Descriptions of Metro's Reconnecting Communities and Neighborhoods Projects

The Federal Transit Administration (FTA), working in partnership with Los Angeles County Metropolitan Transportation Authority (Metro), and local cities and agencies to enhance and expand affordable, equitable, and safe multimodal connections through investment in 35 miles of bus priority enhancements, 60 Metro Bike Share stations, five first/last mile corridors that fill gaps in the active transportation network, five mobility hubs, and various supportive initiatives and operational strategies. It will increase mode choice, service reliability, and travel time savings, expanding the reach of high-quality transit to historically underserved communities. Metro is the lead agency under the California Environmental Quality Act (CEQA), and FTA is the lead agency under the National Environmental Policy Act (NEPA). The following are the draft project descriptions by each mode.

The following are the draft descriptions for environmental clearance for each element and project included the Reconnecting Communities and Neighborhoods grant based on the recent coordination with key stakeholders and jurisdiction partners.

Bus Priority Lanes and Bus Corridor Enhancements

The following provides detailed descriptions of bus priority lanes and bus corridor enhancements and the individual improvements to provide faster and more frequent bus services on key corridors across the region.

Bus Priority Lanes

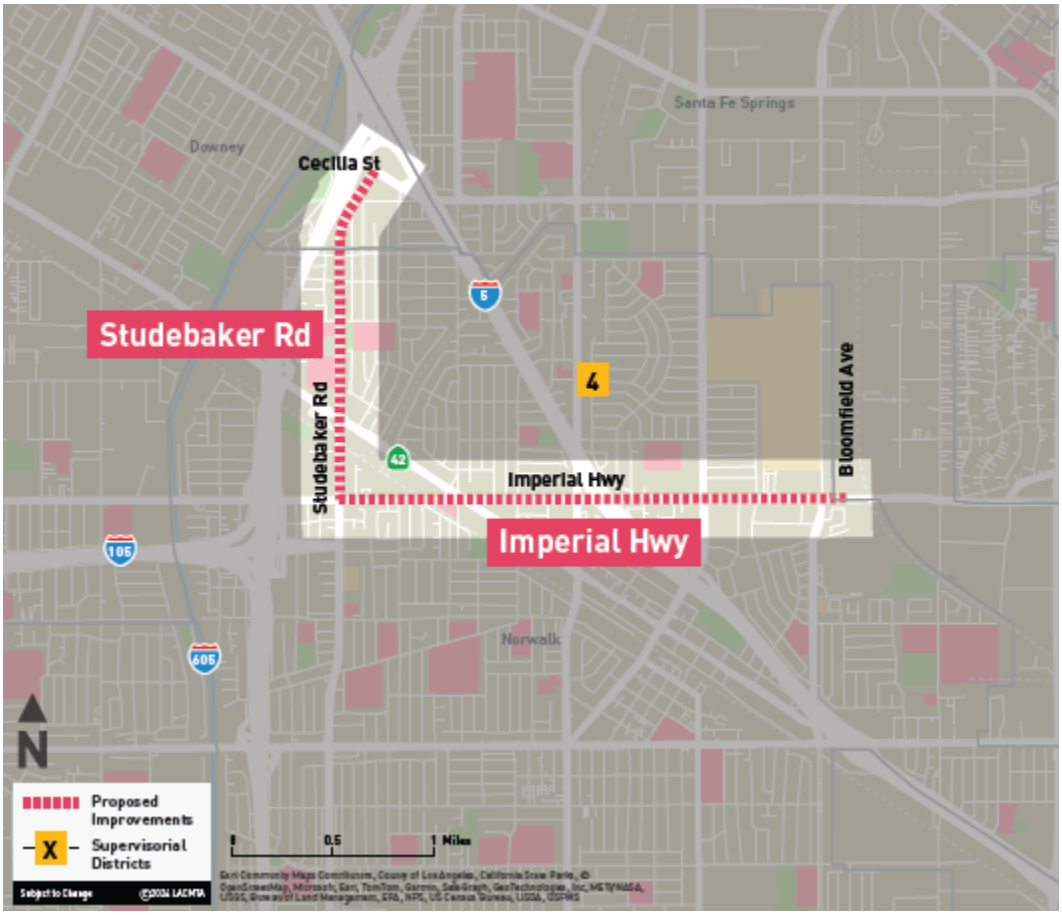
Bus priority lanes (BPL) give priority to buses on roadways with the use of dedicated bus-only lanes. Bus systems are competitive travel options that encourage a shift in personal travel mode from single-occupancy vehicles to regional and local buses by increasing the reliability of bus services and providing faster travel times. BPLs operate during peak periods (i.e., 7 a.m. to 9 a.m. and 4 p.m. to 7 p.m.) or full time (i.e., 24 hours) to ensure optimal operations within the travel lanes. Buses within the BPLs would operate within existing roadway rights-of-way, either in dedicated lanes, curb-running lanes or mixed-flow lane configurations.

