GATEWAY CITIES
COUNCIL OF GOVERNMENTS

FLORENCE CORRIDOR COMPLETE STREET EVALUATION AND MASTER PLAN

Bell • Bell Gardens • Cudahy • Downey
Huntington Park • Santa Fe Springs • LA County

1 INTRODUCTION

1.1 Project Goals and Objectives

This report is intended to serve as a guide for implementation of a project that will create a more attractive, livable, and pedestrian and bike friendly environment that operates effectively and efficiently for all modes of transportation along the Florence Corridor within the Gateway Cities.

The goal of this project is to improve the Corridor by promoting a balanced, comprehensive multimodal transportation system in an effort to enhance sustainability of the communities that it serves and to address local and regional transportation needs. The study results and the Complete Street Master Plan are expected to lead to the programming, development, and construction of a Complete Street along the Florence Corridor.

Specific goals are to:

1. Improve the multimodal mobility and access,
2. Promote and preserve multimodal transportation system,
3. Improve safety and security,
4. Foster livable and healthy communities,
5. Promote social equity and environmental justice,
6. Improve the air quality.
7. Improve water quality, and
8. Support economic vitality and quality of life of its communities.

Objectives of this report include:

- Identify improvements to reduce transportation related greenhouse gases
- Identify concepts for creating sustainable communities
- Identify and develop community to school or safe routes to school plans
- Identify and develop Complete Street plans and streetscapes plans
- Identify and develop bike and pedestrian safety enhancement plans
- Identify traffic operations and safety enhancements opportunities

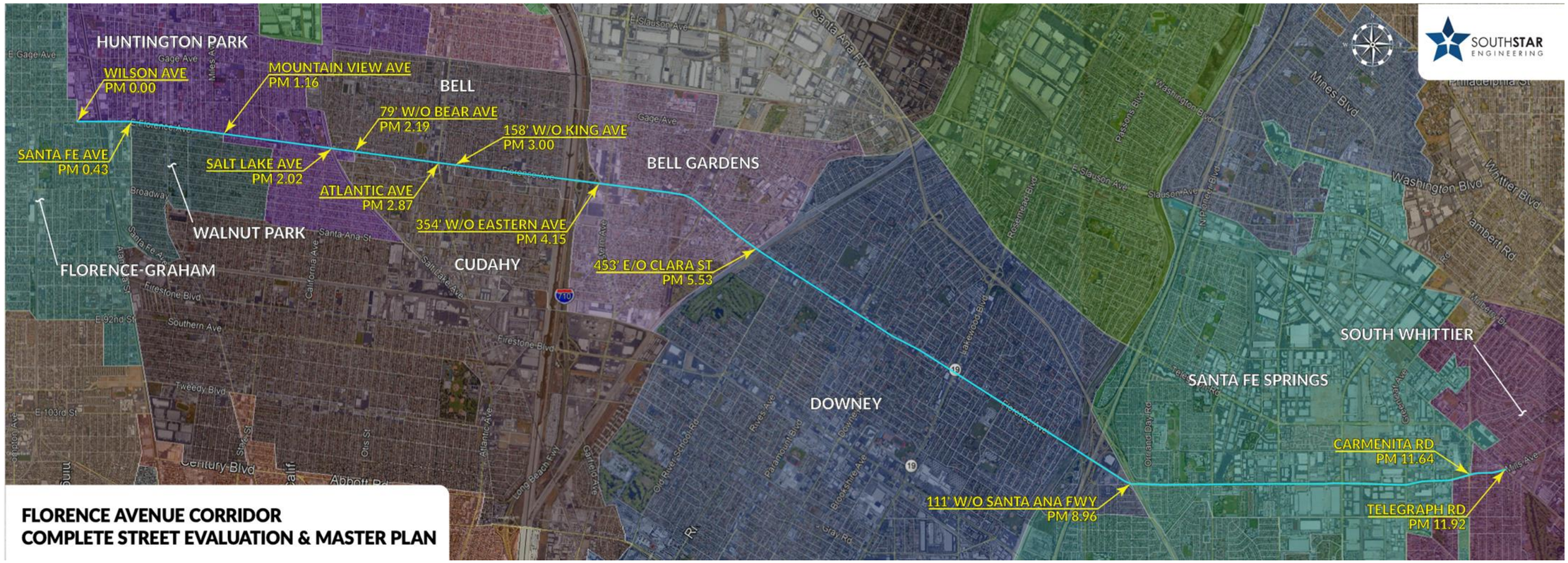
In addition, this report will evaluate:

- Corridor enhancements for multimodal mobility, access, safety, and linkages
- Transit improvement opportunities to preserve transit facilities and optimize transit infrastructure
- Accessibility and connectivity of the multimodal transportation network

The presence of a Master Plan provides opportunities to revitalize the Corridor through urban design; diversity of higher density mixed use development; and improved transit, bike, and pedestrian connectivity. The higher densities of populations in the area as results in higher volumes of traffic and transit. The "new" street will attract development to the areas because of the improved access to the larger markets of County of Los Angeles. Specific areas along the Corridor may become destinations as more commercial businesses are attracted to the area. In addition, residential growth, via multi-use or live-work space, can be expected as a result of increases in retail, nightlife, and improved multimodal connectivity, which may lessen the desire of residents to commute to Los Angeles, Orange or Riverside Counties.

1.2 Project Limits

The planning area is located on The Florence Corridor within the Gateway Cities Region, passing through the County of Los Angeles, City of Huntington Park, City of Cudahy, City of Bell, City of Bell Gardens, City of Downey, and City of Santa Fe Springs.



Florence Avenue: West to East

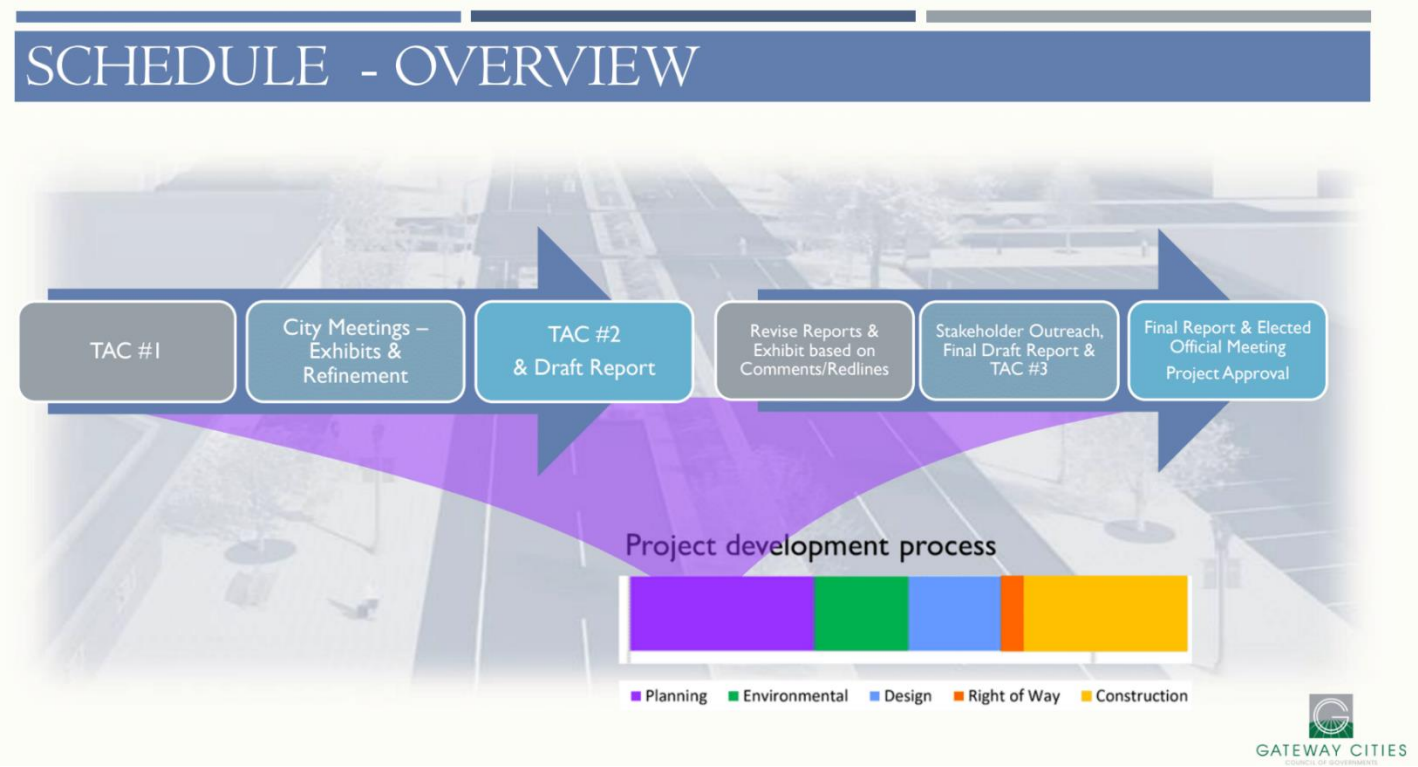
Segment No.	Jurisdiction	Segment Limits	Linear Miles Through Jurisdiction	Linear Miles for Split Jurisdiction	Post Miles
1	Unincorporated LA County + Huntington Park	Wilson Ave to Mountain View Ave	1.16	1.16	0.00 - 1.16
2	Huntington Park	Mountain View Ave to Salt Lake Ave	0.86	0.86	1.16 - 2.02
3	Huntington Park + Bell	Salt Lake Ave to 79' W/O Bear Ave	0.17	0.17	2.02 - 2.19
4	Bell	79' W/O Bear Ave to Atlantic Ave	0.68	N/A	2.19 - 2.87
5	Bell + Cudahy	Atlantic Ave to 158' W/O King Ave	0.13	0.13	2.87 - 3.00
6	Bell	158' W/O King Ave to 354' W/O Eastern Ave	1.15	N/A	3.00 - 4.15
7	Bell Gardens	354' W/O Eastern Ave to 453' E/O Clara St	1.38	N/A	4.15 - 5.53
8	Downey	453' E/O Clara St to 111' W/O Santa Ana Frwy	3.43	N/A	5.53 - 8.96
9	Santa Fe Springs	111' W/O Santa Ana Frwy to Carmenita Rd	2.96	N/A	8.96 - 11.64
10	Unincorporated LA County	Carmenita Rd to Telegraph Rd	0.28	N/A	11.64 - 11.92
		Total Corridor Miles	12.20		

1.3 Scope of Work and Project Timeline

This report generally follows the scope tasks included in the GCCOG Implementation agreement, which is consistent with the initial kick-off meeting and scope of work provided and presented at that time. The project schedule was planned in a manner to allow for ample research/outreach working directly with public works and planning departments. The creative approach of the vision building was the product of not rushing the concept development phase. The tasks necessary to create a Master Plan for the Florence Corridor is as follows:

Major Scope Milestones	*Date*
Data Collection and Review of Existing Conditions • **Field Review** • **Meet with each jurisdiction/stakeholder** • **Gather relevant document and literature for review**	June-September 2020
Multimodal Corridor Evaluation and Analysis • **Evaluate the existing conditions Corridor** • **Develop and provide a high-level analysis of a future Corridor**	September - November 2020
Complete Streets Needs Analysis • **Conduct a needs analysis for Complete Streets and multimodal Corridor, and identify constraints/opportunities**	November 2020-March 2021
Community and Stakeholder Outreach	March - November 2021
Complete Street Implementation • **Quantify the Unconstrained Condition concept** • **Develop areas of focus concept plans for each jurisdiction** • **Demonstrate achievement of a Multi-modal Corridor with Consistency Across the Sub-Region**	February - September 2021
Prepare Conceptual Design of Complete Street Master Plan	October 2021 - March 2022
Order of Magnitude Cost Estimates	November – December 2021
Finalize Conceptual Design of Complete Streets Corridor Master Plan	November – December 2021
Presentation to Committees and City Councils	December 2021-April 2022

The project is currently in the planning phase of the project development process. Once the planning phase is complete, local agencies can utilize the concepts and costs developed through this study to scope out all or portions of the project for the environmental and design phases, ultimately to be implemented in construction. Below shows a graphical representation of the project development process.



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2 CORRIDOR WIDE CONSIDERATIONS

Corridor wide transportation strategies include not only the GCCOG Strategic Transportation Plan (STP) but also various "Livability" considerations, which are generally described as the non-technical features outside the STP, detailed later in this report. These features and considerations will be applied to the Concept Focus Area (FA) for each jurisdiction and will also be considered as part of the order of magnitude cost estimates.

Additionally, strategies to create space for Corridor wide improvements and benefits must be considered. Ways to justify and create space include but are not limited to streetscape and stormwater treatment measures; active transportation features for safer and more convenient opportunities for physically active travel; and median, center divider or traffic separation operational improvements. It would likely be necessary to underground a vast majority of the overhead utilities that exist on both sides of the roadway for nearly the entire length of the Corridor. Other considerations to create space also include narrowing existing traffic lanes, which could affect the operational efficiency of the Corridor, or the purchase or right-of-way to accommodate widening. These three strategies, underground utilities, narrowing lanes and or purchase of right-of-way will be evaluated along the Corridor to determine which combination, if any, are most prudent in each of the areas of focus.

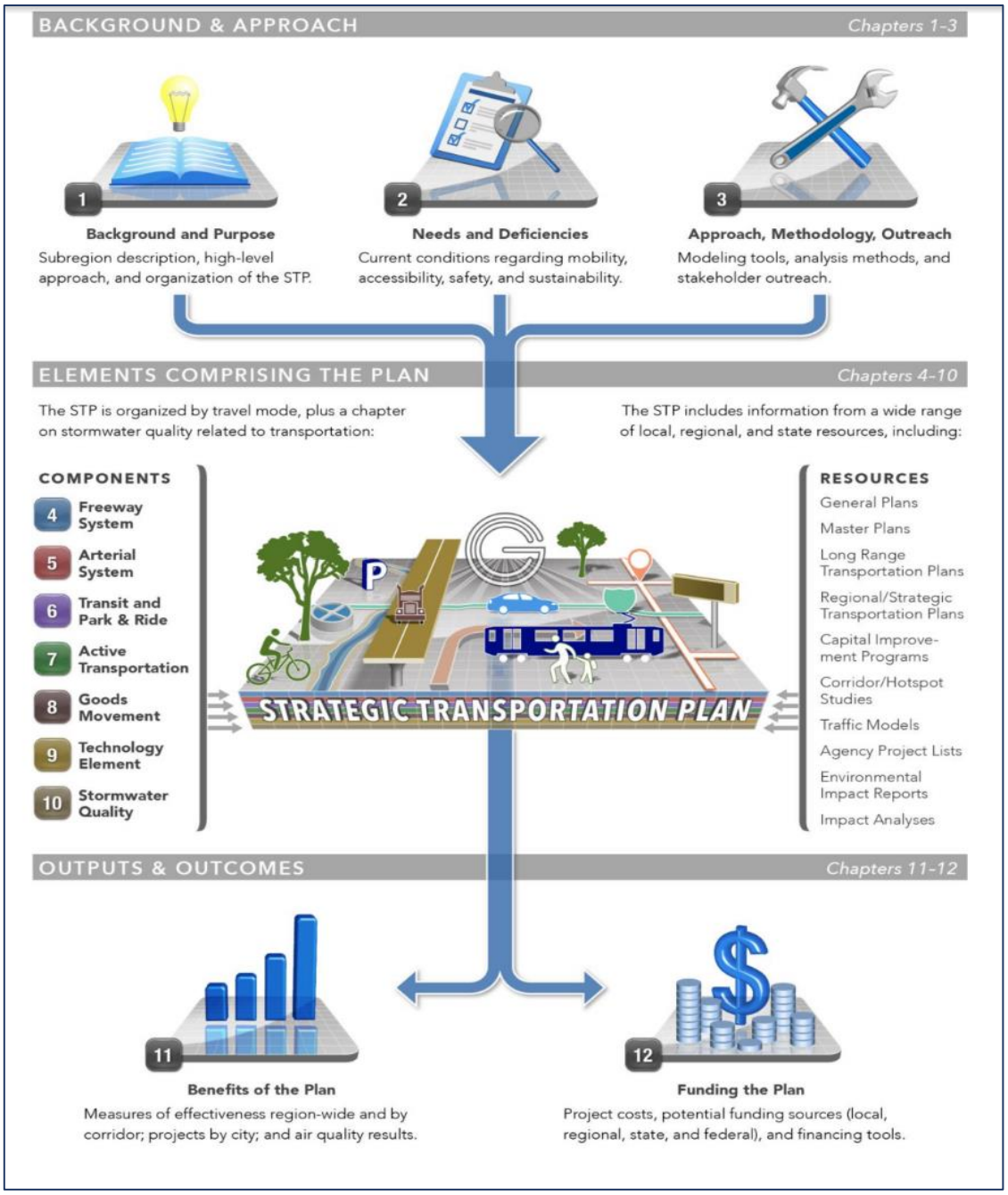
Create a bold vision that is adaptable over time.

A project will come together over time, being implemented in phases based on funding received. Many complex infrastructure and engineering elements must be completed before the Corridor becomes a complete street. The vision developed now should clearly define an overall framework for how the Corridor will take shape, what the key elements will be, and define their essential character. At the same time, the vision must be flexible enough to adapt as conditions inevitably change.

The subjects listed in the figure to the right are considerations for the corridor's context and opportunities to incorporate during the development of a complete streets corridor.

2.1 Gateway Cities Strategic Transportation Plan (STP)

The GCCOG, via Metro Measure R funds, conducted the largest multi-model transportation planning effort second to only New York City, to create a unified long-term Strategic Transportation Plan (STP). This large-scale effort was able to quantify significant baseline conditions along the Corridor that are incorporated into the Master Plan and Complete Street evaluation criteria, and do not require additional analysis effort. This study used the STP as a baseline and built upon it based on project specific Corridor needs.



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The Florence Corridor is considered a sub-regional facility that runs through I-405, SR-91, I-710, I-105, and I-5. It is utilized as a relief arterial in addition to the city specific land uses and functions along the Corridor.

The STP identified the top 100 deficient intersections in the subregion. This includes the following five (5) intersections along the Florence Corridor that have been further developed as concept plans as part of the study. The table below includes the name of the intersection along with the intersection number, consistent with the map graphic, where the plan sheet included within the STP can be found.

This Master Plan has a goal of maximizing its ability to serve the communities as a complete street with enhanced/increased development.

Florence Corridor Deficient Intersections (Name)	Jurisdiction	Intersection No.
Florence Ave. at Alameda St.	Los Angeles County	14
Florence Ave. at Pacific Ave.	Huntington Park	94
Florence Ave. at Atlantic Ave.	Bell	64
Florence Ave. at Eastern Ave.	Bell Gardens	60
Florence Ave. at Paramount Blvd.	Downey	32

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2.1.1 Transit and Park & Ride

Transit

The Gateway Cities will see steady growth in both population and jobs between now and 2035, which will put more strain on the already overburdened transit network. Average weekday transit ridership in the subregion is projected to increase by 11% by 2035 even if no additional transit improvements are made. Currently, many municipal transit operators report limited seated capacity at bus stations and on several high-demand bus routes. Expansion of services is already needed to meet current demand.

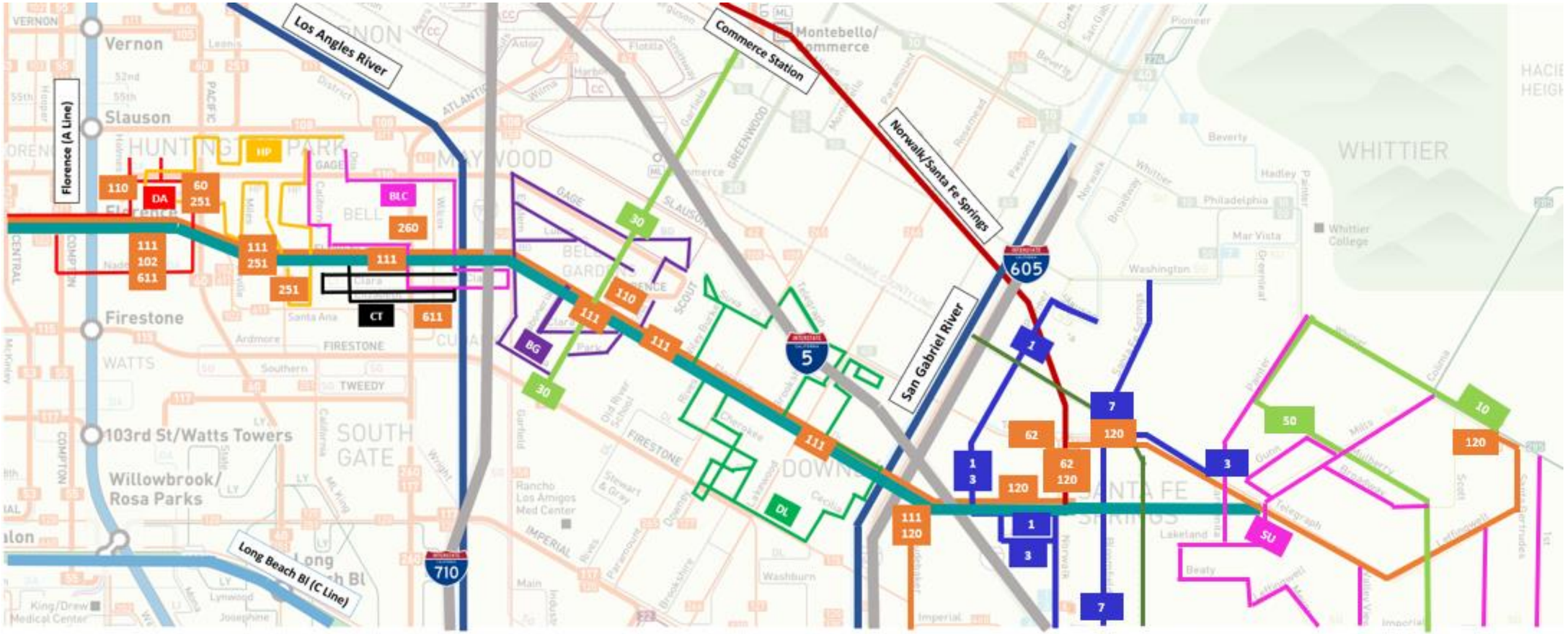
Various local and regional transit facilities run along the Corridor. The following graphic highlights the major facilities along or crossing the Corridor area.

Focus will be on the connectivity and relationship between the various transit lines. Proper evaluation of the transit connectivity relies on overall public circulation. Attention will be directed to the following planning elements:

- Pedestrian pathways, such as sidewalks, need to occur throughout the community in order to effectively connect neighborhoods with facilities and amenities, such as parks, schools, businesses and social locations.
- Sidewalks and/or trails are to be separated from adjacent streets by parkways and infiltration planters as presented in the streetscape, which are consistent with the Sustainable Strategies.
- Crosswalks are to be clearly delineated and shall include paving enhancements for easy identification and traffic calming.

Bicycle lanes along the Corridor provide safe routes for bicyclists and encourage alternative transportation modes. Bicycle storage should be made available at key transit stops.

The Florence Corridor provides high quality transit service as defined by Metro, within each of the corridor Cities. There is continuous service along the Corridor, with exception of the segment in Santa Fe Springs. This transit gap is approximately 0.9 mile between Bloomfield Ave and Laurel Ave. The remainder of the Corridor, with the exception noted, includes regular stops, reasonable headways, and other municipal transit lines that also utilize the Corridor itself, or cross it in various places. The Transit map on the follow page illustrates the transit services offered along the Florence Corridor.



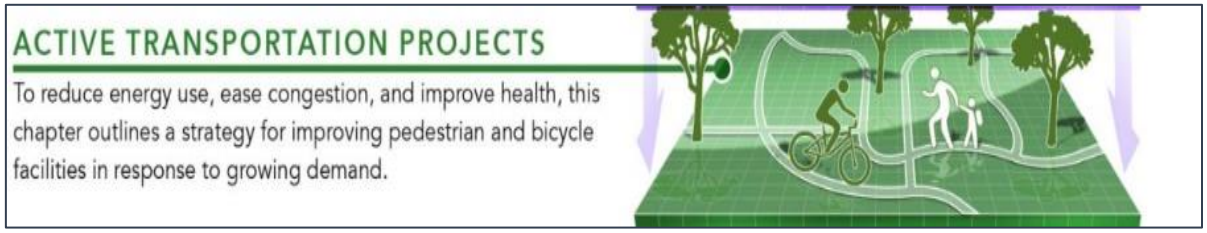
TRANSIT ROUTE EXISITING CONDITIONS KEY

- Florence Corridor
- Metro Lines: Blue (A), Green (C)
- Montebello Bus Lines
- Highways/Freeways
- Metro Bus Lines
- Bell Gardens Transit (BG)
- Bodies of Water
- Norwalk Transit
- Amtrack Lines
- Culver City Bus (BLC, SU)
- Downey Link (DL)
- LADOT DASH (DA)
- Huntington Park COMBI (HP)
- Cudahy Area Rapid Transit (CT)
- Metrolink (Norwalk/Santa Fe Springs)

Park & Ride Facilities

The Gateway Cities currently has 18 park-and-ride lots with approximately 7,100 spaces. These facilities provide access to Metrolink, Metro Blue and Green Lines, and local and express bus routes. Currently one-third of park-and-ride lots operate at or near capacity. If no additional improvements are made by 2035, roughly half of the Gateway Cities park-and-ride facilities will be operating at or over capacity. To meet this demand, additional park-and-ride facilities are needed.

2.1.2 Active Transportation



Americans with Disabilities Act (ADA) requirements were considered as part of the study. The goal is to identify deficiencies and opportunities to improve pedestrian access. The Corridor will be well served by improving ADA pedestrian walking access conditions along the entire stretch and incorporating sidewalks where there are gaps in coverage.

While regional centers, within any jurisdiction, are largely dependent on automobile travel, designing them within the context of adjoining neighborhoods has the potential to encourage alternative travel modes such as walking and bicycling. The quality of pedestrian environments also plays a critical role in the success of centers that serve multiple neighborhoods and the region. These centers typically offer retail, employment, cultural activates and transit.

Walkable mixed-use neighborhoods represent the most basic places that are economically stable and environmentally sustainable. Additionally, walkable districts mix complementary uses, maintain reasonable distances, and bring building entrances and facades to the streets.

One of the most critical elements of designing Pedestrian, Bicycle and Trail Corridors is safety. Due to the parallel nature of Corridors and adjacent trail, visibility and access, as well as arterial street crossings, need special attention to optimize safety to the users. Warning devices, signage and striping need to properly advise users. Roadway conditions should be evaluated before installation of any new bike ways.

The existing bicycle network in the Gateway Cities Subregion has primarily been developed through individual city or county efforts, and also by regional efforts supported by Metro and other multi-jurisdictional agencies. The area provides an opportunity to create an environment for bicycling, including a temperate climate, a network of schools and open space, a major university and community college, a well-connected street grid, and relatively flat terrain. Despite the fact that bicycling is increasingly popular in Southern California, a safe, well-connected and accessible bicycle network remains a significant challenge for many bicyclists in the Gateway Cities.

The STP contains fifty-five (55) significant bicycle Corridor project ideas. A portion of the Florence Corridor is one of the 55 significant Corridors, as part of this Master Planning effort, and with the coordination of each jurisdiction, the Corridor will benefit from a contiguous Class 1, or at minimum Class 2 bicycle facility for part of the length (County of Los Angeles, City of Compton and City of Long Beach). Additionally, through this effort, the bicycle facility that is developed as part of the Corridor Concept Plan should be incorporated in upcoming STP updates.

The following bicycle facility classifications are utilized in our report and concept plans.

Bicycle facilities are divided into four Classifications as defined by Caltrans:

Class 1 Bikeway (Bike Path): A shared use bike path is entirely separate from the road. No motor vehicles are allowed on or near these paths, which also serve as multi-use pathways. **For example, along the Rio Hondo Channel.**

Class 2 Bikeway (Bike Lane): A bike lane marked in the road is four feet wide, or five feet wide if adjacent to parked cars. **For example, along on Del Amo Boulevard.**

Class 3 Bikeway (Bike Route): A bike route is simply a route without any designated striping for bikes but has signs that designate it as a bicycle route. These facilities are usually on neighborhood streets without heavy traffic.

Class 4 Bikeway (Separated Bikeway): A separated bikeway or cycle track, which provide an alternative to other bikeways that may minimize interactions with other modes of travel. A bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. The objective is to foster bicycling as a means of transportation, in a manner that improves safety for all users, including motorists, transit users, and pedestrians, including persons with disabilities.

2.2 Complete Streets Needs Analysis - Methodology

This section includes a description of the criteria used to document the existing technical, non-technical, and featured elements along the corridor. The evaluation and analysis of the features will be identified for consideration as part of a Complete Street Needs Analysis task within the Scope of Work, which takes place during the jurisdictional meetings. The goal is to incorporate as many of the improvements into the Corridor Concept Plan via the FAs, defined for each jurisdiction. Embracing the Complete Streets approach will provide a framework to foster a more livable community. The analysis to follow will document the process on building this framework and defining the evaluation factors. Restating what a complete street involves will help define the elements evaluated in the needs analysis, and is defined within each of the jurisdictional meeting minutes summaries included within this report.

As an overview, areas of the roadway needs analysis include: median islands and enhancements, traffic calming, added bike lanes, shared use paths, sidewalks, safe crossing location for pedestrians, pedestrian signal improvements, transit enhancements and fixed rail services, curb extension for added public space, parking, planting & linear forests, and water quality.

Needs Analysis topic area goals.

An effort is made to reconnect the public to its community's open spaces and activate unused resources. The Corridor is the gateway to the neighborhoods and the community. It will connect and build a network of green connections and public spaces that connect visually and physically, to vital civic and commercial destinations, nearby neighborhoods and the larger urban pockets (focus areas), city and regional open spaces. This will allow a phased approach that is implemented over a longer timeframe, but the big picture (master plan) needs to be in view from the beginning.

Improve access and mobility.

The corridor is, and will remain, a crossroads, as corridor users rely on safe and efficient access to provide an important connection for moving people and goods between the north and south. At the same time, the Corridor will be an increasingly attractive place for walkers, bicyclists, joggers, recreational and other uses. The future Corridor will accommodate safe, comfortable and efficient travel by pedestrians, bicyclists, vehicles and freight. The interactions among these many modes of travel must be designed carefully for the safety, comfort, and efficiency for all.

Needs Analysis and Context Sensitive Solutions.

Improving the appearance and image of the corridor is a primary goal of the community. Focus on the viewshed beyond the right-of-way which has an influence on the perception of the community and traveling public. The visual elements need to be responsive to the local values and concerns. The various elements need to provide Corridor consistency while enhancing individual community identity. Innovative inclusive

approaches that integrate and balance community, aesthetics, historic and environmental values with transportation safety, maintenance and performance goals. These planning goals are reached through a collaboration, interdisciplinary approach involving all stakeholders with the goal of improving the boundary between the transportation Corridor and the communities and people that share the common open space. Embrace and celebrate the region's past, present and future.

> *The guiding principle per FHWA for a complete street is to create roadways and related infrastructure that provide safe travel for all users, each complete street must be customized to the characteristics of the area that street serves. A complete street also must accommodate the needs and expectations of the travelers who want to access or pass through the surrounding neighborhoods, community, and region.*

2.3 Multimodal Corridor Evaluation and Analysis

The evaluation of the existing conditions and the findings resulting helps in developing a variety of multimodal corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept FAs for each jurisdiction, as part of the overall creation of the Florence Corridor Complete Streets Corridor. The various possible street designations were shown during original scoping of the project, and further discussed during the jurisdictional meetings. The Concept FAs are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. The Street Designations are used as a baseline to illustrate and provide the high-level future Corridor concept.

2.3.1 Street Designations along the Corridor

The existing corridor street design standards vary from location to location, but in general the street design and engineering were all about moving traffic from their origins to their destinations. For decades, the purpose and goal of the street design has been to move motorized traffic as expeditiously as possible, however developing a transportation system primarily for motorized vehicular traffic has failed to meet the traveling needs and preferences of a large population of the region.

The focus is to create a corridor that will provide safe mobility for all travelers, not just motor vehicles, by envisioning and planning our Corridor as a complete Corridor. This Corridor will address the needs of public health and fitness, creating vibrant neighborhoods, reducing fossil fuel emissions, adopting greener and more sustainable communities and accommodating the needs of our aging population.

Complete streets policies help communities make clear the commitment to planning future transportation improvements and to provide for safe travel of everyone using the road. The street designations provide transportation choices; support communities through transit oriented, mixed-use development and activation of abandoned, vacant and underused properties; invest in healthy, safe and walkable neighborhoods. Visually

documenting these goals along the Corridor so city Planners and engineers have a clear direction to develop solutions is a difficult task because of the 19.5-mile length of the project.

To accommodate the complete streets approach, we begin by breaking down the Corridor into Specific Street Designations so that the strategies and stakeholder partnerships can successfully develop and manage the public spaces in the neighborhoods and bordering connections to this major east-west Corridor.

The Street Designations we developed along the Corridor provide a "toolbox" of options to apply at specific street limits. We applied these Street Designations along the entire Corridor and also focused on how the various designations transitions between one another.

The Street Designations principles were developed through our outreach to capture the key civic goals and objectives that should shape the creation of the "new" roadway footprint, public spaces and expand on established principles from existing city policies and civic efforts.

The following pages illustrate the Street Designation toolbox features.

