycle access to three new subway stations proposed as part of the extension of the Purple Line subway. The Purple Line is an underground subway line that originates at Union Station in Downtown Los Angeles and currently provides service to the west to its existing terminus at Wilshire Boulevard and Western Avenue. From the current terminus, the Purple Line Section 1 extension will extend the Purple Line nearly four miles westward and add three new stations, providing access to the Miracle Mile, Central Los Angeles, and southeast Beverly Hills. Section 1 is the first of a three-part planned extension, which will extend the Purple Line a total of approximately 9 miles westward while adding seven new stations.

The Purple Line Extension Section 1 First/Last Mile Plan aims to increase the mobility, accessibility, safety, and level of comfort for pedestrians, bicyclists, and other active modes of transportation surrounding three proposed rail stations. This report details the existing conditions for the area encompassing the three future stations along the Purple Line Extension Section 1:

- Wilshire / La Brea Station
- Wilshire / Fairfax Station
- Wilshire / La Cienega Station

This existing conditions report focuses on the approximate half-mile radius surrounding each station area. This report details the current built environment, examining and documenting numerous factors related to improving station access for pedestrians and bicyclists. These factors include:

- The street network around each station
- Each station's approximate half-mile pedestrian walk shed, or the area within a pedestrian could comfortably walk to access the station within 15 minutes
- Streets with high vehicular speeds around each station
- Existing bicycle facilities, including bicycle parking, around each station
- Existing pedestrian facilities, including wayfinding, around each station
- Bicycle and pedestrian collisions within a half-mile of each station
- Key access corridors, or the most logical paths a pedestrian or cyclist would take to access the station
- Bus transit routes that serve the approximate half-mile radius of each station
- Land use within an approximate half-mile of each station
- Points of interest, including major transit hubs, within an approximate half-mile of each station
- Equity statistics within an approximate half-mile radius of each station
- School district boundaries within an approximate half-mile of each station

These factors were established in Metro's *First/Last Mile Strategic Plan & Planning Guidelines,* as well as the California Transportation Commission's *2019 Active Transportation Program Guidelines* and form the foundation for technical analysis of existing and future conditions for pedestrians and bicyclists in the station areas.

Figure 1.1 shows the location of the three future Purple Line stations for Section 1, as well as the approximate half-mile planning radius around each station.

Purple Line Extension Section 1

Study Area

Figure 1.1

Purple Line Extension Section 1 Station

Purple Line Extension Section 1 Half-Mile Radii

Metro IBI

0 0.5 1 Miles

N

2. Purple Line Section 1

The Purple Line Extension Project is being built in three sections. This First/Last Mile Plan focuses on Section 1. For reference, the Purple Line Extension Section 2 and 3 extends from the Wilshire / La Cienega Station and continues through Beverly Hills, Century City, and Westwood.

2.1. Alignment

The Purple Line Extension Section 1 alignment begins at the current Wilshire Boulevard and Western Avenue terminus and extends westward underneath Wilshire Boulevard.

Section 1 of the Purple Line Extension adds 3.92 miles of track to Metro's Rail system with three new stations at Wilshire/ La Brea, Wilshire/ Fairfax, and Wilshire/ La Cienega. This extension received approval from Metro's Board in July 2014 for construction and is scheduled for completion in 2023. The remaining two sections of the Purple Line Extension are expected to be completed before the Los Angeles Summer Olympics in 2028.

2.2. Station Locations

There are three stations under construction for the Purple Line Extension Section 1. These stations are located at the northwest corner of Wilshire Boulevard and La Brea Avenue, the southeast corner of Wilshire Boulevard and Orange Grove Avenue (just east of Fairfax Avenue), and the northeast corner of Wilshire Boulevard and La Cienega Boulevard.

3. Station Area Plans and Projects

This section discusses recent plans and programs completed or initiated by the City of Los Angeles and the City of Beverly Hills to plan for land use, transportation, or other improvements in the vicinity of the planned Section 1 stations. Information and recommendations contained in these plans will help to inform the development of the FLM pathway networks for each of the three Section 1 stations.

3.1. Station Area Plans and Projects

The Purple Line Transit Neighborhood Plans (TNP) program, lead by Los Angeles City Planning and partially funded by Metro, aims to:

- establish new regulations and standards that encourage transit ridership
- promote job creation
- enhance the built environment by establishing standards for the design of new buildings
- focus new growth and housing in proximity to the three stations while marinating the character of existing single-family neighborhoods
- Support walkable commercial corridors

Each station area is distinct and will be planned accordingly with different intensities, land uses, design guidelines, regulatory tools, and other strategies. The Purple Line TNP aims to foster a mix of uses around the transit stations that will encourage transit use and improve mobility for everyone. The goal of the TNP is to provide residents and employees with greater mobility choices and reduce automobile dependence.

The planning effort will develop new zoning for the three neighborhoods along the Purple Line, guide future development through 2040 through regulations on new developments. The Purple Line TNP established a vision for the plan including:

- Regional cultural and office hub along the Wilshire Boulevard corridor and major intersections
    - From the Plan: “Vibrant 24/7 activity and a fine grain of visitor-serving uses throughout the corridor, with high-quality and sustainable building design. Facilitate a compact nix of jobs and housing that complements existing uses and supports transit ridership. Enhance the regional center while promoting walkability and respecting the historic built environment by incorporating Miracle Mile Community Design Overlay regulations.”
- Improved walkability with a mix of uses on urban main streets, including La Brea Avenue, Fairfax Avenue, and San Vicente Boulevard
    - From the Plan: “Pedestrian friendly areas with small shops that serve adjacent neighborhoods and connect them to transit, while allowing some opportunities for more mixed-use development. These areas benefit from increased services and improved mobility and connections to Downtown and the Westside.”
- Compatibility with unique residential areas among the Citrus Avenue (south of Edgewood Place), Cloverdale Avenue (north of Wilshire Boulevard), and 6th Street (west of Fairfax Avenue) neighborhoods
    - From the Plan: “Use character and scale regulations to respect historically significant neighborhoods with a high percentage of rent-stabilized apartments. Consider additional density while ensuring compatibility through regulations that require new developments to be consistent with the existing pattern of development, massing, and prominent architectural features.”

The Purple Line TNP program has concluded its initial development, plan development, and concept plan and open house presentations. The Purple Line TNP is currently in the Environmental Review phase and has just concluded a Winter 2019 community engagement effort. Upcoming phases include Draft EIR and Draft Plan, Final EIR and Adoption, and finally plan implementation.

The Wilshire Community Plan is a part of the City of Los Angeles General Plan, which defines the framework by which the City's physical and economic resources are managed and utilized over time. The Wilshire Community Plan synthesizes the prevailing visions and objectives of the area's residents, property owners, and business owners. Policies and programs in the Wilshire Community Plan relate to land use, coordination opportunities, and urban design. The Wilshire Community Plan set forth planning goals and objectives to main the community's distinctive character by:

- Enhancing the positive characteristics of residential neighborhoods while improving a variety of housing opportunities
- Improving the function, design and economic vitality of commercial areas
- Preserving and enhancing the positive characteristics of existing uses while provide the foundation for community identity
- Maximizing development opportunities around existing and future transit systems while minimizing adverse impacts
- Preserving and strengthening commercial developments to provide a diverse job-producing economic base
- Improving the quality of the built environment through design guidelines, streetscape improvements, and other physical improvements which enhance appearance of the community

The Wilshire Community Plan identified public transit opportunities within the plan area to increase the use of public transit. Although the implementation of the Purple Line was not mentioned, this plan presented the following goals, with associated objectives and policies to achieve those goals:

- Develop additional public transit services which improve mobility with efficient, reliable, safe, convenient alternatives to automobile travel
- Encourage a system of safe, efficient, and attractive bicycle and pedestrian facilities
- Encourage alternative modes of transportation to reduce single-occupancy vehicular trips
- Provide a well-maintained, safe, efficient freeway and street network

The Miracle Mile Community Design Overlay District (CDO) provides guidelines and standards to enhance the identity and promote the pedestrian environment of the District. One of the goals of the District is to encourage development that adds to a pedestrian friendly environment and contributes to the safety and comfort of both pedestrian and automobile traffic. The Miracle Mile CDO was set upon the principles of consistency, activity, pedestrian orientation, safety, and simplicity. These principles are achieved mainly through the community design, building orientation, and land use planning considerations.

3.2. Citywide and Area Plans and Projects

Mobility Plan 2035, an element of the City of Los Angeles General Plan, provides the policy foundation for achieving a transportation system that balances the needs of all road users. One of the many key policy initiatives calls for the increased use of multi-modal options such as bus and rail transit, walking, and bicycling. The Purple Line Extension was identified in the Mobility Plan as a 'Sign of Change'.

The Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. The Plan calls for a balanced, multi-modal, and sustainable transportation system that offers safe and efficient options for all users. Within the outlined Transportation Element Policies, the Plan calls to promote local bus service in corridors served by the rail system, to increase transit ridership and prepare for future rail service.

4. Station Area Existing Conditions

It is critical to determine the existing conditions for first/last mile present in the vicinity of the three stations to be constructed in Section 1 of the Purple Line Extension Project. The following existing conditions analyses highlight key transportation features within the approximate half-mile radius for each of the three stations. This analysis serves as a preliminary station analysis, and examines access-related station area characteristics identified in Metro's *First/Last Mile Strategic Plan & Planning Guidelines* and the California Transportation Commission's *2019 Active Transportation Program Guidelines*. These access-related station area characteristics are:

- Street Grid
- Half-Mile Pedestrian Walk Shed
- Vehicular Speeds
- Key Access Corridors
- Pedestrian Facilities
- Bicycle Facilities
- Bicycle and Pedestrian Collisions
- Bus Transit Routes
- Land Use
- Points of Interest
- School Districts
- Equity

Equity was determined by using Metro's Equity Focused Communities (EFC data, which highlights the most equity-impacted communities on Los Angeles County. Three factors were chosen as factors that have the highest statistical correlation to gaps in opportunity. These were low income, non-white, and zero-car households. The top 30% of Los Angeles census tracts that had the highest share of the three factors above were captured to determine the EFC metric. No EFC census tracts were found in any of the three Purple Line Extension Section 1 approximate half-mile station areas. Figure 4.1 shows the extent of EFCs located in proximity to the Purple Line Extension Section 1.

Identifying bicycle connections are important to illustrate access to bicyclists, either by Class I bike paths, Class II bike lanes, or Class III shared bike routes. Bicycle infrastructure is crucial to identify in a 3-mile radius rather than a half-mile radius, as bicyclists understandably have a greater travel range than a pedestrian. There are a limited number of existing bike facilities within a three-mile radius of the station, listed below in Table 4.1. Bicycle facilities that come within approximately a half-mile from any station are listed in italics. Figure 4.2 shows all bicycle facilities in the 3-mile radius of the three station areas.

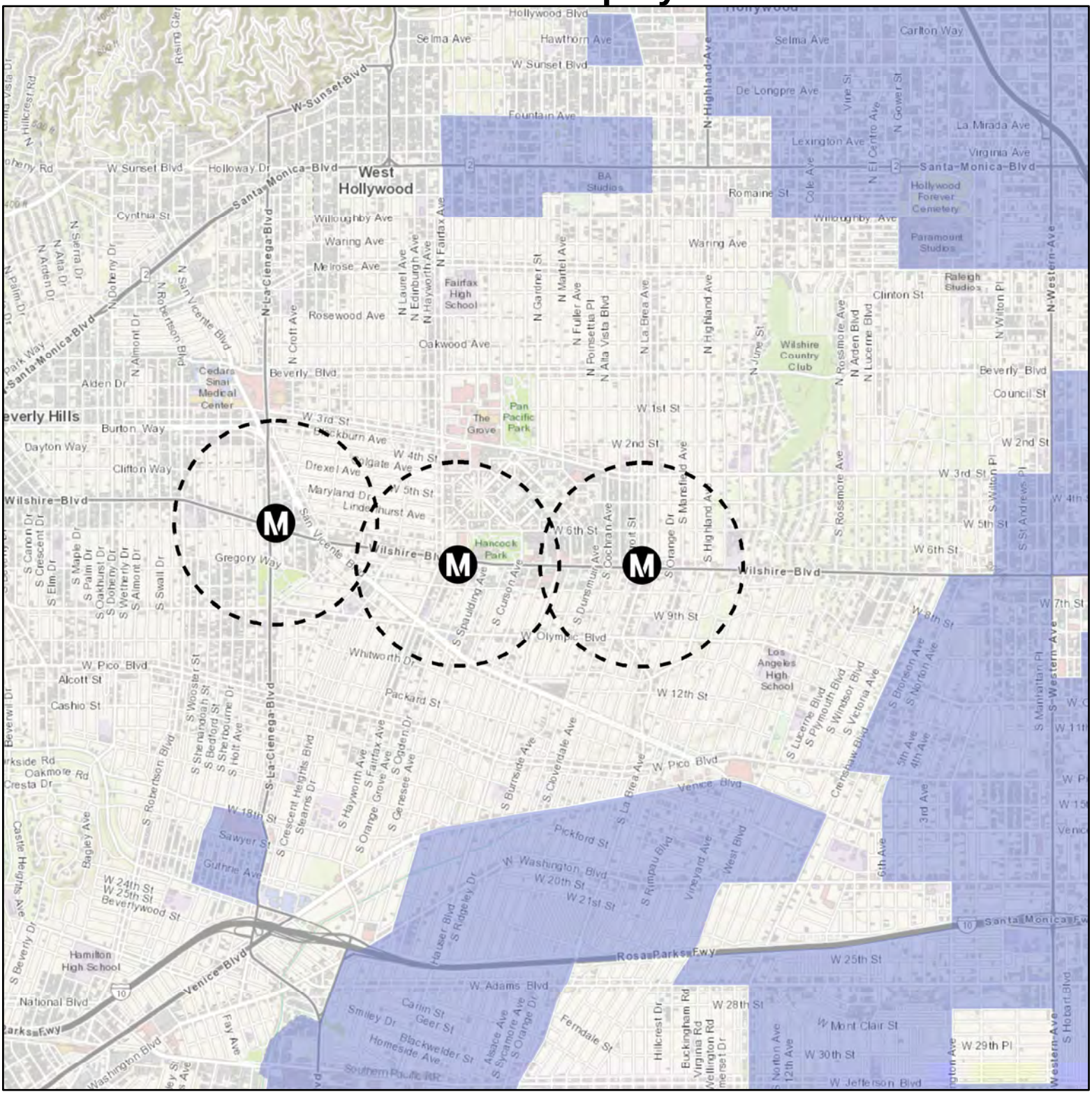
Table 4.1: Purple Line Extension Section 1 Existing Bicycle Facilities Matrix

Bikeway Type	Street Name	Starting Street	Ending Street
Class II: Bicycle Lane	*Hauser Blvd*	*6th St*	3rd St
	Burton Way	*Le Doux Rd*	S Doheny Dr
	San Vincente Ave	W Pico Blvd	S Redondo Blvd
		Wilshire Blvd	W Beverly Blvd
		N Robertson Blvd	N La Cienega Blvd
	Venice Blvd	Venice Way	Arlington Ave
		Bagley Ave	Crenshaw Blvd
	4th Ave	Adams Blvd	W Pico Blvd
	Santa Monica Blvd	Thayer Ave	Avenue of the Stars
	Roxbury Dr	Cashio St	Beverly Green Dr
	Jefferson Blvd	La Cienega Blvd	Harcourt Ave
	Exposition Blvd	Harcourt Ave	9th Ave
		Clarington Ave	Exposition Bl / Palms St
	Martin Luther King Jr Blvd	Coliseum St	Olympic Blvd
	Motor Ave	Northvale Rd	Manning Ave
		Monte Mar Dr	W Pico Blvd
	Wilshire Blvd	S Beverly Glen Blvd	Comstock Ave
	7th St	S Catalina St	S Vermont Ave
	Oxford Ave	3rd St	Beverly Blvd
	Bronson Ave	Santa Monica Blvd	Fountain Ave
	Fairfax Ave	Melrose Ave	Willoughby Ave
		Fountain Ave	Hollywood Blvd
Class III: Sharrowed Bicycle Route	*Redondo Blvd*	*Olympic Blvd*	Jefferson Blvd
	4th St	*Cochran Ave*	New Hampshire Ave
	Jefferson Blvd	La Cienega Pl	La Cienega Blvd
	S Harcourt Ave	Exposition Blvd	W Jefferson Blvd
	Arden Blvd	Wilshire Blvd	Arden Pl
		Arden Pl	Rossmore Ave
	Vine St	Melrose Ave	Yucca St
	Argyle Ave	Selma Ave	Carlos Ave
	Wilcox Ave	Willoughby Ave	Franklin Ave
	Selma Ave	N Highland Ave	Gower St
	Fountain Ave	Sycamore Ave	Western Ave
	Orange Dr	Willoughby Ave	Hollywood BLVD
	La Mirada Ave	N Bronson Ave	Van Ness Ave
	Willoughby Ave	N Vista St	Gower St
	Argyle Ave	Selma Ave	Yucca St
	New Hampshire Ave	6th St	3rd St
	Lucerne Blvd	8th St	4th St
Class III: Bicycle Route	Venice Blvd	Arlington Ave	Catalina St
	Motor Ave	Manning Ave	Monte Mar Dr
Bicycle Friendly Street	Yucca St	N Highland Ave	Ivar Ave

Identifying points of interest is crucial in determining what brings transit users to utilize future Purple Line stations. Points of interest include any major art, attractions, education, open space, or shopping facilities surrounding a station. Figure 4.3 shows points of interest within a three-mile mile radius of each of the three station areas. The specific points of interest identified are found in Appendix A.

Purple Line Extension Section 1
Equity Focused Communities

Figure 4.1



Source: *LA Metro, 2019*

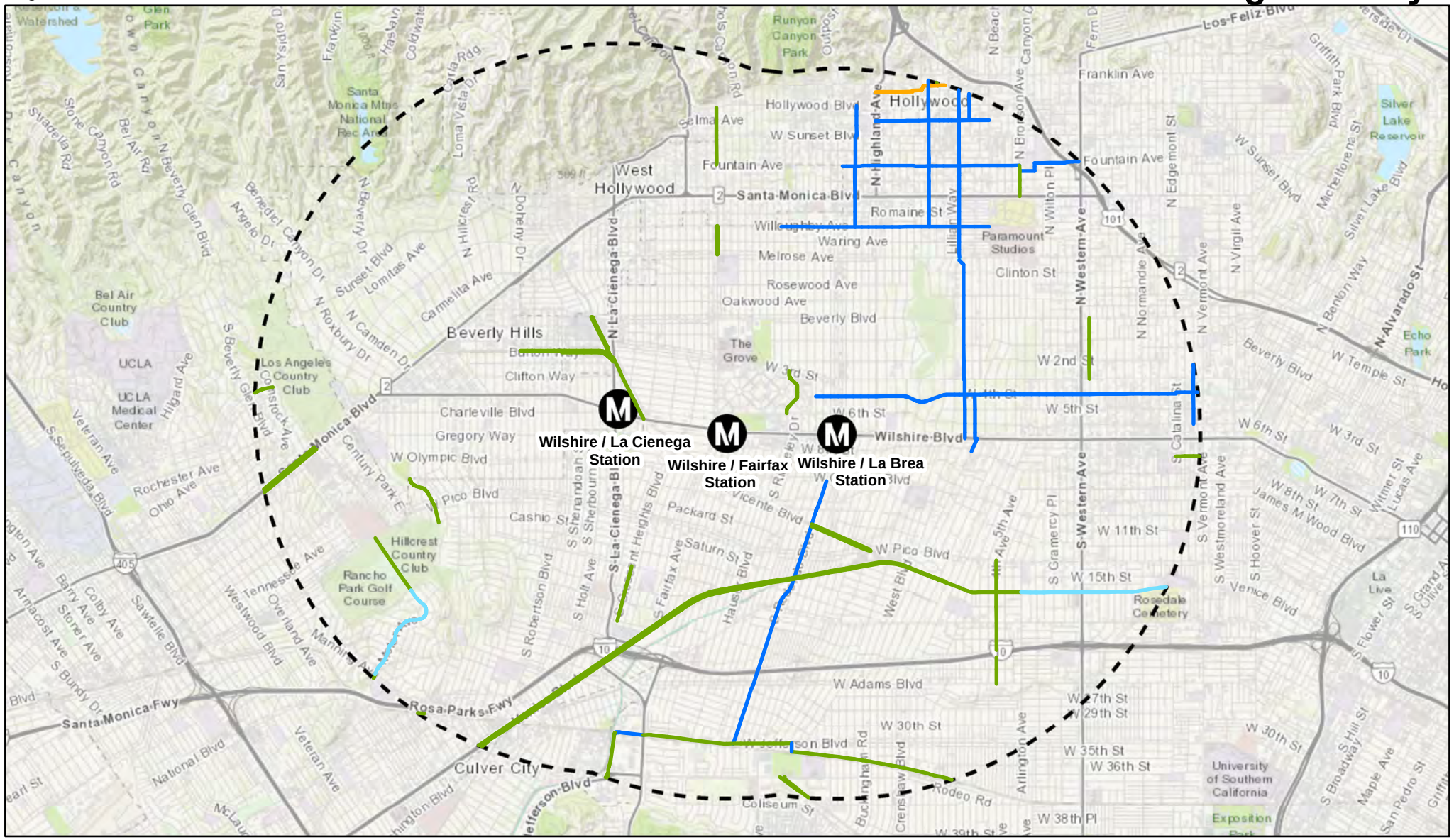
0 1 2 Miles

N

Purple Line Extension Section 1

Existing Bikeways

Figure 4.2



Source: *LA Metro, 2015*

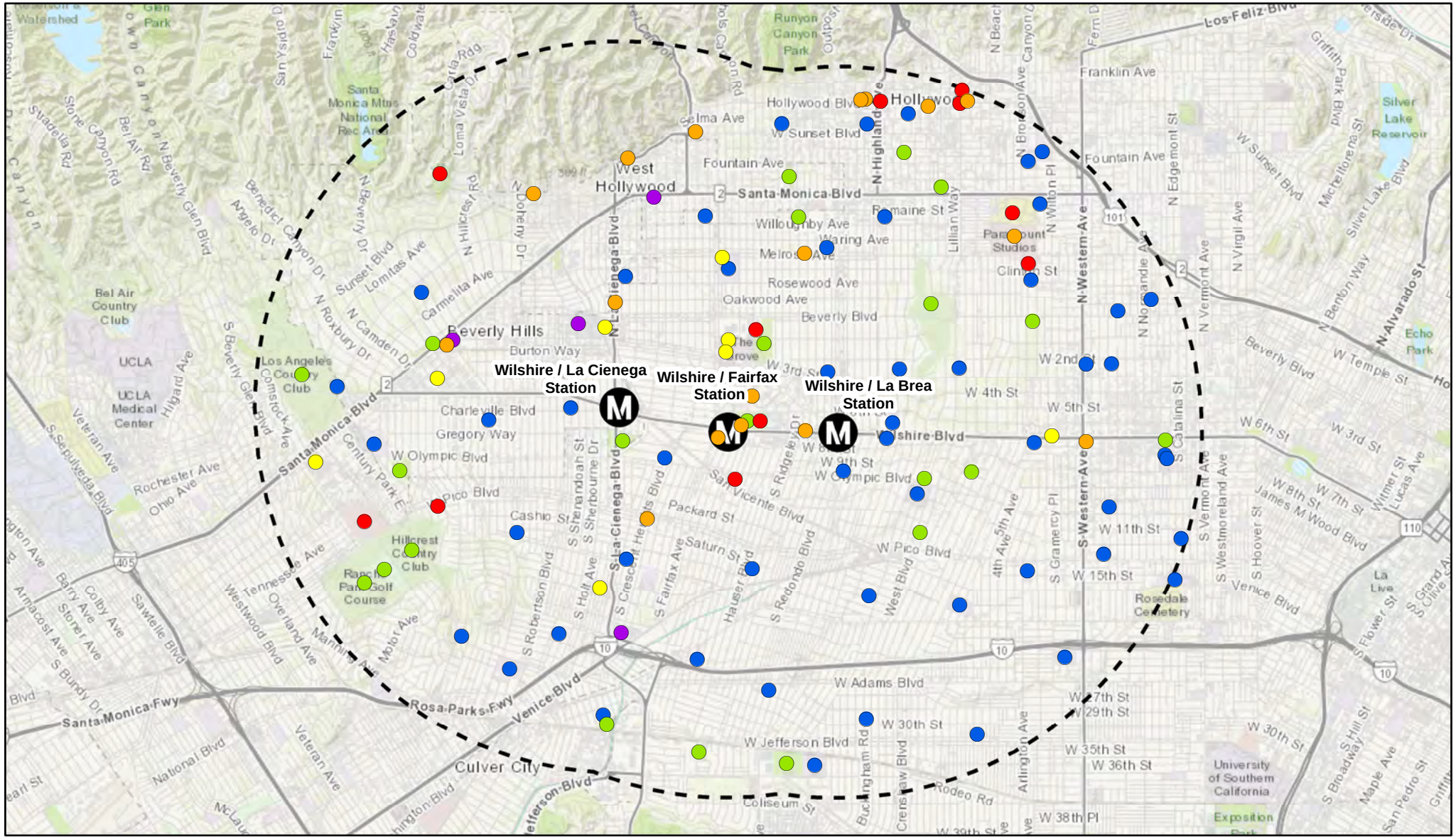
Miles
0 1.5 3

N

Purple Line Extension Section 1

Points of Interest

Figure 4.3



Source: *IBI Group, 2020*

0 1.5 3 Miles

N

4.1. Wilshire / La Brea Station

The Wilshire/La Brea Station is the first of the three new stations for the Purple Line Extension. The residential neighborhoods of Park La Brea, Hancock Park, and Miracle Mile surround the station, with corridors of active commercial, retail, and office space located along Wilshire Boulevard and La Brea Avenue.

The Wilshire/La Brea Station will be located on the northwest corner of Wilshire Boulevard and La Brea Avenue, and will serve as the eastern gateway to the Miracle Mile area as well as provide efficient north-south connections to La Brea Avenue.

An approximate half-mile radius around this station location extends north of 3rd Street, and as far south as the La Brea Avenue/Orange Drive intersection. In addition, the approximate half-mile radius reaches west of Masselin Avenue, and as far east as Tremaine Avenue.

In general, the street network around the station follows a grid-like pattern, except for the area south of Wilshire Boulevard, which rotates the grid pattern approximately 30 degrees. Even though the grid-like pattern shifts slightly to the south of Wilshire Boulevard, many north/south streets line up directly on either side of Wilshire Boulevard, except for Citrus Avenue. The street grid around the station is shown in Figure 4.4.

A pedestrian walk shed is the area encompassed by a half-mile walking distance away from a transit station using the existing pedestrian network. Due to the existing street grid pattern around the Wilshire/La Brea Station, a pedestrian can reach either end of the station approximate half-mile radius, and most destinations are within a half-mile distance away from the station. The pedestrian walk shed is presented in Figure 4.5.

The approximate half-mile radius around the Wilshire/ La Brea Station features many streets with high vehicular speeds. Streets classified as Highway/Freeway, Arterial, or Collector by Caltrans in their Street Hierarchy dataset were determined as streets with high vehicle speeds. High vehicle speeds are those defined as greater than 25 miles per hour. Figure 4.6 shows streets with high vehicle speeds. Streets identified with high vehicular speeds are:

- Wilshire Boulevard
- Olympic Boulevard
- 8th Street
- 6th Street
- 3rd Street
- Hauser Boulevard
- La Brea Avenue
- Highland Avenue
- Redondo Boulevard

Key access corridors were determined by using Metro's Origin/Destination Analysis survey data and determining the locations where those who take active transportation begin or end their trip. The point data was used to determine the most logical route if that user were to access the station, and that pathway would be used to construct the key access corridor network. In summary, Metro's Origin/Destination survey identified origins and destinations a transit user may travel to. The key access corridors identify the most likely routes a pedestrian may take to get to or from the station considering

distance and travel time primarily. Figure 4.7 shows the key access corridors at the Wilshire / La Brea Station area.

Bus stops, sidewalks, and crosswalks were identified as pedestrian facilities. There are 22 bus stops in the Wilshire/La Brea Station area, mainly on Wilshire Boulevard and La Brea Avenue. There was only one section of street in the study area where sidewalks were missing, on Carling Way adjacent to the Wilshire/La Brea Station. In addition, there are 29 instances of missing crosswalks at intersections, either due to traffic flow purposes, the lack of traffic control (signal or stop-sign), or the intersection is located in a low traffic volume residential area. Figure 4.8 identifies the location of pedestrian facilities.

Bicycle and pedestrian collisions were identified from 2013 to 2017 to determine specific areas within a half-mile of the station that see higher rates of active transportation collisions. Data was used from the Statewide Integrated Traffic Records System (SWITRS). Over this 5-year period, the highest rate of collisions were on Wilshire Boulevard, La Brea Avenue, and Olympic Boulevard. There were 66 bicycle and 72 pedestrian collisions within a half-mile of the Wilshire/La Brea Station from 2013 to 2017. Over the 5-year period, the most common causes of collisions occurred when an automobile violated pedestrian right-of-way (34), a pedestrian violated automobile right-of-way (20), and pedestrian violations (17). Most of these collisions occurred on the intersections of La Brea Avenue/ 3rd Street (12), Wilshire Avenue/ Highland Avenue (6), and Wilshire Boulevard/ Hauser Boulevard (6). SWITRS data from 2018-2019[1] shows 28 pedestrian and 19 bicycle collisions within the half mile radius. Although there were no more than two collisions at any location, there was a fatal pedestrian collision at Mansfield Avenue and 9th Street in 2018. All bicycle and pedestrian collisions within the station's half mile radius from 2013-2017 is presented in Figure 4.9.

Four existing bus transit lines intersect the Wilshire/La Brea Station. Nine bus transit lines currently operate within the approximate half-mile radius. For the start and end locations of each bus route within the approximate half-mile radius, see Appendix B. The bus routes are shown in Figure 4.10.

Identifying land use in the half-mile radius study area is crucial in identifying the type of users of the Purple Line will service. There is an emphasis of commercial along Wilshire Boulevard and La Brea Avenue. There is a mixture of medium and low-density residential throughout the study area. Figure 4.11 details the land use surrounding the station. Land use categories are defined as follows:

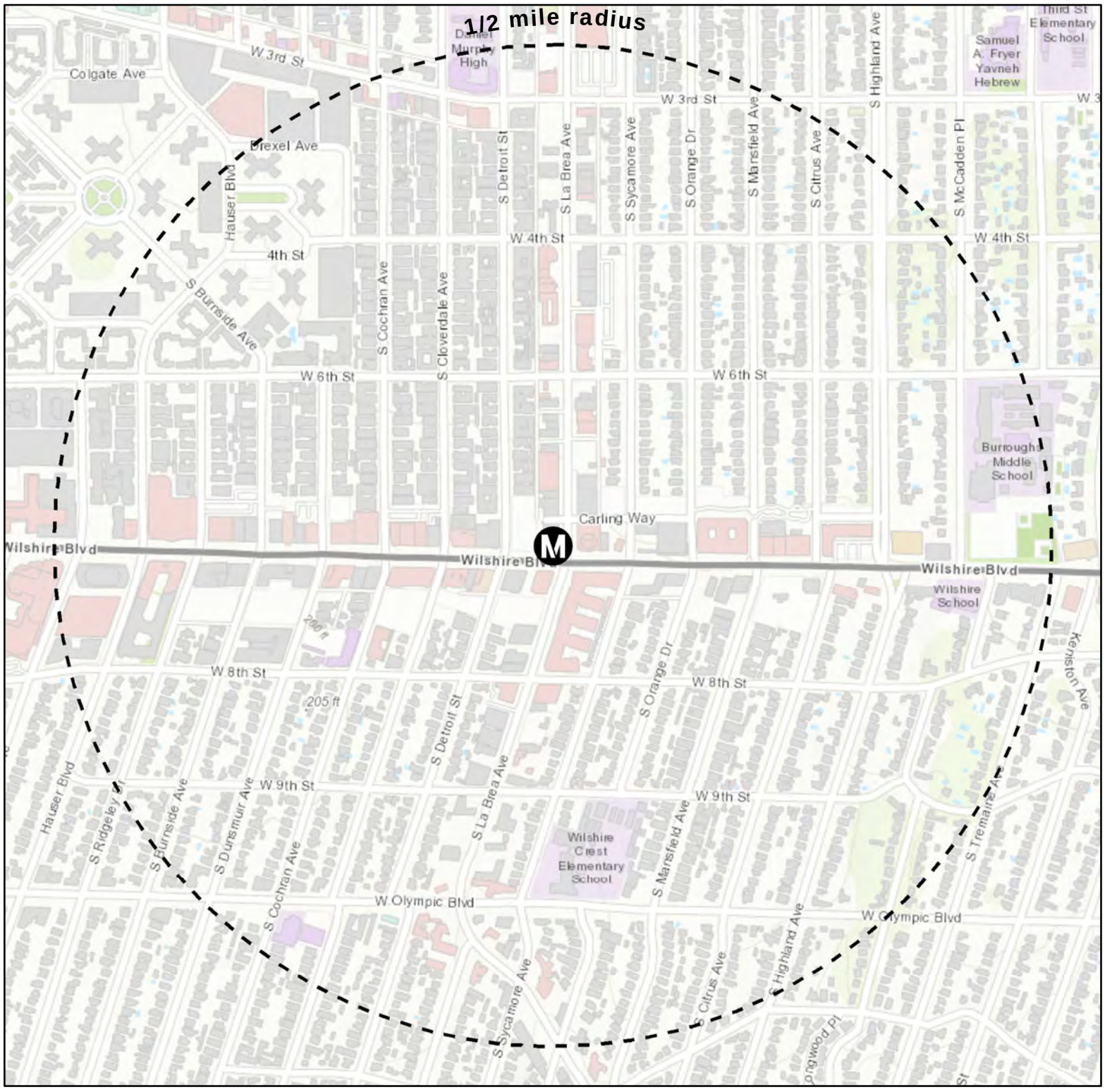
- Low-density residential: 2 or fewer dwelling units per acre
- Medium-density residential: 3 to 8 dwelling units per acre
- General Commercial: Commercial that mainly generates demand within the neighborhood
- Office Commercial: Commercial that mainly is for office use
- Community Commercial: Commercial that can generate demand throughout Central LA
- Regional Commercial: Commercial that can generate demand throughout the larger LA region
- Public Facilities: Schools, public departments, and some museums
- Open Space: Parks and medians
- Mixed-Use: Residential/commercial-oriented mixed use

The approximate half mile radius of the Wilshire/La Brea Station is entirely within the Los Angeles Unified School District.

[1] SWITRS data from 2018-2019 is provisional and subject to change.

Wilshire / La Brea Station
Street Grid

Figure 4.4



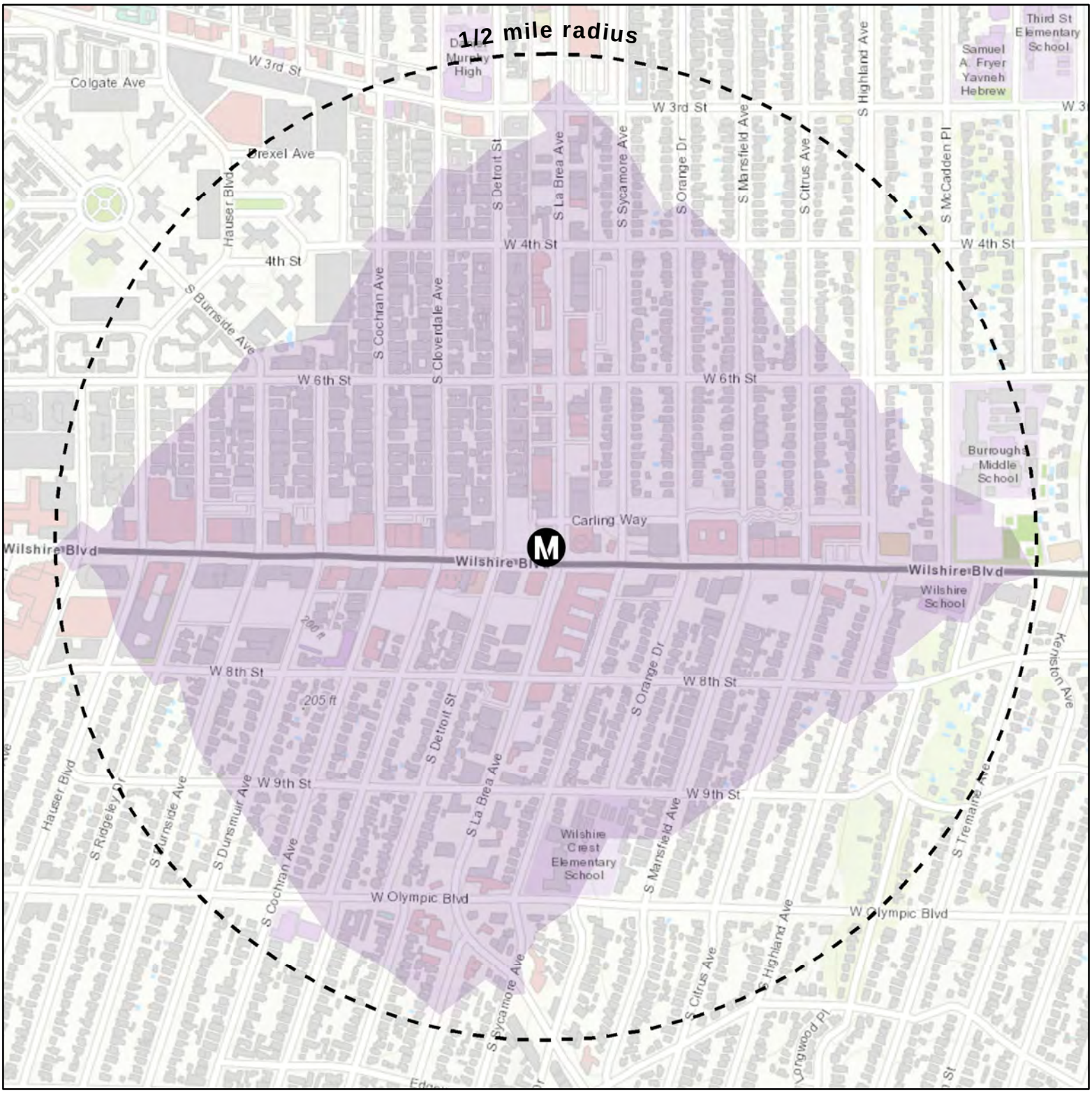
Wilshire / La Brea Station Half-Mile Radius

0 0.25 0.5 Miles

N

Wilshire / La Brea Station
Half-Mile Pedestrian Walk Shed

Figure 4.5



La Brea Pedestrian Shed

Wilshire / La Brea Station Half-Mile Radius

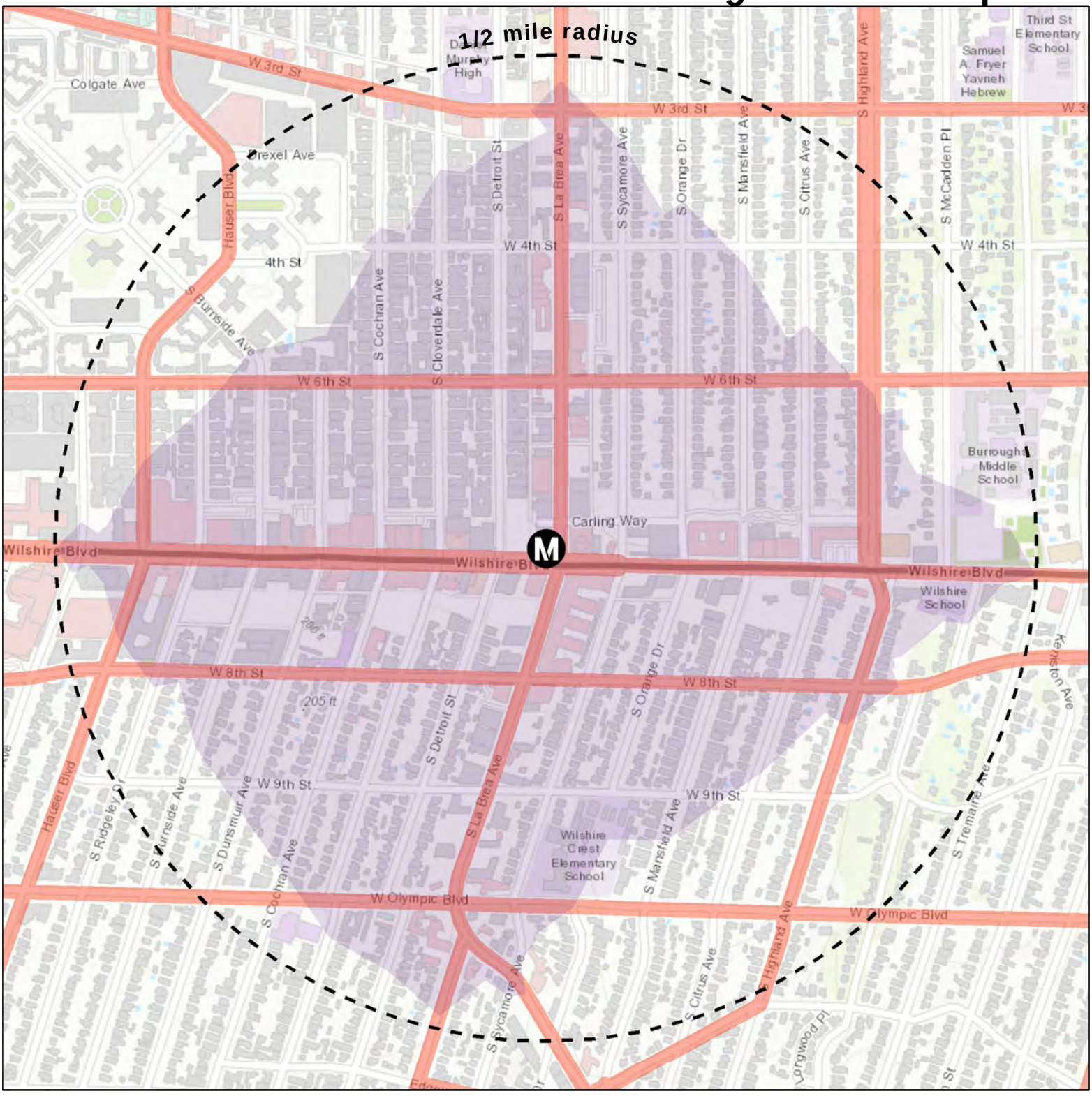
Source: *IBI Group, 2020*

0 0.25 0.5 Miles

N

Wilshire / La Brea Station
Streets with High Vehicular Speeds

Figure 4.6



Streets with High Vehicular Speeds

La Brea Pedestrian Shed

Wilshire / La Brea Station Half-Mile Radius

Metro

IBI

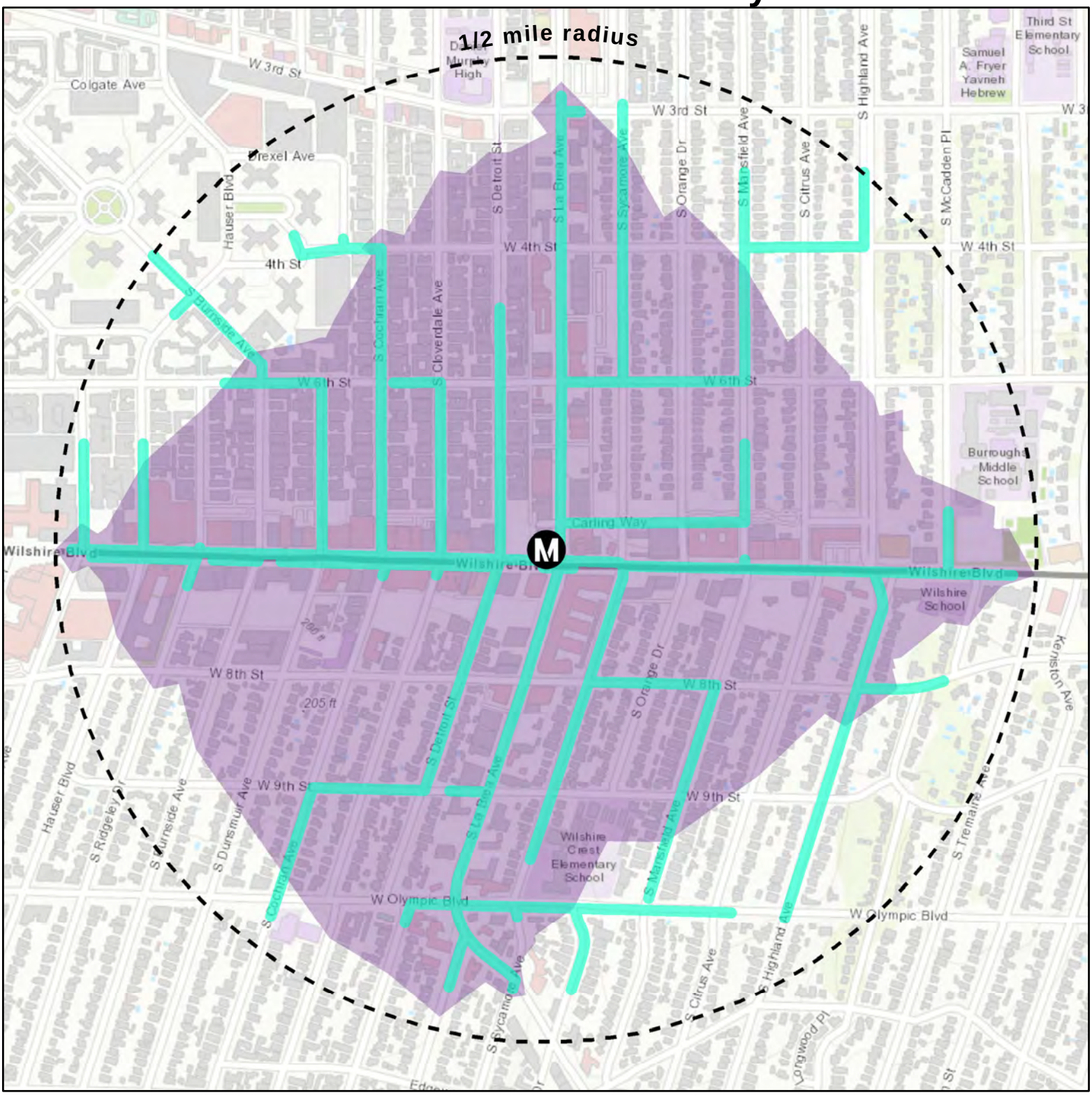
Source: *Caltrans, 2017*

0 0.25 0.5 Miles

N

Wilshire / La Brea Station
Key Access Corridors

Figure 4.7



Key Access Corridors

La Brea Pedestrian Shed

Wilshire / La Brea Station Half-Mile Radius

Metro

IBI

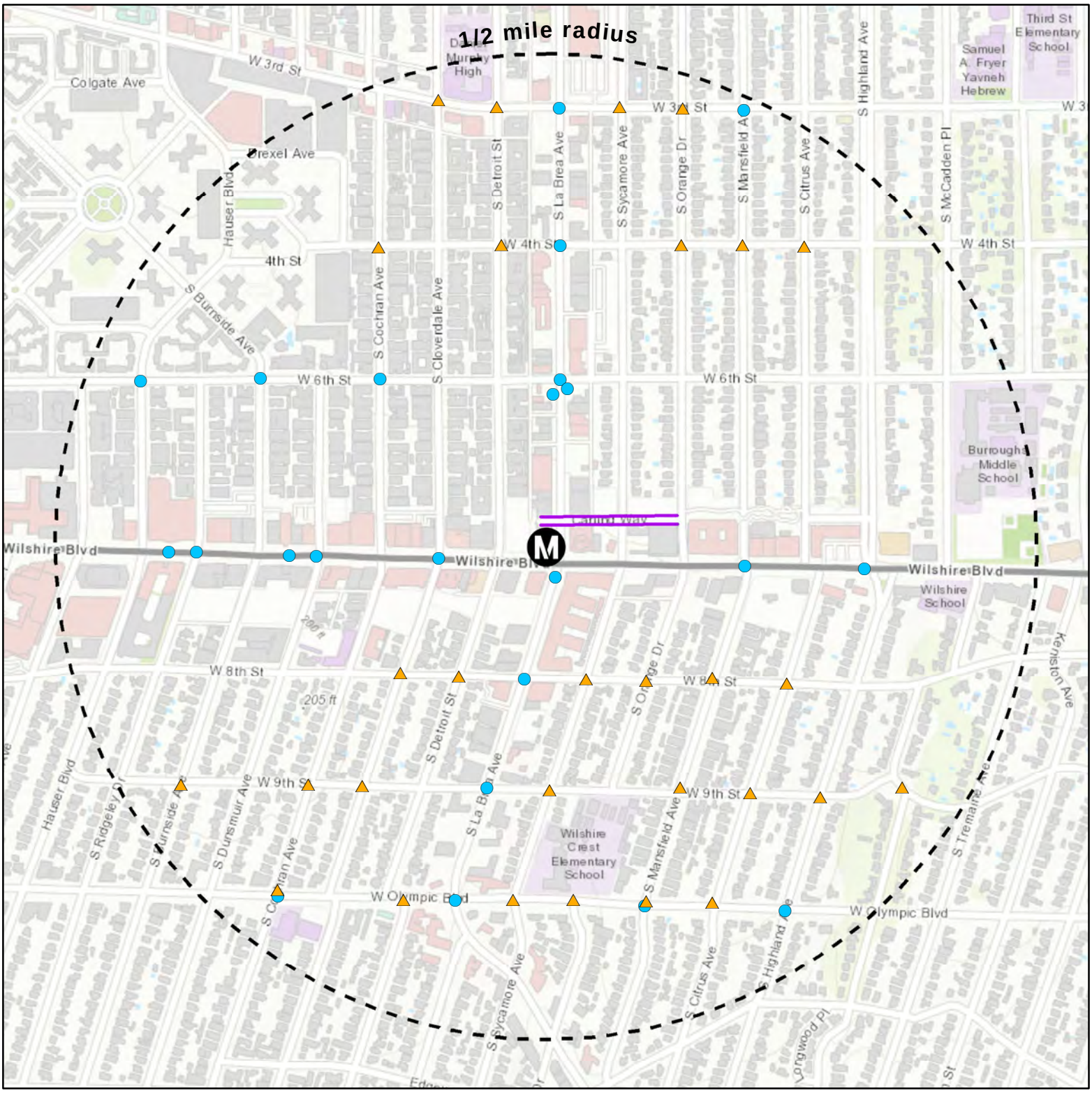
Source: *LA Metro, 2012*

0 0.25 0.5 Miles

N

Wilshire / La Brea Station
Pedestrian Facilities

Figure 4.8



- Missing Crosswalk
- Bus Stop
- Missing Sidewalk
- Wilshire / La Brea Station Half-Mile Radius

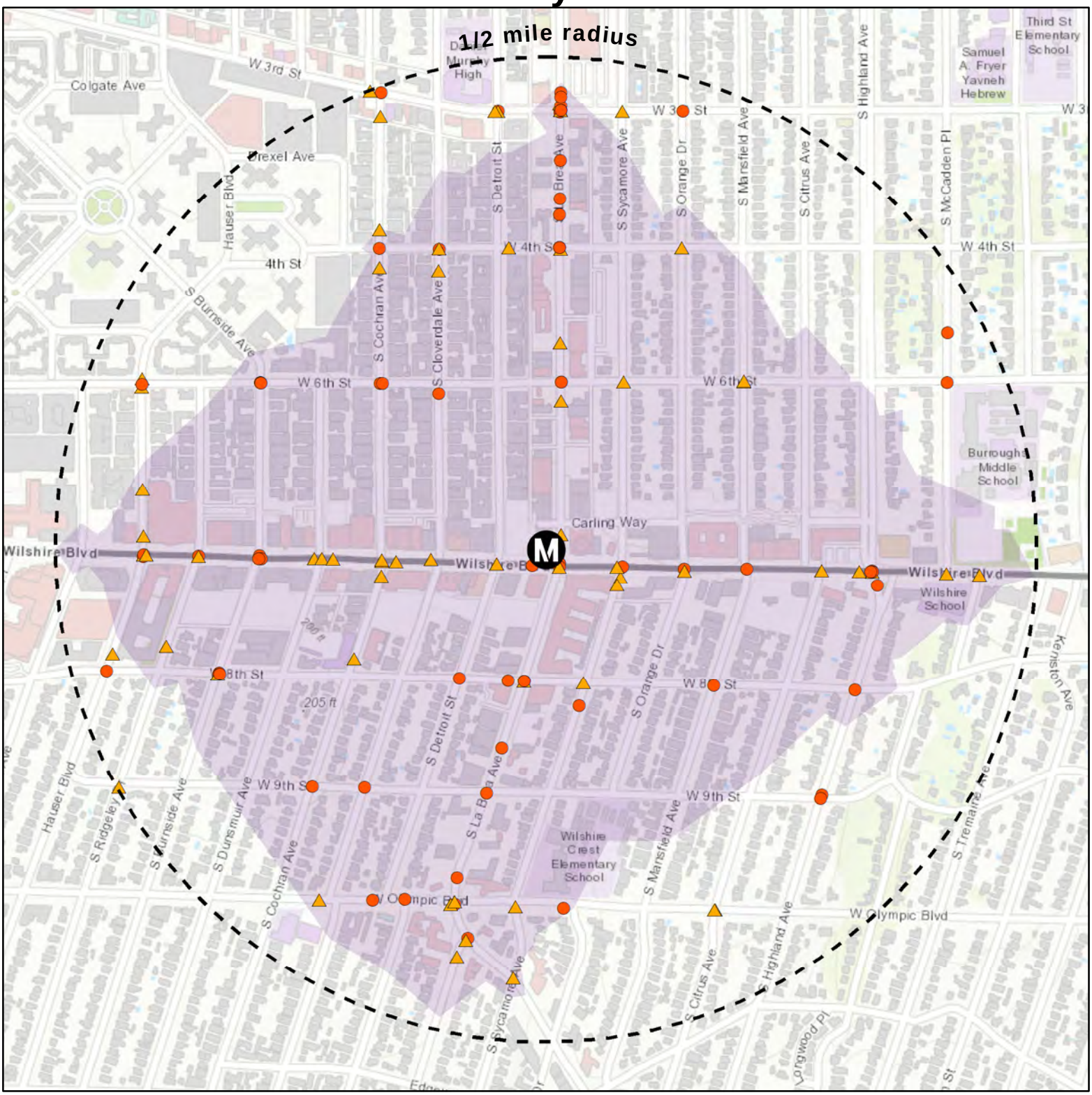
Source: *IBI Group, 2020*

0 0.25 0.5 Miles

N

Wilshire / La Brea Station
Bicycle and Pedestrian Collisions

Figure 4.9



Pedestrian Collision
Bicycle Collision
La Brea Pedestrian Shed
Wilshire / La Brea Station Half-Mile Radius

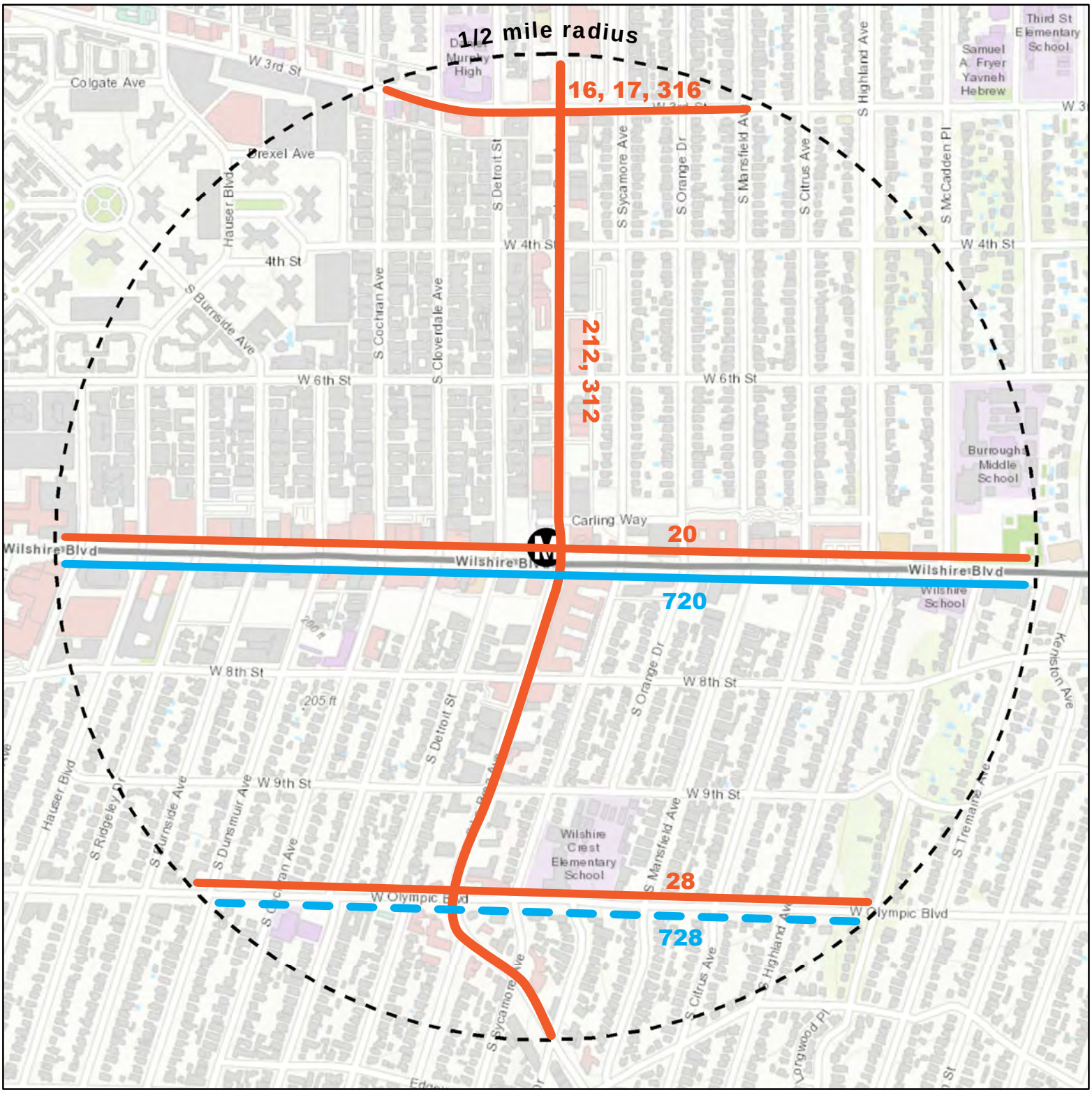
Source: *IBI Group, 2020*

0 0.25 0.5 Miles

N

Wilshire / La Brea Station
Bus Transit Routes

Figure 4.10



Metro Local

- Routes 16, 17, 20, 28, 212, 312, 316

Metro Rapid

- Route 728 (Service Not Offered Daily)
- Route 720 (7 Day Service)

Metro IBI

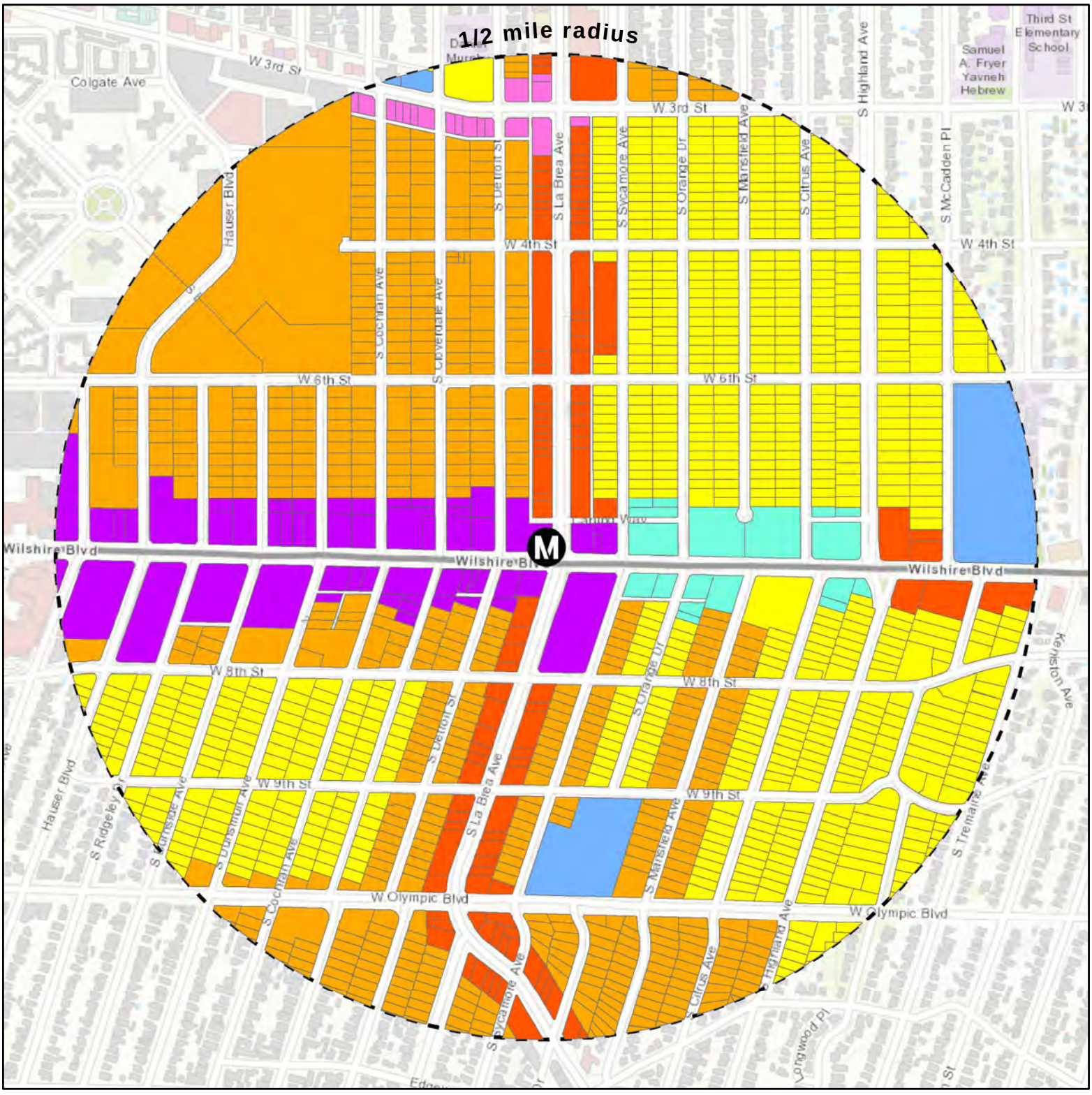
Source: *LA Metro, 2018*

0 0.25 0.5 Miles

N

Wilshire / La Brea Station
Land Use

Figure 4.11



Source: SCAG Land Use, 2016

0 0.25 0.5 Miles

N

4.2. Wilshire/Fairfax Station

The Wilshire/Fairfax station is located in the Miracle Mile neighborhood, adjacent to several major city landmarks including the La Brea Tar Pits and the Los Angeles County Museum of Art (LACMA). The proposed station is located at the intersection of the main commercial corridor on Wilshire Boulevard, which has several medium- and high-rise commercial and office buildings, and smaller-scale Fairfax Avenue, which has several single-story restaurants and stores. There are also several multiple-family and single-family residential neighborhoods near the station, including Park La Brea and Carthay Circle.

The Wilshire/Fairfax Station is proposed to be located at the southeast corner of Wilshire Boulevard and Orange Grove Avenue. This station is situated in the center of one of the biggest hubs for museums in Los Angeles, and it is anticipated it will attract thousands of riders to the Purple Line for a variety of reasons.

An approximate half-mile radius around this station location extends north to Hancock Park Elementary School, and as far south as the San Vicente Boulevard/ Stanley Avenue intersection. In addition, the approximate half-mile radius reaches west of La Jolla Avenue, and as far east as Hauser Boulevard.

In general, the street network around the station is irregular, with Park La Brea apartment community to the northeast, and San Vicente Boulevard cutting diagonal through the southern portion of the study area. The residential areas, however, follow an elongated grid block pattern. The street grid around the station is shown in Figure 4.12.

A pedestrian walk shed is the area encompassed by a half-mile walking distance away from a transit station using the existing pedestrian network. Even though the existing street grid pattern around the Wilshire/ Fairfax Station is irregular, a pedestrian can reach either end of the station approximate half-mile radius, and most destinations are within a half-mile distance away from the station. The pedestrian walk shed is presented in Figure 4.13.

The approximate half-mile radius around the Wilshire/ Fairfax Station features many streets with high vehicular speeds. Streets classified as Highway/Freeway, Arterial, or Collector by Caltrans in their Street Hierarchy dataset were determined as streets with high vehicle speeds. High vehicle speeds are those defined as greater than 25 miles per hour. Figure 4.14 shows streets with high vehicle speeds. Streets identified with high vehicular speeds are:

- Wilshire Boulevard
- Olympic Boulevard
- 8th Street / Del Valle Drive
- 6th Street
- 3rd Street
- Hauser Boulevard
- Fairfax Avenue
- San Vicente Boulevard
- Crescent Heights Boulevard/ McCarthy Vista
- Carillo Drive

Key access corridors were determined by using Metro's Origin/Destination Analysis survey data and determining the locations where those who take active transportation begin or end their trip. The point data was used to determine the most logical route if that user were to access the station, and that pathway would be used to construct the key access corridor network. In summary, Metro's

Origin/Destination survey identified origins and destinations a transit user may travel to. The key access corridors identify the most likely routes a pedestrian may take to get to or from the station considering distance and travel time primarily. Figure 4.15 shows the key access corridors within the Station area.

Bus stops, sidewalks, and crosswalks were identified as pedestrian facilities. There are 24 bus stops in the Wilshire/Fairfax Station area, mainly on Wilshire Boulevard and Fairfax Avenue. There were no missing sidewalks in the station area. However, there are 17 instances of missing crosswalks at intersections, either due to traffic flow purposes, the lack of traffic control (signal or stop-sign), or the intersection is located in a low traffic volume residential area. Figure 4.16 identifies the location of pedestrian facilities.

Bicycle and pedestrian collisions were identified from 2013 to 2017 to determine specific areas within a half-mile of the station that see higher rates of active transportation collisions. Data was used from the Statewide Integrated Traffic Records System (SWITRS). Over this 5-year period, the highest rate of collisions were on Wilshire Boulevard, Fairfax Avenue, and Olympic Boulevard. There were 34 bicycle and 49 pedestrian collisions within a half-mile of the Wilshire/Fairfax Station from 2013 to 2017. Over the 5-year period, the most common causes of collisions occurred when an automobile violated pedestrian right-of-way (18), pedestrian violations (18), and a pedestrian violated automobile right-of-way (9). Notably, all improper turning violations (5) took place on Olympic Boulevard between Fairfax Avenue and Stanley Avenue. There were many traffic sign and signal violations (7) on Wilshire Boulevard east of Fairfax Avenue, and at the Olympic Boulevard / Fairfax Avenue intersection. SWITRS data from 2018-2019[2] shows 14 pedestrian and 17 bicycle collisions within the half-mile radius. In 2018, there were three bicycle collisions at the Wilshire Boulevard/ Crescent Heights Boulevard intersection for three separate causes. All bicycle and pedestrian collisions within the station's half mile radius from 2013-2017 is presented in Figure 4.17.

Four existing bus transit lines intersect the Wilshire/Fairfax Station. Six bus transit lines currently operate within the half-mile radius. For the start and end locations of each bus route within the approximate half-mile radius, see Appendix B. The bus routes are shown in Figure 4.18.

Identifying land use in the half-mile radius study area is crucial in identifying the type of users of the Purple Line will serve. There is an emphasis of commercial along Wilshire Boulevard and Fairfax Avenue. There is a mixture of medium and low-density residential to the south and northwest of the station. Medium-density Park La Brea and the LA County Museum of Art are to the north and northeast. Figure 4.19 details the land use surrounding the station. Land use categories are defined as follows:

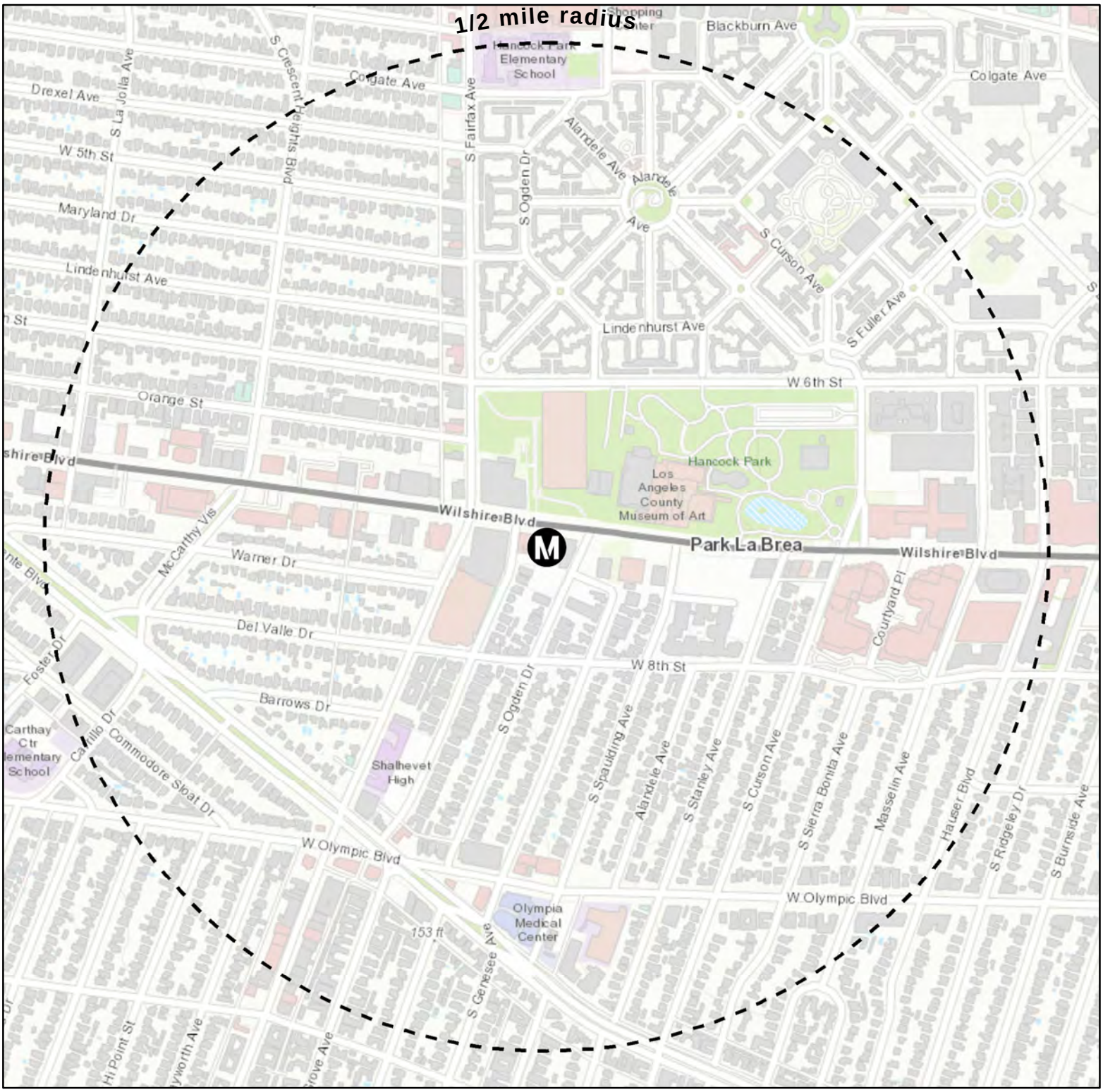
- Low-density residential: 2 or fewer dwelling units per acre
- Medium-density residential: 3 to 8 dwelling units per acre
- General Commercial: Commercial that mainly generates demand within the neighborhood
- Office Commercial: Commercial that mainly is for office use
- Community Commercial: Commercial that can generate demand throughout Central LA
- Regional Commercial: Commercial that can generate demand throughout the larger LA region
- Public Facilities: Schools, public departments, and some museums
- Open Space: Parks and medians
- Mixed-Use: Residential/commercial-oriented mixed use

The approximate half mile radius of the Wilshire /Fairfax Station is entirely within the Los Angeles Unified School District.