Dedicated bus only lanes and curb-running bus lanes require either a conversion of an existing travel lane or restrictions on parking when BPLs are implemented and operating. At intersections, right turns would be allowed from the BPLs. Mixed-flow lanes (i.e., lanes that are shared with other traffic) may occur along bus routes where only one travel lane is available and/or roadway constraints prevent the provision of a dedicated bus lane. Transit signal priority (TSP) upgrades are proposed at existing signalized intersections. All improvements are proposed within the existing street right-of-way.

- **Imperial Highway and Studebaker Road, City of Norwalk and Santa Fe Springs, 3.4 Miles**
  Connecting the existing gap between the Metro Norwalk Green Line station and Metrolink's Norwalk/Santa Fe Springs station, the Imperial Highway segment would involve approximately 2.2 miles of BPLs on Imperial Highway from the Norwalk/Santa Fe Springs Metrolink station, just east of Bloomfield Avenue, to Studebaker Road and 1.2 miles of BPLs on Studebaker Road from Adoree Street / Interstate 105 (I-105) to Cecilia Street in the city of Norwalk (Figure 1). Within the existing street right-of-way, Imperial Highway's eastbound and westbound curbside lanes would be converted to BPLs. Similarly, Studebaker Road's northbound and southbound curbside lanes from I-105 to Cecelia Street would be converted to a BPL. Studebaker Road currently has two travel lanes in each direction, along with on-street parking. Bus pads would be installed, and

traffic signals would be upgraded to include TSP along both Imperial Highway and Studebaker Road to support priority bus operations. Along Studebaker Road, improvements would include the installation of up to 5 new bus bulb-outs and up to 10 new shelters.

Figure 1: Studebaker road and Imperial Highway Bus Priority Lanes



- **Valley Boulevard and Santa Anita Avenue, Cities of El Monte and Industry, along with Unincorporated LA County (Avocado Heights), 6.6 Miles**
  Building on the San Gabriel Valley Transit Feasibility Study (2024) prepared by SGVCOG, in partnership with the cities of El Monte and Industry, as well as the Avocado Heights community (unincorporated LA County), the improvements would include approximately 6.6 miles of BPLs for the Valley Boulevard and Santa Anita Avenue segments. In addition, the Avocado Heights and Hacienda Heights communities would have a connection to the regional El Monte Transit Center. The length of the segment on Valley Boulevard would be approximately 6.3 miles, running from Hacienda Street to Santa Anita Avenue. The length of the segment on Santa Anita Avenue would be approximately 0.3 mile, running from Valley Boulevard to Ramona Boulevard (adjacent to the El Monte Transit Center) (Figure 2). Within the existing street right-of-way, Valley Boulevard's curbside lanes would be converted to BPLs from San Angelo Avenue to Proctor Avenue; buses would then operate in mixed-flow lanes between San Angelo Avenue to Santa Anita Avenue and Proctor Avenue to Hacienda Street. Bus would operate in mixed-flow lanes on Santa Anita Avenue between Valley Boulevard to the El Monte Transit Center. Bus stop upgrades (including but not limited to bus shelters, bus pads, and transit signage) and traffic signal upgrades (TSP) would be programmed, as needed, to support priority bus operation.