STREET DESIGNATIONS

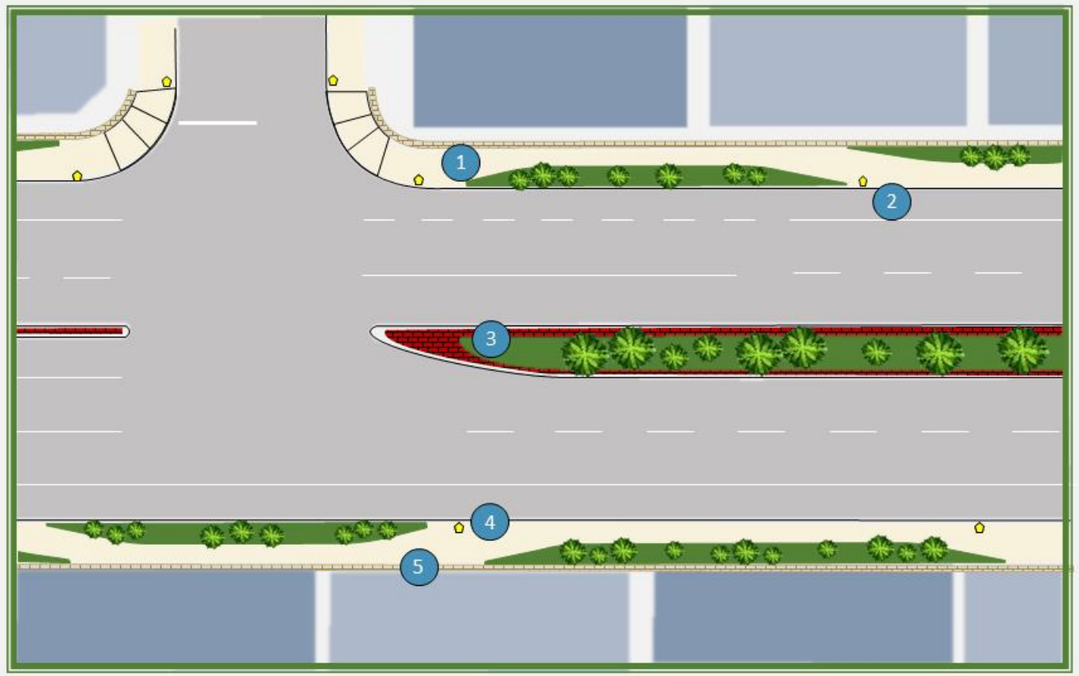
No	TYPE	DESCRIPTION
1	Downtown Lifestyle	Street designed to serve retail and mixed land uses, promoting walking, bicycling, and transit within an attractive landscaped corridor.
2	Urban Activity	Street designed to serve mixed use commercial, retail and residential areas with active transportaion activities.
3	Residential Calming	Street designed to promote slowing traffic.
4	Principal Route	Multi-lane facility designed to serve higher volume traffic corridor movements.

FLORENCE AVENUE

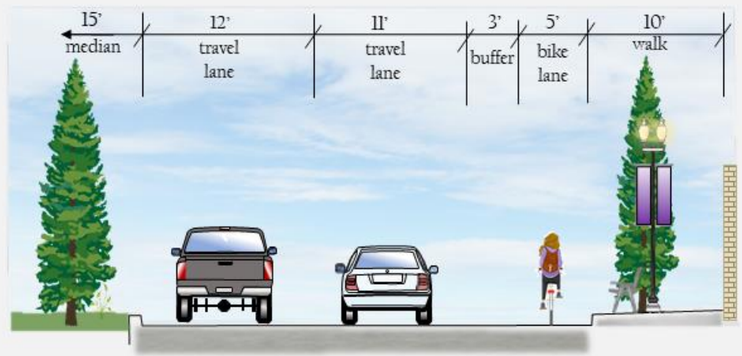
RESIDENTIAL LIVING - TOOLBOX

Characteristics of Residential Living Streets:

- Narrower Lanes to Reduce Traffic Speeds
- Promote Bike Activity
- Promote Pedestrian Activity
- Mature Street Trees
- Soundwalls



1. Meandering Walkway
2. Bike Lane
3. Landscape/Hardscape Medians
4. Decorative Street/Pedestrian Lighting
5. Soundwalls



Residential Living

Roadway Half-Section

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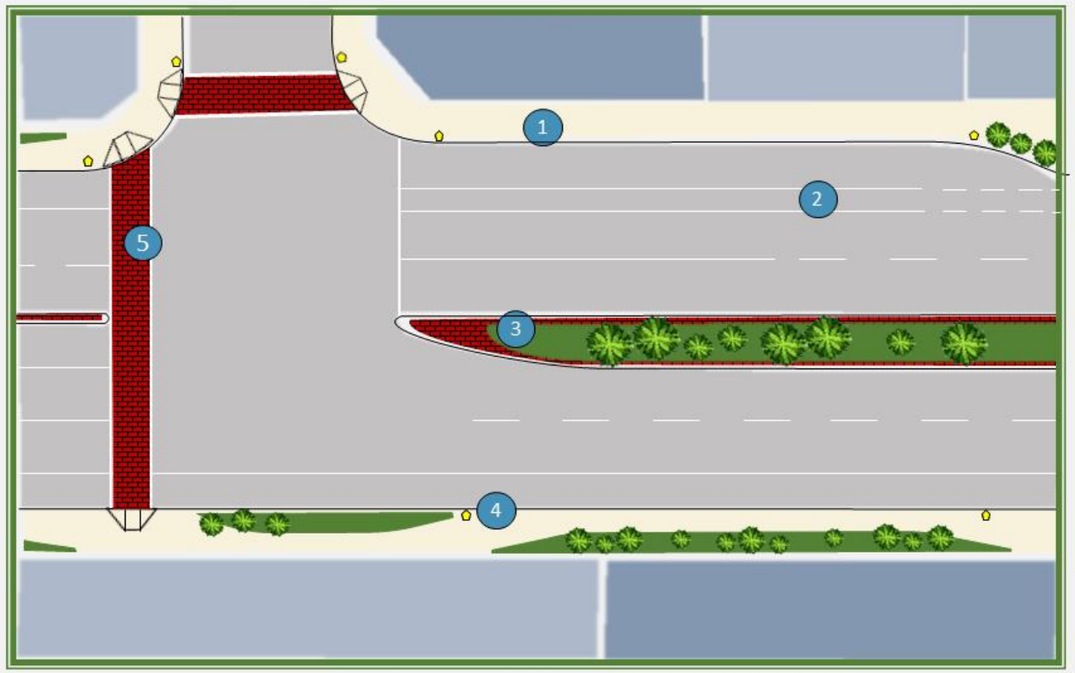
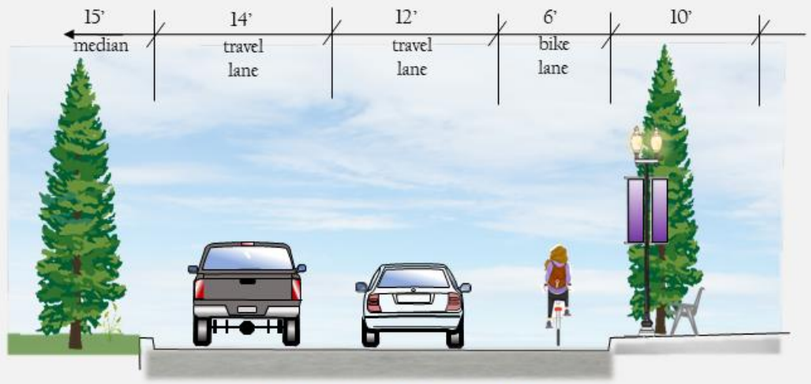
FLORENCE AVENUE

PRINCIPAL ARTERIAL - TOOLBOX

Characteristics of Principal Arterial Streets:

- Standard lanes
- Promote Bike Activity
- Promote Pedestrian Activity
- Mature Street Trees
- Transit Connections





Principal Arterial

Roadway Half-Section

1. Meandering Walkway
2. Bike Lane
3. Landscape/Hardscape Medians
4. Decorative Street/Pedestrian Lighting
5. High Visibility Cross Walk

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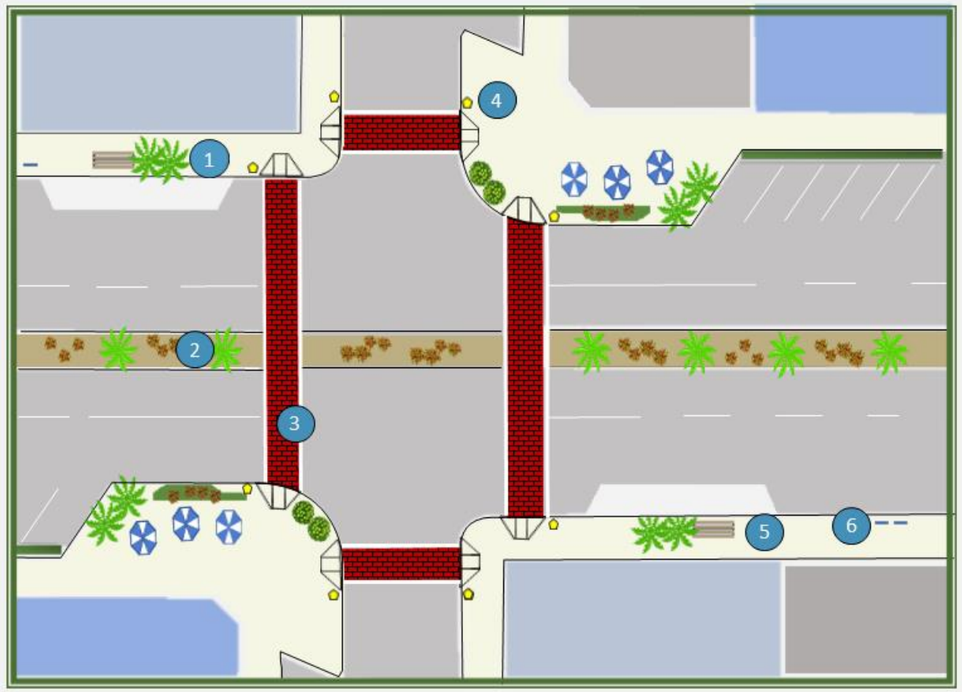
FLORENCE AVENUE

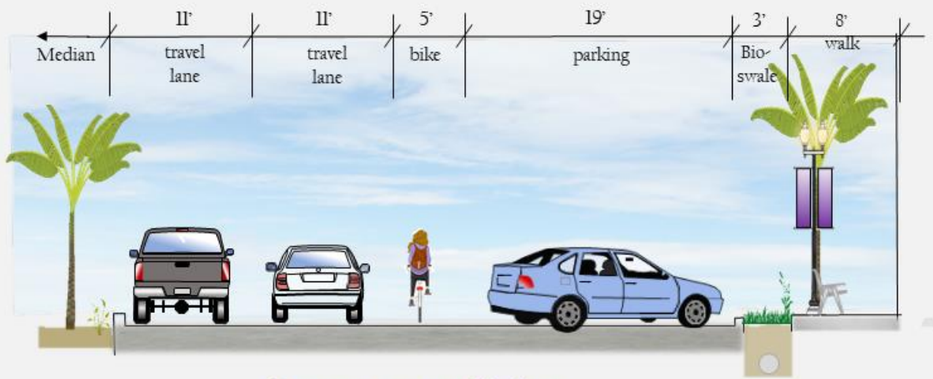
DOWNTOWN LIVING- TOOLBOX

Characteristics of Downtown Living Streets:

- Reduce Traffic Speeds
- Promote Pedestrian Activity
- Landscape Medians
- Mature Street Trees
- Special Districts
- Transit Connections



1. Street Tree
2. Landscaped Median
3. High Visibility Cross Walk
4. Decorative Street/Pedestrian Lighting
5. Bus Stop with amenities
6. Streetscape Bike Racks



Downtown Living
Roadway Half-Section

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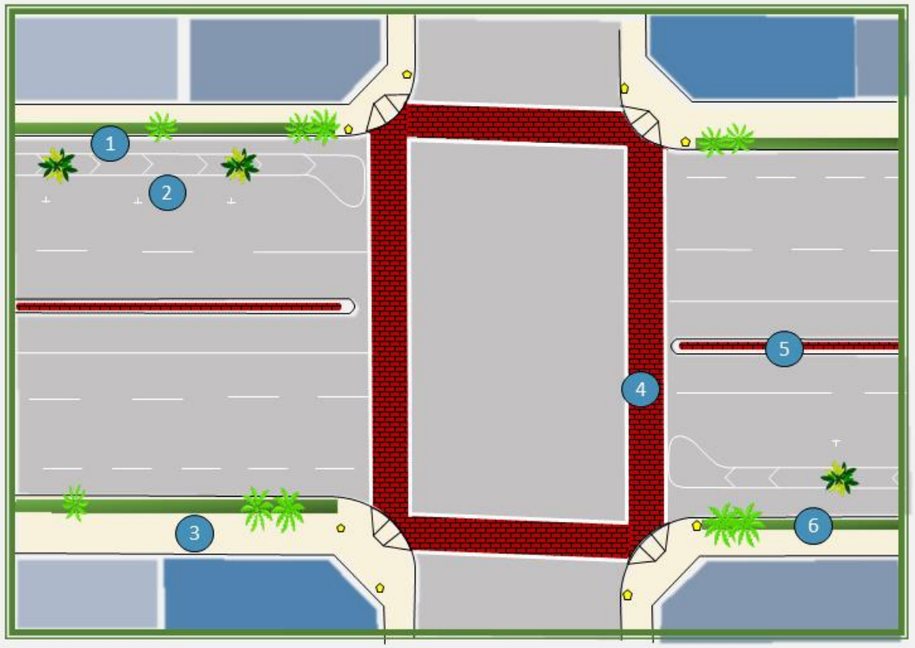
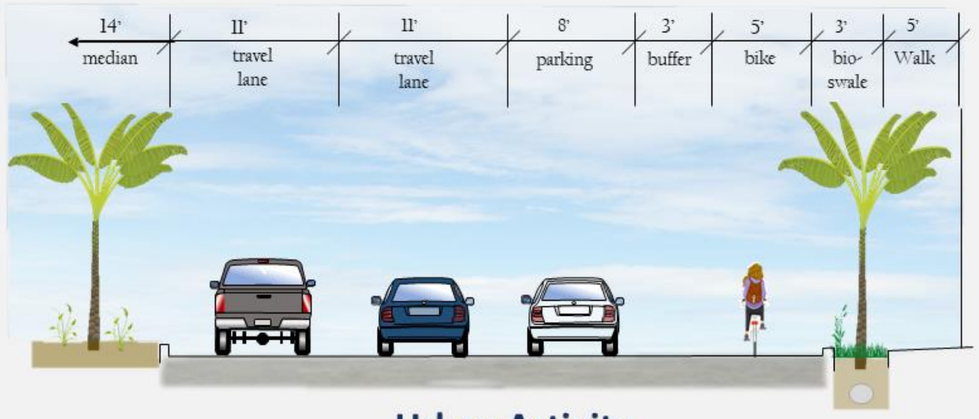
URBAN ACTIVITY - TOOLBOX

Characteristics of Urban Activity Streets:

- Promote Active Transportation
- Landscape Medians
- Defined Crosswalks
- Water Quality Features
- On-street Parking



1. Bikeway
2. Street Parking
3. Walkway
4. High Visibility Cross Walk
5. Landscaped Median
6. Bio-Swale



Urban Activity

Roadway Half-Section

GATEWAY CITIES

Street Designations Principles

Create a public asset for all

The Complete Street Master Plan engages the entire community along the Corridor. It is a public asset and should remain focused on public use and activities that attract people from all walks of life. It should be a place for locals and visitors alike – a place where everything comes together effortlessly. The process for developing a Complete Street Master Plan will draw on the goals and dreams of the entire community along the Corridor. The resulting public spaces and surrounding development will engage through a range of planned activities as the program develops.

Street Designations - Define Context Sensitive Solutions

Applying Context Sensitive Solutions to the Corridor confirms that indeed it is "complete" in the sense of being appropriate for the area in which the project is planned. A collaboration of stakeholders and interdisciplinary mix of members from all cities formed the visioning team to provide the concepts that fit its setting. Using design visualization to focus on areas that enhance the scenic view shed and aesthetics; bringing the community and history of the Corridor together; activate and enhance the environmental resources and open space; improving safety, mobility for all users. Develop of multiple alternatives and review with public officials and community, to optimize the opportunities and build a consensus. All of which will provide an emphasis of enhancing the uniqueness of the area and the sense of place in this urban environment that will be viewed as a valued resource.

Innovative and sustainable design at the forefront

The Street Designations are the basis for developing visual urban design principles that bring people to the focus areas allowing them to experience the unique planning, geography and ecology of the area. At the same time, we must take steps to improve the natural environment and ecology while also preserving and enhancing the activities that remain central to the Corridor cities. The complete streets should, in its planning and visioning, reflect GCCOG's commitment to sustainability, innovation and responding to climate change and air quality improvements.

Within each jurisdiction, Concept FAs have been developed, and are included in this report, These FAs provide typical sections, street designations and other area specific information.

2.3.2 Bikeway Continuity

Bikeway continuity along the Florence Corridor is also a major goal of this master plan. Providing continuity along the Florence Corridor was a major discussion point and consideration with each jurisdiction and every effort has been taken to incorporate bicycle lanes. This report identifies the deficiencies along the Corridor and incorporates full continuity, or connectivity, along the Corridor and is demonstrated within the concept plans as well as incorporated into the cost estimates.

Below is a summary of the types of bicycle lanes being considered for each jurisdiction.

Jurisdiction	Bicycle Lane Proposed along Corridor
County of Los Angeles	Class 3, 4
Huntington Park	Class 2, 3
Cudahy	Class 2, 3
Bell	Class 1, 2, 3
Bell Gardens	Class 2, 3, 4
Downey	Class 1, 2, 3
Santa Fe Springs	Class 3

2.3.3 Schools

Creating safe routes to school for children enables and encourages children to walk or ride their bikes to school. This helps reduce traffic and air pollution, reducing the need for parents to drive their children, which reduces traffic consistency within the vicinities of the school, and simultaneously improves the well-being of the children by encouraging a healthy and active lifestyle.

The following schools are located in close proximity of the Florence Corridor:

Jurisdiction	Schools
County of Los Angeles	Florence Avenue Elementary School, Aspire Titan Academy, Aspire Public Schools, KIPP Comienza Community Prep
Huntington Park	St. Matthias Elementary School, Lucille Roybal-Allard Elementary School, Hope Street Elementary School
Cudahy	N/A
Bell	Martha Escutia Primary Center, Bell High School, Park Avenue School, Ellen Ochoa Learning Center
Bell Gardens	Bell Gardens Intermediate, Faith Christian Academy, Garfield Elementary School, St. Gertrude School
Downey	Griffiths Middle School, Downey Christian School, Doty Middle School, Rio San Gabriel Elementary

Jurisdiction	Schools
Santa Fe Springs	Santa Fe Springs High School, Lakeview Elementary School, Santa Fe Springs Christian School, Lake Center Middle School, St. Pius X – Parish School, Carmela Elementary School

Every pedestrian crossing at major road intersections requires a safe and visible crosswalk and sometimes traffic controls and/or crossing guards. Reduced vehicular speeds can create a meaningful improvement of safety for pedestrians and bicyclists. A cost-effective way to reduce speeds is to utilize the concept of "traffic calming" along the Corridor.

Examples of this include the following features:

- Intersections
- New medians
- Curb extensions

These features have been incorporated into the Corridor Concept FAs in a variety of locations. Continuous bicycle facilities are to be provided along all routes to schools.

2.3.4 Parks

There are several parks either along or near the Corridor that have also been inventoried and considered as part of the Study. These include:

Jurisdiction	*Parks*
County of Los Angeles	Chesley Park, Robert Keller Park
Huntington Park	Salt Lake Park, Corona Park and Recreation Park, Huntington Park Community Center
Cudahy	N/A
Bell	Camp Little Bear Park, Clara Street Park, Pritchard Field
Bell Gardens	Darwell Park, John Anson Ford Park, Bell Gardens Golf Course at Ford Park, Veterans Park
Downey	Rio Hondo Golf Club, Furman Park, Santa Fe Springs Park, Wilderness Park
Santa Fe Springs	Lakeview Park, Lake Center Athletic Park, Little Lake Park, Heritage Park, Cemetery on north side of Corridor, City of Santa Fe Springs Lake Center, San Gabriel Bike Trial, Amelia Mayberry Park

Additionally, to enhance the use of a Complete Street, jurisdictions are encouraged to require new developments that provide usable open space for recreations demands.

2.4 Features for Consideration In Addition to The STP

The following list of non-technical elements and features were not generally considered as part of the GCCOG STP and are specific and integral to creating a Complete Street Master Plan for The Florence Corridor.

2.4.1 Aesthetics Including Urban Greening & Open Space

Aesthetics are integral features that can provide an overall theme to a Corridor. Incorporating various features including enhancing aesthetics:

- Undergrounding of existing overhead utilities
- Creatively using storm water treatment options such as sidewalk planters, permeable pavement or pavers that reduce standing water and hydroplaning while at the same time adding "Green Pockets" along the Corridor.
- Provide additional pedestrian enhancements such as intersection bulb-outs which could require a change in parking to an angled layout to make sufficient room.
- Including reclaimed water piping throughout the Corridor to that enhanced landscaping can be provided to add beauty to the Corridor.
- Provide outdoor dining along miscellaneous limits.

Streets throughout the plan area serve different purposes and have variable capacities. The context of the land use along a Corridor heavily influences the design concept of the Corridor. One of the key components of the Corridor Concept Plan is that the Corridor will be multi-modal, meaning it will balance the needs of multiple modes of travel and provide the traveling public the option to walk, bike, take transit or drive.

Streetscape elements will be developed to compliment the character and scale of each street designation distinguish unique areas of the cities and Corridor and create an identifiable sense of space. Elements such as enhanced landscape, signing, pavement, and lighting to establish an experience along the Corridor

2.4.3 Utilities

The Corridor has extensive utility facilities along it including overhead and underground. In order to create more usable space within the city right of way, considerations will be given to undergrounding overhead utility poles.

2.5 Community and Stakeholder Outreach

This section summarizes the various community and stakeholder outreach activities that can engage the community to support the study. Each jurisdiction has specific methodology in mind for how they would want to complete community and stakeholder outreach along the Corridor. Meetings may include a combination of an initial meeting to listen and provide a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis, a second meeting to discuss proposed ideas and recommendations and to receive feedback, and a third meeting provided the capital project list.

Presentations to Committees and City Councils

The Study included a series of independent meetings with each Jurisdiction as well as a series of meetings with the Florence Corridor Technical Advisory Committee (TAC) and Policy Committee (PC).

- A first meeting was held with the TAC to outline the scope of work and goals of the study and to provide them with schedule.
- A series of initial independent meetings were conducted with each jurisdiction to listen and provide a Strengths, Weaknesses, Opportunities, and Constraints.
- A second meeting with each City/Jurisdiction was held to discuss proposed ideas and recommendations and to receive feedback.
- A third meeting with each City/Jurisdiction was held to confirm that the GCCOG Team had interpreted the recommendations, and were presenting them via a FA correctly, and to receive feedback.
- A second meeting with the TAC was held to present and provide the Conceptual Planning Exhibits for review and comment.
- A third meeting was held with the TAC to provide and share the updated FA exhibits, with the draft report forthcoming. The team provided next steps along with the schedule.
- A final meeting with the joint TAC and PC will be held in mid-April 2022, to complete the overall effort.

Community Toolbox

Based on meetings with local agencies and engagements with local stakeholders and the community, the following community toolbox was developed to provide various types of strategies to meet the objectives for complete street improvements. There are a variety of topic areas identified in the toolbox, such as different types of bikeways, pedestrian and transit infrastructure improvements, and water quality features

GATEWAY CITIES

FLORENCE AVENUE

COMMUNITY ENHANCEMENT TOOLBOX

Shared Use Path

Also known as Class I bikeways or bike paths, shared use paths are meant for pedestrians, bikes, scooters, and roller blades. They can provide a safe and direct path independent from the street. Shared use paths are not suitable for motor vehicles.

Improved Bike Lanes

Also known as Class II bikeways, bike lanes are designated portions of the road or highway for bikers. These defined lanes allow bikers to ride without interference from motor vehicles or traffic. They are often marked with striping, signage, and colored pavement.

Improved Bike Routes

Also known as Class III bikeways, bike routes are common for residential streets or reduced speed areas where it is feasible for bikes and motor vehicles to share the road. They are often marked with "Sharrows," which are signs that indicate the road is to be shared with bikers. These signs provide a safer biking environment on the street by making drivers aware of the shared road.

Separated Bikeway

Also known as Class IV bikeways, separated bikeways use physical objects to separate the bikers from the traffic. These bikeways enhance safety and comfort for bikers and are often equipped with extra safety markings at intersections. Common designs of isolated bikeways include raising the bikeway so that it is on the same plane as the sidewalk or using in-street curbs with landscaping, planters, and dynamic street parking.

Bike Parking

Bike parking promotes transportation by bike by making it easier and more secure. Parking locations can be equipped with bike repair tools for additional safety and convenience. Bike parking areas are often located at enhanced bus stops to provide a convenient commute for public transportation passengers.

Bike/Scooter Share Location

Areas dedicated to bike and scooter share allow for green transportation and commuter ease. These dedicated share stations are often found in downtown areas and are used as a replacement for taxis or shared rides. In addition to the environmental benefits, these often promote exercise.

Street Furniture

Street furniture consists of benches, fountains, trash cans, public sculptures, lighting, and poster polls. The design and placement of furniture enhances the community through improved aesthetics, visual identity, pedestrian safety, and function.

Bus Stop Improvements

Enhancements such as seating, lighting, signage, shade, and directions help create a more convenient, comfortable, and safer environment for bus passengers. Bus stop improvements will often include enhanced features for those who ride bikes and scooters, such as parking and storage options.

Curb Enhancements

Examples of curb enhancements include curb extensions, curb ramps, and detectable warning surfaces. The purpose of these features is to increase safety and accessibility. An additional benefit from curb extensions is the ability to improve landscaping and integrate storm drains.

GATEWAY CITIES

FLORENCE AVENUE

COMMUNITY ENHANCEMENT TOOLBOX

Drought Tolerant Landscape

Drought tolerant plants require less maintenance and irrigation, making them an essential selection in our Mediterranean climate. A drought tolerant plant palette can be developed in conjunction with a native plant species to promote biodiversity.

Street Trees

Beyond making the street more aesthetically pleasing, street trees with significant canopy can provide urban cooling benefits, capture and slow rainfall, and improve air quality.

Parking

On-street parking is a valuable resource to a community. It facilitates speed reduction of moving vehicles and it provides a buffer between moving vehicle traffic and pedestrians along a sidewalk. Additionally, it typically is the most convention parking option, providing easier access to destinations on a street.

Bioswales

Bioswales are designed to manage stormwater by using plant materials and soil to capture, absorb, and treat the stormwater. Compared to other stormwater treatment options, bioswales are aesthetically pleasing and increase green space on streets.

Landscaped Median

Landscaped medians serve as a division of vehicular traffic while simultaneously softening the streetscape, contributing to the urban tree canopy and promoting biodiversity through native and drought tolerant understory plants.

Environmental Art

Environmental art raises awareness, promotes the use of environmentally friendly materials, and positively contributes to the town aesthetics. It can be created in various medians, ranging from sculpture, digital art, painting, and art made from natural resources.

Tree Wells

Tree wells have similar benefits to street trees but add an additional layer of environmental advantages. By capturing some stormwater runoff, these tree wells prevent pollutants from entering the storm drains. Inside of the capture systems, the water can be treated and repurposed.

Pervious Pavement

Pervious pavement mitigates flooding and controls urban runoff. Runoff permeates the ground and is absorbed into the soil, rather than flowing to drains and eventually, bodies of water. Additionally, this type of pavement reduces the heat-island effect by absorbing solar radiation.

Educational Centers

Typically found in parks, wetlands, historic monuments, and gardens, educational centers feature facts and history about the surrounding environment. These centers are great opportunities for educating the public on water quality features and the process of such enhancements.

3 FLORENCE CORRIDOR BY JURISDICTION

3.1 County of Los Angeles

3.1.1 Data Collection and Review of Existing Conditions

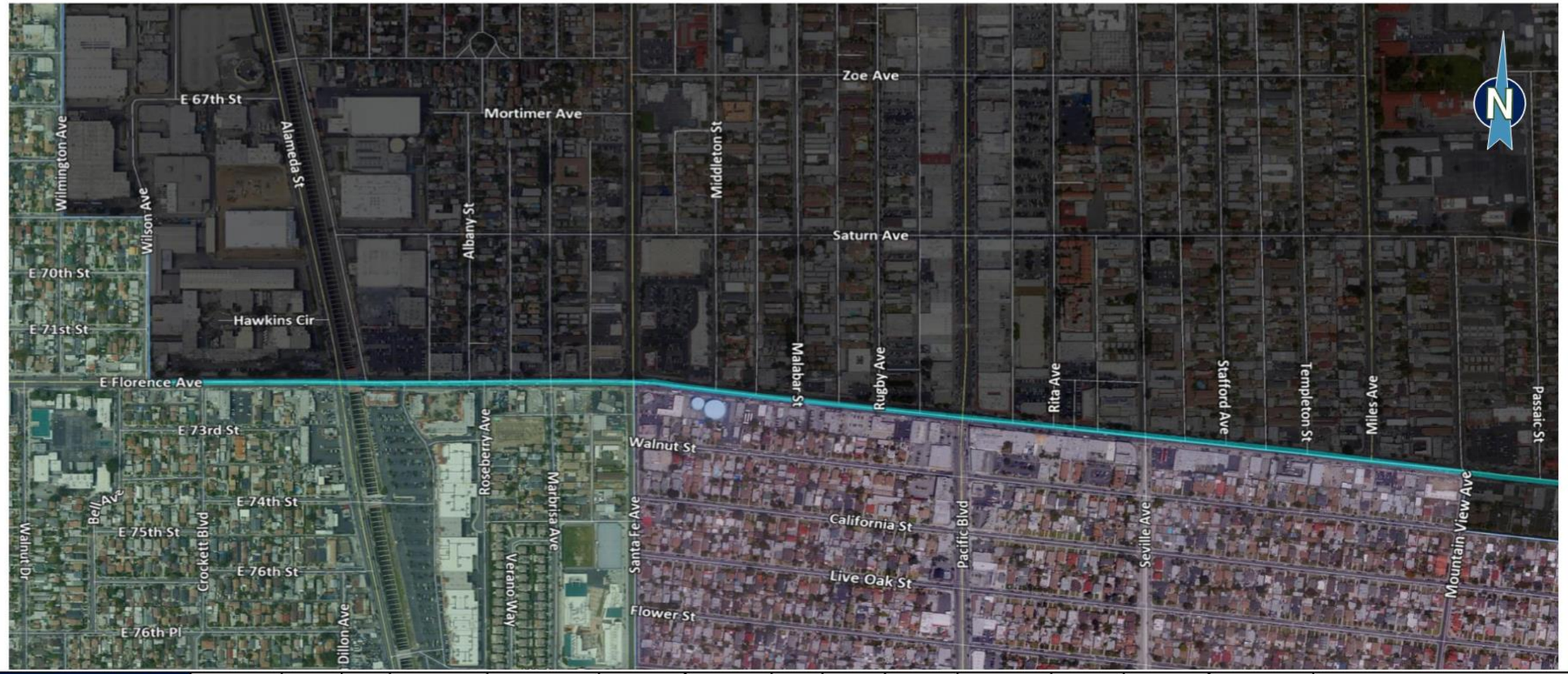
As part of this project, extensive data was collected, within each segment of Unincorporated Los Angeles. A detailed field review was completed along the Corridor, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during rain events.

The Existing Conditions Data Summary includes all the roadway features along the Corridor, for each segment, within the County of Los Angeles, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes.

In addition to the Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. This data helps access whether impacts and relocations would be needed as part of the master plan development along with another magnitude cost estimate that would be applied for potential improvements. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.