[2] SWITRS data from 2018-2019 is provisional and subject to change.

Wilshire / Fairfax Station
Street Grid

Figure 4.12

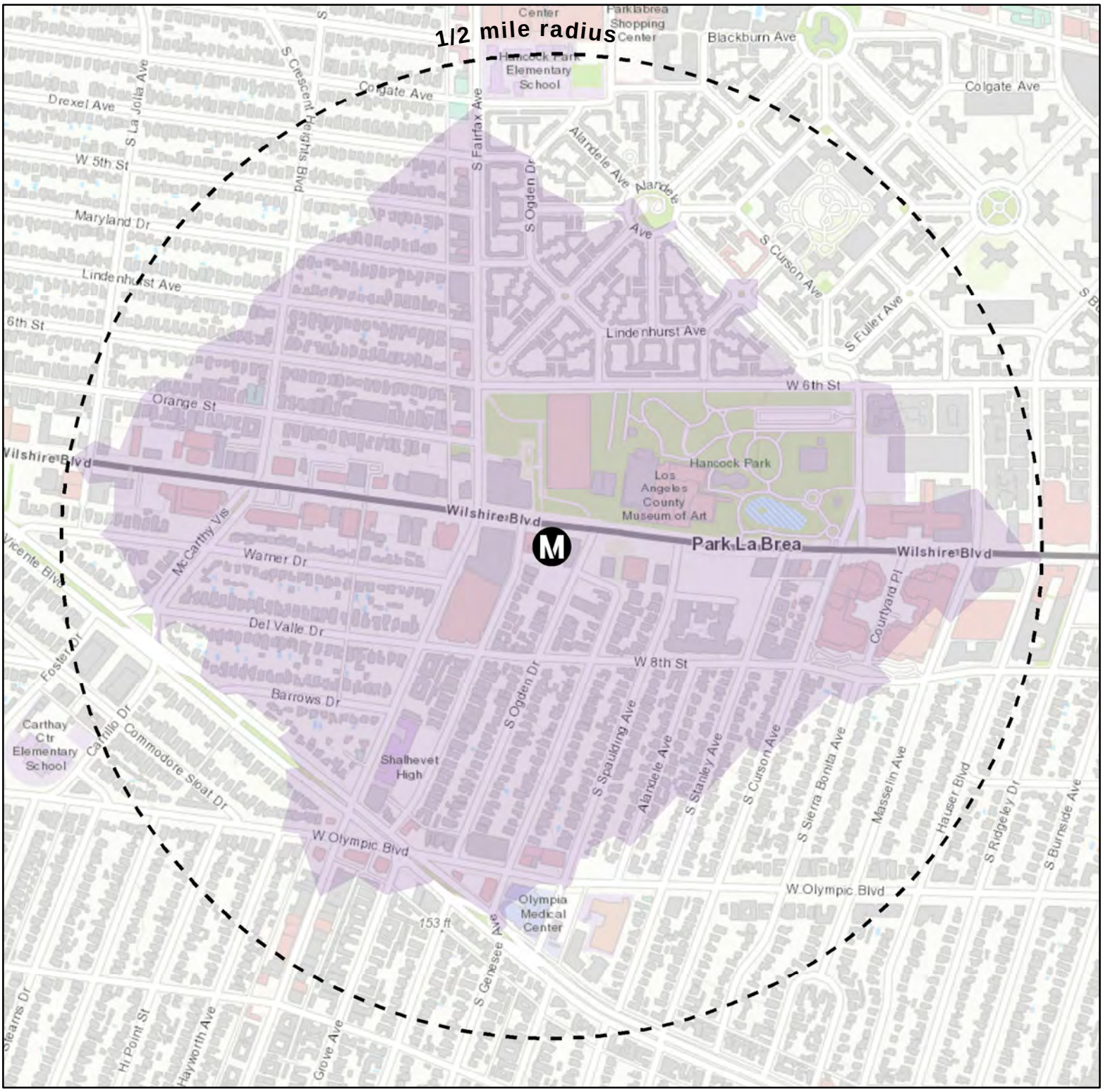


Miles
0 0.2 0.4

N

Wilshire / Fairfax Station
Half Mile Pedestrian Walk Shed

Figure 4.13



Fairfax Pedestrian Shed

Wilshire / Fairfax Station Half-Mile Radius

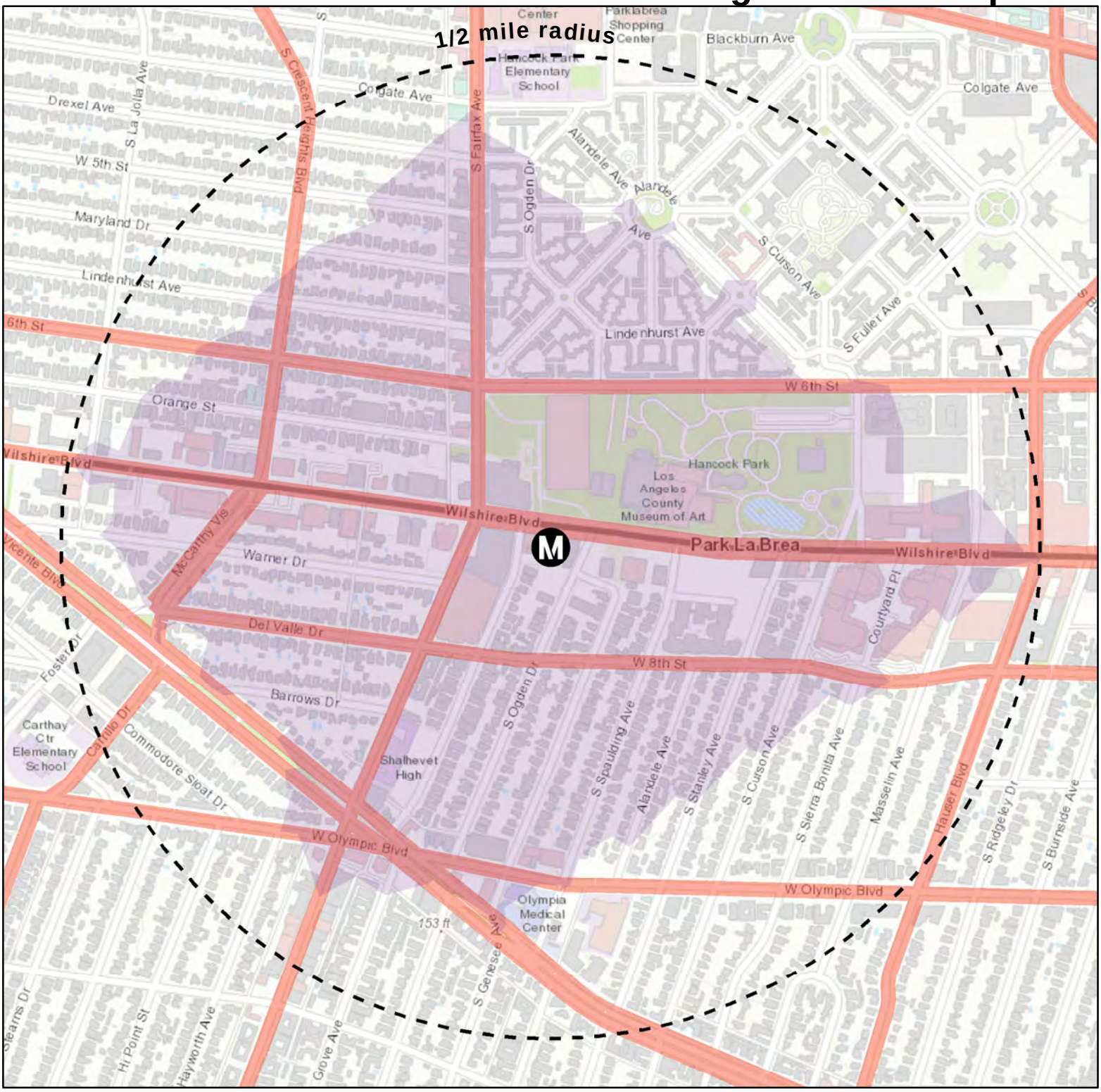
Source: *IBI Group, 2020*

0 0.25 0.5 Miles

N

Wilshire / Fairfax Station
Streets with High Vehicular Speeds

Figure 4.14



Streets with High Vehicular Speeds

Fairfax Pedestrian Shed

Wilshire / Fairfax Station Half-Mile Radius

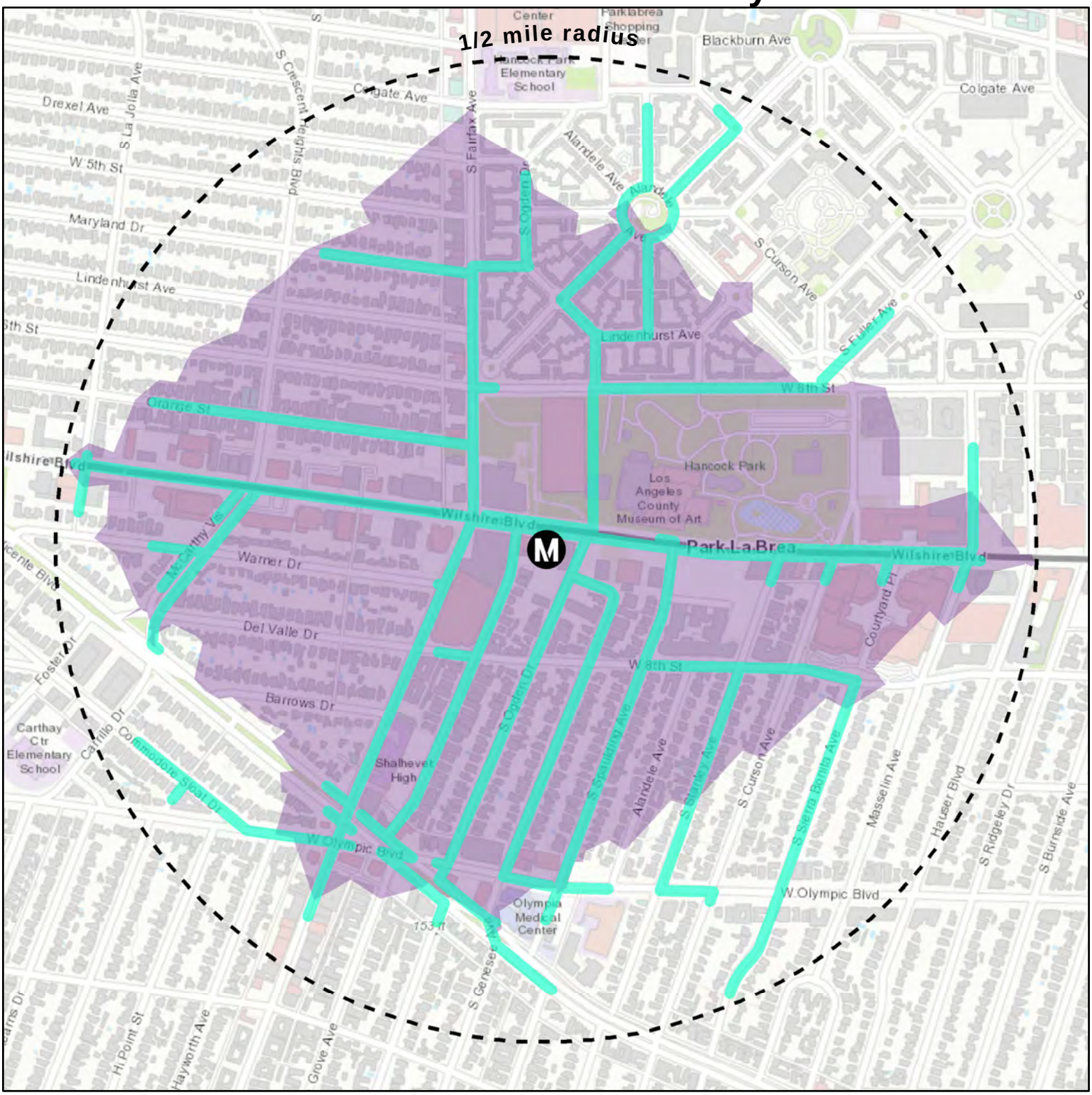
Source: *Caltrans, 2017*

0 0.25 0.5 Miles

N

Wilshire / Fairfax Station
Key Access Corridors

Figure 4.15



Key Access Corridors

Fairfax Pedestrian Shed

Wilshire / Fairfax Station Half-Mile Radius

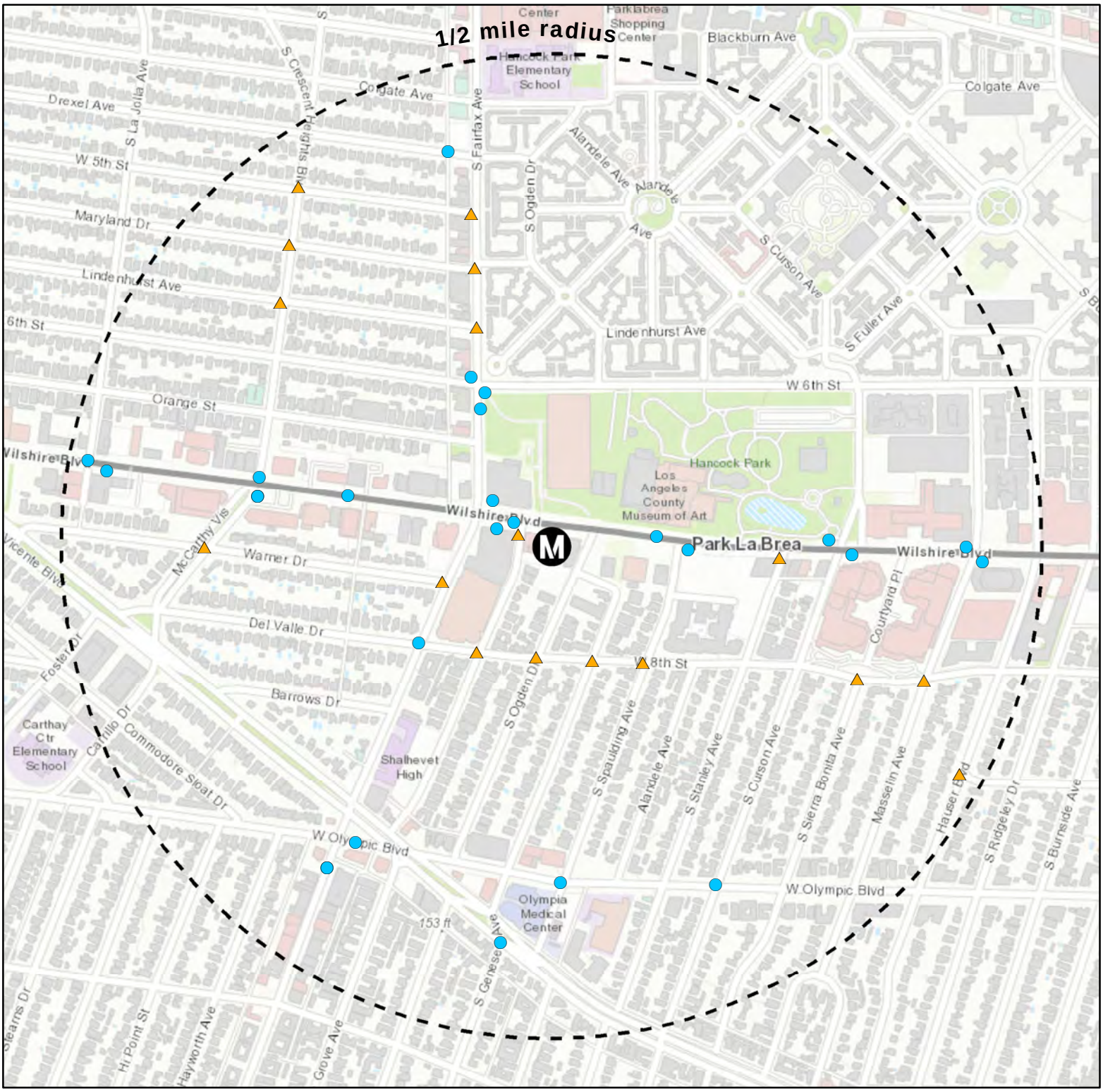
Source: *LA Metro, 2012*

0 0.25 0.5 Miles

N

Wilshire / Fairfax Station
Pedestrian Facilities

Figure 4.16



Missing Crosswalk

Bus Stop

Wilshire / Fairfax Station Half-Mile Radius

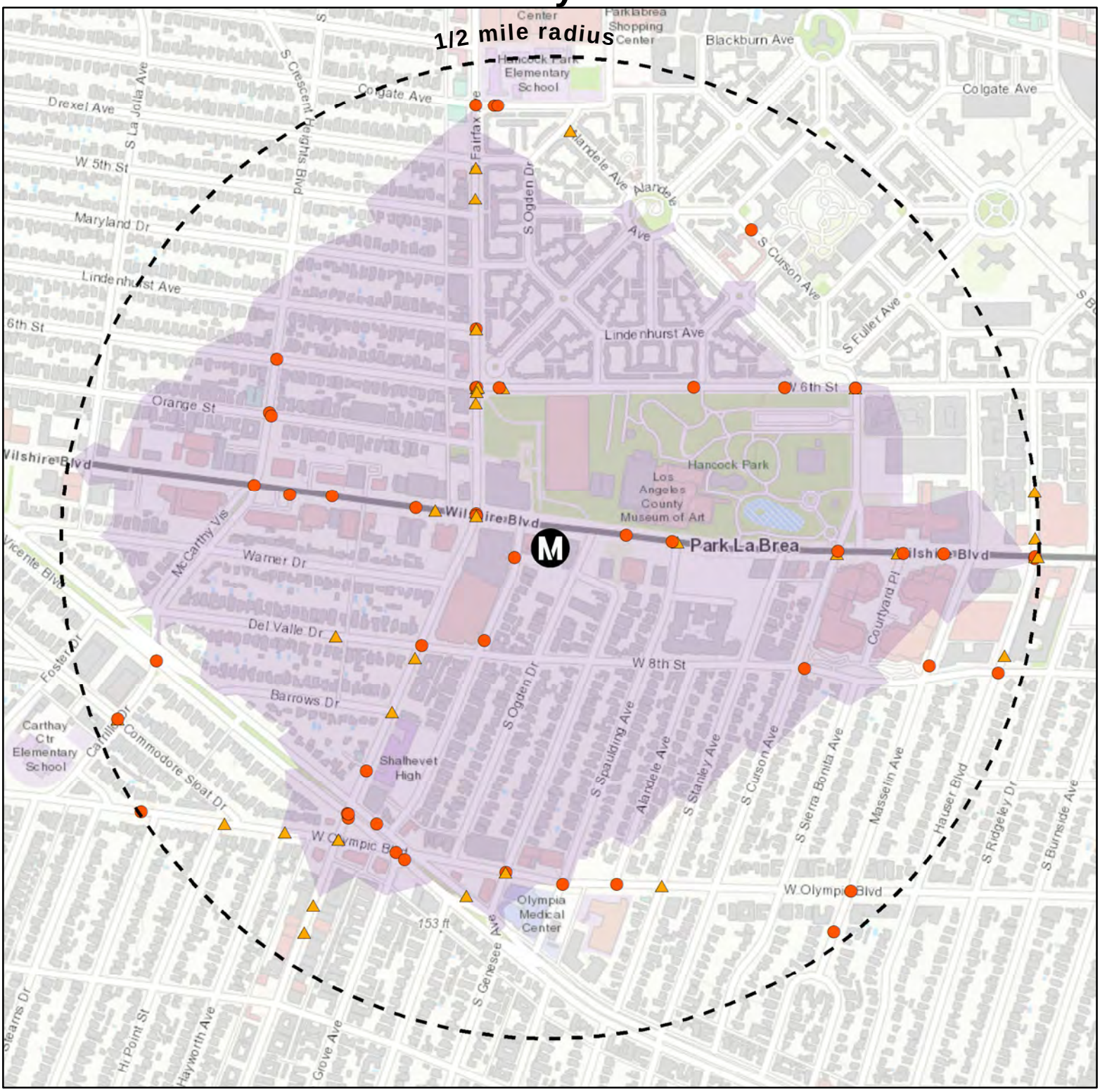
Source: *IBI Group, 2020*

0 0.25 0.5 Miles

N

Figure 4.17

Wilshire / Fairfax Station
Bicycle and Pedestrian Collisions



Pedestrian Collision
Bicycle Collision
Fairfax Pedestrian Shed
Wilshire / Fairfax Station Half-Mile Radius

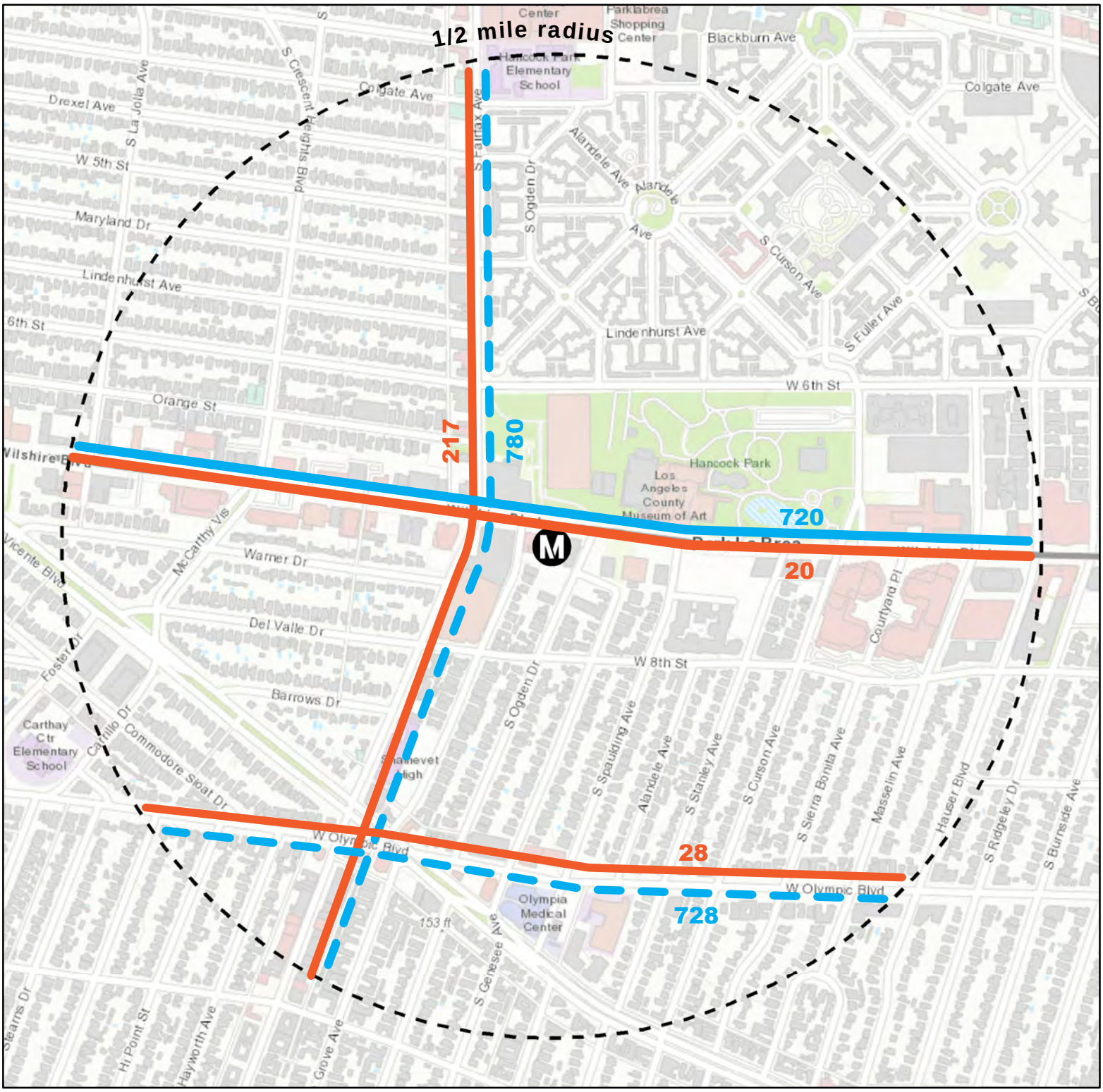
Metro
IBI
Source: *IBI Group, 2020*

0 0.25 0.5 Miles

N

Wilshire / Fairfax Station
Bus Transit Routes

Figure 4.18



Metro Local

- Routes 20, 28, 217

Metro Rapid

- Routes 728, 780 (Service Not Offered Daily)
- Route 720 (7 Day Service)

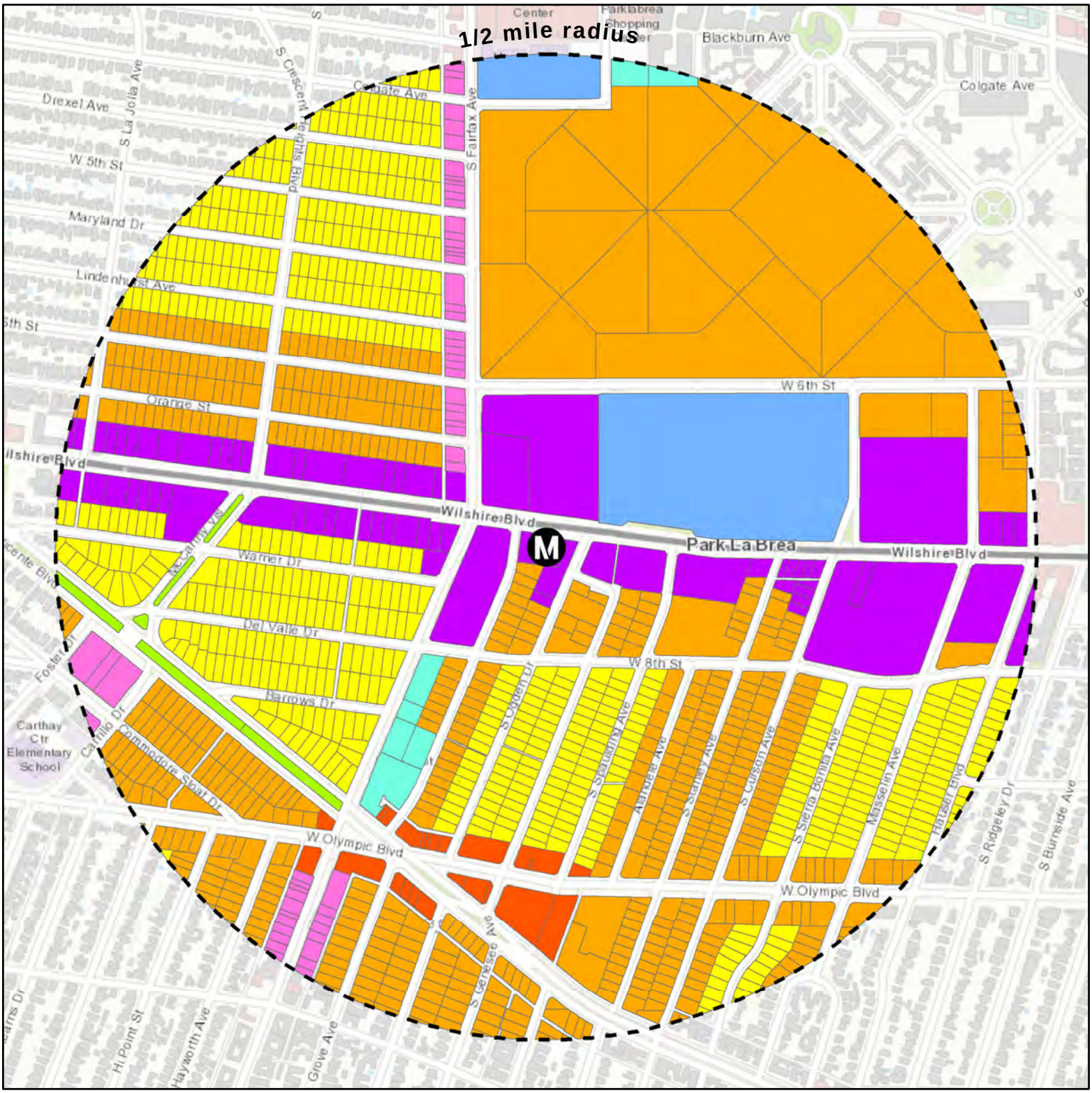
Source: *LA Metro, 2018*

0 0.25 0.5 Miles

N

Wilshire / Fairfax Station
Land Use

Figure 4.19



Source: *SCAG Land Use, 2016*

0 0.25 0.5 Miles

N

4.3. Wilshire/La Cienega Station

The Wilshire/La Cienega station is located at the intersection of Wilshire and La Cienega Boulevards in the City of Beverly Hills and just west of the City limit for the City of Los Angeles. The surrounding land uses are predominantly single-family residential, with vibrant commercial corridors along Wilshire and La Cienega Boulevards. Within the City of Los Angeles, the station area is largely multiple-family and single-family residential, with commercial buildings along Wilshire Boulevard and portions of San Vicente and La Cienega Boulevards.

The station portal for the Wilshire/La Cienega Station is located at the northeast corner of Wilshire Boulevard and La Cienega Boulevard. This station, located in southeast Beverly Hills, will provide patrons with access to numerous destinations, including Cedars-Sinai Medical Center and La Cienega Park.

An approximate half-mile radius around this station location extends north of Blackburn Avenue, and south beyond Olympic Boulevard. In addition, the approximate half-mile radius reaches west of Robertson Boulevard, and as far east as La Jolla Avenue.

In general, the street network around the station follows elongated vertical blocks to the west of La Cienega Boulevard. However, San Vicente Boulevard cuts diagonal through the northeast portion of the study area, while Schumacher Drive cuts diagonal through the southeast portion of the study area. The residential areas east of these streets follow a horizontal elongated grid pattern. The street grid around the station is shown in Figure 4.20.

A pedestrian walk shed is the area encompassed by a half-mile walking distance from a transit station using the existing pedestrian network. Due to the existing street grid pattern around the Wilshire/La Cienega Station, a pedestrian can reach either end of the station's approximate half-mile radius, and most destinations are within a half-mile distance away from the station. The pedestrian walk shed is presented in Figure 4.21.

The approximate half-mile radius around the Wilshire/ La Cienega Station features many streets with high vehicular speeds. Streets classified as Highway/Freeway, Arterial, or Collector by Caltrans in their Street Hierarchy dataset were determined as streets with high vehicle speeds. High vehicle speeds are those defined as greater than 25 miles per hour. Figure 4.22 shows streets with high vehicle speeds. Streets identified with high vehicular speeds are:

- Wilshire Boulevard
- Olympic Boulevard
- 6th Street
- La Cienega Boulevard
- San Vicente Boulevard
- Robertson Boulevard

Key access corridors were determined by using Metro's Origin/Destination Analysis survey data and determining the locations where those who take active transportation begin or end their trip. The point data was used to determine the most logical route if that user were to access the station, and that pathway would be used to construct the key access corridor network. In summary, Metro's Origin/Destination survey identified origins and destinations a transit user may travel to. The key access corridors identify the most likely routes a pedestrian may take to get to or from the station considering distance and travel time primarily. Figure 4.23 shows the key access corridors within the Station area.

Bus stops, sidewalks, and crosswalks were identified as pedestrian facilities. There are 22 bus stops in the Wilshire/La Cienega Station area, mainly on Wilshire Boulevard and San Vicente Boulevard. There were no missing sidewalks in the station area. However, there are 51 instances of missing crosswalks at intersections, either due to traffic flow purposes, the lack of traffic control (signal or stop-sign), or the intersection is located in a low traffic volume residential area. Figure 4.24 identifies the location of pedestrian facilities.

Bicycle and pedestrian collisions were identified from 2013 to 2017 to determine specific areas within a half-mile of the station that see higher rates of active transportation collisions. Data was used from the Statewide Integrated Traffic Records System (SWITRS). Over this 5-year period, the highest rate of collisions were observed on Wilshire Boulevard, La Cienega Boulevard, and San Vicente Boulevard. There were 22 bicycle and 44 pedestrian collisions within a half-mile of the Wilshire/La Cienega Station from 2013 to 2017. Over the 5-year period, the most common causes of collisions occurred when an automobile violated pedestrian right-of-way (20), pedestrian violations (10), and improper turning (5). Notably, all biking on wrong side of road violations (3) took place on Wilshire Boulevard. Most collisions that occurred when an automobile violated pedestrian right-of-way took place on Olympic Boulevard west of La Cienega Boulevard, Gregory Way, and La Cienega Boulevard on and north of Clifton Boulevard. SWITRS data from 2018-2019[3] shows 21 pedestrian and 13 bicycle collisions within the half-mile radius. In 2018, there were three pedestrian collisions on Robertson Boulevard between Charleville Boulevard and Gregory Way, all of which were caused by automobile driver error. All bicycle and pedestrian collisions within the station's half mile radius from 2013-2017 is presented in Figure 4.25.

Four existing bus transit lines intersect with the Wilshire/La Cienega Station location. Nine bus transit lines currently operate within the half-mile radius. For the start and end locations of each bus route within the approximate half-mile radius, see Appendix B. The bus routes are shown in Figure 4.26.

Identifying land use in the half-mile radius study area is crucial in identifying the type of users of the Purple Line will serve. There is a substantial amount of commercial development along Wilshire Boulevard and La Cienega Boulevard. There is a mixture of medium and low-density residential in all areas around the station. Horace Mann School is located to the east and La Cienega Park is located to the south. Figure 4.27 details the land use surrounding the station. Land use categories are as follows:

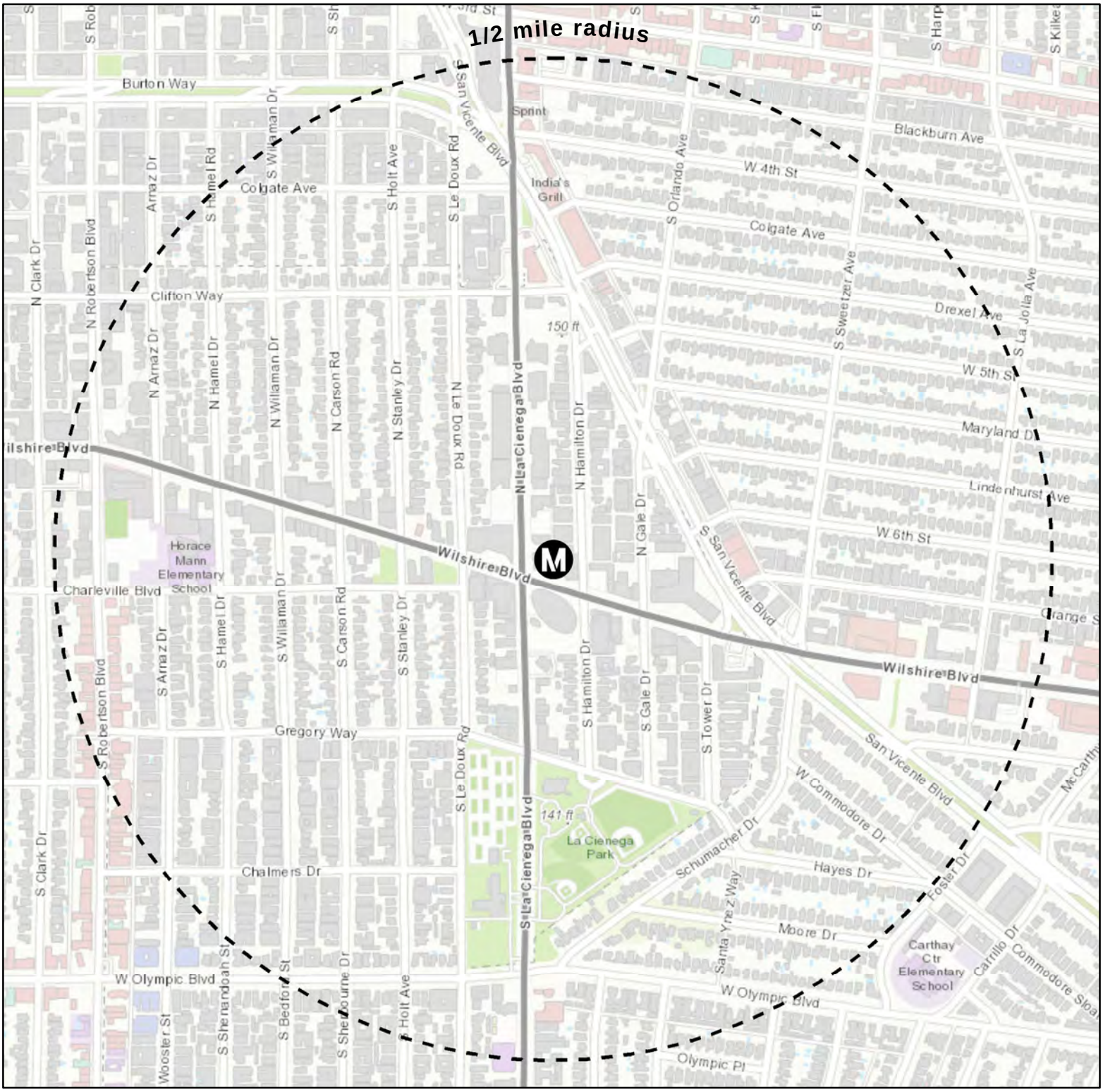
- Low-density residential: 2 or fewer dwelling units per acre
- Medium-density residential: 3 to 8 dwelling units per acre
- General Commercial: Commercial that mainly generates demand within the neighborhood
- Office Commercial: Commercial that mainly is for office use
- Community Commercial: Commercial that can generate demand throughout Central LA
- Regional Commercial: Commercial that can generate demand throughout the larger LA region
- Public Facilities: Schools, public departments, and some museums
- Open Space: Parks and medians
- Mixed-Use: Residential/commercial-oriented mixed use

The Wilshire/La Cienega Station is located within the Beverly Hills Unified School District. The school district boundary follows the city's limits. That approximate half mile radius around the station also includes a portion of the Los Angeles Unified School District, mainly to the east. Figure 4.28 details the two school district boundaries.

[3] SWITRS data from 2018-2019 is provisional and subject to change.

Wilshire / La Cienega Station
Street Grid

Figure 4.20



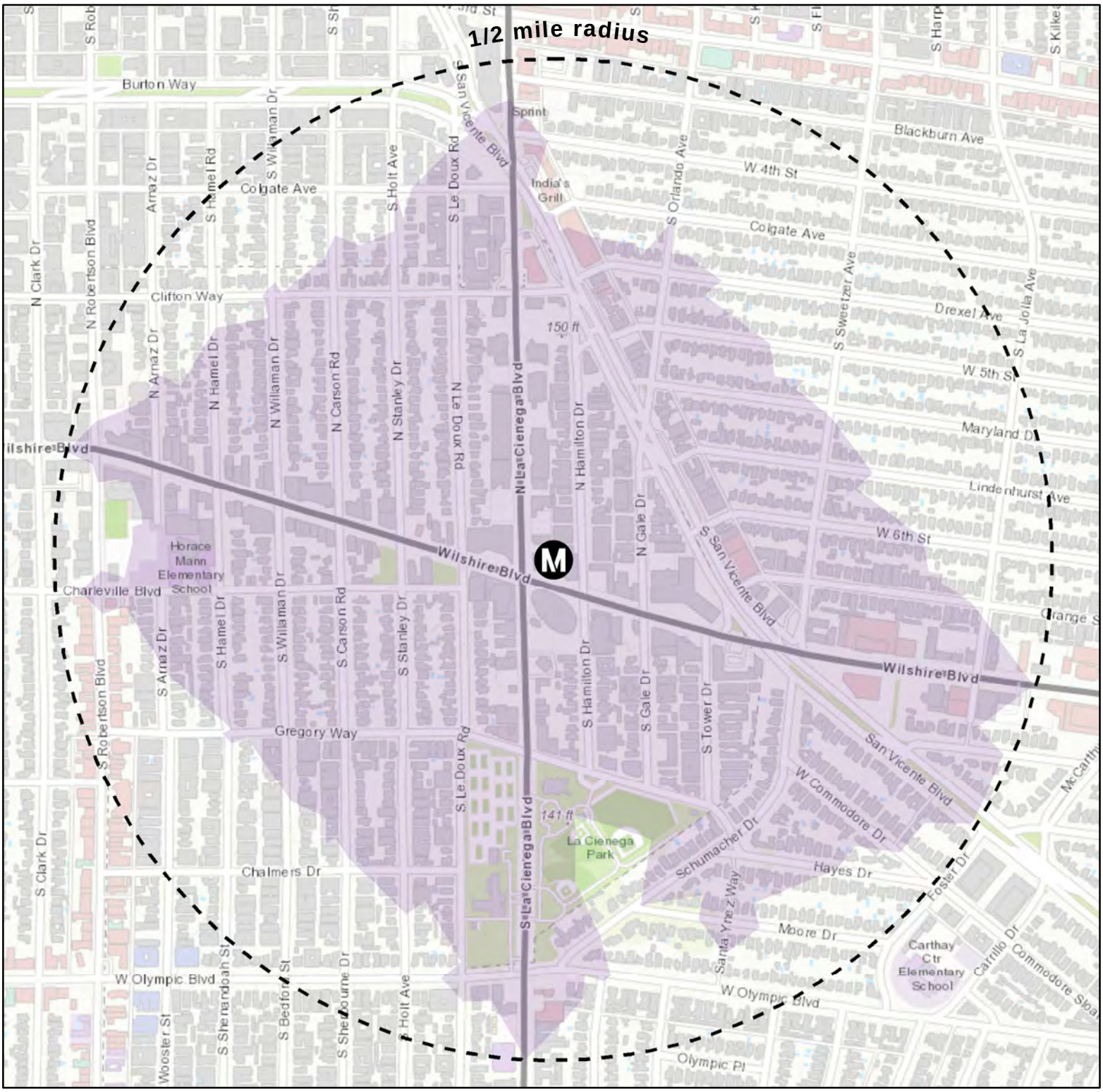
Wilshire / La Cienega Station Half-Mile Radius

0 0.25 0.5 Miles

N

Wilshire / La Cienega Station
Half Mile Pedestrian Walk Shed

Figure 4.21



La Cienega Pedestrian Shed

Wilshire / La Cienega Station Half-Mile Radius

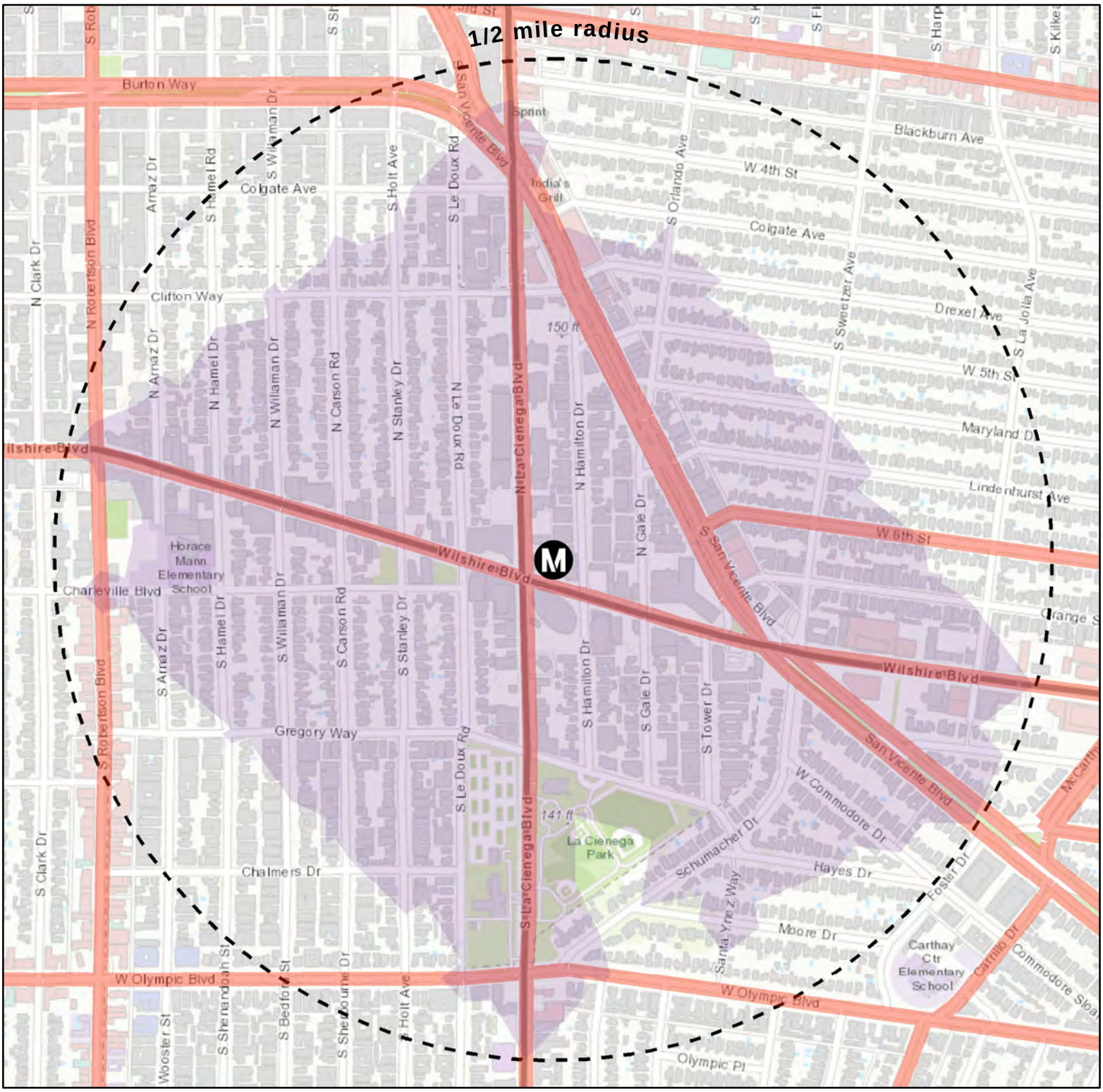
Source: *IBI Group, 2020*

0 0.25 0.5 Miles

N

Wilshire / La Cienega Station
Streets with High Vehicular Speeds

Figure 4.22



Streets with High Vehicular Speeds

La Cienega Pedestrian Shed

Wilshire / La Cienega Station Half-Mile Radius

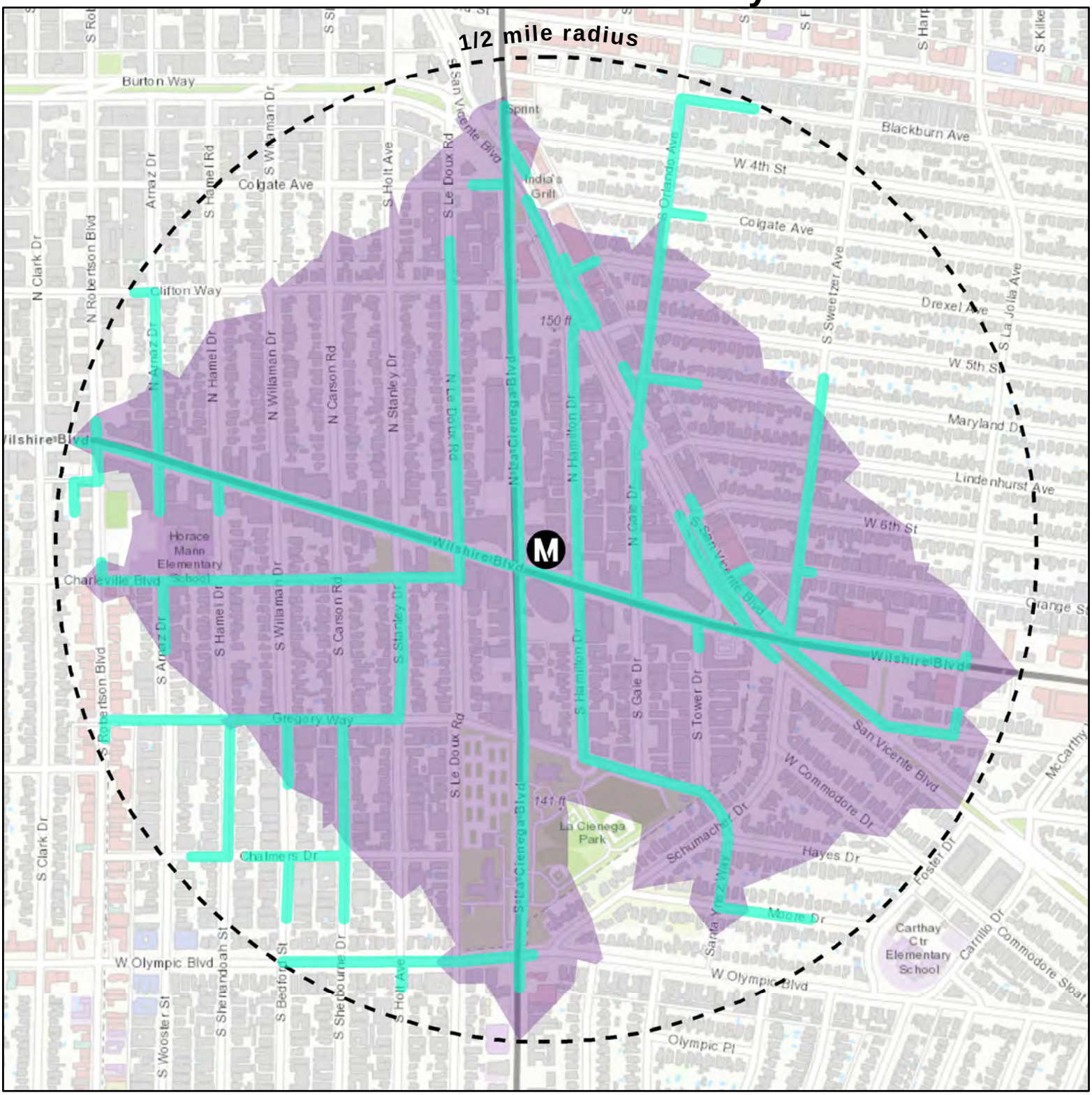
Source: *Caltrans, 2017*

0 0.25 0.5 Miles

N

Wilshire / La Cienega Station
Key Access Corridors

Figure 4.23



Key Access Corridors

La Cienega Pedestrian Shed

Wilshire / La Cienega Station Half-Mile Radius

Metro

IBI

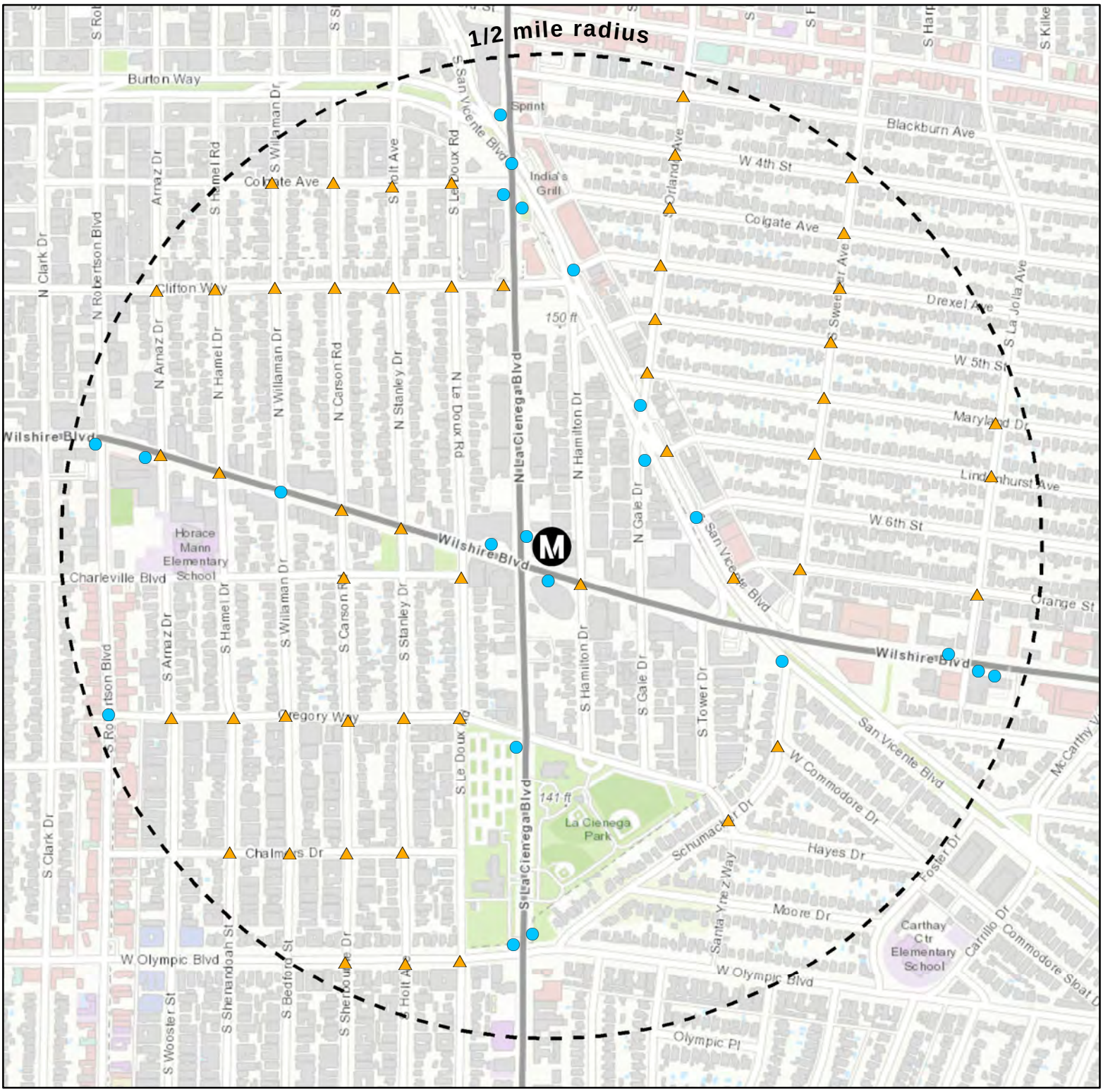
Source: *LA Metro, 2012*

0 0.25 0.5 Miles

N

Wilshire / La Cienega Station
Pedestrian Facilities

Figure 4.24



- Missing Crosswalk
- Bus Stop
- Wilshire / La Cienega Station Half-Mile Radius

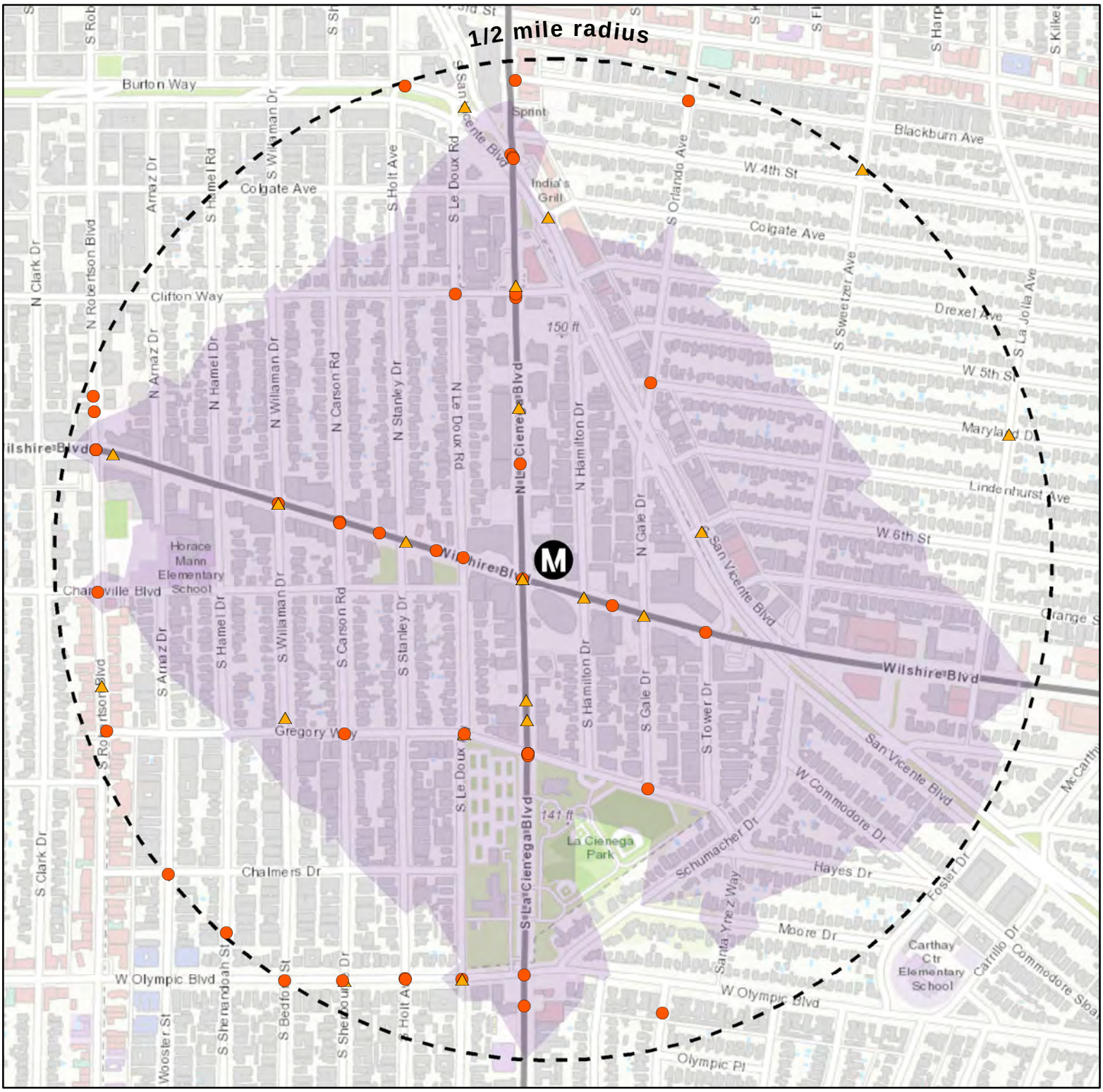
Source: *IBI Group, 2020*

0 0.25 0.5 Miles

N

Wilshire / La Cienega Station
Bicycle and Pedestrian Collisions

Figure 4.25



Bicycle Collision

Pedestrian Collision

La Cienega Pedestrian Shed

Wilshire / La Cienega Station Half-Mile Radius

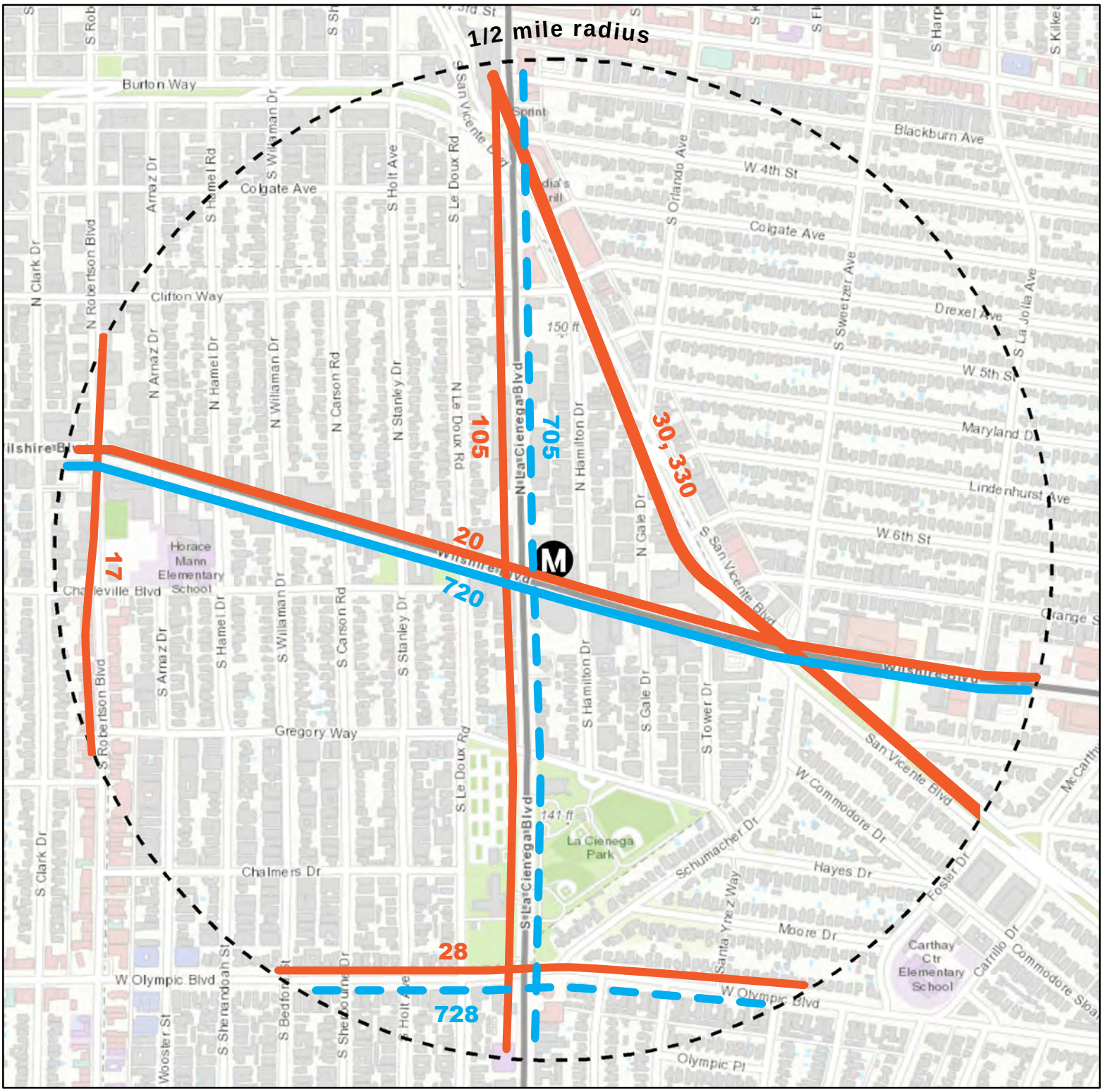
Source: *IBI Group, 2020*

0 0.25 0.5 Miles

N

Wilshire / La Cienega Station
Bus Transit Routes

Figure 4.26



Metro Local

Routes 17, 20, 28, 30, 105, 330

Metro Rapid

Routes 705, 728 (Service Not Offered Daily)

Routes 720 (7 Day Service)

Metro IBI

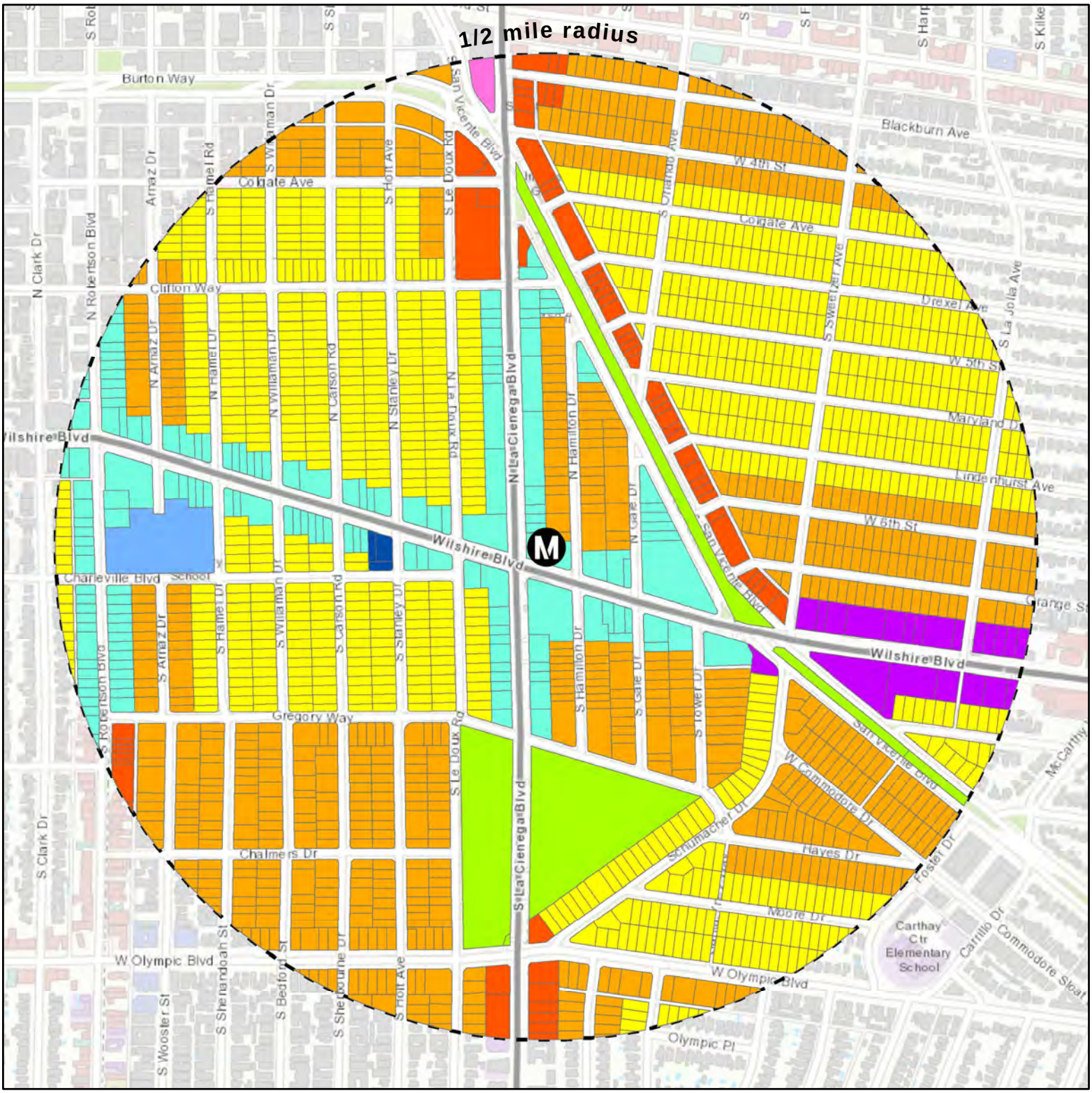
Source: *LA Metro, 2018*

0 0.25 0.5 Miles

N

Wilshire / La Cienega Station
Land Use

Figure 4.27



- Low-Density Residential
- Medium-Density Residential
- General Commercial
- Office Commercial
- Community Commercial
- Regional Commercial
- Public Facilities
- Mixed Use
- Open Space

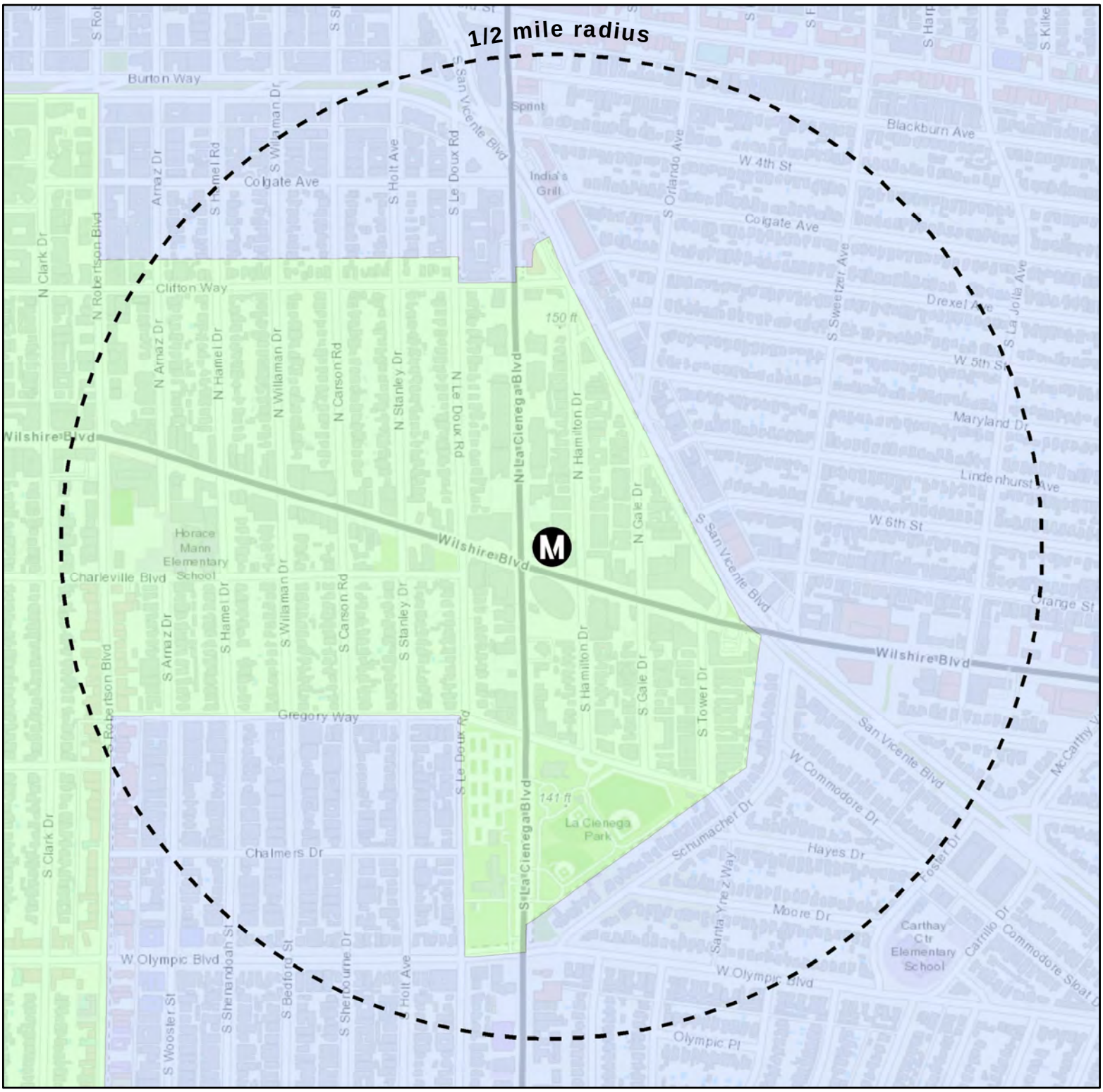
Source: *SCAG Land Use, 2016*

0 0.25 0.5 Miles

N

Wilshire / La Cienega Station
School Districts

Figure 4.28



Beverly Hills Unified School District

Los Angeles Unified School District

Wilshire / La Cienega Station Half-Mile Radius

Source: *LA County Registrar Recorder/ County Clerk, 2019*

0 0.25 0.5 Miles

N

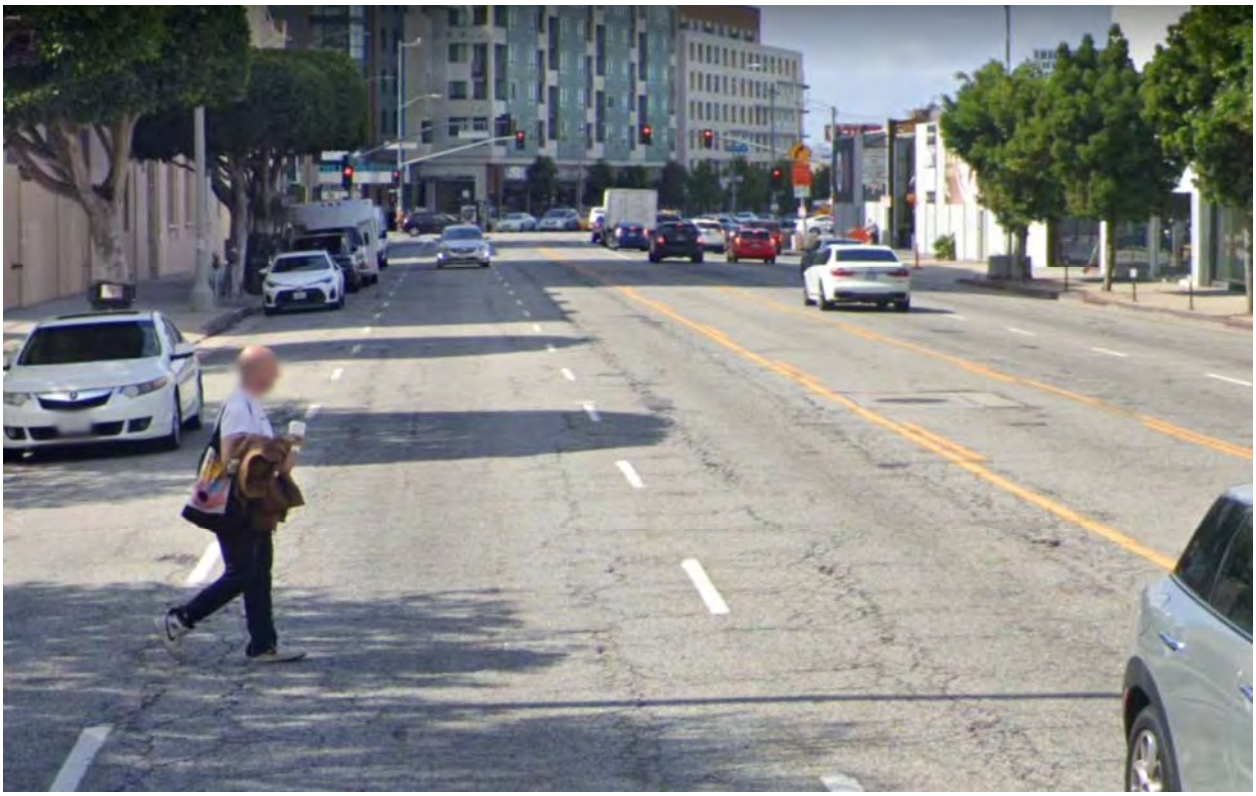
5. Analysis

This section highlights the opportunities and constraints for walking and bicycling within a half mile radius of the three station areas. This analysis is based on the existing conditions data collected for each of the three stations and presented on the previous pages. This section also highlights equity opportunities and constraints based upon median household income per census tract as an equity metric. As noted earlier in this report, the three station areas do not currently house any Metro-identified EFCs, so median household income was utilized as a stand-in metric for this equity analysis.