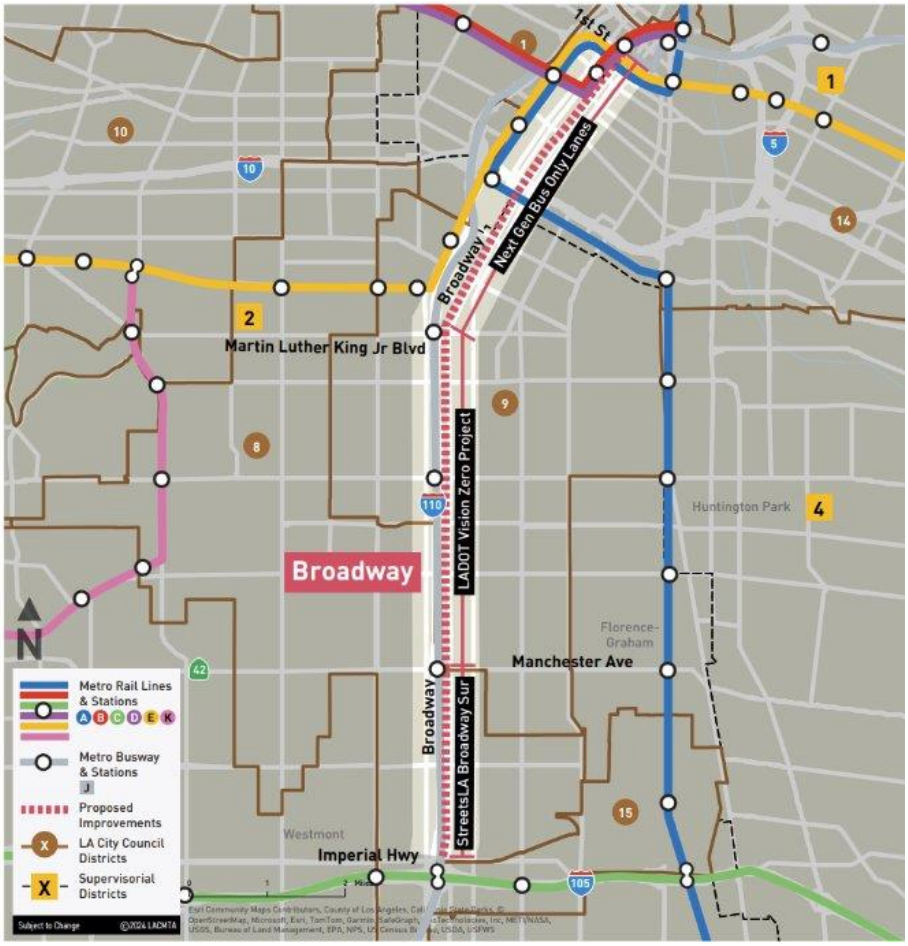
Figure 2: Valley Boulevard Bus Priority Lanes

Bus Corridor Enhancements

BCEs consist of upgrades to existing bus stops and intersections to encourage transit use and provide safer access for those boarding and alighting buses. BCEs lead to faster and more efficient bus travel times through the use of transit signal priority (TSP), bus bulb-outs, and all-door boarding, while renovations at bus stops, such as upgraded bus shelters and amenities, improve the customer experience. The BCEs that would be applied along the three street segments include bus bulb-outs, concrete bus pads, bus shelters, bicycle racks, signage, lighting, street trees, landscaping, sidewalk and curb ramp repair, and other bus stop amenities. In addition, existing signalized intersections would be upgraded to accommodate bus priority operations and asphalt would be resurfaced in selected areas. Limited utility relocations or adjustments may be needed in select locations, as needed.