FLORENCE AVENUE
Existing Conditions

Huntington Park/
LA County



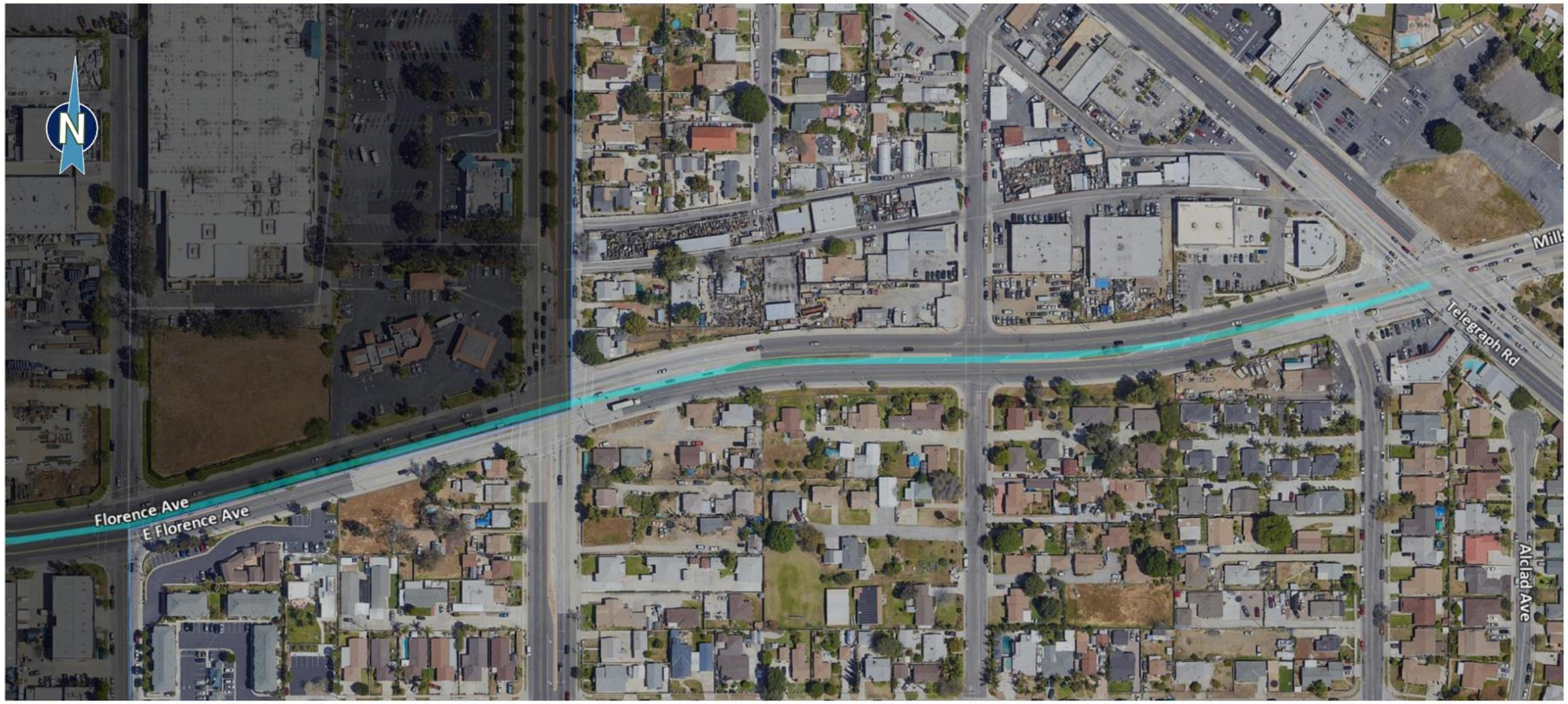
LA County + Huntington Park Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				EB	WB		EB width	WB width	EB width	WB width	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB	
I/S Wilson	100	0.0		2	2	0	10	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	T-intersection (north leg only)
300' E/O Wilson to 300' W/O Alameda	100	0.1	0.2	2	2	11 TWLTL	10	10	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	None	None	No	No	Power lines north side, feeding south businesses.
I/S Alameda St	100	0.2		2	2	0	11	11	9	0	No	No	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No	Alameda St bisected by rail line, N/O Florence
300' E/O Alameda to 300' W/O Santa Fe	100	0.2	0.4	2	2	11 TWLTL/RCM var	11	11	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	Power lines north side, feeding south businesses.
I/S Santa Fe Ave	100	0.4		2	2	0	10	10	9	9	No	No	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	Transmission lines (N/S) on east side of Santa Fe
300' E/O Santa Fe to 300' W/O Pacific	100	0.4	0.7	2	2	11 TWLTL	10	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
I/S Pacific Blvd	100	0.7		2	2	0	12	12	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	
300' E/O Pacific to 300' W/O Seville	100	0.7	0.9	2	2	11 painted LTL's	11	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
I/S Seville Ave	100	0.9		2	2	0	11	11	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
300' E/O Seville to 300' W/O Mountain View	100	0.9	1.2	2	2	11 TWLTL	11	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
I/S Mountain View Ave	100	1.2		2	2	0	10	10	10	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Intersection offset and skewed (N/S direction)

Abbreviations:
Avg: Average; **EB: Eastbound; E/O: East of; I/S: Intersecting Street; LTL:** Left Turn Lane; **No.:** Number; **OH:** Overhead; **PM:** Post Mile; **RR**: Railroad; **RTL:** Right Turn Lane; **TWLTL**: Two Way Left Turn Lane; **RCM**: Raised Center Median; **Var**: Varies; WB: Westbound; W/O: West of

FLORENCE AVENUE

Existing Conditions

LA County



LA County Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes EB	No. of Thru Lanes WB	Median	LTL EB width	LTL WB width	RTL EB width	RTL WB width	Parking EB	Parking WB	Sidewalk EB	Sidewalk WB	OH Utilities EB	OH Utilities WB	Bicycle EB	Bicycle WB	Transit Stop	RR Crossing	Frontage Roads EB	Frontage Roads WB	Comments
I/S Carmenita Rd	100	11.7		2	2	5 RCM	12	11	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	N/S OH utility on west side if I/S
200' E/O Carmenita to 200' W/O Inez	100	11.7	11.8	2	2	5-15 RCM	0	0	0	0	Yes	Yes	Yes	Yes	Yes*	Yes*	No	No	None	None	No	No	*N/S OH utility crossing mid-block
I/S Inez St	100	11.8		2	2	5 RCM	11	10	0	0	Yes	Yes	Yes	Yes	No	Yes	No	No	None	None	No	No	
300' E/O Inez to 300' W/O Telegraph	100	11.8	11.9	2	2	5-15 RCM	11	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	
I/S Telegraph Rd	100	11.9		2	2	5 RCM	11	11	12	0	No	No	Yes	Yes	Yes*	Yes*	No	No	Yes	None	No	No	*N/S OH utility crossing

Abbreviations:

Avg: Average; **EB: Eastbound; E/O: East of; I/S: Intersecting Street; LTL:** Left Turn Lane; **No.:** Number; **OH:** Overhead; **PM:** Post Mile; **RR**: Railroad; **RTL:** Right Turn Lane; **TWLTL**: Two Way Left Turn Lane; **RCM**: Raised Center Median; **Var**: Varies; WB: Westbound; W/O: West of

3.1.2 Project Meetings

Individual jurisdictional meetings were held to better understand the existing conditions and to obtain perspective regarding the deficiencies, constraints and opportunities along the Corridor. The various existing transportation modes were discussed, and missing modes were identified and documented as part of the existing condition summaries.

The following includes a summary of the meetings conducted with County of Los Angeles staff.

Meeting #1

On Monday, June 22, 2020, a zoom meeting was held regarding the GCCOG Florence Avenue Corridor complete street study.

LA County Unincorporated Meeting Attendees			
Name	**Agency/Firm**	**Title**	**Email**
Bill Johnson	LA County DPW	Civil Engineer	wjohnson@dpw.lacounty.gov
Mahdad Derakhshani	LA County DPW	Sr. Civil Engineer	mderakas@dpw.lacounty.gov
Roya Falahati	LA County DPW	Sr. Civil Engineering Assistant	RFalahati@dpw.lacounty.gov
Kekoa Anderson	Koa/GCCOG	Transportation Planner	Kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	Yvette@kes-inc.com

An agenda and presentation were provided. The team discussed the existing conditions obtained via field review along with the aerial project location map, including both ends of the Corridor with include the Florence-Graham/Walnut Park section to the south of Huntington Park, based on the jurisdictional boundary along the centerline of the street, and the Los Nietos area just east of Santa Fe Springs. A number of STP Hot Spots exist along the Florence Avenue Corridor and the GCCOG Team will confirm if any exist (#'s 14, 94, 64, 60, 32, 116, 110, 68 and 21) in the Unincorporated area of LA County, as these were based on operational deficiencies identified as part of the traffic model analysis completed, and approved, by the GCCOG Board in 2016. Other items discussed include the design for Corridor wide considerations including bike connectivity, the application of the section developed as part of the I-710 Livability Plan along Florence Avenue closer to the freeway, and opportunities for water resources to treat storm water. The goal is to build a comprehensive project, with complete street features, that combines several funding sources (such as Measure R/M, ATP, RMC, Measure W, SB1, etc.), either by jurisdiction or to build a series of type specific improvements along the entire Corridor based on the funding type (such as Active Transportation (AT) funds applied through the MAT process).

Items to be provided by the County include:

- Walnut Park Pedestrian Plan
- 2021 Bikeway Project – Scope/Area – scheduled for 2021
- Vision Zero Action Plan
- Project Description of the $1.9 million Signal Synchronization project between Central & I-5, completed in 2019

Discussion yielded the following two potential FAs.

1. An option to reconfigure the Inez Street connection along Florence Avenue, to include right in and right-out access only so that the center median could be reduced in order to accommodate additional area for sidewalk on the South side of the roadway. There also appears to be room to add a Class 2 bicycle Lane.
2. The intersection of Pacific Avenue/Florence Boulevard, including Vision Zero features/elements for the section of roadway, as the County would like to address high collision areas.

Meeting #2

On Wednesday, September 16, 2020, a second meeting was held with County of Los Angeles

LA County Unincorporated Meeting Attendees			
Name	**Agency/Firm**	**Title**	**Email**
Hank Hsing	LA County DPW	Civil Engineer	hhsin@dpw.la.gov
Bill Johnson	LA County DPW	Civil Engineer	wjohnson@dpw.lacounty.gov
Mahdad Derakhshani	LA County DPW	Sr. Civil Engineer	mderakas@dpw.lacounty.gov
Bella Hernandez	LA County DPW	Sr. Civil Engineer	bhernan@dpw.lacounty.gov
Kekoa Anderson	Koa/GCCOG	Transportation Planner	Kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	Yvette@kes-inc.com

The Florence Corridor Complete Street status was discussed including the completion of Task 2 - Existing Conditions, which includes the table of Corridor elements and dimensions at both the east and the west end. It was noted that this data is used to help confirm that various elements included for Corridor continuity can actually fit, such as bicycle lanes. This data provides all the dimensions needed to spot check laying out the typical section for the entire stretch of the Corridor and can identify if modifications such as median narrowing is needed. This also helps in the preparation of cost estimates as we have accurate lengths and widths to utilize in estimating linear feet, for example. It was also noted that the County sent the counties action items on June 23, 2020.

GCCOG staff went over the FA concept at the Florence and Pacific Intersection that includes the scramble crosswalk AT feature. This concept, including the layout and rendering, was well received by County staff. However, at this time, the County does not recommend moving forward with the scramble crosswalk due to Florence Ave and Pacific Bl being Traffic Signal Synchronization Program routes. The installation of a pedestrian scramble at the location would impact the flow of vehicles, bus operations, and pedestrian delays at this intersection. Other design options such as fully protected left turn phasing, leading pedestrian intervals, and 12 phase operation should be considered first. Additionally, Metro is in the early stages of proposing to install Bus Signal Priority along the Florence Ave corridor to improve bus schedule reliability. The proposed pedestrian scramble may have affected bus operations along the route.

It was noted that this stretch of Florence Avenue is not a bike route and that having cyclist run along a parallel street to the north was more ideal. One of the Corridor wide considerations discussed was the concrete bus pads which are based on existing stops that were inventoried. These would be incorporated into the cost estimate.

Also discussed was the east end at Carmenita Rd. and Telegraph Rd. as it's the County's desire to make this area more active transportation friendly. This could include a class II bikeway. There is not significant parking. A draft FA exhibit provided the typical section, including 8-foot sidewalks and bioswales. The County requested that the team consider a protected bike lane.

3.1.3 Concept Area Focus Development

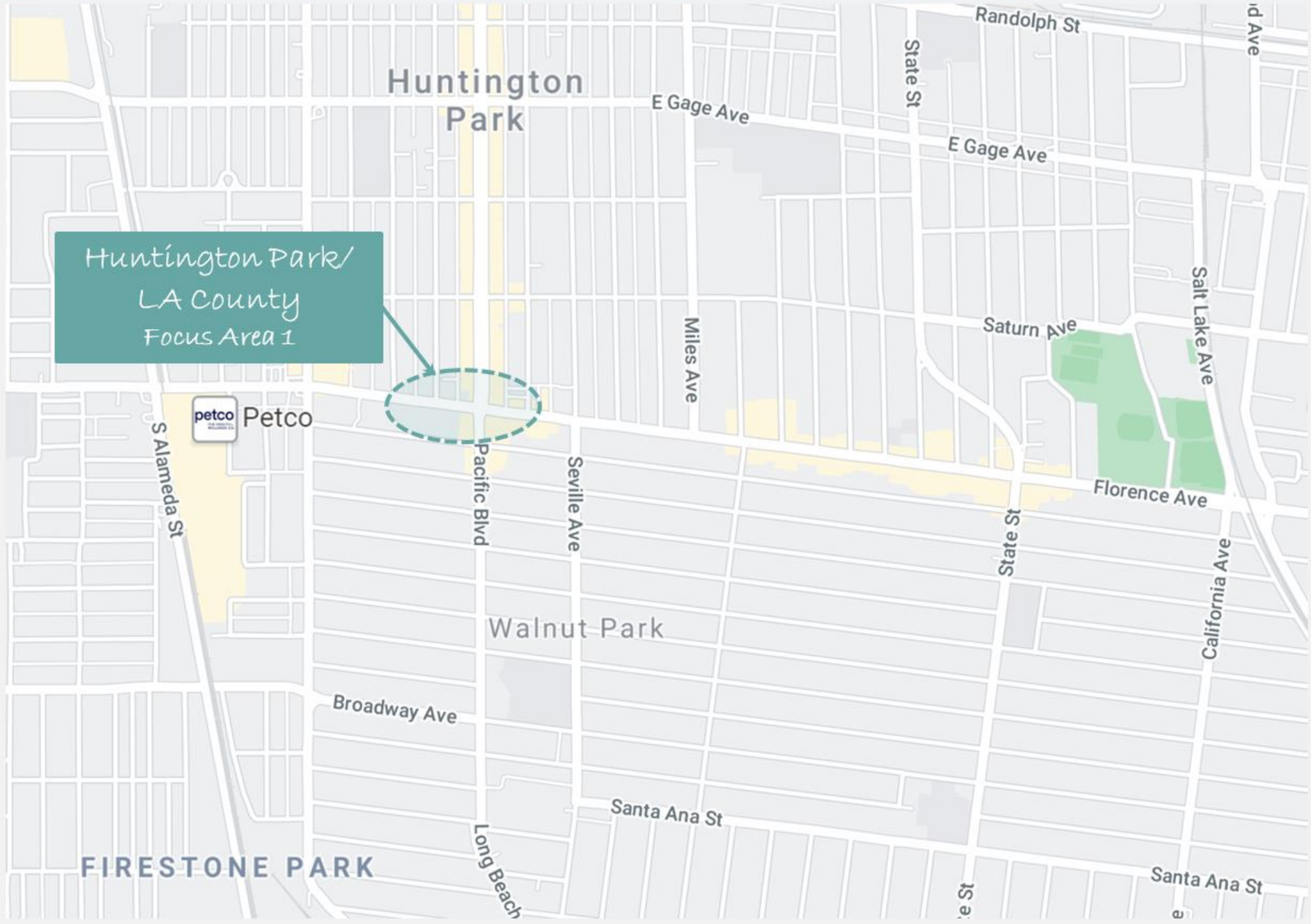
This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept FAs, as part of the overall creation of the Florence Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The Areas of Focus are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. Using the "toolkit" of Street Designation that would be applied to other parts of the Corridor. The Street Designations are used as a baseline to illustrate and provide the high-level future Corridor concept.

The following pages include the Concept FAs for the County.

Implementation of proposed projects is contingent upon environmental analysis, as well as future engineering review to ensure consistency with applicable County guidelines and practices, including, but not limited to, the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans Highway Design Manual, Los Angeles County Code, and the Los Angeles County General Plan. Additionally, installation/construction of the proposed projects, fulfillment of actions, and implementation of programs described in this Plan are contingent upon available resources, right-of-way, sufficient funding to finance installation, operation, and on-going maintenance, and obtaining community and political support.

FLORENCE AVENUE
At Pacific Avenue

Huntington Park/
LA County Map Area
FA-1

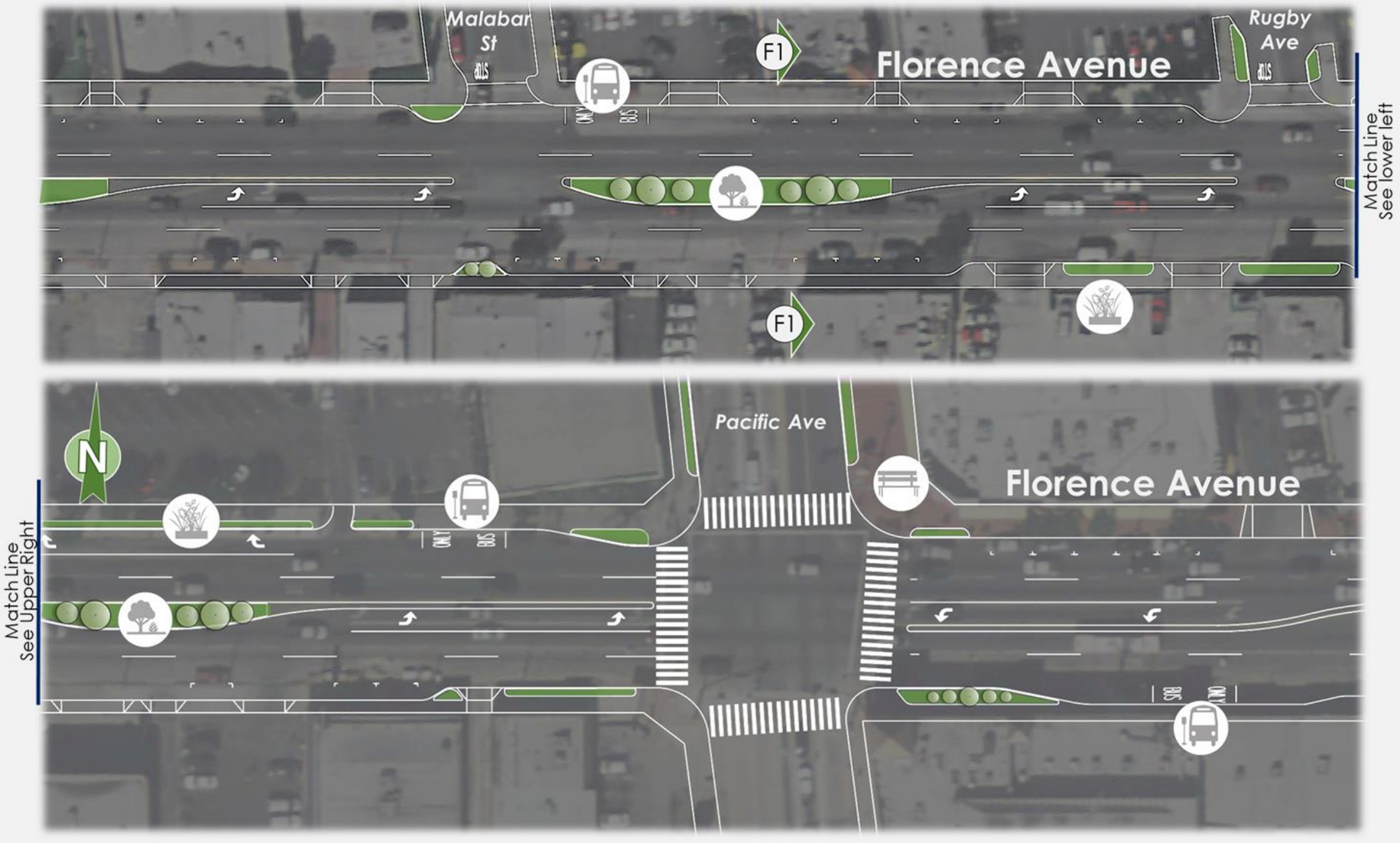


FLORENCE AVENUE

At Pacific Avenue

Huntington Park/
LA County

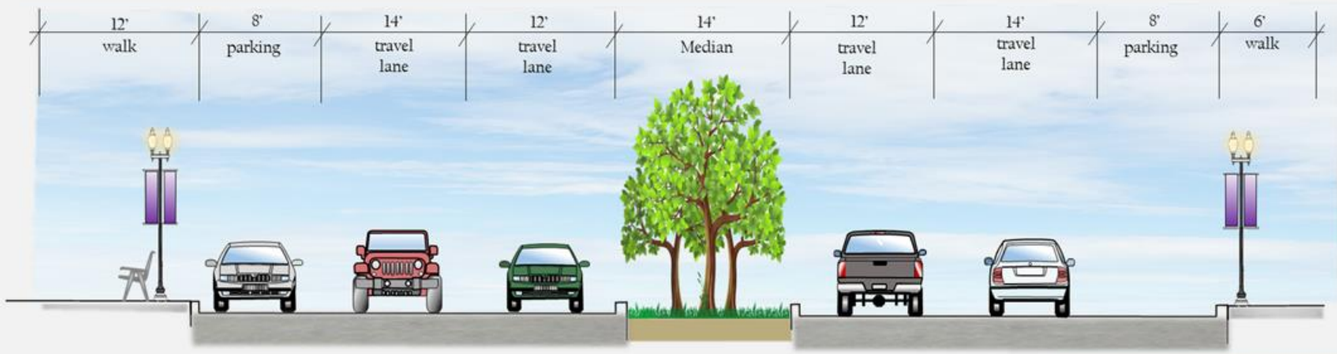
FA-1



FLORENCE AVENUE
At Pacific Avenue

Huntington Park/
LA County

FA-1



Section F1

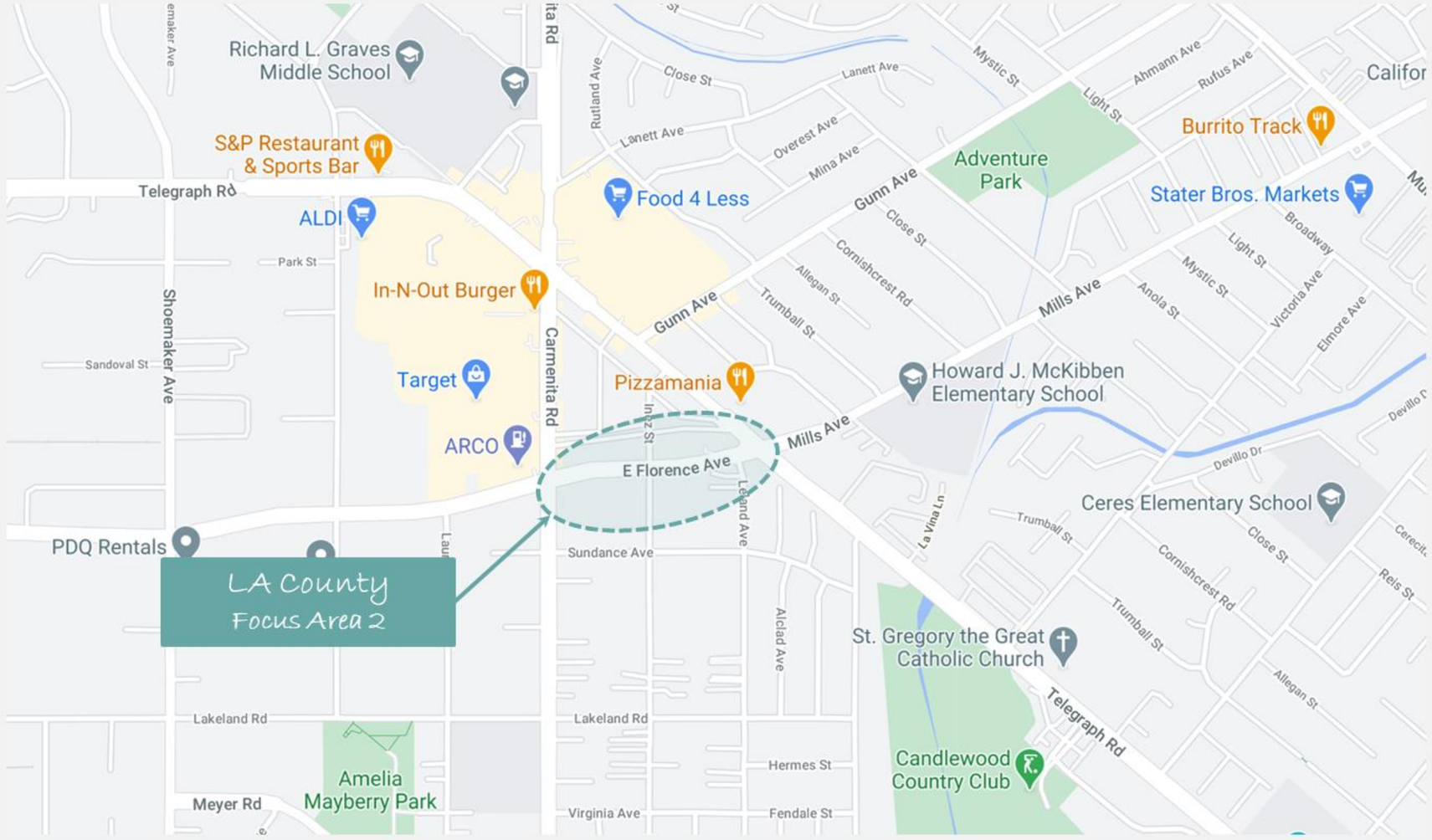
Looking westbound on Florence Avenue at Pacific Avenue

Looking eastbound on Florence Avenue towards Pacific Avenue

FLORENCE AVENUE

East of Carmenita Rd to Telegraph Rd

LA County Map Area FA-2



FLORENCE AVENUE

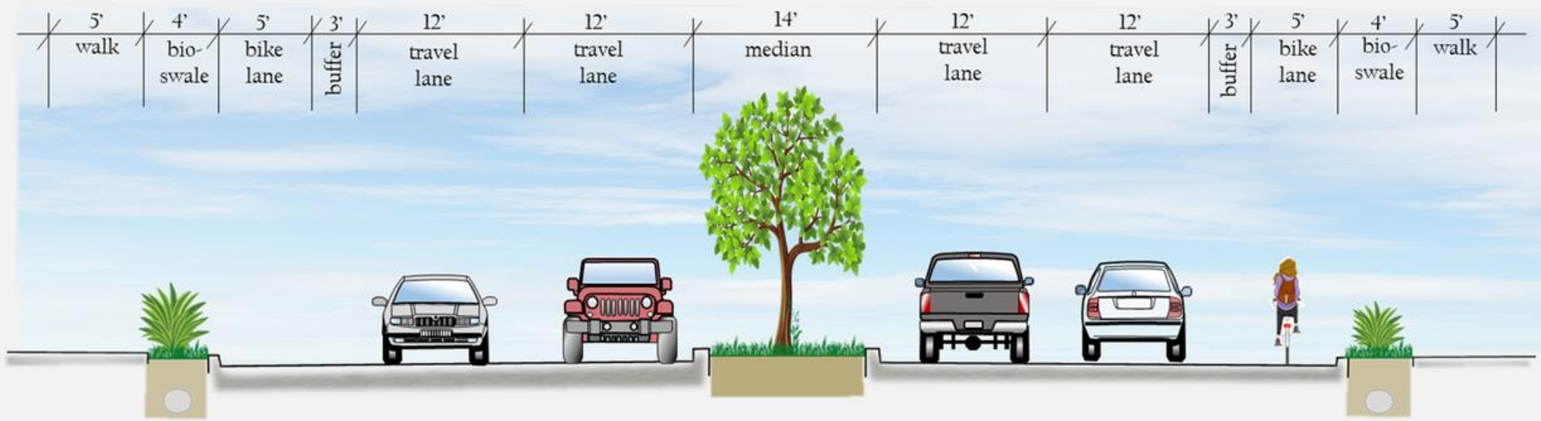
East of Carmenita Rd to Telegraph Rd

LA County FA-2

FLORENCE AVENUE

East of Carmenita Rd to Telegraph Rd

LA County FA-2



Section F2

3.1.4 Order of Magnitude Cost Estimates

The cost estimate for both segments that were each developed independently for the study. Each segment includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the County, based on the FAs developed applied to the entire length of the County's segment(s) within the Corridor.

The total cost estimate for LA County is as follows:

LA County Cost Estimate	Support	Capital	Total
Reach 1: Shared Segment with Huntington Park (50%)	$ 1,215,000	$ 4,860,000	$ 6,075,000
Reach 2: Eastern Segment	$ 1,061,000	$ 4,244,000	$ 5,305,000
Total Cost Estimate	**$ 2,276,000**	**$ 9,104,000**	**$ 11,380,000**

Reach 1: Western Corridor Portion adjacent to Huntington Park - Cost Estimate

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	419,560	$ 2	$ 839,120
Pavement - Widening	SF	-	$ 15	$ -
Enhanced Pavement	SF	-	$ 20	$ -
Curb and Gutter Removal	LF	12,500	$ 5	$ 62,500
Curb and Gutter Construction	LF	12,500	$ 30	$ 375,000
Median Curbs including removal	LF	360	$ 35	$ 12,600
Curb Ramps	EA	58	$ 3,500	$ 203,000
Driveways	SF	7,680	$ 8	$ 61,440
Sidewalk	SF	97,000	$ 6	$ 582,000
Enhanced Sidewalk	SF	12,000	$ 12	$ 144,000
Sidewalk Railing	LF	570	$ 50	$ 28,500
Tree Removal	EA	240	$ 500	$ 120,000
Tree Replacement	EA	240	$ 2,500	$ 600,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	-	-	$ -
Distribution Undergrounding Utilities	LS	1	1,390,000	$ 1,390,000
Street Light Replacement	EA	70	5,000	$ 350,000
Traffic Signal Mod.	EA	12	150,000	$ 1,800,000
Grading	CY	6,400	15	$ 96,000
Drain Inlets - Includes Connector Pipe	EA	20	10,000	$ 200,000
Transit Stops	EA	12	15,000	$ 180,000
Bike Lockers	EA	1	10,000	$ 10,000
Landscape and Irrigation (drought tolerant)	SF	21,500	25	$ 537,500
Signing and Striping	LF	19,200	10	$ 192,000
Monument Signage	EA	1	20,000	$ 20,000
Storm Water Treatment	LS	-	120,000	$ -
			Subtotal (rounded)	$ 7,804,000
Traffic Control (2.5% of constr. costs)	LS	1	$ 196,000	$ 196,000
Signal Interconnect Synchronizing	EA	1	$ 100,000	$ 100,000
		Subtotal Construction Capital		$ 8,100,000
		Contingency (20%)		$ 1,620,000
		Estimated Construction Capital		**$ 9,720,000**
Preliminary Engineering & Environmental	3%	$		292,000
PS&E	9%	$		875,000
Construction Management	8%	$		778,000
Admin	5%	$		486,000
Subtotal Soft Costs	25%	$		2,430,000
Estimated Total				**$ 12,150,000**

Reach 2: Eastern Corridor Portion near Telegraph - Cost Estimate

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	185,000	$ 2	$ 370,000
Pavcement - Widening	SF	30,000	$ 15	$ 450,000
Enhanced Pavement	SF	8,000	$ 20	$ 160,000
Curb and Gutter Removal	LF	5,200	$ 5	$ 26,000
Curb and Gutter Construction	LF	5,200	$ 30	$ 156,000
Median Curbs including removal	LF	4,000	$ 35	$ 140,000
Curb Ramps	EA	4	$ 3,500	$ 14,000
Driveways	SF	3,500	$ 8	$ 28,000
Sidewalk	SF	6,000	$ 6	$ 36,000
Enhanced Sidewalk	SF	2,000	$ 12	$ 24,000
Sidewalk Railing	LF	100	$ 50	$ 5,000
Tree Removal	EA	42	$ 500	$ 21,000
Tree Replacement	EA	42	$ 2,500	$ 105,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	910,000	$ 910,000
Distribution Undergrounding Utilities	LS	1	340,000	$ 340,000
Street Light Replacement	EA	20	5,000	$ 100,000
Traffic Signal Mod.	EA	-	300,000	$ -
Grading	CY	1,100	15	$ 16,500
Drain Inlets - Includes Connector Pipe	EA	8	10,000	$ 80,000
Transit Stops	EA	2	15,000	$ 30,000
Bike Lockers	EA	-	10,000	$ -
Landscape and Irrigation (drought tolerant)	SF	8,000	25	$ 200,000
Signing and Striping	LF	2,000	10	$ 20,000
Monument Signage	EA	1	20,000	$ 20,000
Storm Water Treatment	LS	1	100,000	$ 100,000
	LS	1		$ -
	LS	1		$ -
			Subtotal (rounded)	$ 3,352,000
Traffic Control (2.5% of constr. costs)	LS	1	$ 83,800	$ 84,000
Signal Interconnect Synchronizing	EA	1	$ 100,000	$ 100,000
		Subtotal Construction Capital		$ 3,536,000
		Contingency (20%)		$ 708,000
		Estimated Construction Capital		**$ 4,244,000**
Preliminary Engineering & Environmental	3%	$		128,000
PS&E	9%	$		382,000
Construction Management	8%	$		340,000
Admin	5%	$		213,000
Subtotal Soft Costs	**25%**	**$**		**1,061,000**
Estimated Total				**$ 5,305,000**

3.2 City of Huntington Park

3.2.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected along the Corridor. A detailed field review was completed in the City of Huntington Park, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

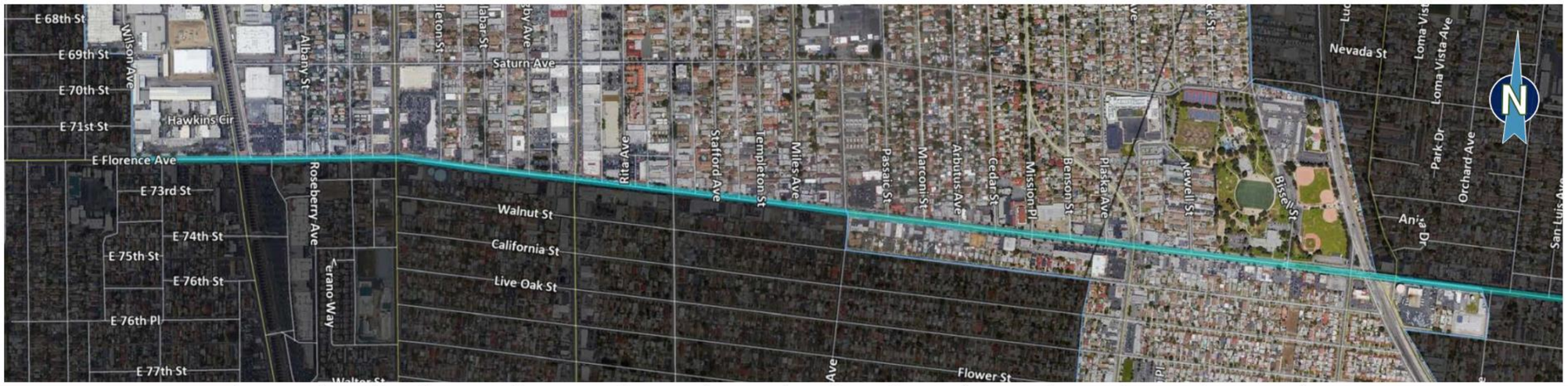
The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations would be needed as part of the master plan development along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.