5.1. Walking Opportunities and Constraints

The area around the future Wilshire/La Brea Station presents numerous opportunities for pedestrians. Many buildings along Wilshire Boulevard and La Brea Avenue have street facing retail and residences, increasing the pedestrian-orientation of these streets and encouraging walking. There are small blocks when walking east and west further encouraging pedestrian travel and allowing for connectivity to the surrounding neighborhoods. However, the blocks are quite long for pedestrians walking north and south. This condition may create a need for mid-block crossings, such as on La Brea Avenue. There are numerous destinations within the half-mile walking shed, including a middle school to the east, and elementary school to the south, the El Rey Theater to the west, and numerous shops and residences to the north. The difficulty of long blocks on La Brea Avenue is highlighted by a jaywalker in Figure 5.1 below.

Figure 5.1: La Brea Avenue facing south toward Wilshire Boulevard



The future station at Wilshire Boulevard and Fairfax is well situated for pedestrians. The station is located within one block of four museums, and is in walking distance of numerous retail, commercial, and residential developments. Block lengths begin to extend on Wilshire Boulevard west of Fairfax Avenue, but there is a mid-block crossing between Fairfax Avenue and Crescent Heights Boulevard. There are numerous destinations in the approximate half-mile shed, including The Grove to the north, a popular shopping/dining destination on Fairfax Avenue south of Olympic Boulevard, and numerous museums central to the station. The most difficult intersection for pedestrians in this study area is the confluence of Fairfax Avenue, Olympic Boulevards, and San Vicente Boulevard, which is shown in Figure 5.2 below.

Figure 5.2: Olympic Boulevard facing west toward San Vicente Boulevard and Fairfax Avenue

Many shops, offices, and residential areas are located within walking distance from the future Wilshire/La Cienega Station. The station is situated close to a community park, recreation complex, and library to the south, a school to the west, and numerous fine-dining restaurants to the north. There are also two theatres on either side of the station along Wilshire Boulevard. Similar to the Wilshire/La Brea Station, pedestrians on La Cienega Boulevard may face challenges related to long blocks. Even though there are short blocks on Wilshire Boulevard west of La Cienega Boulevard in Beverly Hills, there are few opportunities to cross the street. San Vicente Boulevard creates numerous challenges for pedestrians as it cuts diagonally through multiple major streets in this study area, including Wilshire Boulevard and La Cienega Boulevard. Those intersections are highlighted below.

Figure 5.3: San Vicente Boulevard facing east toward Wilshire Boulevard

Figure 5.4: La Cienega Boulevard facing north on San Vicente Boulevard

Most streets in all three study areas have sidewalks, except for Carling Way adjacent to the Wilshire / La Brea Station. The sidewalks along Wilshire Boulevard and La Brea Avenue, Fairfax Avenue, and La Cienega Boulevard are wide, well maintained, and accommodating for street furniture, landscaping, patio space, and potentially microtransit. Most residential areas have a five-foot sidewalk, offset a few feet from the street curb. Further evaluation may need to be administered to determined pedestrian and bicyclist lighting quality throughout the study areas.

5.2. Bicycle Opportunities and Constraints

There is ample opportunity for bicycling within the three Purple Line Extension Section 1 study areas. However, existing bicycle facilities are a constraint in the Miracle Mile area. There is a Class II bike lane on for a brief portion of Hauser Boulevard east of Park La Brea, as well as on San Vicente Boulevard extending east until the Wilshire Boulevard connection. There is also a Class III shared bike route on 4th Street which extends west to Cochran Avenue.

According to the Metro *Active Transportation Improvement Plan Volume I*, many streets have been designated for bicycle facilities. This includes a Class II bike lane on Wilshire Boulevard, through all three station areas and connecting to the existing facility on northbound San Vicente Boulevard. Many north/south streets have been planned for Class II bike facilities, including Highland Avenue, La Brea Avenue, Fairfax Avenue, and southbound San Vicente Boulevard. 3rd Street is also planned for a Class II facility.

Although there are no Class IV bike facilities in the study areas, San Vicente Boulevard, Charleville Boulevard, and 6th Street from San Vicente Boulevard to Hauser Boulevard have been planned to provide protected on-street bike access.

Many streets within the study are have been designated by the City of Los Angeles and the City of Beverly Hills as future Class III bike routes, including Mansfield Avenue, Cochran Avenue, the remainder of Hauser Boulevard, La Jolla Avenue, 8th Street, Drexel Avenue, McCarthy Vista, Le Doux Road, and Gregory Way. The implementation of all planned Class II, III, and IV bike facilities in the Section 1 study area would enhance connections to and from the three future Purple Line Stations.

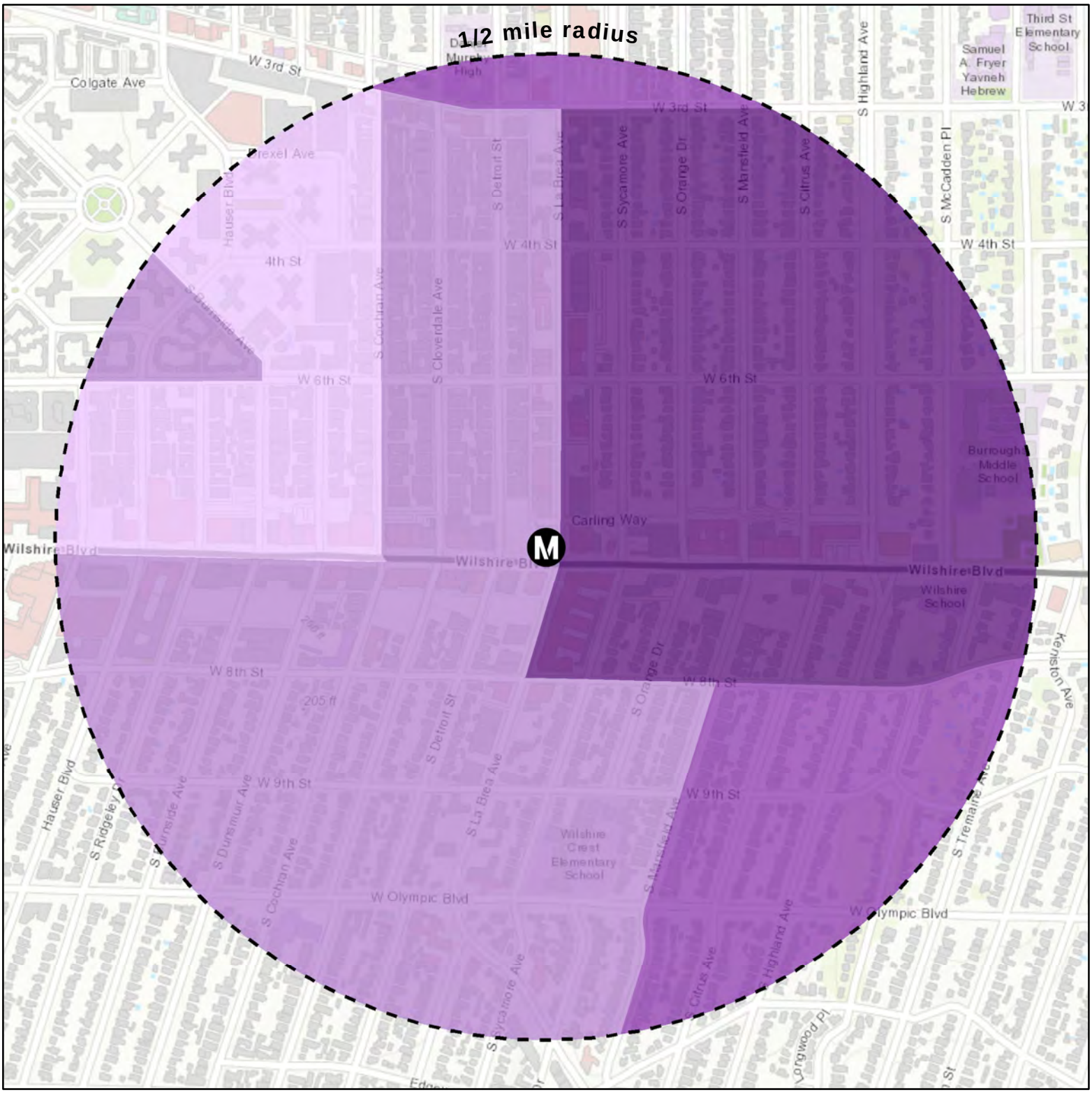
5.3. Equity Opportunities and Constraints

There are no Equity Focused Communities (EFC within the three study areas for Purple Line Extension Section 1, as shown in Figure 4.1. As such, it remains important to connect the Purple Line to as many residents, workers, and visitors as possible, which should include EFC's in the vicinity of these future Purple Line stations. For instance, finding pathways via public transit or micro-mobility from the Mid-City region to the Purple Line stations would be beneficial for this EFC.

Because there are no EFC's in the three study areas, median household income was used a basic equity factor. The area with the lowest median household income is located south of 6th Street, north of Wilshire Boulevard, east of Curson Avenue, and west of Cochran Avenue, to the south and southeast of Park La Brea. Figures 5.5 to 5.7 show the median household income by census tract within the three study areas.

Wilshire / La Brea Station
Median Household Income

Figure 5.5



$ 51,288 - 52,031

$ 52,032 - 74,007

$ 74,008 - 105,539

$ 105,540 - 122,672

Wilshire / La Brea Station Half-Mile Radius

Metro

IBI

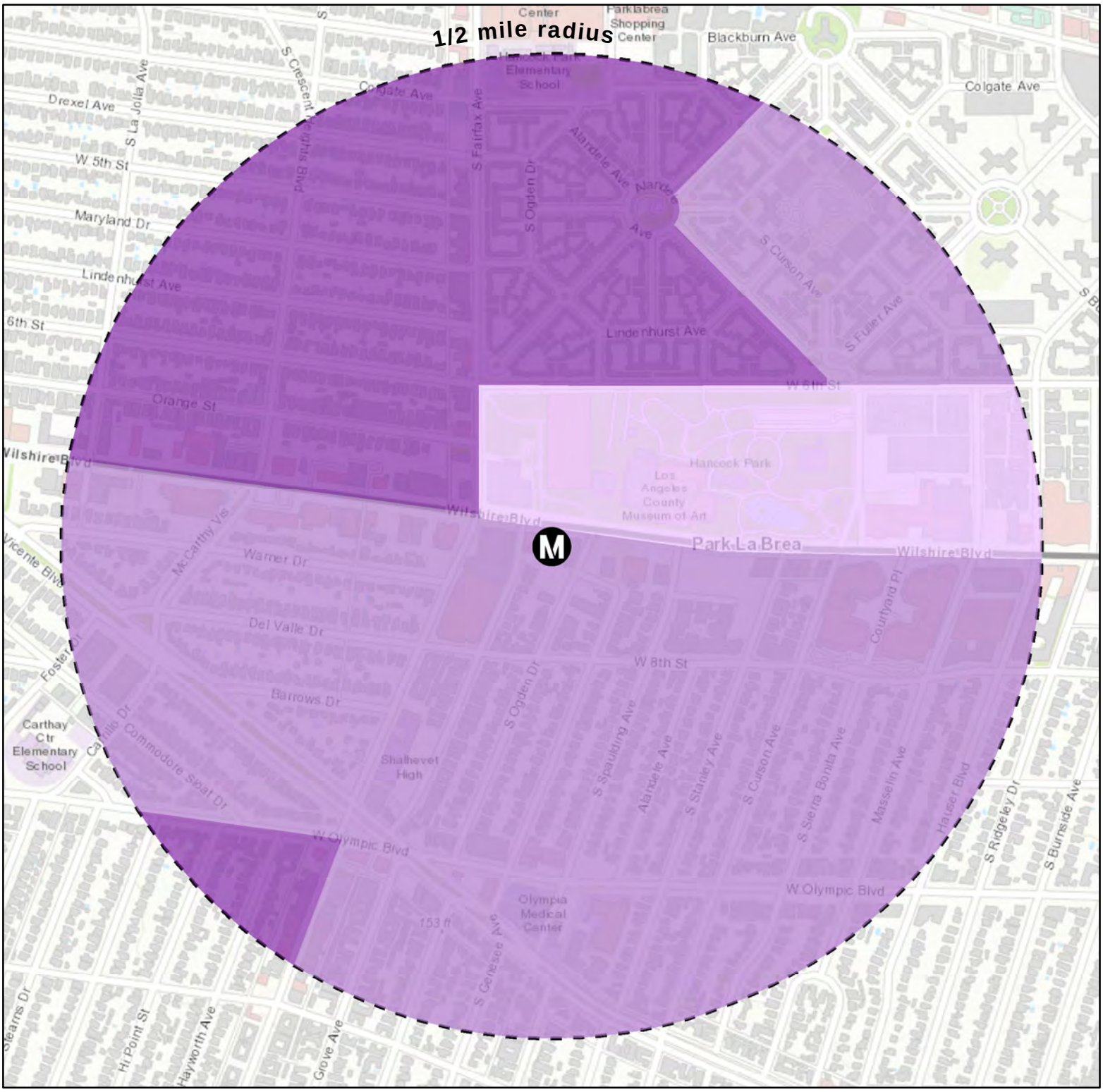
Source: *US Census Bureau, 2010*

0 0.25 0.5 Miles

N

Wilshire / Fairfax Station
Median Household Income

Figure 5.6



$ 51,288 - 52,031
$ 52,032 - 74,007
$ 74,008 - 105,539
$ 105,540 - 122,672
Wilshire / Fairfax Station Half-Mile Radius

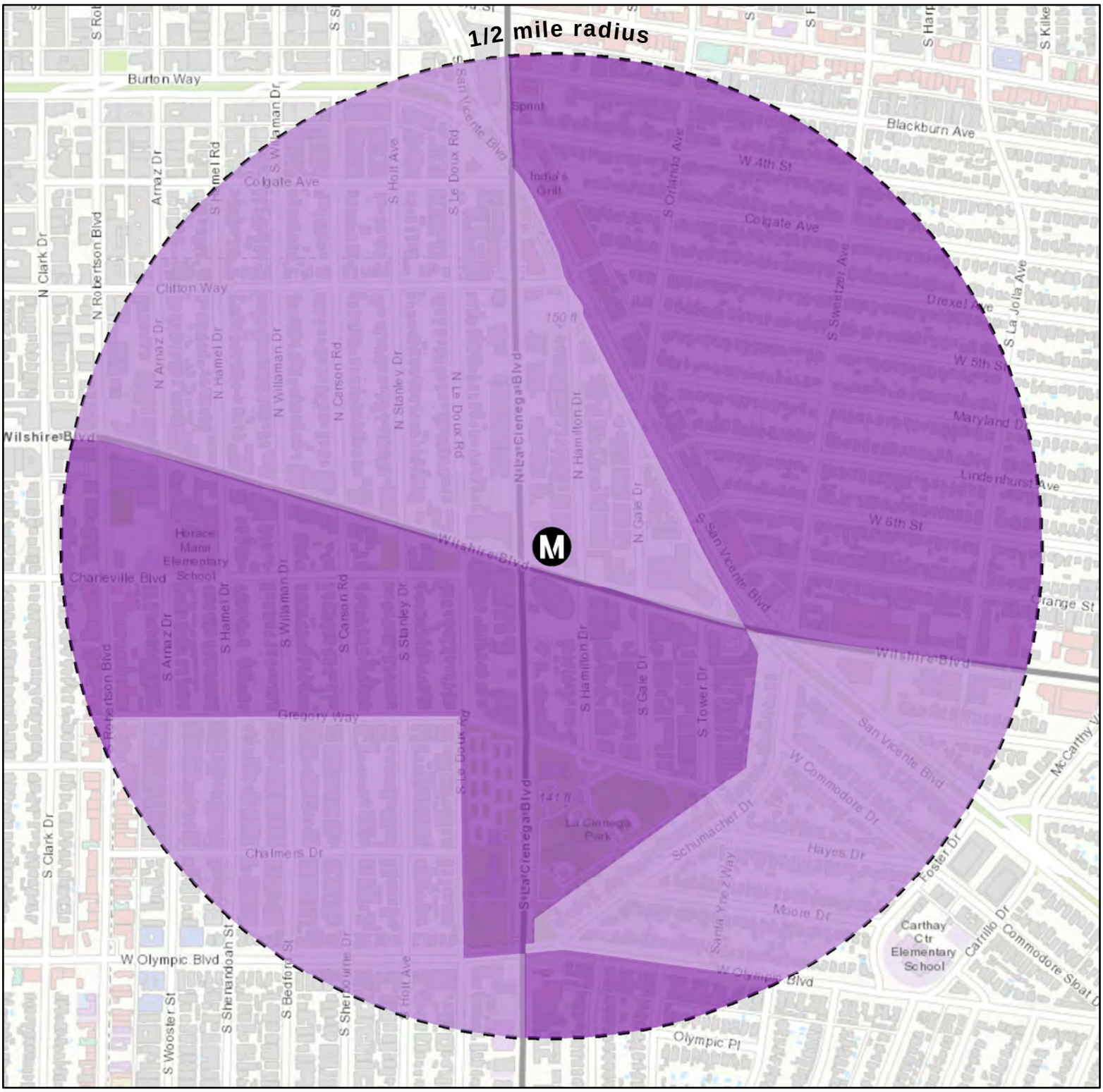
Source: *US Census Bureau, 2010*

0 0.25 0.5 Miles

N

Wilshire / La Cienega Station
Median Household Income

Figure 5.7



$ 51,288 - 52,031
$ 52,032 - 74,007
$ 74,008 - 105,539
$ 105,540 - 122,672
Wilshire / La Cienega Station Half-Mile Radius

Metro
IBI
Source: *US Census Bureau, 2010*

0 0.25 0.5 Miles

N

6. Findings and Next Steps

6.1. FLM Areas of Interest for Walk Audit

The Purple Line Extension Section 1 Walk Audits are one of the first opportunities for the public, stakeholders, and local jurisdictions to be involved in this first/last mile study. During each walk audit, it is crucial to identify all areas that could benefit from pedestrian and bicycle improvements within each station area to make a successful first/last mile plan. Prior to the walk audits, areas of interest have been identified that note specific places of interest that should be assessed during each station's walk audit in addition to the main station intersections. These include, but are not limited to:

- Wilshire/La Brea Station-Area Walk Audit:
    - McCadden Place adjacent to John Burroughs Middle School
        - Chosen to provide a special focus to students
    - The La Brea Avenue/Olympic Boulevard intersection
        - Chosen due to its high vehicular traffic volumes
    - Cochran Avenue adjacent to Cathedral Chapel School
        - Chosen to provide a special focus to students
    - The Wilshire Boulevard/Hauser Boulevard intersection
        - Chosen due to its high vehicular traffic volumes
    - Sycamore Avenue and 9th Street adjacent to Wilshire Crest Elementary School
        - Chosen to provide a special focus to students
    - Detroit Street and 3rd Street adjacent to Ohr Eliyahu Academy
        - Chosen to provide a special focus to students
- Wilshire/Fairfax Station-Area Walk Audit:
    - The San Vicente Boulevard/Olympic Boulevard/Fairfax Avenue intersection
        - Chosen due to the confluence of three major corridors
    - The San Vicente Boulevard/Carrillo Drive intersection
        - Chosen due to two pedestrians islands to cross
    - Park La Brea
        - Chosen for its higher-density housing; spans much of the northeast quadrant
    - McCarthy Vista
        - Chosen due to its wide right of way; cut-though possibilities
    - Colgate Avenue and Fairfax Avenue adjacent to Hancock Park Elementary School
        - Chosen to provide a special focus to students
    - 6th Street
        - Chosen for its potential Class IV bike facility
- Wilshire/La Cienega Station-Area Walk Audit:
    - The Wilshire Boulevard/San Vicente Boulevard intersection
        - Chosen due to its high vehicular traffic volumes
    - Hamel Drive and Charleville Boulevard adjacent to Horace Mann Elementary School
        - Chosen to provide a special focus to students
    - The San Vicente Boulevard/La Cienega Intersection including Le Doux Road
        - Chosen due to the confluence of three major corridors
    - All intersections adjacent to La Cienega Park
        - Chosen due to their relation to pedestrians/ recreation
    - The Wilshire Boulevard/Robertson Boulevard intersection
        - Chosen due to its high vehicular traffic volumes

6.2. Corridors Highlighted for Further Analysis

Roadways such as Wilshire Boulevard, La Brea Avenue, Fairfax Avenue, and La Cienega Boulevard, will likely be identified as primary pathways arterials. This existing conditions report has highlighted other corridors of note that may be candidates for evaluation as primary pathways/arterials, secondary pathways/collectors, or cut-throughs for this study. Corridors in the following list have been chosen as they:

- May be a corridor with a high vehicular, pedestrian, or bicyclist traffic volume
- May be a corridor with or between numerous origins and destinations
- May be a corridor that is planned or has the potential to be a corridor with a bike facility
- May be a corridor in close proximity to the station

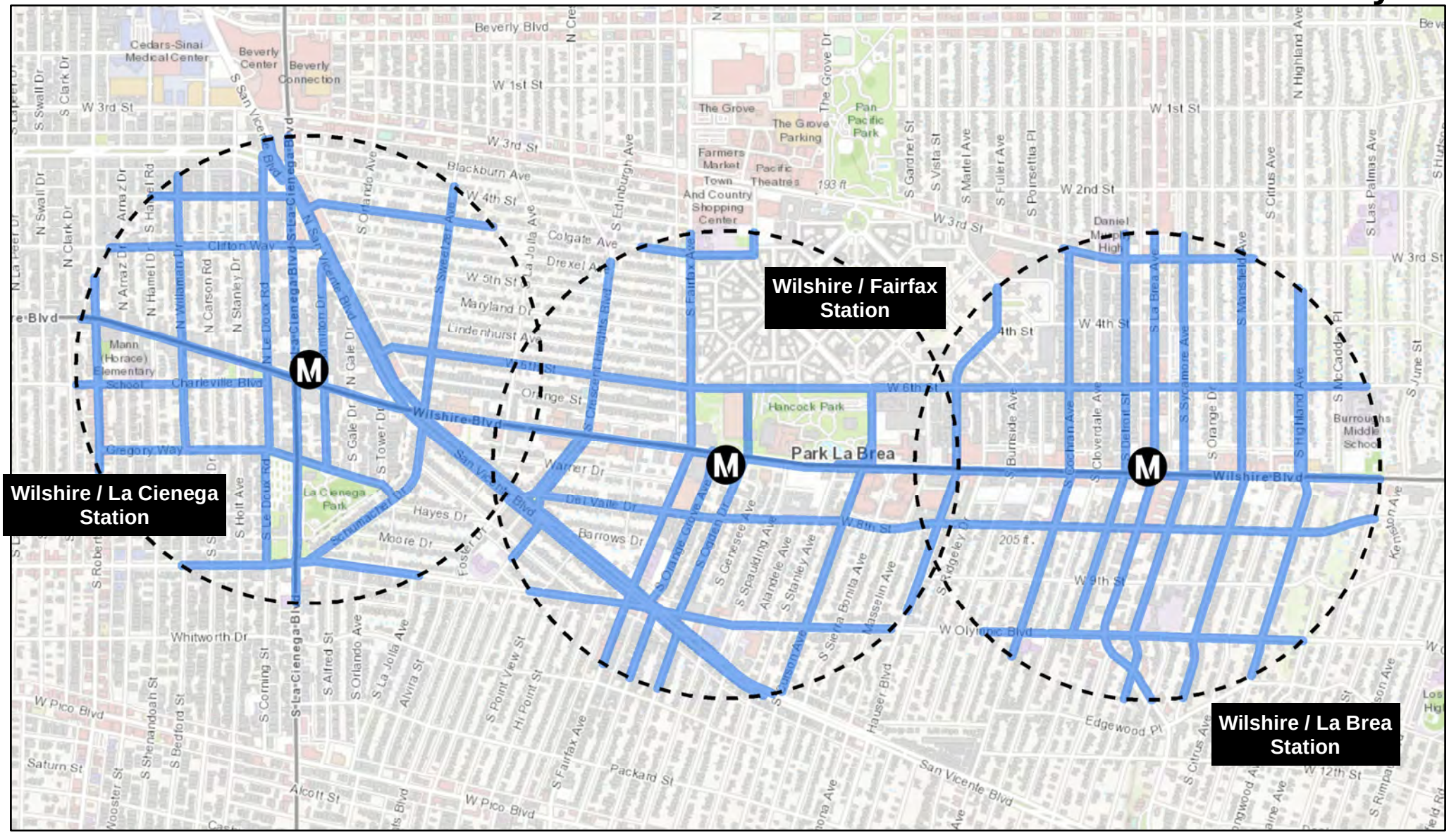
These corridors include, but are not limited to:

- Wilshire/La Brea Station-Area:
    - Olympic Boulevard
    - 8th Street
    - 6th Street
    - 3rd Street
    - Highland Avenue
    - Mansfield Avenue
    - Sycamore Avenue
    - Detroit Street
    - Cochran Avenue
    - Hauser Boulevard
- Wilshire/Fairfax Station-Area:
    - Olympic Avenue
    - 8th Street/Del Valle Drive
    - 6th Street
    - Colgate Ave
    - Hauser Boulevard
    - Curson Avenue
    - Ogden Drive
    - Orange Grove Avenue
    - Crescent Heights Boulevard/McCarthy Vista/Carrillo Drive
    - San Vicente Boulevard
- Wilshire/La Cienega Station-Area:
    - Olympic Boulevard
    - Gregory Way
    - Charleville Boulevard
    - Clifton Way
    - Sweetzer Avenue/Schumacher Drive
    - Hamilton Drive
    - Le Doux Road
    - Willaman Drive
    - Robertson Boulevard

Figure 6.1 depicts each identified corridor within the three station areas below.

Purple Line Extension Section 1
Corridors for Analysis

Figure 6.1



Highlighted Corridors for Further Analysis (Not Exclusive)

Purple Line Extension Section 1 Half-Mile Radii

Source: *IBI Group, 2020*

0 0.5 1 Miles

N

Appendix A: Points of Interest Matrix

This matrix includes all points of interest within the three-mile radius, categorized by points of interest type. Points of interest that are italicized are within the approximate half-mile radius of the station areas.

Education	Fairfax High School	**Public**
Wilshire Crest Elementary School	Bancroft Middle School	*Westside Jewish Community Center*
Ohr Eliyahu Academy	Melrose Ave Elementary School	*Cedar Sinai Medical Center*
John Burroughs Middle School	Castle Heights Elementary School	Kaiser Permanente – West Los Angeles Medical Center
Wilshire Private School	Beverly Hills High School	Beverly Hills City Hall
Third Street Elementary School	El Rodeo Elementary School	West Hollywood City Hall
Shalhevet High School	Hawthorne Elementary School	**Shopping**
Hancock Park Elementary School	**Art**	*Beverly Center*
Cathedral Chapel School	*Los Angeles County Museum of Art*	*The Original Farmer's Market*
Horace Mann School	*Park La Brea Art Center*	*The Grove*
Carthay School of Environmental Studies Magnet	Wallis Annenberg Center for the Preforming Arts	Westfield Century City
Robert F Kennedy Community Schools	Paramount Studios	Rodeo Drive
Hobart Blvd Elementary School	Hollywood Pantages Theatre	Melrose Trading Post
Los Angeles High School	Dolby Theatre	Wilshire Gramercy Plaza Shopping Center
Los Angeles Elementary School	The Wiltern	**Open Space**
Berendo Middle School	Largo at the Coronet	*Hancock Park*
Loyola High School of Los Angeles	Roxy Theatre	*Pan Pacific Park*
24th Elementary School	The Mint	*Mansfield Ave Park*
Pio Pico Elementary School	The Comedy Store	*Wilshire Green Park*
Sixth Ave Elementary School	Laugh Factory	*Alendale Park*
Cahuenga Elementary School	The Groundlings	*Carthay Circle Park*
Dorsey High School	The Sayers Club	*Lower Carthay Circle Park*
Cienega Elementary School	TCL Chinese Theatre	*La Cienega Park*
Arlington Heights Elementary School	Dolby Theatre	*Frank Fenton Field at La Cienega Park*
Alta Loma Elementary School	El Rey Theatre	Hillcrest Country Club
Virginia Road Elementary School	**Attraction**	Rancho Park Golf Club
Crescent Heights Boulevard Elementary School	*Los Angeles Museum of the Holocaust*	Cheviot Hills Park and Recreation Center
Charles Kim Elementary School	*The La Brea Tar Pits and Museum*	Pointsettia Recreation Center
Shenandoah St Elementary School	*Petersen Museum*	Wilshire Country Club
Canfield Elementary School	Hollywood Wax Museum	Harold A Henry Park
Beverly Vista Middle School	Hollywood Forever Cemetery	Queen Anne Recreation Center
Wilshire Park Elementary School	Hollywood Walk of Fame	Syd Kronenthal Park
Rosewood Ave Elementary School	20th Century Fox Studios	Los Angeles Country Club
Laurel Elementary School	Raleigh Studios	Baldwin Hills Recreation Center
Gardner St Elementary School	Capitol Records Building	Roxbury Park
Hollywood High School	Greystone Mansion	
Selma Ave Elementary School	Museum of Tolerance	
Le Conte Middle School		
Berstein High School		
Santa Monica Blvd Community Charter School		
Van Ness Ave Elementary School		
Alexandria Ave Elementary School		
Saturn St Elementary School		
Echo Horizon School		
Hamilton High School		
Malborough Private School		
Marvin Avenue Elementary School		
New Open World Academy		

Appendix B: Bus Transit Routes Matrix

This matrix includes all bus routes that come within a half-mile of any of the three station areas, categorized bus service type and bus route number. This matrix present the general starting and ending point of each bus route to provide an approximation of the possible destinations a transit user could travel if they utilized the Purple Line.

Service Type	Bus Route #	Street when in half-mile of Station Area	Start	End
Metro Local	**16**	W 3rd St	Pershing Square Area	Westfield Century City
	17	N Robertson Blvd / W 3rd St	Pershing Square Area	Culver City Expo Station
	20	Wilshire Blvd	7th & Maple	Downtown Santa Monica Expo Station
	28	W Olympic Blvd	Eagle Rock Plaza	Westfield Century City
	30	San Vincente Blvd	Indiana Station	San Vicente & Sunset
	105	N La Cienega Blvd	San Vicente & Santa Monica	Pacific & Santa Fe
	212	N La Brea Blvd	Hawthorne/ Lennox Station	Hollywood/ Vine Station
	217	Fairfax Ave	Howard Hughes Center	Vermont/ Sunset Station
	312	N La Brea Blvd	Hawthorne/ Lennox Station	Hollywood/ Vine Station
	316	W 3rd St	Pershing Square Area	S Mansfield Ave
	330	San Vincente Blvd	Indiana Station	San Vicente & Sunset
Metro Rapid (service not offered daily)	**705**	N La Cienega Blvd	San Vicente & Santa Monica	Pacific & Santa Fe
	728	W Olympic Blvd	Patsaouras Bus Plaza at LA Union Station	Westfield Century City
	780	Fairfax Ave	Pasadena City College	Washington/ Fairfax Transit Hub
Metro rapid (7-Day service)	**720**	Wilshire Blvd	East LA Commerce Center	Downtown Santa Monica

Next stop: a better journey.

PURPLE (D LINE) EXTENSION TRANSIT PROJECT FIRST/LAST MILE PLAN

Section 1 – Community Engagement & Local Coordination

Metro

FALL 2021

Community Engagement Summary

Purple (D Line) Extension Section 1 First/Last Mile Plan

Prepared for Metro
by IBI Group
With The Robert Group, HereLA, MottMacDonald, and LA Walks

Table of Contents

1 Introduction

The Metro Purple (D Line) Extension Section 1 First/Last Mile (FLM) Plan identifies improvements to pedestrian and bicycle access for three proposed Metro rail transit stations:

- Wilshire Boulevard/La Brea Avenue
- Wilshire Boulevard/Fairfax Avenue
- Wilshire Boulevard/La Cienega Boulevard

This summary report provides an overview of the community engagement activities conducted to support the development of the FLM plan. Community engagement and the resulting inputs are integral to the preparation of FLM plans, as the perspectives and viewpoints of local residents, transit riders, commuters, and stakeholders can help to expand the project team's understanding of current challenges and constraints related to walking and bicycling in the station areas. These perspectives and viewpoints help in the identification of proposed FLM projects and improvements to enhance station access and safety for people walking and bicycling to the stations. Community input is also a key component of the project scoring and prioritization effort, which is described in more detail elsewhere in this plan.

1.1 Project Team

The community engagement efforts conducted in support of the plan were led by IBI Group and supported by two subconsultants: The Robert Group and HereLA, as well as a non-profit community based organization (CBO): Los Angeles (LA) Walks.

Metro's FLM planning efforts are enhanced through the inclusion of one or more CBOs as part of the project team to assist in supporting elements of the community engagement effort. CBO participation in the FLM planning process can also extend to elements of the technical planning and analysis work effort to enhance the inclusion of community perspectives and viewpoints in the development of the FLM recommendations. LA Walks was selected as the CBO for the Metro Purple (D Line) Extension Section 1 Plan due to the organization's extensive work in the City of Los Angeles to promote and encourage walking as a safe, fun, and viable mode of transportation.

1.2 Engagement Approach

Due to the COVID-19 pandemic, in-person meetings, workshops, and events were not able to be conducted during the development of the FLM plan. Community engagement efforts took place between November 2020 and March 2021, which coincided with a period of peak case rates for the pandemic and stay-at-home orders issued by the County of Los Angeles and the State of California.

In response to the pandemic and restrictions on in-person meetings and events, alternative outreach methods were developed to ensure that the plan development effort remained on schedule and that the community would have a range of opportunities to participate and provide input into the development of the plan.

Community engagement opportunities included the following:

- Stakeholder Interviews
- Community Walk Audits and Roundtables

- Online Community Survey
- Other community presentations and info-sessions

This summary memo documents the engagement activities and tactics that were used to encourage community participation and gather input for the plan. Each section provides a brief overview of the engagement process associated with each activity. More detailed reports, results, and information for the various engagement activities are provided in the Appendix of this memo.

2 Stakeholder Interviews

As part of the Metro Purple (D Line) Extension Section 1 FLM planning efforts, members of the consultant team, including Bill Delo (IBI) and Marina Kay from The Robert Group (TRG), conducted a series of interviews with a variety of individuals and organizations that have a stake or interest in the future of Section 1 of the Metro Purple (D Line) Extension. The purpose of these interviews was to talk with representatives of institutions, businesses, and neighborhood groups about the FLM planning effort and to receive input about potential challenges and opportunities related to transit station access from the perspective of these stakeholders. These interviews are also a useful pathway to expand the potential pool of participants in subsequent community engagement efforts, as the stakeholders who participate can encourage participation from other residents, employees, and affiliates of the institutions, business, and neighborhood groups located in the station areas.

A total of 10 interviews were conducted in November 2020 and December 2020. Participating stakeholders included representatives from community organizations, residential neighborhoods, healthcare centers, the business community, and museum institutions. All 10 interviews (with a total of 20 participants) were conducted via video call/screen-sharing using the Microsoft Teams application.

2.1 Participation

The participating stakeholders were as follows:

Wilshire/La Cienega
- Todd Johnson & Blair Schlecter, *Beverly Hills Chamber of Commerce*
- Gabriela Flores, *Cedars Sinai Medical Center*
- Cyndie Ayala, *Jewish Federation of Los Angeles*

Wilshire/Fairfax
- LJ Hartman, *Los Angeles County Museum of Art (LACMA)*
- Museum Group
    - Peter Knezovich, Mariko Yoshimura-Rank, Lauren Girard, Andrew Werner - *Academy Museum of Motion Pictures (Oscars)*
    - Suzanne Isken - *Craft Contemporary Museum (CCM)*
    - Beth Keane, Lisa Barnet, Wendy Villalta - *Holocaust Museum LA*
    - Richard Hayden, *La Brea Tar Pits (NHM)*
- Meg McComb, *Greater Miracle Mile Chamber of Commerce*
- Chris Robertson, *The Grove/Caruso Development*

Wilshire/La Brea
- Conrad Starr & Philip Farha, *Greater Wilshire Neighborhood Council*
- Ileana Firchau, *Park La Brea*
- Liana Lassleben, *Mid City Neighborhood Council*

The stakeholder interviews helped to identify needs and priorities related to FLM in the three station areas, including specific improvements to walking and bicycling infrastructure that stakeholders felt are needed to help improve station access. Each interview participant was asked a similar set of questions, which were formulated to provide participants with an opportunity to share their opinions and insights. The interviews were conducted with the help of a Google Map of the stakeholder's corresponding station area. As the stakeholder analyzed the map and provided commentary on specific areas of concern, the planning team simultaneously populated the map with localized notes. This method allowed for a real-time visual discussion of the station

area. Inputs received from the interviews will be used in the development of the draft Pathway Network maps for each station area.

2.2 Key Findings

The most consistent themes heard from the stakeholders included:

Wilshire/La Cienega

- Improve access to bike and scooter facilities on most major streets and intersections
- Stakeholders are currently working together with nearby city governments to plan and implement transportation programs such as bike-share, mobility hubs, and streetscape plans
- Need for safety enhancements at street crossings and improved markings for crosswalks
- Improve traffic conditions on major streets in the station area
- Important to study the impact of current and future development projects planned around station area on pedestrian and bicycle demand
- Need for improved signage and lighting to ensure pedestrian safety

Wilshire/Fairfax

- Need for crossing and traffic improvements on major street intersections, especially along Fairfax Avenue, San Vicente Boulevard, and Olympic Boulevard
- 6th Street and Fairfax Avenue – Traffic signal timing and traffic calming improvements needed
- Street and sidewalk repairs on major and minor streets
- Pedestrian safety improvements on station adjacent secondary access streets including Ogden Drive and Orange Grove Avenue
- Address pedestrian safety concerns associated with homeless encampments, especially near Museum Row
- Importance of knowing parking arrangements of major venues and institutions along the corridor
- Importance of creating an inviting environment near museums and other recreational centers with spaces for food amenities such as food trucks and stands

Wilshire/La Brea

- Major street pavement, sidewalk and lighting improvements needed on Fairfax Avenue
- Improve east-west connectivity for bicycles and pedestrians
- Add bike and scooter amenities in busier areas, especially near shops and restaurants
- Add bike lanes on major streets and some side streets in station area

Overlapping themes

- Various station areas have narrow sidewalks that cause pedestrian congestion
- Connections to residential areas in station area are important
- Need for bike facility improvements in most station areas
- Need for wayfinding signage throughout station areas
- Bottleneck traffic conditions on major streets in station areas
- Importance of having pedestrian connections to major commercial centers, office buildings, hospitals, hotels, landmarks and other major destinations

Notes and summaries from each of the stakeholder interviews are provided in the Appendix.

3 Community Walk Audits and Roundtables

Walk Audits are collaborative, field-based research activities wherein participants are asked to walk around station areas (within the typical 1/2-mile radius representing a 10-minute walk to the station), observe the street environment for pedestrians and bicyclists, and provide observations and insights related to transit access, safety, comfort, and connectivity.

Community walk audits are an integral part of the FLM planning effort. The input and perspectives of people who walk, ride, and roll around the station areas on a day-to-day basis are foundational components in the development of the improvement recommendations and FLM Pathway Network maps.

3.1 Format

As part of previous Metro FLM planning efforts, walk audits were conducted in a group setting, with participants attending one of multiple sessions offered at each station to participate in a walk audit on a designated date and time. Due to the restrictions and precautions in place as a result of the COVID-19 pandemic, the approach to conducting the community walk audits for this plan was modified to comply with local health guidelines and provide adequate opportunity for social distancing for community participants. Instead of group meetings and walk audits, participants were provided with training online related to how to perform a walk audit, and then given a definite period time (three weeks) to conduct their audit individually using a mobile app that was accessible from Android and Apple iOS devices.

The community walk audit effort involved three primary elements, and was conducted between January 2021 and March 2021. These elements were:

- Online Training Webinar – This webinar was led by the project team and provided an introduction into the objectives behind the walk audit and instructions on how participants were to complete their audit using the mobile app.
- Individual Walk Audits – Participants were assigned to audit a specific quadrant at one station and given three weeks to conduct their audit.
- Online Roundtables – Following completion of the audits and preparation of the draft FLM Pathway Network maps, walk audit participants were invited to attend an online roundtable session to review the draft maps and provide their input on the draft recommendations.

Brief overviews of each of three activities are provided in the following subsections. More detailed information regarding the data and information collected during the walk audits is provided in the separate Community Walk Audit memo elsewhere in this FLM Plan.

3.2 Participant Recruitment

Recruitment of participants for the community walk audits began in December 2020. This recruitment effort involved reaching out via phone calls and sending invitations via email to community members and stakeholders located in all three station areas. The direct recipients of the invitations were encouraged to participate in the walk audits and to share the invitation within their network (i.e. employees, follow residents/neighbors, etc.). Invitations were sent to a variety of organizations, institutions, and businesses. These included neighborhood councils, community organizations and groups, businesses, museums, schools, and chambers of commerce. Interested participants were asked to complete an online form, identify their preferred station to audit, and to select a preferred time to participate in the online training webinar. The invitations also highlighted that participants who completed all three elements of

the walk audit effort (online training, walk audit, and roundtable) would be eligible to receive a $50 gift card as a thank you for their dedication of time and effort.

3.3 Online Training Webinar

Online training webinars were conducted on Thursday, January 14, 2021 and Saturday, January 16, 2021. Webinars were conducting using the Zoom videoconference platform. Simultaneous English and Spanish-language webinars were offered during both time periods. A total of 36 people attended the online training webinars.

The purpose of the online training webinars was to inform walk audit participants about the process, the schedule for the activity, and how the information collected through the audit would be incorporated into the FLM planning effort.

The format of the webinar included an introductory presentation that covered the following topics:

- Definition of First/Last Mile
- Overview and purpose of walk audits
- Overview of the types of conditions auditors would be asked to record
- Training on how to use the walk audit app and record conditions
- Review of safety guidelines and who to contact in case of questions

3.4 Individual Walk Audits

Following completion of the online training webinars, participants were initially given a two week period between January 17, 2021 and January 31, 2021 to complete their individual walk audit. The deadline for completing the walk audit was subsequently extended by one week to February 5, 2021 as a result of poor weather conditions and walk audit app performance issues on selected days within the initial two week window.

Because walk audit participants were issued a generic login user id and password, it is not possible to specifically identify an exact number of unique participants who completed an audit. Through a review of time stamp differences in input data received from the walk audits, it is estimated that approximately 21 people completed walk audits. This represents about 55%-60% of the number of participants who attended the online training webinars.

3.5 Online Roundtables

Online roundtable sessions were added to the walk audit process as part of this FLM planning effort to respond to restrictions for in-person engagement activities as a result of the COVID-19 pandemic. In previous Metro FLM planning efforts, in-person pop-up activities and events were typically scheduled after the community walk audits were completed to share the draft FLM Pathway Networks and receive input from the community at-large on these materials. As part of the Metro Purple (D Line) Extension Section 1 FLM planning efforts, these online roundtables were envisioned as an alternative approach to provide walk audit participants with an opportunity to review and comment on the draft Pathway Networks since events and activities with the community at-large were not possible.

Roundtable sessions were conducted on Wednesday, March 24, 2021, Thursday, March 25, 2021, and Saturday, March 27, 2021. The Wednesday session included a simultaneous Spanish-language session. A total of 10 people attended the four Roundtable sessions. A detailed description of the Roundtable session approach and inputs received from participants is provided in the Appendix.

4 Online Survey

The third primary outreach activity conducted to support the development of the plan was an online public survey used to gather input and feedback on ways to improve the walking and bicycling environment around the three planned stations. The target audience for the survey was Los Angeles County residents and stakeholders who live, work, or spend time in three station areas.

This online survey was live for a period of 33 days, between March 1, 2021 and April 2, 2021. During this time, the survey received 891 responses from 863 unique computer IDs, with greater than 6,000 total comments or data points recorded. The survey was promoted through the following channels:

- Metro email blasts using the existing database of contacts for the Purple (D Line) Extension project
- Social media notices and ads distributed through Metro's existing social media channels, including Facebook, Twitter, and Instagram
- Encouragement to participants in the stakeholder interviews and community walk audits to have others in their networks (neighbors, co-workers, employees, etc.) participate in the survey

This section provides a brief overview of the survey format and results. A more detailed analysis of the survey results is provided in the Appendix.

4.1 Survey Format and Layout

Metro selected an interactive, map-based online survey application, Maptionnaire, as the method for soliciting input from the community online to inform the development of FLM project types and locations. Maptionnaire utilizes map-based tools to design questionnaires, collect location-specific data, and convey information. In addition to familiar question types, Maptionnaire provides respondents with an interactive, "gamified" experience with questions to identify their FLM challenges or ideas on a map. On the backend, Maptionnaire provides an automatic analysis of questionnaire data with detailed charts, maps, and GIS data for further analysis. The survey was available in English, Spanish, and Korean.

Participants in the survey received an introduction to the project, an overview of the FLM planning process, and instructions on how to provide input. The survey guided participants through each category of input, provided additional instructions for each category, and finished with a demographic survey.

Maptionnaire experienced a technical issue approximately two weeks after the survey was live and that continued through the end of the survey respondent period. The technical issue included the mapping feature showing a blank grey screen for respondents attempting to complete the survey on an iOS smartphone. To resolve the issue, respondents were advised to complete the survey on a laptop. The technical issue was reported to Maptionnaire after the first incident and was resolved after the close of the survey.

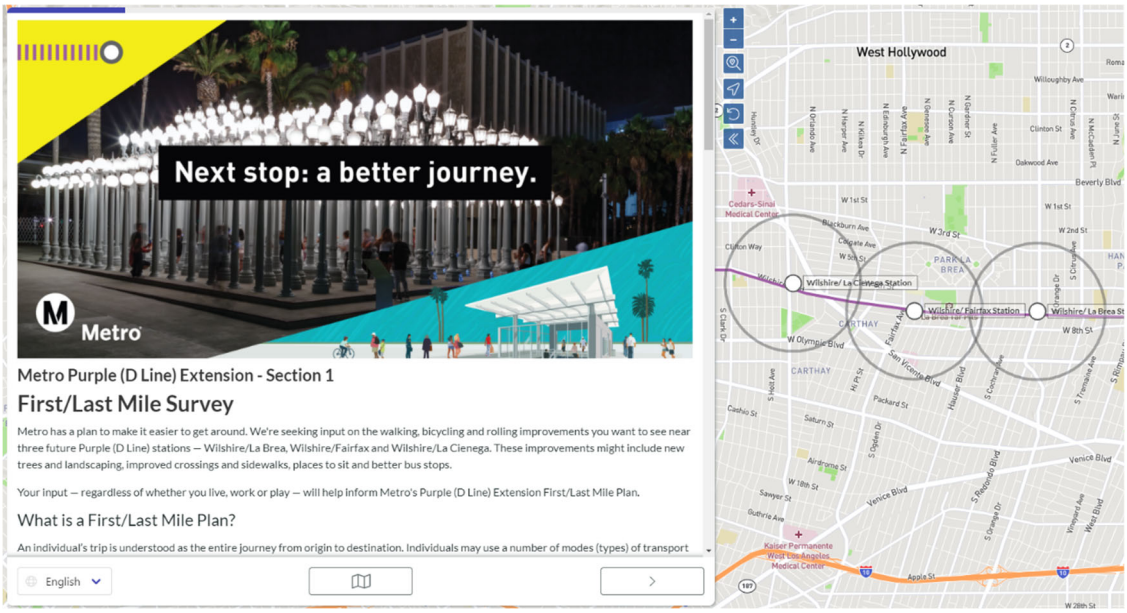


Figure 1: Maptionnaire Survey Welcome Screen

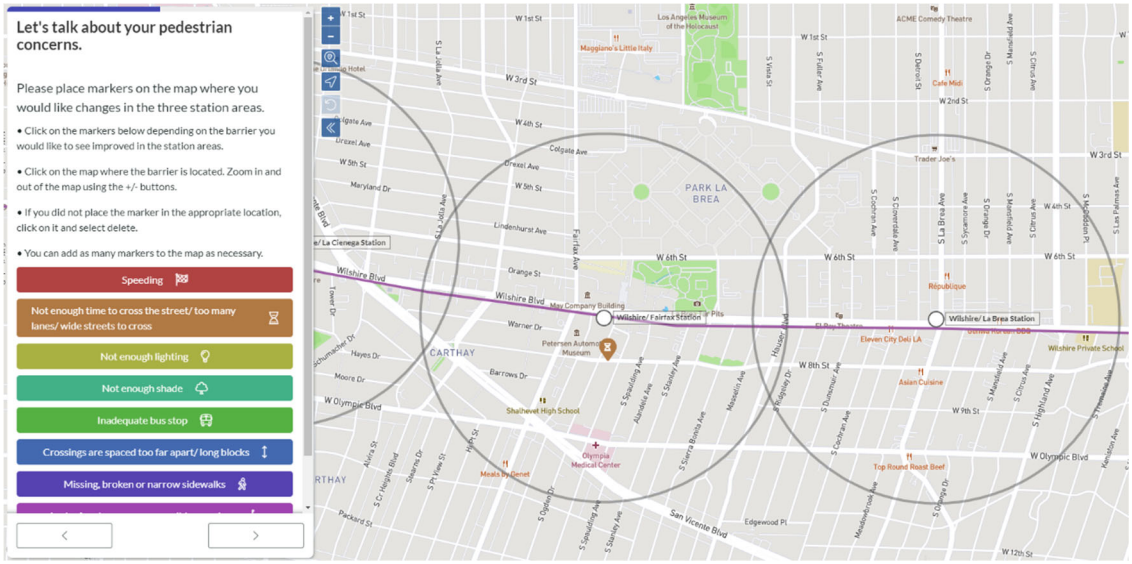


Figure 2: Maptionnaire Survey Input Screen

4.2 Key Survey Takeaways

Selected inputs and results from the online survey are noted below. As identified above, a more detailed summary report on the survey questions and results is provided in the Appendix.

Station Use

Survey participants were asked about which station of the three study stations they would most likely utilize.

- Wilshire/La Cienega – 23%
- Wilshire/Fairfax – 44%
- Wilshire/La Brea – 33%

Station Access Routes

The following streets were most often identified as the streets that riders would use most often to access the stations:

Wilshire/La Cienega Station

- La Cienega Boulevard
- Wilshire Boulevard
- San Vicente Boulevard

Wilshire/Fairfax Station

- Wilshire Boulevard
- Fairfax Avenue
- Crescent Heights Boulevard

Wilshire/La Brea Station

- Wilshire Boulevard
- La Brea Avenue
- Olympic Boulevard

Types of Improvements

The survey asked respondents to identify needs in 14 different categories covering a range of factors related to FLM planning, including accessibility, bicycle and walking infrastructure, and perceptions of comfort and safety. The categories and number of responses for each are illustrated in the chart below.

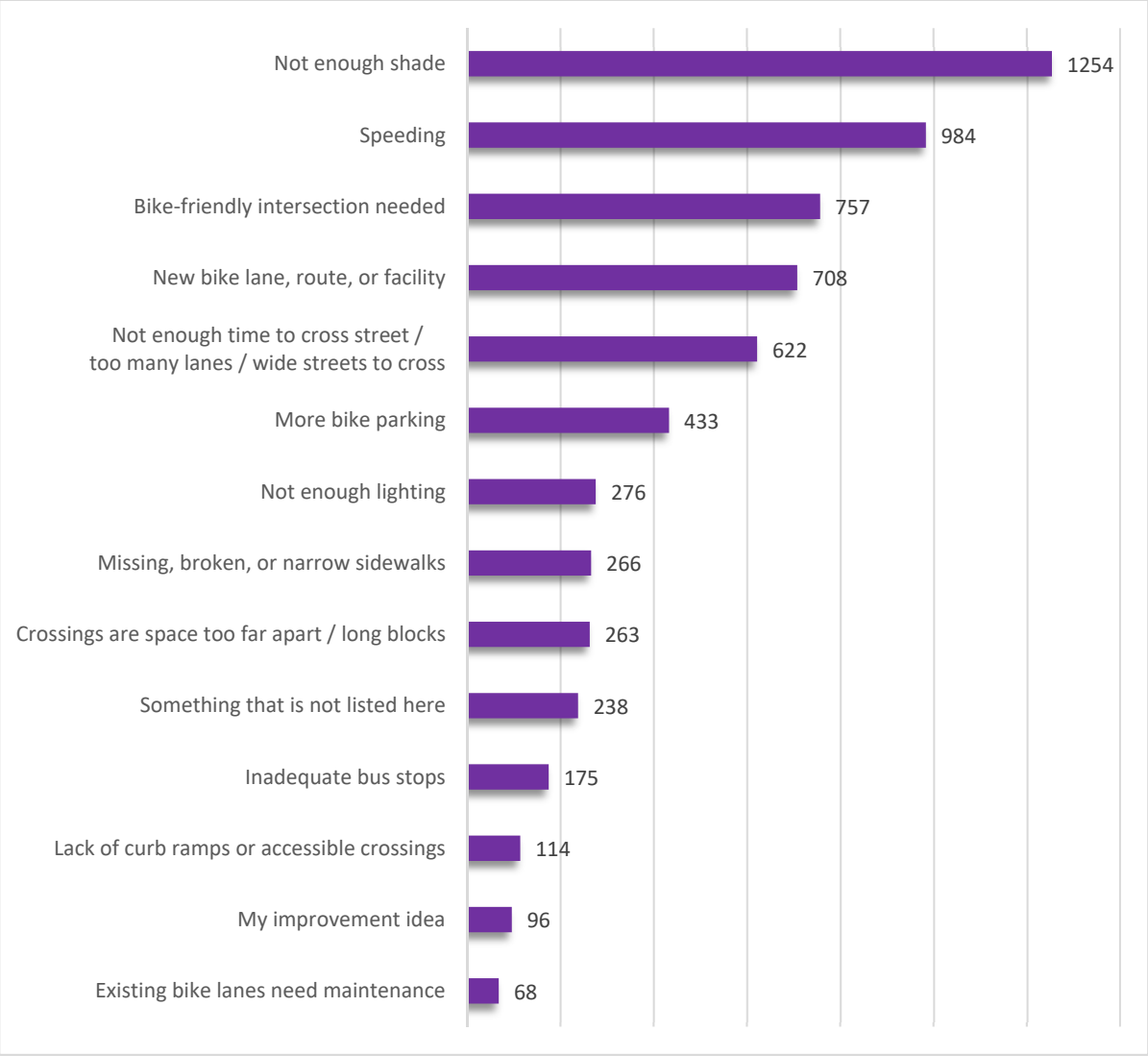


Figure 33: Needs Identification by Category

4.3 Application of Survey Results

Survey results were used to inform the development of the Pathway Network maps, providing support for the identification of specific pathways in each of the three station areas and for the identification of specific FLM access improvements along the designated pathways. Survey results are also incorporated into the project scoring and prioritization methodology, as described elsewhere in this Plan.

5 Other Community Presentations and Info-Sessions

The Metro First/Last Mile team organized several presentations to keep communities informed about the overall status of the project and specific opportunities to provide feedback.

In February 2021, the Metro FLM team met virtually with local residents (Carthay Circle and Miracle Mile Residential Association, among others) to explain the upcoming online survey and to demonstrate how individuals could log comments and feedback through the map-based survey platform. This presentation was recorded and the recording was subsequently shared with community members.

In March 2021, the team also met with the Metro Accessibility Advisory Committee, comprised of Los Angeles County residents living with disabilities, to present a similar status update and demonstration of how to complete the online survey. It had met previously with this group to recruit walk-audit participants.

In August 2021, the team organized virtual presentations to showcase the draft plan documents. The intention of these information sessions was to provide members of the public an opportunity to see and understand the plan before it went to the Metro Board for consideration in September 2021. The Metro FLM team also posted draft plan documents to the project webpage, along with information about how to participate and provide public comment at the Metro Board meetings.

In addition to these aforementioned sessions, the Metro FLM team met throughout the project with elected Los Angeles city council district offices (CD4 and 5) to keep representatives informed about the project and opportunities for constituents to provide input into the planning process. It also regularly coordinated with local agencies in both the City of Los Angeles and City of Beverly Hills; in May 2021, it presented a status update at the City of Beverly Hills Traffic and Parking Commission Meeting.

6 Local Agency Coordination

The development of the Metro Purple (D Line) Extension Section 1 FLM Plan included coordination with the cities of Los Angeles and Beverly Hills. This coordination process is important in the development of the FLM Plan, as local agencies will ultimately be responsible for the implementation and maintenance of FLM improvements located within their right-of-way.

To facilitate coordination with staff members from both cities, separate online video conference meetings were conducted in March 2021. The objectives of these meetings were to provide an update on the project process, present the draft Pathway Network maps for review by City staff, and to review proposed pathways and improvements with City staff prior to presentation of the draft concepts during the Community Roundtables. Meetings were conducted on March 18, 2021 with Beverly Hills and on March 22, 2021 with Los Angeles. The draft Pathway Network maps and project lists were shared with staff during these meetings. Both cities were provided with a review period following these meetings to review the draft materials and submit comments to Metro.

Following completion of these meetings and the subsequent review period, the project team updated the Pathway Network maps and project lists to incorporate comments received from city staff. Both cities received a second opportunity to review draft materials for the FLM Plan during May and June 2021. This second review cycle included the opportunity to review the draft final Pathway Network Maps and Project Lists, as well as portions of the plan related to Project Origins, Project Scoring and Prioritization, and Rough Order of Magnitude (ROM) Cost Estimates. Comments received from City staff during this review period were integrated as appropriate into the final Plan.

7 Lessons Learned

As highlighted throughout this summary, the community engagement effort conducted in support of the development of the Metro Purple (D Line) Extension Section 1 FLM Plan included the following primary elements:

- Stakeholder Interviews
- Community Walk Audits and Roundtables
- Online Survey
- Local Agency Coordination
- Other Community Presentations and Info-sessions

The primary elements of community engagement process were different than those typically employed by Metro as part of the development of FLM plans. Social distancing guidelines and stay-at-home regulations instituted by the County of Los Angeles and State of California as a result of the COVID-19 pandemic precluded the project team's ability to conduct in-person community engagement efforts during the development of the plan. These guidelines and regulations also limited the team's ability to go out into the community and get the word out about the project and opportunities for engagement.

Despite these challenges, the project team was able to execute a broad community engagement effort and many of the engagement activities received detailed and enthusiastic participation from community members and stakeholders. This input provided valuable contributions to the development of the FLM Plan.

With the different approaches to community engagement employed as part of this FLM planning effort, it can be valuable to review the lessons learned from each engagement activity. This review can help to inform future community engagement efforts conducted for FLM planning projects, as well as community engagement efforts conducted for other non-FLM Metro projects. Many of the online-based and virtual engagement activities utilized on this project would be appropriate for use on future projects in combination with in-person engagement activities. The lessons learned presented in this section begin with a discussion of demographics, and follows with an analysis of each engagement activity.

Demographic Comparison

Metro regularly conducts on-board ridership surveys on its bus and rail lines. The demographic categories used for the on-board ridership surveys informed the Purple (D Line) FLM online survey, and the responses are therefore able to be compared. When compared with the most recent on-board survey results (Fall 2019), respondents to the FLM online survey were significantly more affluent, older, more male, and less ethnically diverse than Metro transit riders as a whole.

Among the 891 responses received for the survey, 605 provided a zip code, and 388 of those responses (64%) identified that they lived within a zip code that has a portion within at least one of the station areas. The zip codes that have a portion of its area within one of the three station areas include: 90005, 90010, 90019, 90020, 90035, 90036, 90048, and 90211.

To help address some of these differences in demographics, it is recommended that future online surveys be paired with in-person surveys and engagement as allowed by public health guidelines. According to the on-board survey, 40% of patrons survey do not own a smart phone that would make online engagement easier, 13% do not have internet access within their household, and less than half have access to a high-speed internet connection. The following strategies may help future online surveys to better reflect Metro's patrons:

- Identify and partner with CBOs that may be able to help bridge the "digital divide" for those who do not have the means or technical ability to participate in online surveys, and support those organizations with equipment, funding, or staff support.
- Identify new ways to promote and attract input from groups that are underrepresented in online engagement.
- Tailor public outreach strategies so that feedback received in-person or online engagement is similar and directly comparable.
- Continue to educate the public about the planning process and how input from mapping exercises can be of value to participants.
- In the future, consider collecting demographic data of walk audit participants to inform comparative analysis.

Stakeholder Interviews

The stakeholder interview process conducted for the Metro Purple (D Line) Section 1 FLM Plan was very similar to the process used for the Metro Purple (D Line) Extension Section 2 & 3 FLM Plan. Interviews were conducted via online video conference, with the ability for facilitators to share their computer screens. This approach allowed for the discussion to be facilitated with the use of a Google Map of the station area, and participants could see in real time their inputs being marked and recorded on the maps. The approach of recording stakeholder inputs on an electronic Google Map also allowed for convenient integration of inputs into the Pathway Network map development process.

Key lessons learned from the Stakeholder Interviews include:

- For this FLM plan development, the interview process was initiated with the objective of conducting a similar number of interviews for each station (3 interviews per station). With the unique conditions present at the Wilshire/Fairfax Station with numerous museums located in close proximity to the station and each other, a single group interview was conducted with representatives from multiple museums. This unique opportunity allowed for additional input for the project. Opportunities to receive additional input from stakeholders are a positive, but the project team should be careful to not limit these opportunities to only one station.

Community Walk Audits and Roundtables

The individual walk audit approach utilized for the Metro Purple (D Line) Extension Section 1 FLM Plan differed from previous FLM planning efforts and walk audits in that the training was completed online and walk audit participants conducted the audits by themselves on a date and time of their choosing. During past planning efforts, walk audits were conducted as a group activity with 8-12 auditors per station participating in-person on a designated day and meeting at a designated location. Training for the walk audit occurred in the field prior to participants being sent out to conduct their audits.

Observations and lessons learned from the consultant team include the following:

<u>Recruitment</u>

- Build in time for community engagement and participant recruitment, to include multiple waves of outreach (i.e.: initial touch, follow-up, second follow-up, etc.) in order to build trust and secure input and participation. The recruitment window for these walk audits was approximately six weeks in length, but occurred over the Christmas and New Year's

Day holiday period, which impacted the team's ability to follow-up with potential participants.
- Retention – The initial recruitment effort obtained 48 sign-ups (43 English and five Spanish). Webinar attendance for the English language was 31 attendees over the two days and five Spanish attendees. Reminder follow-ups were sent to all signed-up participants prior to the webinar dates.
- Explain the recruitment process and its challenges to participants, be transparent about the process, timelines, and time commitments.

Training Webinar

- Schedule a dry test run of the webinar to iron out any issues and make sure the flow works.
- Allocate time during the webinars to have participants actually log in to the app, use it and be able to ask questions.
- Do not include a Web App Video on YouTube during the webinar. It would have been better to run through the instructions manually as a presenter. The video could be available after the webinar as a reference for attendees.
- Provide more opportunities of cohesion with the participants (i.e.: ice breakers, chat group to share best practice, experience of walk audit).
- Include time to build camaraderie between participants. It seemed they wanted to know who else was on the call. (E.g. "Please introduce yourself in the chat".)
- Provide the login and password information for the walk audit mobile app in multiple outlets (emails, presentation, cheat sheet).
  At the end of the webinar, have the participants test log-in and add a condition in the mobile app. This would allow the team to address any technical issues before participants are in the field.

Walk Audit App

- The FLM app should be monitored for technical issues daily.
- Improve the FLM app functionality for iOS and Apple devices.
- If quadrants for future stations are not shown in the map in the app, having one login per station could simplify log-ins. We would tell participants which quadrant they are responsible for.

During Walk Audit Time Window

- Send a reminder email during audit week with a snapshot of how many people have completed their audits, how many points were logged and to encourage people who haven't already audited to go out.
- Allow flexibility with the walk audit completion deadline in case of weather-related issues (rain, heat, etc.) that may prevent auditors from conducting their audits in a timely fashion.

Overall, the individual walk audits would appear to be a viable alternative to the traditional in-person group walk audits that were previously conducted during first/last mile planning efforts. Additional benefits of this approach include the following:

- Flexibility in schedule for walk audit participants – Allowing two-three weeks to complete the audit instead of one specific day.
- Flexibility with weather events – Previous walk audits have been impacted by rain or hot days. Allowing participants a multi-week time window to conduct their audit allows them to avoid less than ideal weather conditions.

- Additional participants – Flexibility in the timing to conduct the audits allows for the recruitment of a wider variety of people, including those with work or school schedules that would have precluded participation in an event with a defined time and day.

The observed drawbacks to the individual walk audits include the following:

- The events are not community or group oriented – Performing the audit individually prevents participants from interacting with other participants and discussing/sharing observations. This could be addressed by allowing interaction in the webinar and the update emails sent to participants during the walk audit period.
- Participant retention – Through the process, we observed that about 75% of people would were originally recruited for participation attended the training webinars. Of these 36 participants, an estimated 55-60% completed a walk audit (approximately 21 people). However, only 10 people attended the March Roundtable sessions. The duration between events should be minimized to support retention of participants.

Overall, the individual walk audits are a viable alternative approach for inclusion in the FLM community engagement effort, and there is merit in continuing this approach on future FLM planning efforts even after the conclusion of the COVID-19 gathering restrictions. Individual walk audits could be conducted either in place of the traditional group walk audits or as a supplement to the group audits to further increase community participation. Key changes or improvements would be to reduce the amount of time between the walk audit data collection period and the follow-up roundtables to reduce attrition and to conduct the roundtable session on different weeks to allow for flexibility in attendance by participants. Consideration could also be given to increasing the incentive payment for participants who complete all three components (training, walk audit, and roundtable).

Online Survey

Due to the COVID-19 pandemic and limitations on in-person engagement activities, the online survey assumed a greater role in gathering broad participation from the community during the development of this FLM plan. The use of the Maptionnaire online survey platform and its map-based format allowed the survey questions to be oriented around having participants identify and mark specific locations for needs and improvements on maps of each station area. This approach provides significant benefits for respondents, allowing them to visualize their station area and zoom in to identify specific locations on the maps. The survey platform also allows the project team to collect and process the data into GIS form, allowing for efficient consolidation with inputs from the community walk audits and other engagement activities.

Prior to the roll out of the survey, the project team and Metro evaluated two online map-based survey platforms for use on this project. The two programs were Maptionnaire and ArcGIS Survey123. Metro has been making greater use of the ArcGIS Survey123 platform for other planning projects being conducted by the agency. Both platforms offered the benefit of the surveys being map-based, allowing survey respondents to mark their inputs directly on maps of the station areas. Both platforms also allowed for the transfer of response data to GIS for use in the analysis efforts for the project.

A key difference in the two platforms was the user interface and the ability to incorporate multiple maps into the survey. ArcGIS Survey123 was limited to a single map for a survey. This format is more conducive to a single corridor-level project. With the need for inputs on a station-by-station basis across three separate station areas, the capability within the Maptionnaire platform to create and display multiple maps within a single survey allowed for an easier user experience for the survey. Another key limitation of the ArcGIS Survey123 was the need for the survey respondent to create a new map for each input that they submitted. In cases where respondents may provide numerous inputs for one station, this approach could make it difficult for the

respondent to recall their previous submittals and could lead to duplications in inputs. In the Maptionnaire platform, respondents can see their previous submittals and how each submittal relates to the others, allowing for more intuitive use and reducing the potential for duplicate inputs.

In terms of the performance of the survey and respondent demographics, there are several key takeaways:

- The survey received a high number of responses – over 860 unique responses, which was a very positive outcome.
- As highlighted in Section 4, the survey respondent demographics do not generally align with the demographics of typical Metro transit riders. Several factors play a role in these results including:
    - The availability of the survey only online, with no in-person surveys capable of being administered during the pandemic
    - The demographics of the station areas
    - The distribution of the survey, not only through Metro channels, but how the survey link may be distributed by individual people in their networks and by different organizations in theirs

For future FLM planning projects, it would be helpful to better leverage the ability of the participating CBOs to get out into the communities and gather input and completed surveys in person from transit riders and a more diverse audience of community members. This approach would help also in gathering input from people who do not have access to high quality internet services. Due to the COVID-19 pandemic, the project team was unable to employ these approaches for this project.

Community Based Organization (CBO) Participation

CBO participation is an important and integral part of the development of FLM plans. CBOs provide unique perspectives and connections to the communities that would benefit from FLM improvements. These connections can help to provide more robust and broader community participation in the FLM planning process. For this project, LA Walks was selected as the CBO to support the community engagement effort due to the organization's extensive work to promote safe walking environments within the City of Los Angeles.

Participation by LA Walks staff helped to enhance the recruitment efforts for the community walk audits and roundtables. The CBO had extensive contacts and relationships with community organizations and community groups in the study area. Some of the potential benefits of LA Walks' connections and grass-roots engagement approaches were limited by the COVID-19 pandemic, which precluded getting out into the community in-person to talk to transit riders, commuters, and service employees. As part of future FLM planning efforts, assuming no long-term impacts from the pandemic, these approaches and tactics could be helpful to encourage additional participation from transit riders and underserved populations in the walk audits, surveys, and other engagement activities.

Additional CBO Observations

LA Walks was also asked to provide inputs and thoughts regarding lessons learned for the community engagement process. The perspective of the participating CBO is a valuable element in assessing lessons learned and improving the process for community engagement in subsequent FLM planning efforts. Observations from LA Walks included the following:

- **Keep the digital format as a complementary aspect of outreach.** The online format for the community roundtables should be maintained, even coming out of the pandemic.

Providing both digital and in-person engagement, makes FLM projects even more accessible. It is recommended that Metro incorporate both approaches into the engagement and not take the online option away. This recommendation carries over to allowing the walk audits to be completed in groups and individually.

- **Need more time to develop interest and trust within the community.** It is recommended to provide more time and follow-up when trying to get interested parties to participate in the walk audits and other community engagement activities. Typically, to get people more actively involved, the project team and CBO need to have multiple touches with them. We see this is especially true for the employees of local groceries and fast food/restaurants. Access at these places often has to go through management and so an opportunity to build relations and initial trust is important.
- **Not all groups are equal when it comes to being willing to engage.** While groups like home owners associations or neighborhood councils are naturally built to give public feedback, other places and groups are not built in such a way, like churches, stores, and/or restaurants. A distinct approach and strategy should be made for these groups, instead of lumping them together with the aforementioned groups.
- **Continue to provide options for different language access.** The offering of content in Spanish and other languages as appropriate is very valuable for the process.
- **Canvassing on the ground.** LA Walks noted the value of being on the ground to encourage participation. They noted this goes beyond setting up a table near bus stations (which is still a good strategy), but also going door-to-door and knocking. Had this strategy been possible for this project, this approach would have been used to share the link to the online survey for those residents and people if they could not participate in the stakeholder meetings. Another potential strategy would involve making phone calls to area residents. This could be accomplished by buying call lists for the local community and make calls asking people to fill out the survey. Even without canvassing, the online survey was able to reach 388 respondents who lived in a zip code that was within or adjacent to at least one of the station areas (64% of all respondents who provided zip code data).