- **Broadway, City of Los Angeles, 9 Miles**
  Initially identified through Metro's BRT Vision and Principles Study (2020), and in coordination with Metro's Tier 1 NextGen project, the Broadway segment includes BCEs from 1st Street to Imperial Highway (approximately 9 miles) in the city of Los Angeles (Figure 3). The BCEs would be applied along the Broadway and can include bus bulb-outs, concrete bus pads, sidewalk repair, ADA curb ramp repair, curb extensions, pedestrian hybrid beacon, high-visibility crosswalks, bus shelters, bicycle racks, signage, lighting, street trees, landscaping, transit and wayfinding signage, and other bus stop amenities.

Figure 3: Broadway Bus Corridor Enhancements

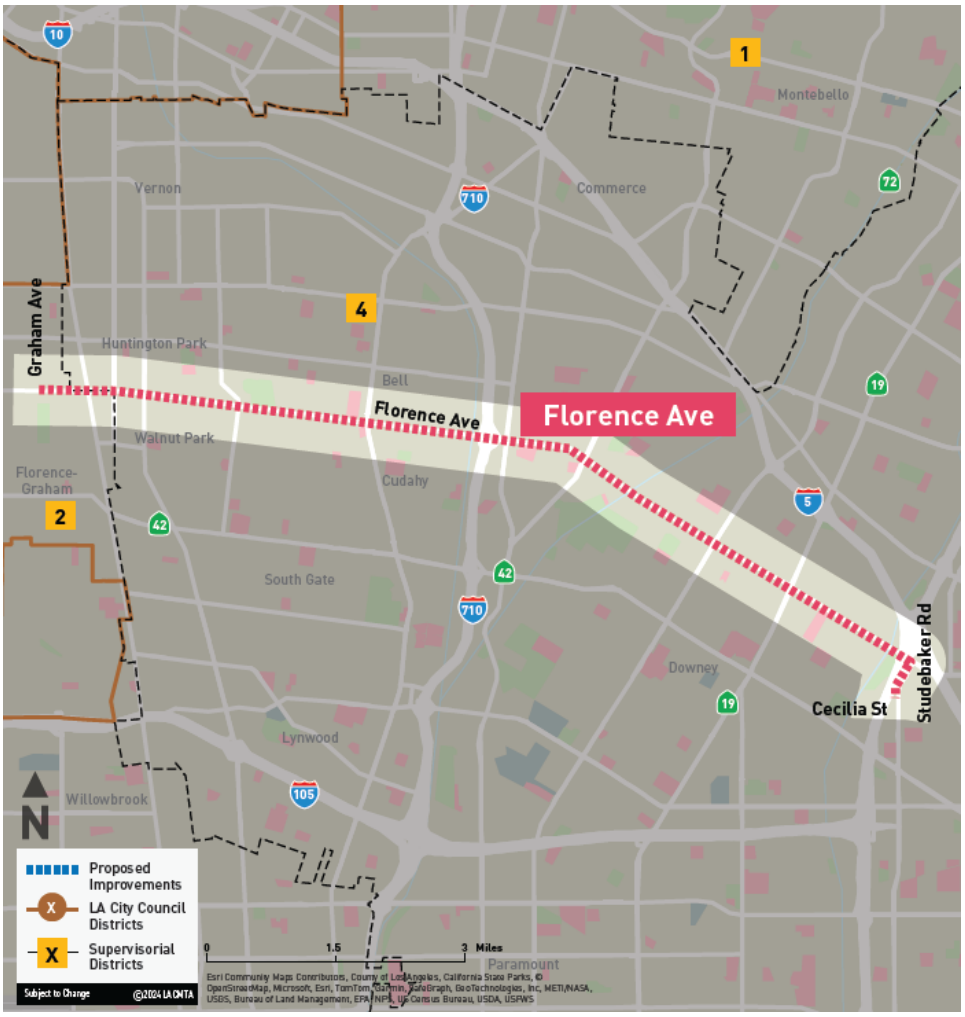


- **Olympic Boulevard, City of Los Angeles, 7.0 miles**
  Part of Metro's NextGen Tier 1 Bus Improvements, the Olympic Boulevard segment includes approximately 7.0 miles of bus corridor enhancements along Olympic Boulevard from Figueroa Street to Robertson Boulevard in the city of Los Angeles (Figure 4). BCEs would be applied along Olympic and can include: bus bulb-outs, concrete bus pads, sidewalk repair, ADA curb ramp repair, curb extensions, pedestrian hybrid beacon, high-visibility crosswalks, bus shelters, bicycle racks, signage, lighting, street trees, landscaping, transit and wayfinding signage, and other bus stop amenities.

Figure 4: Olympic Boulevard Bus Corridor Enhancements

- **Florence Avenue and Studebaker Road, Cities of Bell, Bell Gardens, Downey, and Huntington Park, along with unincorporated LA County (Florence-Firestone and Walnut Park), 9.5 miles**
  Identified as part of Metro's NextGen Tier 1 Improvements, the Florence Avenue and Studebaker Road segments include approximately 9.5 miles of BCEs on Florence Avenue from Graham Avenue to Studebaker Road and Studebaker Road from Florence Avenue to Cecilia Street (Figure 5). Within the cities of Bell, Bell Gardens, Downey, and Huntington Park, as well as the communities of Florence-Graham and Walnut Park (unincorporated LA County), this segment would tie into a fully funded NextGen Bus project between Metro's Fairview Heights K Line station and Metro's Florence A Line station. Improvements would include the following: bus bulb-outs, concrete bus pads, sidewalk repair, ADA curb ramp repair, bus shelters, bicycle racks, signage, lighting, street trees, landscaping, transit and wayfinding signage, other bus stop amenities, and TSP at applicable intersections.