FLORENCE AVENUE

Existing Conditions

Huntington Park



LA County + Huntington Park	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
Segment Description				EB	WB		EB width	WB width	EB width	WB width	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB	
I/S Wilson	100	0.0		2	2	0	10	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	T-intersection (north leg only)
300' E/O Wilson to 300' W/O Alameda	100	0.1	0.2	2	2	11 TWLTL	10	10	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	H	None	No	No	Power lines north side, feeding south businesses.
I/S Alameda St	100	0.2		2	2	0	11	11	9	0	No	No	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No	Alameda St bisected by rail line, N/O Florence
300' E/O Alameda to 300' W/O Santa Fe	100	0.2	0.4	2	2	11 TWLTL/RCM var	11	11	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	Power lines north side, feeding south businesses.
I/S Santa Fe Ave	100	0.4		2	2	0	10	10	9	9	No	No	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	Transmission lines (N/S) on east side of Santa Fe
300' E/O Santa Fe to 300' W/O Pacific	100	0.4	0.7	2	2	11 TWLTL	10	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
I/S Pacific Blvd	100	0.7		2	2	0	12	12	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	
300' E/O Pacific to 300' W/O Seville	100	0.7	0.9	2	2	11 painted LTL's	11	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
I/S Seville Ave	100	0.9		2	2	0	11	11	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
300' E/O Seville to 300' W/O Mountain View	100	0.9	1.2	2	2	11 TWLTL	11	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	Yes	None	No	No	
I/S Mountain View Ave	100	1.2		2	2	0	10	10	10	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Intersection offset and skewed (N/S direction)

Huntington Park	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
Segment Description				EB	WB		EB width	WB width	EB width	WB width	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB	
I/S Mountain View Ave	100	1.2		2	2	0	10	10	10	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Intersection offset and skewed (N/S direction)
300' E/O Mountain View to 300' W/O State	100	1.2	1.6	2	2	11 TWLTL	10	10	0	0	Yes	Yes	Yes	Yes	Yes*	Yes	No	No	Yes	None	No	No	*Only near State I/S, guy wire anchor
I/S State St	100	1.6		2	2	0	10	10	0	0	No	No	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	Power lines, transmission and distribution
300' E/O State to 300' W/O California	90-100	1.6	2.0	2-3	2-3	11 TWLTL*	10	0	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	None	No	No	15' landscaped RCM near California, L=180'
I/S California Ave	100	2.0		3	3	2-15 RCM	10	10	0	0	No	No	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	
300' E/O California to 300' W/O Salt Lake	100	2.0	2.02	2	2	2-7 RCM	10	10	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	None	Yes	No	No	RR Crossing 100' E/O California, on skew
I/S Salt Lake Ave	100	2.02		2-3	2	2-10	10	0	0	12	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	I/S is California to north, Salt Lake to south, Y-split fork to

Huntington Park + Bell	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
Segment Description				EB	WB		EB width	WB width	EB width	WB width	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB	
I/S Salt Lake Ave	100	2.02		2-3	2	2-10	10	0	0	12	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	I/S is California to north, Salt Lake to south, Y-split fork to
150' E/O Salt Lake to 79' W/O Bear	100	2.02	2.2	2	2	12 TWLTL	12	12	0	0	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	
I/S Bear Ave	100	2.2		2	2	12 TWLTL	0	0	0	0	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	T-intersection

Abbreviations:

Avg: Average; **EB: Eastbound; E/O: East of; I/S: Intersecting Street; LTL:** Left Turn Lane; **No.:** Number; **OH:** Overhead; **PM:** Post Mile; **RR**: Railroad; **RTL:** Right Turn Lane; **TWLTL**: Two Way Left Turn Lane; **RCM**: Raised Center Median; **Var**: Varies; WB: Westbound; W/O: West of

3.2.2 Project Meetings

Meeting #1

On Wednesday, June 17, 2020, a meeting was held with the City of Huntington Park staff to discuss the constraints deficiencies and opportunities for GCCOG Master Plan and Complete Street study for the Florence Corridor Complete Street Project through the City of Huntington Park.

City of Huntington Park Meeting Attendees			
Name	**Agency/Firm**	**Title**	**Email**
Cesar Roldan	City of Huntington Park	Public Works Director	Croldan@hpca.gov
Kekoa Anderson	Koa/GCCOG	Transportation Planner	Kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	Yvette@kes-inc.com

The team provided a brief introduction including the STP 25 deficient arterial Corridors, approved by the GCCOG Board in 2016, and the history of obtaining a Funding Agreement/Grant from Metro to help pay for the study. The scope of the study, schedule, project map, and the existing conditions (gathered by the team) were shared and discussed.

This section of roadway currently fits under the principal arterial typical section which is generally focused on moving heavy volumes of traffic. However, we can consider other typical sections where a character change in the roadway would benefit the City. This can include the nearby proposed Eco Rapid Transit station, as shown on the various exhibits during the zoom meeting.

The discussion included identified issues contained within livability, and/or enhancing features, including open space and urban greening, where possible. Hotspots from the STP potentially include intersection (No. 94), which will be researched and confirmed (location). Metro has not shared the Eco Rapid Transit station exact location, making it difficult to tie into it along Florence Avenue near Salt Lake Avenue. The team will work to obtain a plan to help facilitate connectivity to the area. Additionally, better understanding what improvements can contribute toward the City's share of the Metro 3% contribution for the transit station should be considered. This will help reduce Measure R local return that will be deducted from the City for this cost/contribution.

Waters resource elements and projects were also discussed. Using the LA tributary footprints, we can determine where the water flows from Florence Avenue. The watershed land use contribution is greater than 30% for transportation. Also discussed were opportunities for Prop 1, Prop 68, Measure W, etc.

The next steps include confirming the proposed FAs with the City, and then the preliminary CAD work will begin. This will incident building a file and then overlaying it with Revit to develop renderings.

The City showed interest in the following FAs:

1. The segment along Florence Avenue between Salt Lake to State, which has a nexus to the Eco Rapid station location and first/last mile opportunities. This could include opening the street for bike trails, landscaped medians.
2. A scrambled crosswalk at the intersection of Florence/Perry Avenue.

Field Review Observations:

This segment is approximately 1.75 miles, including approximately 1.25 miles shared down the roadway centerline with unincorporated LA and the other 0.8 miles with Huntington Park on both sides of the roadway. The signalized intersections include California Avenue and Salt Lake Avenue, where the Eco Rapid (West Santa Ana Branch) Transit station is proposed, Mission Place, Mountain View Avenue, Miles Avenue, Seville Avenue, and shared signalized intersections at Rita Avenue, Pacific Boulevard, Marbrisa Avenue and Albany Street/Roseberry Avenue. Additionally, transit along the Corridor includes Metro Line 111, 251 and 612, and the Link Florence-Firestone Walnut Park Transit. The posted speed limit is 35 MPH, and the roadway includes generally two (2) lanes in each direction, with a dual left-turn lane (2-way left turn). It was also noted that parking is a priority, premium, and cannot be impacted.

Meeting #2

On September 9, 2020, a second meeting was held with the City of Huntington Park.

City of Huntington Park Meeting Attendees			
Name	**Agency/Firm**	**Title**	**Email**
Cesar Roldan	City of Huntington Park	Public Works Director	Croldan@hpca.gov
Kekoa Anderson	Koa/GCCOG	Transportation Planner	Kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	Yvette@kes-inc.com

The initial kick off meeting minutes were quickly discussed, including the existing conditions obtained via field reviews as well as requested by the team from the City, and a discussion of the team's understanding of the possible FA.

The team shared the initial concept work completed since the last meeting. This showed how the FAs were progressing as well as the work that still remains to be completed as part of the project deliverables, and its connection to the schedule.

The first FA exhibit shared was the Pacific Ave./ Florence Ave. crosswalk scramble. It was noted that this area is a difficult location for bicycle lanes, due to the Corridor width, but a class III could be incorporated with sharrows. The team also had incorporated the rendering of this FA, well ahead of schedule. The rendering includes, to scale, building features on all four sides of the intersection, and is an outstanding tool to show the public or anyone wishing to visually understand how a project would look, or fit in, in context, with the actual physical surroundings.

The other FA is located along Florence Avenue near the proposed Eco Rapid Transit station, also called the West Santa Ana Branch. This FA required further discussion, as minimal information is currently available about the footprint of the proposed station. This makes it difficult for the City to provide specific direction as well as for our team to conceptually connect the footprint to the broader Corridor features. The City is interested in further developing a focus area to include first and last mile features as well as bicycle lanes.

3.2.3 Concept Area Focus Development

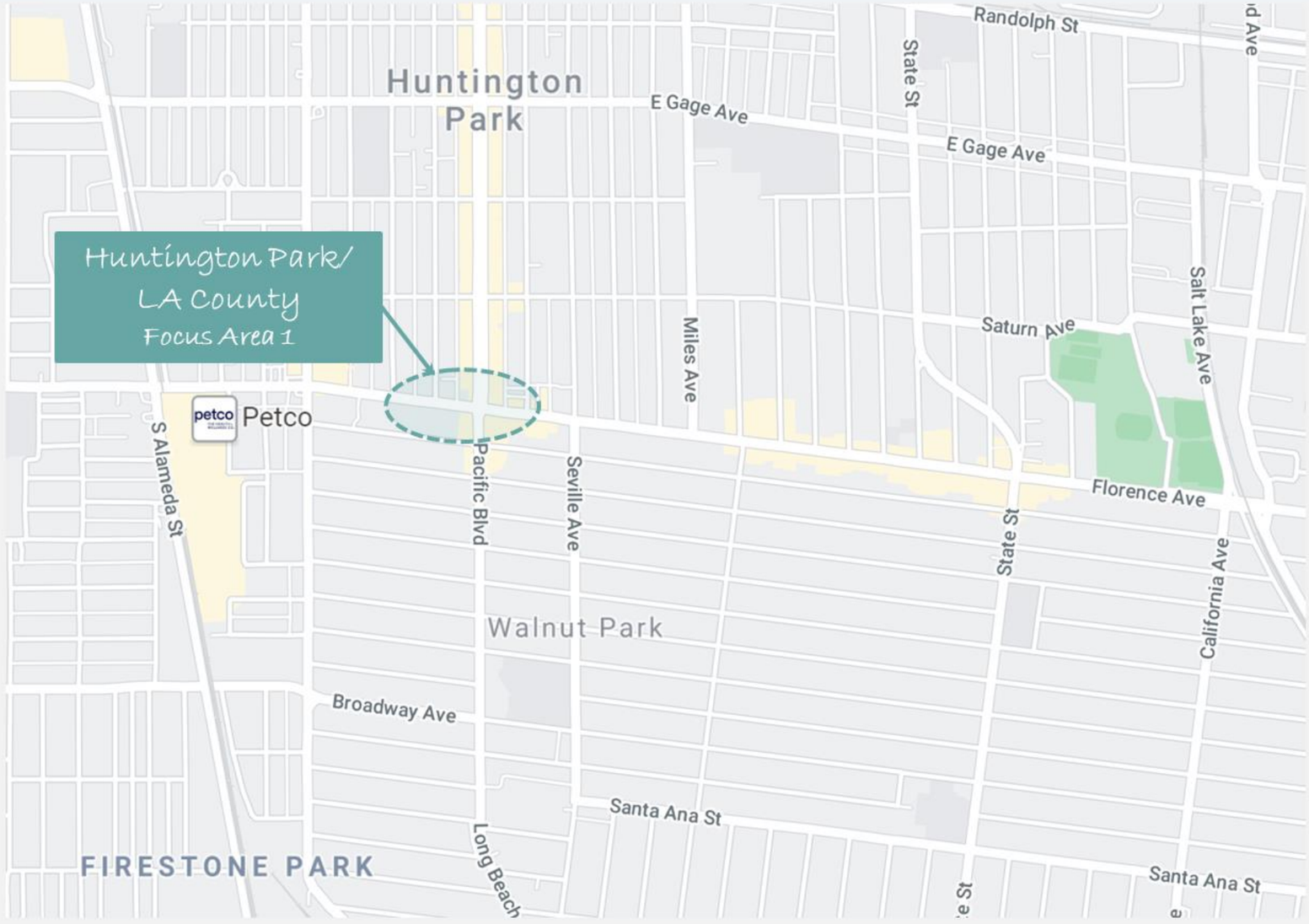
This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept FAs, as part of the overall creation of the Florence Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The Areas of Focus are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. Using the "Tool Kit" of Street Designation that would be applied to other parts of the Corridor. The Street Designations are used as a baseline to illustrate and provide the high-level future Corridor concept.

The following includes the Concept FAs for the City of Huntington Park.

FLORENCE AVENUE

At Pacific Avenue

Huntington Park/
LA County Map Area
FA-1

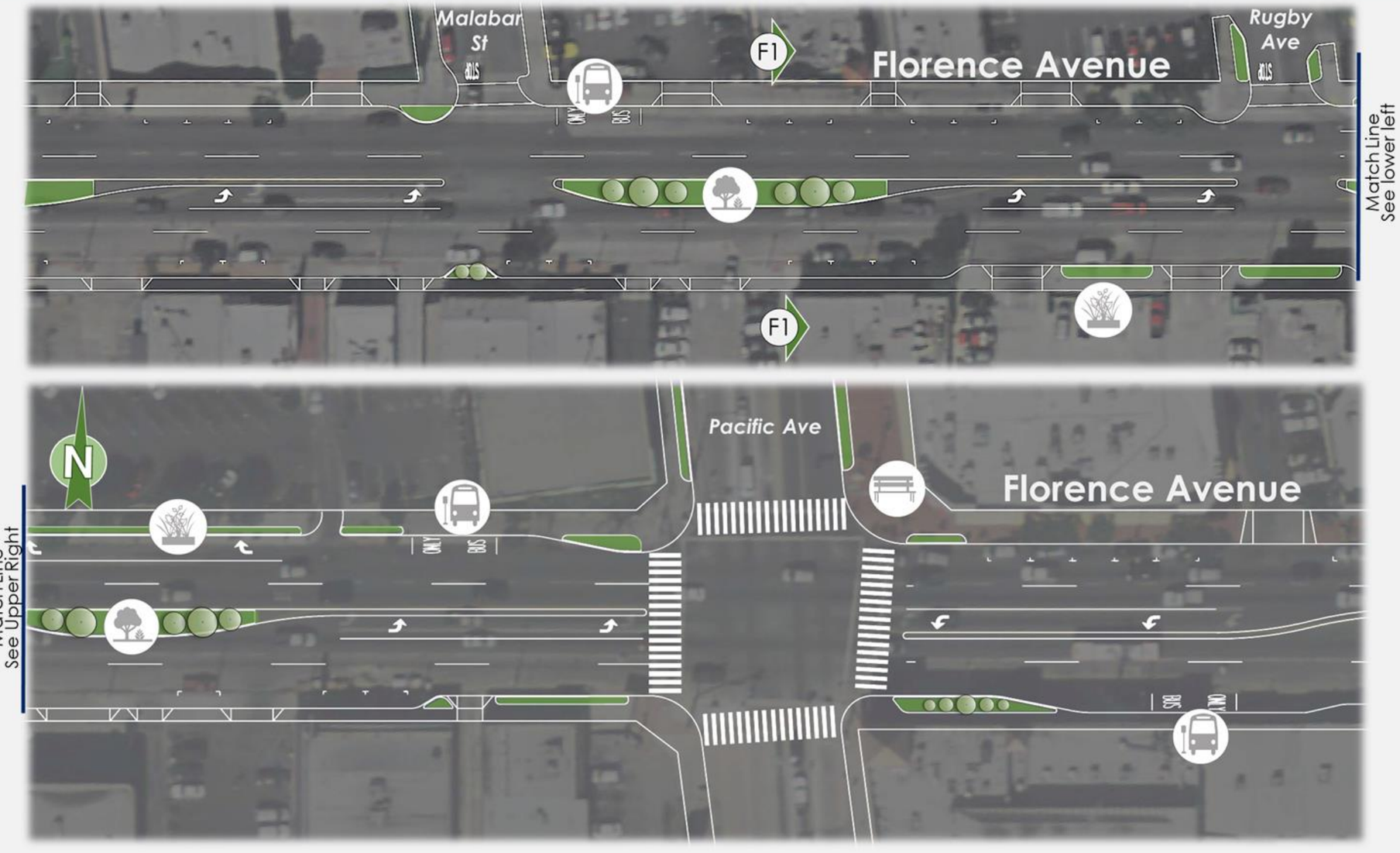


FLORENCE AVENUE

At Pacific Avenue

Huntington Park/
LA County

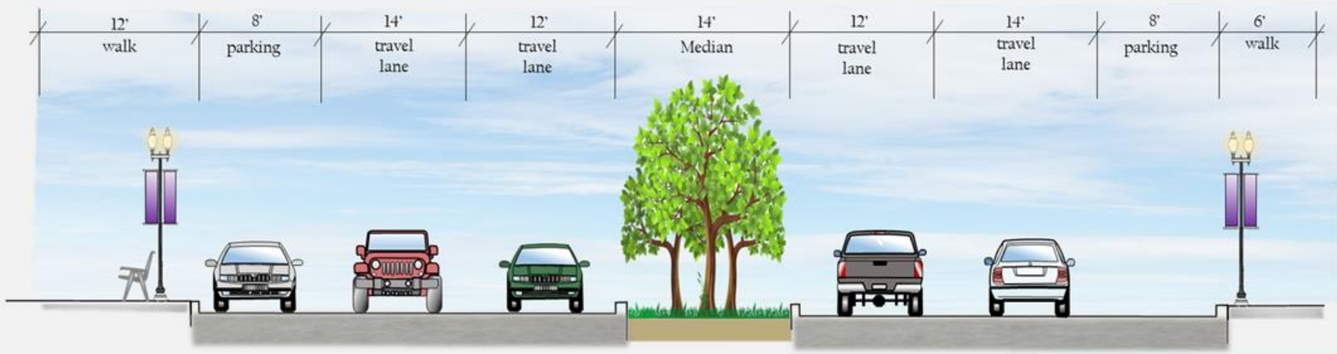
FA-1



FLORENCE AVENUE
At Pacific Avenue

Huntington Park/
LA County

FA-1



Section F1

Looking westbound on Florence Avenue at Pacific Avenue

Looking eastbound on Florence Avenue towards Pacific Avenue

3.2.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Huntington Park was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the FAs developed applied to the entire length of the City's segment within the Corridor.

The below estimate is the total estimate for the City. Following this summary is a breakdown by each segment, which 2 of the 3 segments are shared with other jurisdictions.

Huntington Park Cost Estimate	Support	Capital	Total
Reach 1: Shared Segment with LA County (50%)	$ 1,215,000	$ 4,860,000	$ 6,075,000
Reach 2: 100% Huntington Park Segment	$ 5,311,000	$ 21,244,000	$ 26,555,000
Reach 3: Shared Segement with Bell (50%)	$ 2,012,000	$ 8,048,000	$ 10,060,000
Total Cost Estimate	**$ 8,538,000**	**$ 34,152,000**	**$ 42,690,000**

Reach 1: Huntington Park shared with LA County (50%) - Cost Estimate

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	419,560	$ 2	$ 839,120
Pavement - Widening	SF	-	$ 15	$ -
Enhanced Pavement	SF	-	$ 20	$ -
Curb and Gutter Removal	LF	12,500	$ 5	$ 62,500
Curb and Gutter Construction	LF	12,500	$ 30	$ 375,000
Median Curbs including removal	LF	360	$ 35	$ 12,600
Curb Ramps	EA	58	$ 3,500	$ 203,000
Driveways	SF	7,680	$ 8	$ 61,440
Sidewalk	SF	97,000	$ 6	$ 582,000
Enhanced Sidewalk	SF	12,000	$ 12	$ 144,000
Sidewalk Railing	LF	570	$ 50	$ 28,500
Tree Removal	EA	240	$ 500	$ 120,000
Tree Replacement	EA	240	$ 2,500	$ 600,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	-	-	$ -
Distribution Undergrounding Utilities	LS	1	1,390,000	$ 1,390,000
Street Light Replacement	EA	70	5,000	$ 350,000
Traffic Signal Mod.	EA	12	150,000	$ 1,800,000
Grading	CY	6,400	15	$ 96,000
Drain Inlets - Includes Connector Pipe	EA	20	10,000	$ 200,000
Transit Stops	EA	12	15,000	$ 180,000
Bike Lockers	EA	1	10,000	$ 10,000
Landscape and Irrigation (drought tolerant)	SF	21,500	25	$ 537,500
Signing and Striping	LF	19,200	10	$ 192,000
Monument Signage	EA	1	20,000	$ 20,000
Storm Water Treatment	LS	-	120,000	$ -
			Subtotal (rounded)	$ 7,804,000
Traffic Control (2.5% of constr. costs)	LS	1	$ 196,000	$ 196,000
Signal Interconnect Synchronizing	EA	1	$ 100,000	$ 100,000
		Subtotal Construction Capital		$ 8,100,000
		Contingency (20%)		$ 1,620,000
		Estimated Construction Capital		**$ 9,720,000**
Preliminary Engineering & Environmental	3%	$		292,000
PS&E	9%	$		875,000
Construction Management	8%	$		778,000
Admin	5%	$		486,000
Subtotal Soft Costs	25%	$		2,430,000
Estimated Total				**$ 12,150,000**

Reach 2: Huntington Park (100%) - Cost Estimate

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	331,500	$ 2	$ 663,000
Pavcement - Widening	SF	-	$ 15	$ -
Enhanced Pavement	SF	-	$ 20	$ -
Curb and Gutter Removal	LF	9,600	$ 5	$ 48,000
Curb and Gutter Construction	LF	9,600	$ 30	$ 288,000
Median Curbs including removal	LF	1,060	$ 35	$ 37,100
Curb Ramps	EA	30	$ 3,500	$ 105,000
Driveways	SF	8,064	$ 8	$ 64,512
Sidewalk	SF	49,000	$ 6	$ 294,000
Enhanced Sidewalk	SF	7,500	$ 12	$ 90,000
Sidewalk Railing	LF	350	$ 50	$ 17,500
Tree Removal	EA	150	$ 500	$ 75,000
Tree Replacement	EA	150	$ 2,500	$ 375,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	2,800,000	$ 2,800,000
Distribution Undergrounding Utilities	LS	1	1,200,000	$ 1,200,000
Street Light Replacement	EA	60	5,000	$ 300,000
Traffic Signal Mod.	EA	7	150,000	$ 1,050,000
Grading	CY	9,000	15	$ 135,000
Drain Inlets - Includes Connector Pipe	EA	10	10,000	$ 100,000
Transit Stops	EA	-	15,000	$ -
Bike Lockers	EA	1	10,000	$ 10,000
Landscape and Irrigation (drought tolerant)	SF	53,000	25	$ 1,325,000
Signing and Striping	LF	8,500	10	$ 85,000
Monument Signage	EA	1	20,000	$ 20,000
Storm Water Treatment	LS	1	90,000	$ 90,000
Special Features - Pump Station	LS	1	8,000,000	$ 8,000,000
			Subtotal (rounded)	$ 17,173,000
Traffic Control (2.5% of constr. costs)	LS	1	$ 430,000	$ 430,000
Signal Interconnect Synchronizing	EA	1	$ 100,000	$ 100,000
		Subtotal Construction Capital		$ 17,703,000
		Contingency (20%)		$ 3,541,000
		Estimated Construction Capital		**$ 21,244,000**
Preliminary Engineering & Environmental	3%	$		638,000
PS&E	9%	$		1,912,000
Construction Management	8%	$		1,700,000
Admin	5%	$		1,063,000
Subtotal Soft Costs	25%	$		5,311,000
Estimated Total				**$ 26,555,000**

Reach 3: Huntington Park shared with Bell (50%) - Cost Estimate

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	89,250	$ 2	$ 178,500
Pavcement - Widening	SF	-	$ 15	$ -
Enhanced Pavement	SF	-	$ 20	$ -
Curb and Gutter Removal	LF	2,200	$ 5	$ 11,000
Curb and Gutter Construction	LF	2,200	$ 30	$ 66,000
Median Curbs including removal	LF	286	$ 35	$ 10,010
Curb Ramps	EA	9	$ 3,500	$ 31,500
Driveways	SF	2,500	$ 8	$ 20,000
Sidewalk	SF	16,000	$ 6	$ 96,000
Enhanced Sidewalk	SF	3,300	$ 12	$ 39,600
Sidewalk Railing	LF	190	$ 50	$ 9,500
Tree Removal	EA	-	$ 500	$ -
Tree Replacement	EA	19	$ 2,500	$ 47,500
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	8,000,000	$ 8,000,000
Distribution Undergrounding Utilities	LS	1	3,000,000	$ 3,000,000
Street Light Replacement	EA	32	5,000	$ 160,000
Traffic Signal Mod.	EA	2	150,000	$ 300,000
Grading	CY	3,250	15	$ 48,750
Drain Inlets - Includes Connector Pipe	EA	-	10,000	$ -
Transit Stops	EA	-	15,000	$ -
Bike Lockers	EA		10,000	$ -
Landscape and Irrigation (drought tolerant)	SF	33,500	25	$ 837,500
Signing and Striping	LF	3,200	10	$ 32,000
Monument Signage	EA	-	20,000	$ -
Storm Water Treatment	LS	1	100,000	$ 100,000
LA River Bridge	LS			$ -
			Subtotal (rounded)	$ 12,988,000
Traffic Control (2.5% of constr. costs)	LS	1	$ 325,000	$ 325,000
Signal Interconnect Synchronizing	EA	1	$ 100,000	$ 100,000
			Subtotal Construction Capital	$ 13,413,000
			Contingency (20%)	$ 2,683,000
			Estimated Construction Capital	**$ 16,096,000**
Preliminary Engineering & Environmental	3%	$		483,000
PS&E	9%	$		1,449,000
Construction Management	8%	$		1,288,000
Admin	5%	$		805,000
Subtotal Soft Costs	**25%**	**$**		**4,024,000**
Estimated Total				**$ 20,120,000**

3.3 City of Cudahy

3.3.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. The City only has a small quarter of the intersection at Florence and Atlantic, so there is limited information verses other jurisdictions along the Corridor with longer stretches of roadway. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

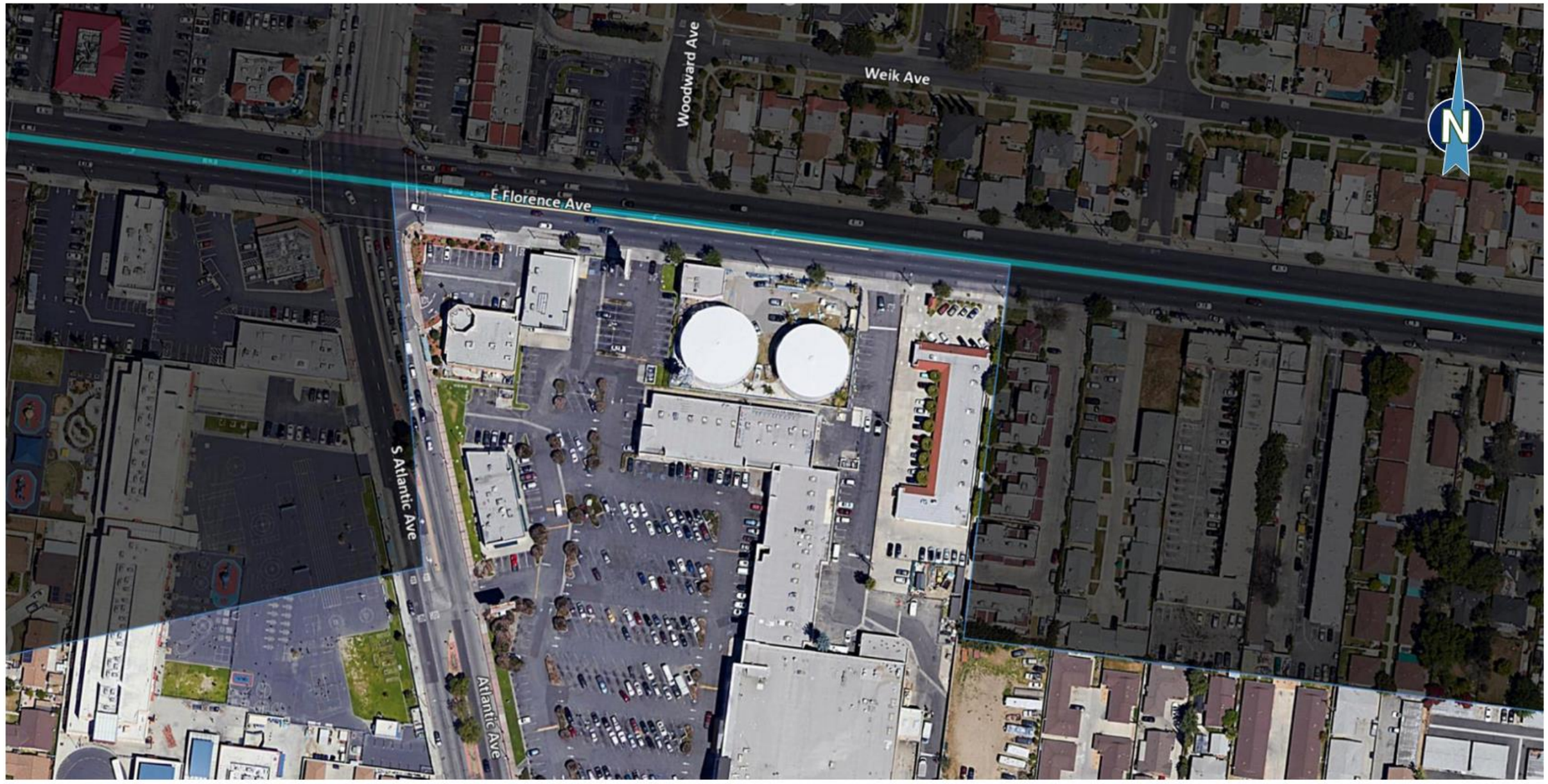
The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations would be needed as part of the master plan development along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.

FLORENCE AVENUE

Existing Conditions

Cudahy



Bell + Cudahy Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				EB	WB		EB width	WB width	EB width	WB width	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB	
I/S Atlantic Ave	100	2.9		2	2	0	11	11	12	11	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	Intersection skewed at south leg of Atlantic
300' E/O Atlantic to 300' W/O King	100	2.9	3.0	2	2	12 TWLTL, 2' RCM	0	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	None	None	No	No	Power and telcom on both sides of Florence
I/S King Ave	100	3.0		2	2	0	11	11	12	11	Yes	Yes	Yes	Yes	Yes	Yes	No	No	None	None	No	No	T-intersection, north leg

3.3.2 Project Meetings

Meeting #1

On Thursday, June 18, 2020, a meeting was held with the City of Cudahy staff to discuss the constraints deficiencies and opportunities for GCCOG Master Plan and Complete Street study for the Florence Corridor Complete Street Project through the City of Cudahy:

City of Cudahy Meeting Attendees			
Name	**Agency/Firm**	**Title**	**Email**
Aaron Hernandez	City of Cudahy	Assistant City Engineer	Ahernandez@cityofcudahyca.gov
Jana Robbins	Transtech	Director of Traffic Planning	Jana.robbins@transtech.org
Okan Demirci	Transtech	Traffic Planner	Okan.demirci@transtech.org
Karen Vigil	Transtech	Traffic Engineer	Karen.vigil@transtech.org
Kekoa Anderson	Koa/GCCOG	Transportation Planner	Kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	Yvette@kes-inc.com

The team provided a brief introduction and history of how the GCCOG complete streets program began, starting from the STP 25 deficient arterial Corridors, approved by the GCCOG Board in 2016. The scope of the study, schedule, project map, and the existing conditions were shared and discussed. This Corridor received Metro AT funds to pay for most of the effort, via a funding agreement, and the agreement was executed in late 2019.

The City shows interest in the Atlantic Corridor Complete Street study area as it ties into Florence Avenue. This the northern end of their jurisdiction. The only focus area possible for this study, based on such a small jurisdictional portion of the Corridor, is the intersection area tie-in at Atlantic/Florence to the City of Bell.

Field Review Observations:

This segment is small, approximately 0.125 miles, and includes the southeast corner of Atlantic Avenue. The City's jurisdiction runs south along the Atlantic Corridor. The City noted that they have coordinated with the City of Bell regarding plans developed along Florence Avenue (by Transtech) based on pedestrian improvements that were funded in 2019.

Meeting #2

On Wednesday, September 23, 2020, a second meeting was held with the city of Cudahy.

City of Cudahy Meeting Attendees			
Name	**Agency/Firm**	**Title**	**Email**
Aaron Hernandez	City of Cudahy	Assistant City Engineer	Ahernandez@cityofcudahyca.gov
Jana Robbins	Transtech	Director of Traffic Planning	Jana.robbins@transtech.org
Okan Demirci	Transtech	Traffic Planner	Okan.demirci@transtech.org
Karen Vigil	Transtech	Traffic Engineer	Karen.vigil@transtech.org
Kekoa Anderson	Koa/GCCOG	Transportation Planner	Kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	Yvette@kes-inc.com

The Florence Corridor Complete Street was quickly discussed as only the southeast corner of Florence and Atlantic Avenue belong in the jurisdiction of Cudahy. The GCCOG team requested the cities bike plan if they have any to help us determine if they have connecting bicycle lanes prioritized within the city along or adjacent to this Corridor.