Appendix A - Stakeholder Interviews

Purple (D Line) Extension - Section 1
First / Last Mile Plan
Stakeholder Interview Summaries

Prepared for **Metro**
By **IBI Group**, in association with **Mott MacDonald**, **HereLA**, **The Robert Group**, **Engineering Solutions Services**, and **LA Walks**
February 2021

Executive Summary

As part of the Metro Purple (D Line) Extension Section 1 First/Last Mile planning efforts, members of the consultant team including Bill Delo (IBI) and Marina Kay from The Robert Group (TRG), conducted a series of interviews with a variety of individuals and organizations that have a stake or interest in the future of Section 1 of the Metro Purple (D Line) Extension. This planning effort includes the following planned stations: Wilshire/La Cienega, Wilshire/Fairfax and Wilshire/La Brea.

A total of 10 interviews were conducted between November 2020 and December 2020. Stakeholders included representatives from community organizations, residential neighborhoods, healthcare centers, the business community and museum institutions. All 10 interviews were conducted via video call/screen-sharing using the Microsoft Teams application.

The participating stakeholders are as follows:

Wilshire/La Cienega

- Todd Johnson & Blair Schlecter, *Beverly Hills Chamber of Commerce*
- Gabriela Flores, *Cedars Sinai Medical Center*
- Cyndie Ayala, *Jewish Federation of Los Angeles*

Wilshire/Fairfax

- LJ Hartman, *Los Angeles County Museum of Art (LACMA)*
- Museum Group
    - Peter Knezovich, Mariko Yoshimura-Rank, Lauren Girard, Andrew Werner - *Academy Museum of Motion Pictures (Oscars)*
    - Suzanne Isken - *Craft Contemporary Museum (CCM)*
    - Beth Keane, Lisa Barnet, Wendy Villalta - *Holocaust Museum LA*
    - Richard Hayden, *La Brea Tar Pits (NHM)*
- Meg McComb, *Greater Miracle Mile Chamber of Commerce*
- Chris Robertson, *The Grove/Caruso Development*

Wilshire/La Brea

- Conrad Starr & Philip Farha, *Greater Wilshire Neighborhood Council*
- Ileana Firchau, *Park La Brea*
- Liana Lassleben, *Mid City Neighborhood Council*

The purpose of these stakeholder interviews was to understand and identify first/last mile needs and priorities, including specific station area investments that people felt are currently needed or could help improve station access. Each interview participant was asked a similar set of questions, which were formulated to provide participants with an opportunity to share their opinions and insights. The interviews were conducted with the help of a Google Map of the stakeholder's corresponding station area. As the stakeholder analyzed the map and provided commentary on specific areas of concern, the planning team simultaneously populated the map with localized notes. This method allowed for a real-time visual discussion of the station area. Inputs received from the interviews will be used in the development of the draft Pathway Network maps for each station area.

Key Findings

The most consistent themes heard from the stakeholders included:

Wilshire/La Cienega

- Improve access to bike and scooter facilities on most major streets and intersections
- Stakeholders are currently working together with nearby city governments to plan and implement transportation programs such as bike-share, mobility hubs, and streetscape plans
- Need for safety enhancements at street crossings and improved markings for crosswalks
- Improve traffic conditions on major streets in the station area
- Important to study the impact of current and future development projects planned around station area on pedestrian and bicycle demand
- Need for improved signage and lighting to ensure pedestrian safety

Wilshire/Fairfax

- Need for crossing and traffic improvements on major street intersections, especially along Fairfax Blvd, San Vicente Blvd, and Olympic Blvd
- 6th and Fairfax – Traffic signal timing and traffic calming improvements needed
- Street and sidewalk repairs on major and minor streets
- Pedestrian safety improvements on station adjacent secondary access streets including Ogden Dr and Orange Grove Ave
- Address pedestrian safety concerns associated with homeless encampments, especially near Museum Row
- Importance of knowing parking arrangements of major venues and institutions along the corridor
- Importance of creating an inviting environment near museums and other recreational centers with spaces for food amenities such as food trucks and stands

Wilshire/La Brea

- Major street pavement, sidewalk and lighting improvements needed on Fairfax Blvd
- Improve east-west connectivity for bicycles and pedestrians
- Add bike and scooter amenities in busier areas, especially near shops and restaurants
- Add bike lanes on major streets and some side streets in station area

Overlapping themes

- Various station areas have narrow sidewalks that cause pedestrian congestion
- Connections to residential areas in station area are important
- Need for bike facility improvements in most station areas
- Need for wayfinding signage throughout station areas
- Bottleneck traffic conditions on major streets in station areas
- Importance of having pedestrian connections to major commercial centers, office buildings, hospitals, hotels, landmarks and other major destinations

Purple (D Line) Extension Section 1 First/Last Mile Stakeholder Interview

Stakeholder: Todd Johnson & Blair Schlecter, *Beverly Hills Chamber of Commerce*

Station: Wilshire/La Cienega Station

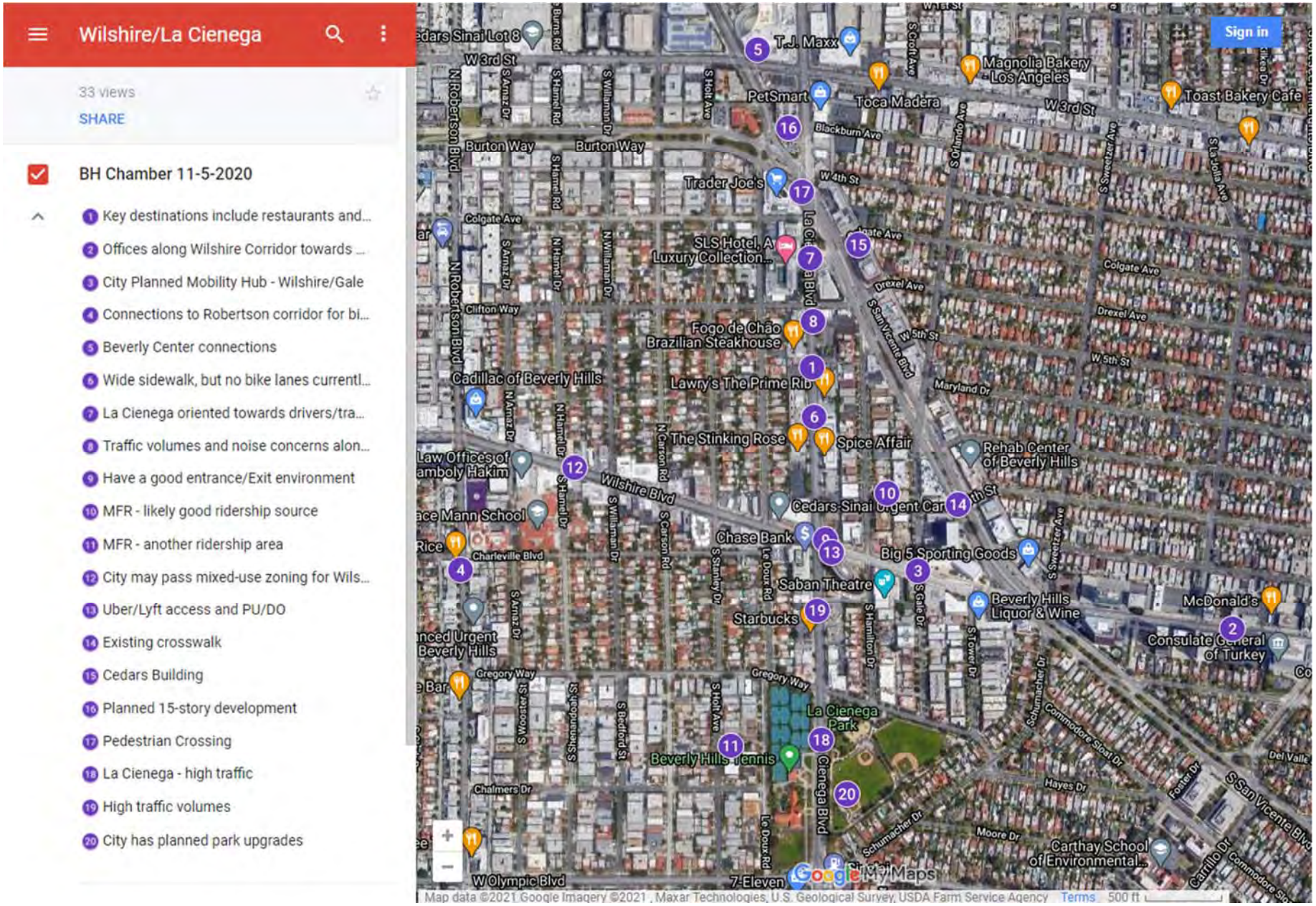
Date|Time: November 5, 2020 | 4:00pm

Facilitated by: Bill Delo, *IBI*

QUESTIONS	ANSWERS
Do you or do employees/members/residents of your organization use transit often (pre-COVID-19)? Do you anticipate that you/they would use transit more often once the Purple Line Extension is completed?	• La Cienega Station will attract workers (adjacent commercial/employment uses) • Restaurants (day and night) and hospital (Cedars Sinai Medical building on San Vicente Blvd) employees and visitors would likely use the station • Employees of offices along Wilshire Corridor toward Fairfax Ave are another demographic that would use transit
What do you see are the opportunities available to improve walking access to this station? What do you see are the opportunities available to improve wheeled access (via bicycle and scooter) to this station?	• City of Beverly Hills is working on a Streetscape plan • Wilshire Blvd/Gale Dr - City planned Mobility Hub • Robertson Blvd/Olympic Blvd - Scooter or bike access routes needed to get to and from the station as well as safely cross this intersection • Connections to Robertson Blvd corridor for bicycles and scooters
What specific locations in the station area present challenges to pedestrian and bicycle travel?	• Beverly Center/Robertson Blvd/3rd St - Could benefit from mobility options such as shuttles, scooters and bicycles since they are not exactly walking distance from station
What types of improvements would you suggest for these locations? (bicycle, sidewalk, shade, lighting, etc.) Are there other locations in the station area that present opportunities for improvement?	• Various wide sidewalks but not many bike lanes in on La Cienega Blvd • La Cienega Blvd/Wilshire Blvd – No bike lanes and not pleasant streets to walk • Walkable distance-wise to Cedars Sinai but not pleasant • La Cienega Blvd - General high traffic volume and very noisy • Suggest putting an inviting entrance/exit environment and lighting amenities on Wilshire Blvd • City of Beverly Hills is looking at putting a mixed-use residence on Robertson Blvd which could lead to increased ridership • City of Beverly Hills may pass mixed-use zoning for Wilshire Blvd • Now that Proposition 22 passed, Uber and Lyft will continue to be in demand • Wilshire Blvd/La Cienega Blvd - Possible curb cut out on loading zone

	• 6th St/San Vicente Blvd - Crosswalk commonly used but not very inviting • La Cienega Park - Median fencing on La Cienega Blvd, no access between parks except at cross-street • Traffic congestion just north of La Cienega Park on La Cienega Blvd • City has planned park upgrades including planned pedestrian bridge over La Cienega Blvd
Where are key destinations near your location or the station?	• San Vicente Blvd/Colgate Ave - Cedars-Sinai Outpatient Rehabilitation Program • La Cienega Blvd/San Vicente Blvd - Planned 15-story Caruso development • Beverly Center • Restaurants and hotels in station area
Are there specific neighborhoods or uses that would benefit from improved access to the station?	• N/A
How else do you see people getting around this neighborhood? How else do you imagine people reaching the station when it's completed?	• N/A

Summary by: Marina Kay, *TRG*


Wilshire/La Cienega
33 views
SHARE
BH Chamber 11-5-2020
1 Key destinations include restaurants and...
2 Offices along Wilshire Corridor towards ...
3 City Planned Mobility Hub - Wilshire/Gale
4 Connections to Robertson corridor for bi...
5 Beverly Center connections
6 Wide sidewalk, but no bike lanes currentl...
7 La Cienega oriented towards drivers/tra...
8 Traffic volumes and noise concerns alon...
9 Have a good entrance/Exit environment
10 MFR - likely good ridership source
11 MFR - another ridership area
12 City may pass mixed-use zoning for Wils...
13 Uber/Lyft access and PU/DO
14 Existing crosswalk
15 Cedars Building
16 Planned 15-story development
17 Pedestrian Crossing
18 La Cienega - high traffic
19 High traffic volumes
20 City has planned park upgrades
Sign in
Wilshire Blvd
Burton Way
W 3rd St
W 4th St
W 5th St
Beverly Hills Tennis
La Cienega Park
Map data ©2021 Google Imagery ©2021 , Maxar Technologies, U.S. Geological Survey, USDA Farm Service Agency
Terms
500 ft

Purple (D Line) Extension Section 1 First/Last Mile Stakeholder Interview

Stakeholder: Conrad Starr, *Greater Wilshire Neighborhood Council*
Philip Farha, *Greater Wilshire Neighborhood Council, Area 8 - Melrose*

Station: Wilshire/La Brea Station

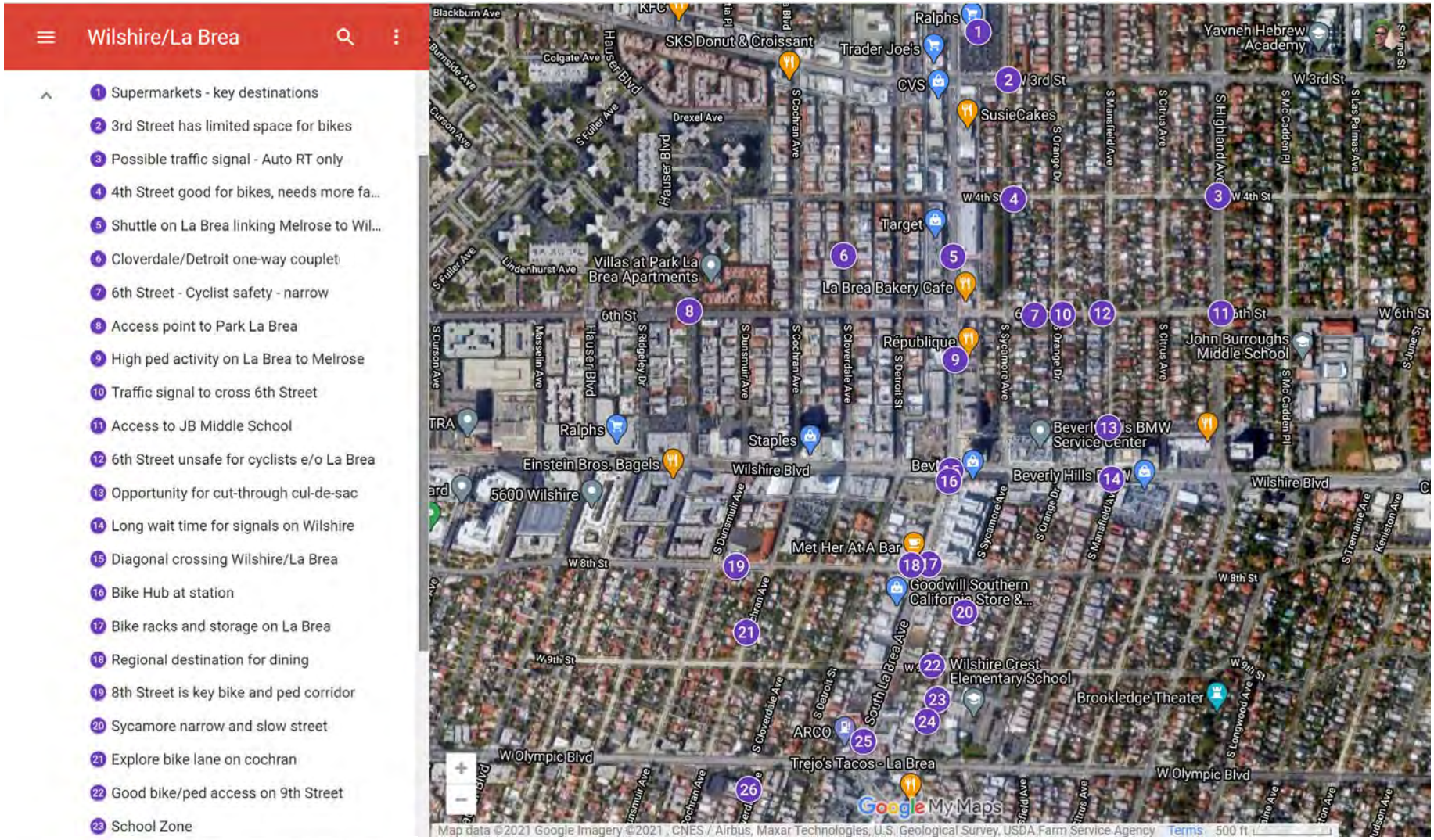
Date|Time: November 17, 2020 | 2:45 pm

Facilitated by: Bill Delo, *IBI*, Renee Ho, *Metro*

QUESTIONS	ANSWERS
Do you or do employees/members/residents of your organization use transit often (pre-COVID-19)? Do you anticipate that you/they would use transit more often once the Purple Line Extension is completed?	• N/A
What do you see are the opportunities available to improve walking access to this station? What do you see are the opportunities available to improve wheeled access (via bicycle and scooter) to this station?	• Pedestrian signalization improvement on Wilshire Blvd, understand that it depends on bus stop placement, etc. • The streets around the station area are in great disrepair, need major pavement improvement • Curious if there has been any discussion of diagonal crossing at Wilshire Blvd and La Brea Ave
What specific locations in the station area present challenges to pedestrian and bicycle travel?	• 3rd St – Competitive/dangerous • 4th St – Obvious choice for east-west biking access, Philip and Conrad part of discussions for biking mitigation, but there is significant pushback from adjacent residents • La Brea Ave has significant pedestrian activity, shopping, and dining up to Melrose Ave • 6th St – Provides access to John Burroughs School and Park La Brea, concern for cycling safety • Will not ride on 6th St north of La Brea because it's narrow and competition with vehicles • 8th St – heavily used for bikes and pedestrians, numerous stop signs and lights but very safe • 9th St/La Brea Ave – also provides good access • Detroit St/Cloverdale Ave – Both are one-way streets, Cochran Ave is preferred for bike lane

What types of improvements would you suggest for these locations? (bicycle, sidewalk, shade, lighting, etc.) Are there other locations in the station area that present opportunities for improvement?	• Recommend significant investment in bike racks in busier area south of Wilshire Blvd • Create hub for electric scooters and bikes so they are not just thrown around • Electric bikes on the rise; not sure what concerns and consideration around them, but believe it is an important topic to research, especially regarding how to keep them safe as they are quite expensive
Where are key destinations near your location or the station?	• Various galleries along La Brea Ave all the way up to Melrose Ave • Synergy tapped into considering hotel being built on Wilshire Blvd/La Brea Ave and proximity to LACMA and other museums as source of tourism • Significant activity south of Wilshire Blvd • 8th St and La Brea Ave – Brewery opening soon • Various popular restaurants on that intersection • 9th St/La Brea Ave - More of a school zone • Miracle Mile is a key location but has been struggling, especially now with COVID-19 restrictions • El Rey Theatre is a large regional draw • Redondo Blvd starts just south of Olympic Blvd (or San Vicente Blvd), bike lane starts there and connects to Jefferson Blvd/Ballona Wetlands
Are there specific neighborhoods or uses that would benefit from improved access to the station?	• Recommend focusing on improving access on La Brea Ave between 9th St and 3rd St; stretch south of 9th is quieter • From east to west, right turn only from 3-7pm restriction on Sycamore Ave or Orange St, could potentially be a location for signal on 6th St between La Brea Ave and Highland Ave • Potential bike lane on Cochran Ave (Michael Schneider, MCWCC), connect NS and EW infrastructure • Cul-de-sac near Mansfield Ave and Carling Way could be a good ped/bike pass through
How else do you see people getting around this neighborhood? How else do you imagine people reaching the station when it's completed?	• N/A

Summary by: Marina Kay, *TRG*


Wilshire/La Brea
1 Supermarkets - key destinations
2 3rd Street has limited space for bikes
3 Possible traffic signal - Auto RT only
4 4th Street good for bikes, needs more fa...
5 Shuttle on La Brea linking Melrose to Wil...
6 Cloverdale/Detroit one-way couplet
7 6th Street - Cyclist safety - narrow
8 Access point to Park La Brea
9 High ped activity on La Brea to Melrose
10 Traffic signal to cross 6th Street
11 Access to JB Middle School
12 6th Street unsafe for cyclists e/o La Brea
13 Opportunity for cut-through cul-de-sac
14 Long wait time for signals on Wilshire
15 Diagonal crossing Wilshire/La Brea
16 Bike Hub at station
17 Bike racks and storage on La Brea
18 Regional destination for dining
19 8th Street is key bike and ped corridor
20 Sycamore narrow and slow street
21 Explore bike lane on cochran
22 Good bike/ped access on 9th Street
23 School Zone
24 Streets and sidewalks need rehab in this...
25 Fewer destinations on La Brea
26 Need for bike connection to PLE from Ol...
Ralphs
SKS Donut & Croissant
Trader Joe's
CVS
SusieCakes
Yavneh Hebrew Academy
Target
Villas at Park La Brea Apartments
La Brea Bakery Cafe
République
John Burroughs Middle School
Staples
Einstein Bros. Bagels
5600 Wilshire
Met Her At A Bar
Goodwill Southern California Store &...
Wilshire Crest Elementary School
Brookledge Theater
ARCO
Trejo's Tacos - La Brea
Wilshire Blvd
W 3rd St
W 4th St
W 6th St
W 8th St
W 9th St
W Olympic Blvd
Google My Maps
Map data ©2021 Google Imagery ©2021 , CNES / Airbus, Maxar Technologies, U.S. Geological Survey, USDA Farm Service Agency Terms 500 ft

Purple (D Line) Extension Section 1 First/Last Mile Stakeholder Interview

Stakeholder: Gabriela Flores, *Cedars Sinai Medical Center*

Station: Wilshire/La Cienega Station

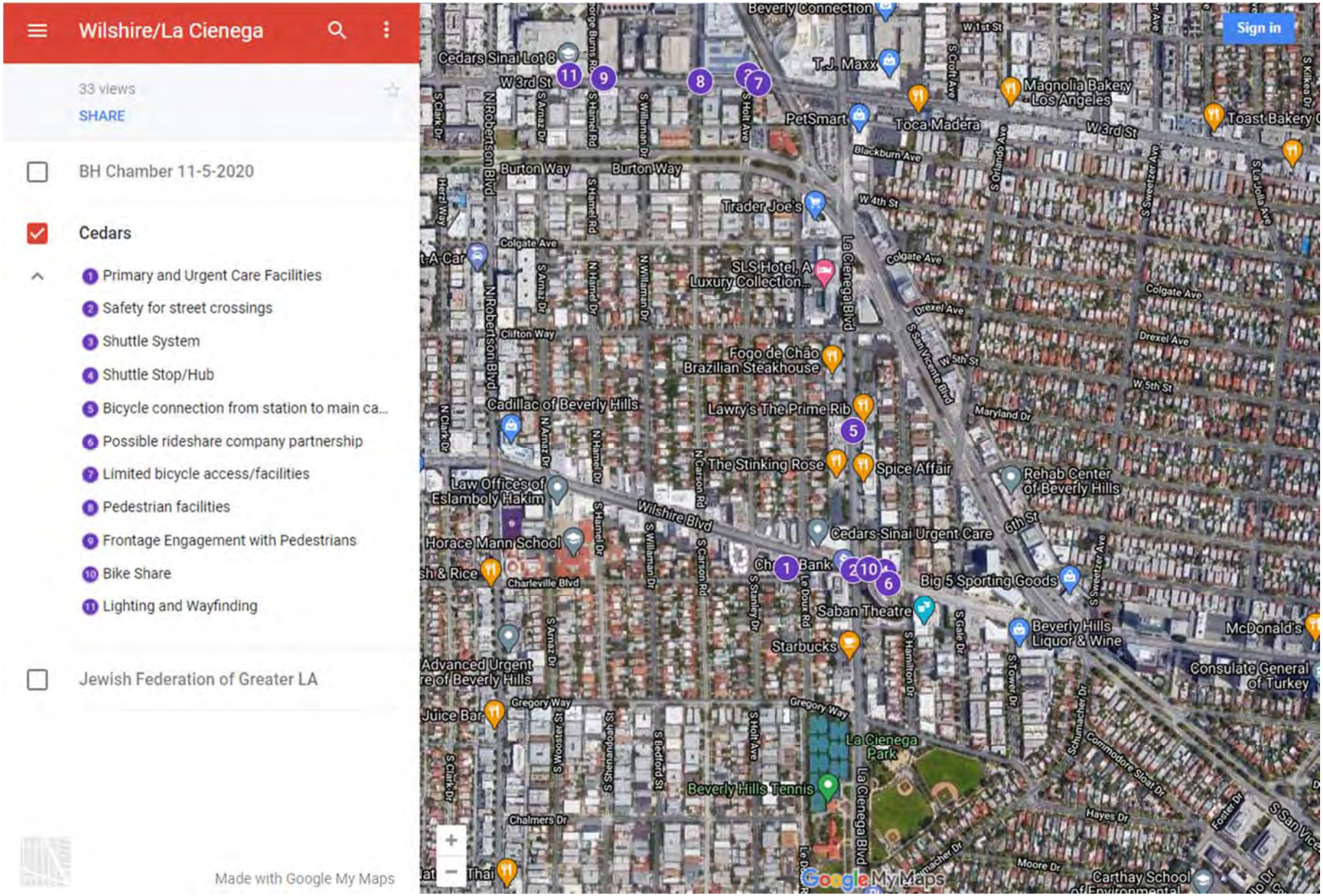
Date|Time: December 1, 2020 | 10:00 am

Facilitated by: Bill Delo, *IBI*

QUESTIONS	ANSWERS
Do you or do employees/members/residents of your organization use transit often (pre-COVID-19)? Do you anticipate that you/they would use transit more often once the Purple Line Extension is completed?	• Cedars Sinai works to promote ride share/ not taking car • Employees come from all over, 14,000 employees, 2,000 volunteers, 22,000 ppl on-site daily • Vanpools come in from valley and desert areas • Open to any and every avenue to ensure that anyone that needs to come to campus can do so easily • Incentivize use of alternative transportation methods
What do you see are the opportunities available to improve walking access to this station? What do you see are the opportunities available to improve wheeled access (via bicycle and scooter) to this station?	• Potential benefit if there was a facility near station where shuttles could stop on a schedule • Rideshare/scooters specifically for employees • Crenshaw Extension timeline is unknown, but that connection would be a plus • Limited bicycle access/facilities • City of West Hollywood worked with us to get bike-share in front of Beverly Center • Patient education regarding transportation methods will be crucial
What specific locations in the station area present challenges to pedestrian and bicycle travel?	• Wilshire Blvd/La Cienega Blvd – Need for safety enhancements such as pedestrian lead times for crossing, improved markings for drivers/vehicles • La Cienega Blvd – Bike safety concerns for connections from PLE station to Cedars Sinai campus • San Vicente Blvd/3rd St – Limited bicycle access/facilities, pedestrian facilities for access to Cedars Sinai and Beverly Center
What types of improvements would you suggest for these locations? (bicycle, sidewalk, shade, lighting, etc.) Are there other locations in the station area that present opportunities for improvement?	• Safety conditions for bikes getting from station to hospital with traffic congestion; not sure about comfort levels • Cedars Sinai may be interested in collaboration with rideshare companies to facilitate access but not aware of extent of conversations with City of LA • Not aware of existing bike pathways nearby • Need for further conversations about bike access, lack of bike facilities or pedestrian access

	• Future investments will likely not be in parking structures or parking spaces, instead multi-modal transportation • Cedars Sinai has invested in wayfinding for pedestrians and drivers • There is directional signage to find various buildings • Campus is well-lit on-site, should continue to off-site
Where are key destinations near your location or the station?	• Urgent and primary care right across from station • Cedars Sinai satellite offices located at 99 La Cienega Blvd, north of Wilshire Blvd/La Cienega Blvd • Large number of people walking to station from satellite facilities • Cedars Sinai has a robust shuttle system • Cedars Sinai recently purchased 6500 Wilshire where bulk of non-clinical staff work but are now working remotely due to COVID-19

Summary by: Marina Kay, *TRG*


Wilshire/La Cienega
33 views
SHARE
BH Chamber 11-5-2020
Cedars
1 Primary and Urgent Care Facilities
2 Safety for street crossings
3 Shuttle System
4 Shuttle Stop/Hub
5 Bicycle connection from station to main ca...
6 Possible rideshare company partnership
7 Limited bicycle access/facilities
8 Pedestrian facilities
9 Frontage Engagement with Pedestrians
10 Bike Share
11 Lighting and Wayfinding
Jewish Federation of Greater LA
Made with Google My Maps
Sign in
Beverly Connection
Cedars Sinai Lot 8
T.J. Maxx
Magnolia Bakery - Los Angeles
Toast Bakery
PetSmart
Toca Madera
W 3rd St
Blackburn Ave
Burton Way
Trader Joe's
W 4th St
Colgate Ave
SLS Hotel, A Luxury Collection...
La Cienega Blvd
Drexel Ave
Clifton Way
Fogo de Chão Brazilian Steakhouse
W 5th St
Cadillac of Beverly Hills
Lawry's The Prime Rib
Maryland Dr
The Stinking Rose
Spice Affair
Rehab Center of Beverly Hills
Law Offices of Eslamboly Hakim
Wilshire Blvd
Cedars-Sinai Urgent Care
6th St
Horace Mann School
Big 5 Sporting Goods
Saban Theatre
Beverly Hills Liquor & Wine
McDonald's
Starbucks
Consulate General of Turkey
Advanced Urgent Care of Beverly Hills
Juice Bar
Gregory Way
La Cienega Park
Beverly Hills Tennis
Chalmers Dr
Thai
Carthay School
Google My Maps

Purple (D Line) Extension Section 1 First/Last Mile Stakeholder Interview

Stakeholder: Cyndie Ayala, *Jewish Federation of Los Angeles*

Station: Wilshire/La Cienega Station

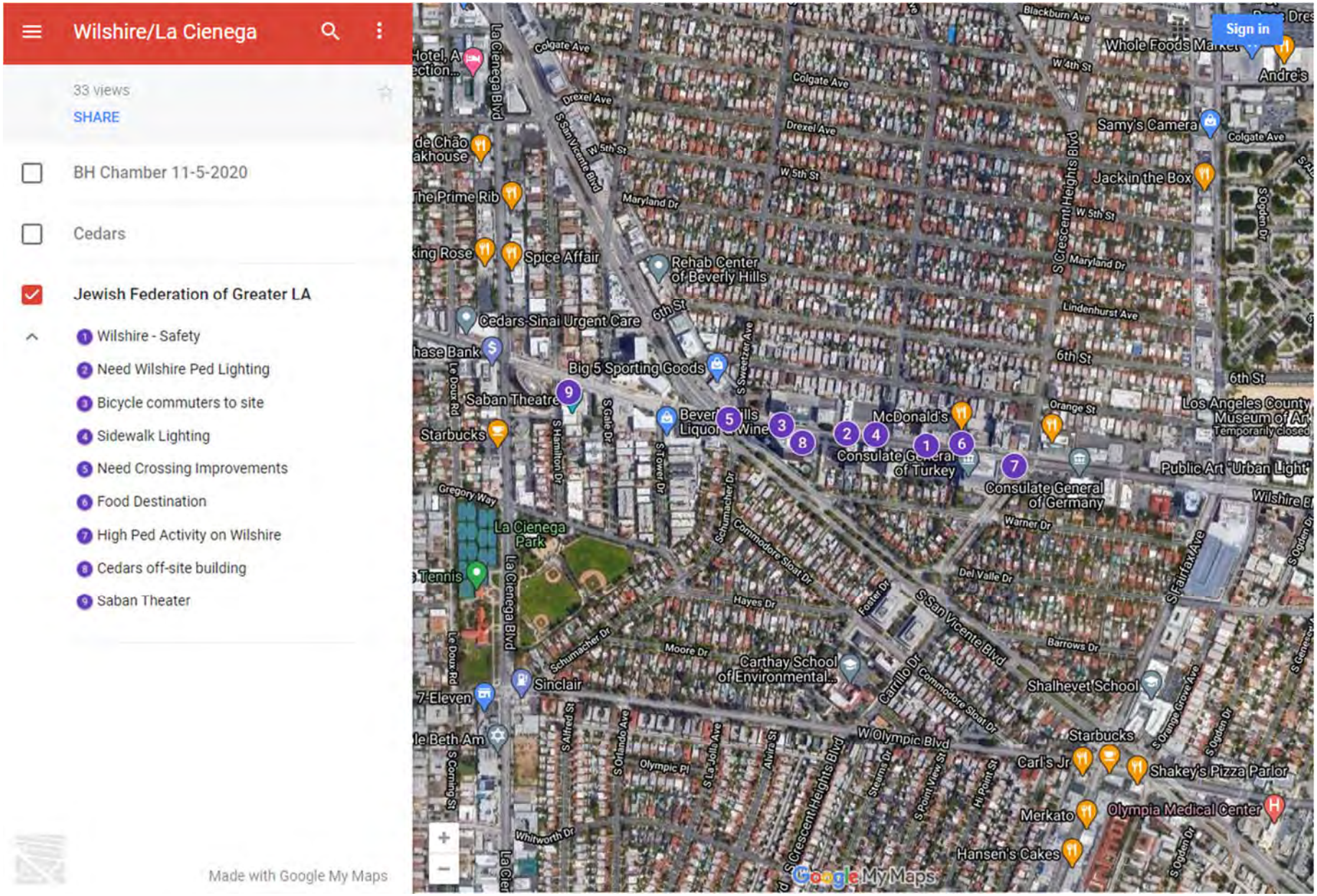
Date|Time: December 3, 2020 | 1:00 pm

Facilitated by: Bill Delo, *IBI*

QUESTIONS	ANSWERS
Do you or do employees/members/residents of your organization use transit often (pre-COVID-19)? Do you anticipate that you/they would use transit more often once the Purple Line Extension is completed?	• Most employees who use buses are coming from the east side • Would assume that more people will use the train once available
What do you see are the opportunities available to improve walking access to this station? What do you see are the opportunities available to improve wheeled access (via bicycle and scooter) to this station?	• Wilshire Corridor - There have been many recent changes to the area in terms of traffic and an increase in homeless encampments; lighting and other measures needed for safety • Improve lighting for pedestrian safety considering encampments and safety concerns • About half a dozen employees that bike to work regularly, maybe half a dozen more that would if it were easier • Bicycle commuters say drivers are aggressive
What specific locations in the station area present challenges to pedestrian and bicycle travel?	• La Jolla Ave and Wilshire Blvd – Open lot there currently being developed in last 8 months • Assume encampments and traffic congestion will improve upon completion • Wilshire Blvd/La Cienega Blvd - Intersection needs crosswalk improvements including time to cross and reduced street width; DOT often there to control traffic • Wilshire Blvd/McCarthy Vista - Food opportunities are a destination in the area so pedestrian activity is high • Wilshire Blvd/San Vicente Blvd – Short crossing time for walking, very wide intersection, safety concerns
What types of improvements would you suggest for these locations? (bicycle, sidewalk, shade, lighting, etc.) Are there other locations in the station area that present opportunities for improvement?	• Evening lighting for pedestrian safety along Wilshire Blvd
Where are key destinations near your location or the station?	

	• Saban Theatre • Wilshire Blvd/San Vicente Blvd - 6500 office building is a Cedars Sinai satellite location; would think employees would benefit from PLE
Are there specific neighborhoods or uses that would benefit from improved access to the station?	• N/A
How else do you see people getting around this neighborhood? How else do you imagine people reaching the station when it's completed?	• N/A

Summary by: Marina Kay, *TRG*


Wilshire/La Cienega
33 views
SHARE
BH Chamber 11-5-2020
Cedars
Jewish Federation of Greater LA
1 Wilshire - Safety
2 Need Wilshire Ped Lighting
3 Bicycle commuters to site
4 Sidewalk Lighting
5 Need Crossing Improvements
6 Food Destination
7 High Ped Activity on Wilshire
8 Cedars off-site building
9 Saban Theater
Made with Google My Maps
Sign in
Whole Foods Market
Andre's
Samy's Camera
Jack in the Box
Rehab Center of Beverly Hills
Cedars-Sinai Urgent Care
Big 5 Sporting Goods
Saban Theatre
Starbucks
McDonald's
Consulate General of Turkey
Consulate General of Germany
Los Angeles County Museum of Art
Temporarily closed
Public Art "Urban Light"
La Cienega Park
Carthay School of Environmental...
Sinclair
7-Eleven
Shalhevet School
Starbucks
Carl's Jr
Shakey's Pizza Parlor
Merkato
Olympia Medical Center
Hansen's Cakes
Google My Maps

Purple (D Line) Extension Section 1 First/Last Mile Stakeholder Interview

Stakeholder: LJ Hartman, *LACMA*

Station: Wilshire/Fairfax Station

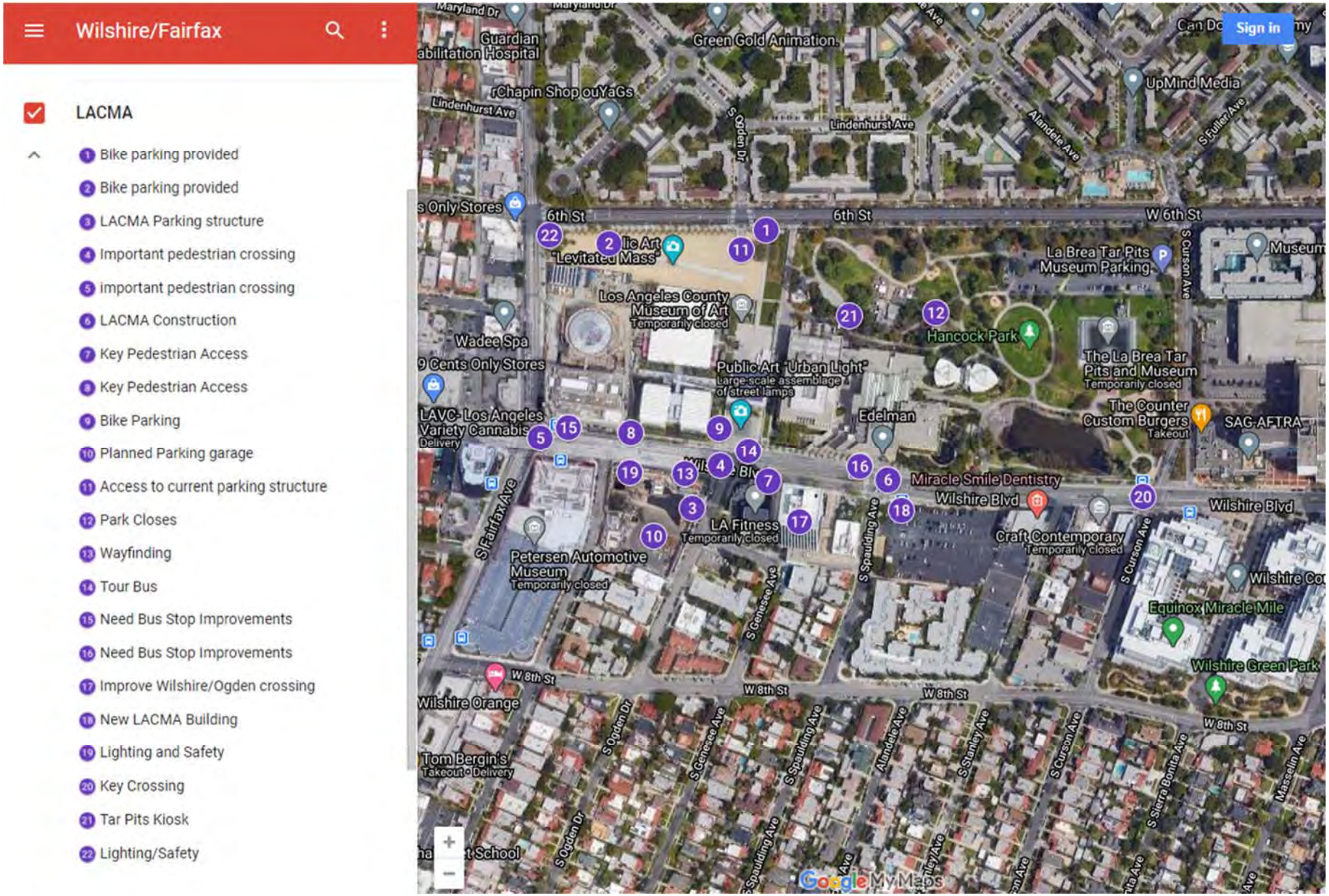
Date|Time: December 4, 2020 | 1:00 PM

Facilitated by: Bill Delo, *IBI*

QUESTIONS	ANSWERS
Do you or do employees/members/residents of your organization use transit often (pre-COVID-19)? Do you anticipate that you/they would use transit more often once the Purple Line Extension is completed?	• N/A
What do you see are the opportunities available to improve walking access to this station? What do you see are the opportunities available to improve wheeled access (via bicycle and scooter) to this station?	• Wilshire Blvd/Orange St - Lighting and safety important for pedestrians • Wilshire Blvd/Ogden Dr - LACMA offices at 5900 Wilshire; requires staff to cross Wilshire Blvd, need for safe crossing both for staff and visitors
What specific locations in the station area present challenges to pedestrian and bicycle travel?	• Fairfax Ave/6th St – Bus stop lighting and safety improvements needed • Lighting for pedestrian safety is needed throughout the station area
What types of improvements would you suggest for these locations? (bicycle, sidewalk, shade, lighting, etc.) Are there other locations in the station area that present opportunities for improvement?	• Wayfinding improvements; direction to museums on north side of Wilshire; directions on how/where to cross • Wilshire Blvd and Fairfax Blvd on LACMA side - Bus stop improvements; shelter and lighting on stop • Wilshire Blvd and Spaulding Ave on LACMA side - Bus stop improvements; shelter and lighting on stop
Where are key destinations near your location or the station?	• LACMA provides bike parking on property off 6th St, near Ogden Dr and Fairfax Ave; 248 covered parking stalls split between both areas; however probably temporary location due to construction; partial offset for parking • Future LACMA parking structure on corner of Ogden Dr and Wilshire • Ogden Dr/Wilshire Blvd an important crossing to LACMA from station

	• Fairfax Ave/Wilshire Blvd an important crossing to LACMA from station • LACMA construction – will create entrance to new museum on the south side of Wilshire Blvd, bridges across Wilshire Blvd • Key pedestrian access on south side of Wilshire Blvd • Key pedestrian access to north entrance of LACMA near Orange Grove Ave and Wilshire Blvd • 20 space bike parking next to Urban Light public art structure at Wilshire Blvd/Ogden Dr • Planned parking garage anticipated to be vehicle-focused, include EV stations between Orange Grove Ave and Ogden Dr off of Wilshire Blvd • Access to current underground parking structure on 6th St and Ogden Dr; hours of operation are 5am-11pm • Wilshire Blvd/Curson Ave — Key crossing to La Brea Tar Pits on Wilshire Blvd • La Brea Tar Pits Kiosk for tickets off 6th Street on west side of Hancock Park
Are there specific neighborhoods or uses that would benefit from improved access to the station?	• N/A
How else do you see people getting around this neighborhood? How else do you imagine people reaching the station when it's completed?	• N/A

Summary by: Marina Kay, *TRG*


Wilshire/Fairfax
LACMA
1 Bike parking provided
2 Bike parking provided
3 LACMA Parking structure
4 Important pedestrian crossing
5 important pedestrian crossing
6 LACMA Construction
7 Key Pedestrian Access
8 Key Pedestrian Access
9 Bike Parking
10 Planned Parking garage
11 Access to current parking structure
12 Park Closes
13 Wayfinding
14 Tour Bus
15 Need Bus Stop Improvements
16 Need Bus Stop Improvements
17 Improve Wilshire/Ogden crossing
18 New LACMA Building
19 Lighting and Safety
20 Key Crossing
21 Tar Pits Kiosk
22 Lighting/Safety
Sign in
Green Gold Animation
UpMind Media
Lindenhurst Ave
6th St
W 6th St
Levitated Mass
Los Angeles County Museum of Art
Temporarily closed
La Brea Tar Pits Museum Parking
Hancock Park
Wadee Spa
9 Cents Only Stores
Public Art "Urban Light"
Large-scale assemblage of street lamps
The La Brea Tar Pits and Museum
Temporarily closed
The Counter Custom Burgers
Takeout
SAG-AFTRA
Edelman
LAVC- Los Angeles Variety Cannabis
Delivery
Miracle Smile Dentistry
Wilshire Blvd
LA Fitness
Temporarily closed
Craft Contemporary
Temporarily closed
Petersen Automotive Museum
Temporarily closed
Equinox Miracle Mile
Wilshire Green Park
W 8th St
Wilshire Orange
Tom Bergin's
Takeout · Delivery
S Fairfax Ave
S Ogden Dr
S Genesee Ave
S Spaulding Ave
S Curson Ave
Google My Maps

Purple (D Line) Extension Section 1 First/Last Mile Stakeholder Interview

Stakeholder: Peter Knezovich, Mariko Yoshimura-Rank, Lauren Girard, Andrew Werner - *Academy Museum of Motion Pictures (Oscars)*
Suzanne Isken - *Craft Contemporary Museum (CCM)*
Beth Keane, Lisa Barnet, Wendy Villalta - *Holocaust Museum LA*
Richard Hayden, *La Brea Tar Pits (NHM)*

Station: Wilshire/Fairfax Station

Date|Time: December 4, 2020 | 9:00 am

Facilitated by: Bill Delo, *IBI*

Academy Museum of Motion Pictures (Oscars)

- Staff has grown over 5 years from 20 to 120 employees; last employees to come on board are frontline staff and have lower income so more likely to ride transit
- AMMP will lease parking at Peterson museum and other locations to use all entitlements
- Very supportive of multimodal transportation; want it to be accessible and hospitable to residents and not just for visitors
- Would abolish all parking minimums
- North of 6th St - Condition of sidewalks is extremely poor and there are high traffic speeds; recent collision destroyed protective wall on Wilshire Blvd and Fairfax Ave so traffic calming is incredibly important
- 6th St - Dangerous for bicycles
- 6th St and Fairfax Ave - Traffic calming improvements, more trees, covered bike parking, public restrooms, raised continuous sidewalks (cars slow to pass over ped zone), protected, bi-directional lanes for bikes, scooters etc.
- General station area and adjacent streets - Dedicated bus lanes with enforcement; space for shops (cafes, florists, sandwiches), remove street parking, create 'slow street'- replace parking with public amenities, sun/rain coverings
- San Vicente Blvd/Fairfax Ave - Lighting and crossing improvements
- 8th St - Improve pedestrian crossings
- Food trucks additional draw to the area for people; there are hotels west on Wilshire Blvd and luxury residential spaces

Craft Contemporary Museum

- CCM has a much smaller staff and no parking
- Has staff that takes public transportation and others that would like to
- Number of transfers is very burdensome
- Think signage coming out of station is crucial for visitors
- Recommend more crosswalks in station area

- Farmers Market at The Grove and local market just east of The Grove are key local destinations

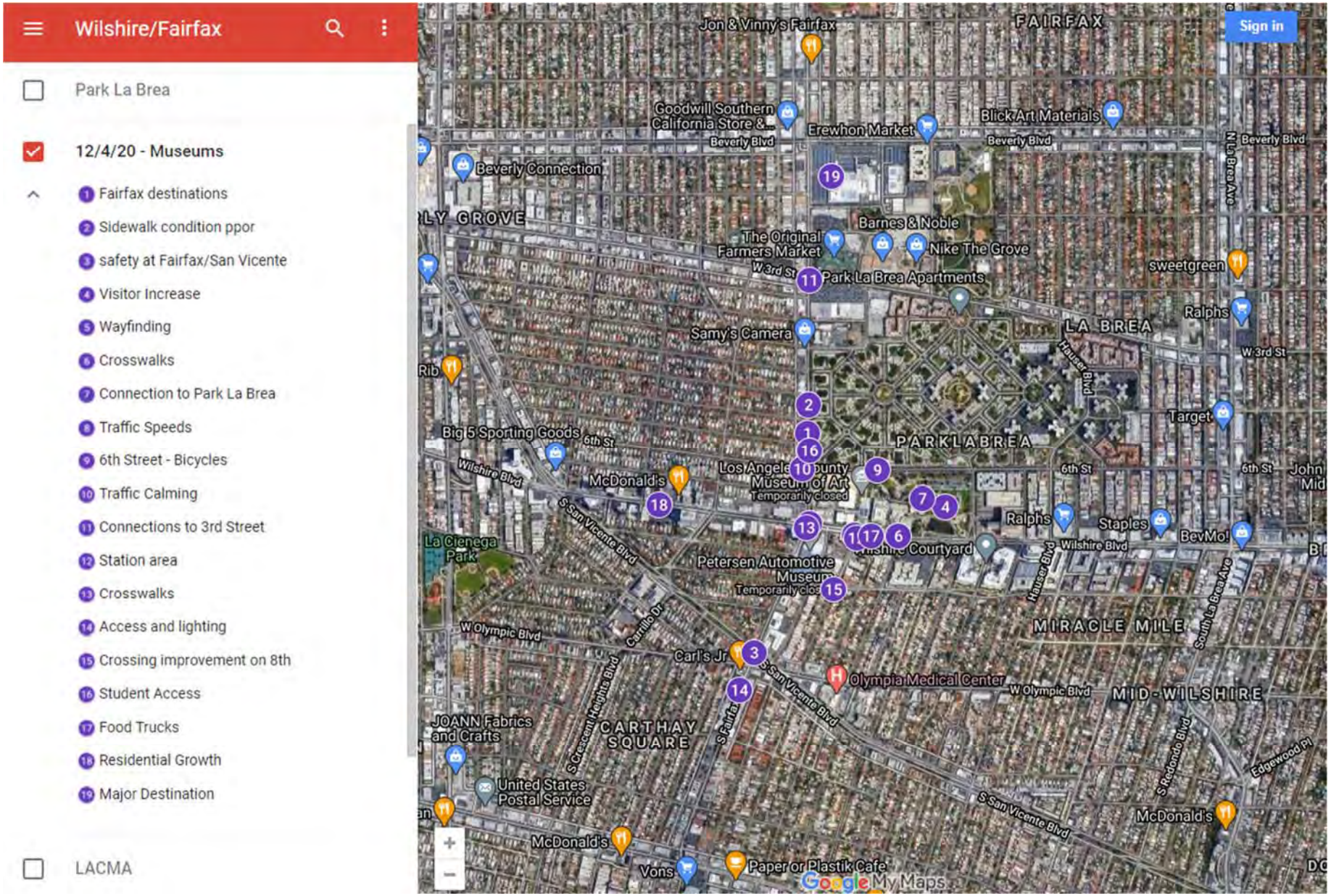
Holocaust Museum of Los Angeles

- 20 employees
- Pre COVID-19, 1 person took the bus every day
- Parking for staff in building underground
- Some park in the adjacent park and at The Grove right across the street
- Before COVID-19, many employees were taking Uber and scooters
- HMLA is very supportive of public transportation
- Believe that safe and pleasant path from station to museum might incentivize people to visit
- School bus transportation is expensive so LAUSD might be really excited about using Metro as an alternative but it's important to ensure that access is safe
- Planned improvements for major destination at TV studio property southeast of Fairfax Ave/Beverly Blvd

La Brea Tar Pits

- Guest relation folks would likely ride PLE
- Did not see increase in visitors when Expo Line was built
- LTP Master Plan design underway and are anticipating increases in visitation with expansion
- Way finding signage important
- Crosswalks on Wilshire Blvd from station to destinations on the north side of the street are important
- Interest in 24 hour access pathway connection to Park La Brea

Summary by: Marina Kay, *TRG*


Wilshire/Fairfax
Park La Brea
12/4/20 - Museums
1 Fairfax destinations
2 Sidewalk condition ppor
3 safety at Fairfax/San Vicente
4 Visitor Increase
5 Wayfinding
6 Crosswalks
7 Connection to Park La Brea
8 Traffic Speeds
9 6th Street - Bicycles
10 Traffic Calming
11 Connections to 3rd Street
12 Station area
13 Crosswalks
14 Access and lighting
15 Crossing improvement on 8th
16 Student Access
17 Food Trucks
18 Residential Growth
19 Major Destination
LACMA
Sign in
FAIRFAX
LA BREA
PARKLABREA
MIRACLE MILE
MID-WILSHIRE
CARTHAY SQUARE
Jon & Vinny's Fairfax
Goodwill Southern California Store &...
Erewhon Market
Blick Art Materials
Beverly Connection
Barnes & Noble
The Original Farmers Market
Nike The Grove
Park La Brea Apartments
sweetgreen
Ralphs
Samy's Camera
Target
Big 5 Sporting Goods
McDonald's
Los Angeles County Museum of Art
Temporarily closed
Staples
BevMo!
Courtyard
Petersen Automotive Museum
Carl's Jr
Olympia Medical Center
JOANN Fabrics and Crafts
United States Postal Service
Vons
Paper or Plastik Cafe
Google My Maps

Purple (D Line) Extension Section 1 First/Last Mile Stakeholder Interview

Stakeholder: Chris Robertson – *The Grove/Caruso*

Station: Wilshire/Fairfax Station

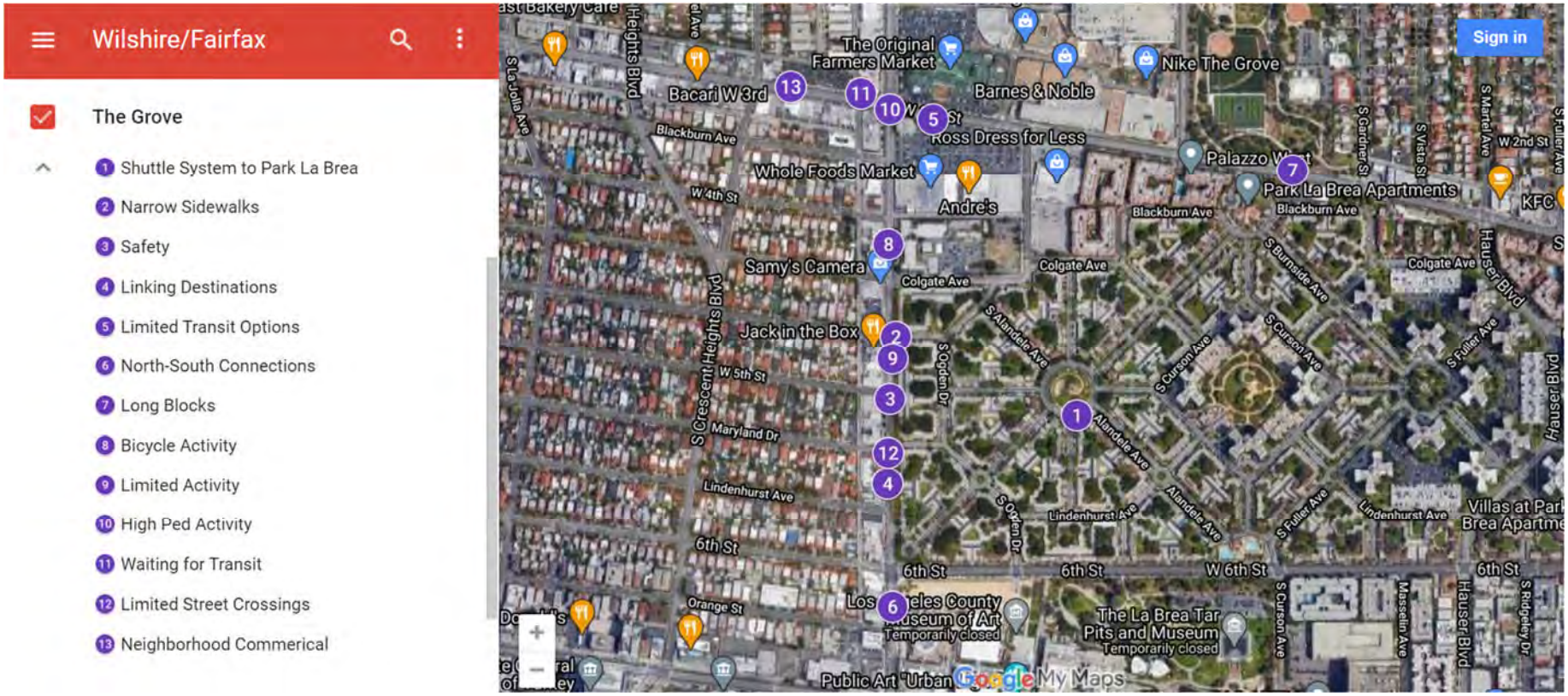
Date|Time: December 11, 2020 | 10:00am

Facilitated by: Bill Delo, *IBI*

QUESTIONS	ANSWERS
Do you or do employees/members/residents of your organization use transit often (pre-COVID-19)? Do you anticipate that you/they would use transit more often once the Purple Line Extension is completed?	• Anticipate that a good percentage of retail employees used transit prior to COVID-19 • Many Grove corporate employees live close enough to walk to work • Consider shuttle system from Grove to Fairfax station given the distance to walk and fact that shoppers will be carrying bags and packages
What do you see are the opportunities available to improve walking access to this station? What do you see are the opportunities available to improve wheeled access (via bicycle and scooter) to this station?	• 3rd Street has many long blocks and limited locations to cross the street • Sidewalks along Fairfax are narrow and lighting for pedestrians needs to be improved • Fairfax corridor does not seem safe as a pedestrian • There are limited bicycle facilities in the area, which does not encourage bicycle use
What specific locations in the station area present challenges to pedestrian and bicycle travel?	• Fairfax corridor due to the narrow sidewalks, limited pedestrian lighting and safety concerns
What types of improvements would you suggest for these locations? (bicycle, sidewalk, shade, lighting, etc.) Are there other locations in the station area that present opportunities for improvement?	• Fairfax – improved lighting and wider sidewalks • 3rd Street – shade, it can be a hot walk, especially if wearing dress clothes/suits or uniforms for work • Diagonal crosswalk at Fairfax/3rd so people can access the various retail uses on all corners
Where are key destinations near your location or the station?	• The Grove, Farmers Market and other retail along 3rd Street • LACMA • New residential developments along Wilshire
Are there specific neighborhoods or uses that would benefit from improved access to the station?	• Park La Brea • Employees at the Grove will likely benefit

How else do you see people getting around this neighborhood? How else do you imagine people reaching the station when it's completed?	• There is limited use of bicycles due to the lack of bike lanes

Summary by: Bill Delo, *IBI*


Wilshire/Fairfax
The Grove
1 Shuttle System to Park La Brea
2 Narrow Sidewalks
3 Safety
4 Linking Destinations
5 Limited Transit Options
6 North-South Connections
7 Long Blocks
8 Bicycle Activity
9 Limited Activity
10 High Ped Activity
11 Waiting for Transit
12 Limited Street Crossings
13 Neighborhood Commerical
Sign in
The Original Farmers Market
Nike The Grove
Barnes & Noble
Bacari W 3rd
Ross Dress for Less
Whole Foods Market
Andre's
Park La Brea Apartments
Samy's Camera
Jack in the Box
Blackburn Ave
W 4th St
Colgate Ave
W 5th St
Maryland Dr
Lindenhurst Ave
6th St
W 6th St
Orange St
S Crescent Heights Blvd
S Alandele Ave
S Curson Ave
S Burnside Ave
S Fuller Ave
S Ogden Dr
Hauser Blvd
Villas at Park Brea Apartments
Los Angeles County Museum of Art
Temporarily closed
The La Brea Tar Pits and Museum
Temporarily closed
Public Art "Urban
Google My Maps

Purple (D Line) Extension Section 1 First/Last Mile Stakeholder Interview

Stakeholder: Meg McComb, *Greater Miracle Mile Chamber of Commerce*

Station: Wilshire/Fairfax Station

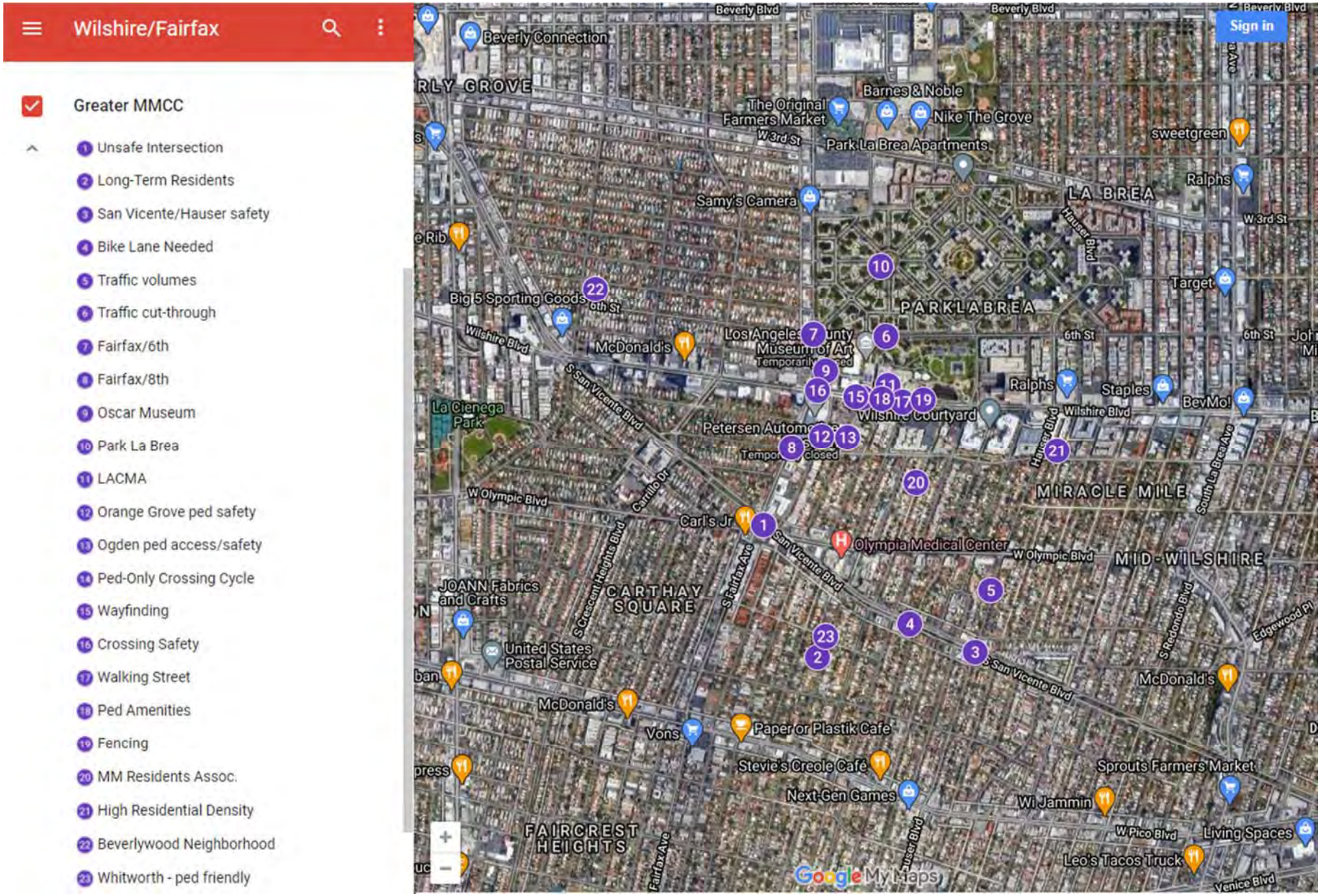
Date|Time: December 17, 2020 | 1:00pm

Facilitated by: Bill Delo, *IBI*

QUESTIONS	ANSWERS
Do you or do employees/members/residents of your organization use transit often (pre-COVID-19)? Do you anticipate that you/they would use transit more often once the Purple Line Extension is completed?	• N/A
What do you see are the opportunities available to improve walking access to this station? What do you see are the opportunities available to improve wheeled access (via bicycle and scooter) to this station?	• Crossing and traffic improvements - Congestion, walking, bicycling crossings, and access; avoid many of the large streets in the area due to traffic safety concerns • Long term/aging residents in area avoid major street crossings due to pedestrian safety concerns
What specific locations in the station area present challenges to pedestrian and bicycle travel?	• Fairfax Ave, San Vicente Blvd and Olympic Blvd intersection crossing – previous comments from PICO NC, walkers and bicyclists find it grim, try to avoid it • San Vicente Blvd and Hauser Blvd – Cut through traffic corridor, highly congested very narrow street creates safety concerns, potential for better traffic control • 6th St – Traffic cut-through; parallel to Wilshire Blvd, high traffic volumes • 6th St and Fairfax Blvd — Traffic signal timing; high congestion • 8th St and Fairfax Blvd – 8th St is another parallel to Wilshire Blvd; but traffic diversion reduces some of the impact from through traffic • LACMA reconstruction related traffic in area • Station side streets Ogden Dr and Orange Grove Ave – Pedestrian safety needed along this street • Ogden Dr and Wilshire Blvd — Crosswalk is key for station visitors; consider pedestrian only crossing cycle given the number of people visiting LACMA and other museums • Wilshire Blvd and Fairfax Ave – High pedestrian crossings; need safety enhancements

What types of improvements would you suggest for these locations? (bicycle, sidewalk, shade, lighting, etc.) Are there other locations in the station area that present opportunities for improvement?	• Bike lane on San Vicente Blvd to improve bike safety • Make Wilshire Blvd a walking street; create a plaza; will be seeing landscaping improvements through various construction initiatives/improvements but will need good wayfinding and public seating; broadening and evening walkways • More open and inviting space – Bars/fence around Tar Pits was not engaging; consider installing more inviting fencing and plants • LA City Great Streets Project – Pico got a new bike lane; Pico used to be collision center of LA; not an enjoyable walking/biking space; now there are more eateries, minority owned shops, etc. • Whitworth Dr – Example where traffic calming worked • Saturn St – Also got slow street designation, near Saturn Elementary • Adding more humps to slow down traffic has helped on other slow street designated streets
Where are key destinations near your location or the station?	• New Academy Museum of Motion Pictures will be a popular destination once open but LACMA will be closed for a while due to reconstruction • Park La Brea is a safe zone; easy to get around, managed traffic • Miracle Mile Residential Association – Key neighborhood for this section of corridor • Many new apartment complexes south of 8th Street; high residential density • Wilshire Blvd lacks vibrant retail; not keeping up with increase in residential complexes so people have to take car elsewhere; increases traffic • Beverlywood area – Single family dwellings – high income; may or may not be PLE riders; good to connect with them and understand their concerns
Are there specific neighborhoods or uses that would benefit from improved access to the station?	• N/A
How else do you see people getting around this neighborhood? How else do you imagine people reaching the station when it's completed?	• N/A

Summary by: Marina Kay, *TRG*


Wilshire/Fairfax
Greater MMCC
1 Unsafe Intersection
2 Long-Term Residents
3 San Vicente/Hauser safety
4 Bike Lane Needed
5 Traffic volumes
6 Traffic cut-through
7 Fairfax/6th
8 Fairfax/8th
9 Oscar Museum
10 Park La Brea
11 LACMA
12 Orange Grove ped safety
13 Ogden ped access/safety
14 Ped-Only Crossing Cycle
15 Wayfinding
16 Crossing Safety
17 Walking Street
18 Ped Amenities
19 Fencing
20 MM Residents Assoc.
21 High Residential Density
22 Beverlywood Neighborhood
23 Whitworth - ped friendly
Sign in
Beverly Connection
Barnes & Noble
The Original Farmers Market
Nike The Grove
Park La Brea Apartments
sweetgreen
Ralphs
Samy's Camera
LA BREA
PARKLABREA
Target
Big 5 Sporting Goods
McDonald's
Los Angeles County Museum of Art
Staples
BevMo!
La Cienega Park
Petersen Automotive Museum
Courtyard
MIRACLE MILE
Carl's Jr
Olympia Medical Center
MID-WILSHIRE
JOANN Fabrics and Crafts
CARTHAY SQUARE
United States Postal Service
Vons
Paper or Plastik Cafe
Stevie's Creole Café
Next-Gen Games
Sprouts Farmers Market
Wi Jammin
Living Spaces
Leo's Tacos Truck
FAIRCREST HEIGHTS
Google My Maps

Purple (D Line) Extension Section 1 First/Last Mile Stakeholder Interview

Stakeholder: Liana Lassleben, *Mid City Neighborhood Council*

Station: Wilshire/La Brea Station

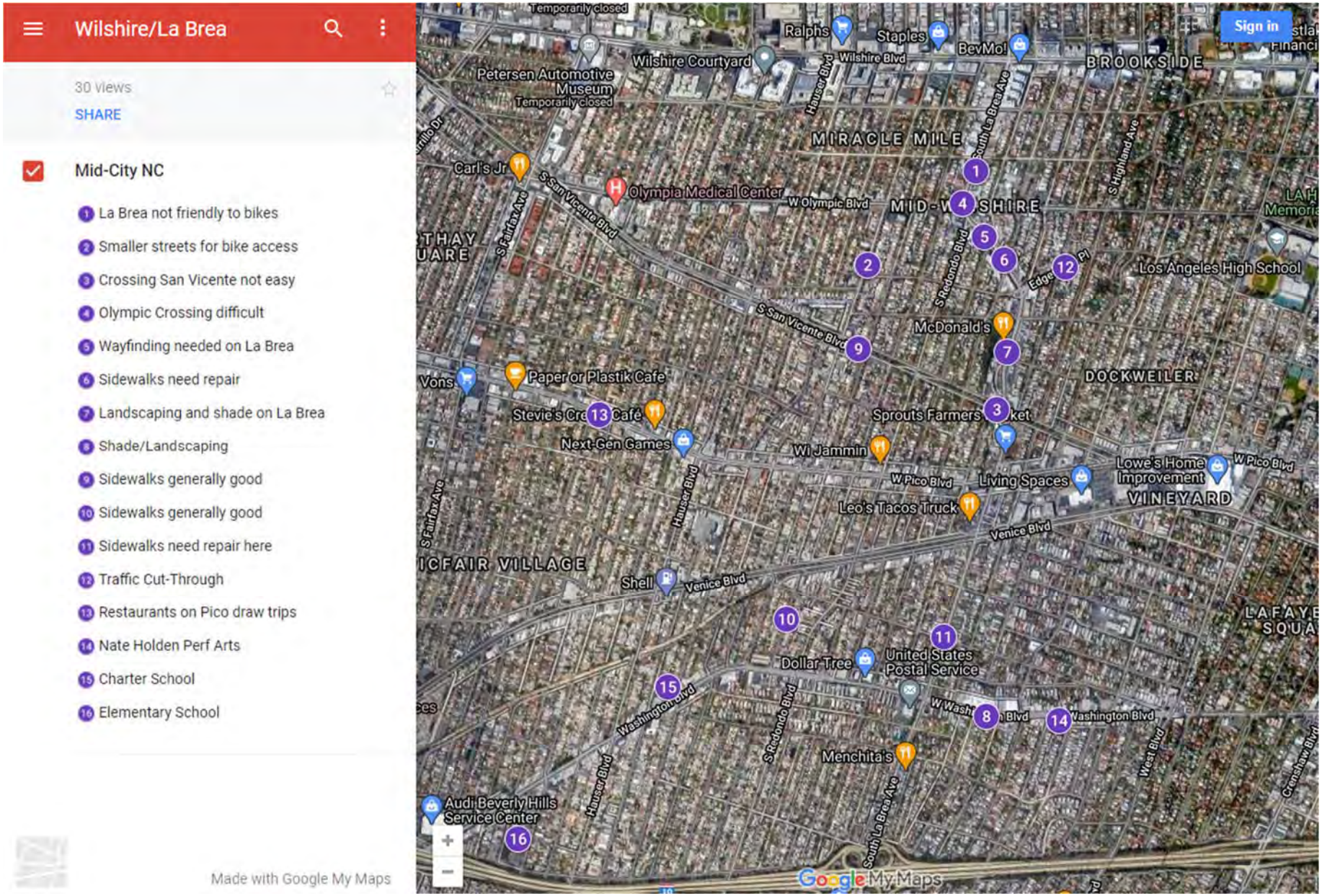
Date|Time: December 16, 2020 | 4:00pm

Facilitated by: Bill Delo, *IBI*

QUESTIONS	ANSWERS
Do you or do employees/members/residents of your organization use transit often (pre-COVID-19)? Do you anticipate that you/they would use transit more often once the Purple Line Extension is completed?	• N/A
What do you see are the opportunities available to improve walking access to this station? What do you see are the opportunities available to improve wheeled access (via bicycle and scooter) to this station?	• More east-west connectivity • Council has talked about how to make accessible north-south corridors, bike paths, etc. • Would be good to see more bikes and peds in our area; not too many city bikes and scooters now
What specific locations in the station area present challenges to pedestrian and bicycle travel?	• Olympic Blvd/San Vicente Blvd crosswalk is problematic • Some sidewalks on La Brea Ave in poor condition • Most other side street sidewalks are generally good • Sidewalks south of San Vicente Blvd are in poorer condition • Edgewood Place – common street vehicles turn on; common on GPS to get through Mid-City to northern areas
What types of improvements would you suggest for these locations? (bicycle, sidewalk, shade, lighting, etc.) Are there other locations in the station area that present opportunities for improvement?	• More signage needed on La Brea Ave • More green space; not enough landscaping and shade • Council working on beautification project for Washington Blvd between Fairfax Ave and Crenshaw Blvd
Where are key destinations near your location or the station?	• Stretch of Pico Blvd that is a restaurant row is a key destination • Target and Sprouts • Nate Holden Performing Arts Center • Farmers Market on Sundays – Wellington Square Farmers Market • New Charter on Washington Blvd