Figure 5: Florence Avenue Bus Corridor Enhancements



First-/Last-Mile

The first-/last-mile (FLM) improvements would continue Metro's commitment to expanding options for multimodal transportation and improving the entire customer experience by creating safer pathways for vulnerable users. Improved pedestrian and cyclist connections to transit are expected to lead to an increase in ridership and promote multimodal transportation use. FLM aligns with established FTA policy that encourages investment in multimodal transportation options and promotes equitable access to public transit. To enhance transit connectivity and fill gaps in the active transportation network, the improvements would involve 4 miles of FLM infrastructure.

- **Del Amo Boulevard from Wilmington Avenue to South Susana Road, City of Carson and Los Angeles County, 1.5 miles**

  The Del Amo Boulevard segment would consist of new bicycle infrastructure to address a bicycle network gap and enhance safety for cyclists connecting between the Metro Del Amo A Line station and existing bicycle lanes on Del Amo Boulevard (Figure 7). This aligns with the Metro A Line FLM Plan and includes 1.5 miles of Class IV separated bikeways, intersection improvements (e.g. pedestrian lighting, pedestrian signals at four intersections, sidewalk repair, ADA curb ramp repair, curb extensions, high visibility crosswalks, street trees, bus bulbs/islands, bus shelters, and wayfinding) along Del Amo Boulevard.

  Operation of this segment, once constructed, would create a continuous Class IV separated bikeway on both eastbound and westbound Del Amo Boulevard. The Class IV bicycle facility would require a reduction in a travel lane and operate within the existing roadway right-of-way. Separation between the bike facility and through vehicle traffic would be provided with use of a physical barrier (design would be determined during the design phase). The corridor could also include new pedestrian lights on both sides of Del Amo Boulevard, new wayfinding elements, street furnishing (e.g., benches, trash receptacles, bicycle racks), new landscaped medians and planting areas, as well as upgrades to existing bus stops (e.g., bus shelters, seating, signage). Upgrades at existing intersections would allow safer pedestrian crossings. These include modifications at medians, high-visibility crosswalk treatments, and signal upgrades.