It was noted that plans have been developed and have been awarded to construction via the City of Bell for this portion of the Florence Corridor, however the project is not included in any widening or any bicycle lanes and is primarily a safety enhancement and pedestrian enhancement project.

The status of the Florence Avenue Corridor Complete Street study was discussed. The team screen shared the plans that Transtech and Lost West created for the roadway and landscape portion of the Corridor within the city of Bell. Based on these plans, our team is going to develop addition striping and median improvement concepts to complement their design, that can be implemented at a future time. Jana will provide the additional landscape plan aesthetic concept from Lost West.

The team also discussed ways of keeping all existing typical section elements including parking and travel lanes as well as keeping the mature trees along the Corridor, while trying to implement bike lanes. Based on the existing focus area, it was determined that by creating a right-in/right-out at Cecilia. Then the median could be significantly narrowed, while saving the mature trees, to provide enough room to incorporate an extra wide outside travel lane with sharrows for bicyclists and preserving the parking. The City was supportive of this idea. The team will revise the typical section and plan sheet.

The City noted that they have approximately $3.2 million as part of a 2015 Call for Projects, ATP Cycle 3, which includes both state funds and a City match. This will allow the city to design and construct improvements consistent with the Atlantic Corridor typical section and plan created by this effort. They noted that once our plan is substantially complete, they will move into final design while we complete our study and report, in parallel.

3.3.3 Order of Magnitude Cost Estimates

The cost estimate below includes Cudahy and Bell. The portion of the cost applicable for Cudahy is ¼ of the estimated segment total of $9,718,000, which is approximately $2.43 million. The largest portion of the cost is related to undergrounding utilities, which remains optional due to the overall typical section width (curb to curb) not changing along this segment.

Cudahy Cost Estimate	Support	Capital	Total
Reach 1: Shared Segment with Cudahy (25%)	$ 486,000	$ 1,944,000	$ 2,430,000
Total Cost Estimate	**$ 486,000**	**$ 1,944,000**	**$ 2,430,000**

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	46,800	$ 2	$ 93,600
Pavcement - Widening	SF	-	$ 15	$ -
Enhanced Pavement	SF	-	$ 20	$ -
Curb and Gutter Removal	LF	900	$ 5	$ 4,500
Curb and Gutter Construction	LF	900	$ 30	$ 27,000
Median Curbs including removal	LF	-	$ 35	$ -
Curb Ramps	EA	4	$ 3,500	$ 14,000
Driveways	SF	1,350	$ 8	$ 10,800
Sidewalk	SF	6,200	$ 6	$ 37,200
Enhanced Sidewalk	SF	5,300	$ 12	$ 63,600
Sidewalk Railing	LF	250	$ 50	$ 12,500
Tree Removal	EA	105	$ 500	$ 52,500
Tree Replacement	EA	105	$ 2,500	$ 262,500
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	3,500,000	$ 3,500,000
Distribution Undergrounding Utilities	LS	1	160,000	$ 160,000
Street Light Replacement	EA	10	5,000	$ 50,000
Traffic Signal Mod.	EA	7	150,000	$ 1,050,000
Grading	CY	1,400	15	$ 21,000
Drain Inlets - Includes Connector Pipe	EA	12	10,000	$ 120,000
Transit Stops	EA	12	15,000	$ 180,000
Bike Lockers	EA	-	10,000	$ -
Landscape and Irrigation (drought tolerant)	SF	16,800	25	$ 420,000
Signing and Striping	LF	4,200	10	$ 42,000
Monument Signage	EA	-	20,000	$ -
Storm Water Treatment	LS	1	100,000	$ 100,000
			Subtotal (rounded)	$ 6,222,000
Traffic Control (2.5% of constr. costs)	LS	1	$ 155,550	$ 156,000
Signal Interconnect Synchronizing	EA	1	$ 100,000	$ 100,000
			Subtotal Construction Capital	$ 6,478,000
			Contingency (20%)	$ 1,296,000
			Estimated Construction Capital	**$ 7,774,000**
Preliminary Engineering & Environmental	3%	$		234,000
PS&E	9%	$		700,000
Construction Management	8%	$		622,000
Admin	5%	$		389,000
Subtotal Soft Costs	**25%**	**$**		**1,944,000**
Estimated Total				**$ 9,718,000**

3.4 City of Bell

3.4.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Bell, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

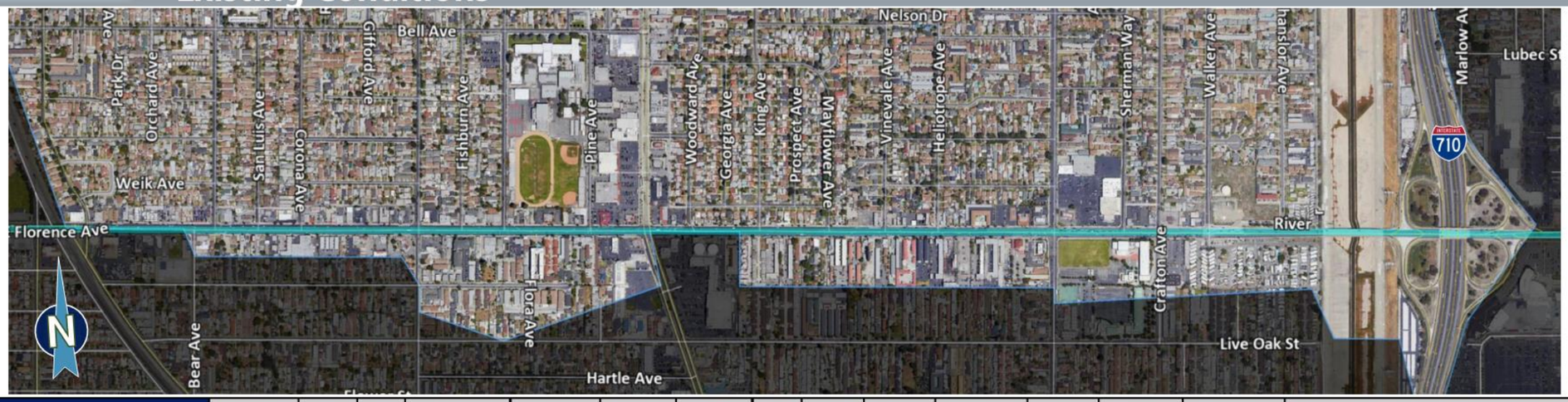
The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations would be needed as part of the master plan development along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.

FLORENCE AVENUE

Existing Conditions

Bell



Huntington Park + Bell	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
Segment Description				EB	WB		EB width	WB width	EB width	WB width	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB	
I/S Salt Lake Ave	100	2.02		2-3	2	2-10	10	0	0	12	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	I/S is California to north, Salt Lake to south, Y-split fork to south
150' E/O Salt Lake to 79' W/O Bear	100	2.02	2.2	2	2	12 TWLTL	12	12	0	0	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	
I/S Bear Ave	100	2.2		2	2	12 TWLTL	0	0	0	0	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	T-intersection

Bell	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
Segment Description				EB	WB		EB width	WB width	EB width	WB width	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB	
I/S Bear Ave	100	2.2		2	2	12 TWLTL	0	0	0	0	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	T-intersection, south leg
75' E/O Bear to 300' W/O Otis	100	2.2	2.5	2	2	12 TWLTL	0	0	0	0	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	
I/S Otis Ave	100	2.5		2	2	0	11	11	0	0	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	Transmission line N/S on East side of Otis
300' E/O Otis to 300' W/O Atlantic	100	2.5	2.9	2	2	11 TWLTL	11	0	0	0	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	
I/S Atlantic Ave	100	2.9		2	2	0	11	11	12	11	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	Intersection skewed at south leg of Atlantic

Bell + Cudahy	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
Segment Description				EB	WB		EB width	WB width	EB width	WB width	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB	
I/S Atlantic Ave	100	2.9		2	2	0	11	11	12	11	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	None	No	No	Intersection skewed at south leg of Atlantic
300' E/O Atlantic to 300' W/O King	100	2.9	3.0	2	2	12 TWLTL, 2' RCM	0	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	None	None	No	No	Power and telcom on both sides of Florence
I/S King Ave	100	3.0		2	2	0	11	11	12	11	Yes	Yes	Yes	Yes	Yes	Yes	No	No	None	None	No	No	T-intersection, north leg

Bell	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
Segment Description				EB	WB		EB width	WB width	EB width	WB width	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB	
I/S King Ave	100	3.0		2	2	0	11	11	12	11	Yes	Yes	Yes	Yes	Yes	Yes	No	No	None	None	No	No	T-intersection, north leg
300' E/O King to 300' W/O Wilcox	100	3.0	3.5	2	2	11 TWLTL	11	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	
I/S Wilcox Ave	100	3.5		2	2	2 RCM*	11	11	11	11	No	No	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	*RCM E/B only
300' E/O Wilcox to 300' W/O Walker	100	3.5	3.7	2	2	5 RCM, 12 TWLTL	0	0	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	
I/S Walker Ave	100	3.7		2	2	5 RCM	10	10	0	12	Yes	No	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	Southern leg to shopping plaza.
300' E/O Walker to 300' W/O I-710 CL	60-100*	3.7	4.0	2	2	0-10 painted	0	0	0	0	No	No	Yes	Yes	Yes	Yes	No	No	None	None	No	No	Road narrows to bridge over flood control channel. On/Off ramps to I-
CL I-710 Freeway	Var/Caltrans	4.0		2	2	0	0	0	0	0	No	No	Yes	Yes	No	No	No	No	None	None	No	No	I-710 freeway overcrossing 85'x235'
300' E/O CL I-710 to 453' W/O Eastern	Var/Caltrans	4.0	4.2	2	2	0	0	0	0	0	No	No	Yes	Yes	Yes	Yes	No	No	None	None	No	No	On/Off ramps to I-710.
I/S Eastern Ave	105-115*	4.2		3	2	4 RCM (WB only)	2x11	11	12	13	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	

Abbreviations:

Avg: Average; **EB: Eastbound; E/O: East of; I/S: Intersecting Street; LTL:** Left Turn Lane; **No.:** Number; **OH:** Overhead; **PM:** Post Mile; **RR**: Railroad; **RTL:** Right Turn Lane; **TWLTL**: Two Way Left Turn Lane; **RCM**: Raised Center Median; **Var**: Varies; WB: Westbound; W/O: West of

3.4.2 Project Meetings

Meeting #1

On Thursday, June 18, 2020, a meeting was held with the City of Bell staff to discuss the constraints deficiencies and opportunities for GCCOG Master Plan and Complete Street study for the Florence Corridor Complete Street Project through the City of Bell:

City of Bell Meeting Attendees			
Name	**Agency/Firm**	**Title**	**Email**
Bill Paget	City of Bell/Willdan	Engineering Consultant	Bpagett@willdan.com
Gabino Luna	City of Bell	Acting PW Manager	Gluna@cityofbell.org
Rey Alfonso	City of Bell	Dept. City Engineer	Ralfonso@cityofbell.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	Yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	Designer	kekoa@koaconsulting.net

The team provided a brief introduction and history of how the GCCOG complete streets program began, starting from the STP 25 deficient arterial Corridors, approved by the GCCOG Board in 2016. The scope of the study, schedule, project map, and the existing conditions were shared and discussed.

The team will look at the connectivity of bike facilities in the area as they tie into the LA River adjacent to the I-710. The discussion also included addressing issues contained within livability, including open space and urban greening. Waters resource elements and projects were discussed. Using tributary footprints, we can determine where the water flows. The watershed land use contribution is greater than 30% for transportation.

The City noted that they received a safety grant (HSIP funds) for a portion of Florence as there are many students/pedestrians. This $3.5 million grant is to construct bulb-outs, intersection improvements, entry medians at both ends with signage, and bus stop improvements. It does not include any lane change/modifications or bicycle lanes. The City wishes to preserve parking. Florence Corridor is a truck route. The City is open to bicycle lanes if they can fit, which could be a future project if funding were to become available.

The next steps include confirming the proposed FAs with the City, and then the preliminary CAD work will begin. This will incident building a file and then overlaying it with Rivet to develop renderings.

The City showed interest in a focus area related to the tie in with the Atlantic Corridor Complete Street study and Florence Avenue, in evaluating if bicycle lanes can be fit within the right of way, including connectivity to a larger network, such as the LA River. A shared Corridor is a possibility for consideration, similar to Bell Gardens.

Field Review Observations:

This segment is approximately 1.875 miles and signalized intersections include Crafton Ave., Wilcox Ave., Vinedale Ave., Atlantic Ave., Flora Ave., Otis Ave., and Bear Ave. The posted speed limit is 35 mph, and the typical section is generally two lanes in each direction with a raised and median. Transit includes Metro Line 111 and 612.

Meeting #2

On Monday, September 21, 2020, a second meeting was held with the City of Bell.

City of Bell Meeting Attendees			
Name	**Agency/Firm**	**Title**	**Email**
Bill Paget	City of Bell/Willdan	Engineering Consultant	Bpagett@willdan.com
Gabino Luna	City of Bell	Acting PW Manager	Gluna@cityofbell.org
Rey Alfonso	City of Bell	Dept. City Engineer	Ralfonso@cityofbell.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	Yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	Designer	kekoa@koaconsulting.net

The Florence Corridor Complete Street status was discussed including the completion of Task 2 - Existing Conditions, which includes the table of Corridor elements and dimensions at both the east and the west end. It was noted that this data is used to help confirm that various elements included for Corridor continuity can actually fit, such as bicycle lanes. This data provides all the dimensions needed to spot check laying out the typical section for the entire stretch of the Corridor and can identify if modifications such as median narrowing is needed. This also helps in the preparation of cost estimates as we have accurate lengths and widths to utilize in estimating linear feet, for example.

Bill Paget noted that the Florence Corridor through the City of Bell has a construction contract that was recently awarded. This contract however does not include any widening or bicycle lanes. The city reaffirmed their openness to a future project that includes either #2 lane shared or class 2 bike lane depending on how they fit and impact the other features of the typical section along the Corridor.

It was noted that near I-710, owing a diverging diamond interchange is proposed, this GCCOG study is proposing a class 1 bike lane as an alternative. It is also proposing a class for along the south side of the bridge over the LA River which would need to be widened. The cost estimate for this recommendation is included in the estimate, for the City, however would be paid by the Caltrans project if accepted.

It was noted that on the north side there is a vacant parcel that the city has a $4.5 million grant to turn it into a park. A proposed Focus Area could connect the new Park to the LA River via a bike trail including access along River Drive. Bill noted that the concept at the park, for the vacant parcel, would be shared with our team. It was also noted that Bill would provide the CAD plans for the roadway project being awarded now, that will be constructed by March 2021.

3.4.3 Concept Area Focus Area Development

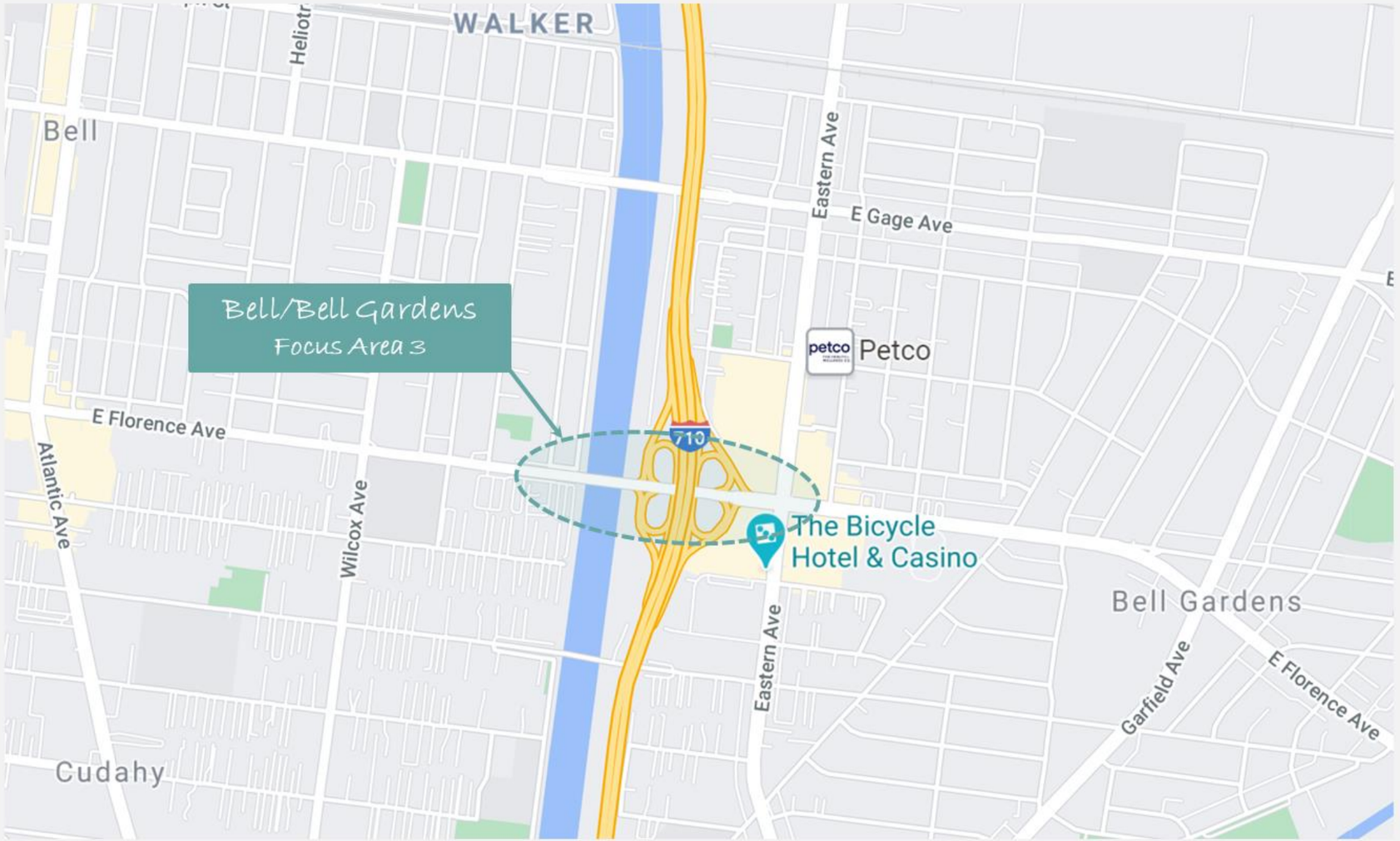
This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept FAs, as part of the overall creation of the Florence Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The Areas of Focus are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. Using the "Tool Kit" of Street Designation that would be applied to other parts of the Corridor. The Street Designations are used as a baseline to illustrate and provide the high-level future Corridor concept.

The City of Bell shares a small area with Huntington Park and a small segment with Cudahy, which is noted in the cost estimate. The concept exhibit focuses on the I-710 area interchange showing the pedestrian bicycle trail concept. This concept while included in the cost estimate is not the responsibility of the City to fund, and is only shown this way as it's located in the jurisdiction. The remainder of the segment to the east that is either 100% in Bell's jurisdiction and/or shared, is based on the complete street typical section rehab, and is shown in the cost estimate based on quantities for the length and jurisdictional proportions. The City has indicated that they have a construction project for the Corridor which will be completed , and that a future project could consider either a Class 2 bicycle lane and/or sharrows, as well as improvements near River Drive.

The following includes the Concept FA for the I-710 area within the City of Bell.

FLORENCE AVENUE
At Interstate 710

Bell/Bell Gardens
Map Area
FA-3

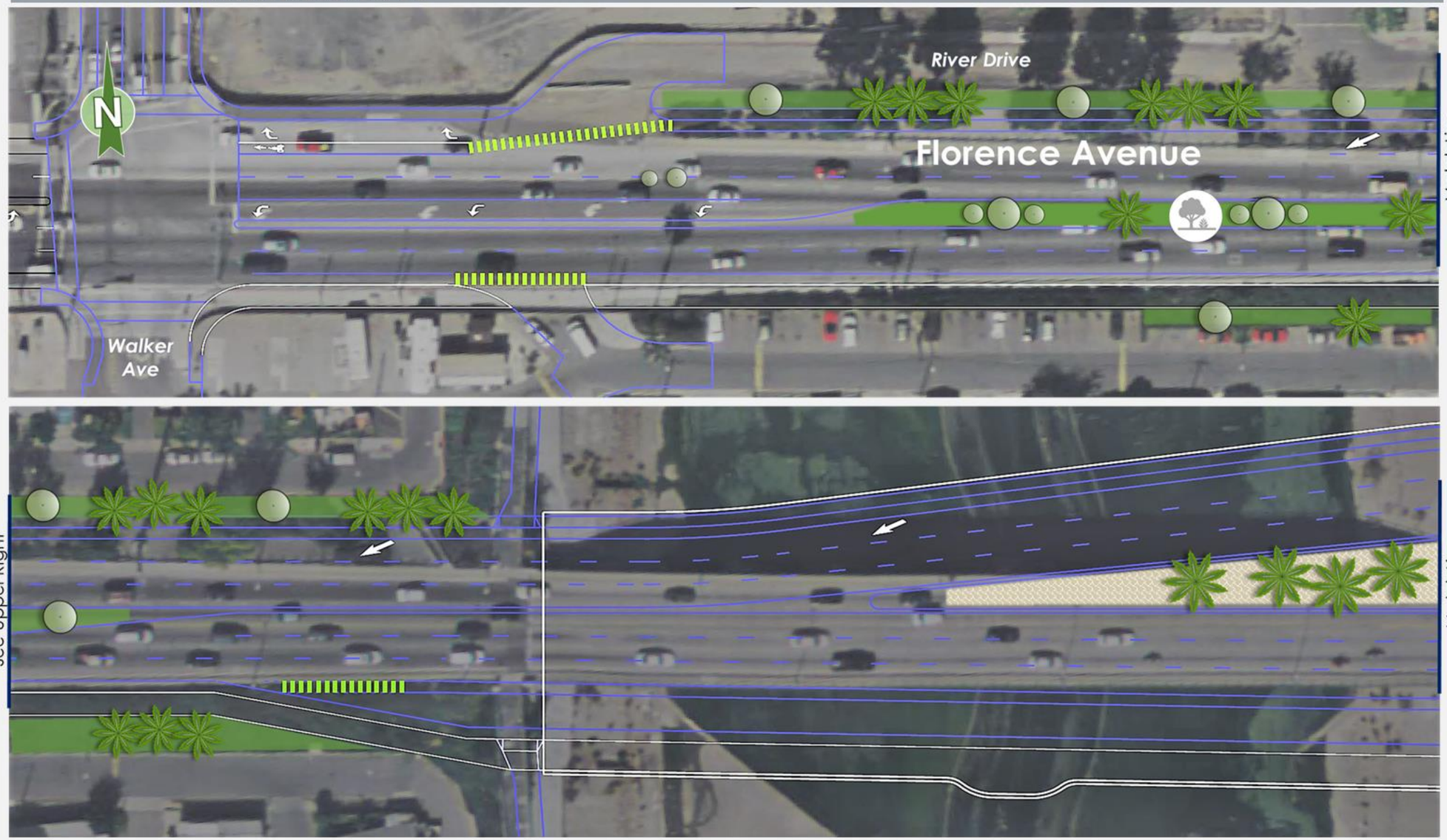


FLORENCE AVENUE

At Interstate 710

Bell/
Bell Gardens

FA-3

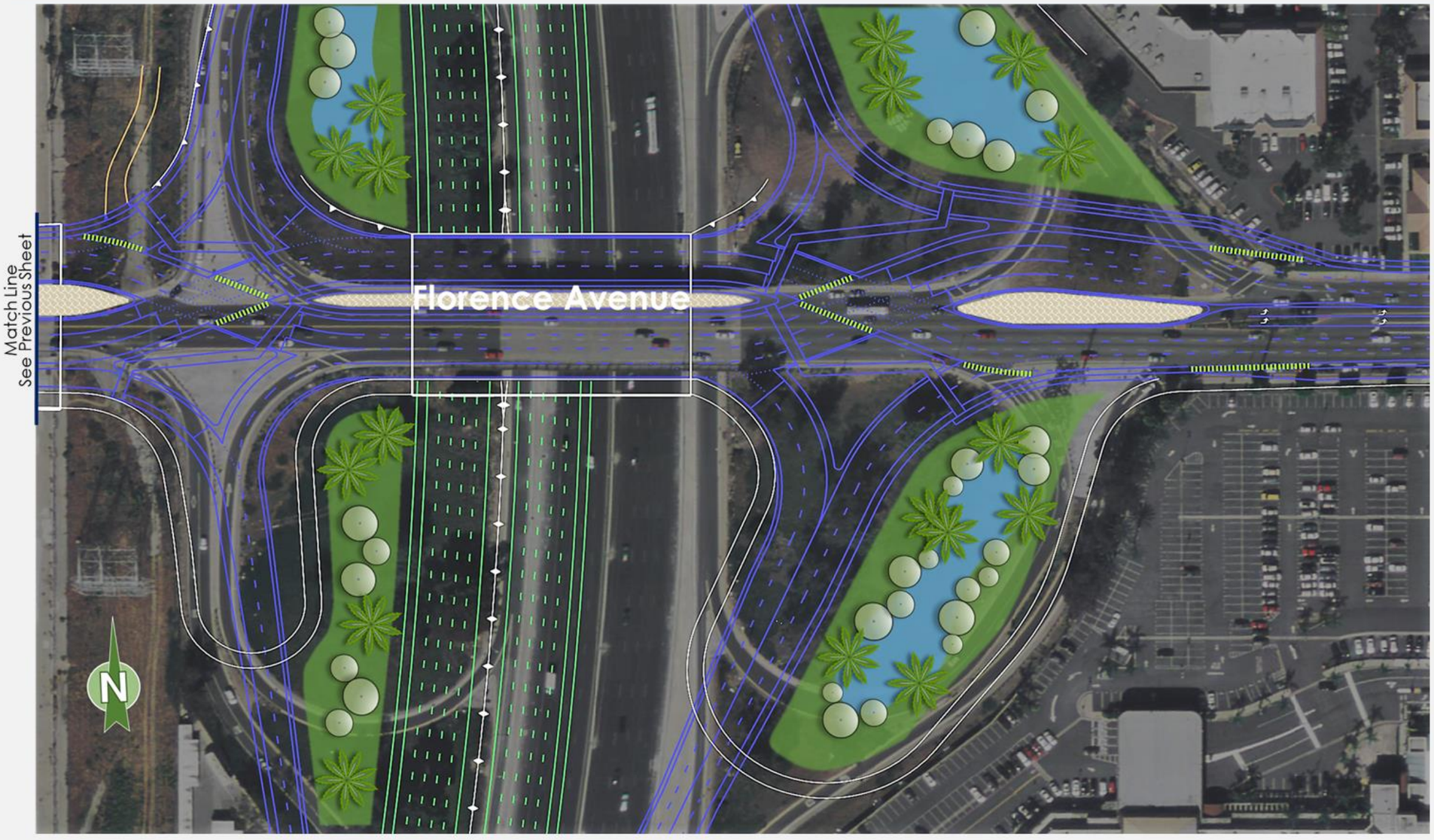


FLORENCE AVENUE

At Interstate 710

Bell/
Bell Gardens

FA-3



3.4.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Bell was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the FAs developed applied to the entire length of the City's segment within the Corridor. The cost estimate is broken down into four reaches due to the shared jurisdictional limits with Huntington Park, as well as Cudahy. The summary is shown below, followed by the details of each segment.

Bell Cost Estimate	Support	Capital	Total
Reach 1: Shared Segment with Huntington Park (50%)	$ 2,012,000	$ 8,048,000	$ 10,060,000
Reach 2: 100% Bell Segment	$ 9,823,000	$ 39,291,000	$ 49,114,000
Reach 3: Shared Segment with Cudahy (75%)	$ 1,458,000	$ 5,830,000	$ 7,288,000
Reach 4: 100% Bell Segment	$ 3,495,000	$ 13,977,000	$ 17,472,000
Total Cost Estimate	**$ 16,788,000**	**$ 67,146,000**	**$ 83,934,000**

Western Corridor Portion shared with Huntington Park - Cost Estimate (50%)

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	89,250	$ 2	$ 178,500
Pavcement - Widening	SF	-	$ 15	$ -
Enhanced Pavement	SF	-	$ 20	$ -
Curb and Gutter Removal	LF	2,200	$ 5	$ 11,000
Curb and Gutter Construction	LF	2,200	$ 30	$ 66,000
Median Curbs including removal	LF	286	$ 35	$ 10,010
Curb Ramps	EA	9	$ 3,500	$ 31,500
Driveways	SF	2,500	$ 8	$ 20,000
Sidewalk	SF	16,000	$ 6	$ 96,000
Enhanced Sidewalk	SF	3,300	$ 12	$ 39,600
Sidewalk Railing	LF	190	$ 50	$ 9,500
Tree Removal	EA	-	$ 500	$ -
Tree Replacement	EA	19	$ 2,500	$ 47,500
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	8,000,000	$ 8,000,000
Distribution Undergrounding Utilities	LS	1	3,000,000	$ 3,000,000
Street Light Replacement	EA	32	5,000	$ 160,000
Traffic Signal Mod.	EA	2	150,000	$ 300,000
Grading	CY	3,250	15	$ 48,750
Drain Inlets - Includes Connector Pipe	EA	-	10,000	$ -
Transit Stops	EA	-	15,000	$ -
Bike Lockers	EA		10,000	$ -
Landscape and Irrigation (drought tolerant)	SF	33,500	25	$ 837,500
Signing and Striping	LF	3,200	10	$ 32,000
Monument Signage	EA	-	20,000	$ -
Storm Water Treatment	LS	1	100,000	$ 100,000
LA River Bridge	LS			$ -
			Subtotal (rounded)	$ 12,988,000
Traffic Control (2.5% of constr. costs)	LS	1	$ 325,000	$ 325,000
Signal Interconnect Synchronizing	EA	1	$ 100,000	$ 100,000
		Subtotal Construction Capital		$ 13,413,000
		Contingency (20%)		$ 2,683,000
		Estimated Construction Capital		**$ 16,096,000**
Preliminary Engineering & Environmental	3%	$		483,000
PS&E	9%	$		1,449,000
Construction Management	8%	$		1,288,000
Admin	5%	$		805,000
Subtotal Soft Costs	**25%**	**$**		**4,024,000**
Estimated Total				**$ 20,120,000**

Western Corridor Portion adjacent to Huntington Park - Cost Estimate (100%)

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	309,750	$ 2	$ 619,500
Pavcement - Widening	SF	-	$ 15	$ -
Enhanced Pavement	SF	-	$ 20	$ -
Curb and Gutter Removal	LF	8,000	$ 5	$ 40,000
Curb and Gutter Construction	LF	8,000	$ 30	$ 240,000
Median Curbs including removal	LF	-	$ 35	$ -
Curb Ramps	EA	18	$ 3,500	$ 63,000
Driveways	SF	5,200	$ 8	$ 41,600
Sidewalk	SF	48,000	$ 6	$ 288,000
Enhanced Sidewalk	SF	5,500	$ 12	$ 66,000
Sidewalk Railing	LF	260	$ 50	$ 13,000
Tree Removal	EA	110	$ 500	$ 55,000
Tree Replacement	EA	100	$ 2,500	$ 250,000
Power Line Undergrounding				
Transmission Undergrounding Power Pole	LS	1	2,220,000	$ 2,220,000
Distribution Undergrounding Utilities	LS	1	500,000	$ 500,000
Street Light Replacement	EA	45	5,000	$ 225,000
Traffic Signal Mod.	EA	6	150,000	$ 900,000
Grading	CY	1,900	15	$ 28,500
Drain Inlets - Includes Connector Pipe	EA	20	10,000	$ 200,000
Transit Stops	EA	12	15,000	$ 180,000
Bike Lockers	EA	2	10,000	$ 20,000
Landscape and Irrigation (drought tolerant)	SF	30,000	25	$ 750,000
Signing and Striping	LF	4,500	10	$ 45,000
Ped. Bike bridge special feature	LS	1	25,000,000	$ 25,000,000
Storm Water Treatment	LS	1	100,000	$ 100,000
			Subtotal (rounded)	$ 31,845,000
Traffic Control (2.5% of constr. costs)	LS	1	$ 796,125	$ 797,000
Signal Interconnect Synchronizing	EA	1	$ 100,000	$ 100,000
		Subtotal Construction Capital		$ 32,742,000
		Contingency (20%)		$ 6,549,000
		Estimated Construction Capital		**$ 39,291,000**
Preliminary Engineering & Environmental	3%	$		1,179,000
PS&E	9%	$		3,537,000
Construction Management	8%	$		3,144,000
Admin	5%	$		1,965,000
Subtotal Soft Costs	**25%**	**$**		**9,823,000**
Estimated Total				**$ 49,114,000**

Shared Portion with Cudahy - Cost Estimate (75%)