	• Marvin Elementary School/Polling Center
Are there specific neighborhoods or uses that would benefit from improved access to the station?	• Residents located between West Blvd and Fairfax Ave might benefit significantly • Areas east of West Blvd are higher income and might be more likely to take personal transportation
How else do you see people getting around this neighborhood? How else do you imagine people reaching the station when it's completed?	• Might use Purple Line to get to Koreatown • Buses are widely used • Uber/Lyft are widely used

Summary by: Marina Kay, *TRG*


Wilshire/La Brea
30 views
SHARE
Mid-City NC
1 La Brea not friendly to bikes
2 Smaller streets for bike access
3 Crossing San Vicente not easy
4 Olympia Medical Center
5 Wayfinding needed on La Brea
6 Sidewalks need repair
7 Landscaping and shade on La Brea
8 Shade/Landscaping
9 Sidewalks generally good
10 Sidewalks generally good
11 Sidewalks need repair here
12 Traffic Cut-Through
13 Restaurants on Pico draw trips
14 Nate Holden Perf Arts
15 Charter School
16 Elementary School
Made with Google My Maps
Sign in
Ralphs
Staples
BevMo!
Wilshire Courtyard
Petersen Automotive Museum
Temporarily closed
BROOKSIDE
MIRACLE MILE
Carl's Jr
Olympia Medical Center
W Olympic Blvd
Los Angeles High School
McDonald's
DOCKWEILER
Vons
Paper or Plastik Cafe
Sprouts Farmers Market
Next-Gen Games
Wi Jammin
Lowe's Home Improvement
Living Spaces
W Pico Blvd
VINEYARD
Leo's Tacos Truck
Venice Blvd
Shell
Dollar Tree
United States Postal Service
Menchita's
Audi Beverly Hills Service Center
Washington Blvd
S San Vicente Blvd
Hauser Blvd
S Fairfax Ave
S Redondo Blvd
South La Brea Ave
Google My Maps

Purple (D Line) Extension Section 1 First/Last Mile Stakeholder Interview

Stakeholder: Ileana Firchau, *Park La Brea*

Station: Wilshire/La Brea Station

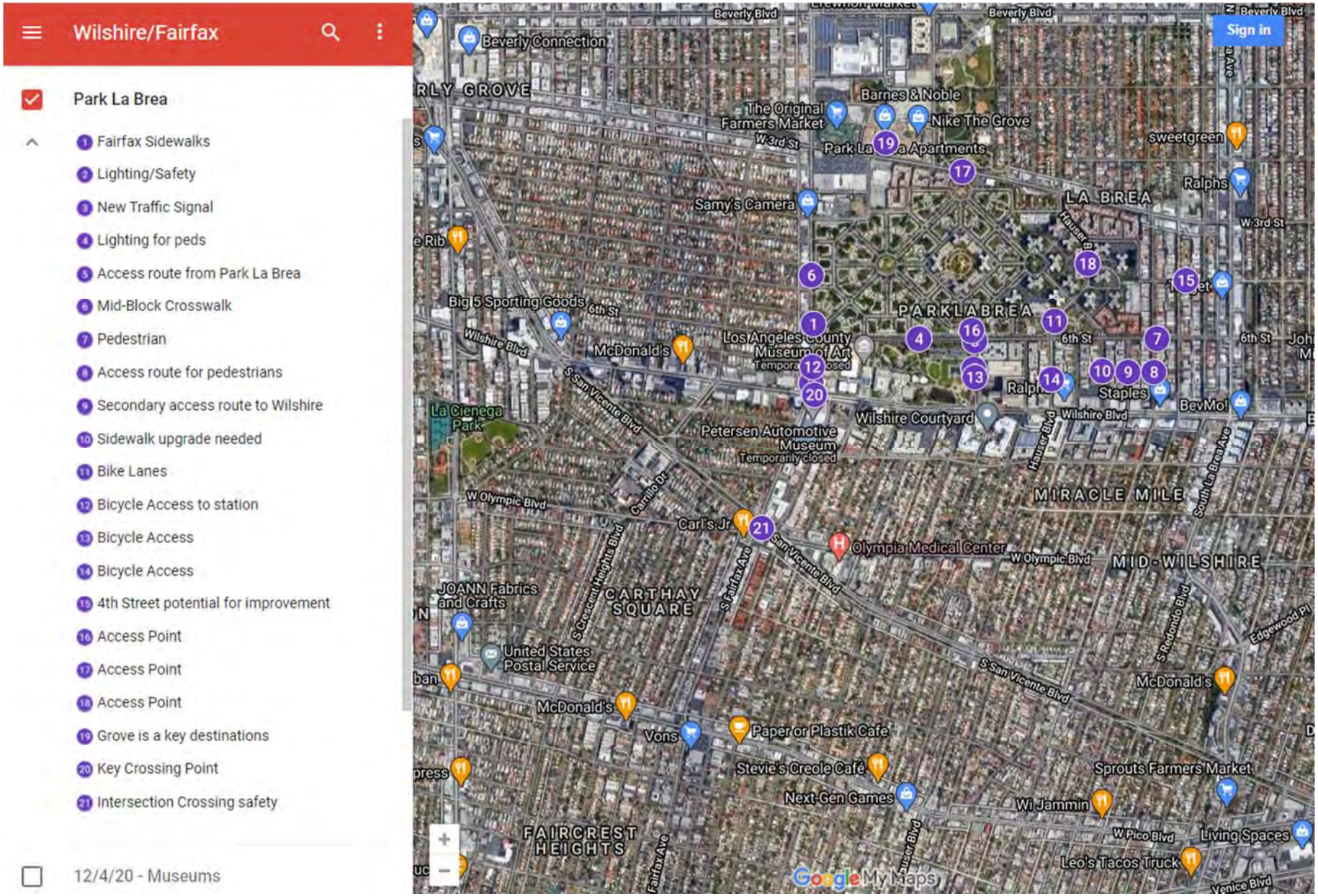
Date|Time: December 3, 2020 | 3:30 pm

Facilitated by: Bill Delo, *IBI*

QUESTIONS	ANSWERS
Do you or do employees/members/residents of your organization use transit often (pre-COVID-19)? Do you anticipate that you/they would use transit more often once the Purple Line Extension is completed?	• N/A
What do you see are the opportunities available to improve walking access to this station? What do you see are the opportunities available to improve wheeled access (via bicycle and scooter) to this station?	• Sidewalks on Fairfax Blvd need improvements • Lighting improvements needed on Fairfax Ave • 6th St/Curson Ave – New traffic signal recently installed • Mid-block crosswalk needed between Maryland Dr and W 5th Street • Bike lanes within Park La Brea and maybe on 6th Street • Fairfax Ave possible route for bike access • Curson Ave and Hauser Blvd are access points for Park La Brea
What specific locations in the station area present challenges to pedestrian and bicycle travel?	• 6th St and Cochran Ave – Good for walking, multiple crossings • Cochran Ave is an access route, possible alternative to La Brea for walking to station • Burnside Ave in need of maintenance and sidewalk repairs • A lot of the small streets need sidewalk improvements/maintenance • 4th St - Nice wide street potential for bikes and pedestrians as well as lighting improvements • San Vicente Blvd/Fairfax Ave - Safety concerns; pedestrians and bicyclists find it grim and try to avoid
What types of improvements would you suggest for these locations? (bicycle, sidewalk, shade, lighting, etc.) Are there other locations in the station area that present opportunities for improvement?	• N/A
Where are key destinations near your location or the station?	• Curson Ave and 6th St – Main guard gate/access point • Burnside and 3rd St – Main guard gate/access point • There are various pedestrian and bike access points around Park La Brea perimeter

	• Hauser Blvd between Drexel Ave and Maryland Dr – Main guard gate/access point • Fairfax Ave and Wilshire Blvd - Key crossing point • Bike lanes are provided throughout Park La Brea • The Grove
Are there specific neighborhoods or uses that would benefit from improved access to the station?	• N/A
How else do you see people getting around this neighborhood? How else do you imagine people reaching the station when it's completed?	• N/A

Summary by: Marina Kay, *TRG*


Wilshire/Fairfax
Park La Brea
1 Fairfax Sidewalks
2 Lighting/Safety
3 New Traffic Signal
4 Lighting for peds
5 Access route from Park La Brea
6 Mid-Block Crosswalk
7 Pedestrian
8 Access route for pedestrians
9 Secondary access route to Wilshire
10 Sidewalk upgrade needed
11 Bike Lanes
12 Bicycle Access to station
13 Bicycle Access
14 Bicycle Access
15 4th Street potential for improvement
16 Access Point
17 Access Point
18 Access Point
19 Grove is a key destinations
20 Key Crossing Point
21 Intersection Crossing safety
12/4/20 - Museums
Sign in
Beverly Blvd
Beverly Connection
The Original Farmers Market
Barnes & Noble
Nike The Grove
sweetgreen
Ralphs
Samy's Camera
LA BREA
PARK LA BREA
Big 5 Sporting Goods
McDonald's
Los Angeles County Museum of Art
Staples
BevMo!
Wilshire Courtyard
Petersen Automotive Museum
Temporarily closed
La Cienega Park
MIRACLE MILE
Carl's Jr
Olympia Medical Center
MID-WILSHIRE
JOANN Fabrics and Crafts
CARTHAY SQUARE
United States Postal Service
McDonald's
Vons
Paper or Plastik Cafe
Stevie's Creole Cafe
Sprouts Farmers Market
Next-Gen Games
Wi Jammin
FAIRCREST HEIGHTS
Living Spaces
Leo's Tacos Truck
Google My Maps

Appendix B - Community Roundtable Summary

Roundtable #2 Summary

Purple (D Line) Extension First/Last Mile

Overview

The purpose of the Purple (D Line) Extension First/Last Mile Roundtable was to have community members review and comment on the draft Pathway Network maps. Community roundtables were conducted virtually and consisted of a presentation of community walk audit findings and draft pathway networks for each station. A series of prompts followed each station presentation to solicit feedback on the draft pathway networks. Participants responded to the prompts by using annotation tools to mark up a station map. The feedback prompts are listed below, followed by key takeaways for each station.

The community roundtables were held on March 23, 24, and 27, 2021 and included a total of two English and two Spanish sessions. A total of 10 community members attended the roundtables.

Pathway Network Feedback Prompts

- What are the top three most important streets for station access in the station area?
- Are there streets for transit access that are not showing up in the draft pathways?
- What are the top five improvements you would like to see?
- What improvements are not showing up that you'd like to see?
- What are the top three streets for people rolling to and from the station?
- Open discussion with facilitator annotation.

Key Takeaways

Wilshire/La Cienega

- Wilshire Blvd, La Cienega Blvd, and San Vicente Blvd were the top 3 streets selected for station access.
- Community members requested that San Vicente Blvd, Chalmers Dr, Schumaker Dr, Olympic Blvd, and Santa Ynez Way were included in the pathway network.
- The proposed improvements were generally supported throughout the study area. The top improvement that people wanted to see in the station area was landscaping and shade on Wilshire Blvd.
- Community members did not note any missing improvements in the study area.
- San Vicente Blvd and Wilshire Blvd were the top streets supported for bike facilities.

Wilshire/Fairfax

- Wilshire Blvd, Fairfax Ave, and 8th St were the top 3 streets selected for station access.
- Community members requested that Crescent Heights Blvd, San Vicente Blvd, and Olympic Blvd were included in the pathway network.
- Proposed improvements were generally supported throughout the study area. The top improvement that people wanted to see in the station area was landscaping and shade on Fairfax Ave.
- Streets that would benefit from new sidewalks/curb-extensions included Colgate Ave, Crescent Heights Blvd, 6th St, and Olympic Blvd. Traffic Calming was requested on San Vicente Blvd. A new or improvement crossing was requested at McCarthy Vista and Warner Dr.
- Bike facilities were supported on Wilshire Blvd, Fairfax Ave, 6th St, and 8th St.

Wilshire/La Brea

- Wilshire Blvd, 8th St, and 6th St were the top 3 streets for station access.
- Community members requested that 3rd St, Olympic Blvd, Hauser Blvd, Sycamore Ave, and Highland Ave were included in the pathway network.
- Proposed improvements were generally supported throughout the study area. The top improvement that people wanted to see in the station area was landscaping and shade on Wilshire Blvd.
- Traffic calming was requested on 8th St and Olympic Blvd. New or improved crosswalks were requested along 6th St, 9th St, and at the intersections of 3rd St and Mansfield Ave, and Highland Ave and 8th St.
- 6th St and 8th St were the top streets supported for bike facilities.

Breakout Room: Wilshire/La Cienega Station

(Consolidated results from all community roundtables)

What are the top three most important streets for station access in the station area?

Each heart indicates one "vote" from the community. Participants could select up to three.

Purple (D Line) Extension

Metro Station +Entrance (under construction)

Purple (D Line) Extension Transit Project (under construction)

10 minute walk from station

City Boundary

Breakout Room: Wilshire/La Cienega Station

(Consolidated results from all community roundtables)

Are there streets for transit access that are not showing up? If so, put a heart stamp on that street.

Each heart indicates one "vote" from the community. Participants could select up to one street.

Purple (D Line) Extension

- Metro Station +Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- FLM Pathway Arterial (Primary Route)
- FLM Pathway Collector (Secondary Route)
- FLM Pathway Cut-Through (Shortcut)
- 10 minute walk from station
- City Boundary

Breakout Room: Wilshire/La Cienega Station

(Consolidated results from all community roundtables)

What are the top five improvements you would like to see?

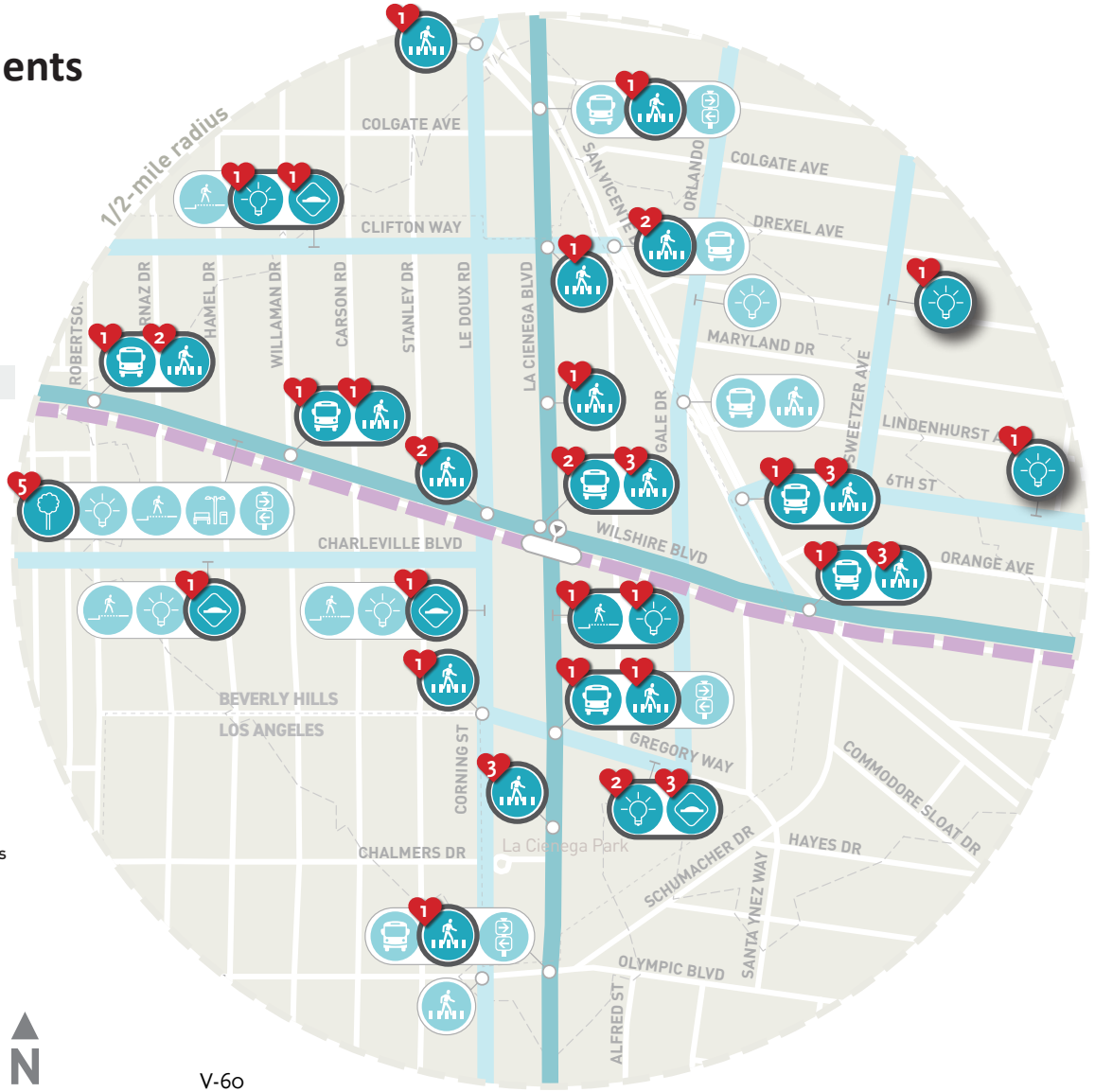
Each heart indicates the number of "votes" for the identified improvement. Participants could select up to five improvements.

Purple (D Line) Extension

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- FLM Pathway Arterial (Primary Route)
- FLM Pathway Collector (Secondary Route)
- FLM Pathway Cut-Through (Shortcut)
- 10 minute walk from station
- City Boundary

Proposed Improvements

- Landscaping and Shade
- Pedestrian Lighting
- Sidewalk/Curb-Extensions
- Street Furniture
- Traffic Calming
- Bus Stop Enhancements
- New or Improved Crosswalks
- Wayfinding Signs



N

Breakout Room: Wilshire/La Cienega Station

(Consolidated results from all community roundtables)

What improvements are not showing up that you'd like to see?

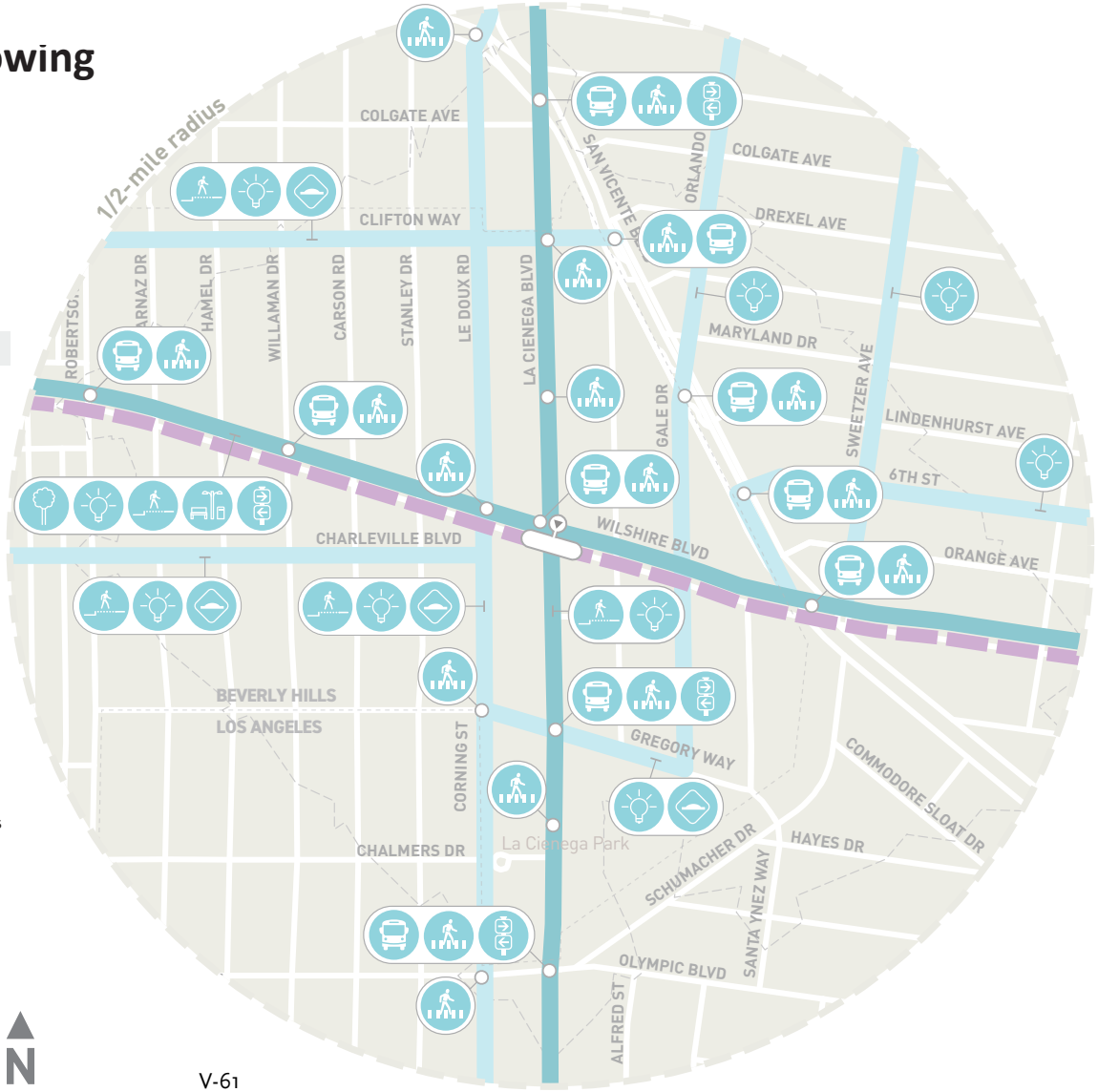
(No comments recieved)

Purple (D Line) Extension

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- FLM Pathway Arterial (Primary Route)
- FLM Pathway Collector (Secondary Route)
- FLM Pathway Cut-Through (Shortcut)
- 10 minute walk from station
- City Boundary

Proposed Improvements

- Landscaping and Shade
- Pedestrian Lighting
- Sidewalk/Curb-Extensions
- Street Furniture
- Traffic Calming
- Bus Stop Enhancements
- New or Improved Crosswalks
- Wayfinding Signs



N

Breakout Room: Wilshire/La Cienega Station

(Consolidated results from all community roundtables)

What are the top three most important streets for people rolling to and from the station?

Each heart indicates one "vote" from the community. Participants could select up to three.

Purple (D Line) Extension

- Metro Station +Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)

Existing Bicycle Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)

City/County Plan Proposed Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)

First/Last Mile Proposed Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)
- Bicycle Friendly Intersection
- Mobility Hub

Breakout Room: Wilshire/La Cienega Station

(Consolidated results from all community roundtables)

Open Discussion

Community comment along corridors

Community comment at spot locations

Purple (D Line) Extension

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- FLM Pathway Arterial (Primary Route)
- FLM Pathway Collector (Secondary Route)
- FLM Pathway Cut-Through (Shortcut)
- 10 minute walk from station

Proposed Improvements

- Landscaping and Shade
- Pedestrian Lighting
- Sidewalk/Curb-Extensions
- Street Furniture
- Traffic Calming
- Bus Stop Enhancements
- New or Improved Crosswalks
- Wayfinding Signs

Breakout Room: Wilshire/Fairfax Station

(Consolidated results from all community roundtables)

What are the top three most important streets for station access in the station area?

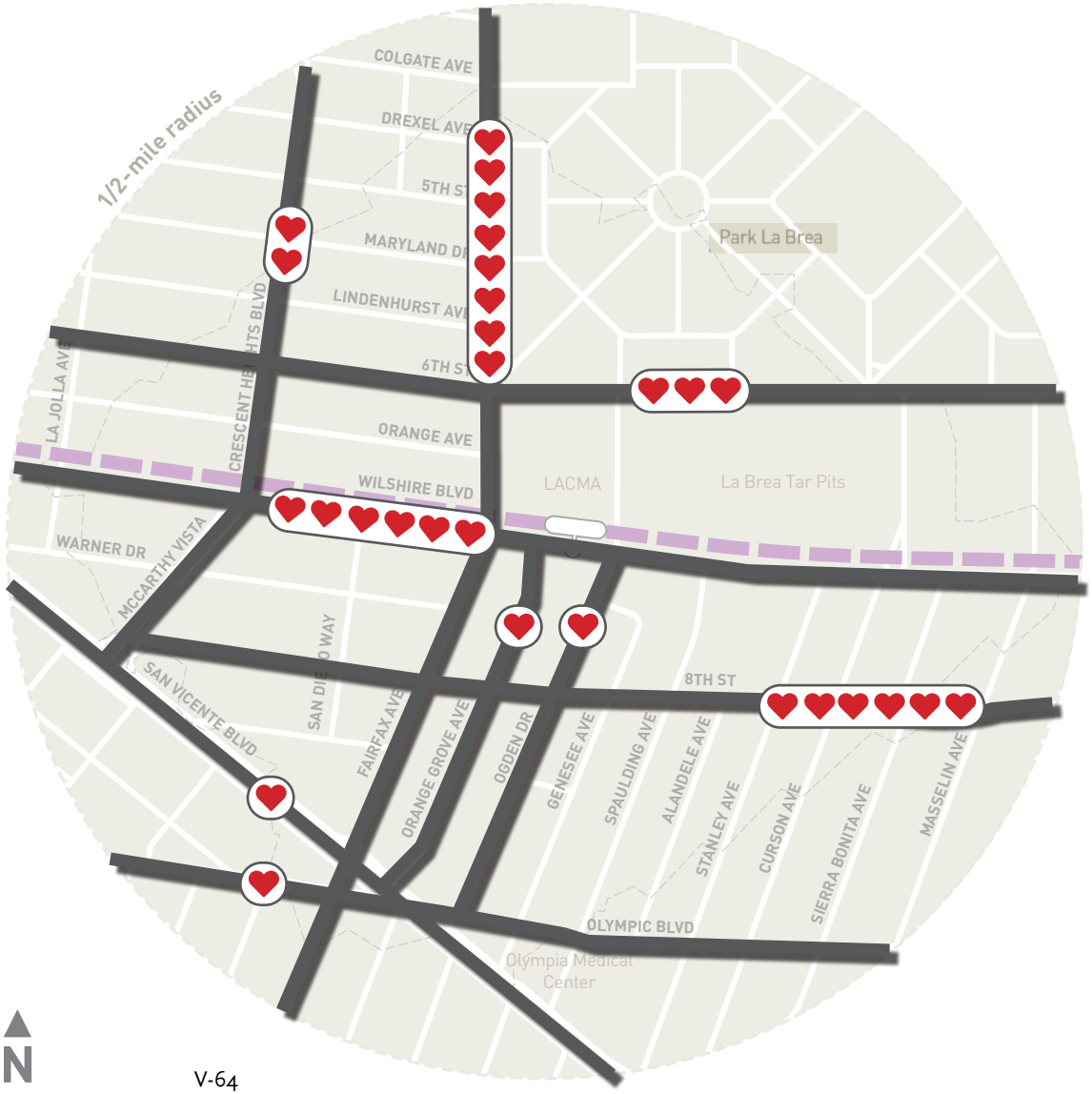
Each heart indicates one "vote" from the community. Participants could select up to three.

Purple (D Line) Extension

Metro Station +Entrance (under construction)

Purple (D Line) Extension Transit Project (under construction)

10 minute walk from station



Breakout Room: Wilshire/Fairfax Station

(Consolidated results from all community roundtables)

Are there streets for transit access that are not showing up? If so, put a heart stamp on that street.

Each heart indicates one "vote" from the community. Participants could select up to one street.

Purple (D Line) Extension

- Metro Station +Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- FLM Pathway Arterial (Primary Route)
- FLM Pathway Collector (Secondary Route)
- FLM Pathway Cut-Through (Shortcut)
- 10 minute walk from station

Breakout Room: Wilshire/Fairfax Station

(Consolidated results from all community roundtables)

What are the top five improvements you would like to see?

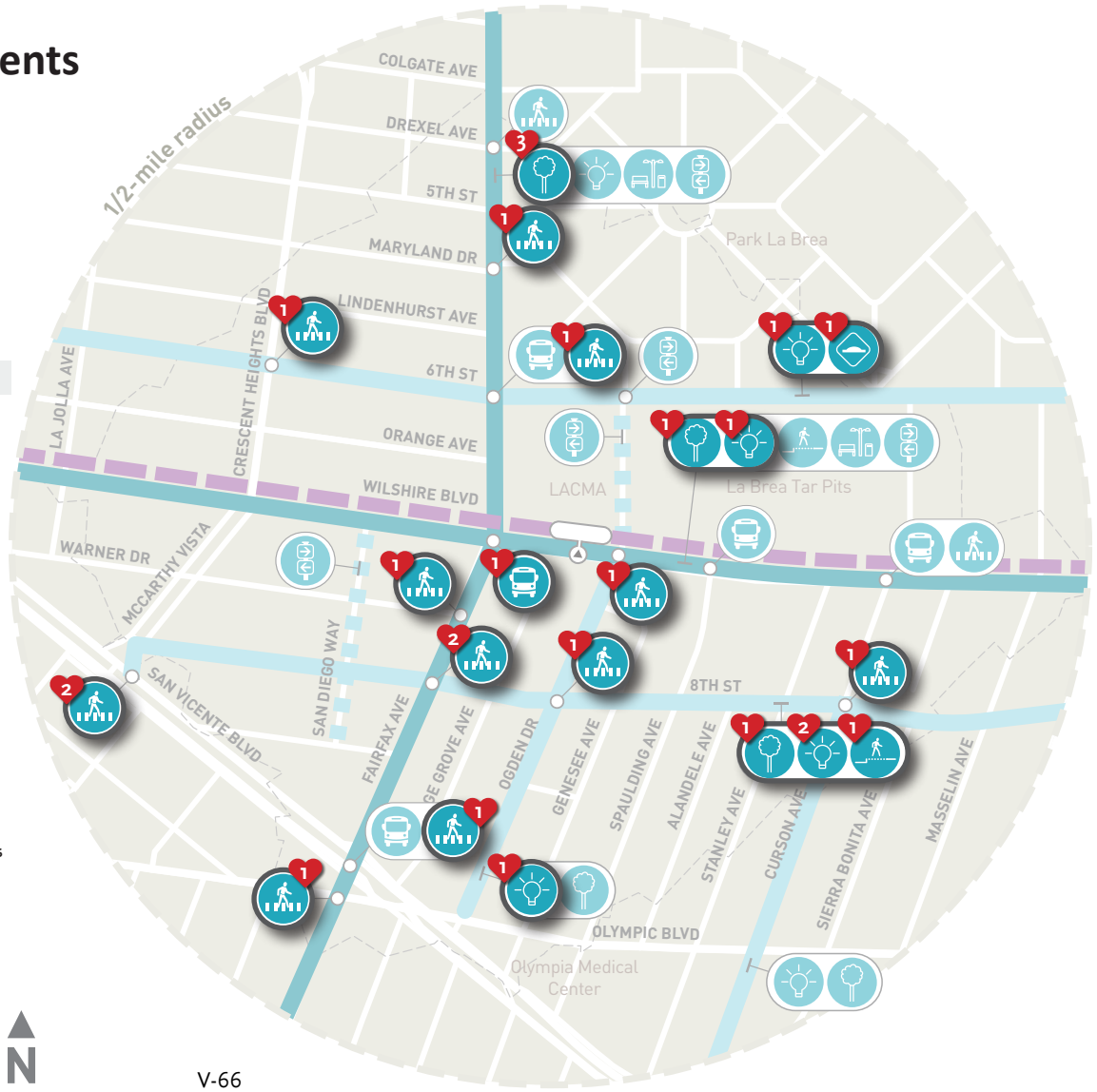
Each heart indicates the number of "votes" for the identified improvement. Participants could select up to five improvements.

Purple (D Line) Extension

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- FLM Pathway Arterial (Primary Route)
- FLM Pathway Collector (Secondary Route)
- FLM Pathway Cut-Through (Shortcut)
- 10 minute walk from station
- City Boundary

Proposed Improvements

- Landscaping and Shade
- Pedestrian Lighting
- Sidewalk/Curb-Extensions
- Street Furniture
- Traffic Calming
- Bus Stop Enhancements
- New or Improved Crosswalks
- Wayfinding Signs



Metro

Breakout Room: Wilshire/Fairfax Station

(Consolidated results from all community roundtables)

What improvements are not showing up that you'd like to see?

Corridor improvement added the community

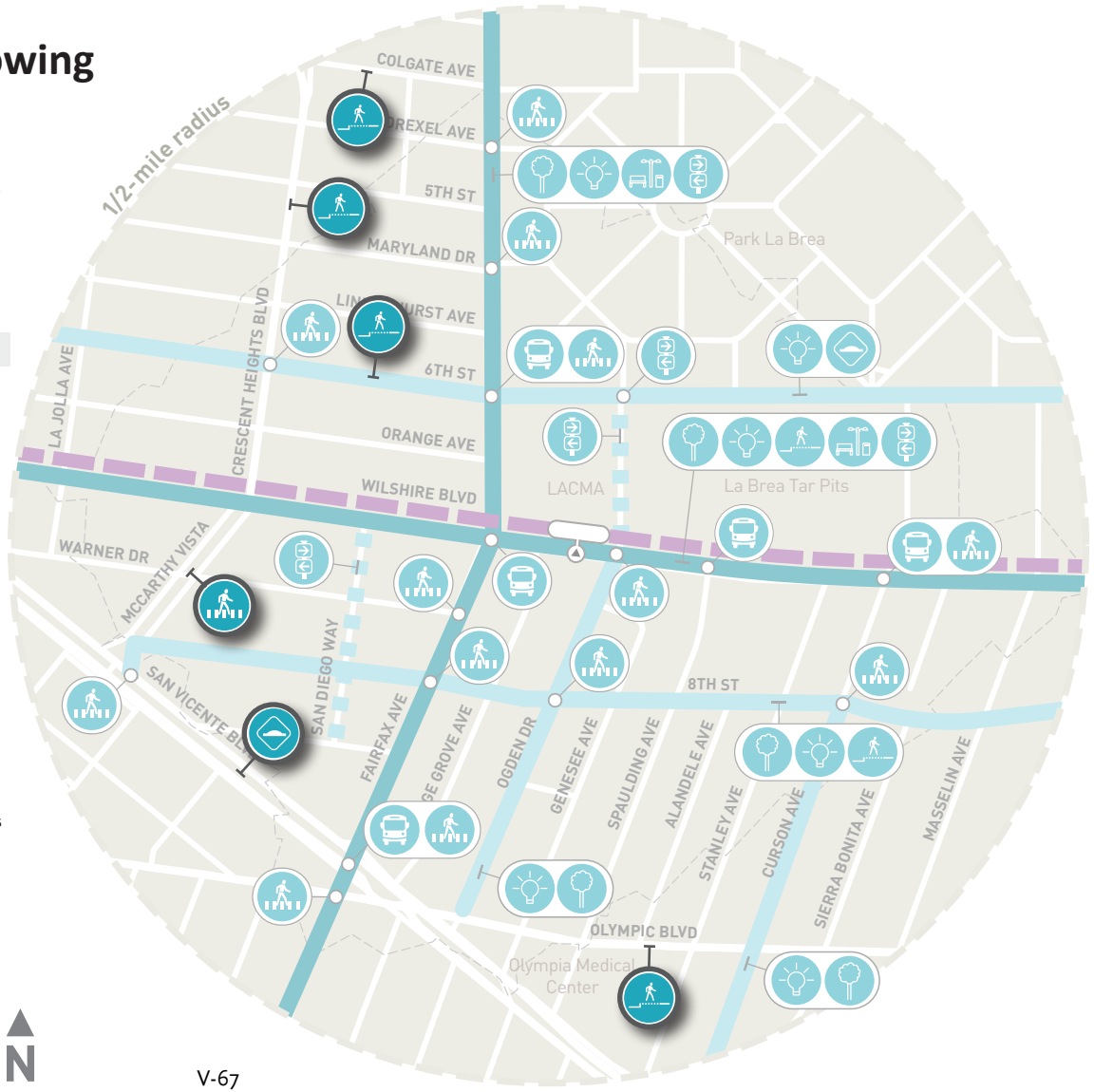
Spot improvement added the community

Purple (D Line) Extension

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- FLM Pathway Arterial (Primary Route)
- FLM Pathway Collector (Secondary Route)
- FLM Pathway Cut-Through (Shortcut)
- 10 minute walk from station

Proposed Improvements

- Landscaping and Shade
- Pedestrian Lighting
- Sidewalk/Curb-Extensions
- Street Furniture
- Traffic Calming
- Bus Stop Enhancements
- New or Improved Crosswalks
- Wayfinding Signs



Metro

Breakout Room: Wilshire/Fairfax Station

(Consolidated results from all community roundtables)

What are the top three most important streets for people rolling to and from the station?

Each heart indicates one "vote" from the community. Participants could select up to three.

Purple (D Line) Extension

- Metro Station +Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)

Existing Bicycle Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)

City/County Plan Proposed Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)

First/Last Mile Proposed Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)
- Bicycle Friendly Intersection
- Mobility Hub

Breakout Room: Wilshire/Fairfax Station

(Consolidated results from all community roundtables)

Open Discussion

Community comment along corridors

Community comment at spot locations

Purple (D Line) Extension

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- FLM Pathway Arterial (Primary Route)
- FLM Pathway Collector (Secondary Route)
- FLM Pathway Cut-Through (Shortcut)
- 10 minute walk from station

Proposed Improvements

- Landscaping and Shade
- Pedestrian Lighting
- Sidewalk/Curb-Extensions
- Street Furniture
- Traffic Calming
- Bus Stop Enhancements
- New or Improved Crosswalks
- Wayfinding Signs

Breakout Room: Wilshire/La Brea Station

(Consolidated results from all community roundtables)

What are the top three most important streets for station access in the station area?

Each heart indicates one "vote" from the community. Participants could select up to three.

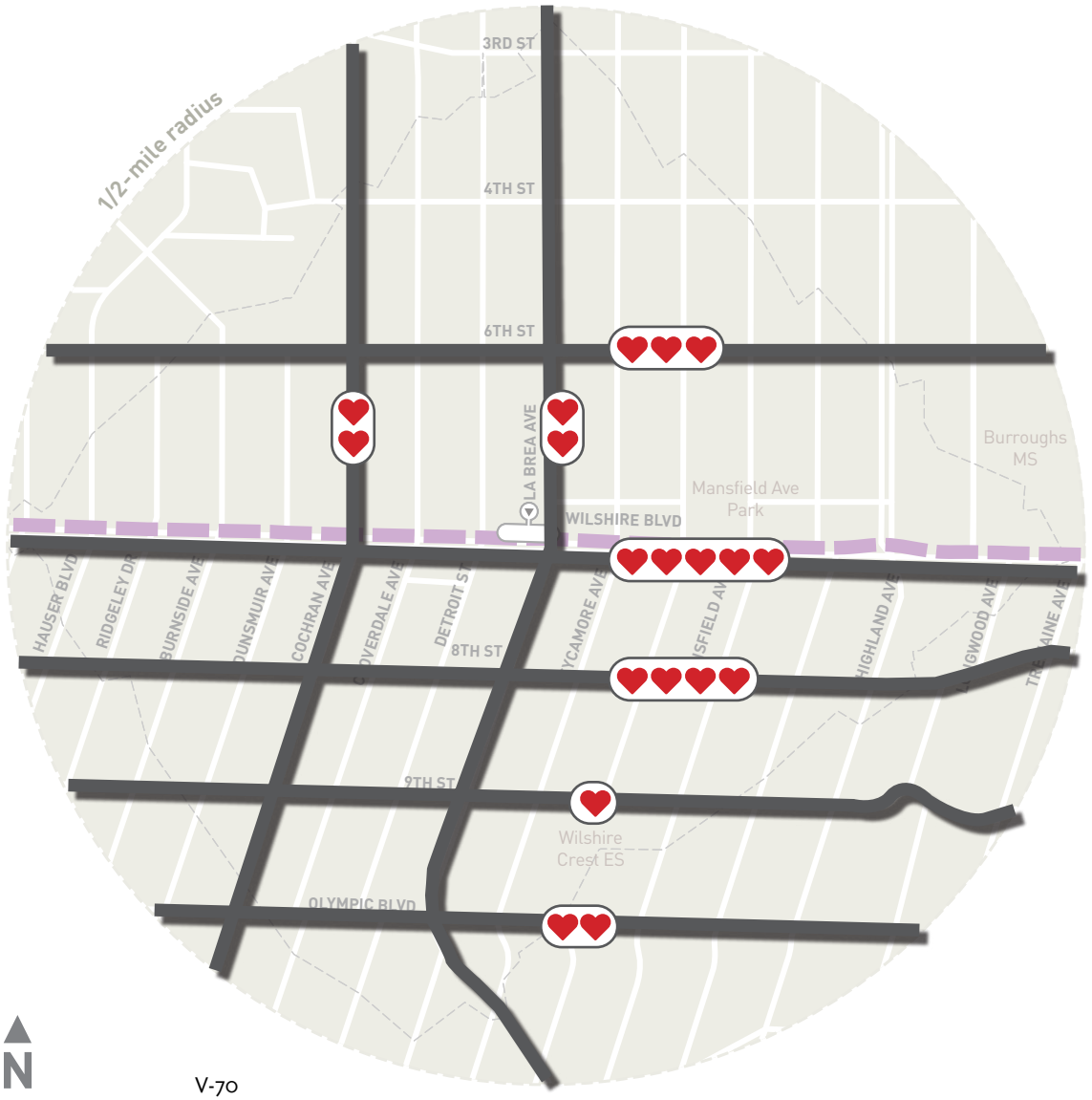
Purple (D Line) Extension

Metro Station +Entrance (under construction)

Purple (D Line) Extension Transit Project (under construction)

10 minute walk from station

City Boundary



Breakout Room: Wilshire/La Brea Station

(Consolidated results from all community roundtables)

Are there streets for transit access that are not showing up? If so, put a heart stamp on that street.

Each heart indicates one "vote" from the community. Participants could select up to one street.

Purple (D Line) Extension

- Metro Station +Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- FLM Pathway Arterial (Primary Route)
- FLM Pathway Collector (Secondary Route)
- FLM Pathway Cut-Through (Shortcut)
- 10 minute walk from station

Breakout Room: Wilshire/La Brea Station

(Consolidated results from all community roundtables)

What are the top five improvements you would like to see?

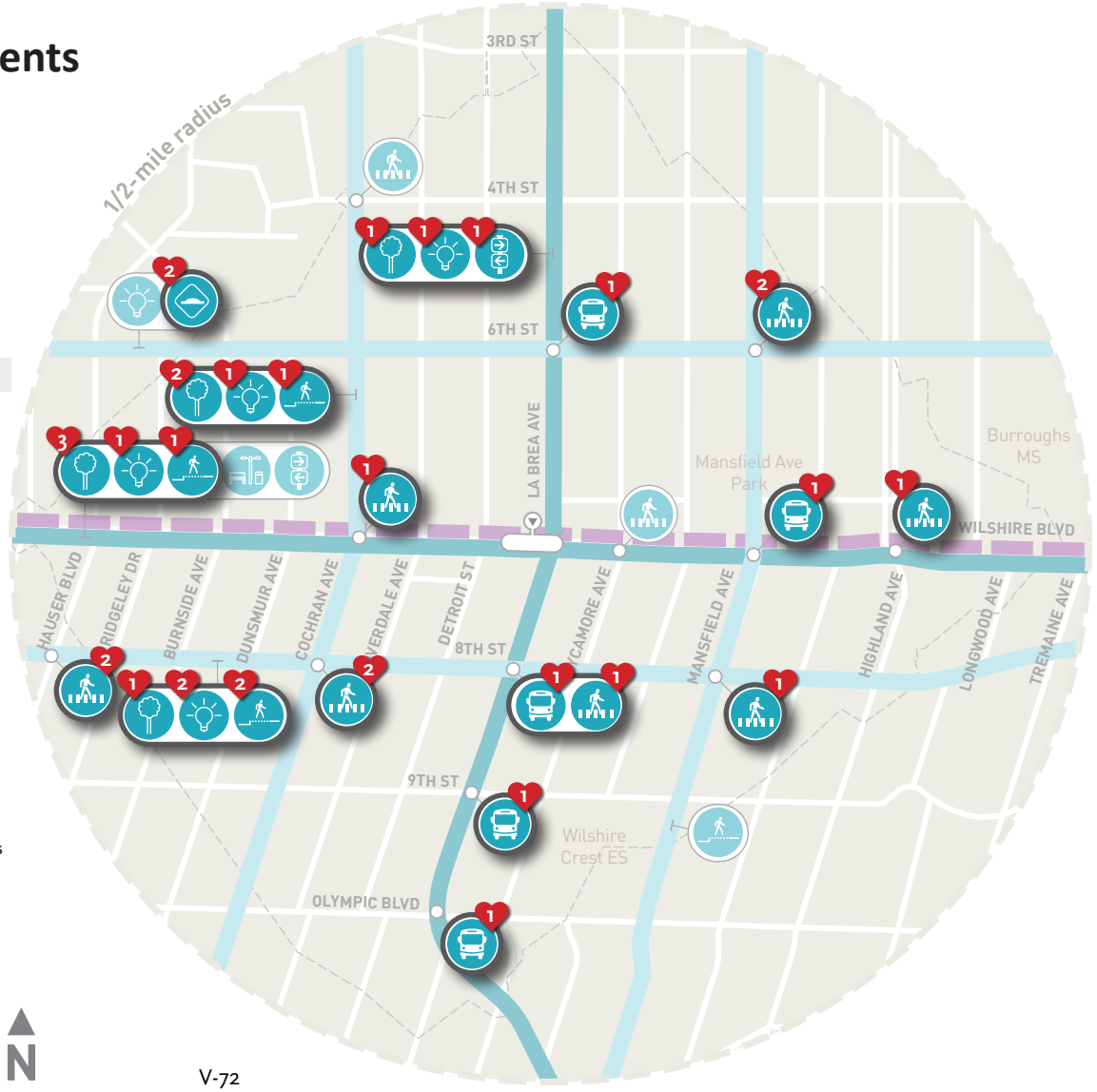
Each heart indicates the number of "votes" for the identified improvement. Participants could select up to five improvements.

Purple (D Line) Extension

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- FLM Pathway Arterial (Primary Route)
- FLM Pathway Collector (Secondary Route)
- FLM Pathway Cut-Through (Shortcut)
- 10 minute walk from station
- City Boundary

Proposed Improvements

- Landscaping and Shade
- Pedestrian Lighting
- Sidewalk/Curb-Extensions
- Street Furniture
- Traffic Calming
- Bus Stop Enhancements
- New or Improved Crosswalks
- Wayfinding Signs



Breakout Room: Wilshire/La Brea Station

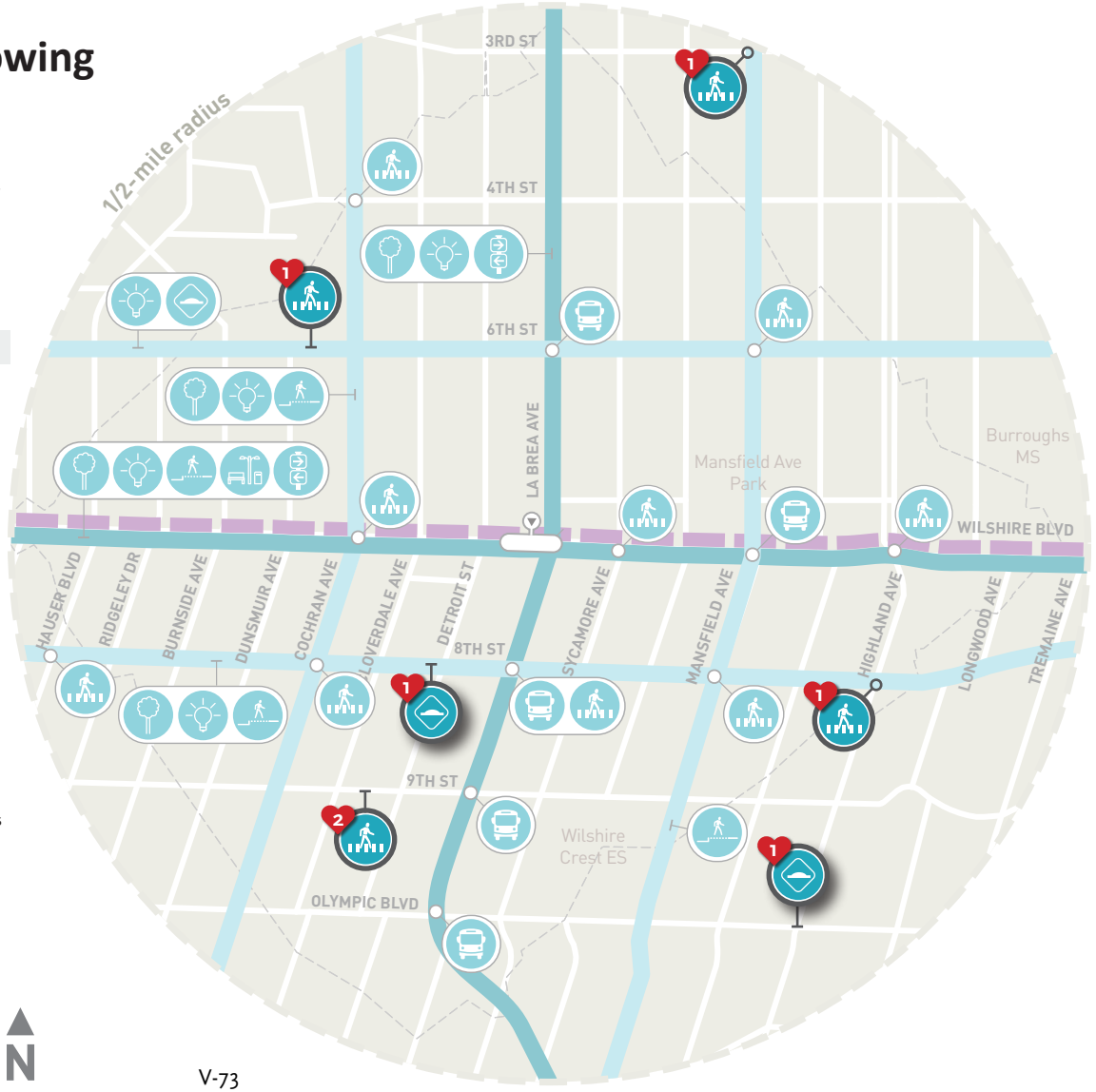
(Consolidated results from all community roundtables)

What improvements are not showing up that you'd like to see?

Corridor improvement added the community

Spot improvement added the community

Purple (D Line) Extension	Proposed Improvements
Metro Station + Entrance (under construction)	Landscaping and Shade
Purple (D Line) Extension Transit Project (under construction)	Pedestrian Lighting
FLM Pathway Arterial (Primary Route)	Sidewalk/Curb-Extensions
FLM Pathway Collector (Secondary Route)	Street Furniture
FLM Pathway Cut-Through (Shortcut)	Traffic Calming
10 minute walk from station	Bus Stop Enhancements
	New or Improved Crosswalks
	Wayfinding Signs



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Breakout Room: Wilshire/La Brea Station

(Consolidated results from all community roundtables)

What are the top three most important streets for people rolling to and from the station?

Each heart indicates one "vote" from the community. Participants could select up to three.

Purple (D Line) Extension

- Metro Station +Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)

Existing Bicycle Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)

City/County Plan Proposed Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)

First/Last Mile Proposed Facilities

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path (off-street)
- Bicycle Friendly Intersection
- Mobility Hub

Breakout Room: Wilshire/La Brea Station

(Consolidated results from all community roundtables)

Open Discussion

Community comment along corridors

Community comment at spot locations

Purple (D Line) Extension

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- FLM Pathway Arterial (Primary Route)
- FLM Pathway Collector (Secondary Route)
- FLM Pathway Cut-Through (Shortcut)
- 10 minute walk from station

Proposed Improvements

- Landscaping and Shade
- Pedestrian Lighting
- Sidewalk/Curb-Extensions
- Street Furniture
- Traffic Calming
- Bus Stop Enhancements
- New or Improved Crosswalks
- Wayfinding Signs

Appendix C - Online Survey Summary

Purple (D Line) Extension Section 1 First/Last Mile Plan

Online Survey Summary Report

Prepared for Metro
by IBI Group

Table of Contents

1 Online Survey Background and Overview

The Metro Purple (D Line) Extension Section 1 First/Last Mile Plan is focused on identifying walking and bicycling improvements to enhance access to three planned transit stations: Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega. To support the development of the First/Last Mile (FLM) Plan, an online public survey was created to gather input and feedback on ways to improve the walking and bicycling environment around these three future transit stations. The target audience for the survey was Los Angeles County residents and stakeholders who live, work, or spend time in the station areas.

1.1 Survey Format and Layout

Metro selected an interactive, map-based online survey application, Maptionnaire, as the method for soliciting input from the community online to inform the development of FLM project types and locations. Maptionnaire utilizes map-based tools to design questionnaires, collect data, and convey information. In addition to familiar question types, Maptionnaire provides respondents with an interactive, "gamified" experience with questions to identify their mobility challenges or ideas on a map. On the backend, Maptionnaire provides an automatic analysis of questionnaire data with detailed charts, maps, and GIS data for further analysis.

Participants in the survey received an introduction to the project, an overview of the FLM planning process, and instructions on how to provide input. The survey guided participants through each category of input, provided additional instructions for each category, and finished with a demographic survey. Screenshots from the survey are shown in Figure 1 and Figure 2 below.

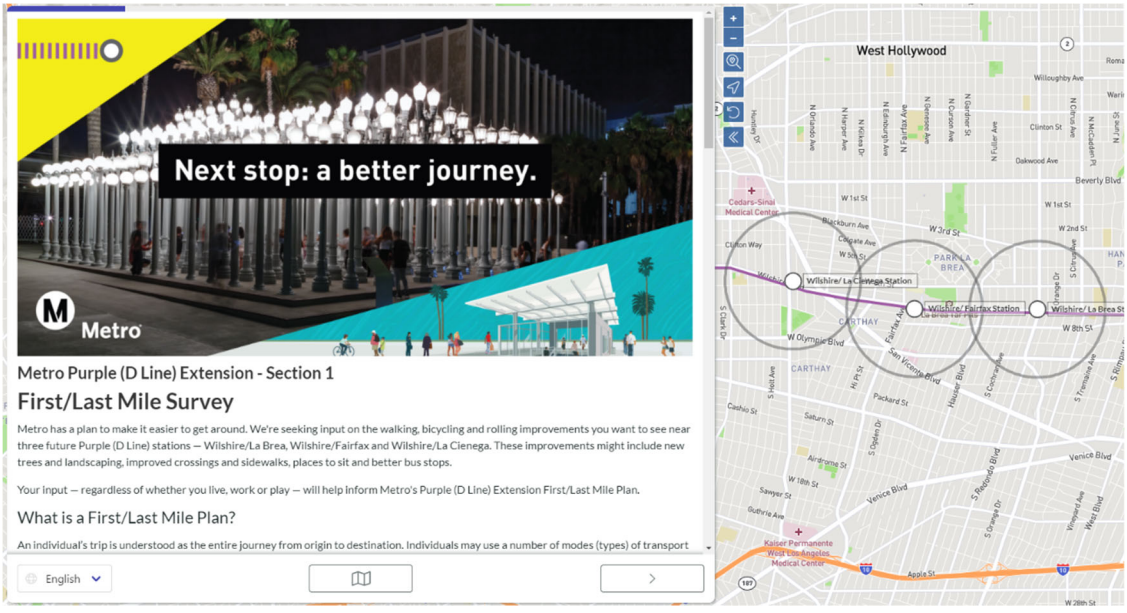


Figure 1: Maptionnaire Survey Welcome Screen

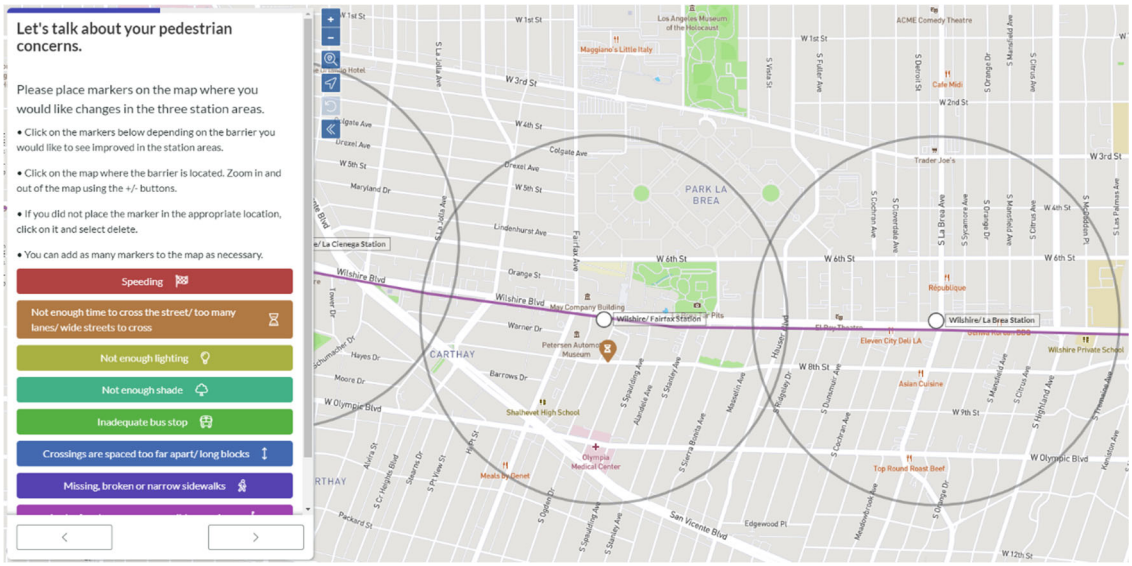


Figure 2: Maptionnaire Survey Input Screen

1.2 Survey Respondents and Demographics

The survey was open for comment for 33 days, from March 1, 2021 to April 2, 2021. The survey received 891 responses from 863 unique computer IDs, with greater than 6,000 total comments or data points recorded. The survey was promoted through the following channels:

- Metro email blasts using the existing database of contacts for the Purple (D Line) Extension project
- Social media notices and ads distributed through Metro's existing social media channels, including Facebook, Twitter, and Instagram
- Encouragement to participants in the stakeholder interviews and community walk audits to have others in their networks (neighbors, co-workers, employees, etc.) participate in the survey

This online survey was one of several approaches used to gather input from community members and stakeholders in the three station areas. Other community engagement activities included interviews conducted with stakeholders representing businesses, institutions (museums, hospitals, etc.), neighborhood councils, and neighborhood associations, community walk audits, and online roundtable workshops with the community walk audit participants. The majority of the community engagement activities conducted in support of the plan occurred between November 2020 and March 2021, overlapping with the peak of the COVID-19 pandemic and stay-at-home orders within Los Angeles County. This environment made in-person community engagement activities infeasible. Instead the various online-based engagement efforts described above were completed.

Engaging the public online rather than in-person has both benefits and limitations. One limitation is the difficultly knowing whether online engagement efforts are eliciting input from the target audience. Online engagement methods tend to elicit input from those with broadband internet access, technological literacy, and English-speaking households. In this way, online community engagement poses significant challenges to social equity. On the other hand, there are many benefits of online engagement, including time and cost savings for participants, an increased number of participants, and, in the context of the COVID-19 pandemic, safety. In recognition of these benefits and limitations, it is important to consider how online community engagement tools can supplement traditional community engagement efforts in the future.

To assess the performance of the online survey in gathering diverse input from the community, the consultant team extracted the demographic information provided by respondents. This information is listed in the figures below.

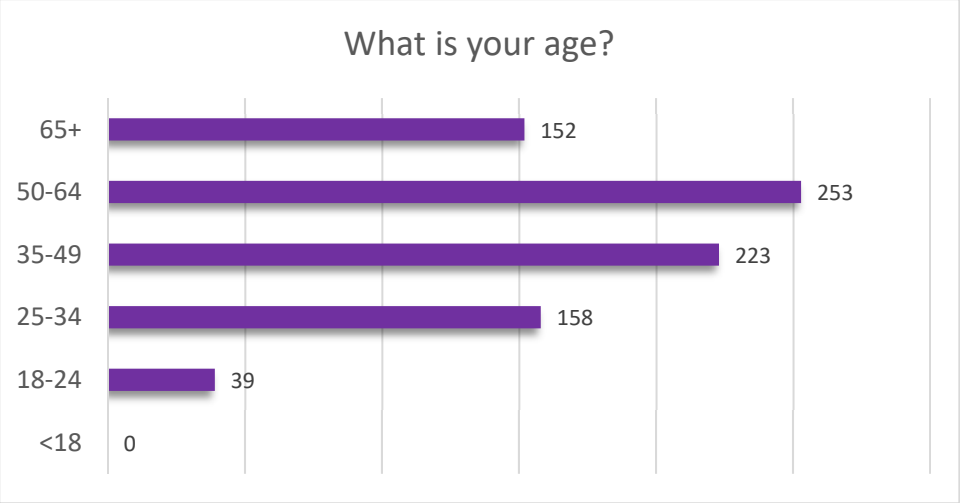


Figure 3: Survey Responses by Age

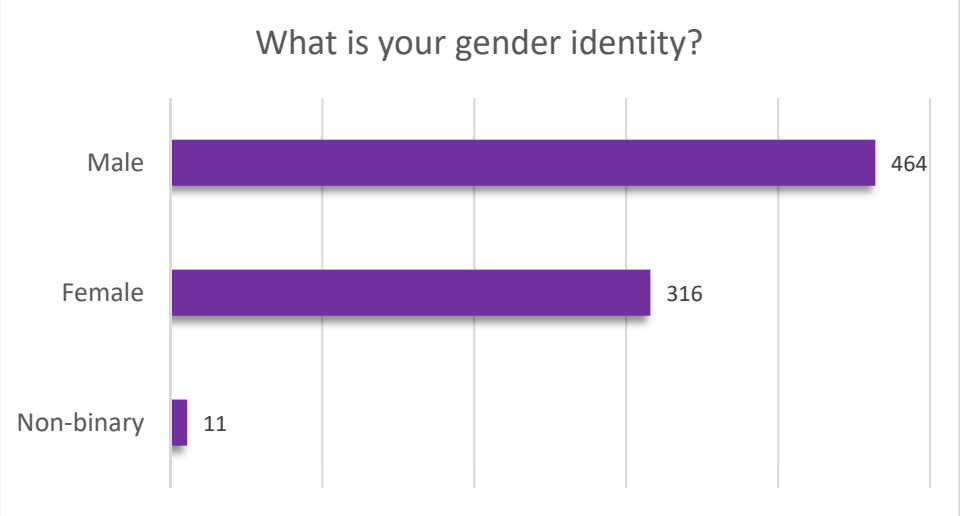


Figure 4: Survey Responses by Gender Identity

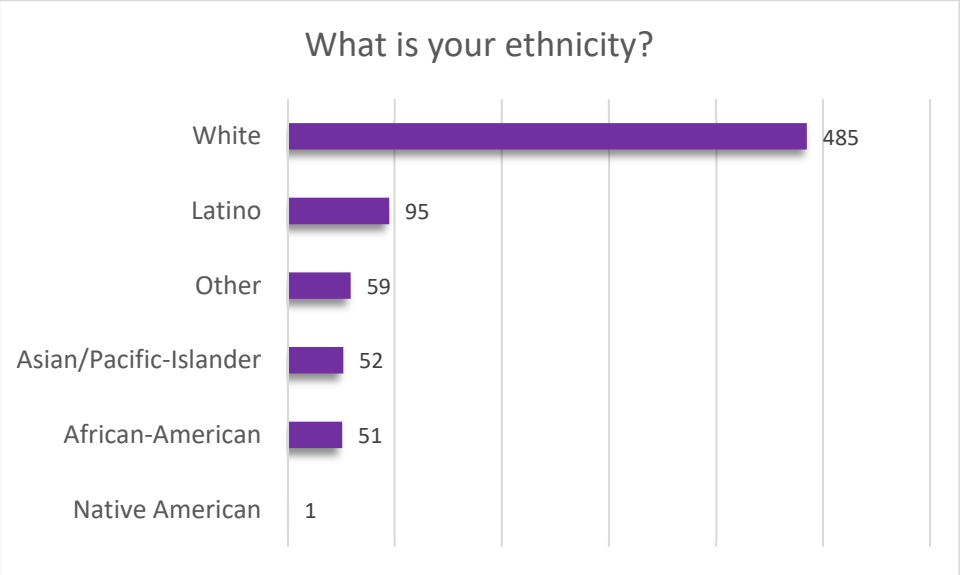


Figure 5: Survey Responses by Ethnicity

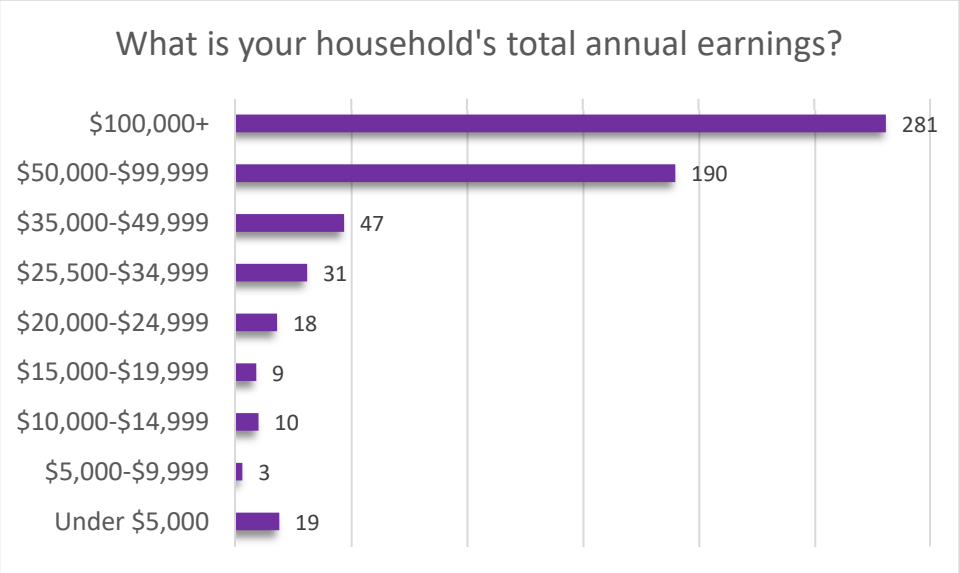


Figure 6: Survey Responses by Household Earnings

1.3 Demographics Comparison

As part of its efforts to better serve its patrons, Metro regularly conducts on-board ridership surveys on its bus and rail lines. The same demographic categories used for the on-board ridership surveys were used for the Purple (D Line) Extension Section 1 FLM online survey, and the responses are therefore directly comparable. When compared with the most recent Metro on-board survey results (Fall 2019), the FLM online survey respondents were significantly more affluent, older, more male, and less ethnically diverse than Metro transit riders as a whole.

Among the 891 responses received for the survey, 605 provided a zip code, and 388 of those responses (64%) identified that they lived within a zip code that has a portion within at least one

of the station areas. The zip codes that have a portion of its area within one of the three station areas include: 90005, 90010, 90019, 90020, 90035, 90036, 90048, and 90211.

To address these differences, it is recommended that future online surveys should continue to be paired with in-person surveys and engagement activities as allowed by public health guidelines. According to the on-board survey, 40% of patrons surveyed do not own a smart phone, 13% do not have internet access within their household, and less than half have access to a high-speed internet connection. These factors all contribute to a difficulty in participating in an online survey. The following strategies may help future FLM online surveys to better reflect Metro's patrons:

- Identify and partner with community based organizations (CBOs) that may be able to help bridge the "digital divide" for those who do not have the means or technical ability to participate in online surveys, and support those organizations with equipment, funding, or staff support. This project effort included LA Walks as a participating CBO, but the COVID-19 pandemic prevented LA Walks from working in the community in person to encourage participation.
- Identify new ways to promote and attract input from groups that are underrepresented in online engagement.
- Refine public outreach strategies so that feedback received in-person or online engagement is similar and more directly comparable.
- Ensure that engagement materials are available in the languages that people can read.
- Incorporate feedback from community members in surveys and simplify the input process.
- Continue to educate the public about the planning process and how input from mapping exercises can be of value to participants.

Comparisons between demographic characteristics of respondents to the two surveys are shown in the tables below.

AGE	PURPLE (D LINE) FLM SURVEY %	METRO ON-BOARD SURVEY %
<18	0%	11%
18-24	5%	21%
25-34	19%	20%
35-49	27%	22%
50-64	31%	19%
65+	18%	8%

Table 1: Survey Comparison by Age

GENDER IDENTITY	PURPLE (D LINE) FLM SURVEY %	METRO ON-BOARD SURVEY %
Non-binary	1%	1%
Female	40%	51%
Male	59%	48%

Table 2: Survey Comparison by Gender Identity

ETHNICITY	PURPLE (D LINE) FLM SURVEY %	METRO ON-BOARD SURVEY %
Native American	0%	1%
African-American	7%	16%
Asian / Pacific-Islander	7%	8%
Other	8%	4%
Latino	13%	59%
White	65%	11%

Table 3: Survey Comparison by Ethnicity

HOUSEHOLD TOTAL ANNUAL EARNINGS	PURPLE (D LINE) FLM SURVEY %	METRO ON-BOARD SURVEY %
Under $5,000	3%	23%
$5,000-$9,999	0%	7%
$10,000-$14,999	2%	6%
$15,000-$19,999	1%	16%
$20,000-$24,999	3%	10%
$25,500-$34,999	5%	7%
$35,000-$49,999	8%	12%
$50,000-$99,999	31%	13%
$100,000+	46%	7%

Table 4: Survey Comparison by Household Earnings

2 Survey Results

2.1 Access Route Questions

The survey asked respondents to answer four basic questions about their route to the Purple (D Line), which future station would they most often utilize, and then for each station which streets would they be most likely to use to access that station.