- **Avalon Boulevard from Del Amo Boulevard to University Drive, City of Carson, 1 mile**

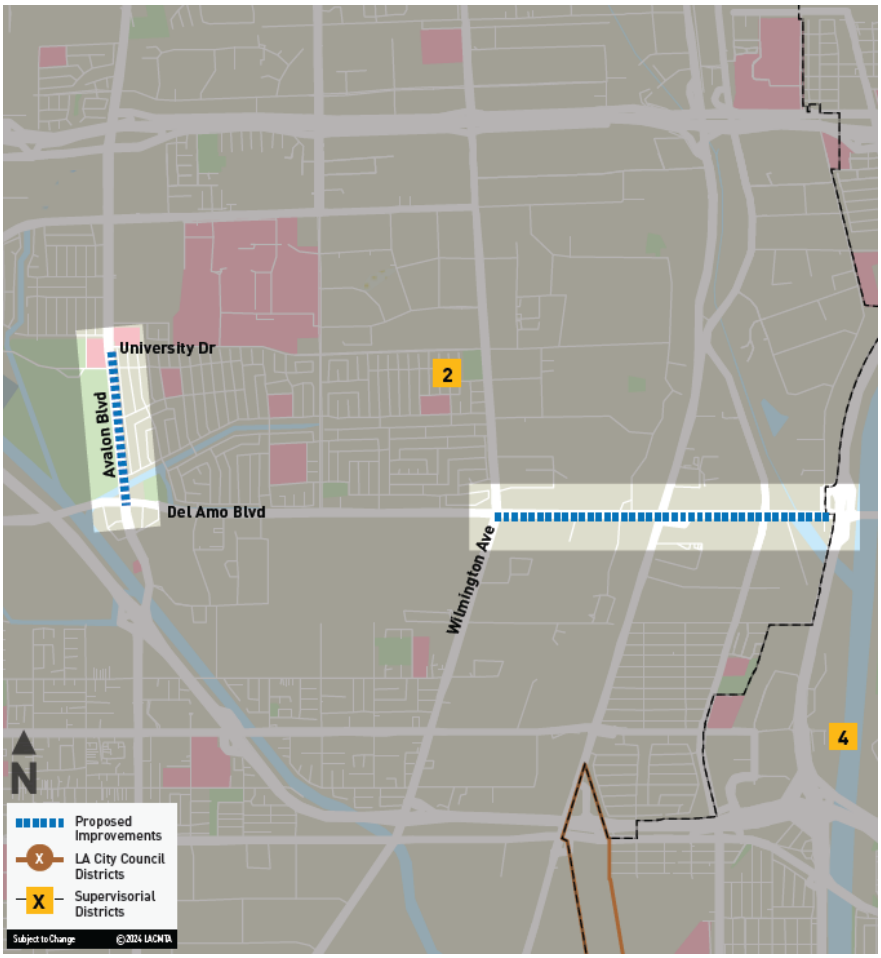
  The Avalon Boulevard improvements would include new bicycle and pedestrian facilities along Avalon Boulevard, a key route that connects Dignity Health Sports Park and California State University, Dominguez Hills to local neighborhoods in the city of Carson (Figure 6). This would enhance safety for pedestrians and cyclists by providing approximately 1 mile of Class IV separated bikeways along Avalon Boulevard from University Drive to Del Amo Boulevard, which would be supported by intersection upgrades and pedestrian improvements. Specifically, intersections would be upgraded with crosswalk improvements (e.g. refuge islands, sidewalk repair, ADA curb ramps, high-visibility crosswalks, and modified pedestrian signal timing). These improvements would aim to reduce risks to pedestrians, cyclists, and people using mobility devices along busy roadways.