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	46,800	$ 2	$ 93,600
Pavcement - Widening	SF	-	$ 15	$ -
Enhanced Pavement	SF	-	$ 20	$ -
Curb and Gutter Removal	LF	900	$ 5	$ 4,500
Curb and Gutter Construction	LF	900	$ 30	$ 27,000
Median Curbs including removal	LF	-	$ 35	$ -
Curb Ramps	EA	4	$ 3,500	$ 14,000
Driveways	SF	1,350	$ 8	$ 10,800
Sidewalk	SF	6,200	$ 6	$ 37,200
Enhanced Sidewalk	SF	5,300	$ 12	$ 63,600
Sidewalk Railing	LF	250	$ 50	$ 12,500
Tree Removal	EA	105	$ 500	$ 52,500
Tree Replacement	EA	105	$ 2,500	$ 262,500
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	3,500,000	$ 3,500,000
Distribution Undergrounding Utilities	LS	1	160,000	$ 160,000
Street Light Replacement	EA	10	5,000	$ 50,000
Traffic Signal Mod.	EA	7	150,000	$ 1,050,000
Grading	CY	1,400	15	$ 21,000
Drain Inlets - Includes Connector Pipe	EA	12	10,000	$ 120,000
Transit Stops	EA	12	15,000	$ 180,000
Bike Lockers	EA	-	10,000	$ -
Landscape and Irrigation (drought tolerant)	SF	16,800	25	$ 420,000
Signing and Striping	LF	4,200	10	$ 42,000
Monument Signage	EA	-	20,000	$ -
Storm Water Treatment	LS	1	100,000	$ 100,000
			Subtotal (rounded)	$ 6,222,000
Traffic Control (2.5% of constr. costs)	LS	1	$ 155,550	$ 156,000
Signal Interconnect Synchronizing	EA	1	$ 100,000	$ 100,000
		Subtotal Construction Capital		$ 6,478,000
		Contingency (20%)		$ 1,296,000
		Estimated Construction Capital		**$ 7,774,000**
Preliminary Engineering & Environmental	3%	$		234,000
PS&E	9%	$		700,000
Construction Management	8%	$		622,000
Admin	5%	$		389,000
Subtotal Soft Costs	**25%**	**$**		**1,944,000**
Estimated Total				**$ 9,718,000**

Eastern Corridor Portion adjacent to Bell Gardens - Cost Estimate (100%)

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	377,720	$ 2	$ 755,440
Pavcement - Widening	SF	-	$ 15	$ -
Enhanced Pavement	SF	6,000	$ 20	$ 120,000
Curb and Gutter Removal	LF	7,250	$ 5	$ 36,250
Curb and Gutter Construction	LF	7,250	$ 30	$ 217,500
Median Curbs including removal	LF	600	$ 35	$ 21,000
Curb Ramps	EA	28	$ 3,500	$ 98,000
Driveways	SF	8,000	$ 8	$ 64,000
Sidewalk	SF	55,000	$ 6	$ 330,000
Enhanced Sidewalk	SF	6,900	$ 12	$ 82,800
Sidewalk Railing	LF	320	$ 50	$ 16,000
Tree Removal	EA	135	$ 500	$ 67,500
Tree Replacement	EA	135	$ 2,500	$ 337,500
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	3,750,000	$ 3,750,000
Distribution Undergrounding Utilities	LS	1	1,380,000	$ 1,380,000
Street Light Replacement	EA	55	5,000	$ 275,000
Traffic Signal Mod.	EA	7	300,000	$ 2,100,000
Grading	CY	1,250	15	$ 18,750
Drain Inlets - Includes Connector Pipe	EA	18	10,000	$ 180,000
Transit Stops	EA	14	15,000	$ 210,000
Bike Lockers	EA	1	10,000	$ 10,000
Landscape and Irrigation (drought tolerant)	SF	40,000	25	$ 1,000,000
Signing and Striping	LF	5,500	10	$ 55,000
Monument Signage	EA	1	20,000	$ 20,000
Storm Water Treatment	LS	1	120,000	$ 120,000
			Subtotal (rounded)	$ 11,265,000
Traffic Control (2.5% of constr. costs)	LS	1	$ 281,625	$ 282,000
Signal Interconnect Synchronizing	EA	1	$ 100,000	$ 100,000
		Subtotal Construction Capital		$ 11,647,000
		Contingency (20%)		$ 2,330,000
		Estimated Construction Capital		**$ 13,977,000**
Preliminary Engineering & Environmental	3%	$		420,000
PS&E	9%	$		1,258,000
Construction Management	8%	$		1,119,000
Admin	5%	$		699,000
Subtotal Soft Costs	**25%**	**$**		**3,495,000**
Estimated Total				**$ 17,472,000**

3.5 City of Bell Gardens

3.5.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Bell Gardens, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

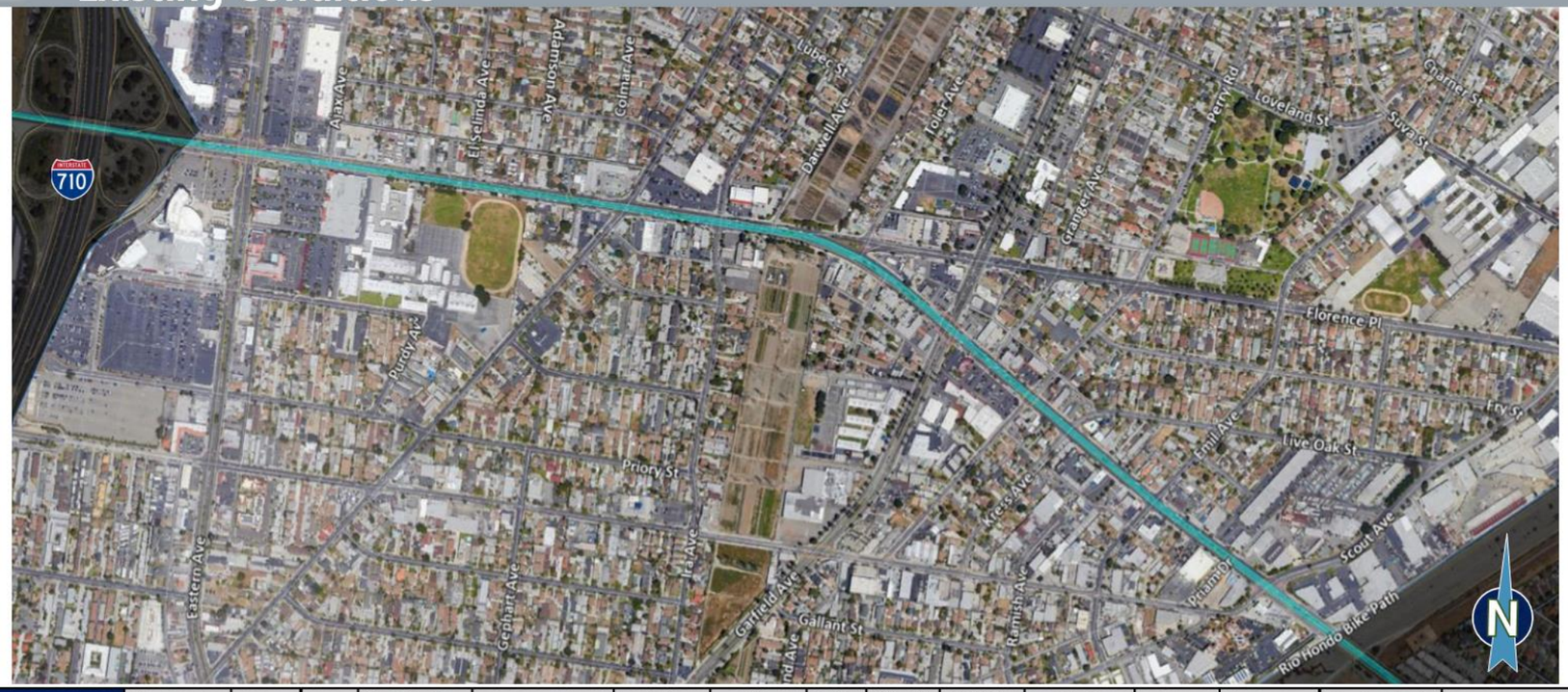
The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations would be needed as part of the master plan development along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.

FLORENCE AVENUE

Existing Conditions

Bell Gardens



Bell Gardens Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes EB	No. of Thru Lanes WB	Median	LTL EB width	LTL WB width	RTL EB width	RTL WB width	Parking EB	Parking WB	Sidewalk EB	Sidewalk WB	OH Utilities EB	OH Utilities WB	Bicycle EB	Bicycle WB	Transit Stop	RR Crossing	Frontage Roads EB	Frontage Roads WB	Comments
I/S Bloomfield to 300' E/O Volunteer	100*	5.0	5.3	3	3	12 paint	0	10	0	0	No	No	Yes	Yes	No	No	No	No	None	None	No	No	
I/S Volunteer	100	5.3		3	3	2-12 RCM	10	10	0	0	No	No	Yes	Yes	No	No	No	No	None	None	No	No	
200' W/O Volunteer to 200' E/O Ave Man. Sal.	100	5.3	5.4	3	3	4-12 RCM	10	10	0	0	No	No	Yes	Yes	No	No	No	No	None	None	No	No	
I/S Avenida Manuel Salinas	100	5.5		3	3	4 RCM	0	10	0	10	No	No	Yes	Yes	No	No	No	No	None	None	No	No	
300' W/O Ave. Man. Sa. to 300' E/O Norwalk	100	5.5	5.5	3	3	4 RCM	0	0	0	0	No	No	Yes	Yes	No	No	No	No	None	None	No	No	
I/S Norwalk Blvd	100	5.5		3	3	4-12 RCM	10	10	10	10	No	No	Yes	Yes	No	No	No	No	None	None	No	No	Vegation/trees in median.
I/S Eastern Ave	105-115*	4.2		3	2	4 RCM (WB only)	2x11	11	12	13	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	
300' E/O Eastern to 300' W/O Jaboneria	100	4.2	4.6	3	3	10 RCM Landscaped	11	10	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	
I/S Jaboneria Road	100	4.6		3	3	0	9	9	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	Skewed I/S
300' E/O Jaboneria to 300' W/O Ira	100	4.6	4.7	3	3	9 RCM Landscaped	10	10	0	0	No	No	Yes	Yes	No	No	No	No	None	None	No	No	
I/S Ira Ave	100	4.7		3	3	0	10	10	0	0	No	No	Yes	Yes	No	No	No	No	None	None	No	No	
300' E/O Ira to 300' W/O Garfield	100	4.7	5	3	3	9 RCM Landscaped	10	10	0	0	No	No	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	Perpendicular heavy power transmission.
I/S Garfield Ave	100	5.0		3	3	0	9	9	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	
300' E/O Garfield to 300' W/O Perry	100	5.0	5.1	3	3	9 RCM Landscaped	0	9	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	
I/S Perry Road	100	5.1		3	3	Var RCM,Landscaped	9	9	0	0	No	No	Yes	Yes	No	No	No	No	None	None	No	No	
300' E/O Perry to 300' W/O Emil	100	5.1	5.3	3	3	9 RCM Landscaped	9	9	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	
I/S Emil Ave	100	5.3		3	3	Var RCM,Landscaped	10	10	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	
300' E/O Emil to 300' W/O Clara	100	5.3	5.4	3	3	9 RCM Landscaped	0	0	0	0	No	No	Yes	Yes	No	No	No	No	None	None	No	No	
I/S Clara Street	100	5.4		3	3	0,5 RCM*	10	10	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	*RCM WB only

Abbreviations:

Avg: Average; **EB: Eastbound; E/O: East of; I/S: Intersecting Street; LTL:** Left Turn Lane; **No.:** Number; **OH:** Overhead; **PM:** Post Mile; **RR**: Railroad; **RTL:** Right Turn Lane; **TWLTL**: Two Way Left Turn Lane; **RCM**: Raised Center Median; **Var**: Varies; WB: Westbound; W/O: West of

3.5.2 Project Meetings

Meeting #1

On Tuesday, June 17, 2020, a meeting was held with the City of Bell Gardens staff to discuss the constraints deficiencies and opportunities for GCCOG Master Plan and Complete Street study for the Florence Corridor Complete Street Project through the City of Bell Gardens:

City of Bell Gardens Meeting Attendees			
Name	**Agency/Firm**	**Title**	**Email**
Douglas Benash	IE	Consultant	Dbenash@infengr.com
Chau Vu	City of Bell Gardens	Public Works Director	Cvu@bellgardens.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	Yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	Transportation Planner	Kekoa@koaconsulting.net

The team provided a brief introduction including the STP 25 deficient arterial Corridors, approved by the GCCOG Board in 2016, and the history of obtaining a Funding Agreement/Grant from Metro to help pay for the study. The team shared and discussed the scope of the study, schedule, project map, and the existing conditions.

Our team will be working to identify opportunities contained within livability, and/or enhancing features, including open space and urban greening, where possible. Evaluation will include connection to the LA River and the Rio Hondo River. Hotspots from the STP included the Florence Avenue/Eastern Avenue intersection (No. 60) in front of the Casino. This project obtained I-710 Early Action Funding via the I-710 TAC, and the project is proceeding. The City will provide a current set of geometrics for the intersection for the GCCOG to overlay onto the Corridor drawings.

Waters resource elements and projects were also discussed. Using the LA tributary footprints, it can be determined where the water flows from Florence Avenue. The watershed land use contribution is greater than 30% for transportation. Also discussed were opportunities for Prop 1, Prop 68, Measure W, etc.

The City noted that their greatest interest and vision is in moving traffic (i.e. traffic flow), enhancing aesthetics including infiltration, bioswales, green streets, and other beautification, as well as retrofitting for LED lights.

The next steps include confirming the proposed FAs with the City, and then the preliminary CAD work will begin. This will incident building a file and then overlaying it with Revit to develop renderings.

Because the Corridor is substantially complete from a complete street perspective, the City shared their interest in the possibility of closing the intersection area of Toler Avenue at Florence Avenue and creating a new vision for the area. Our team could develop an exhibit to incorporate both the closure as well as water quality opportunities. This exhibit can include any other livability enhancements that may fit into this general area.

Field Review Observations:

This segment is approximately 1.25 miles and signalized intersections include Ira Ave, Jarbonoria Road, Garfield Ave, Perry Rd, Emil Ave, and Scout Ave. Additionally, transit along the Corridor includes Metro Line 111 and the Bell Gardens Town Trolley. The posted speed limit is 40 MPH, and the roadway includes generally three (3) lanes in each direction, with a shared bike lane (sharrows), in addition to a raised center median. Parking is a priority, premium, and must not be impacted, as well as the City's position to not allow any additional widening of the Corridor. The Corridor is very tight and very dense, which makes it difficult to enhance.

Meeting #2

On September 21, 2020, a second meeting was held with the City of Bell Gardens staff to discuss the constraints deficiencies and opportunities for GCCOG Master Plan and Complete Street study for the Florence Corridor Complete Street Project through the City of Bell Gardens:

City of Bell Gardens Meeting Attendees			
Name	**Agency/Firm**	**Title**	**Email**
Douglas Benash	IE	Consultant	Dbenash@infengr.com
Chau Vu	City of Bell Gardens	Public Works Director	Cvu@bellgardens.org
Yvette Kirrin	Southstar/GCCOG	Project Manager	Yvette@kes-inc.com
Kekoa Anderson	Koa/GCCOG	Transportation Planner	Kekoa@koaconsulting.net
Traci Gleason	Koa/GCCOG	Transportation Planner	Traci@koaconsulting.net

The purpose of the meeting was to show progress on the concept focus area being developed at Toler Avenue, Florence Place and Florence Avenue. The proposed concept shown included a roundabout. The pros and cons of a roundabout at this intersection area were discussed including the opportunity to remove trucks as well as to calm the intersection. The city staff noted that they would "think about it" as they were not sure the community would be open to such a concept. The city noted that they had a more subtle proposal for this area which would be provided to our team.

GCCOG staff also showed the I-710 Environmental Impact Report (EIR) exhibits near Florence Avenue that included blue shading to denote the EIR footprint. It was noted that several opportunities exist along the Corridor that could tie-in and enhance the freeway connectivity from an active transportation standpoint.

A second proposed focus area, showing approximately 15% design detail, was provided to the City, illustrating a grade separated class 1 pedestrian bicycle trail over I-710. This work included both horizontal and vertical profiles for feasibility purposes.

The city was cautiously supportive of the various ideas and would show them to their Traffic Engineer for input.

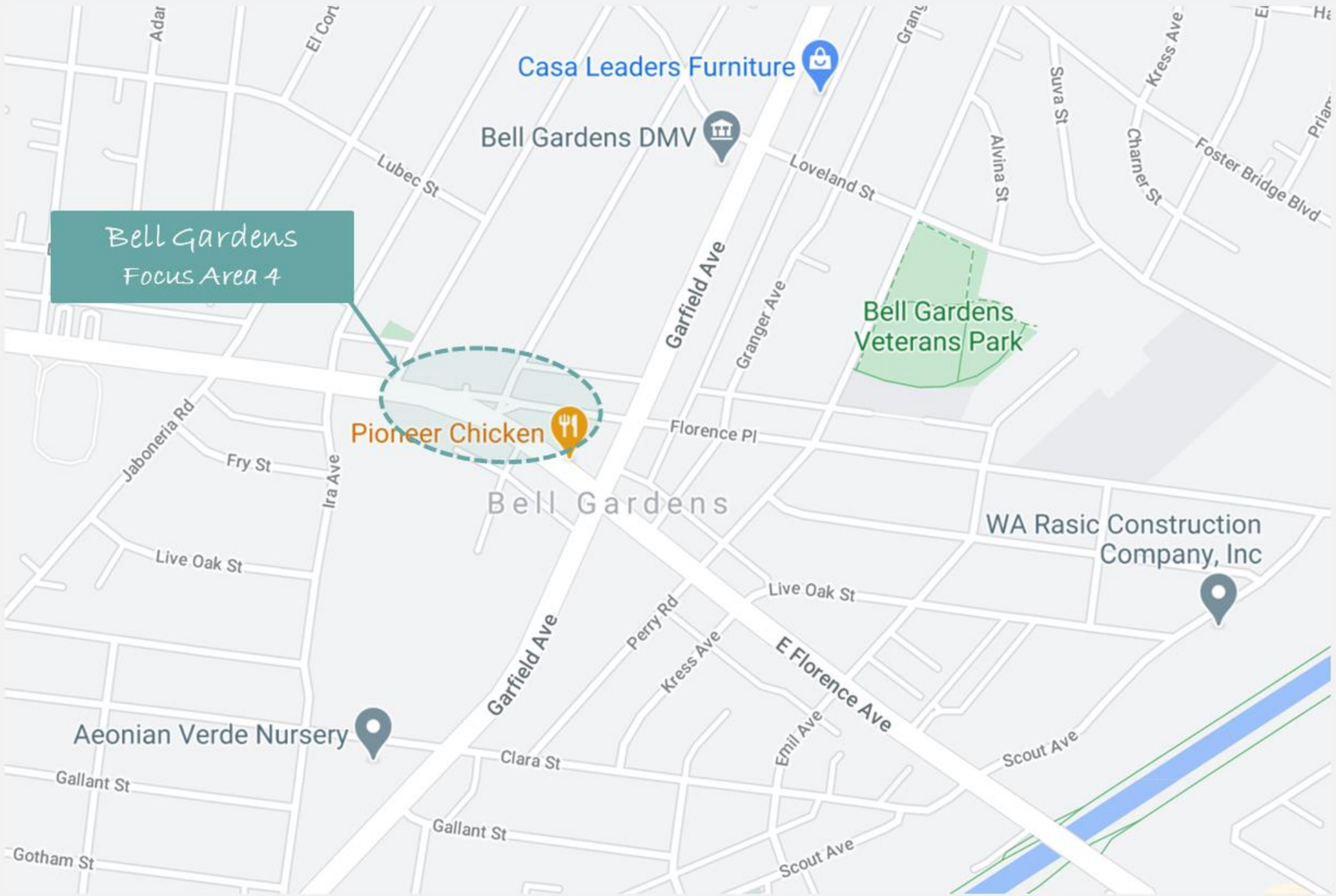
3.5.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept FAs, as part of the overall creation of the Florence Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The Areas of Focus are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. Using the "Tool Kit" of Street Designation that would be applied to other parts of the Corridor. The Street Designations are used as a baseline to illustrate and provide the high-level future Corridor concept.

The following includes the Concept Focus Area for the City of Bell Gardens.

FLORENCE AVENUE
At Toler Avenue

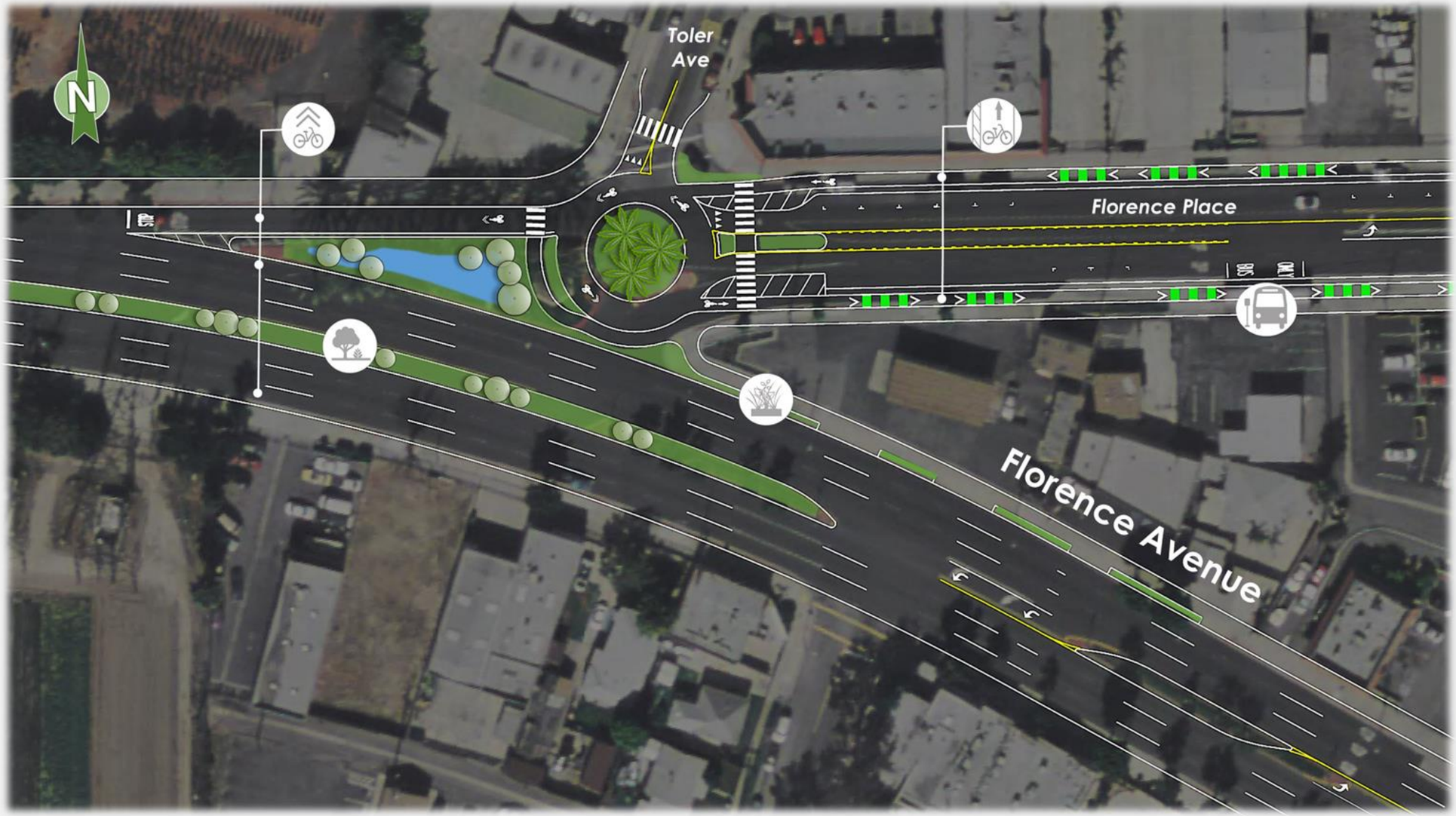
Bell Gardens Map Area FA-4



FLORENCE AVENUE

At Toler Avenue

Bell Gardens FA-4



FLORENCE AVENUE
At Toler Avenue

Bell Gardens FA-4

3.5.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Bell Gardens was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the FAs developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate for the City of Bell Gardens:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	517,600	$ 2	$ 1,035,200
Pavcement - Widening	SF	-	$ 15	$ -
Enhanced Pavement	SF	-	$ 20	$ -
Curb and Gutter Removal	LF	11,200	$ 5	$ 56,000
Curb and Gutter Construction	LF	11,200	$ 30	$ 336,000
Median Curbs including removal	LF	6,200	$ 35	$ 217,000
Curb Ramps	EA	51	$ 3,500	$ 178,500
Driveways	SF	20,000	$ 8	$ 160,000
Sidewalk	SF	72,500	$ 6	$ 435,000
Enhanced Sidewalk	SF	10,200	$ 12	$ 122,400
Sidewalk Railing	LF	500	$ 50	$ 25,000
Tree Removal	EA	207	$ 500	$ 103,500
Tree Replacement	EA	207	$ 2,500	$ 517,500
Power Line Undergrounding				
Transmission Undergrounding Power Pole	LS	1	4,500,000	$ 4,500,000
Distribution Undergrounding Utilities	LS	1	1,660,000	$ 1,660,000
Street Light Replacement	EA	80	5,000	$ 400,000
Traffic Signal Mod.	EA	7	300,000	$ 2,100,000
Grading	CY	5,500	15	$ 82,500
Drain Inlets - Includes Connector Pipe	EA	30	10,000	$ 300,000
Transit Stops	EA	14	15,000	$ 210,000
Bike Lockers	EA	2	10,000	$ 20,000
Landscape and Irrigation (drought tolerant)	SF	60,000	25	$ 1,500,000
Signing and Striping	LF	10,000	10	$ 100,000
Monument Signage	EA	1	20,000	$ 20,000
Storm Water Treatment	LS	1	140,000	$ 140,000
			Subtotal (rounded)	$ 14,219,000
Traffic Control (2.5% of constr. costs)	LS	1	$ 355,475	$ 356,000
Signal Interconnect Synchronizing	EA	1	$ 100,000	$ 100,000
		Subtotal Construction Capital		$ 14,675,000
		Contingency (20%)		$ 2,935,000
		Estimated Construction Capital		**$ 17,610,000**
Preliminary Engineering & Environmental	3%	$		529,000
PS&E	9%	$		1,585,000
Construction Management	8%	$		1,409,000
Admin	5%	$		881,000
Subtotal Soft Costs	**25%**	**$**		**4,403,000**
Estimated Total				**$ 22,013,000**

3.6 City of Downey

3.6.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Downey, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

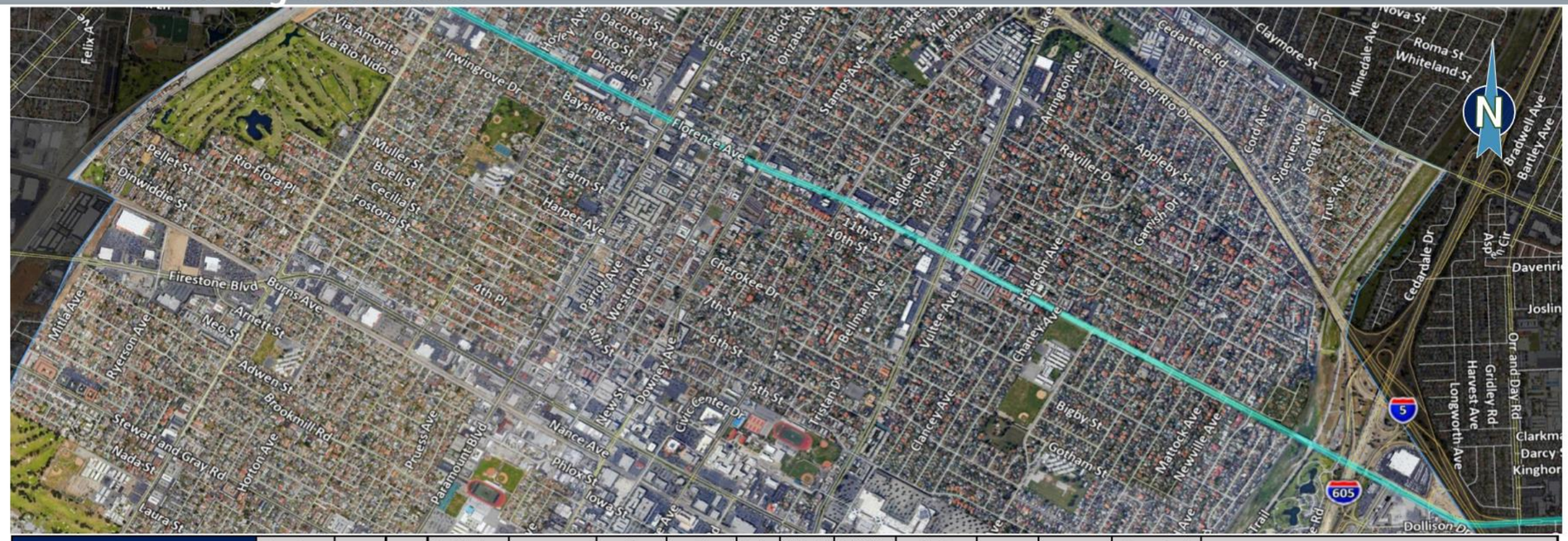
The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations would be needed as part of the master plan development along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.

FLORENCE AVENUE

Existing Conditions

Downey



Downey Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				EB	WB		EB width	WB width	EB width	WB width	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB	
I/S Clara Street	100	5.4		3	3	4-12 RCM	10	10	0	0	No	No	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	Clara St (west) turns into Scout St (east)
300' E/O Clara to 300' W/O CL Flood Control	100	5.4	5.6	3	3	12/var landscaped	0	0	0	0	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	None	No	No	
CL Flood Control Channel	100	5.6		3	3	7 painted	0	0	0	0	No	No	Yes	Yes	Yes	Yes	No	Yes	None	None	No	No	Major flood control facility (Rio Hondo)
300' E/O CL Flood Control to 300' W/O O.R.S.	100	5.6	5.8	3	3	RCM/TWLTL/Var.	0	12	0	0	No	No	Yes	Yes	Yes	Yes	No	No	None	None	No	No	Tecum Rd (east) turns into Old River School Rd (west)
I/S Old River School Rd	100	5.8		3	3	0	11	11	0	0	No	No	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	
300' E/O Old River School to 300' W/O Wiley Burke	100	5.8	6.0	3	3	11 TWLTL	0	0	0	0	No	No	Yes	Yes	Yes	Yes	No	No	None	None	Yes	No	
I/S Wiley Burke Ave	100	6.0		3	3	0	10	10	0	0	No	No	No	Yes	Yes	Yes	No	No	Yes	None	Yes	No	
300' E/O Wiley Burke to 300' W/O Rives	100	6.0	6.2	3	3	11 TWLTL	0	0	0	0	No	No	No	Yes	Yes	Yes	No	No	Yes	None	Yes	No	
I/S Rives Ave	100	6.2		3	3	0	11	11	0	0	No	No	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	T-intersection, with southwest leg
300' E/O Rives to 300' W/O Paramount	100	6.2	6.5	3	3	11 TWLTL	11	11	0	0	No	No	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	
I/S Paramount Blvd	100	6.5		3	3	0	10	10	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	
300' E/O Paramount to 300' W/O Downey	100	6.5	6.8	3	3	12 TWLTL	10	10	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	
I/S Downey Ave	100	6.8		3	3	0	11	11	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	
300' E/O Downey to 300' W/O Brookshire	100	6.8	7.0	3	3	12 TWLTL	0	0	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	
I/S Brookshire Ave	100	7.0		3	3	0	11	12	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	
300' E/O Brookshire to 300' W/O Lakewood	100	7.0	7.3	3	3	12 TWLTL	12	12	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	Yes	
I/S Lakewood Blvd	100	7.3		3	3	4 RCM	11	11	0	0	No	No	Yes	Yes	No	No	No	No	Yes	None	No	No	
100' E/O Lakewood to 100' W/O Arlington	100	7.3	7.4	3	3	4 RCM	11	11	0	0	No	No	Yes	Yes	Yes	No	No	No	None	None	No	No	
I/S Arrington Ave	100	7.4		3	3	4 RCM on west	10	11	0	0	No	No	Yes	Yes	Yes	No	No	No	None	None	No	No	Unsignalized.
300' E/O Arlington to 300' W/O Woodruff	100	7.4	7.8	3	3	12 TWLTL	12	12	0	0	No	No	Yes	Yes	Yes	No	No	No	Yes	None	No	No	
I/S Woodruff Ave	100	7.8		3	3	11 TWLTL / 0	N/A	12	0	0	No	No	Yes	Yes	Yes	No	No	No	Yes	None	No	No	T-intersection, Woodruff SW leg
300' E/O Woodruff to 300' W/O Lestorford	100	7.8	8.3	3	3	12 TWLTL	12	12	0	0	No	No	Yes	Yes	Yes	No	No	No	Yes	None	Yes	Yes	
I/S Lestorford Ave	100	8.3		3	3	12 TWLTL / 0	N/A	12	0	0	No	No	Yes	Yes	Yes	No	No	No	None	None	No	Yes	T-intersection, Lestorford SW leg
300' E/O Lestorford to 300' W/O CL I-605	100	8.3	8.6	2-3	2-3	0-15 TWLTL	0	0	0	0	No	No	Yes	Yes	Yes	No	No	No	None	None	No	No	Crosses San Gabriel River Mid Flood Control Channel (4 lane bridge)
CL I-605 Freeway	110/Var CT	8.6		2	2	Var.	Var	Var	0	0	No	No	Yes	Yes	Yes	No	No	No	None	None	No	No	
300' E/O CL I-605 to 300' W/O Studebaker	Var	8.6	8.7	Var	Var	Var.	Var	Var	0	0	No	No	Yes	Yes	Yes	No	No	No	None	None	No	No	1-2 lanes each direction (temporary, construction)
I/S Studebaker Rd	Var	8.7		Var	Var	Var.	Var	Var	12	0	No	No	Yes	Yes	Yes	No	No	No	Yes	None	No	No	1-2 lanes each direction (temporary, construction)
300' E/O Studebaker to 300' W/O CL I-5	Var	8.7	9.0	Var	Var	Var.	Var	Var	0	0	No	No	Yes	No	Yes	No	No	No	None	None	No	No	Construction zone, temporary.
CL I-5 Freeway	Var	9.0		1*	2	0	0	0	0	0	No	No	Yes	Yes	Yes	No	No	No	None	None	No	No	*Construction zone, temporary, normally 2 lanes.