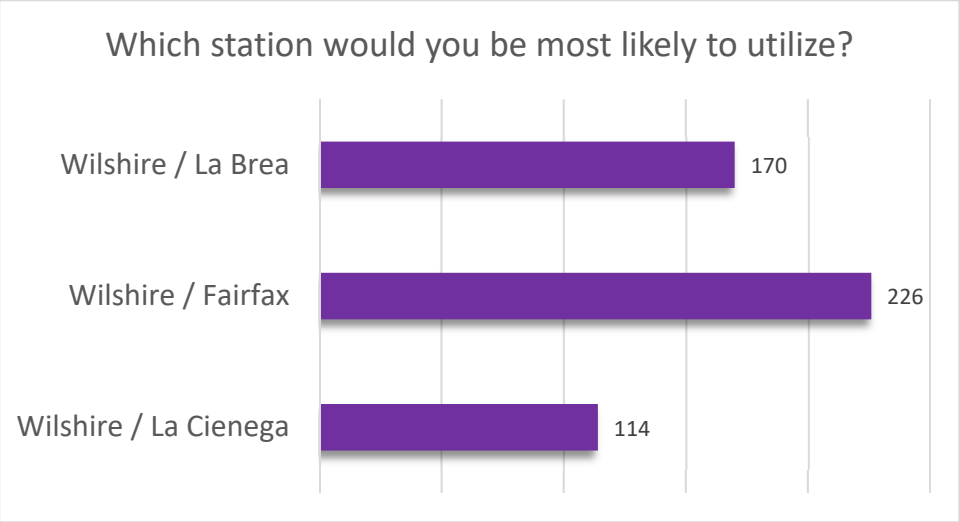


Figure 7: Potential Station Preferences

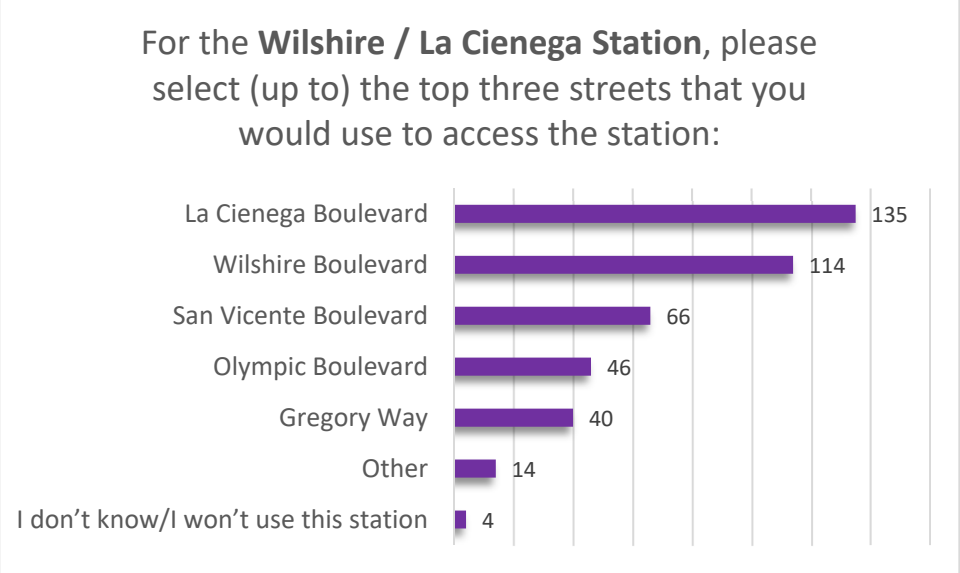


Figure 8: Wilshire / La Cienega Station Route Choices

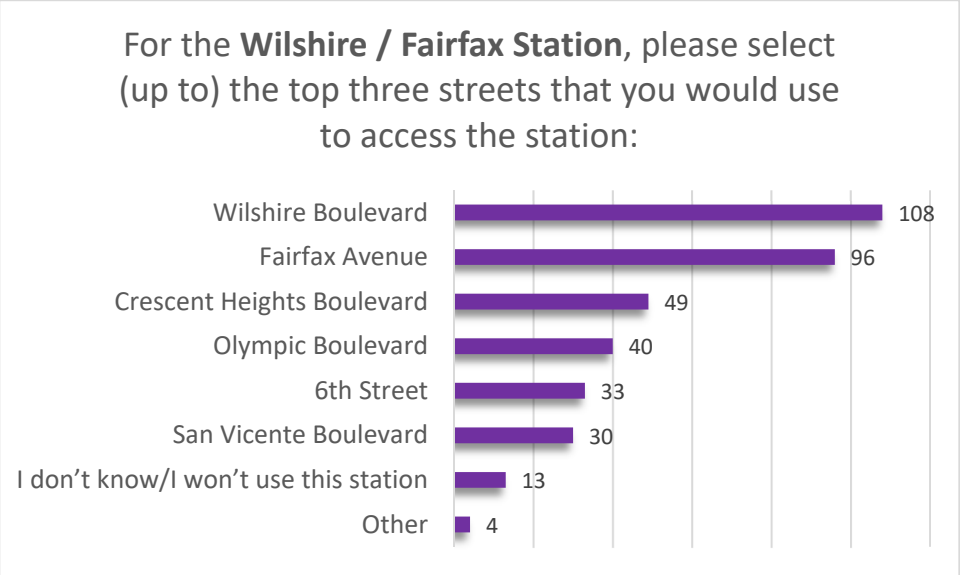


Figure 9: Wilshire / Fairfax Station Route Choices

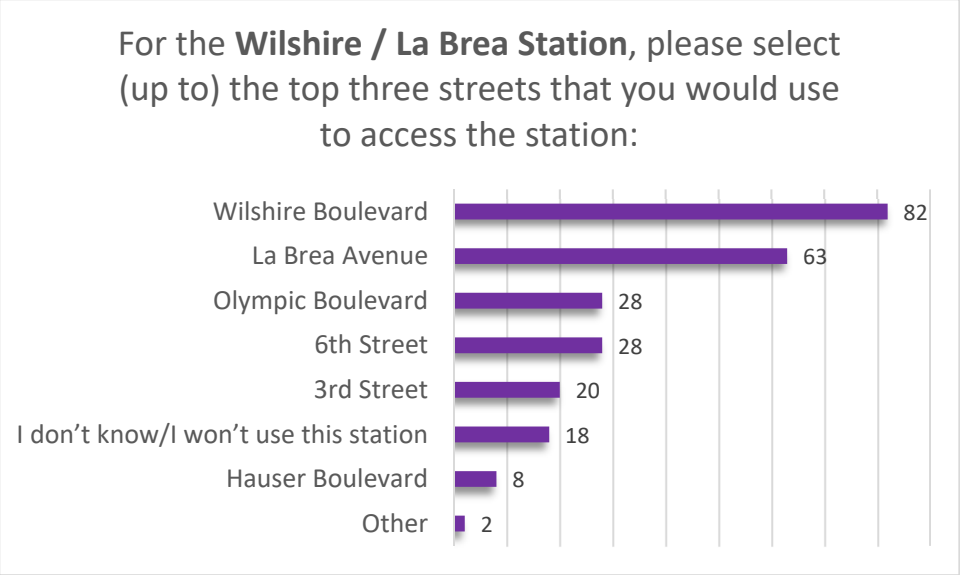


Figure 10: Wilshire / La Brea Station Route Choices

2.2 Category Questions

The survey asked respondents to identify needs in 14 different categories covering a range of factors related to FLM planning, including accessibility, bicycle and walking infrastructure, and perceptions of comfort and safety. The categories and number of responses for each are illustrated in the chart below.

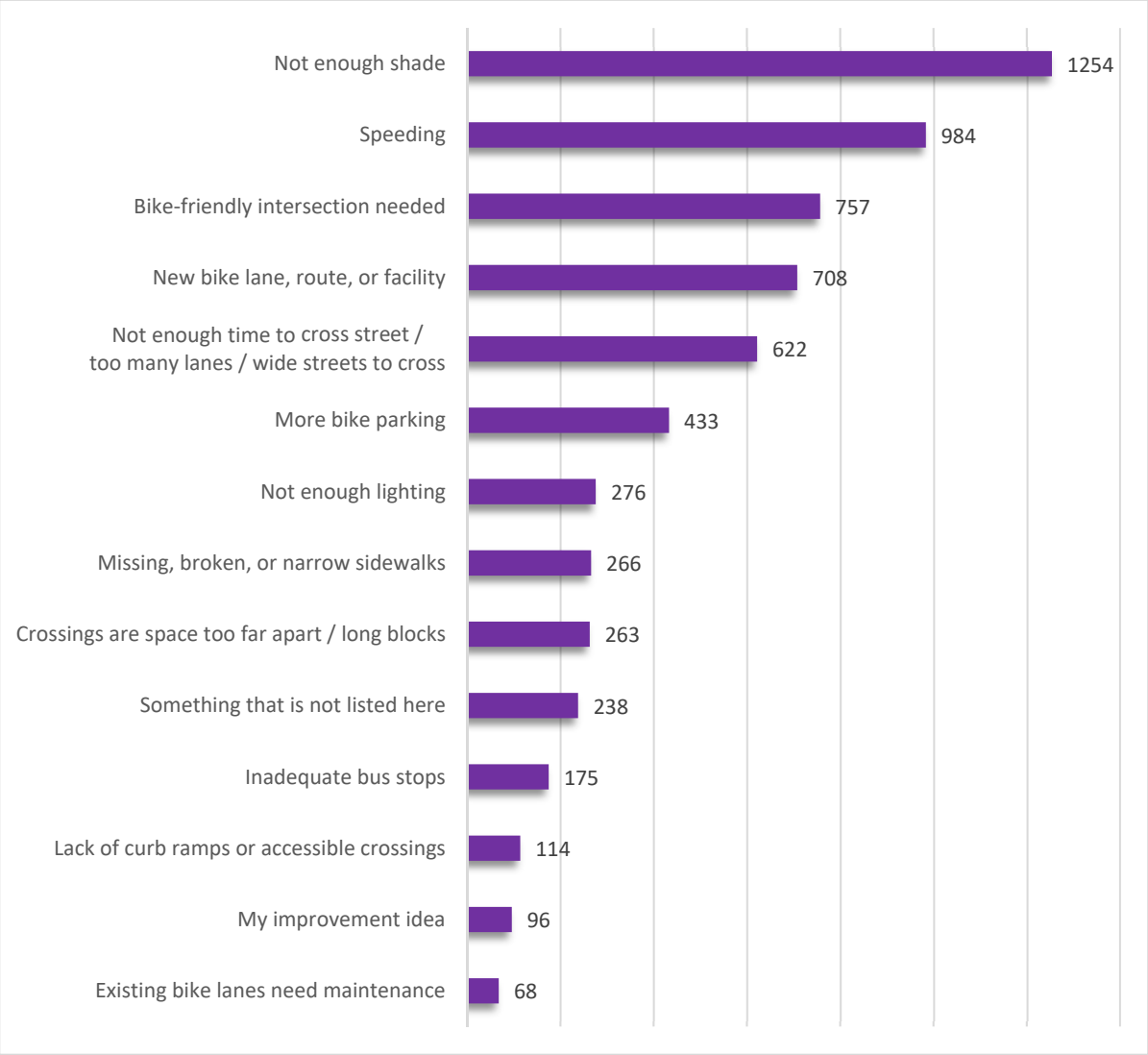


Figure 11: Needs Identification by Category

The response categories can also be broken down into five main themes: bicycling, walking, safety, comfort, and other. These themes and the number of responses in each category are illustrated in the table below and are used to organize the analysis in the section that follows.

THEME	CATEGORY	NUMBER OF COMBINED RESPONSES
Bicycling	Bicycle-friendly intersection needed	1,966
	New bicycle lane, route, or facility	
	More bicycle parking	
	Existing bicycle lanes need maintenance	
Walking	Missing, broken, or narrow sidewalks	643
	Crossings are space too far apart / long blocks	
	Lack of curb ramps or accessible crossings	
Safety	Speeding	1,882
	Not enough time to cross street / too many lanes / wide streets to cross	
	Not enough lighting	
Comfort	Not enough shade	1,429
	Inadequate bus stops	
Other	Something that is not listed here	334
	My improvement idea	
Total		6,254

Figure 12: Survey Responses Categorization

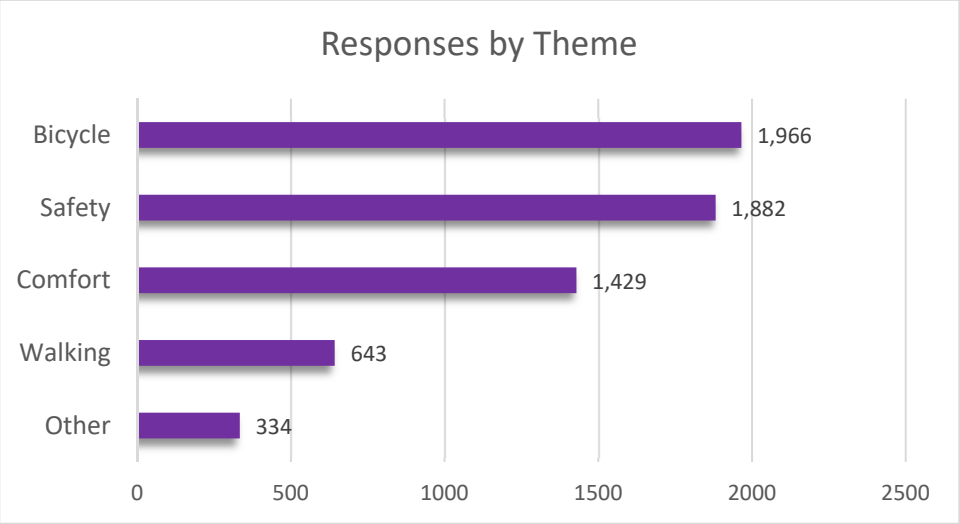


Figure 13: Survey Responses by Theme

2.3 Bicycle Improvements

The online survey gathered 1,966 responses related to bicycle improvements.

2.3.1 Bicycle-friendly intersection needed

Of the 1,966 responses related to bicycle improvements, 757 were in the category of bicycle-friendly intersection needed. Intersections introduce conflicts between vehicles traveling in opposite or perpendicular directions and can also be sources of distraction that endanger cyclists. The response locations are illustrated in the map below.

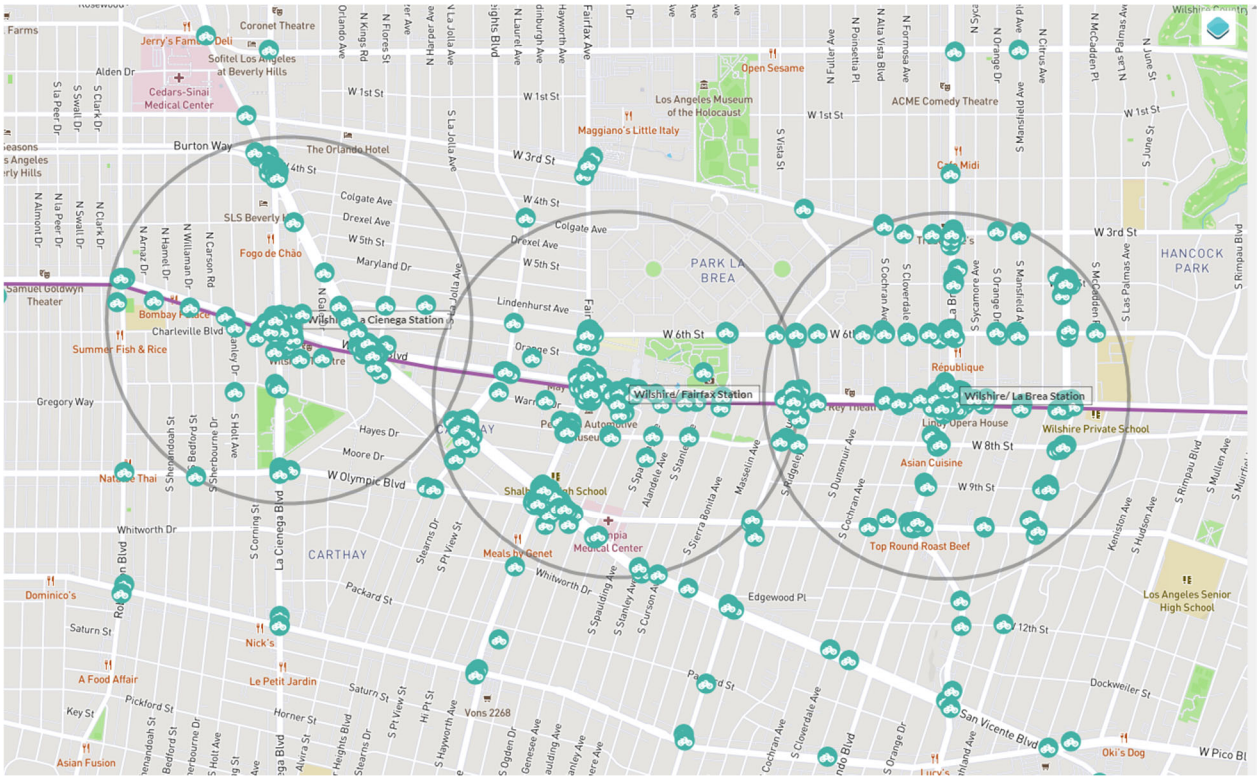


Figure 14: Map of Bicycle-Friendly Intersection Needs

Responses were clustered most densely around the major intersections/station locations along Wilshire Boulevard (La Cienega Boulevard, Fairfax Avenue, La Brea Avenue), as well as where San Vicente Boulevard intersects Olympic Boulevard, Crescent Heights Boulevard, and Wilshire Boulevard. Respondents also noted a high need for safer intersections along 6th Street, which is a popular parallel east-west alternative to Wilshire Boulevard. 6th Street does not currently have bicycle facilities.

2.3.2 New bicycle lane, route, or facility

Of the 1,966 responses related to bicycle improvements, 708 were in the category of new bicycle lane, route, or facility. Rather than using a point like in the other categories, respondents were asked to trace a line for the route. The response locations are illustrated in the map below.

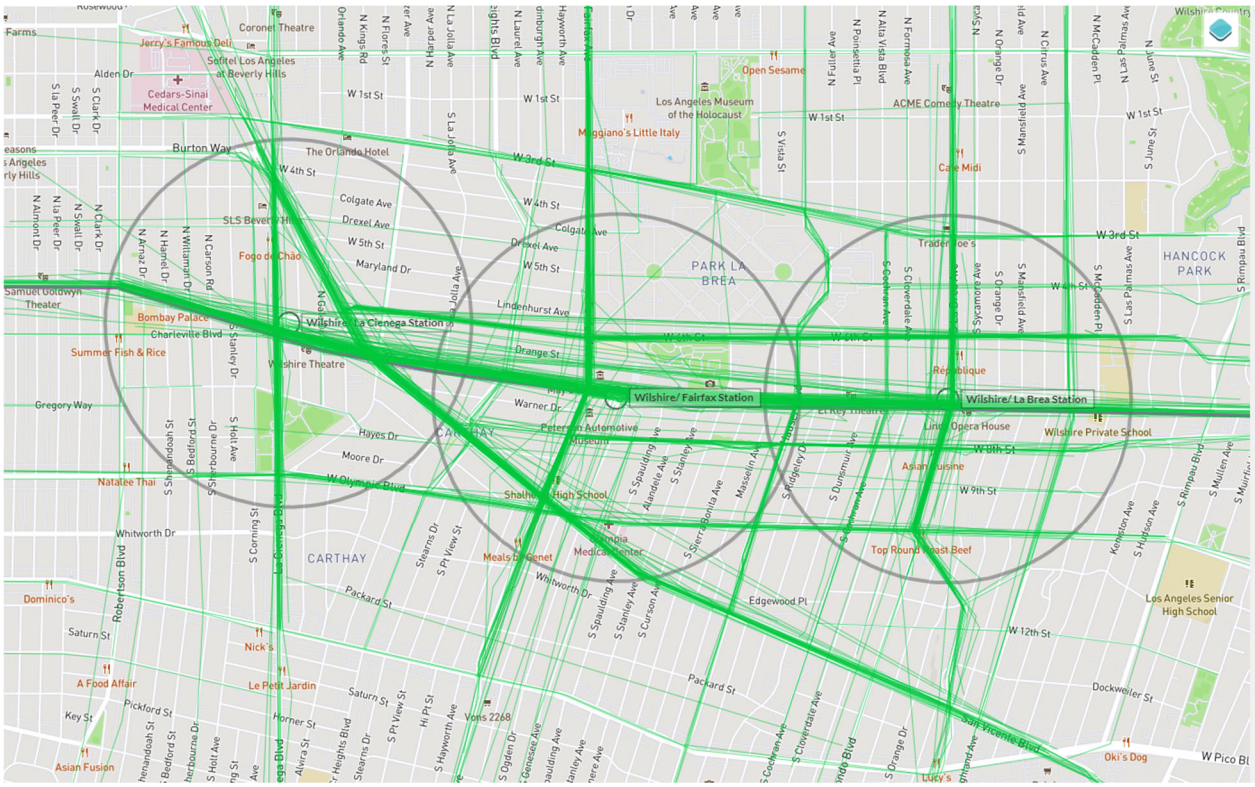


Figure 15: Map of New Bicycle Lane, Route, or Facilitity Needs

Responses were overlaid on the busiest and largest streets, including Wilshire Boulevard, Olympic Boulevard, 3rd Street, 6th Street, 8th Street, and San Vicente Boulevard in the east-west direction, and La Cienega Boulevard, Fairfax Avenue, and La Brea Avenue in the north-south direction.

2.3.3 More bicycle parking

Of the 1,966 responses related to bicycle improvements, 433 were in the category of more bicycle parking. The response locations are illustrated in the map below.

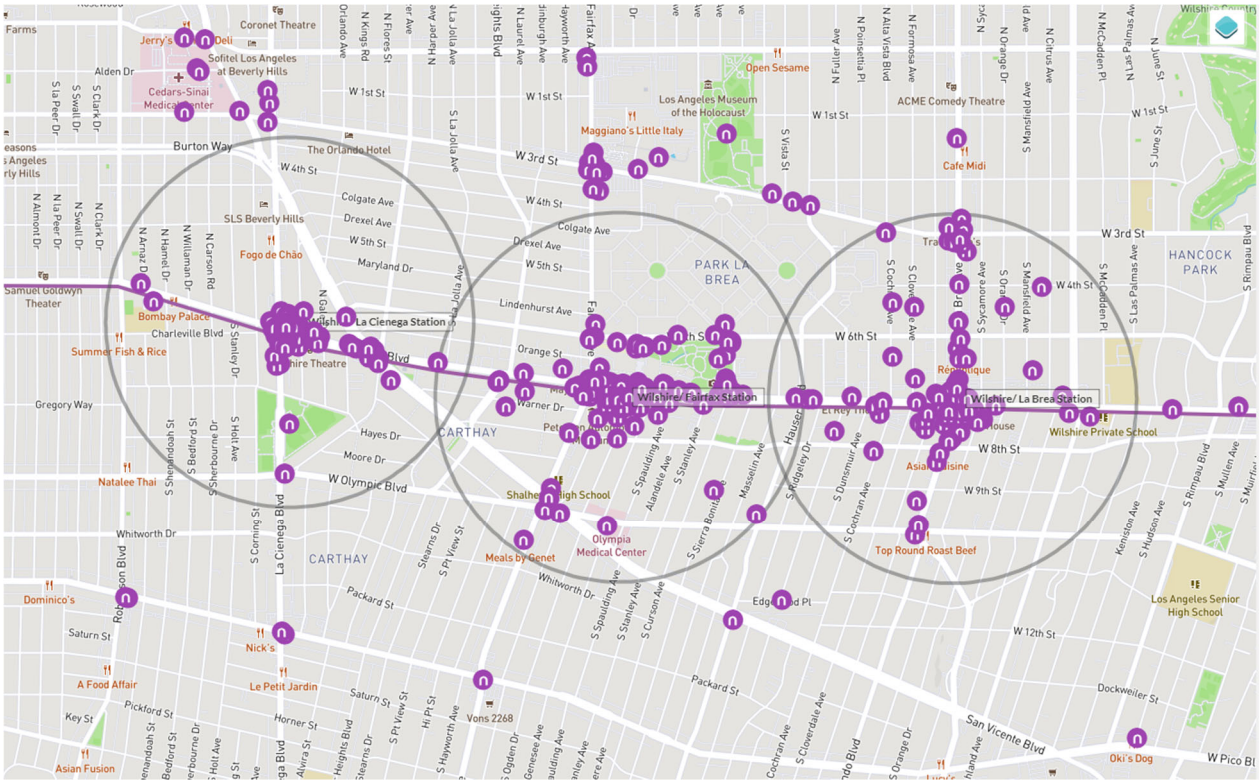


Figure 16: Map of Bicycle Parking Needs

The greatest number of responses were clustered at the future station locations at La Cienega Boulevard, Fairfax Avenue, and La Brea Avenue. Other significant clusters of bicycle parking locations recommended include the following key activity centers and corridors:

- Cedars Sinai Medical Center
- The Beverly Center shopping mall
- The Los Angeles County Museum of Art (LACMA)/La Brea Tar Pits complex
- Intersection of 3rd Street and Fairfax Avenue, adjacent to The Original Farmers Market and The Grove shopping mall
- La Brea Avenue between 8th Street and 3rd Street—a busy shopping and dining corridor

2.3.4 Existing bicycle lanes need maintenance

Of the 1,966 responses related to bicycle improvements, 68 were in the category of existing bicycle lanes need maintenance. The response locations are illustrated in the map below.

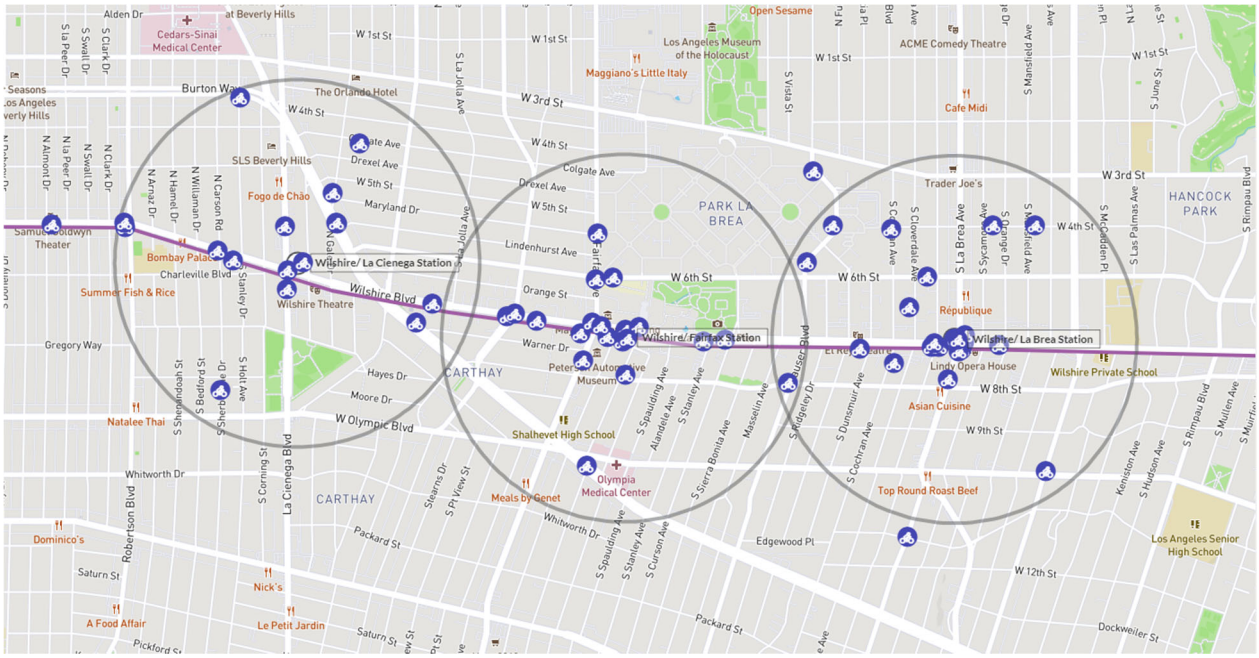


Figure 17: Map of Bicycle Lane Maintenance Needs

It is important to note that many streets in the project study (including major arterials like Wilshire Boulevard La Cienega Boulevard, Fairfax Avenue, and La Brea Avenue) do not have bicycle lanes in the existing condition. Select smaller neighborhood streets are designated as bicycle paths and some segments have sharrows to encourage cycling, but in general there is limited existing designated bicycle infrastructure in the three station areas. The only exception is an approximately half-mile segment of Hauser Boulevard between 3rd Street and 6th Street that has bicycle lanes on both sides of the street. When respondents provided comments, they generally noted locations where the pavement quality was particularly poor.

2.4 Walking Improvements

The online survey gathered 643 responses related to walking improvements.

2.4.1 Missing, broken, or narrow sidewalks

Of the 643 responses related to walking improvements, 266 were in the category of missing, broken, or narrow sidewalks. The response locations are illustrated in the map below.

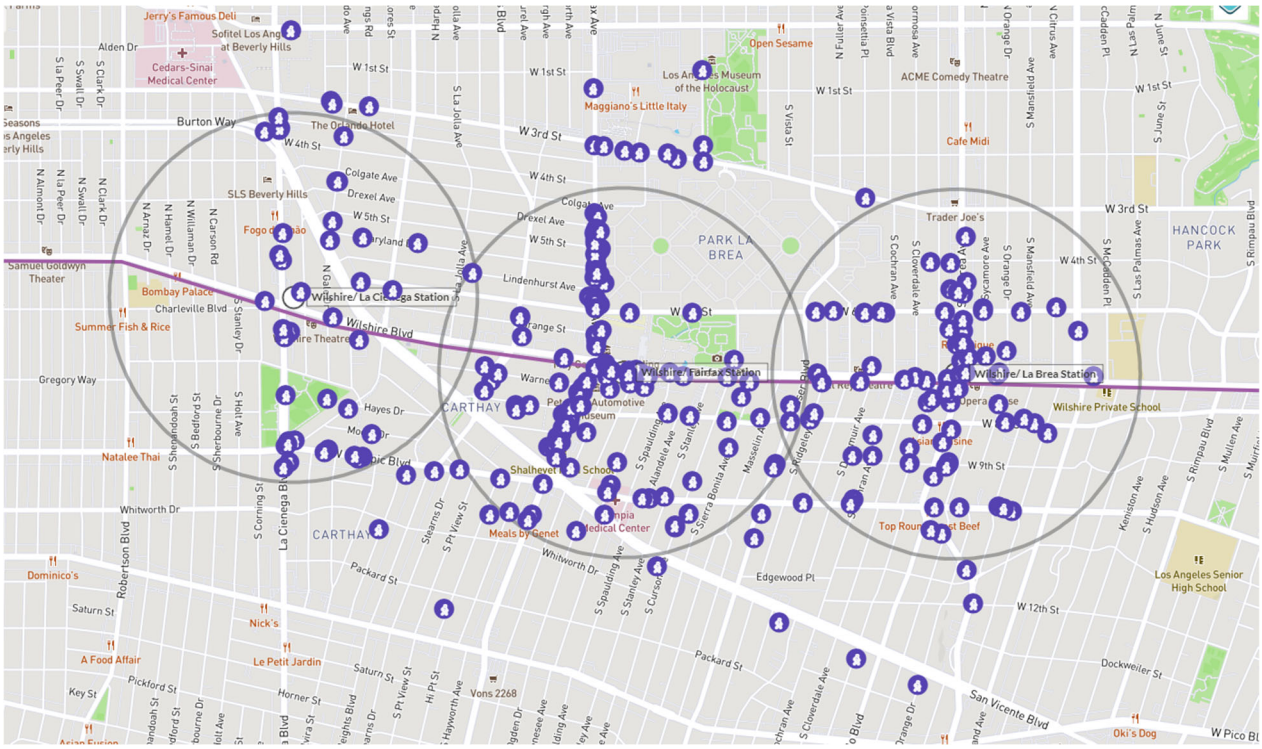


Figure 18: Map of Missing, Broken, or Narrow Sidewalks Reported

Respondents highlighted hundreds of instances combined across the three stations areas where broken or narrow sidewalks make walking difficult or unsafe, with the highest concentration of comments focused along Fairfax Avenue between San Vicente Boulevard and 3rd Street and La Brea Avenue between Olympic Boulevard and 3rd Street. Although the future Wilshire / La Cienega station area and walkshed received fewer comments, there were still several hot spots where improvements are needed such where La Cienega Boulevard intersects with Olympic Boulevard and Wilshire Boulevard.

2.4.2 Crossings are spaced too far apart / long blocks

Of the 643 responses related to walking improvements, 263 were in the category of crossings are spaced too far apart / long blocks. The response locations are illustrated in the map below.

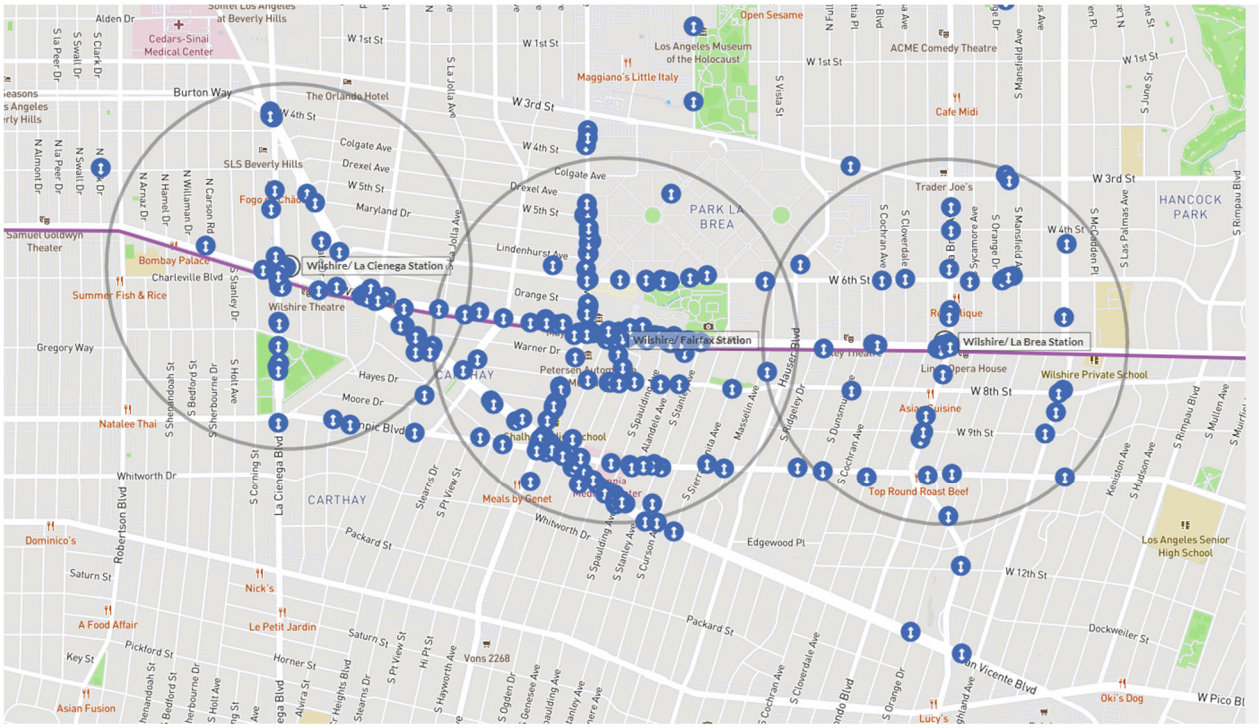


Figure 19: Map of Crossings Spaced Too Far Apart and Long Blocks

Similar to the category of missing and broken sidewalks, the Wilshire / Fairfax station area received the highest number of comments and issues identified. Fairfax Avenue, Wilshire Boulevard, San Vicente Boulevard, Olympic Boulevard, 8th Street, and 6th Street between Fairfax Avenue and Hauser Boulevard were highlighted as having insufficient crossings. Commenters also identified major arterials San Vicente Boulevard and La Cienega Boulevard in the Wilshire / La Cienega station area as needing crossings. Within the Wilshire / La Brea station walkshed, La Brea Avenue received the highest number of locations identified as needing crossings. Due to the complicated mixture of land uses and street configurations in these station areas conditions and needs may vary from block to block. For example, 6th Street in the Wilshire / La Brea station area has short block lengths, but many intersections were flagged for needing crossings. Just a half-mile west, 6th Street has much longer blocks due to the LACMA and Park La Brea complexes on opposite sides of the street. The same street therefore may need a combination of improvements (such as bulb-outs, lighting, or continental crosswalks) at existing crossings, or entirely new crossings where walkers do not feel protected under existing conditions.

2.4.3 Lack of curb ramps or accessible crossings

Of the 643 responses related to walking improvements, 114 were in the category of lack of curb ramps or accessible crossings. The response locations are illustrated in the map below.

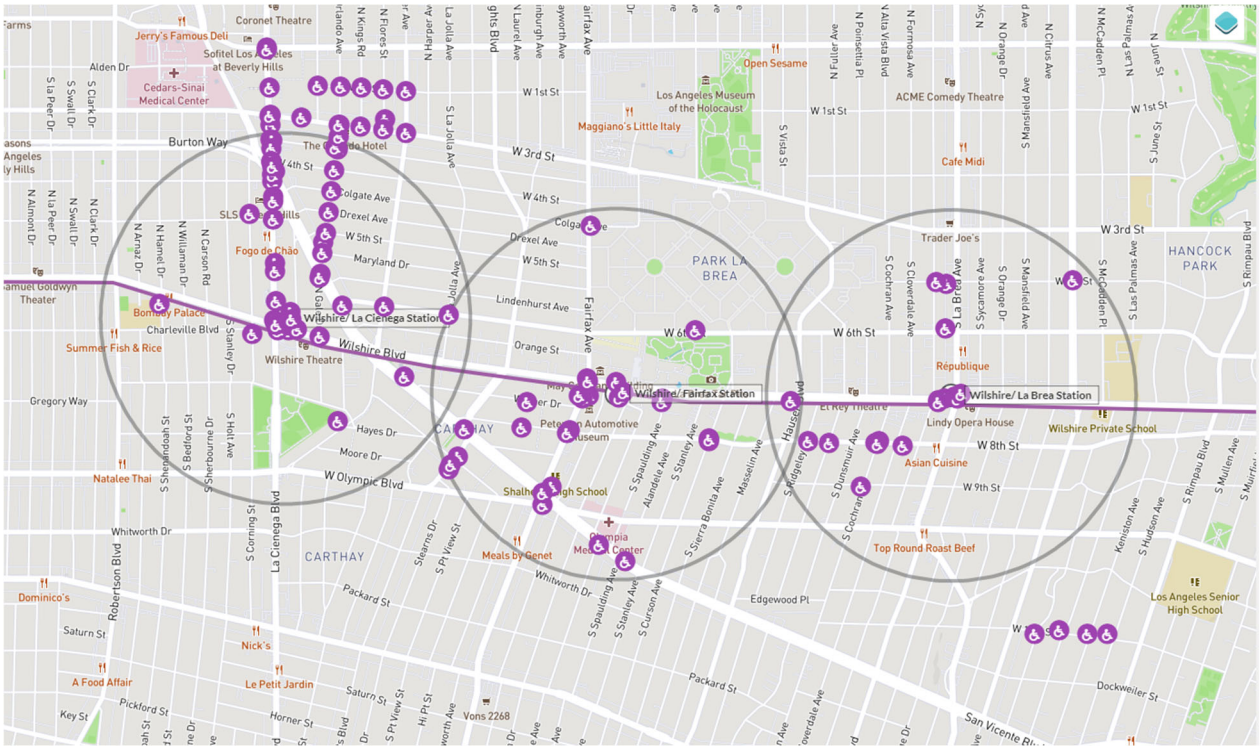


Figure 20: Map of Curb Ramp or Accessible Crossing Needs

Respondents to this category noted many locations where street crossings do not have curb ramps or where the crossings do not meet accessibility standards. Within the Wilshire / La Cienega station walkshed, one respondent noted long stretches of La Cienega Boulevard and Orlando Avenue that do not have tactile warning strips in the pavement to help navigate street and driveway crossings. A segment of 8th Street was also flagged due to a lack of curb ramps between Hauser Boulevard and Cochran Avenue. Respondents highlighted the need for improvements at all three major intersections adjacent to future station locations, as well as along San Vicente Boulevard.

2.5 Safety Improvements

The Maptionnaire survey gathered 1,882 responses related to safety improvements.

2.5.1 Speeding

Of the 1,882 responses related to environmental and safety, 984 were in the category of speeding. The response locations are illustrated in the map below.

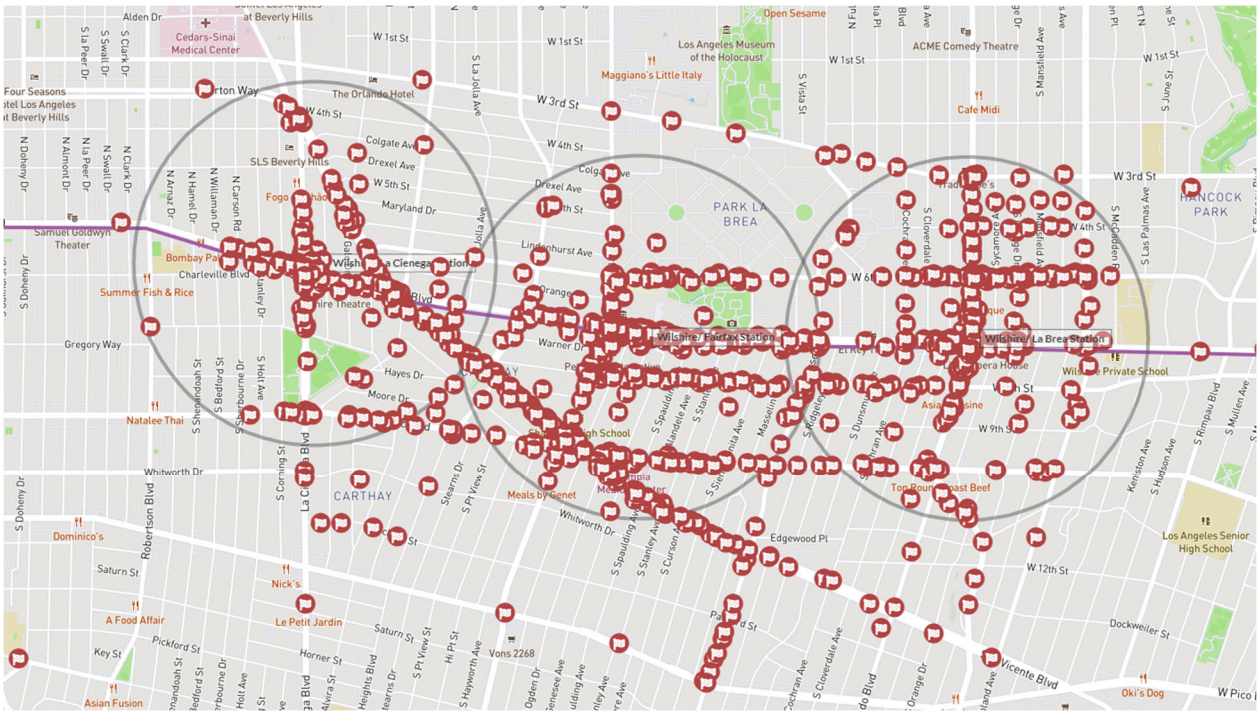


Figure 21: Map of Speeding Locations

Second only to the “not enough shade” category, speeding received a very high number of comments and suggestions. All of the major arterials in the study area received high concentrations of complaints, including Wilshire Boulevard, Olympic Boulevard, San Vicente Boulevard, 6th Street, La Cienega Boulevard, Fairfax Avenue, and La Brea Avenue. The category also received the highest number (186) of comments, noting dangerous behavior from drivers traveling through the area including red light running, failure to yield to walkers or leave room for cyclists, street racing, high speed cut-through traffic on smaller streets, and injuries and deaths of walkers and drivers.

2.5.2 Not enough time to cross street / too many lanes / wide streets to cross

Of the 1,882 responses related to comfort and safety, 622 were in the category of not enough time to cross street / too many lanes / wide streets to cross. The response locations are illustrated in the map below.

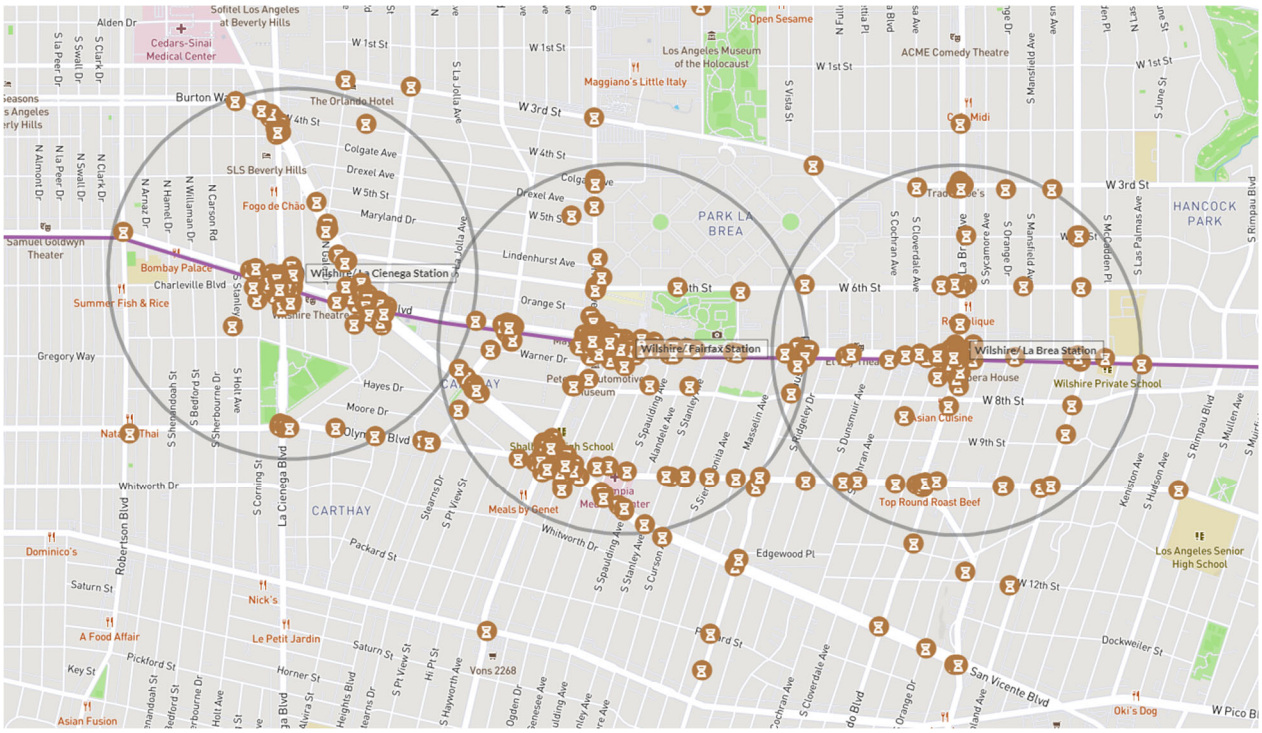


Figure 22: Map of Locations Needing Crossing Improvements

Major intersections immediately adjacent to and north and south of the future station locations were all flagged for being difficult to cross. Adjustments to curb configurations and geometries as well as leading intervals and signal retiming for walkers could all help to address these needs.

2.5.3 Not enough lighting

Of the 1,882 responses related to comfort and safety, 276 were in the category of not enough lighting. The response locations are illustrated in the map below.

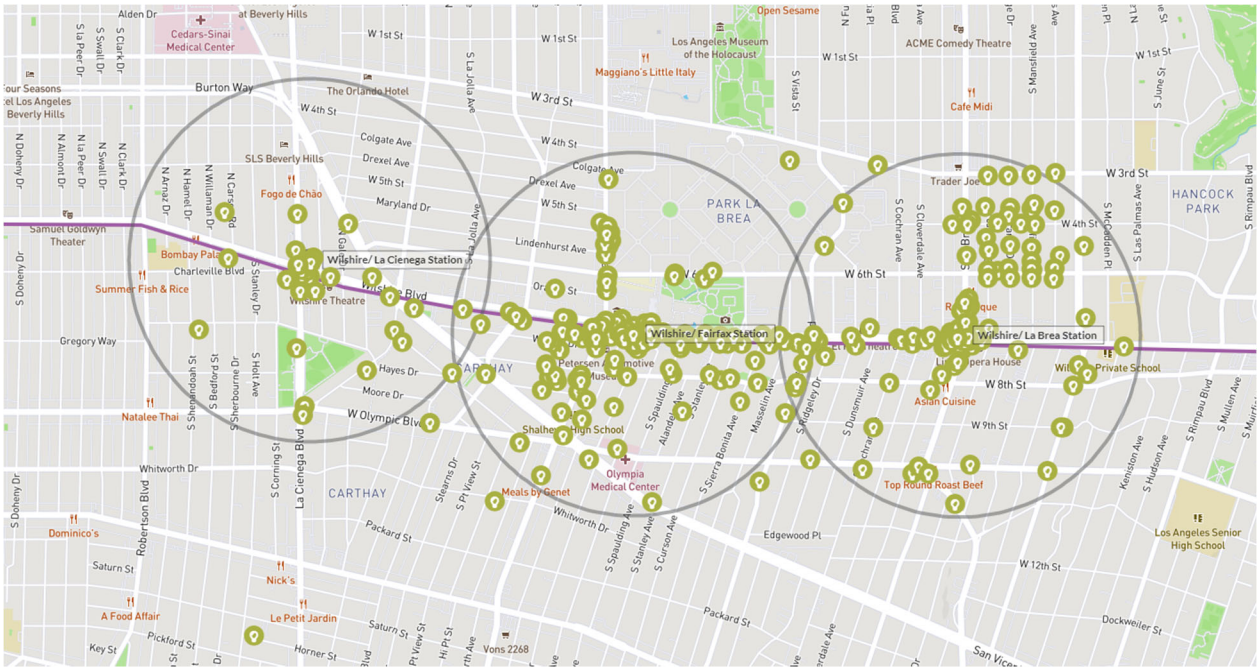


Figure 23: Map of Locations Needing Lighting

Respondents highlighted a need for lighting across the project study areas, with the highest concentrations at major intersections and within the Wilshire / Fairfax and Wilshire / La Brea station areas. Commenters highlighted many areas where they felt unsafe walking at night including along 4th Street between La Brea Avenue and Highland Avenue, along Wilshire Boulevard, and on Fairfax Avenue north of San Vicente Boulevard.

2.6 Comfort Improvements

2.6.1 Not enough shade

Of the 1,429 responses related to comfort, 1,254 were in the category of lack of not enough shade. The response locations are illustrated in the map below.

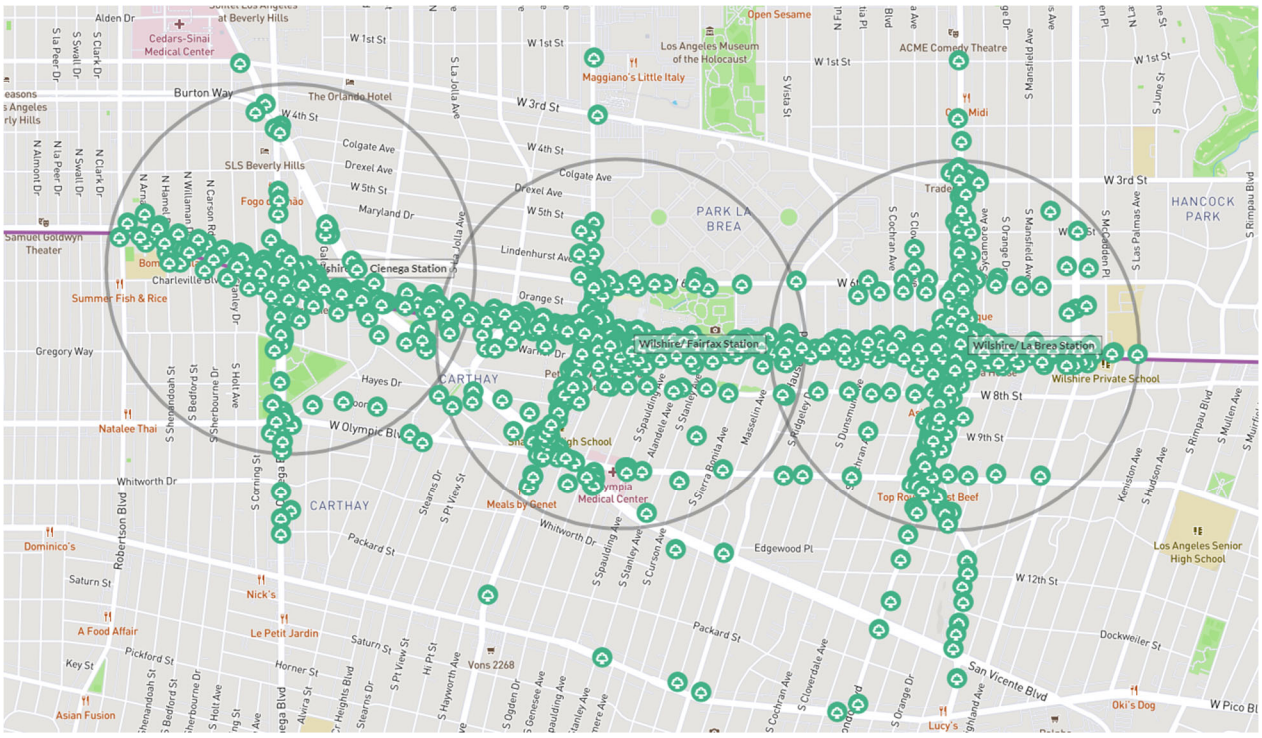


Figure 24: Map of Locations Needing Shade

Lack of shade was the category that received the greatest number of comments overall. The greatest number of requests were clustered along the entire length of Wilshire Boulevard, as well as the major north-south arterials of La Cienega Boulevard, Fairfax Avenue, and La Brea Avenue. Large numbers of requests were also placed along 6th Street, San Vicente Avenue, 8th Street, and Olympic Boulevard. Many requests for shade along these streets were placed at intersections with bus stops, which suggests that bus riders in particular are in need of additional protection from the elements.

2.6.2 Inadequate bus stops

Of the 1,429 responses related to comfort and safety, 175 were in the category of inadequate bus stops. The response locations are illustrated in the map below.

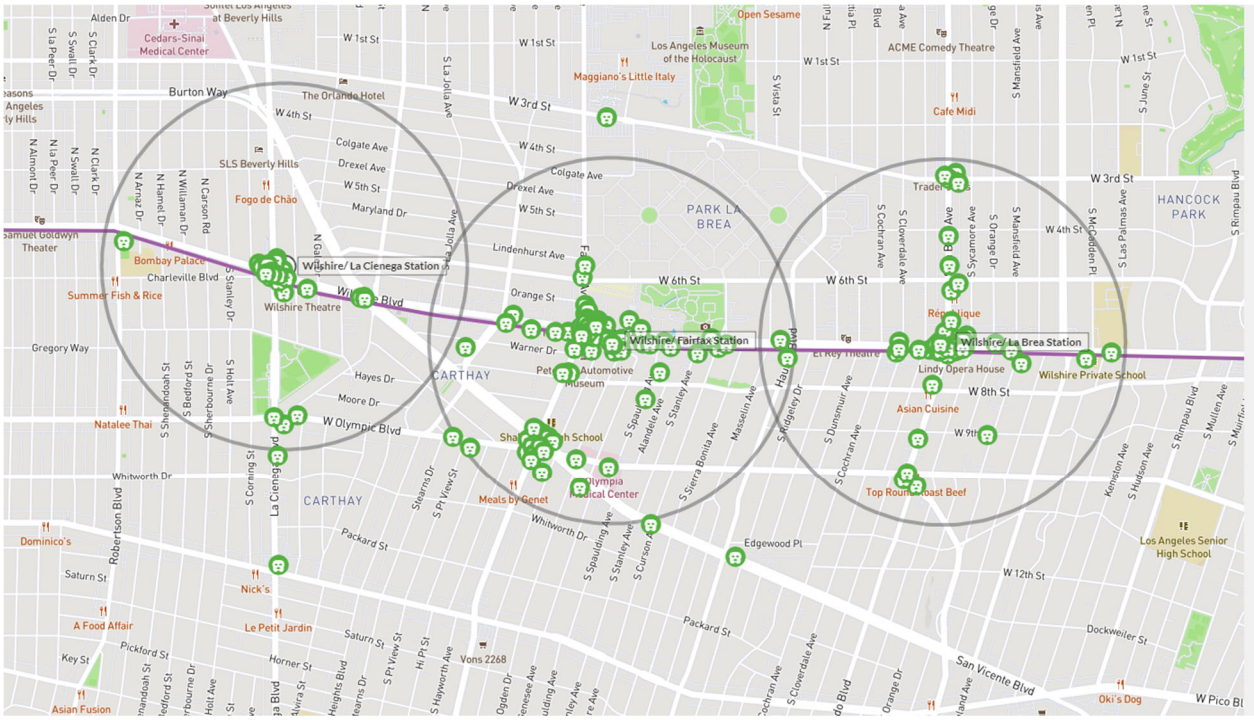


Figure 25: Map of Locations Needing Bus Stop Improvements

Respondents highlighted many improvements needed at bus stops in the study area. Concerns included a lack of shelter from the sun and rain, confusing signage or boarding/alighting areas, cars traveling in close proximity to waiting areas, and a lack of seating. Although the category was designed to gather input on the quality of existing bus stops, a few commenters also suggested locations for new bus stops. The majority of inadequate bus stop locations were focused at the D Line station areas, as well as at the intersections of Olympic Boulevard and La Brea Avenue, and Olympic Boulevard and San Vicente Boulevard.

2.7 Other Improvements

The online survey gathered 334 responses related to other improvements.

2.7.1 Something that is not listed here

Of the 334 responses related to other improvements, 238 comments were suggestions for something not listed in the other categories. The response locations are illustrated in the map below.

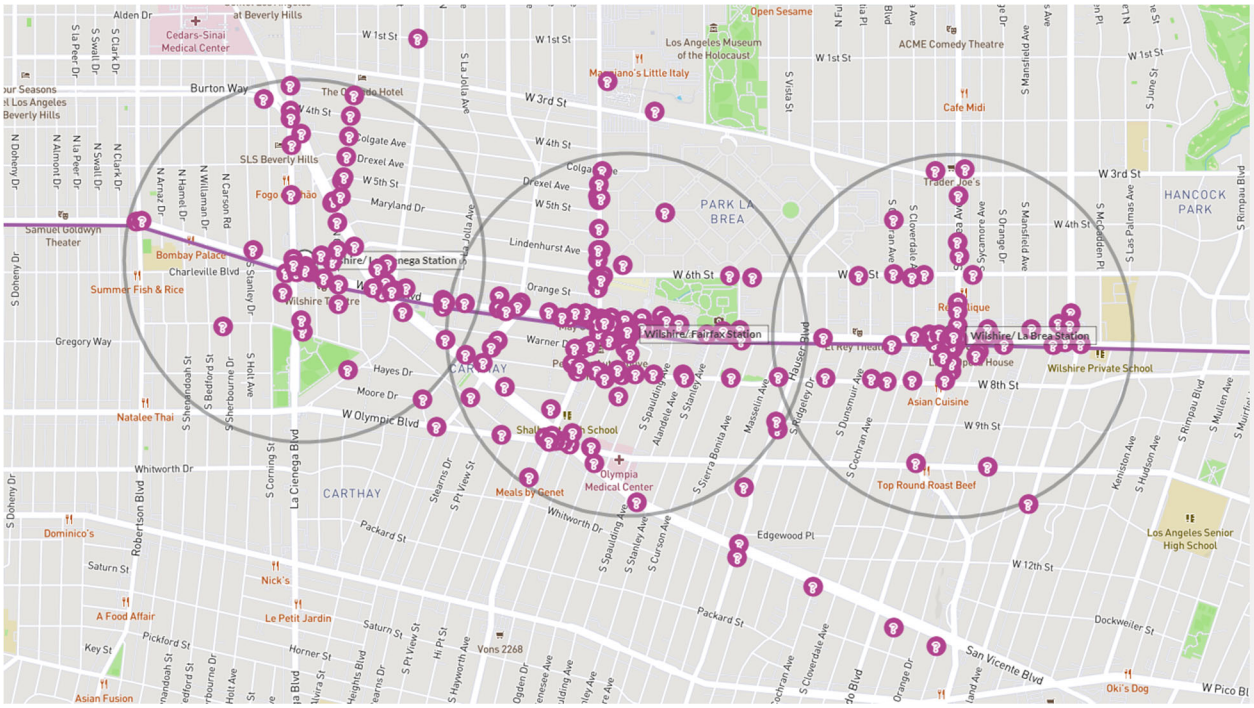


Figure 26: Map of Other Improvements Needed

Many comments fell into other categories, including suggestions for new bicycle lanes and other infrastructure for cyclists, identification of areas where drivers speed, or improvements needed to crosswalks. Some frequently mentioned themes also included:

- A need for new land uses like affordable housing, retail, restaurants, public restrooms, and other amenities close to stations.
- Concerns about safety—related in particular to individuals living in the area who are experiencing homelessness.
- A need for wayfinding, new or trimmed landscaping, sidewalk cleaning, and other streetscape beautification.
- Requests for dedicated scooter/bicycle parking

2.7.2 My improvement idea

Of the 334 responses related to other improvements, 96 were in the category of my improvement idea. The response locations are illustrated in the map below.

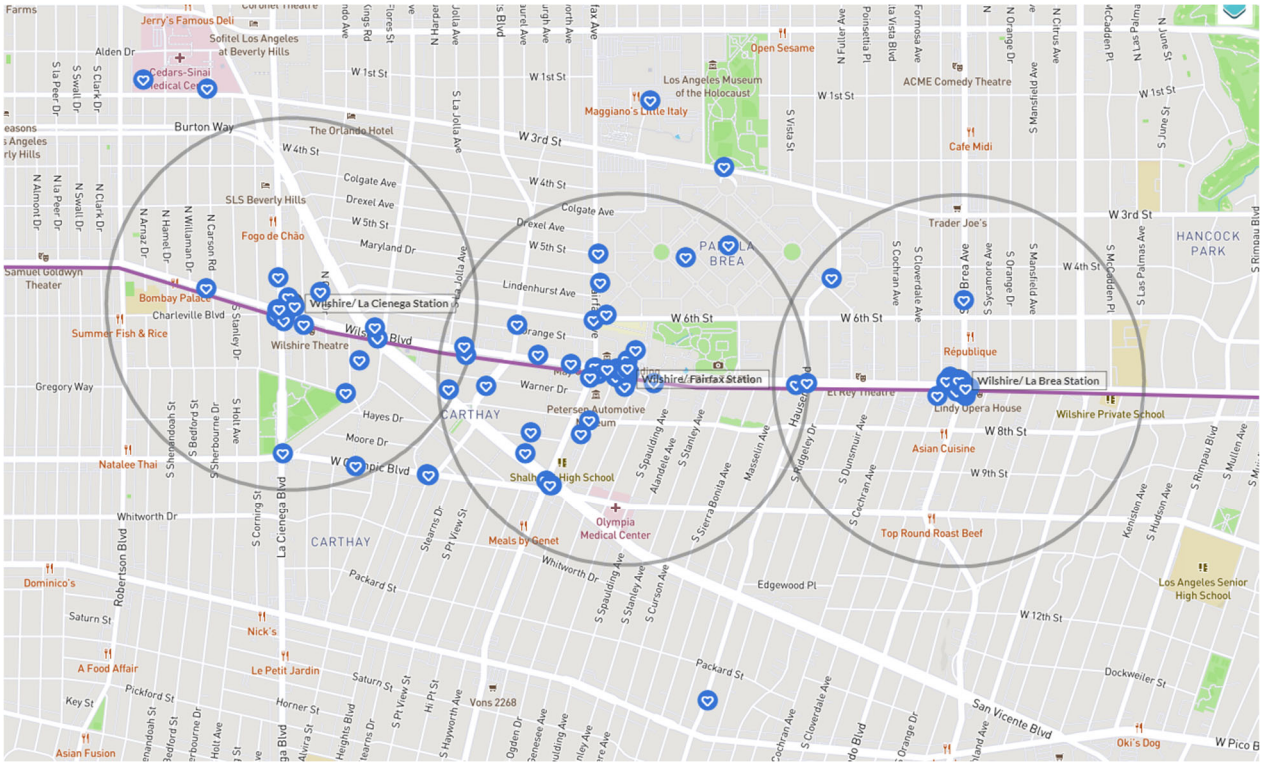


Figure 27: Map of "My Improvement Ideas"

As with the previous category, some of the improvement ideas related to new bicycle lanes, crosswalk improvements, the need to slow down automobile traffic, or other aspects related to the main categories. Several commenters suggested new bridges or tunnels to connect walkers to stations, additional parking for drivers at stations, or reducing parking minimums at new construction. Others suggested bus lanes to improve service, or new shuttle service from the future stations to Cedars-Sinai Medical Center, The Grove, or other areas to the north. Several commenters noted how the LACMA complex and Park La Brea impede north-south travel for walkers and cyclists.

Next stop: a better journey.

PURPLE (D LINE) EXTENSION TRANSIT PROJECT FIRST/LAST MILE PLAN

Section 1 – Walk Audit Summary

Metro

FALL 2021

Community Walk Audits

Purple (D Line) Extension First/Last Mile

493 unique conditions inputted

Wilshire/La Cienega Station

Top 3 Categories

- New or Improved Crosswalks (61)
- Sidewalks/ Curb-extensions (54)
- Bus Stop Enhancements (21)

Wilshire/Fairfax Station

Top 3 Categories

- Sidewalks/ Curb-extensions (49)
- New or Improved Crosswalks (27)
- Bus Stop Enhancements (17)

Wilshire/La Brea Station

Top 3 Categories

- Sidewalks/ Curb-extensions (52)
- Landscaping/Shade (29)
- New or Improved Crosswalks (21)

Overview

This document summarizes the findings from the in-the-field walk audits conducted by community members for the Purple (D Line) Extension First/ Last Mile Plan. The community walk audits kicked-off with a virtual webinar that included a project introduction, a training on identifying first/last mile barriers, and a tutorial of the Audit App. Following the webinar, participants were tasked with conducting individual walk audits in a station area quadrant. The virtual webinars occurred on Thursday, January 14, 2021 (6-7pm) and Saturday, January 16, 2021 (10-11am).

Community walk audits were conducted between January 17-31, 2021. An estimated 21 community members participated in the walk audits, which represents 55%-60% of the number of participants who attended the online training webinars.

First/last mile observations fell into safety, comfort, or bike categories.* The following pages summarize community walk audit findings for each station, by category.

In addition to the Community Walk Audits, Technical Audits were carried out during April 2020. Over 720 unique conditions were inputted by the technical team in addition to the community inputs. This document focuses on findings from the Community Walk Audits, however the maps on page 6, 10, and 14, depict the density of all audit points received (technical and community together), for reference.

*Some first/last mile observations fell into an 'other' category. These observations were noted by the project team and are not included in the station summary maps.