  This segment, once constructed, would involve operation of a Class IV separated bikeway on Avalon Boulevard. The Class IV bicycle facility would operate within the existing roadway right-of-way, assuming existing travel lanes could be narrowed to allow space for the protected bike lane. This would create a dedicated space for cyclists, reducing the risk of collision with motorists. Intersection improvements (e.g. refuge islands, high-visibility crosswalks, and leading

pedestrian intervals) provide safer crossing points for pedestrians and encourage walking near California State University, Dominguez Hills and Dignity Health Sports Park.

By providing dedicated space for cyclists, the improvements would enhance safety along Avalon Boulevard. Encouraging cycling as a viable transportation option, particularly for short trips, could lead to a reduction in traffic congestion on Avalon Boulevard. Improved pedestrian and bicycle infrastructure would make it safer and easier for Dignity Health Sports Park attendees, employees, students, and faculty to travel to surrounding areas by walking or cycling.

Figure 6 – Del Amo Blvd and Avalon Blvd First/Last Mile Improvements



- **Hoxie Avenue from Firestone Boulevard to Foster Road, City of Norwalk, 0.75 miles**

  The Hoxie Avenue improvements would include new pedestrian and bicycle infrastructure along Hoxie Avenue from Firestone Boulevard to Foster Road within the city of Norwalk (Figure 7). These treatments aim to enhance connections between the Metro Norwalk C Line station and surrounding neighborhoods, which are along a high-injury network corridor, as identified by the Southern California Association of Governments (SCAG). This would include a Class IV separated bikeway on Hoxie Avenue for approximately 0.75 mile as well as enhanced pedestrian infrastructure from Firestone Boulevard to Interstate 105 (I-105). Improvements include crosswalk improvements (e.g., curb ramps, high-visibility crosswalk striping, pedestrian signal

priority), wayfinding signage, and other pedestrian amenities such as sidewalk repair, lighting, shade structures, and landscaping.

Operation of this segment, once constructed, would provide a Class IV separated bikeway and pedestrian improvements along Hoxie Avenue connecting Firestone Boulevard to the Metro Norwalk C Line station, thereby improving connectivity between the Metro Norwalk C Line station and surrounding neighborhoods. The Class IV bicycle facility would require reduction in travel lane widths between Firestone Boulevard and Imperial Highway and a reduction in a travel lane between Imperial Highway and I-105 and operate within the existing roadway right-of-way. This would encourage cycling and walking as viable transportation options for shorter trips when accessing transit versus use of a private vehicle. The physical separation between cyclists and vehicular traffic provided by protected bike lanes would reduce the risk of collision. Improved sidewalks, crosswalks, and curb ramps would enhance pedestrian safety along this connection.

Figure 7: Hoxie Avenue First/Last Mile Improvements

- **Flower Street from Venice Boulevard to West 11th Street, City of Los Angeles, 0.5 miles**

  The Flower Street improvements would improve walking and rolling access to bus stops and the Pico Station, includes bicycle and pedestrian enhancements along a 0.5-mile stretch through downtown Los Angeles (Figure 8). It would also include the installation of a shared bus-bike only lane and pedestrian improvements to encourage active transportation near high-capacity transit service.

  This segment of Flower Street would consist of 0.5 mile of Class III shared bus-bike only lane that would operate within the existing roadway right-of-way. The existing peak-hour bus only lane

would be converted to a full-time bus-bike only lane. It would also provide pedestrian improvements (e.g. pedestrian lighting, sidewalk repair, ADA curb ramp repair, curb extensions, high visibility crosswalks, street trees, bus bulbs, bus shelters, and wayfinding) to encourage walking in the area and improve accessibility for people using mobility devices. These improvements may require minor utility upgrades and/or relocations.