Abbreviations:

Avg: Average; **EB: Eastbound; E/O: East of; I/S: Intersecting Street; LTL:** Left Turn Lane; **No.:** Number; **OH:** Overhead; **PM:** Post Mile; **RR**: Railroad; **RTL:** Right Turn Lane; **TWLTL**: Two Way Left Turn Lane; **RCM**: Raised Center Median; **Var**: Varies; WB: Westbound; W/O: West of

3.6.2 Project Meetings

Meeting # 1

On Monday, June 22, 2020 a meeting was held regarding the GCCOG Florence Avenue Corridor complete street study.

City of Downey Meeting Attendees			
Name	**Agency/Firm**	**Title**	**Email**
Delfino Consunji	City of Downey	Public Works Director	dconsunji@downeyca.org
Edwin Norris	City of Downey	Dep. Public Works Director	enorris@downeyca.org
Traci Gleason	Koa/GCCOG	Transportation Planner	traci@koaconsulting.net
Kekoa Anderson	Koa/GCCOG	Transportation Planner	Kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	Yvette@kes-inc.com

An agenda and presentation were provided. The team discussed the existing conditions obtained via field review along with the aerial project location map, including the general character of the arterial and the highlighted features of the Rio Hondo and San Gabriel River Crossings.

Existing projects were also discussed such as the Lakewood/ Florence intersection design which is approximately 60% complete as well as STP hot spot #32 which is the Paramount/Florence intersection. It was also noted that the Lakewood/ Rosemead complete Street study completed by the GCCOG crosses Florence Avenue, which that specific intersection was a focus area, within that study. Also discussed was the intersection of Paramount/Florence Avenue which a project was completed by the County approximately 12 years ago as part of the Truck Impacted Intersections program where right turn pockets were installed in both northbound and southbound directions, signalization upgrades were completed as well.

It was noted that in the City's 2015 Bike Master Plan that no bike facility improvements, other than connection points, were proposed along the Florence Avenue Corridor. These connection points include from Old River Road to the Rio Hondo River, Rivas to Tweedy Lane and Woodruff to Haledon. These are focused intersection improvements to make it easier for bikes to get across the Corridor.

It was noted that the City is restoring the ponds in the Wilderness Park area and that there is no connection to runoff into the San Gabriel River channel, or runoff from the I-605/I-5 freeway area.

Items to be provided by the city include:

- 2015 bike master plan
- 60% plans for Lakewood/ Florence
- Bridge scoping study for the San Gabriel River Bridge
- Water quality project along Florence, possibly completed by John Hunter and associates.

Discussion yielded the following three potential FAs.

1. The intersection of Paramount and Florence Avenue where dual left turn lanes in both the eastbound and westbound should be accommodated. This would be a SR-91/I-605/I-405 TAC ready funding request on intersection number 32 of the GCCOG STP.
2. A bicycle and pedestrian connection point to directly access the wilderness park, without going to Little Lake Road. In addition, this is a great location for water quality features that could draw additional funding such as RMC, trails to rivers, Prop 1 and 68, and Measure W into the funding package.
3. The section of Florence Avenue between Pico Vista to Sideview Drive, as there is a northern auxiliary road that prevents Florence Avenue from including sidewalks, or ADA compliant sidewalks in some cases.

Meeting # 2

On September 9, 2020, a second meeting was held with the city of Downey.

City of Downey Meeting Attendees			
Name	**Agency/Firm**	**Title**	**Email**
Delfino Consunji	City of Downey	Public Works Director	dconsunji@downeyca.org
Edwin Norris	City of Downey	Dep. Public Works Director	enorris@downeyca.org
Traci Gleason	Koa/GCCOG	Transportation Planner	traci@koaconsulting.net
Kekoa Anderson	Koa/GCCOG	Transportation Planner	Kekoa@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	Yvette@kes-inc.com

The initial kick off meeting minutes, from June were quickly discussed, including a recap of the project team's toolbox, including typical sections, community enhancement, live ability features and the concepts proposed within the STP. The existing conditions obtained via field reviews as well as requested by the team from the City, and a discussion of the team's understanding of the possible FAs.

The team shared the initial concept work completed since the last meeting. This showed how the initial FA was progressing, which included a section of Florence Avenue from the San Gabriel River going west, as well as the work that still remains to be completed as part of the project deliverables, and its connection to the schedule.

The other FA concept discussed was the connection from Santa Fe Springs west over I-5 and I-605 connecting to both the San Gabriel River and the Wilderness Park. This FA required further discussion, as the team needed a better understanding of the City's vision for the area in addition to a broader understanding of the large-scale projects either in the planning phase or construction phase within this project area.

The City noted that they will send their water quality information today regarding the lower LA River WMP and Implementation Plan. They will also forward their bike master plan. The team will look for water quality and active transportation features to leverage

with Measure W. The team noted that a water resources program graphic will be created based on the input from all of the agencies, as part of the project. It was noted that the City has a key location along the Corridor, as there's lots of great opportunities to incorporate complete street and water quality features and details implemented into this focus area.

Delfino added that the I-605 EIR and I-5 improvement projects, of the future, within this area, have included discussions about BMPs. Because the EIR has not been released, it is not completely known how the BMPs will interact with Wilderness Park, but information can be requested from the I-605 EIR project team.

The team confirmed with the City that two FAs will be developed for this jurisdiction and was provided needed technical direction regarding how to proceed for the remainder of the study.

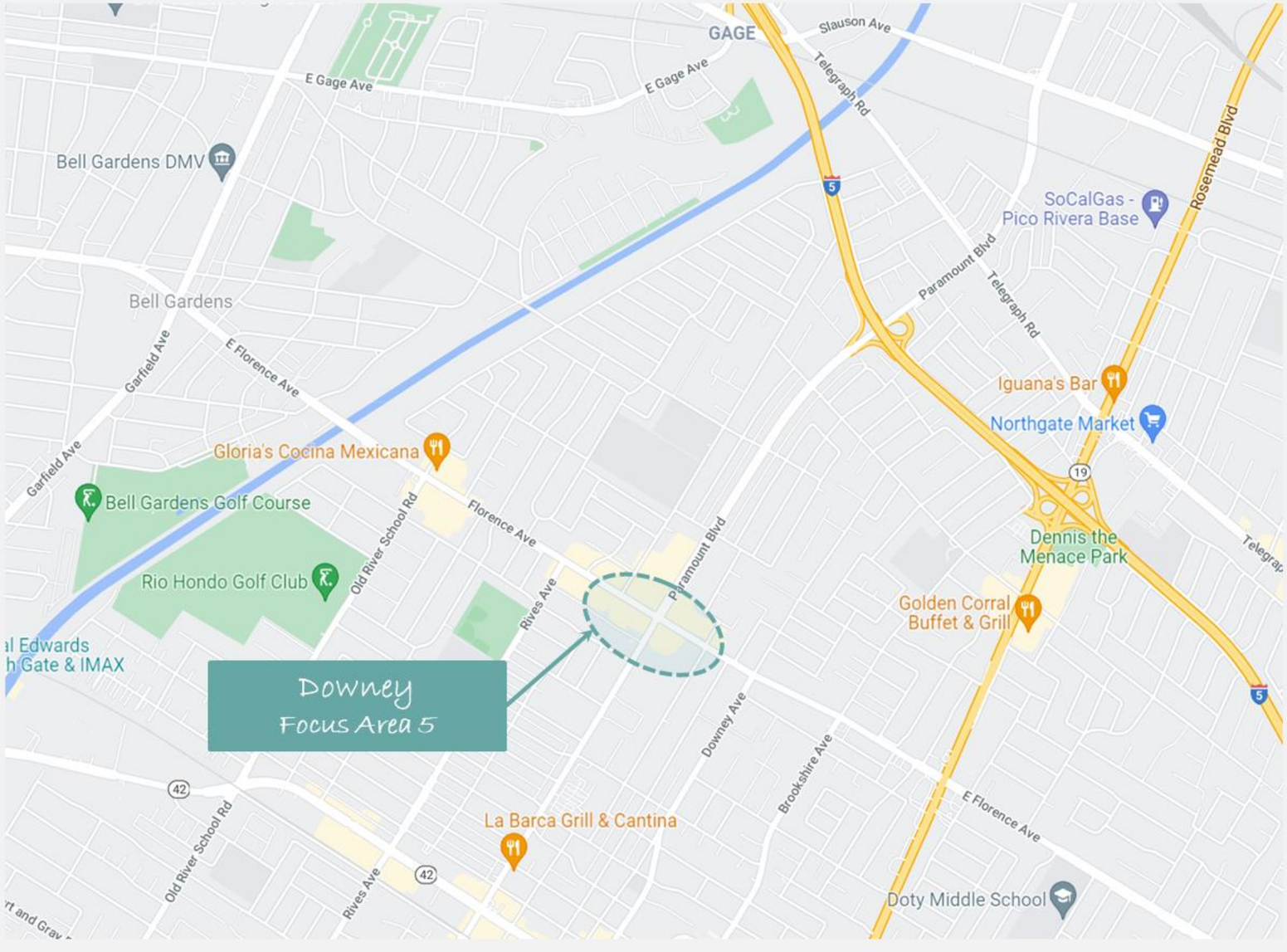
3.6.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept FAs, as part of the overall creation of the Florence Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The Areas of Focus are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. Using the "Tool Kit" of Street Designation that would be applied to other parts of the Corridor. The Street Designations are used as a baseline to illustrate and provide the high-level future Corridor concept.

The following includes the Concept Focus Area for the City of Downey.

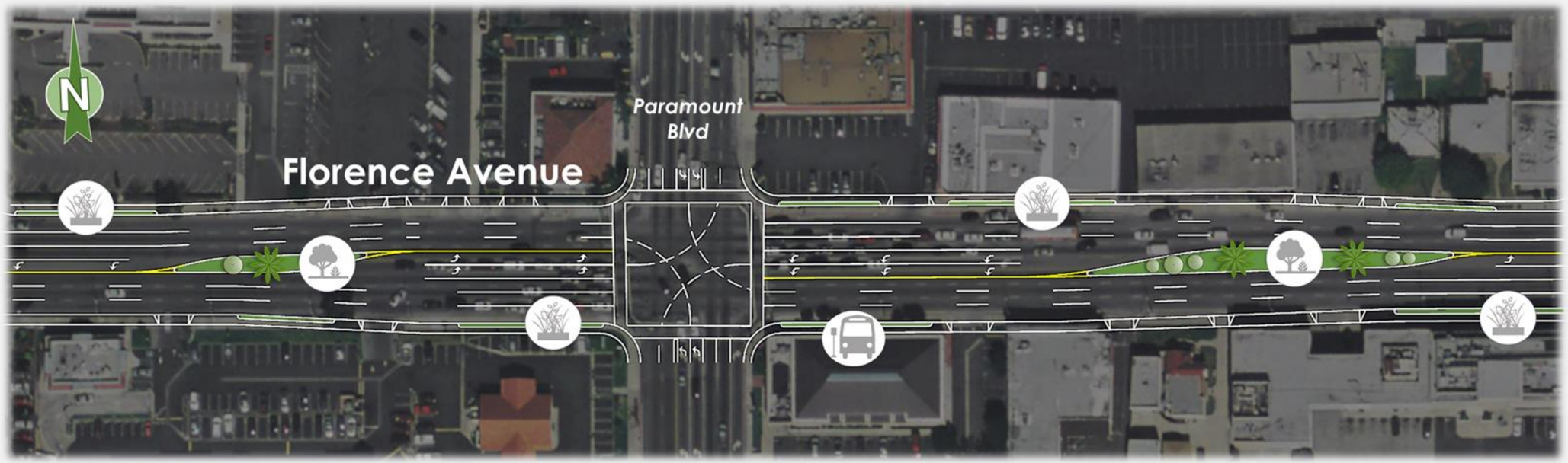
FLORENCE AVENUE
At Paramount Blvd

Downey Map Area FA-5



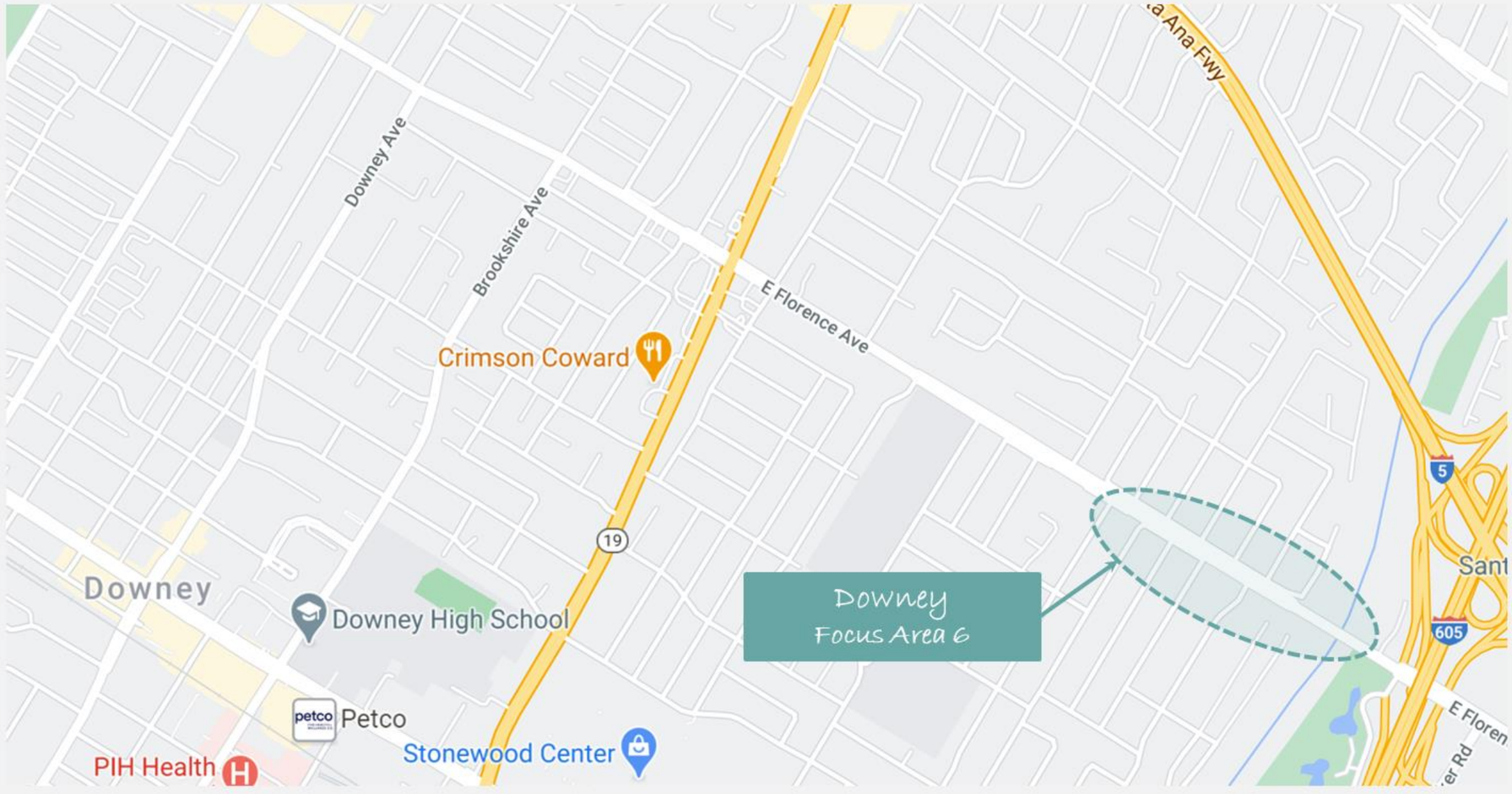
FLORENCE AVENUE
At Paramount Blvd

Downey FA-5



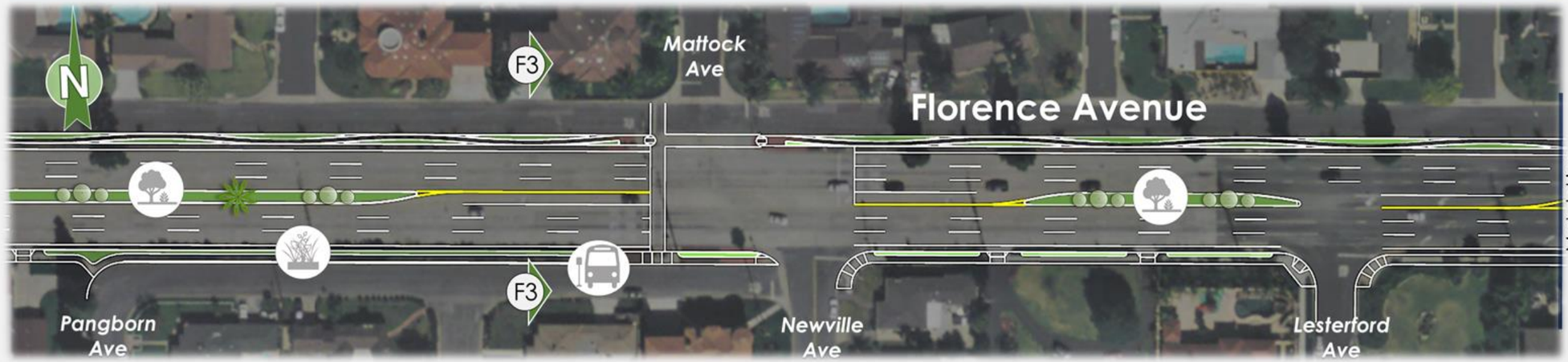
FLORENCE AVENUE
At San Gabriel River

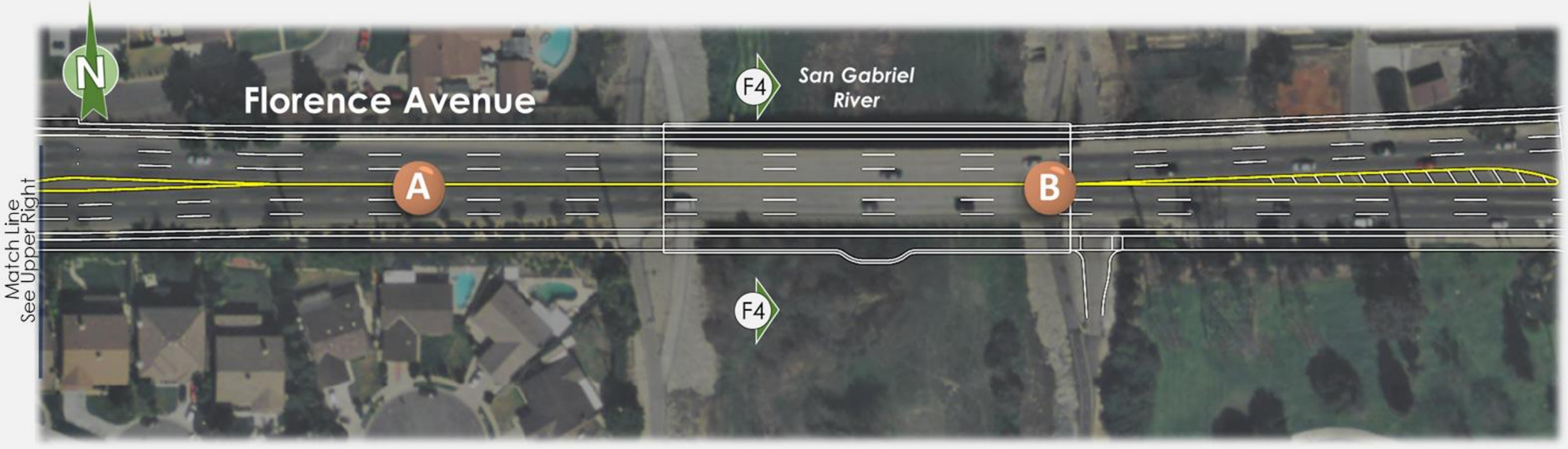
Downey Map Area FA-6



FLORENCE AVENUE
At San Gabriel River

Downey FA-6

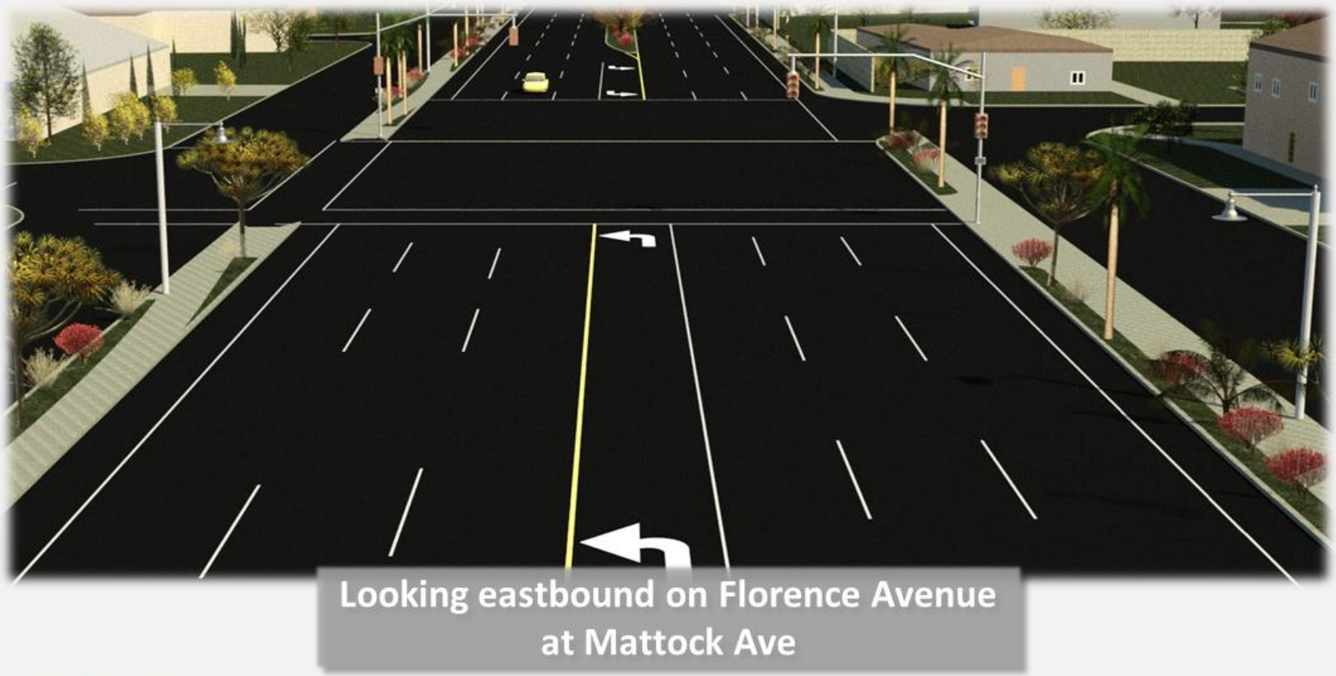




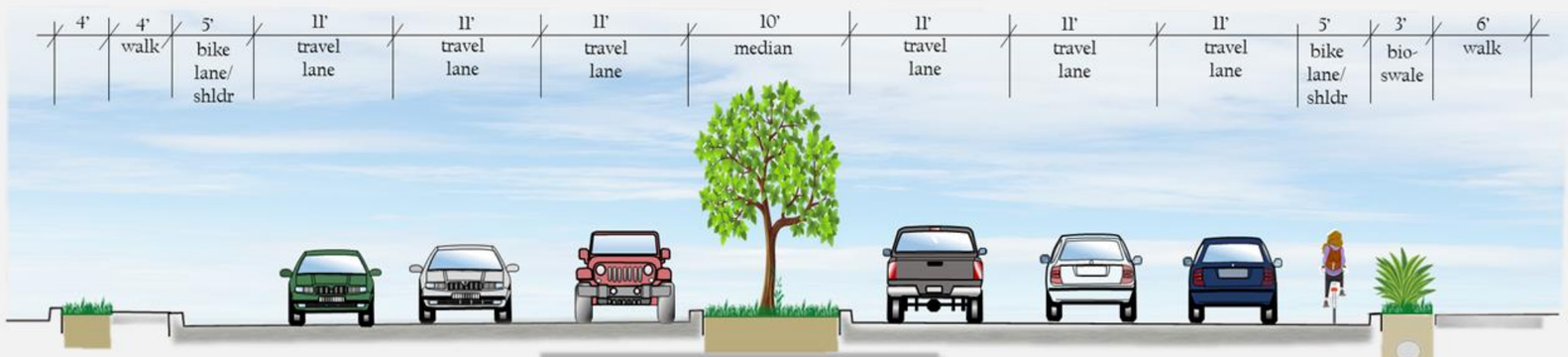
FLORENCE AVENUE

At San Gabriel River

Downey FA-6



Looking eastbound on Florence Avenue at Mattock Ave

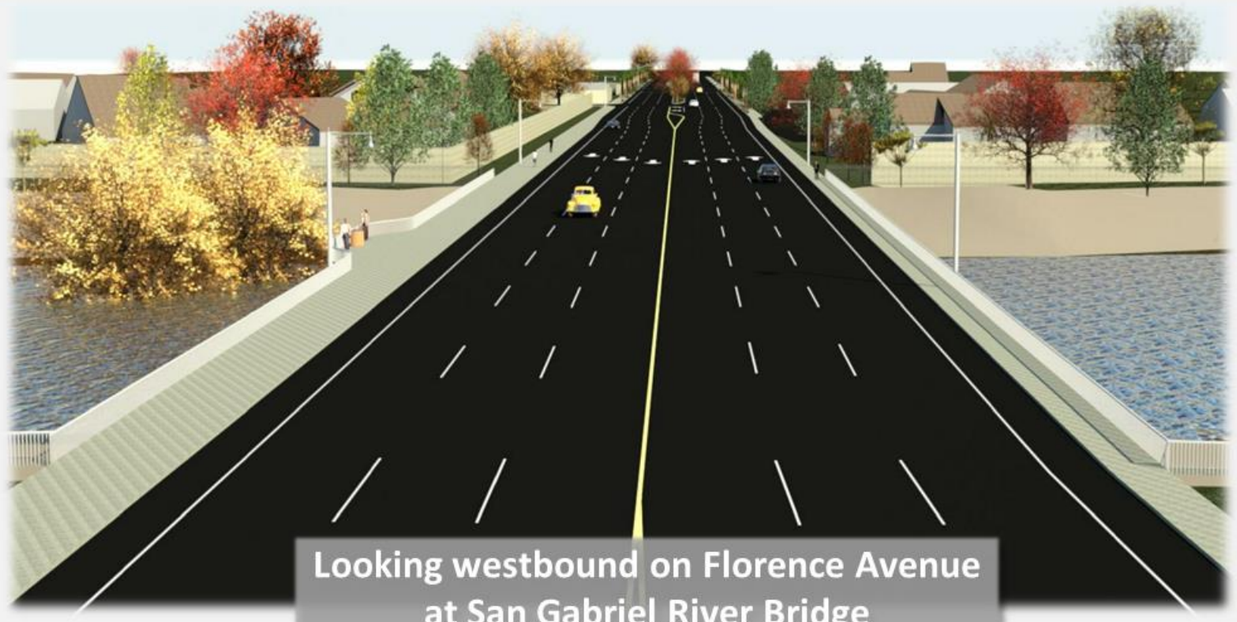


Section F3

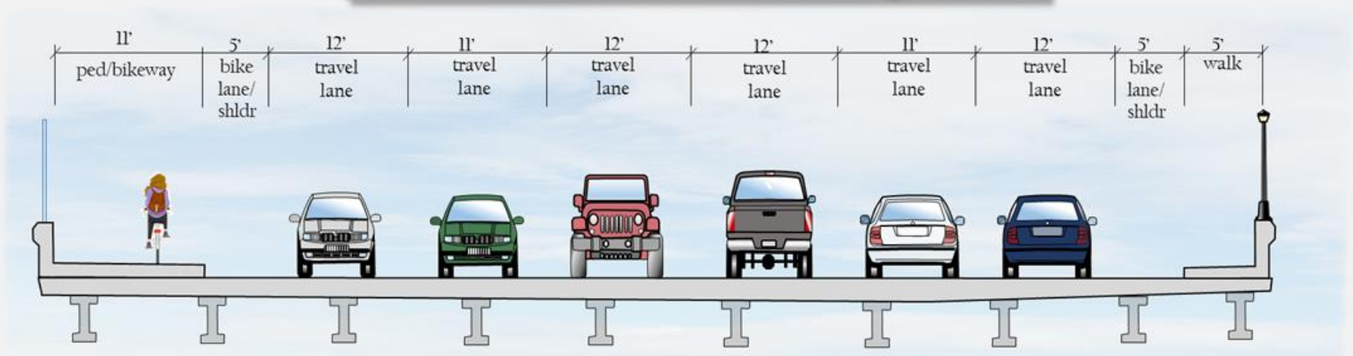
FLORENCE AVENUE

At San Gabriel River

Downey FA-6



Looking westbound on Florence Avenue at San Gabriel River Bridge



Section F4

3.6.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Downey was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the FAs developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate for the City of Downey:

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	1,086,560	$ 2	$ 2,173,120
Pavcement - Widening	SF		$ 15	$ -
Enhanced Pavement	SF		$ 20	$ -
Curb and Gutter Removal	LF	20,000	$ 5	$ 100,000
Curb and Gutter Construction	LF	20,000	$ 30	$ 600,000
Median Curbs including removal	LF	2,540	$ 35	$ 88,900
Curb Ramps	EA	75	$ 3,500	$ 262,500
Driveways	SF	25,000	$ 8	$ 200,000
Sidewalk	SF	76,000	$ 6	$ 456,000
Enhanced Sidewalk	SF	18,000	$ 12	$ 216,000
Sidewalk Railing	LF	640	$ 50	$ 32,000
Tree Removal	EA	300	$ 500	$ 150,000
Tree Replacement	EA	300	$ 2,500	$ 750,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	1,500,000	$ 1,500,000
Distribution Undergrounding Utilities	LS	1	500,000	$ 500,000
Street Light Replacement	EA	110	5,000	$ 550,000
Traffic Signal Mod.	EA	8	300,000	$ 2,400,000
Grading	CY	13,700	15	$ 205,500
Drain Inlets - Includes Connector Pipe	EA	70	10,000	$ 700,000
Transit Stops	EA	16	15,000	$ 240,000
Bike Lockers	EA	4	10,000	$ 40,000
Landscape and Irrigation (drought tolerant)	SF	80,000	25	$ 2,000,000
Signing and Striping	LF	24,000	10	$ 240,000
Monument Signage	EA	3	20,000	$ 60,000
Storm Water Treatment	LS	1	340,000	$ 340,000
			Subtotal (rounded)	$ 13,805,000
Traffic Control (2.5% of constr. costs)	LS	1	$ 345,125	$ 346,000
Signal Interconnect Synchronizing	EA	1	$ 100,000	$ 100,000
		Subtotal Construction Capital		$ 14,251,000
		Contingency (20%)		$ 2,851,000
		Estimated Construction Capital		**$ 17,102,000**
Preliminary Engineering & Environmental	3%	$		514,000
PS&E	9%	$		1,540,000
Construction Management	8%	$		1,369,000
Admin	5%	$		856,000
Subtotal Soft Costs	**25%**	**$**		**4,276,000**
Estimated Total				**$ 21,378,000**

3.7 City of Santa Fe Springs

3.7.1 Data Collection and Review of Existing Conditions

As part of this project, extensive data was collected, along the Corridor. A detailed field review was completed in the City of Santa Fe Springs, which included both driving and walking the entire project limits. The field reviews included a general inventory of the overhead utilities, landscaped medians, ADA access, the changes in land uses, transit facilities and drainage/ponding during the few rain events.

The Existing Conditions Data Summary table including all the roadway features along the Corridor within the City, including lane widths, information on medians, sidewalks, approximately right of way widths and if there are bicycle lanes, were inventoried. In addition to the roadway/Corridor features detailed in the Existing Condition Data Summary table, additional information regarding overhead utilities, ADA access and transit facilities was also collected. Overhead utilities on poles exist for a significant length of the Corridor. These facilities include communication and transmission/distribution lines for electrical power.

This data helps access whether impacts and relocations would be needed as part of the master plan development along with another magnitude cost estimate that would be applied for potential improvements. The Corridor generally has sufficient sidewalk widths and ADA ramps to street level, with a few exceptions.