Community Walk Audits

Density of Observed Points

Low — High

Wilshire/La Cienega Station

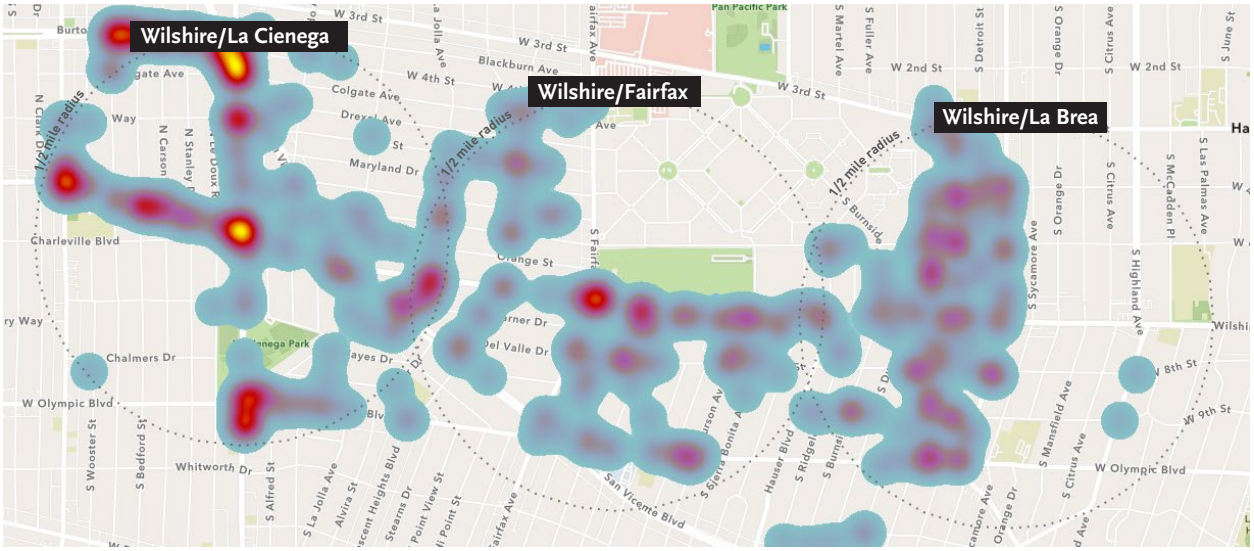
- Safety - 61%
- Comfort - 23%
- Bike - 13%
- Other - 3%

Wilshire/Fairfax Station

- Safety - 71%
- Comfort - 21%
- Bike - 3%
- Other - 5%

Wilshire/La Brea Station

- Safety - 58%
- Comfort - 28%
- Bike - 5%
- Other - 8%



Safety Categories

> New or Improved Crosswalks
> Sidewalks/Curb-Extensions
> Pedestrian Lighting
> Traffic Speed
> Street Width

Comfort Categories

> Bus Stop
> Landscaping/Shade
> Signage
> Street Furniture

Wilshire/La Cienega Station

SAFETY: COMMUNITY DATA

Total Safety Observations - 135

- Crosswalks - 45%
- Sidewalks/Curb-Extensions - 40%
- Pedestrian Lighting - 1%
- Traffic Speed - 8%
- Street Width - 5%

Density of Observed Points

Low — High

Key observations for areas with high density of observed points

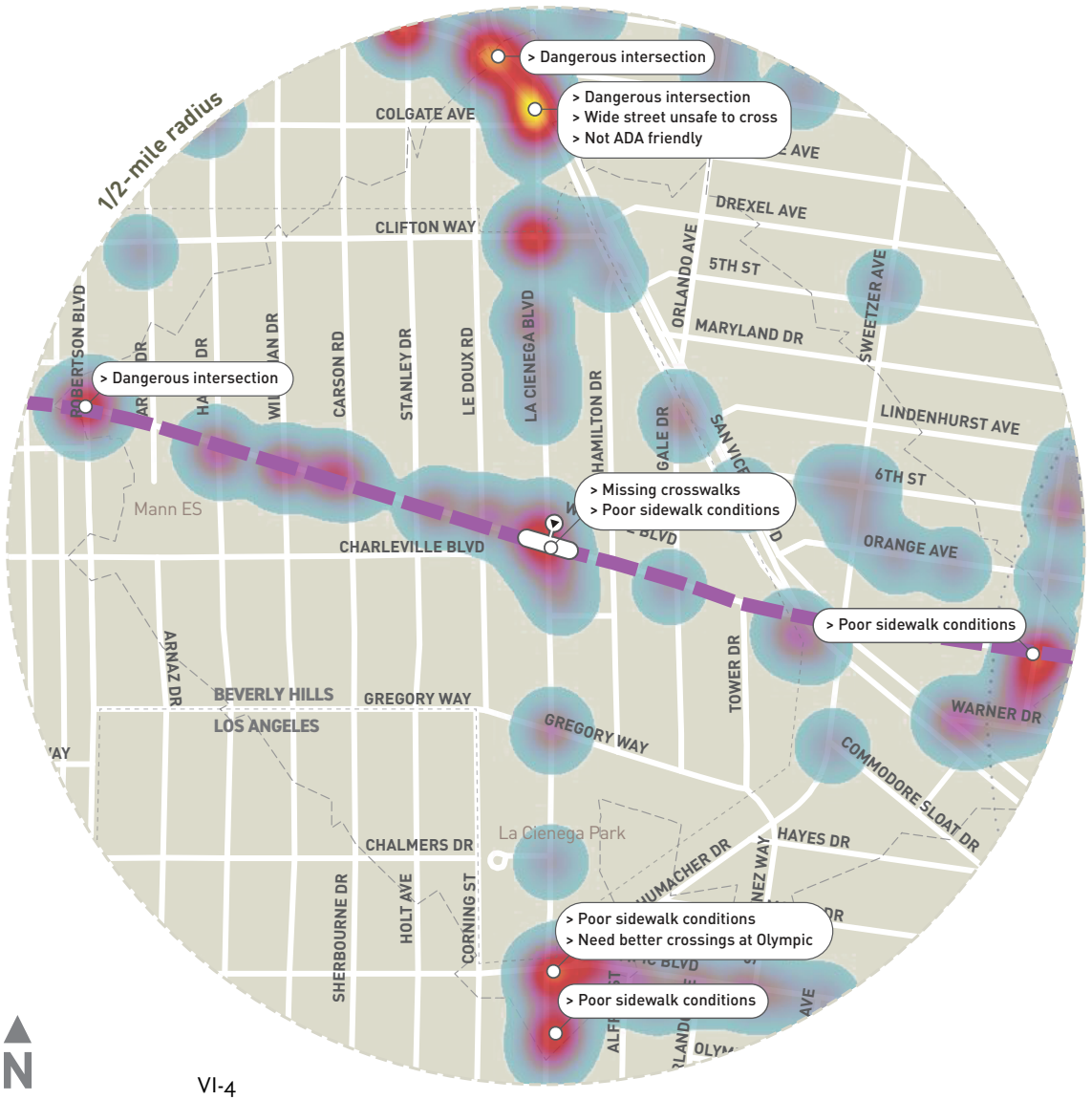
Purple (D Line) Extension

Metro Station + Entrance (under construction)

Purple (D Line) Extension Transit Project (under construction)

10 minute walk from station

City Boundary



Wilshire/La Cienega Station

COMFORT: COMMUNITY DATA

Total Comfort Observations - 50

- Bus Stop - 42%
- Landscaping/Shade - 22%
- Signage - 28%
- Street furniture - 8%

Density of Observed Points

Low — High

Key observations for areas with high density of observed points

Purple (D Line) Extension

Metro Station + Entrance (under construction)

Purple (D Line) Extension Transit Project (under construction)

10 minute walk from station

City Boundary

Wilshire/La Cienega Station

BICYCLE: COMMUNITY DATA

Total Bicycle Observations - 29

Density of Observed Points

Low — High

Key observations for areas with high density of observed points

Purple (D Line) Extension

Metro Station + Entrance (under construction)

Purple (D Line) Extension Transit Project (under construction)

10 minute walk from station

City Boundary

Wilshire/La Cienega Station: All Data

COMMUNITY + PROJECT TEAM DATA

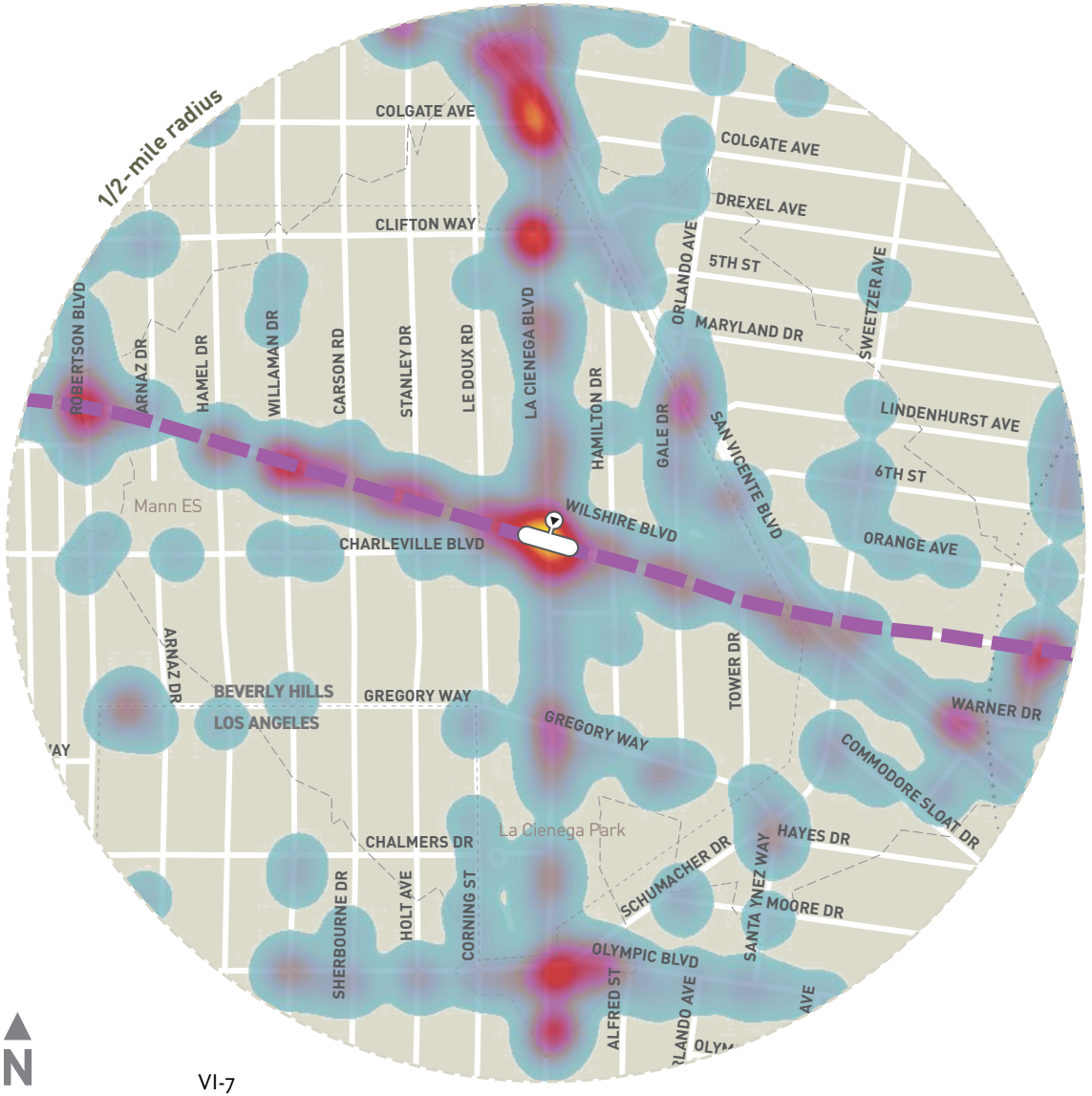
All Audit Conditions - 488

Density of Observed Points

Low — High

Purple (D Line) Extension

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- 10 minute walk from station
- City Boundary



Wilshire/Fairfax Station

SAFETY: COMMUNITY DATA

Total Safety Observations - 101

- Crosswalks - 30%
- Sidewalks/Curb-Extensions - 62%
- Pedestrian Lighting - 4%
- Traffic Speed - 3%
- Street Width - 1%

Density of Observed Points

Low — High

Key observations for areas with high density of observed points

Purple (D Line) Extension

Metro Station + Entrance (under construction)

Purple (D Line) Extension Transit Project (under construction)

10 minute walk from station

Wilshire/Fairfax Station

COMFORT: COMMUNITY DATA

Total Comfort Observations - 30

- Bus Stop - 57%
- Landscaping/Shade - 30%
- Signage - 13%
- Street furniture - 0

Density of Observed Points

Low — High

Key observations for areas with high density of observed points

Purple (D Line) Extension

Metro Station + Entrance (under construction)

Purple (D Line) Extension Transit Project (under construction)

10 minute walk from station

Wilshire/Fairfax Station

BICYCLE: COMMUNITY DATA

Total Bicycle Observations - 5

Density of Observed Points

Low — High

Key observations for areas with high density of observed points

Purple (D Line) Extension

Metro Station + Entrance (under construction)

Purple (D Line) Extension Transit Project (under construction)

10 minute walk from station

Wilshire/Fairfax Station: All Data

COMMUNITY + PROJECT TEAM DATA

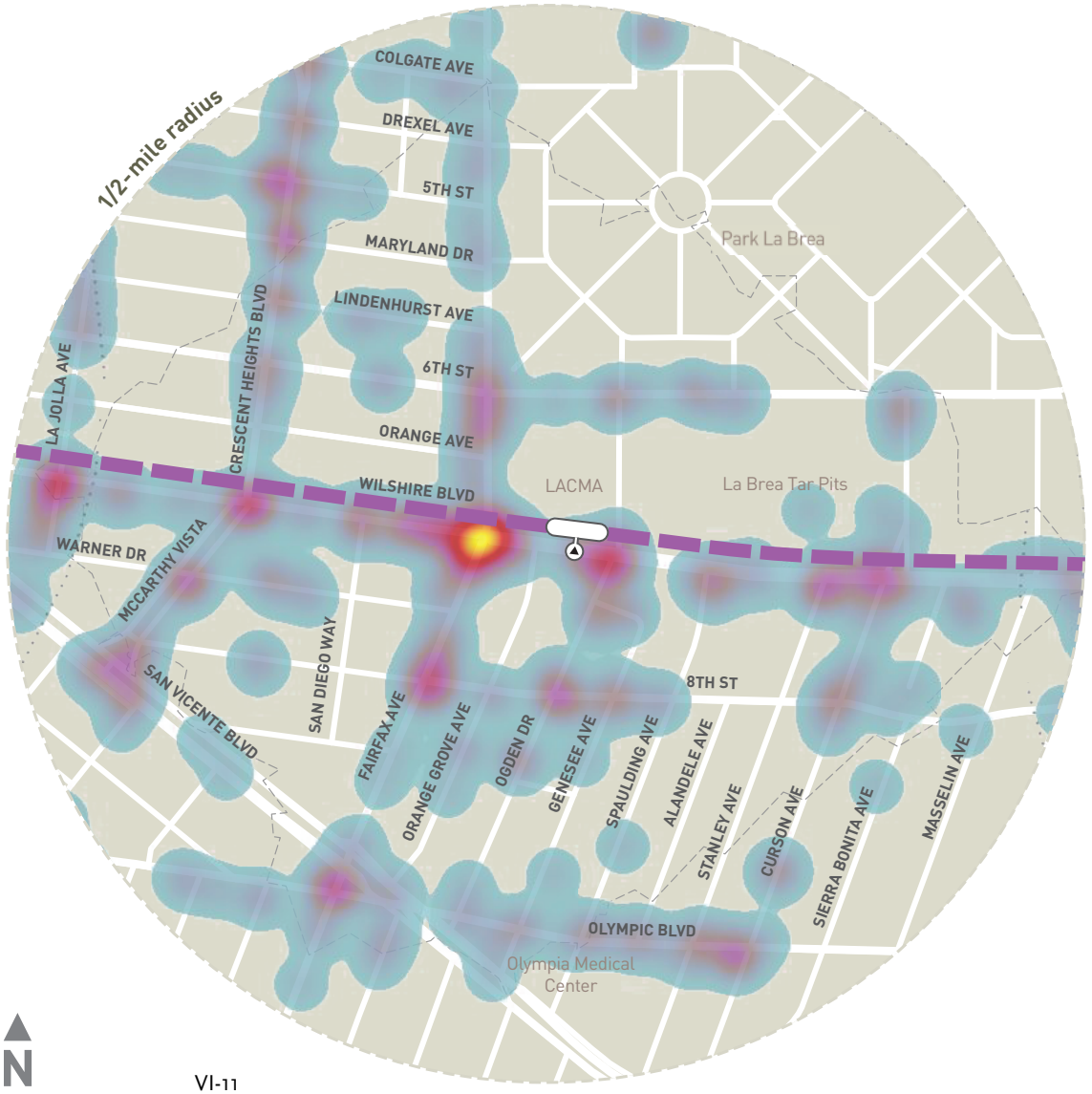
All Audit Conditions - 393

Density of Observed Points

Low — High

Purple (D Line) Extension

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- 10 minute walk from station



Wilshire/La Brea Station

SAFETY: COMMUNITY DATA

Total Safety Observations - 83

- Crosswalks - 23%
- Sidewalks/Curb-Extensions - 58%
- Pedestrian Lighting - 6%
- Traffic Speed - 11%
- Street Width - 2%

Density of Observed Points

Low — High

Key observations for areas with high density of observed points

Purple (D Line) Extension

Metro Station + Entrance (under construction)

Purple (D Line) Extension Transit Project (under construction)

10 minute walk from station

Wilshire/La Brea Station

COMFORT: COMMUNITY DATA

Total Comfort Observations - 40

- Landscaping/Shade - 70%
- Bus Stop - 15%
- Signage - 10%
- Street furniture - 5%

Density of Observed Points

Low — High

Key observations for areas with high density of observed points

Purple (D Line) Extension

Metro Station + Entrance (under construction)

Purple (D Line) Extension Transit Project (under construction)

10 minute walk from station

Wilshire/La Brea Station

BICYCLE: COMMUNITY DATA

Total Bicycle Observations - 7

Density of Observed Points

Low — High

Key observations for areas with high density of observed points

Purple (D Line) Extension

Metro Station + Entrance (under construction)

Purple (D Line) Extension Transit Project (under construction)

10 minute walk from station

Metro

Wilshire/La Brea Station: All Data

COMMUNITY + PROJECT TEAM DATA

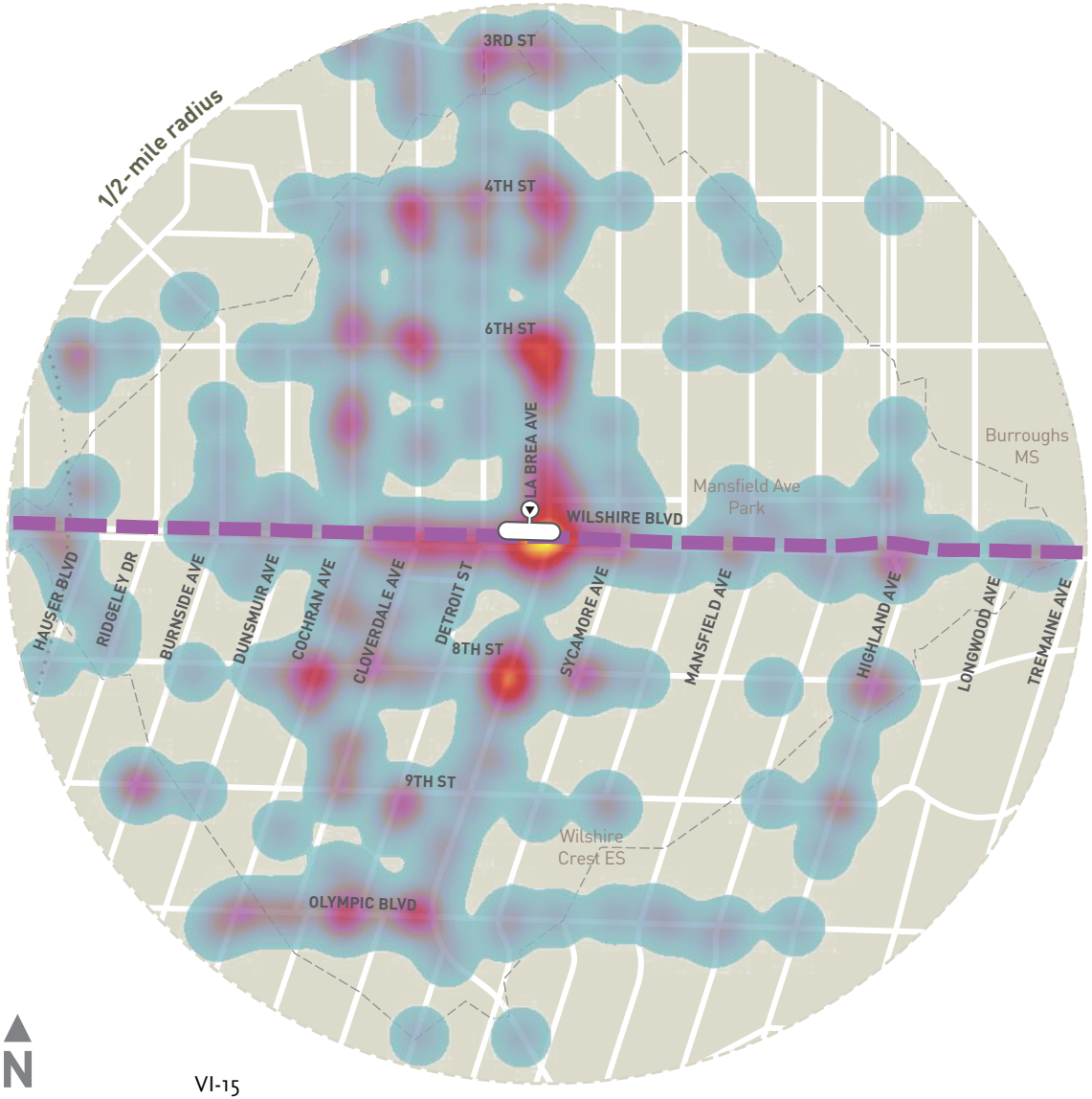
All Audit Conditons - 354

Density of Observed Points

Low — High

Purple (D Line) Extension

- Metro Station + Entrance (under construction)
- Purple (D Line) Extension Transit Project (under construction)
- 10 minute walk from station



Next stop: a better journey.

PURPLE (D LINE) EXTENSION TRANSIT PROJECT FIRST/LAST MILE PLAN

Section 1 – Project Origins

Metro

FALL 2021

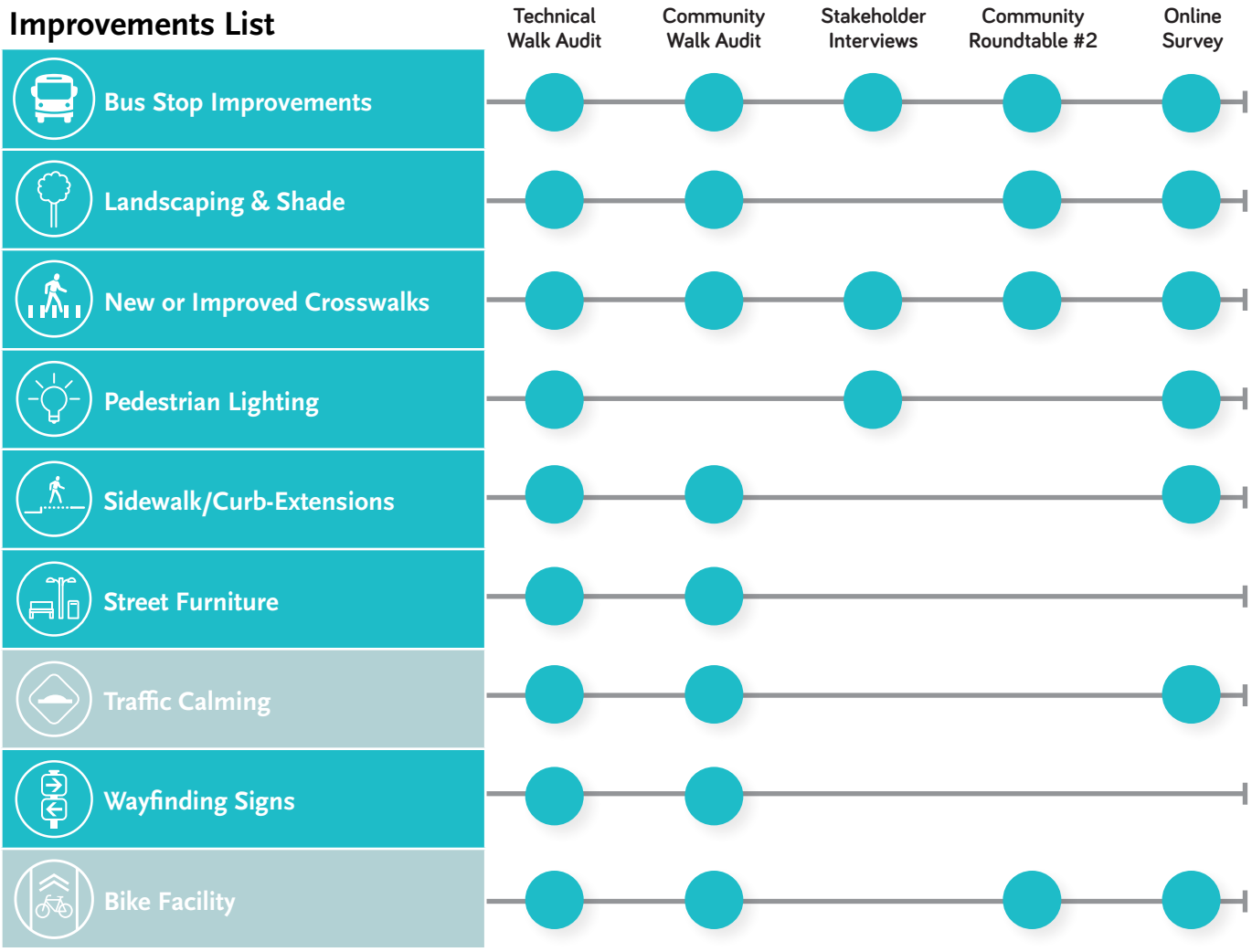
PROJECT ORIGINS WILSHIRE / LA CIENEGA

PROJECT ORIGINS WILSHIRE / LA CIENEGA

Wilshire Boulevard

The recommendation for Wilshire Blvd is to extend one of the possible "Expanded" options from the City of Beverly Hills' Connect Beverly Hills plan, for the length of the corridor. These modifications include sidewalk extensions in key locations within the parking lane. The Connect Beverly Hills project also received overwhelming community support for essential infrastructure projects and design standards on Wilshire Blvd. Wilshire Blvd is an important connector for all stations within the study area. The busy street needs comfort and access enhancements for pedestrians, while cyclists are encouraged to take an adjacent street (e.g. Charleville Blvd) for safety and comfort.

Improvements List



Improvements recommended for this street

Improvements not recommended for this street

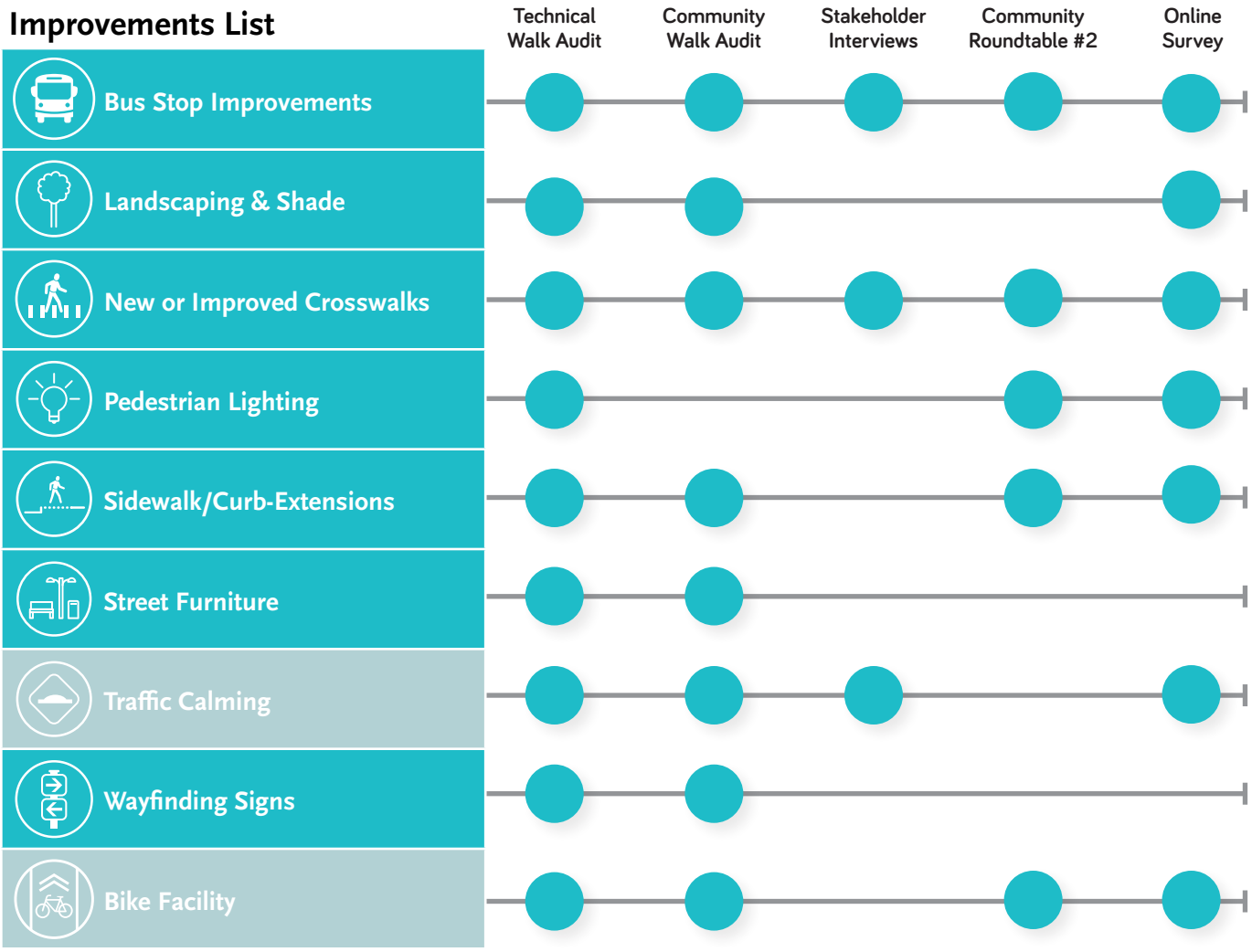
Note: Recommended improvements may not always align with community comments. Some community comments were not included in recommendations because they were determined to be infeasible, had already been resolved, or did not directly support access to and from the station on the first/last mile network. Some recommended improvements that did not have community and/or technical audit comments were added, based on further analysis conducted by the design team.

PROJECT ORIGINS WILSHIRE / LA CIENEGA

La Cienega Boulevard

Long blocks should be split up with crosswalks, where possible. Mature trees already exist for much of the corridor, but pedestrian-oriented sidewalk lighting, sidewalk/curb-extensions, along with bus stop improvements at key locations, will help improve station access and transit transfer for this key corridor. The Connect Beverly Hills project aslo received overwhelming community support for essential infrastructure projects and design standards on La Cienega Blvd. Proposed improvements first/last mile improvements will also support one of the possible "Expanded" options from the Connect Beverly Hills project.

Improvements List



Improvements recommended for this street

Improvements not recommended for this street

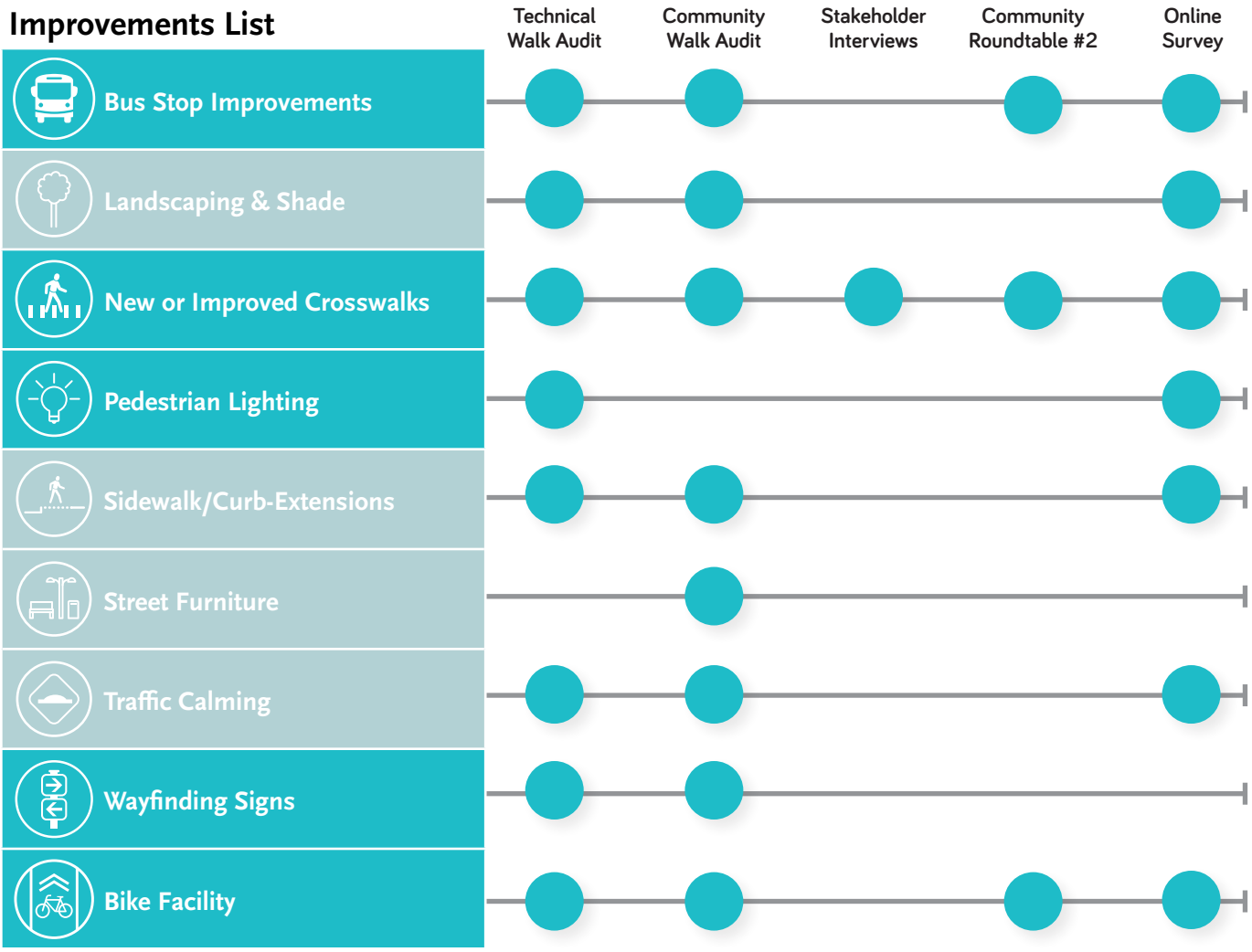
Note: Recommended improvements may not always align with community comments. Some community comments were not included in recommendations because they were determined to be infeasible, had already been resolved, or did not directly support access to and from the station on the first/last mile network. Some recommended improvements that did not have community and/or technical audit comments were added, based on further analysis conducted by the design team.

PROJECT ORIGINS WILSHIRE / LA CIENEGA

San Vicente Boulevard

San Vicente Blvd is a wide, vehicular-oriented street, which needs a major overhaul if it is to feel completely comfortable for people walking and biking. While the First/Last Mile Pathway does not recommend a total street overhaul (e.g. road diet) due to practicality, there are several key improvements needed for transit riders, such as improved crossings for people walking and biking, a protected bike lane, bus stop enhancements, and lighting and wayfinding. Many trees already exist along the corridor in this station area. The first/last mile protected bike lane aligns with the City of LA's Mobility Plan proposed bike network. The City of Beverly Hills' Complete Streets plan proposes a south bound bike lane.

Improvements List



Improvements recommended for this street

Improvements not recommended for this street

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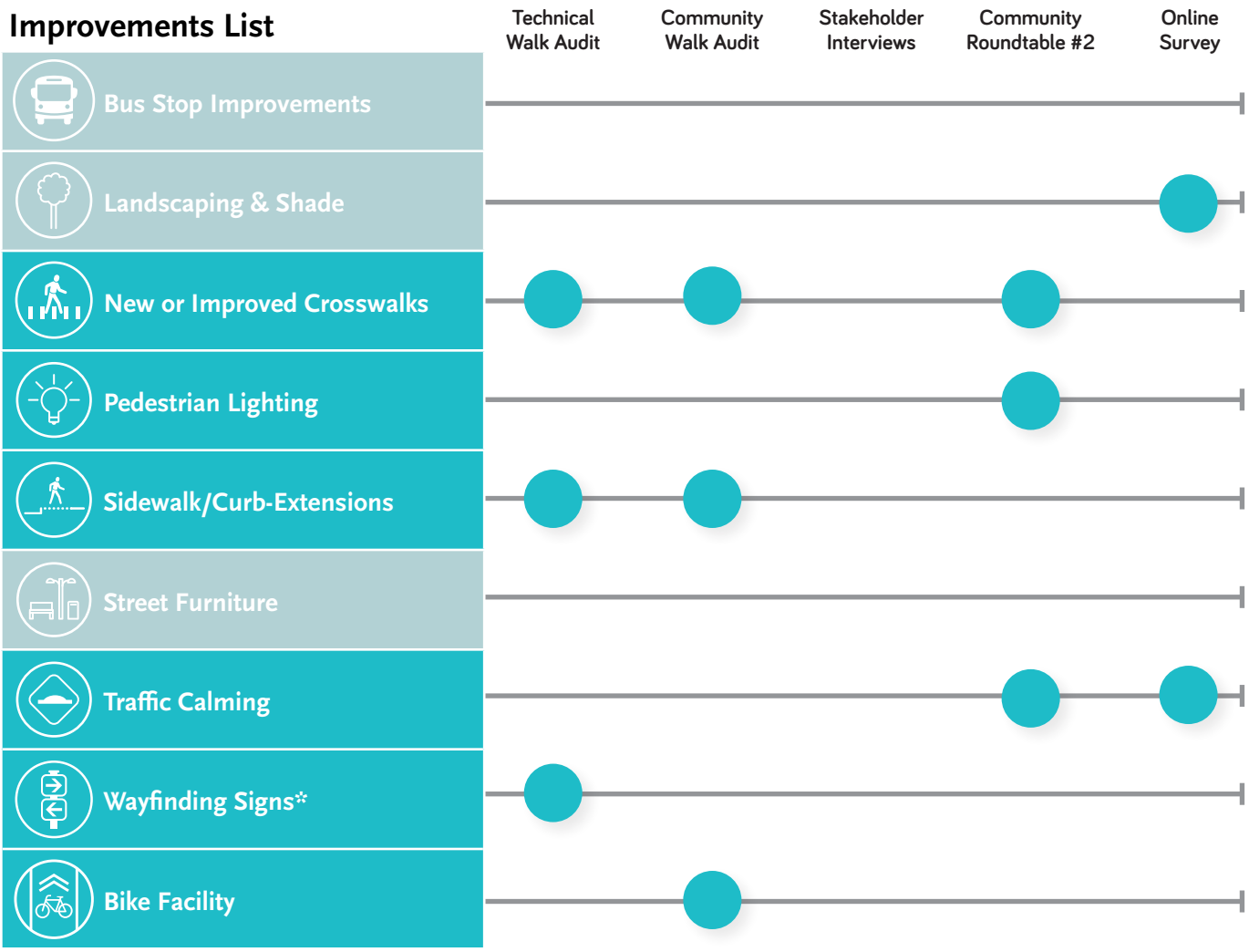
PROJECT ORIGINS WILSHIRE / LA CIENEGA

Clifton Way

Cilfton Way is proposed as a pleasant, low-stress alternative to riding a bike on Wilshire Blvd. This proposed Bike Boulevard could include improvements like corner bulb-outs, traffic circles, pedestrian and bike signage, pedestrian and bike lighting, etc.



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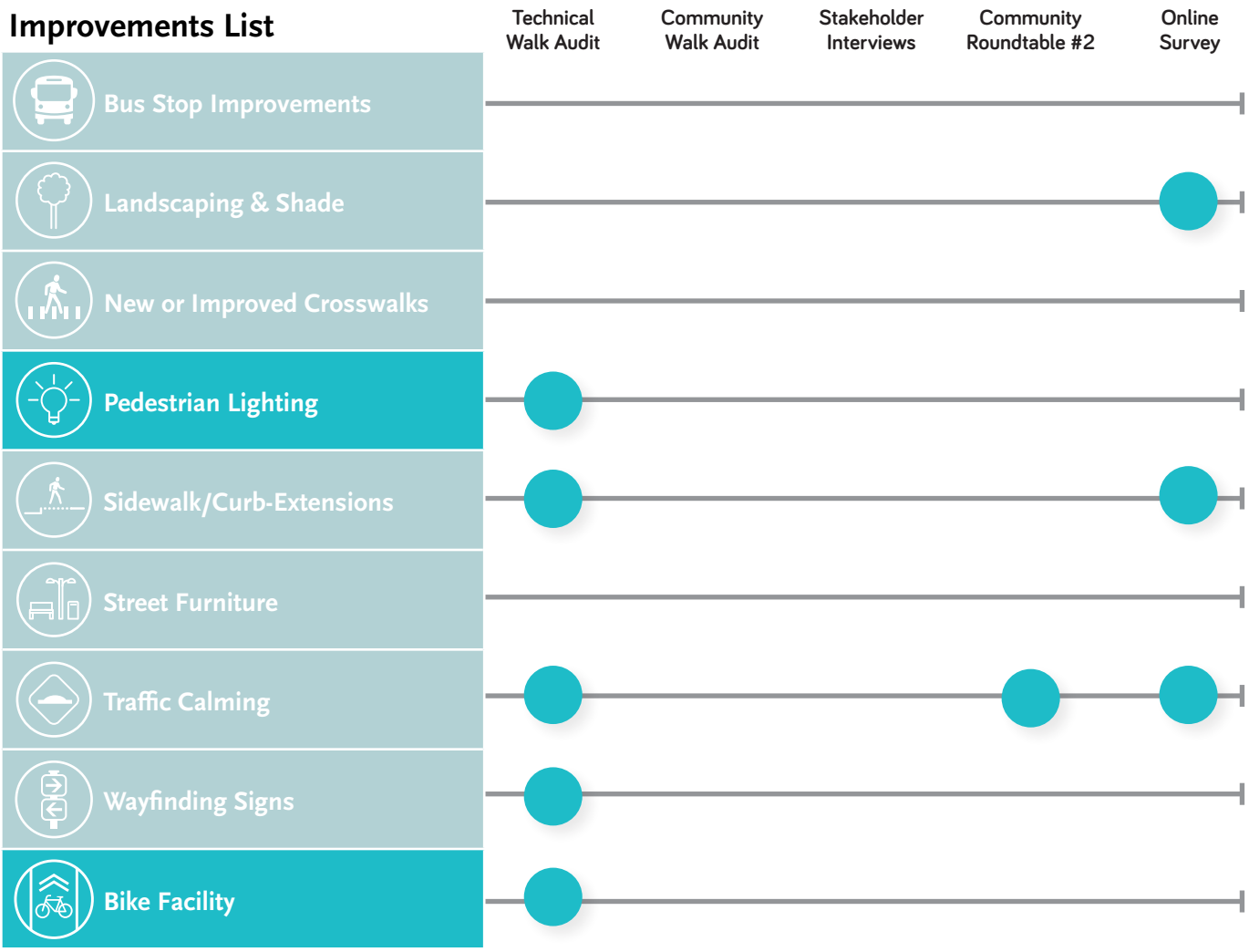
* Wayfinding recommended as part of Bike Boulevard suite of improvements.

PROJECT ORIGINS WILSHIRE / LA CIENEGA

Charleville Boulevard

Charleville Blvd is proposed with a protected bike lane, as per City of Beverly Hills concepts, as part of a potential one-way couplet with Gregory Way. This residential street would also benefit from pedestrian lighting and bike friendly intersections.



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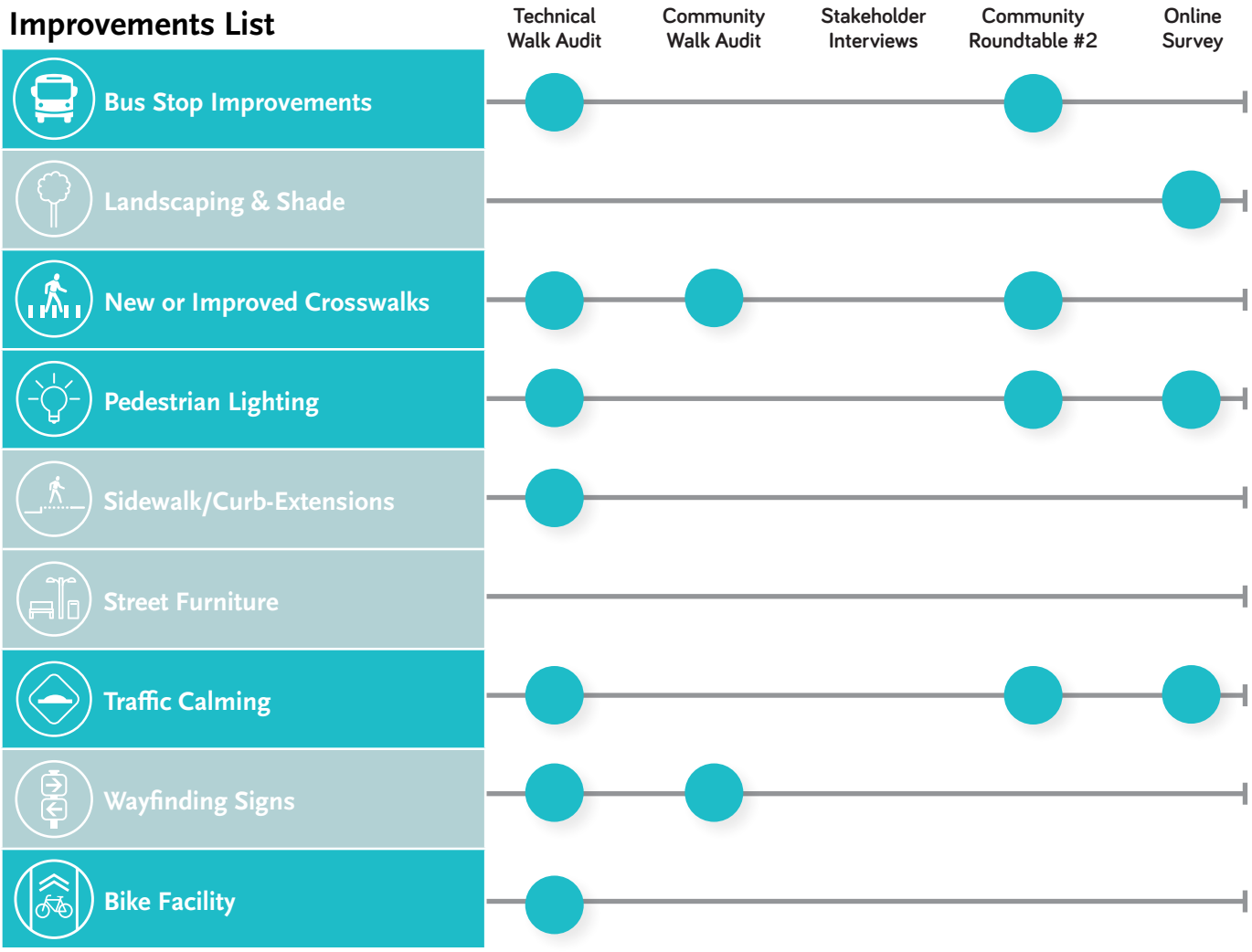
PROJECT ORIGINS WILSHIRE / LA CIENEGA

Gregory Way

Gregory Way is a key access street for the park and for people accessing the station from the southeast. First/last mile improvements needed include traffic calming and pedestrian lighting, along with key enhancements at the La Cienega Blvd/Gregory Way intersection, including bus stop improvements and crosswalk enhancements. A bike sharrow is proposed adjacent to La Cienega Park, while a protected bike lane is proposed west of La Cienega Park, to form a potential one-way couplet with Charleville Blvd, as per City of Beverly Hills' concepts.

Improvements List



Improvements recommended for this street

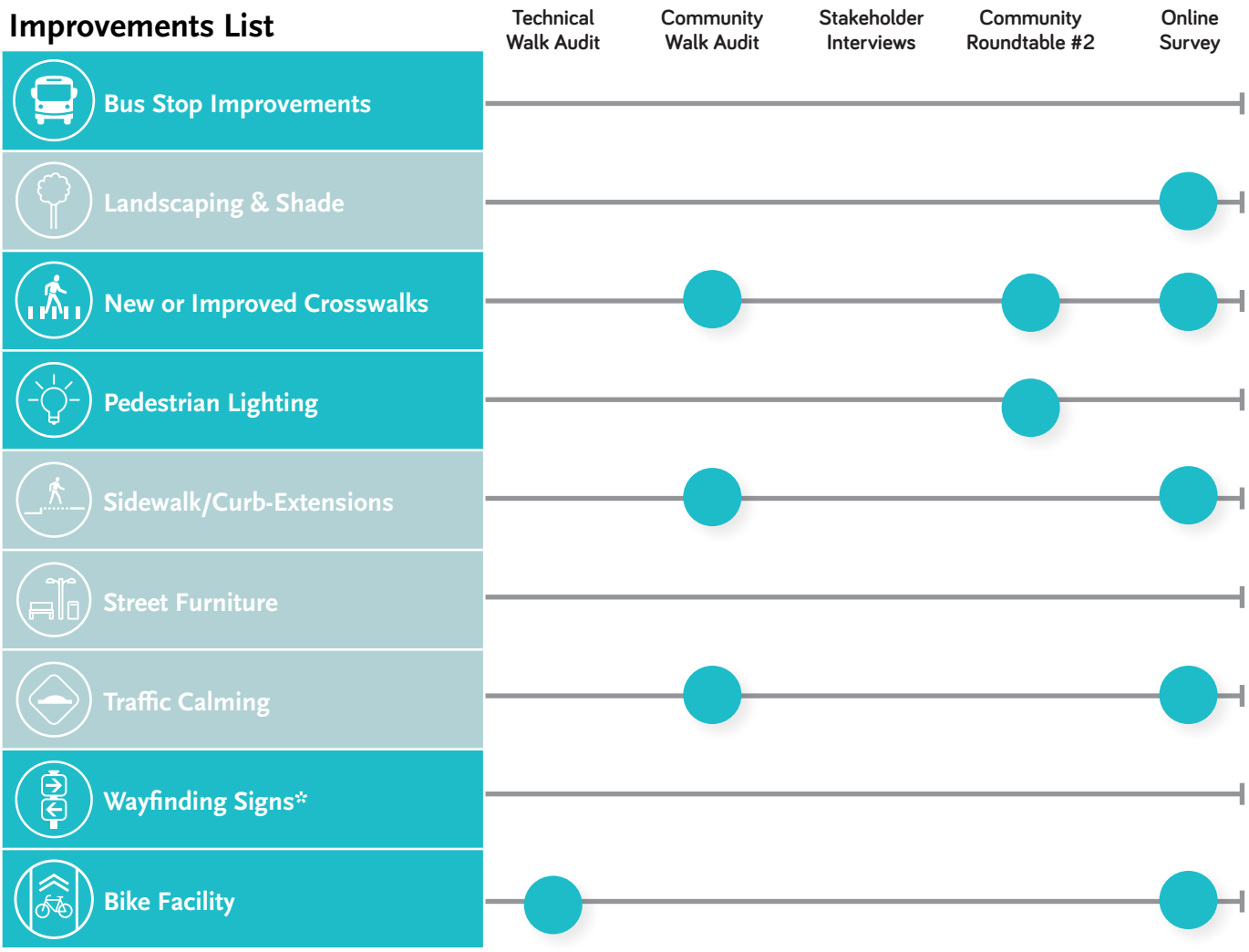
Improvements not recommended for this street

Note: Recommended improvements may not always align with community comments. Some community comments were not included in recommendations because they were determined to be infeasible, had already been resolved, or did not directly support access to and from the station on the first/last mile network. Some recommended improvements that did not have community and/or technical audit comments were added, based on further analysis conducted by the design team.

PROJECT ORIGINS WILSHIRE / LA CIENEGA

6th Street

6th Street offers a pleasant east/west alternative to Wilshire for people riding bikes. A Bike Boulevard is proposed along the street, as there are a number of driveways. This proposal differs from the City of LA proposed protected facility, which would likely require elimination of parking.



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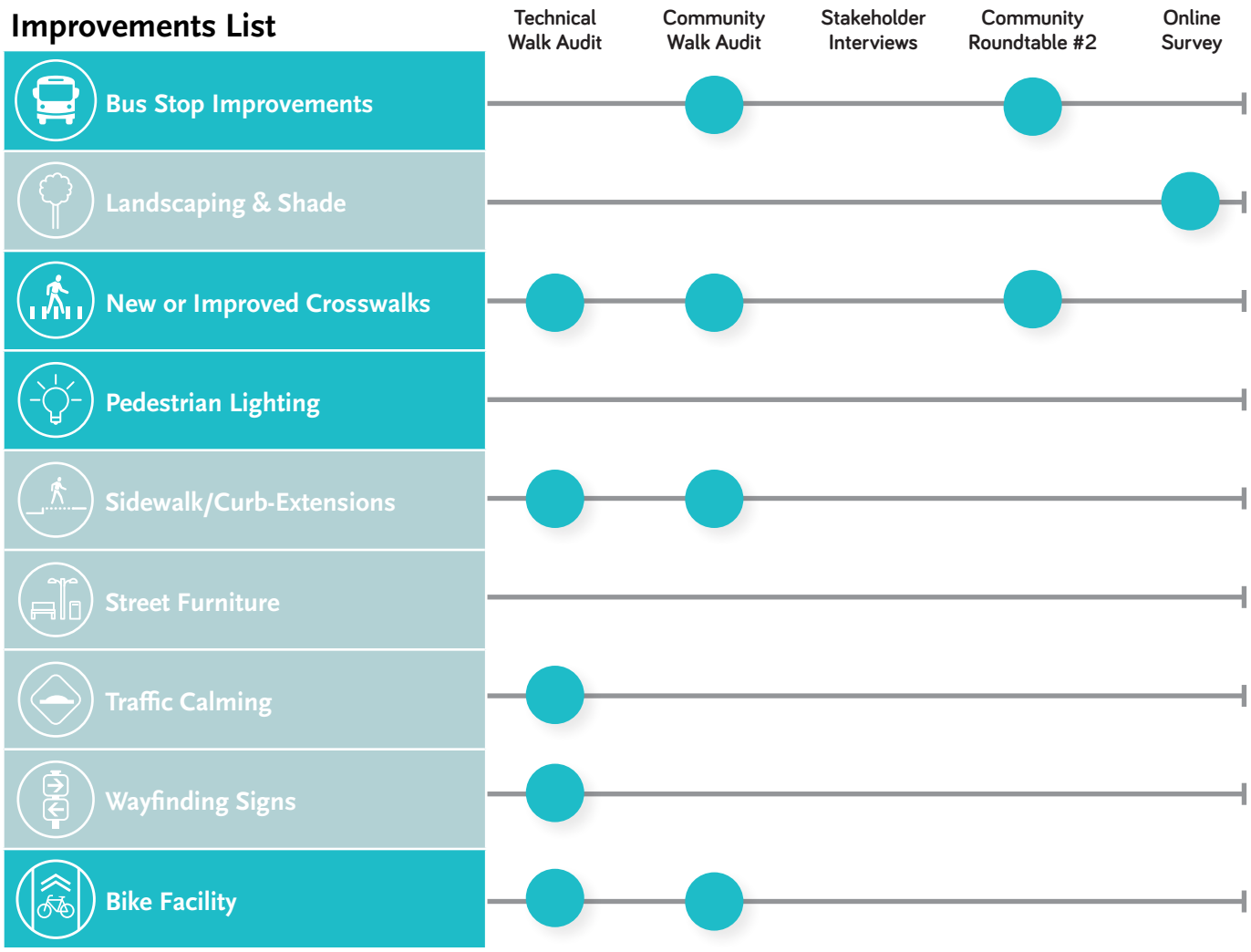
* Wayfinding recommended as part of Bike Boulevard suite of improvements.

PROJECT ORIGINS WILSHIRE / LA CIENEGA

Willaman Drive

This pleasant north/south residential connector has a CIty of LA proposed sharrow that the First/Last Mile Pathway supports, to close a regional bike gap. To ensure a safe connection for people riding bikes, a bike friendly intersection should be included at Wilshire Blvd. Pedestrian lighting, bus stop improvements (on adjacent Wilshire Blvd), and crosswalk enhancements (at Wilshire Blvd) are also recommended.



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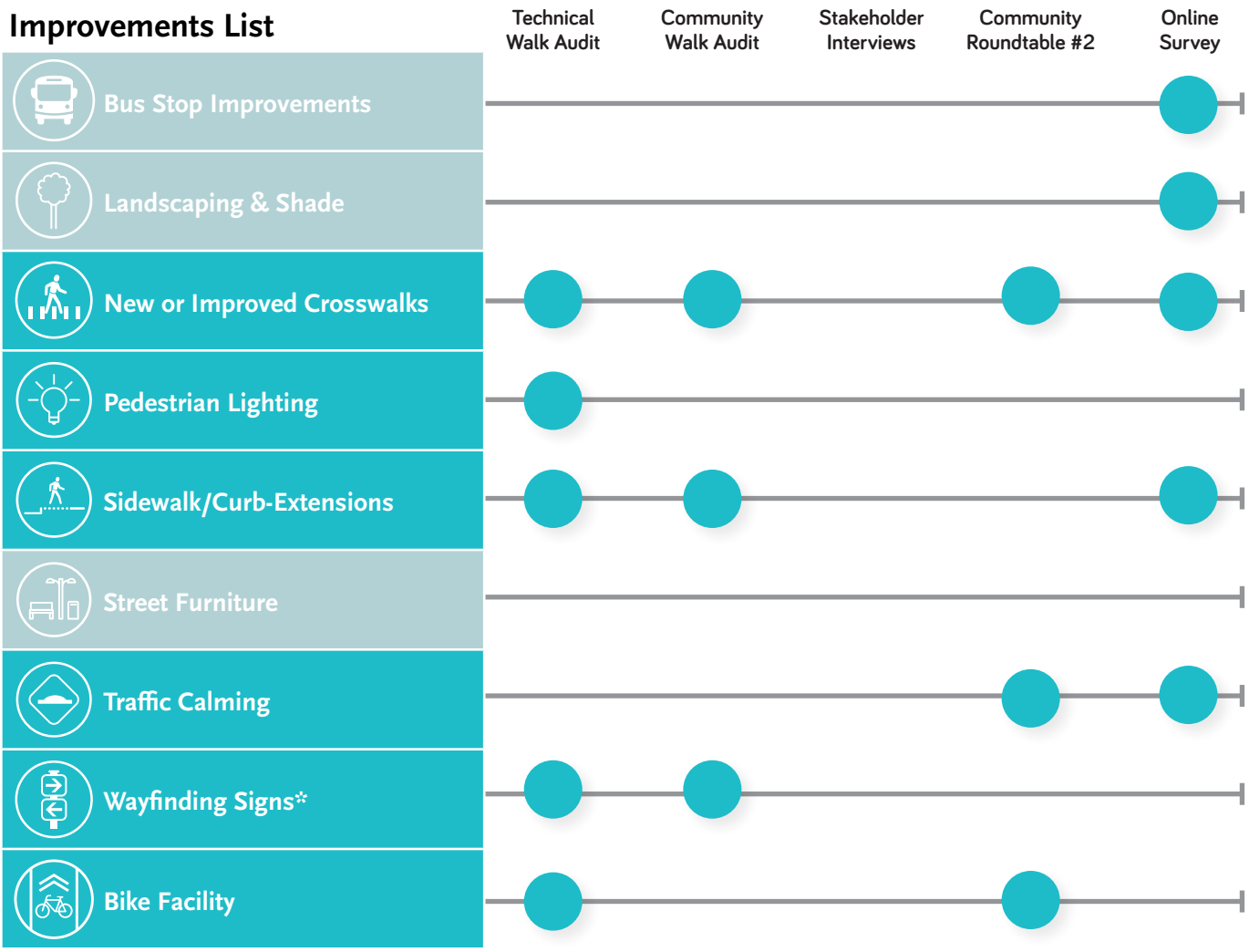
PROJECT ORIGINS WILSHIRE / LA CIENEGA

Le Doux Road

Le Doux Rd offers a pleasant, low-stress north/south alternative to La Cienega for people cycling. On this proposed Bike Boulevard, treatments could include corner bulb-outs, traffic circles, pedestrian and bike signage, etc. Ensuring a safe crossing at Wilshire Blvd is especially important for this north/south connector.



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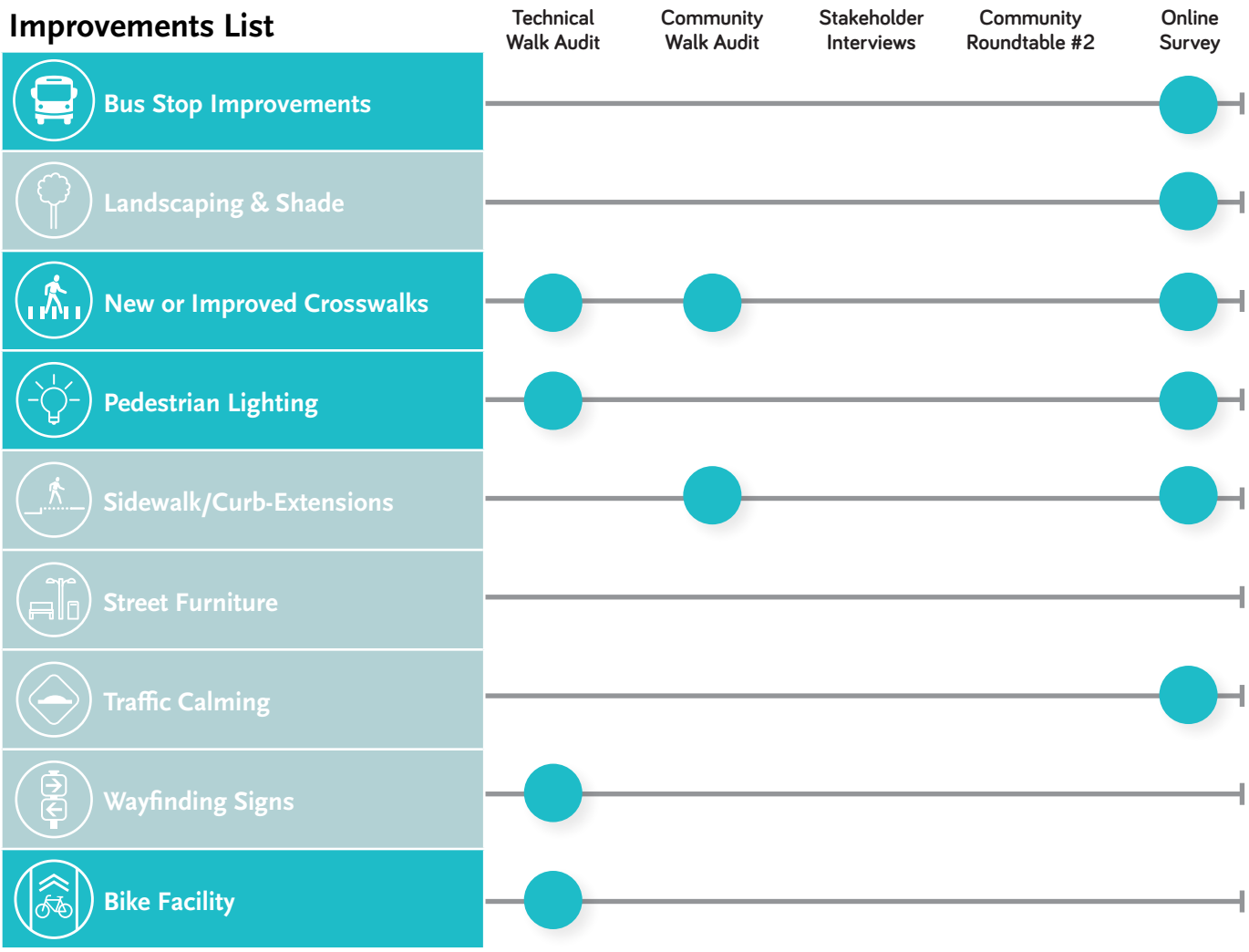
* Wayfinding recommended as part of Bike Boulevard suite of improvements.

PROJECT ORIGINS WILSHIRE / LA CIENEGA

Gale Drive / Orlando Avenue

Sharrow markings, bicycle boulevard treatments and bike friendly intersections would help connect the northeast residential areas to the station. Safe crossing at San Vicente Blvd is critical on this corridor for station access.



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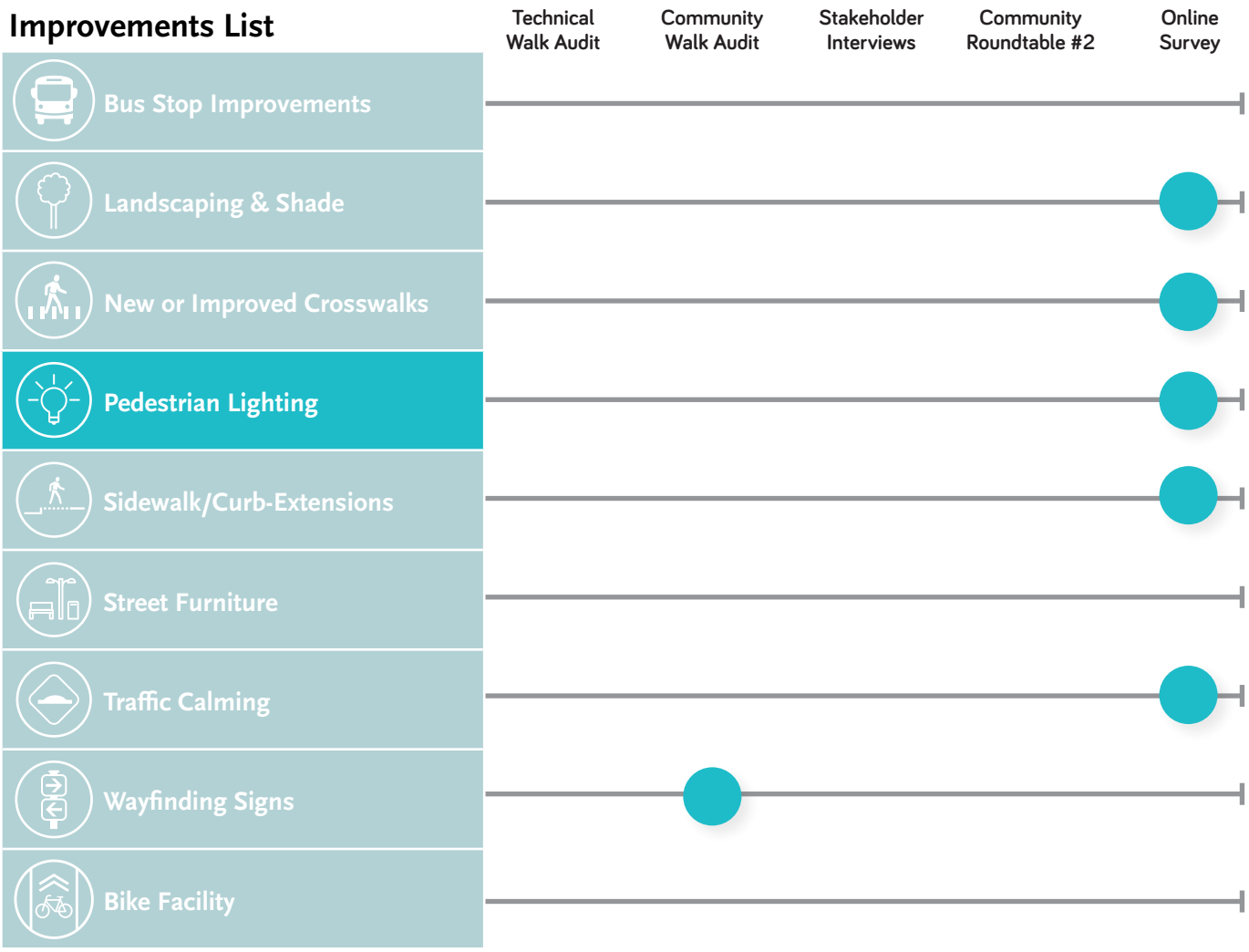
PROJECT ORIGINS WILSHIRE / LA CIENEGA

Santa Ynez Way

This pedestrian pathway can be used by transit riders who are walking from the southeast quadrant. While already pleasant, the pathway could be enhanced with regular and consistent pedestrian lighting. Wayfinding signage is not included on Santa Ynez Way, given the distance from the station.



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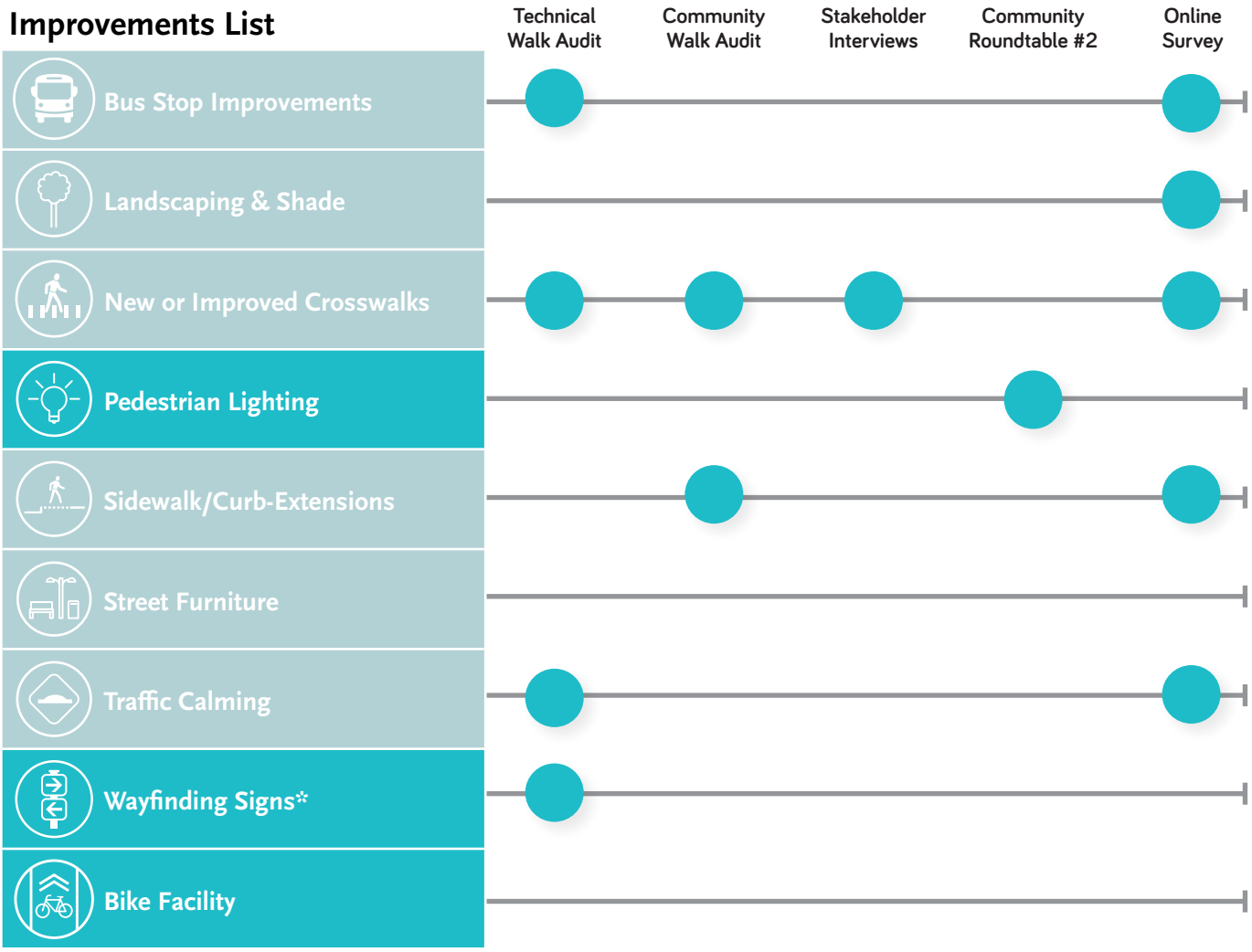
PROJECT ORIGINS WILSHIRE / LA CIENEGA

Sweetzer Avenue

A proposed Bike Boulevard along Sweetzer Ave with an enhanced and safe crossing at San Vicente Blvd would facilitate access from the northeast. The proposed Bike Boulevard is not extended south of Wilshire Blvd onto Schumacher Dr, because it does not immediately facilitate direct connection to the station. From a bike network perspective Schumacher Dr makes sense, however the First/Last Mile Pathway selects streets that most directly serve station access.

Improvements List



Improvements recommended for this street

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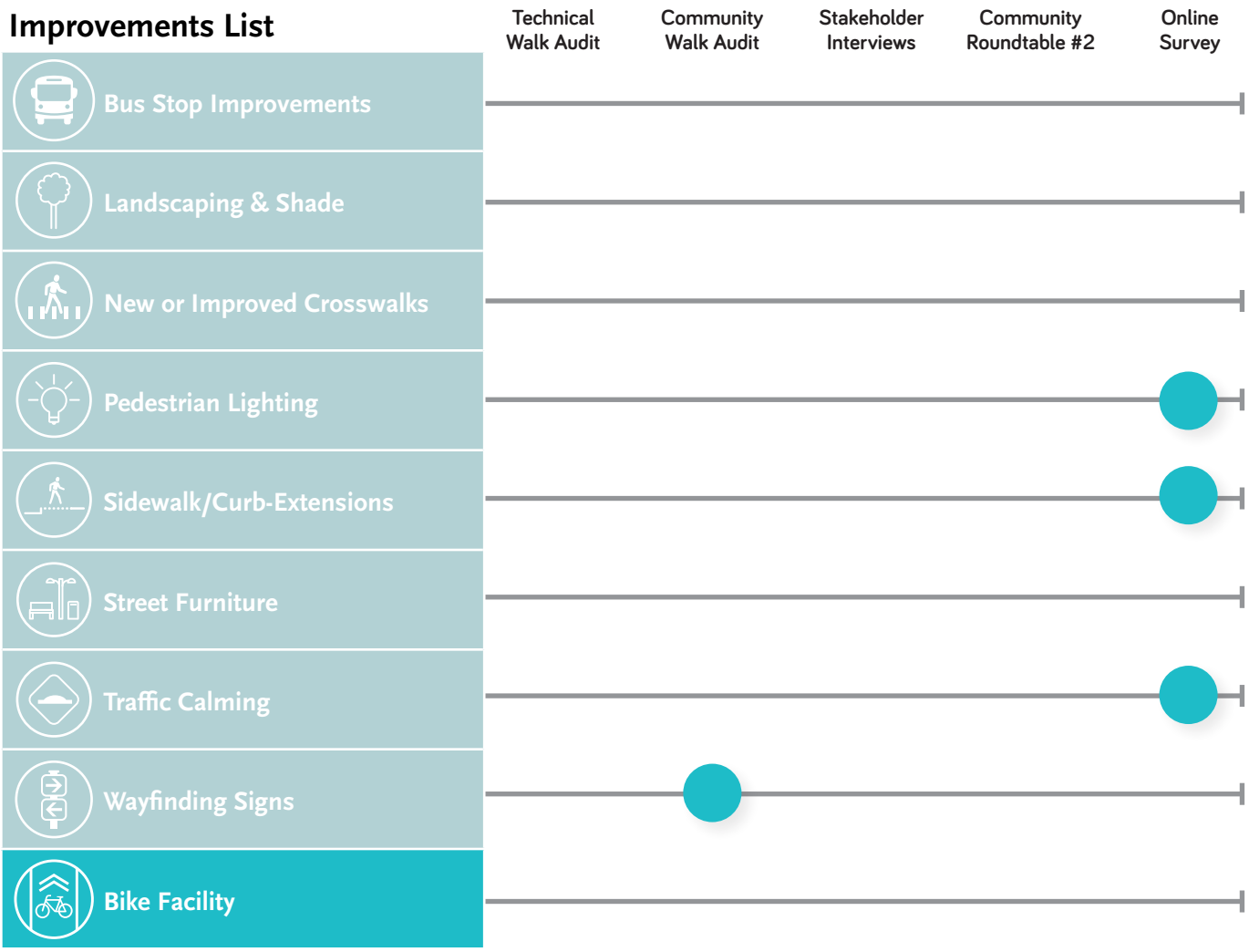
* Wayfinding recommended as part of Bike Boulevard suite of improvements.

PROJECT ORIGINS WILSHIRE / LA CIENEGA

Hayes Drive

Sharrow markings on Hayes Dr will connect to and extend the proposed sharrow on Gregory Way, providing a continuous east-west bike route through the station area. Hayes Dr is a residential street with mature trees and traffic calming. Pedestrian improvements are not recommended this street.