FLORENCE AVENUE

Existing Conditions

Santa Fe Springs

Santa Fe Springs Segment Description	Approximate R/W Width (Varies/Avg)	Begin PM	End PM	No. of Thru Lanes		Median	LTL		RTL		Parking		Sidewalk		OH Utilities		Bicycle		Transit Stop	RR Crossing	Frontage Roads		Comments
				EB	WB		EB width	WB width	EB width	WB width	EB	WB	EB	WB	EB	WB	EB	WB			EB	WB	
CL I-5 Freeway	Var	9.0		3	3	4-24 RCM	0	0	0	0	No	No	Yes	Yes	Yes	No	No	No	None	None	No	No	
150' E/O CL I-5 Frwy to 150' W/O Orr and Day	Var	9.0	9.1	3	3	4 RCM	0	0	0	0	No	No	Yes	No	Yes	Yes	No	No	None	None	No	No	
I/S Orr and Day Rd	100	9.1		3	3	4 RCM	0	0	0	13	No	No	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	
300' E/O Orr and Day to 300' W/O Roseton	100	9.1	9.3	3	3	4 RCM to 14 TWLTL	0	15	0	0	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	None	Yes	No	
I/S Roseton Ave	100	9.3		3	3	4, paint/RCM	12	12	0	11	No	No	Yes	Yes	Yes	Yes	Yes	Yes	None	None	Yes	No	
300' E/O Roseton to 200' W/O Pioneer	100	9.3	9.6	3	3	4-14 RCM, TWLTL	12	12	0	0	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Landscaped median. At-grade RR X-ing 130' W/O Pioneer, skew
I/S Pioneer Blvd	95-100	9.6		2	3	4 RCM	11	12	0	0	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	At-grade RR X-ing 170' north on Pioneer, skew
300' E/O Pioneer to 300' W/O Norwalk	100	9.6	10.1	2	2	12 TWLTL	0	12	0	0	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	None	No	No	
I/S Norwalk Blvd	100	10.1		2	2	4 RCM/Painted	9	9	0	0	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	None	No	No	
300' E/O Norwalk to 300' W/O Bloomfield	100	10.1	10.6	2	2	4-14 RCM	10	10	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	None	None	No	No	Landscaped median
I/S Bloomfield Ave	95-100	10.6		2	2	5 RCM	10	10	10	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	
300' E/O Bloomfield to 300' W/O Shoemaker	100	10.6	11.1	2	2	4-14 RCM	11	11	0	0	Yes	Yes	Yes	Yes	No	Yes	No	No	None	Yes	No	No	3-track underpass
I/S Shoemaker Ave	100	11.1		2	2	5 RCM	9	9	0	0	Yes	Yes	Yes	Yes	No	Yes	No	No	None	None	No	No	
300' E/O Shoemaker to 300' W/O Painter	100	11.1	11.4	2	2	4-14 RCM	0	0	0	0	Yes	Yes	Yes	Yes	No	No	No	No	None	None	No	No	Landscaped median
I/S Painter Ave	100	11.4		2	2	5 RCM	9	9	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	None	None	No	No	
300' E/O Painter to 300' W/O Carmenita	100	11.4	11.7	2	2	4-14 RCM	10	10	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	
I/S Carmenita Rd	100	11.7		2	2	5 RCM	12	11	0	0	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	None	No	No	N/S OH utility on west side if I/S

Abbreviations:

Avg: Average; **EB: Eastbound; E/O: East of; I/S: Intersecting Street; LTL:** Left Turn Lane; **No.:** Number; **OH:** Overhead; **PM:** Post Mile; **RR**: Railroad; **RTL:** Right Turn Lane; **TWLTL**: Two Way Left Turn Lane; **RCM**: Raised Center Median; **Var**: Varies; WB: Westbound; W/O: West of

3.7.2 Project Meetings

Meeting #1

On Tuesday, June 25, 2020, a meeting was held with the City of Santa Fe Springs' staff to discuss the constraints deficiencies and opportunities for GCCOG Master Plan and Complete Street study for the Florence Corridor Complete Street Project through the City of Santa Fe Springs.

City of Santa Fe Springs Meeting Attendees			
Name	**Agency/Firm**	**Title**	**Email**
Noe Negrete	City of Santa Fe Springs	Public Works Director	Noenegrete@santafesprings.org
Kekoa Anderson	Koa/GCCOG	Transportation Planner	Kekoa@koaconsulting.net
Traci Gleason	Koa/GCCOG	Transportation Planner	Traci@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	Yvette@kes-inc.com
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com

The team provided a brief introduction and history of how the GCCOG complete streets program began, starting from the STP 25 deficient arterial Corridors, approved by the GCCOG Board in 2016. The team shared and discussed the scope of the study, schedule, project map, and the existing conditions.

The City is open to shared bike lanes, at a minimum, similar to those in the city of Bell Gardens along Florence Avenue. However, connectivity to other bike facilities, as a network, is a concern. The team will look at the connectivity of bike facilities in the area with a goal of connecting to the Wilderness Park to the west along Florence Avenue in Downey. Additionally, the team will utilize the STP Active Transportation data to review the bicycle network that was quantified in 2016. Santa Fe Springs will also provide the team with the draft SCAG citywide active transportation plan currently in draft format. Within that plan, a bicycle facility from the Orr & Day/ Florence intersection to Slauson is proposed.

The discussion also included addressing issues contained within livability, including open space and urban greening. Connection to the San Gabriel River Bike Trail Will also be evaluated. Hotspots from the STP included intersections 110, 68, and 21 which are Pioneer, Norwalk, and Bloomfield. The team offered to assist the City in advancing a project for a Metro via the preparation of the PowerPoint Funding Request which will be presented at the SR-91/I-605/I-405 TAC. There was no action regarding this potential item.

Waters resource elements and projects were also discussed. Using tributary footprints can determine where the water flows. The watershed land use contribution is greater than 30% for transportation.

The next steps include confirming the proposed FAs with the City, and then the preliminary CAD work will begin. This will incident building a file and then overlaying it with Rivet to develop renderings.

The City showed interest in the following FAs:

1. The segment along Florence Avenue from Ringwood, which will have a new signal soon, west to the Wilderness Park (in Downey), including the consideration for a shared bike lane. The City noted that while there do not appear to be significant bicyclist along the Corridor, there are a lot of pedestrians. A pedestrian walkway could be another consideration.
2. A typical section for the portion east of Pioneer Boulevard that includes maximum complete street features.

Field Review Observations:

This is the second-longest segment for any jurisdiction along the Corridor length and signalized intersections include Orr & Day Road, Roseton Avenue, Pioneer Blvd., Norwalk Blvd., Bloomfield Avenue, Shoemaker Avenue, Painter Avenue, and Laurel Avenue. East of Pioneer Blvd., the posted speed limit is 40 mph while west of Pioneer Boulevard the posted speed limit reduces to 35 mph. The section east of Pioneer Boulevard is also a larger open section with two lanes in each direction and generally divided medians, which is a different character of roadway than Florence Avenue to the west of Pioneer Boulevard. Traffic volumes along this eastern portion were low and speeding was observed during the field review. West of Pioneer Boulevard, the typical section is also two lanes in each direction with a raised and median, however, the current construction project is adding a third lane in each direction, as well as adding stormwater bioswale improvements. The area also includes is also several points of interest, such as the Santa Fe Springs High School north on Orr & Day, Paradise Park memorial cemetery as well as the Santa Fe Springs Lake Center Athletic Park and Betty Wilson Center on the north side. Transit going East also includes Norwalk transit and Metro Line 120.

Meeting #2

On Monday, November 2, 2020, a second meeting was held with the City of Santa Fe Springs.

City of Santa Fe Springs Meeting Attendees			
Name	**Agency/Firm**	**Title**	**Email**
Noe Negrete	City of Santa Fe Springs	Public Works Director	Noenegrete@santafesprings.org
Kekoa Anderson	Koa/GCCOG	Transportation Planner	Kekoa@koaconsulting.net
Traci Gleason	Koa/GCCOG	Transportation Planner	Traci@koaconsulting.net
Yvette Kirrin	Southstar/GCCOG	Project Manager	Yvette@kes-inc.com
Vanessa Barrientos	Southstar/GCCOG	Outreach	vanessab@southstareng.com

The group reviewed the meeting minutes from June 2020. This included the opportunities, constraints and proposed FAs. The group also reviewed the areas on a Google map as well as receiving an overview of the GCCOG Complete Street toolbox icons that are being added to the plans. The exhibit for the first focus area was provided along Florence Ave. from Pioneer Rd. to the east. It was noted that the rendering has not been completed but will be done once the City agrees with the typical section and plan. The City provided information including that the north east corner of Florence Ave. and Pioneer Rd. was soon to become an Amazon fulfillment center and that a signal could be warranted at Hathaway, in a year or so, after operations are fully functioning. The city also noted that along the south side of the Corridor was primarily assisted living homes. The group discussed making Fulton Wells Rd. a right-in and right-out only for both the north and the south sides of the Corridor to allow a continuous narrow median to be installed. This would make room for additional urban greening and/or parking space along the outside of the typical section. It was noted that the typical section currently includes a 12-foot outside lane plus a 5-foot shoulder with sharrows which is an ideal space for bicycles to utilize as a Class 2 bike lane.

Along the west side of the Corridor adjacent to Downey, it was noted that the focus area was not yet complete however could begin at Orr & Day Rd. and continue West to the Wilderness Park in Downey, near the San Gabriel River and I-605. The City of Downey has a focus area that goes from the park east which was shown to the City.

The City noted that SCAG is completing an active transportation plan on their behalf and should be available in the next two weeks. It was noted that Orr & Day Road could be part of a larger loop that connects northerly to Telegraph Road and then comes back south along the San Gabriel River path and back to Florence.

The team noted that the second focus area drawing, along Florence Ave. from Orr & Day to Wilderness Park, would be prepared as well as the initial focus area drawing along Florence Ave. East of Pioneer would also be updated for the City's review.

3.7.3 Concept Area Focus Development

This section evaluates the existing conditions and findings that develops a variety of multimodal Corridor improvements bundled into four proposed Street Designations, which are then used to develop the Concept FAs, as part of the overall creation of the Florence Corridor Complete Streets Corridor Study. The various possible street designations were shown during original scoping of the project, and further discuss during the jurisdictional meetings. The Areas of Focus are specific locations, or nodes, that are modified and developed for each jurisdiction to provide a concept plan illustrating a multimodal Complete Street concept. Using the "Tool Kit" of Street Designation that would be applied to other parts of the Corridor. The Street Designations are used as a baseline to illustrate and provide the high-level future Corridor concept.

The following includes the Concept FAs for the City of Santa Fe Springs.

FLORENCE AVENUE

East of Pioneer Blvd

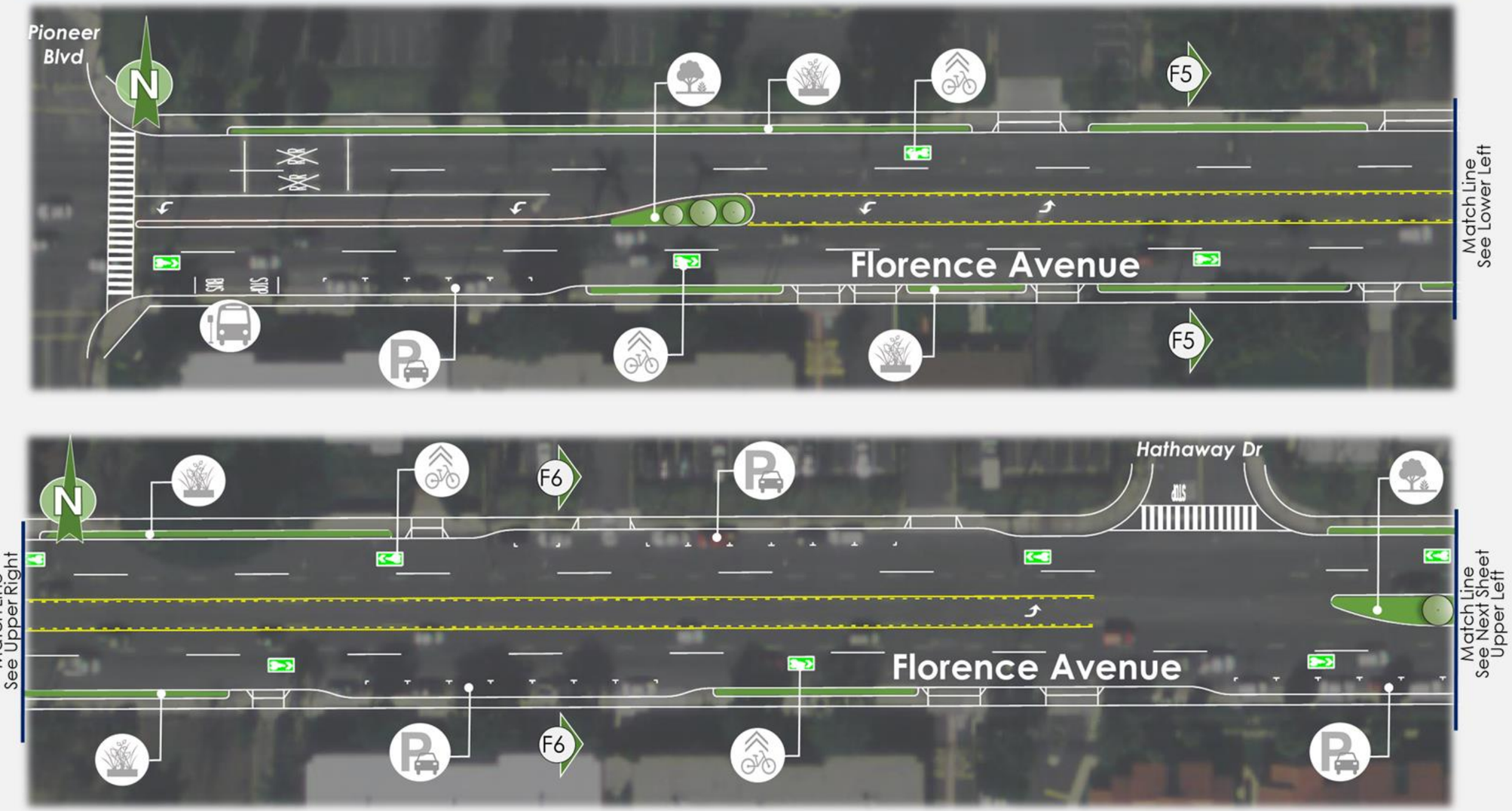
Santa Fe Springs Map Area FA-7

GATEWAY CITIES
COUNCIL OF GOVERNMENTS

FLORENCE AVENUE

East of Pioneer Blvd

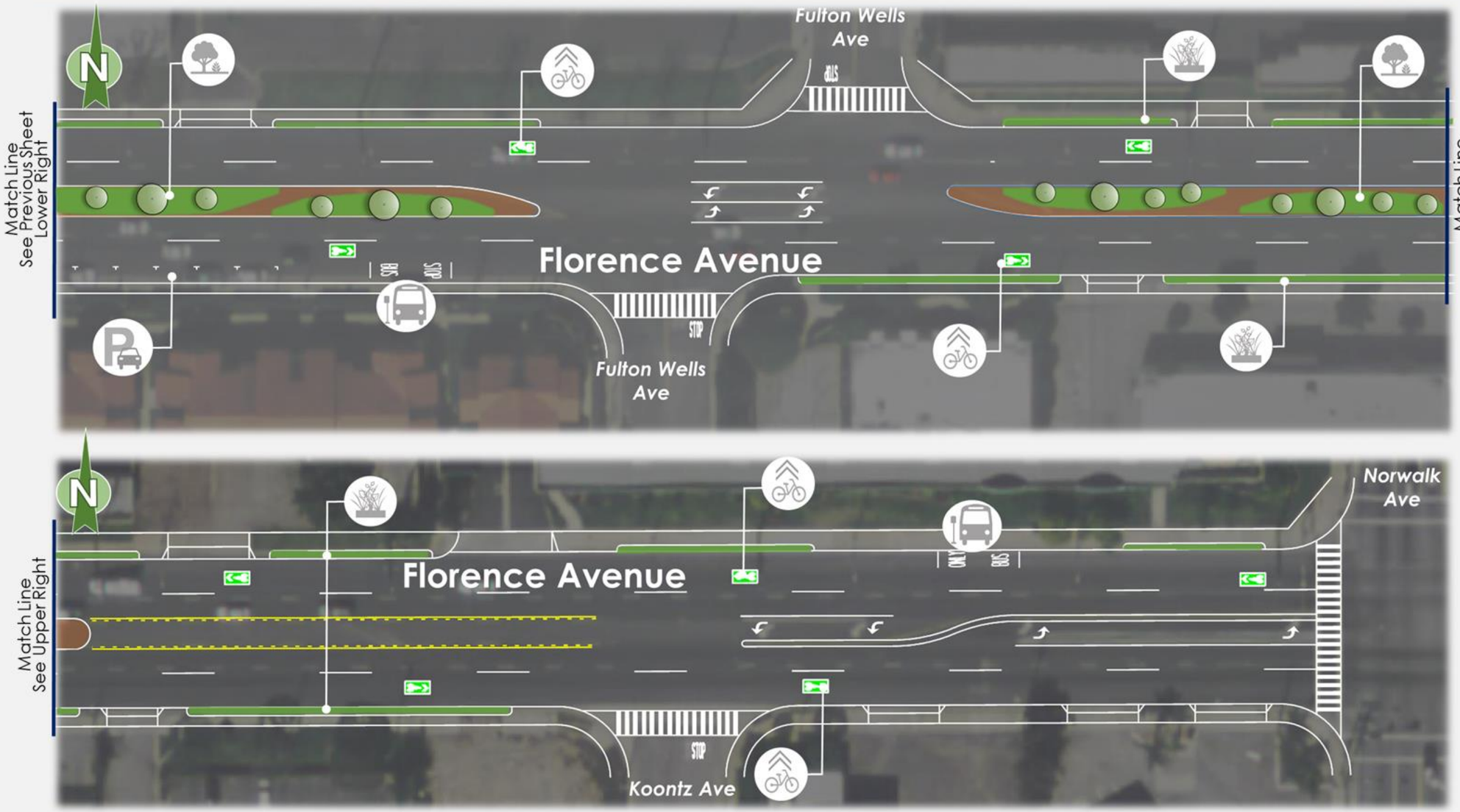
Santa Fe Springs FA-7



FLORENCE AVENUE

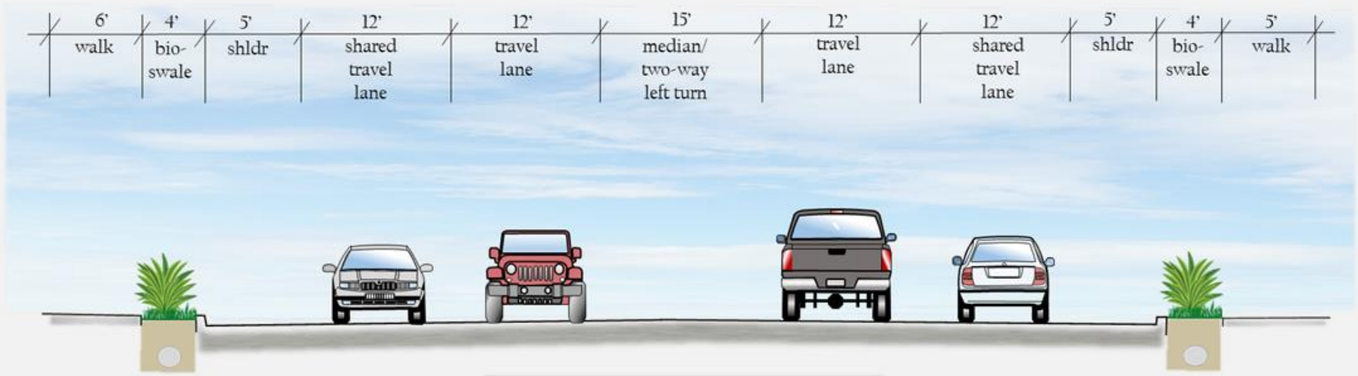
East of Pioneer Blvd

Santa Fe Springs FA-7

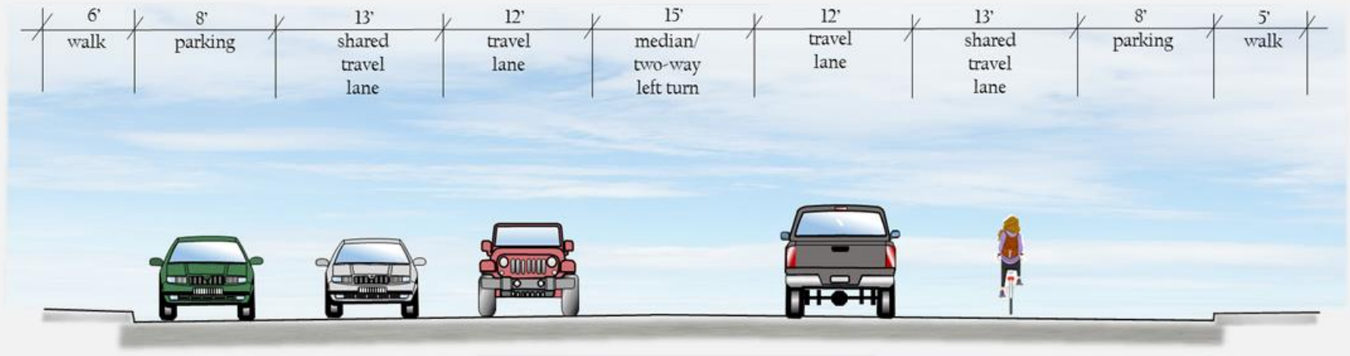


FLORENCE AVENUE
East of Pioneer Blvd

Santa Fe Springs FA-7



Section F5



Section F6

3.7.4 Order of Magnitude Cost Estimates

The cost estimate for the City of Santa Fe Springs was developed as part of the study. The cost estimate includes the type of features, or general typical section, which should be considered as part of the Master Plan. This also includes any special features that might be unique to the City, based on the FAs developed applied to the entire length of the City's segment within the Corridor.

The following is a summary of the order of magnitude cost estimate for the City of Santa Fe Springs.

Description	Unit	Quantity	Unit Price	Amount
Pavement Grind and Overlay (2.5")	SF	455,000	$ 2	$ 910,000
Pavement - Widening	SF		$ 15	$ -
Enhanced Pavement	SF		$ 20	$ -
Curb and Gutter Removal	LF	13,000	$ 5	$ 65,000
Curb and Gutter Construction	LF	13,000	$ 30	$ 390,000
Median Curbs including removal	LF	10,500	$ 35	$ 367,500
Curb Ramps	EA	36	$ 3,500	$ 126,000
Driveways	SF	21,000	$ 8	$ 168,000
Sidewalk	SF	65,000	$ 6	$ 390,000
Enhanced Sidewalk	SF	16,000	$ 12	$ 192,000
Sidewalk Railing	LF	400	$ 50	$ 20,000
Tree Removal	EA	444	$ 500	$ 222,000
Tree Replacement	EA	444	$ 2,500	$ 1,110,000
Power Line Undergrounding				
Transmission Undergrounding Power Poles	LS	1	7,000,000	$ 7,000,000
Distribution Undergrounding Utilities	LS	1	2,000,000	$ 2,000,000
Street Light Replacement	EA	170	5,000	$ 850,000
Traffic Signal Mod.	EA	5	300,000	$ 1,500,000
Grading	CY	5,500	15	$ 82,500
Drain Inlets - Includes Connector Pipe	EA	60	10,000	$ 600,000
Transit Stops	EA	20	15,000	$ 300,000
Bike Lockers	EA	4	10,000	$ 40,000
Landscape and Irrigation (drought tolerant)	SF	53,000	25	$ 1,325,000
Signing and Striping	LF	21,000	10	$ 210,000
Monument Signage	EA	2	20,000	$ 40,000
Storm Water Treatment	LS	1	300,000	$ 300,000
			Subtotal (rounded)	$ 18,208,000
Traffic Control (2.5% of constr. costs)	LS	1	$ 455,200	$ 456,000
Signal Interconnect Synchronizing	EA	1	$ 100,000	$ 100,000
		Subtotal Construction Capital		$ 18,764,000
		Contingency (20%)		$ 3,753,000
		Estimated Construction Capital		**$ 22,517,000**
Preliminary Engineering & Environmental	3%	$		676,000
PS&E	9%	$		2,027,000
Construction Management	8%	$		1,802,000
Admin	5%	$		1,126,000
Subtotal Soft Costs	**25%**	**$**		**5,630,000**
Estimated Total				**$ 28,147,000**

4 COST ESTIMATE & FUNDING

4.1.1 Cost Estimate

The intent of the high-level cost estimate is to provide a general magnitude of capital cost necessary to plan, design and construct the projects.

The Order of Magnitude cost estimates are based on:

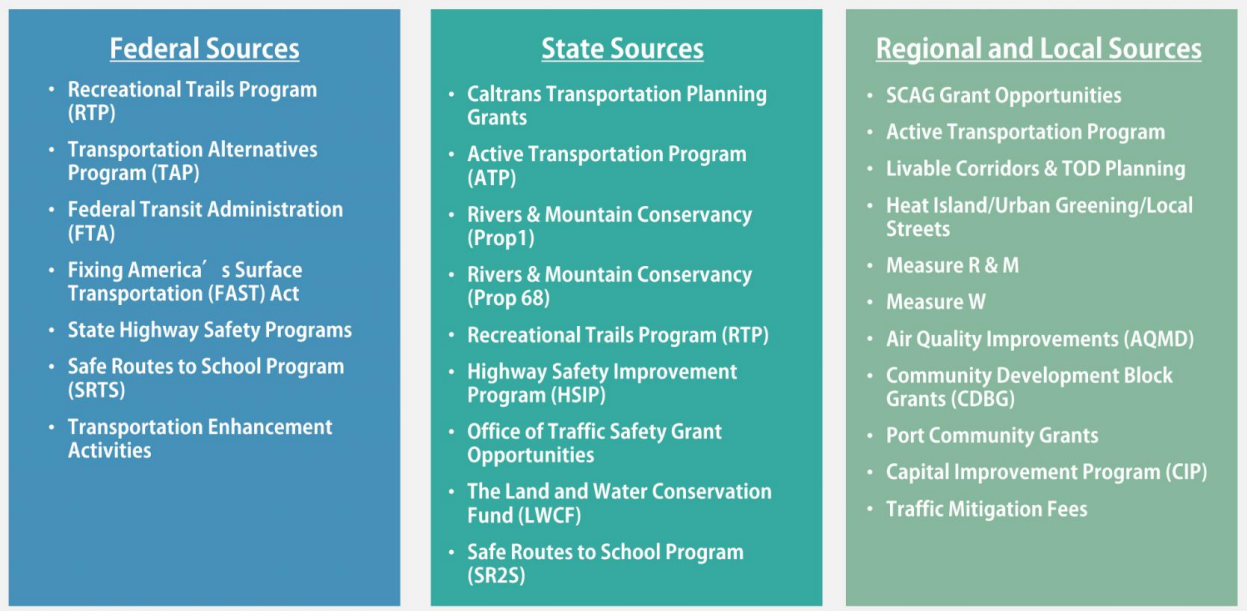
1. Street Designations
2. The specific improvements that each jurisdiction wishes to incorporate
3. Current/recent bid packages from improvements that have similar bid items were utilized in the calculation the cost estimates

The high-level estimates include the necessary planning, environmental, design and construction costs to construct the Corridor improvements for each jurisdiction. The details of the cost estimate are included in each of the jurisdictional tabs within this report.

Jurisdiction	Support	Capital	Total
LA County	$ 2,276,000	$ 9,104,000	$ 11,380,000
Huntington Park	$ 8,538,000	$ 34,152,000	$ 42,690,000
Bell	$ 16,788,000	$ 67,146,000	$ 83,934,000
Cudahy	$ 486,000	$ 1,944,000	$ 2,430,000
Bell Gardens	$ 4,403,000	$ 17,610,000	$ 22,013,000
Downey	$ 4,276,000	$ 17,102,000	$ 21,378,000
Santa Fe Springs	$ 5,630,000	$ 22,517,000	$ 28,147,000
Total Estimated Costs	**$ 42,397,000**	**$ 169,575,000**	**$ 211,972,000**

4.1.2 Funding

The next steps include an implementation strategy necessary to secure funding for the project. Building the project can be completed in a variety of ways, including the following funding opportunities:



The competitive funding options available will be monitored by GCCOG staff work, who will coordinate with the cities. Once a source is identified, coordination will take place regarding the pieces or portions of the Corridor that fit within the requirements of the funding opportunity. GCCOG staff will identify opportunities and coordinate with the city a strategy for being able to submit the necessary justification for funds.

5 COVID-19 CONSIDERATIONS

On March 15, 2020, seven San Francisco Bay Area counties ordered their 7 million residents to shelter in place and only go outside for food, medicine and other essentials. Four days later on March 19, 2020, Newsom issued the nation's first statewide stay-at home order, closing all nonessential businesses and restaurant dining. This was the beginning of a pandemic caused by Coronavirus disease (COVID-19) is an infectious disease caused by a newly discovered coronavirus called SARS-CoV-2. Approximately two months after the Florence Corridor study commenced. Not only has it impacted the logistics regarding this study but has significantly impacted the agencies and our communities in profound ways. After the agencies adjusted to the new norm of conducting business, the study continued through a new technology Zoom, that provided a videotelephony service for the agencies and the team.

From a transportation perspective, the traffic volumes have been significantly reduced on all transportation facilities within the state. Additionally, many of the businesses have been significantly impacted including those long this Corridor, to the point of not only losing in revenue and employment but sometimes the closure of the business altogether. Agencies/jurisdictions have been very accommodating regarding attempts to accommodate business by allowing them to utilize sidewalks and sometimes parking areas to conduct business that allows for social distancing to minimize COVID-19 transmission spreading. It is unknown how long businesses will need, or wish, to conduct affairs outdoors and to utilize sidewalk and parking areas.

Governor Newsom's limited stay-at-home order issued on Nov. 19, as well as the broader regional order he signed on December 3 that went into effect on December 6-21, thus eliminating essential businesses including outdoor restaurant dinning in hopes of slowing the unprecedented spread of the coronavirus in California. This is the second financial impact the businesses along the corridor have experienced, also impacting the traffic volumes.

The first vaccine was released in the US on the week of December 14, 2020. While there are many unknowns regarding who and how many will be vaccinated and when restrictions will be lifted in LA county and statewide, it is hard to determine if business operations will ever resume normally and/or if traffic volumes will ever return again to what they were pre-pandemic.

COVID-19 has changed the way people work, including in acceptance of remote work/telecommuting which may remain a permanent solution for some. This could help to keep traffic volumes low, if remotely working continues to be widely acceptable. And in this particular case, this may allow a transformation of the Corridor, if the high volumes are no longer needed, resulting in being able to reduce lanes, or configure them differently, to make room for additional complete streets features. Outdoor dining can become the new normal and sidewalks will be impacted or the need to minimize lane widths to accommodate both businesses and pedestrian traffic.

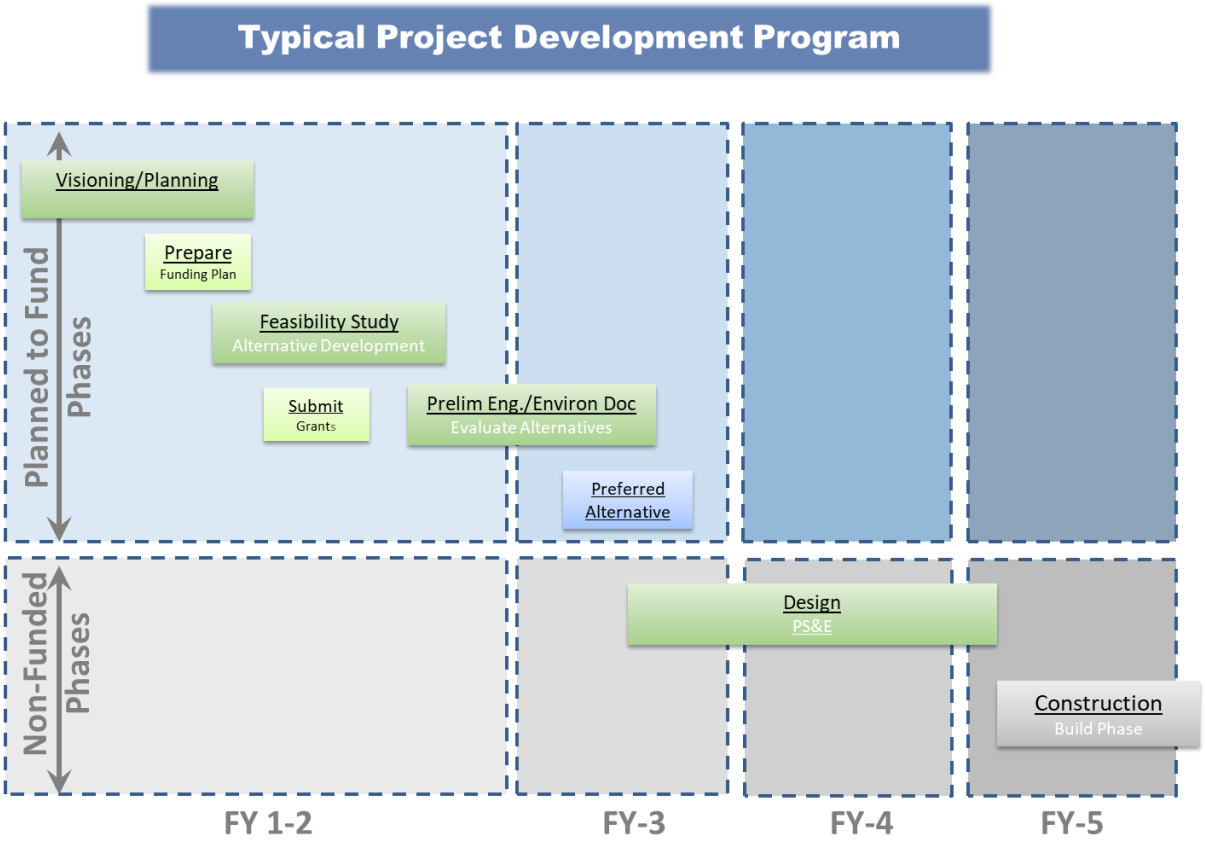
6 STEPS FORWARD

Steps forward can include a variety of options. From a general standpoint, the project will follow the traditional project development process, graphically illustrated below. Additionally, the project will need to be broken into components by mode or by specific geographical section depending on the funding opportunity. Because the Corridor is large and the cost estimate is high, a multi variable funding plan is necessary in order to implement the master plan. The graphic on the following page illustrates the typical project development program timeline and major events necessary to deliver a large capital improvement project.

Additionally, several examples of how the project could be implemented are as follows:

Option 1	**Fund a geographical section of the master plan including all concept characteristics shown in the master plan.**
Option 2	Fund only a portion, such as aesthetically consistent bus shelters, for the overall Corridor.
Option 3	Fund the full concept for intersections only and tie into the remaining Florence mainline section when additional funding becomes available.

There are likely many options to implementing the Master Plan and the Gateway Cities is available to identify funding opportunities consistent with the Corridor Master Plan.



GATEWAY CITIES
COUNCIL OF GOVERNMENTS