Improvements List



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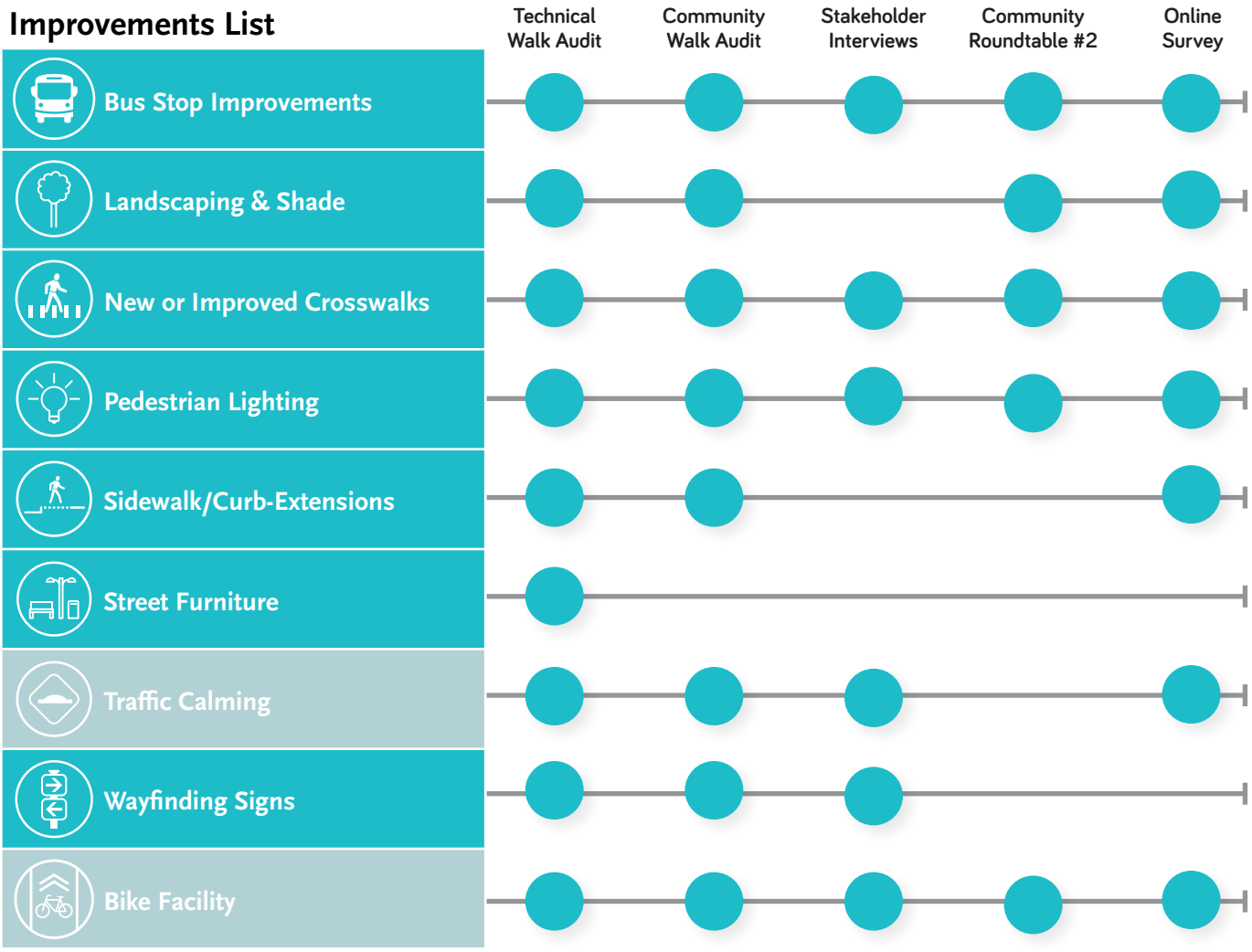
PROJECT ORIGINS WILSHIRE / FAIRFAX

PROJECT ORIGINS WILSHIRE / FAIRFAX

Wilshire Boulevard

The recommendation for Wilshire Blvd is to extend one of the possible "Expanded" options from the City of Beverly Hills' streetscape project, for the length of the corridor. These modifications include sidewalk extensions in key locations within the parking lane. Wilshire Blvd is an important connector for all stations within the study area. The busy street needs comfort and access enhancements for pedestrians, while cyclists are encouraged to take an adjacent street (e.g. 6th St or 8th St) for safety and comfort.

Improvements List



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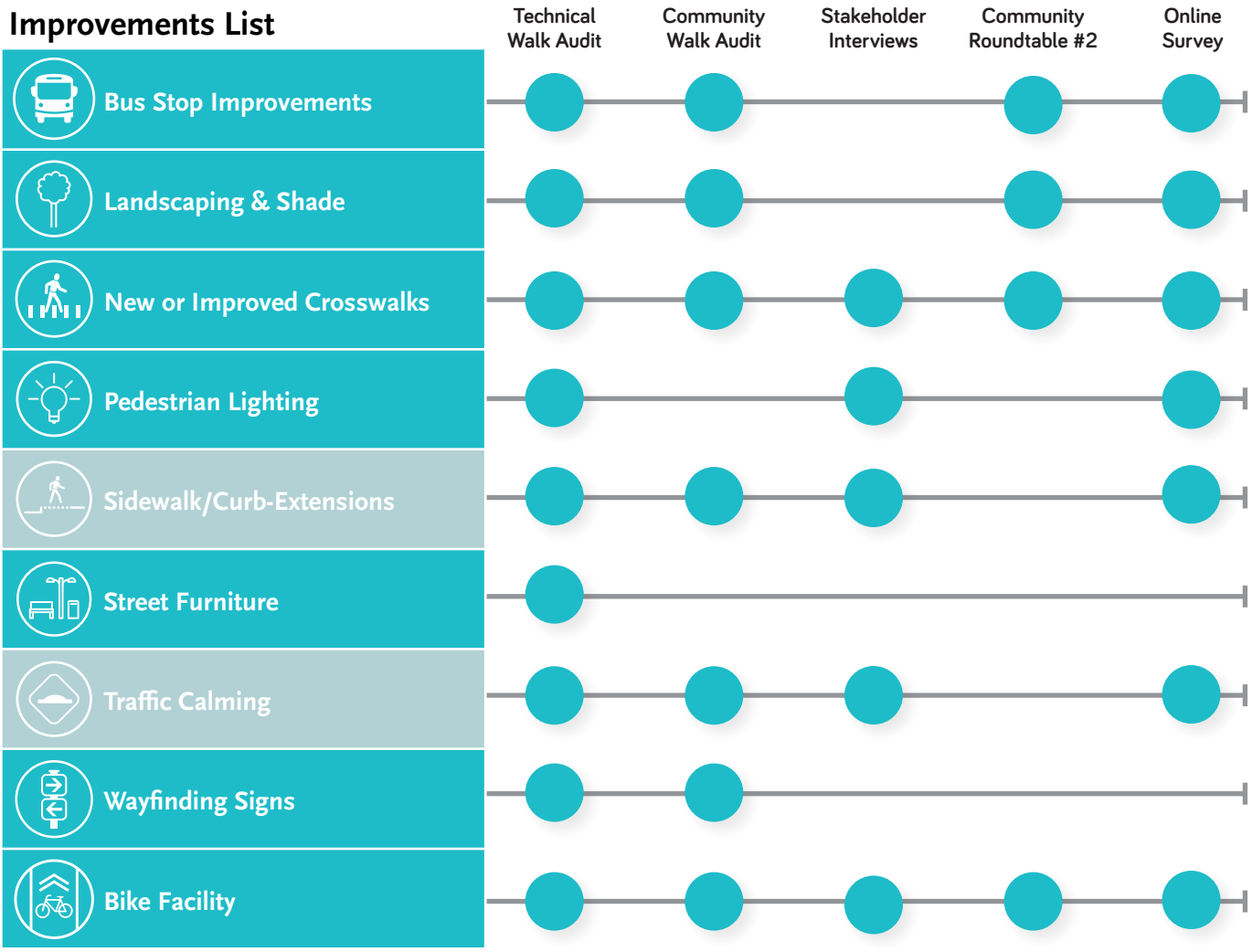
PROJECT ORIGINS WILSHIRE / FAIRFAX

Fairfax Avenue

Fairfax Ave provides connections to LACMA, Peterson Automotive Museum, the Farmers Market, the Grove, and Little Ethiopia. The First/Last Mile Pathway supports the City of LA proposed bike lane. Long blocks should be split up with crosswalks, where possible. The key intersection at Fairfax Ave/San Vicente Blvd/Olympic Blvd will require further study and detailed design attention to make it safer and more pleasant for people walking and biking.

Improvements List



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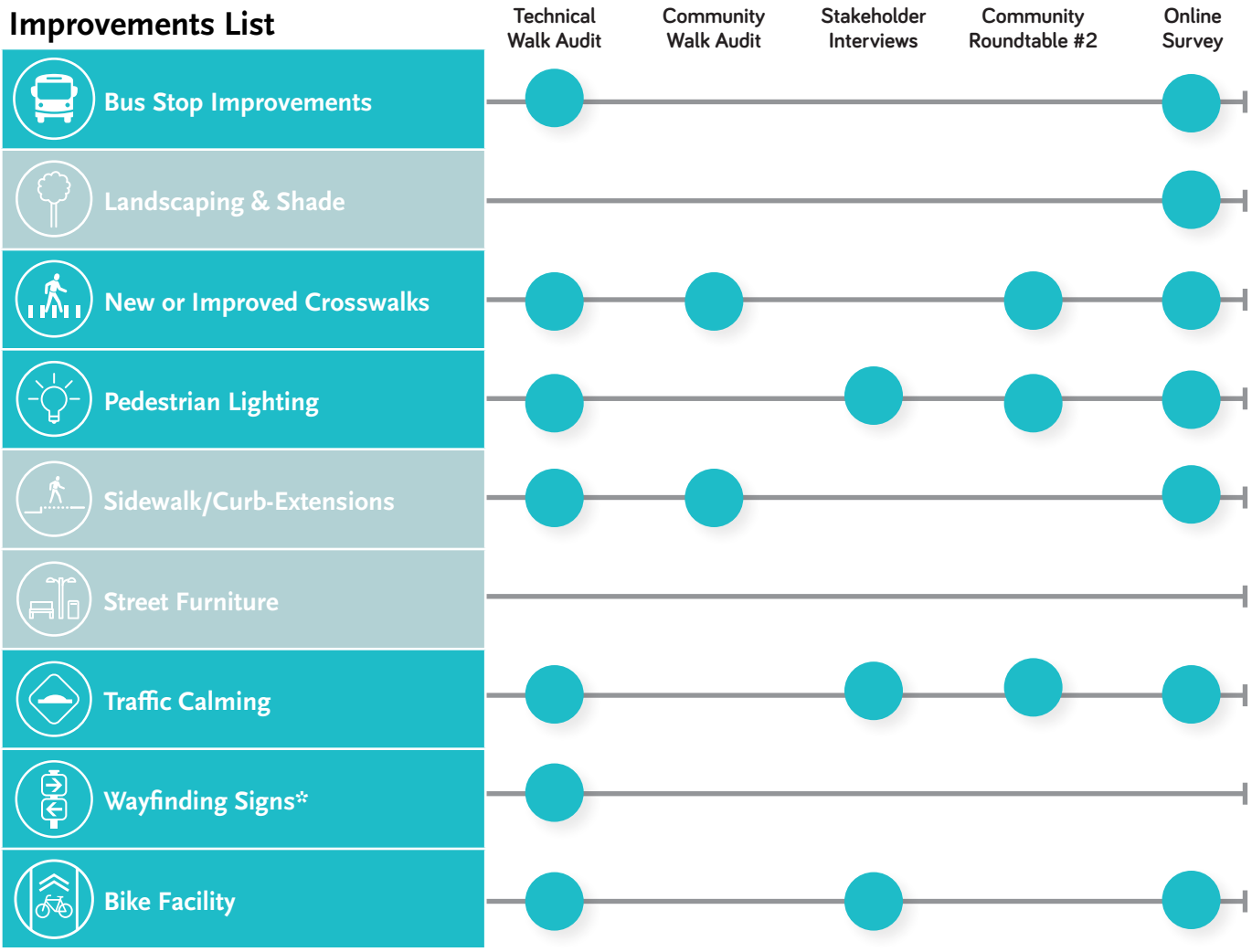
PROJECT ORIGINS WILSHIRE / FAIRFAX

6th Street

West of Fairfax, 6th St is a great candidate for a Bike Boulevard, which can provide regional connectivity. Elements along the Bike Boulevard portion of 6th St could include chicanes, diverters, pedestrian and bike signage, and lighting, etc. East of Fairfax, 6th St is wider and less friendly for active transportation users. Traffic calming is needed on this portion of the street and a protected bike facility would make it more comfortable for people riding a bike. This portion of the street would require more extensive modification to ensure a safe and comfortable experience for people walking and biking.

Improvements List



Improvements recommended for this street

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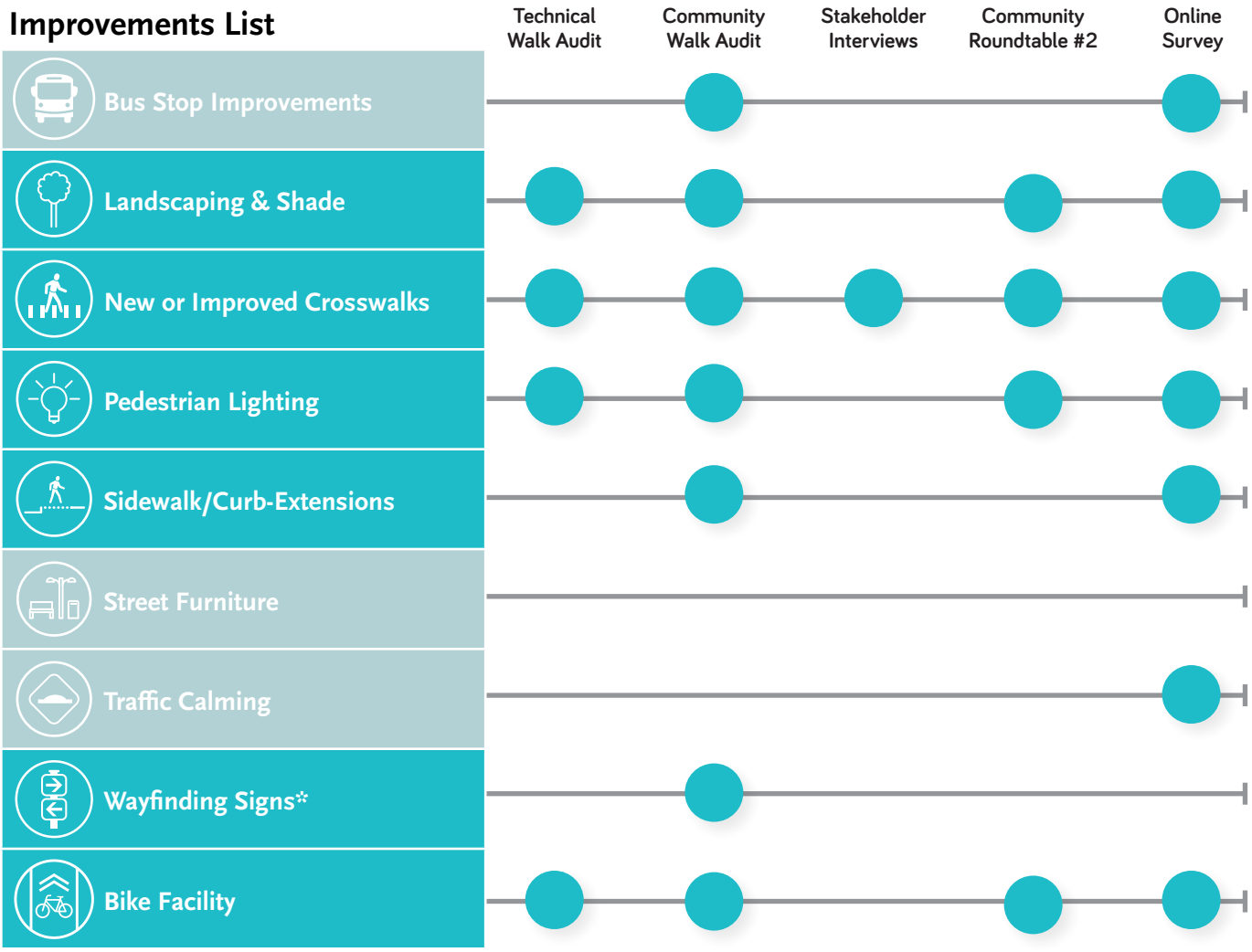
*Wayfinding recommended as part of Bike Boulevard suite of improvements and at spot location.

PROJECT ORIGINS WILSHIRE / FAIRFAX

8th Street/Del Valle Drive

As with 6th St, the character of 8th St changes along its length. East of Fairfax, there is more room for a bike lane, while west of Fairfax bicycle boulevard treatments are proposed. Bulb-outs at corners would help to make this street more pedestrian friendly. Trees and pedestrian lighting, along with enhanced crosswalks at key intersections would be helpful for station access.

Improvements List



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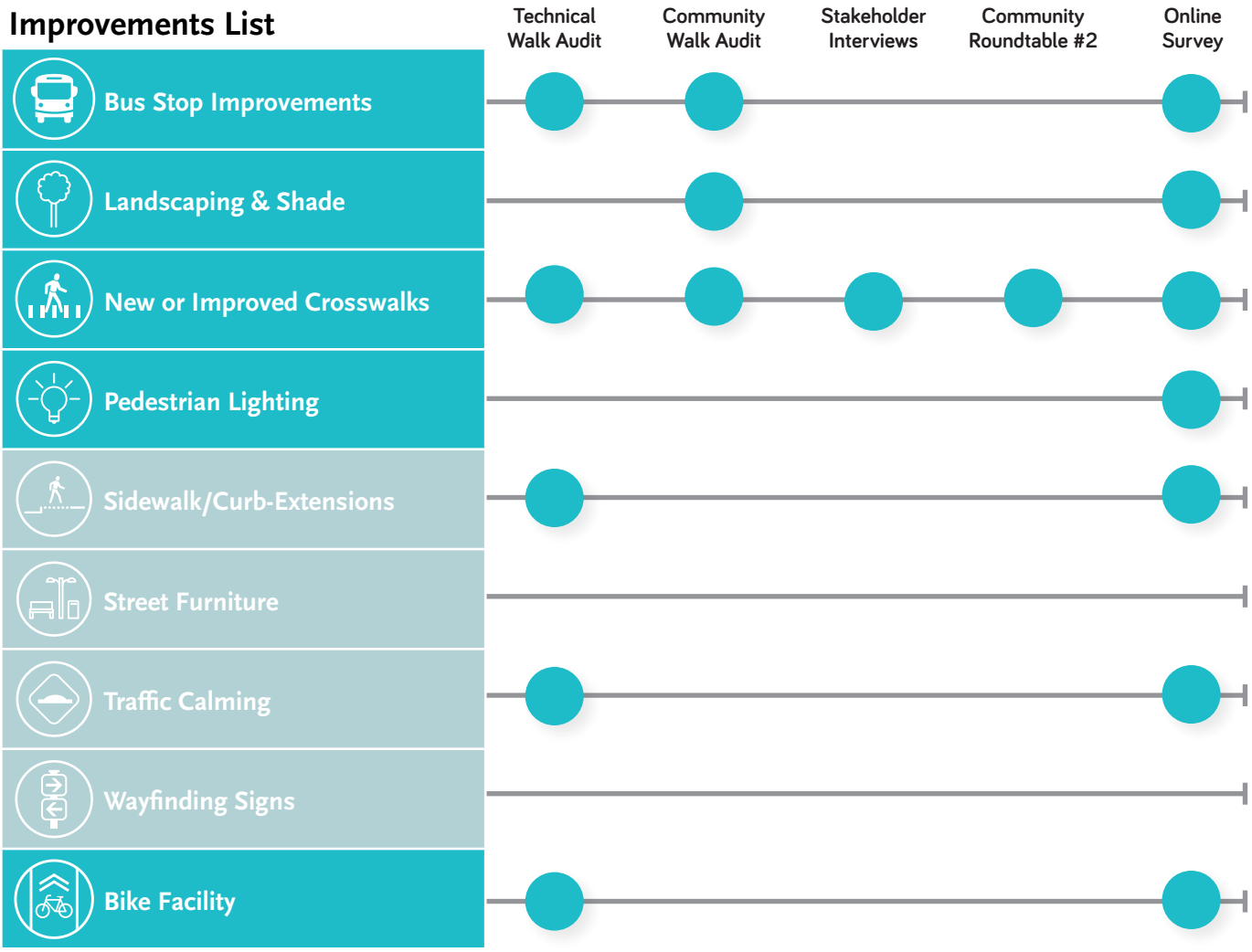
* Wayfinding recommended as part of Bike Boulevard suite of improvements.

PROJECT ORIGINS WILSHIRE / FAIRFAX

San Vicente Blvd

San Vicente Blvd is a wide, vehicular-oriented street, which needs a major overhaul if it is to feel completely comfortable for people walking and biking. While the First/Last Mile Pathway does not recommend a total street overhaul (e.g. road diet) due to practicality, there are several key improvements needed for transit riders in this area, such as improved crossings for people walking and biking, a protected bike lane, bus stop enhancements, and lighting, trees, and wayfinding. The key intersection at Fairfax Ave/San Vicente Blvd/Olympic Blvd will require further study and detailed design attention to make it safer and more pleasant for people walking and biking.

Improvements List



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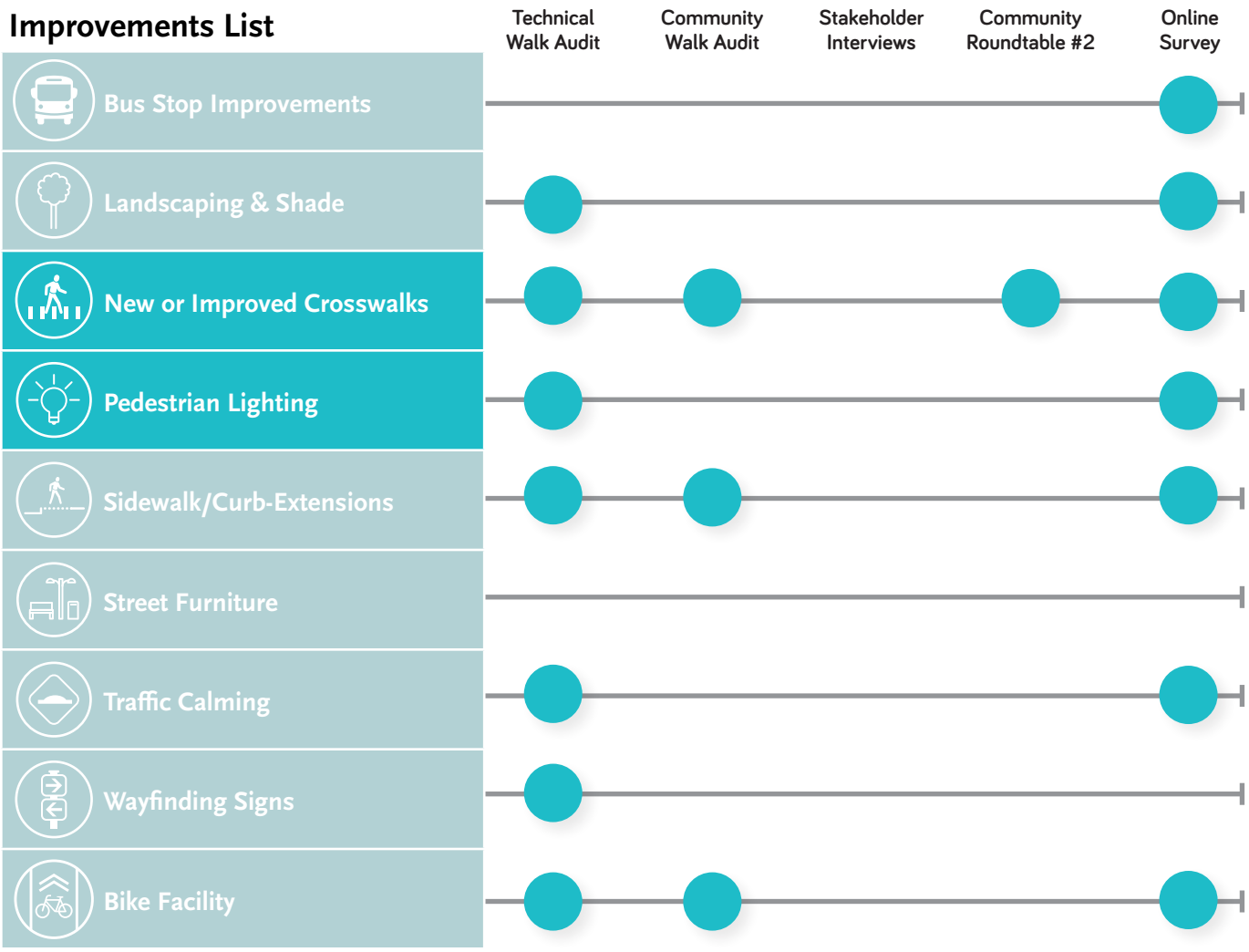
PROJECT ORIGINS WILSHIRE / FAIRFAX

Crescent Heights Blvd / McCarthy Vista

This busy residential street is often used for cut-through vehicular traffic. Especially critical for this street are safe and enhanced crossings for people walking and riding bikes. Pedestrian lighting is also recommended.



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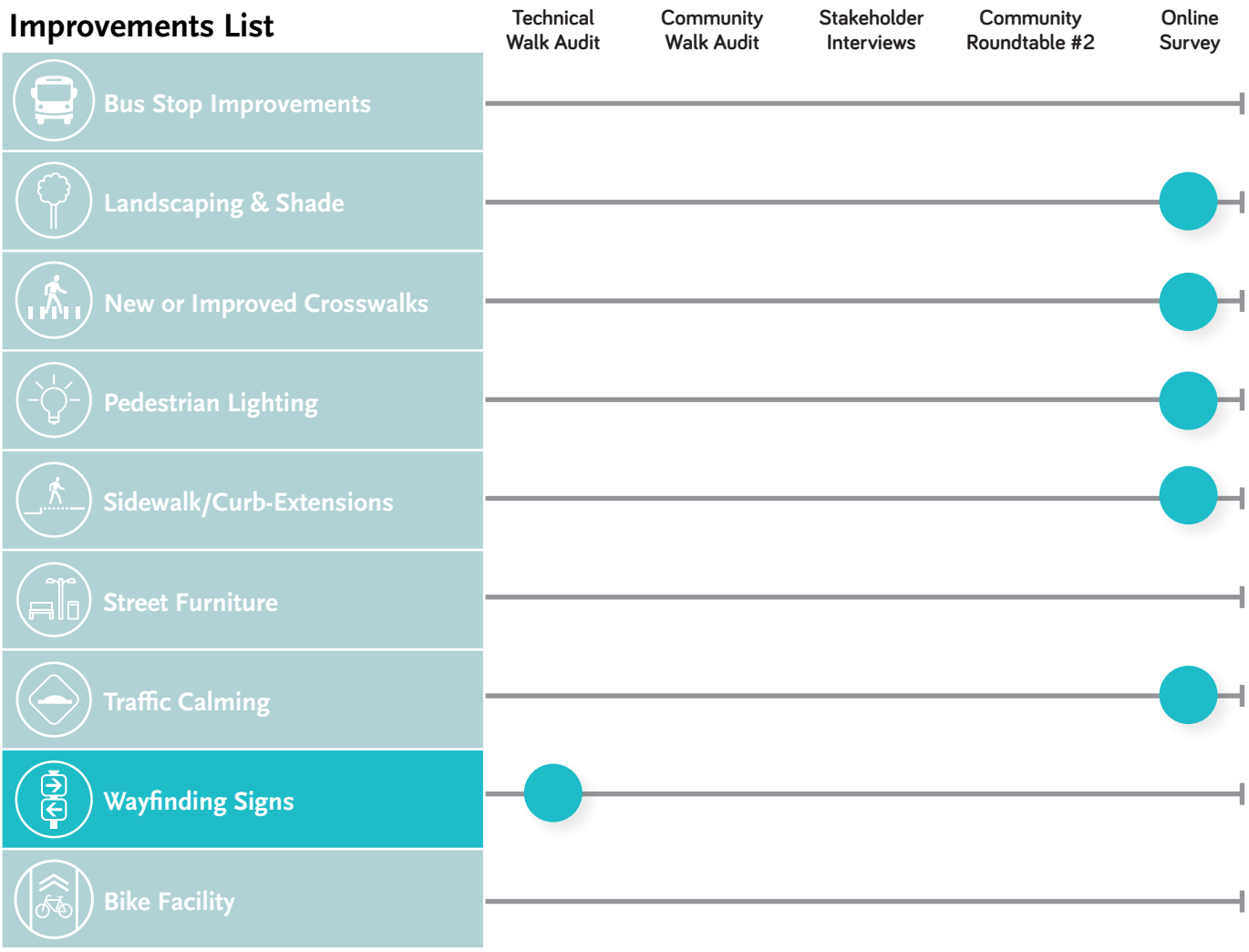
PROJECT ORIGINS WILSHIRE / FAIRFAX

San Diego Way

This helpful pedestrian passageway already has pedestrian lighting. Wayfinding signage would help Metro riders find and access the station given its proximity to the station.



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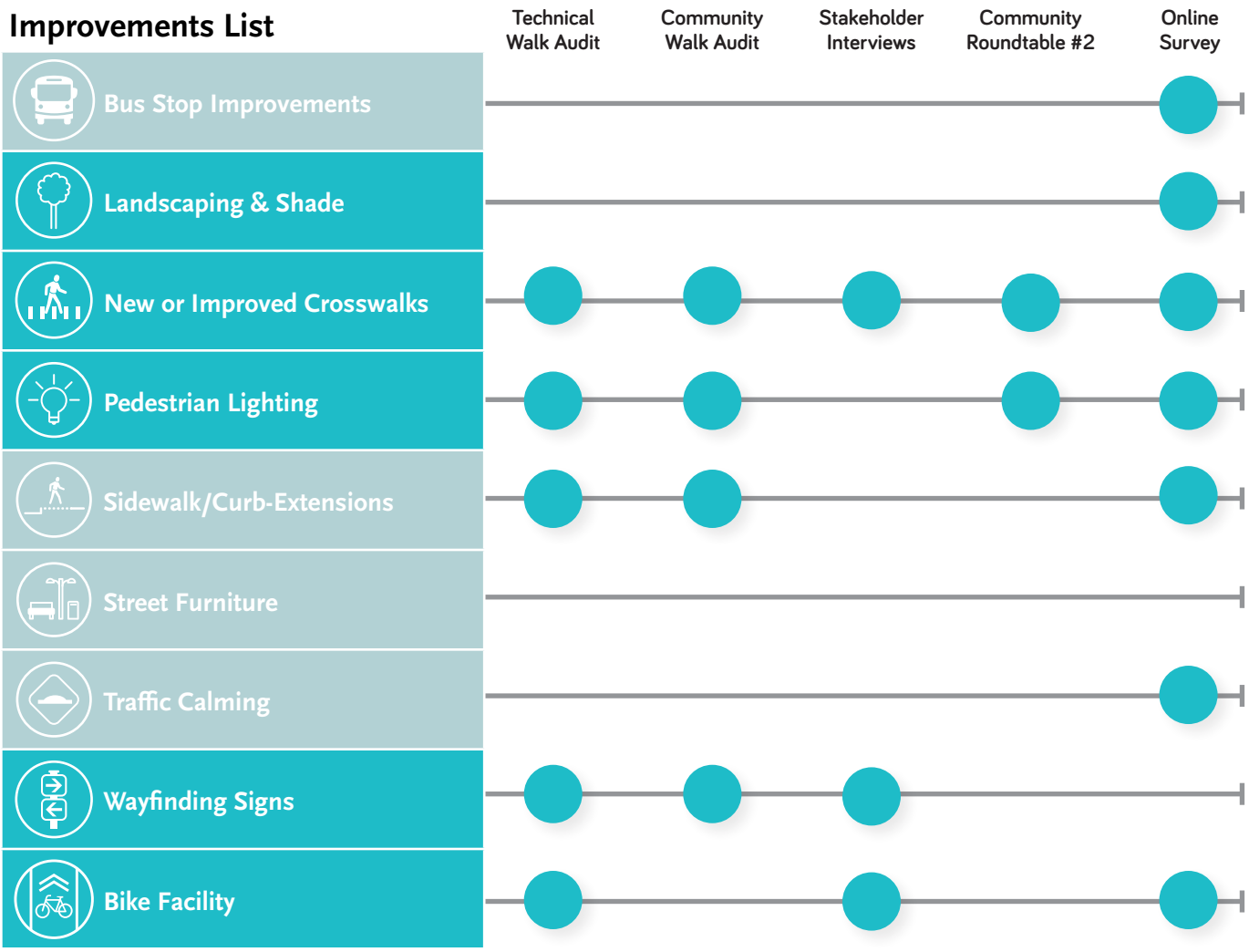
PROJECT ORIGINS WILSHIRE / FAIRFAX

Ogden Drive

Ogden Dr connects directly to the station on Wilshire Blvd and has a pleasant street character. Improvements such as trees and pedestrian lighting could assist active transportation users.



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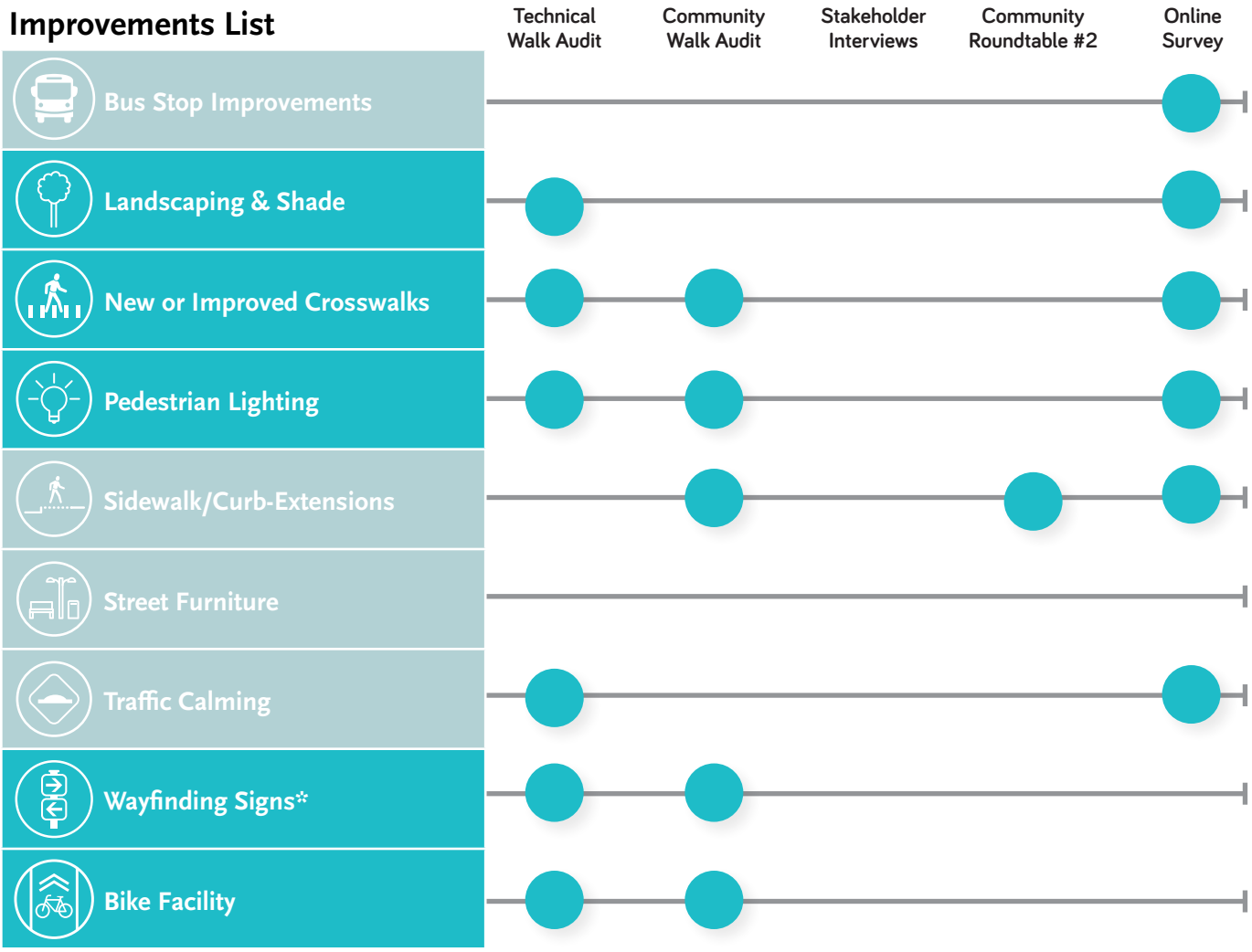
PROJECT ORIGINS WILSHIRE / FAIRFAX

Curson Avenue

Curson Ave provides regional connectivity for people riding bikes and connects to the proposed east/west bike facility on 8th St. The Curson facility has not been extended to Wilshire Blvd because there is no proposed bike facility on Wilshire Blvd to receive cyclists. At Curson Ave/Wilshire Blvd an idea was generated from the walk audits to remove the slip road and create a larger triangular green/open space adjacent to the restaurant on the northeast corner. This would further serve transit riders and improve the experience for people walking and biking.

Improvements List



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* Wayfinding recommended as part of Bike Boulevard suite of improvements.

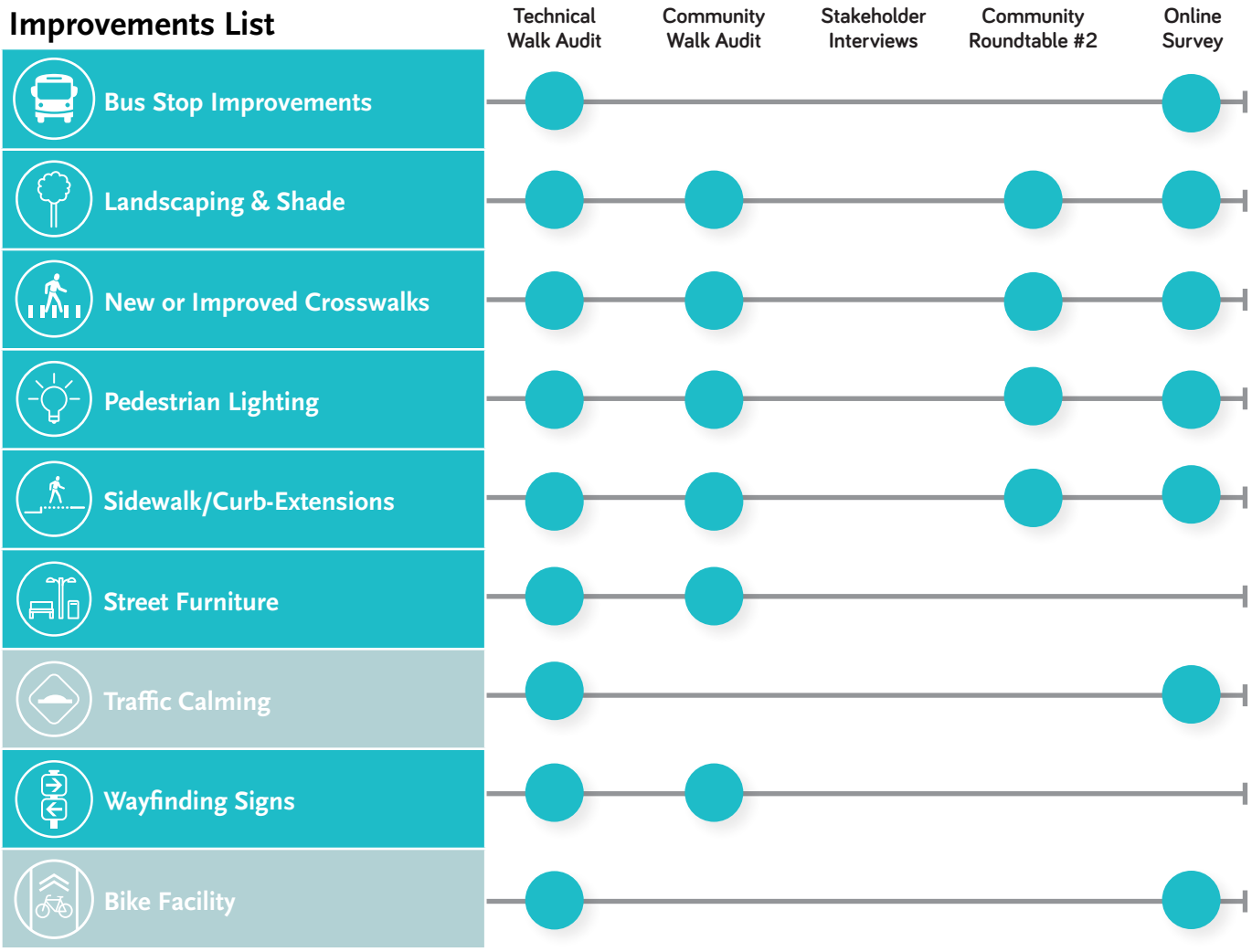
PROJECT ORIGINS WILSHIRE / LA BREA

PROJECT ORIGINS WILSHIRE / LA BREA

Wilshire Boulevard

The recommendation for Wilshire Blvd is to extend one of the possible options from the City of Beverly Hills' streetscape project, for the length of the corridor. These modifications include sidewalk extensions in key locations within the parking lane. Wilshire Blvd is an important connector for all stations within the study area. The busy street needs comfort and access enhancements for pedestrians, while cyclists are encouraged to take an adjacent street (e.g. 8th St or 6th St) for safety and comfort.

Improvements List



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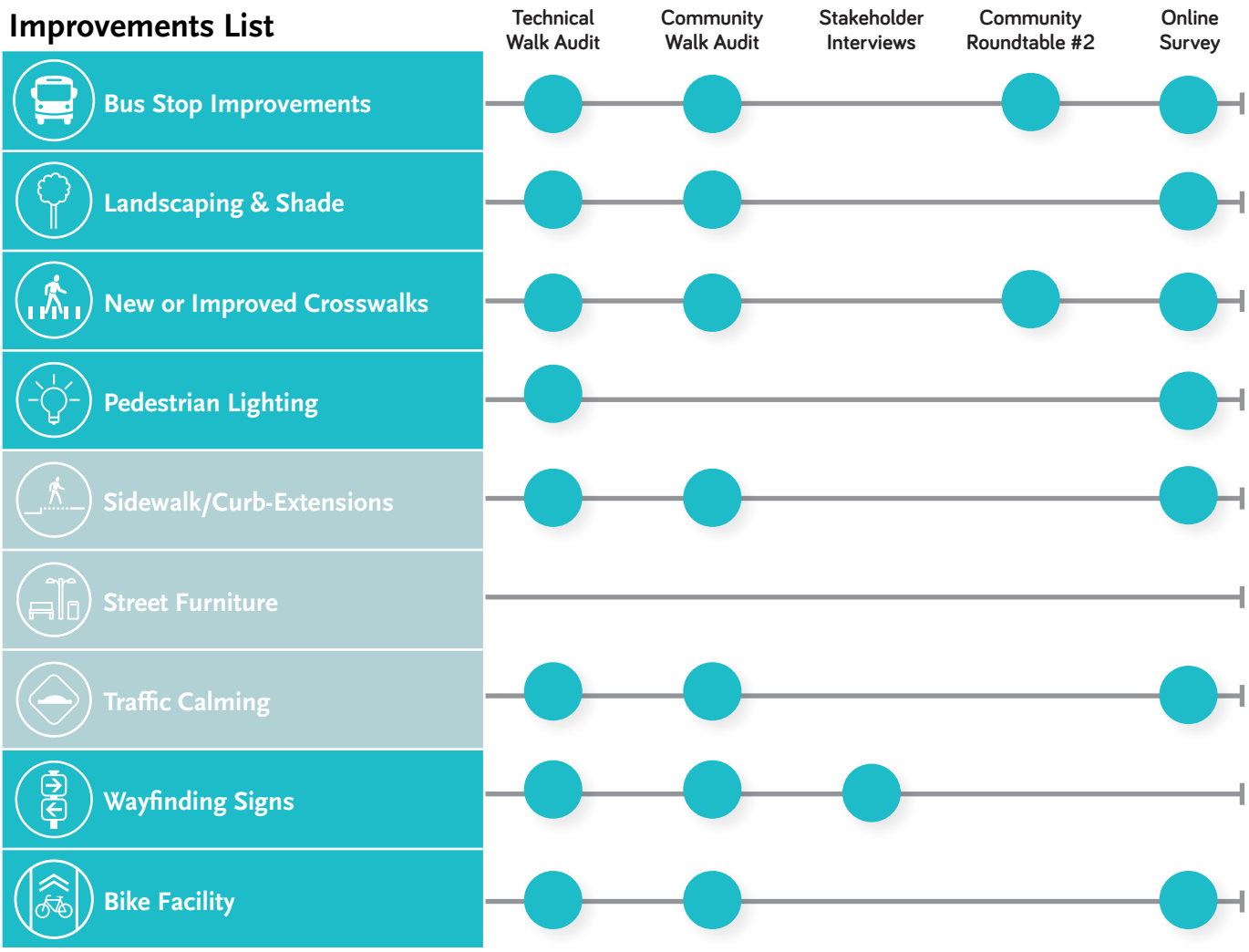
PROJECT ORIGINS WILSHIRE / LA BREA

La Brea Avenue

Along La Brea Ave, the City of Los Angeles' proposed bike lane would greatly assist with station connectivity and access. The street is also in need of trees, lighting, and wayfinding signage. This vehicular oriented corridor has many destinations along its length and improved access for people walking and biking to and from the station, is critical.



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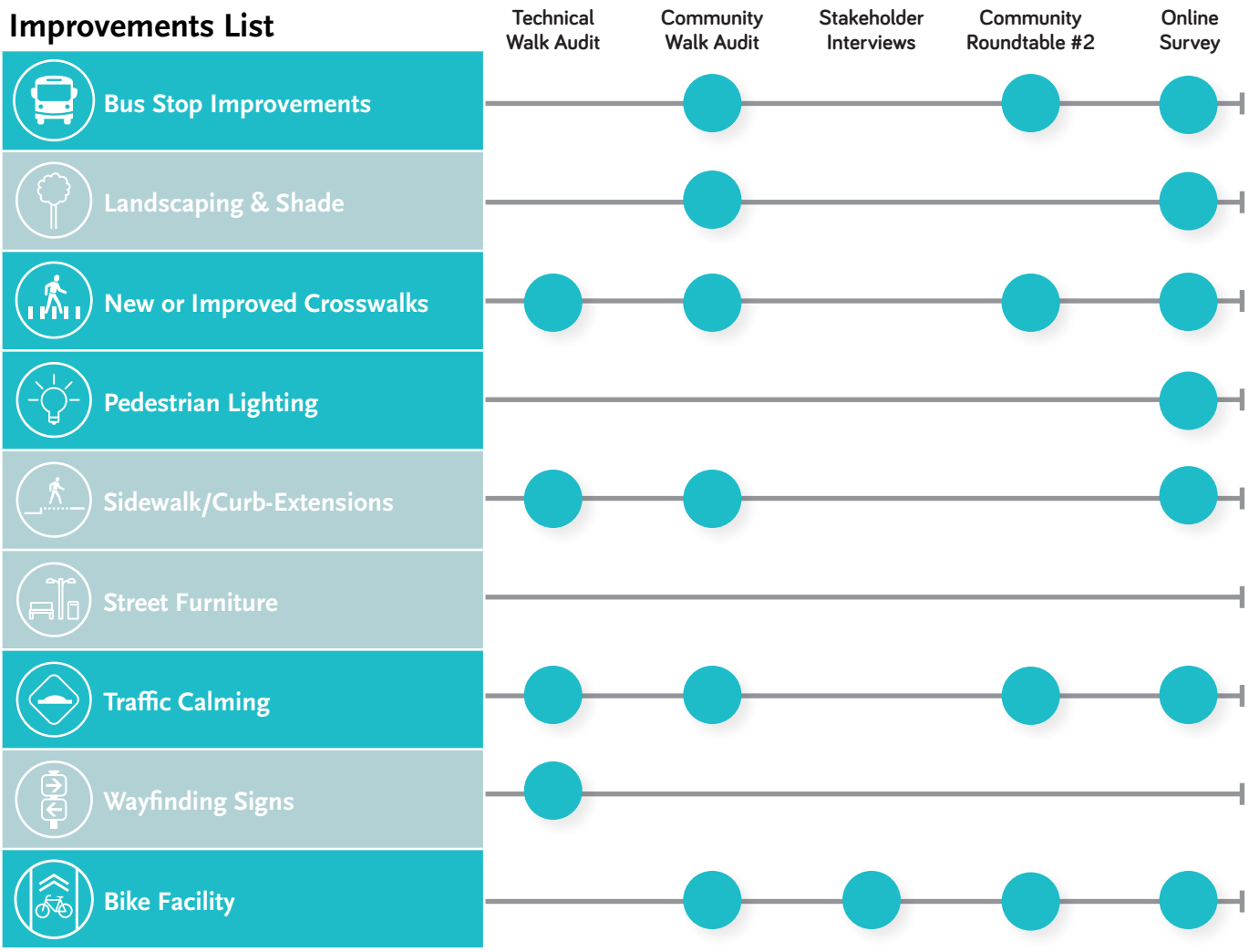
PROJECT ORIGINS WILSHIRE / LA BREA

6th Street

The goal for 6th St is to provide a high-quality bike facility along the length of the corridor. From west to east, 6th St becomes narrower, so removal of parking or other more intensive roadway modification may be necessary to accomplish this goal. 6th St is the only east-west street north of 8th St that connects to the bike network in the station area.



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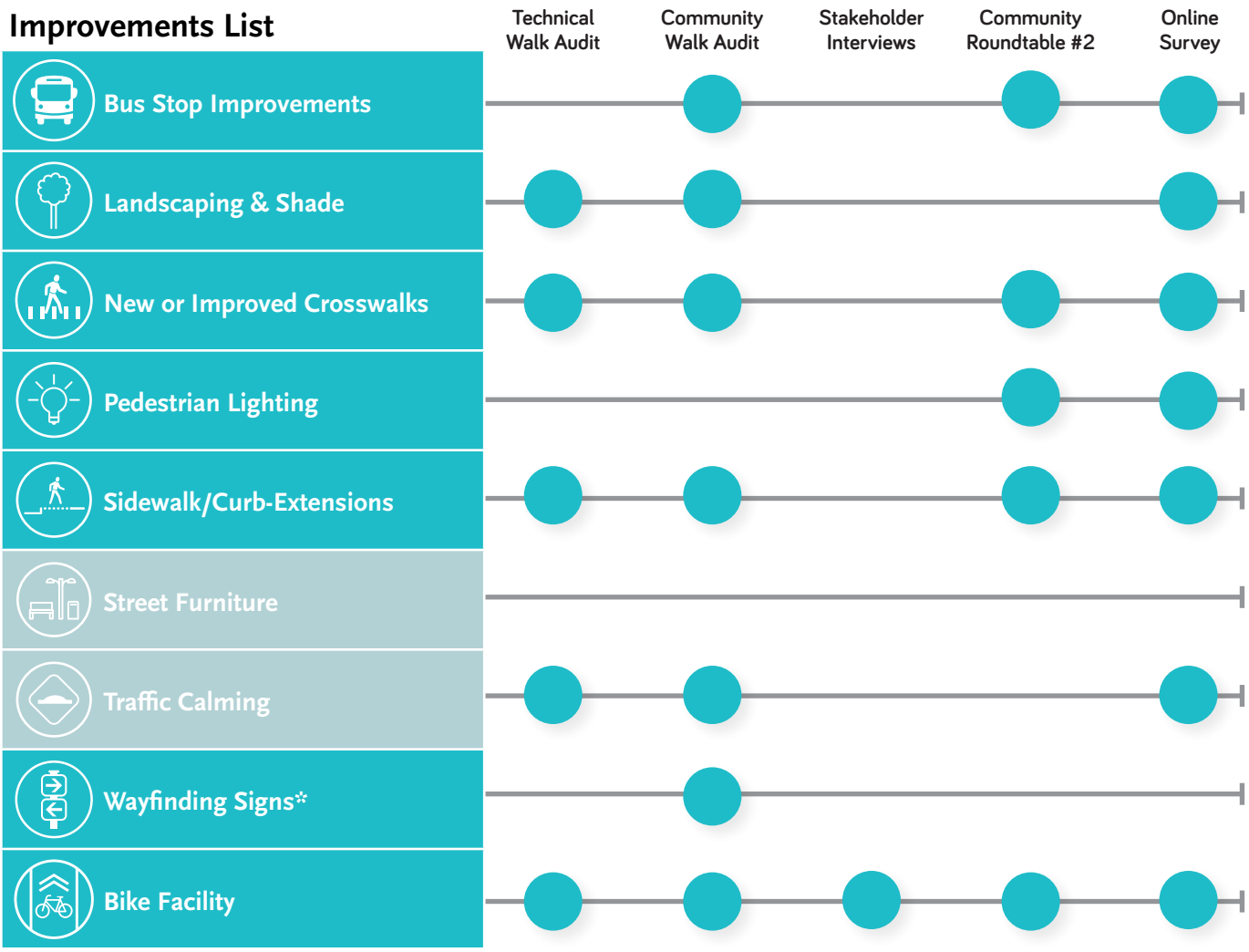
PROJECT ORIGINS WILSHIRE / LA BREA

8th Street

8th St provides regional connectivity for cyclists and is recommended as a Bike Boulevard. This street provides a more comfortable alternative to riding on Wilshire Blvd. Corner bulb-outs would help to make this street more pedestrian friendly. Bike Boulevard treatments could include elements like traffic circles, diverters, chicanes, greening, and pedestrian and bike signage. Key crosswalks are recommended for enhancement.



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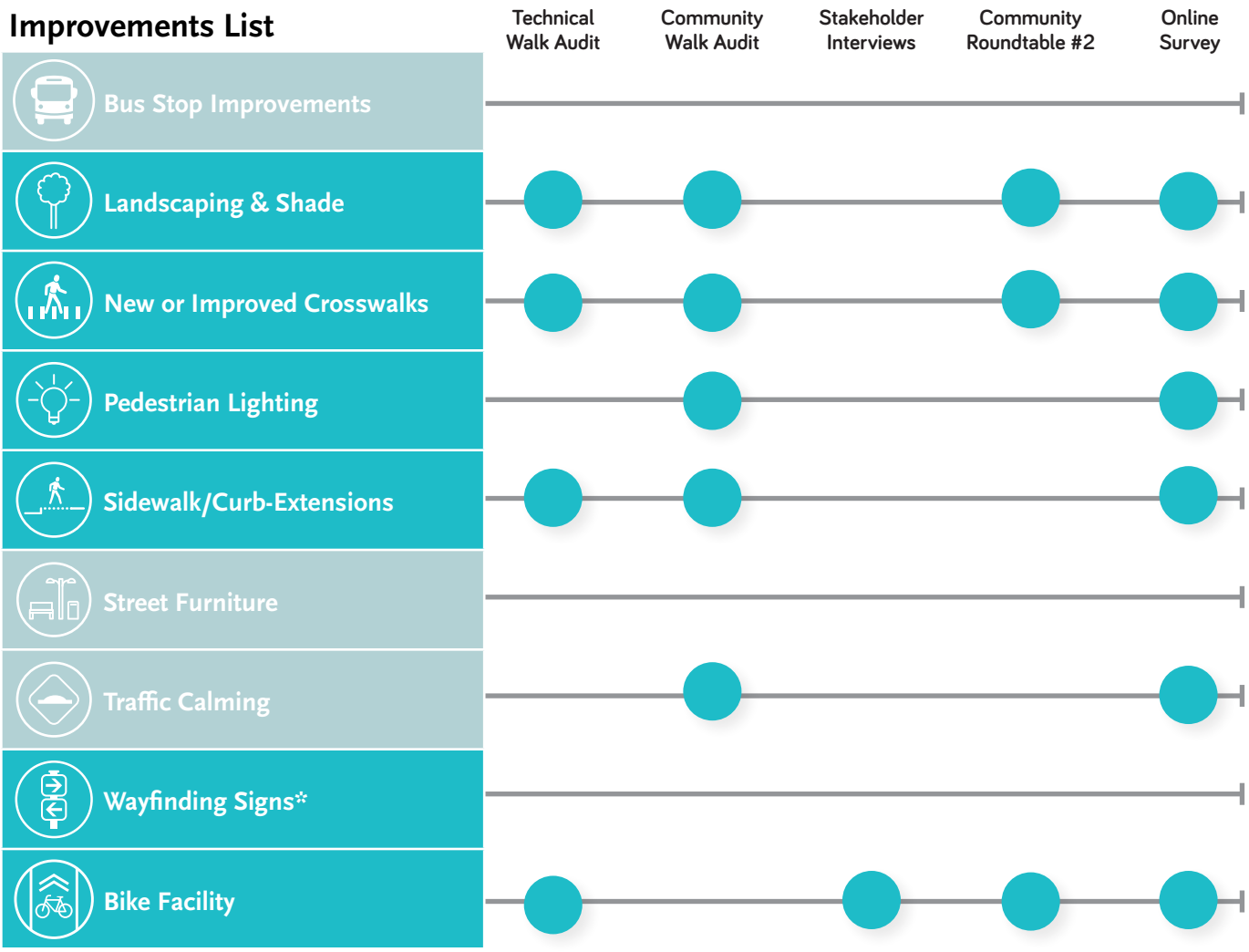
* Wayfinding recommended as part of Bike Boulevard suite of improvements.

PROJECT ORIGINS WILSHIRE / LA BREA

Cochran Avenue

Cochran Ave should be converted into a Bike Boulevard with elements like curb extensions, diverters, chicanes, and roundabouts, as appropriate.



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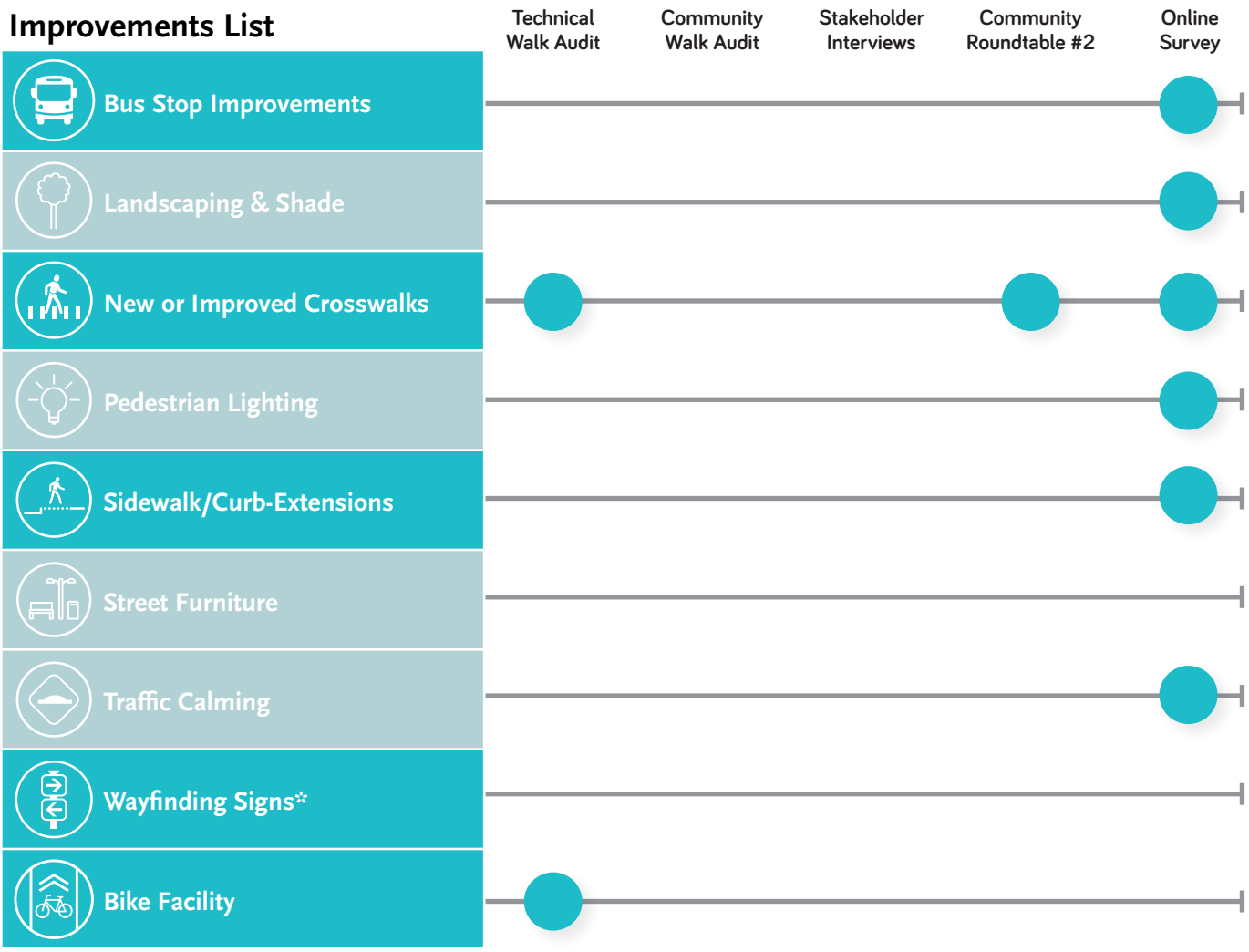
* Wayfinding recommended as part of Bike Boulevard suite of improvements.

PROJECT ORIGINS WILSHIRE / LA BREA

Mansfield Avenue

Mansfield Ave has a pleasant street character because of its scale, trees, and pedestrian lighting. Transforming the street into a Bike Boulevard with elements like curb extensions, diverters, chicanes, and roundabouts, as appropriate would support active transportation and first/last mile improvements.



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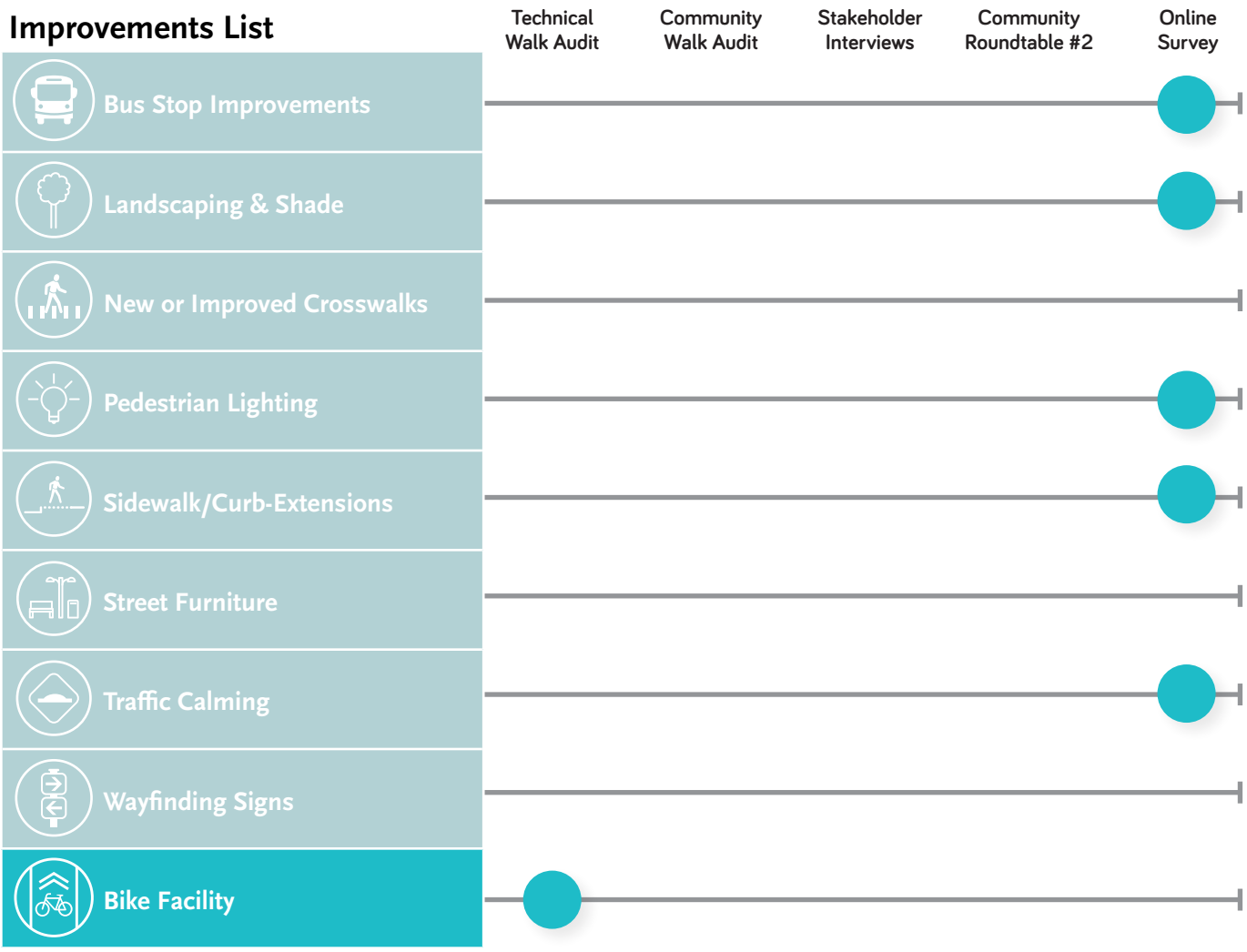
* Wayfinding recommended as part of Bike Boulevard suite of improvements.

PROJECT ORIGINS WILSHIRE / LA BREA

Redondo Boulevard

Redondo Blvd is a five lane residential street with on street parking and existing sharrow markings. The sharrow markings should be upgraded into a bike lane to provide a comfortable and safe alternative route to La Brea Ave.



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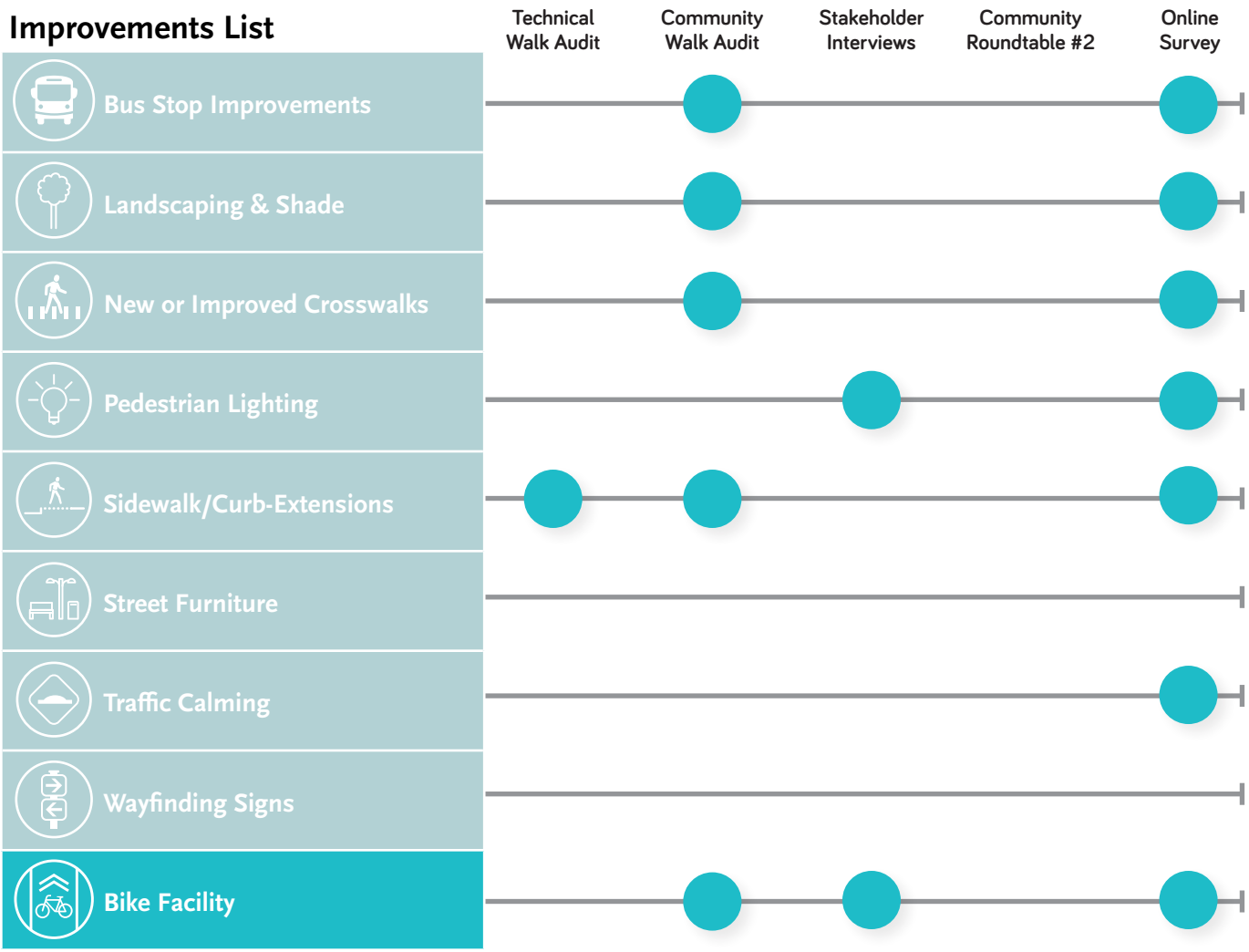
PROJECT ORIGINS WILSHIRE / LA BREA

4th Street

4th St is a residential street with on street parking and existing sharrow markings. Transforming the street into a Bike Boulevard with elements like curb extensions, diverters, chicanes, and roundabouts, as appropriate would support active transportation and first/last mile improvements.



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Next stop: a better journey.

PURPLE (D LINE) EXTENSION TRANSIT PROJECT FIRST/LAST MILE PLAN

Section 1 – Cost Assumptions

Metro

FALL 2021

COST ASSUMPTIONS

This memorandum summarizes the project elements and unit cost assumptions used in the development of conceptual-level cost estimates associated with the implementation of proposed improvements for the Purple (D Line) Extension Section 1 First/Last Mile Plan. Each individual improvement shown below is presented with unit type, and its associated unit cost. Cost estimates for improvements proposed by street on a station-by-station basis are found in the Rough Order of Magnitude (ROM) Cost Estimates Section.

Proposed Pedestrian Improvements

Improvement	Unit	Cost	Comments
Sidewalk & Curb Extensions	Each	$ 30,425	Assumes extension of sidewalks and curbs at intersections. Cost is per corner of the intersection.
Bus Stop Improvements	Each	$ 45,600	Includes shelter, benches, trash receptacle, info/signage.
Landscaping & Shade	Block	$ 40,600	Assumes tree spacing of 40 feet.
New or Improved Crosswalks	Leg	$ 1,150	Assumes striping of new crosswalks at existing intersections, with no changes to the traffic control devices. Assumes crosswalks striped as continental crosswalks.
New or Improved Sidewalks	Square Foot	For new: $ 44 For improved: $ 13	Assumes concrete sidewalk extension with curb, not including crowning of the street
Pedestrian & Bike Lighting	Each (Both Sides of Street)	$ 10,100	Assumes one pedestrian lighting post per 50 feet.
Street Furniture	Each	$ 3,100	Assumes one bench and one trash receptacle every 200 feet.
Traffic Calming - Speed Hump	Each	$ 10,000	Assumes one speed hump every 300 feet.

COST ASSUMPTIONS

Proposed Bicycle Improvements

Improvement	Unit	Cost	Comments
Mobility Hub	Each	$ 1,800,000	Assumes installation of a new mobility hub.
Bicycle Friendly Intersection	Each	$ 100,000	Assumes striping improvements at an intersection to create bicycle boxes and other designated bicycle waiting and crossing locations. $50,000 for main street legs only.
Sharrow	Each	$ 600	Beginning of each block and max of 250 foot spacing.
Bicycle Blvd	Feet	$ 55	For signed bicycle routes, with some improvements designed to increase bicyclist visibility and calm auto traffic. Assumes average cost, dependent on context and magnitude of project.
Class II Bike Lanes	Mile	$ 75,000	Signage and striping only. No pavement reconstruction.
Class IV Protected Bike Lane	Mile	$ 450,000	Assumes asphalt is existing, and includes striping a 3-foot buffer, bike lane symbols, and vertical markers every 3 feet.

Los Angeles County
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