- **Pico Boulevard from Figueroa Street to Grand Avenue, City of Los Angeles, 0.25 miles**

  This segment of Pico Boulevard would address gaps in the bicycle network and pedestrian improvements includes bicycle and pedestrian facilities along a 0.25-mile stretch of Pico Boulevard through downtown Los Angeles from Figueroa Street to Grand Avenue (Figure 8). The installation of Class II bike lanes and Class IV separated bikeways would encourage active mobility near high-capacity transit service, particularly for short-trips within downtown Los Angeles. Pico Boulevard is a critical corridor that connects to the Metro A and E Lines but currently lacks bicycling infrastructure.

  A travel lane reduction would be required for the improvements that would include pedestrian and transit improvements (e.g., bike lanes, pedestrian lighting, sidewalk repair, ADA curb ramp repair, curb extensions, high visibility crosswalks, street trees, bus bulbs/islands, bus shelters, and wayfinding). These improvements may require minor utility upgrades and/or relocations.

Figure 8: Pico Blvd and Flower Steet First/Last Mile Improvements

Chatsworth Station Mobility Hub

The Chatsworth Station Mobility Hub would support safe and convenient transfers between transportation modes, support first-/last-mile connections to transit and ensure equitable travel options for those with limited mobility choices (refer to Figure 9 for location). Although areas immediately surrounding the Chatsworth Station are non-residential, nearby transit-oriented communities (TOCs) would provide a steady and growing stream of foot traffic once the mobility hub improvements are operational.

This station connects several bus and rail services, including the Metro G Line (bus rapid transit [BRT]) and Metro 150, 158, 167, and 244 Lines; Metrolink's Ventura County Line; Amtrak's Pacific Surfliner; City of Santa Clarita Transit; LADOT Commuter Express; and Simi Valley Transit, providing a key transfer location. The station is also adjacent to the existing Browns Creek Class I bike path.

The improvements focus on enhancing pedestrian and bicycle access in and around the station include wayfinding signage / informational kiosks, shade structures, intersection crossings and sidewalk improvements, pedestrian lighting, trees and landscaping, furnishings (seating, hydration station), micromobility storage and bike/scooter share, wi-fi and device charging docks. Improvements under consideration that require further coordination include restrooms, electric vehicle charging, and solar panels. All proposed improvements would occur within Metrolink or City of LA–owned right-of-way.

Figure 9: Chatsworth Station Mobility Hub

North Hollywood Station Mobility Hub

The North Hollywood Mobility Hub would support safe and convenient transfers between transportation modes, support first-/last-mile connections to transit, and ensure equitable travel options for those with limited mobility choices (refer to Figure 10 for location). Proposed elements are consistent with Metro's North Hollywood Joint Development and Consolidated Transit Center. The improvements focus on enhancing pedestrian and bicycle access between the Metro B Line (rail) and Metro G Line (bus rapid transit [BRT]).

The improvements focus on enhancing pedestrian and bicycle access in and around the station including wayfinding signage / informational kiosks, shade structures, pedestrian lighting, trees and landscaping, furnishings, and micromobility storage and bike/scooter share. All proposed improvements would occur within Metro or City of LA–owned right-of-way.

Figure 10: North Hollywood Station Mobility Hub

Expo/Crenshaw Station Mobility Hub

The Expo/Crenshaw Mobility Hub would support safe and convenient transfers between transportation modes, facilitate first-/last-mile connections to transit, and ensure equitable travel options for those with limited mobility choices (refer to Figure 11 for location). Although areas immediately surrounding the Expo/Crenshaw Station are non-residential, nearby and planned transit-oriented communities (TOCs) would provide a steady and growing stream of foot traffic once the mobility hub improvements are operational. The Expo/Crenshaw station provides a connection between the Metro E Line (at-grade light rail transit [LRT]) and the Metro K Line (underground LRT) at the southeast corner of Crenshaw Boulevard and West Exposition Boulevard.

The improvements focus on enhancing pedestrian and bicycle access in and around the station include wayfinding signage / informational kiosks, intersection crossings and sidewalk improvements, pedestrian lighting, trees and landscaping, furnishings (seating, hydration station), micromobility storage and bike/scooter share, wi-fi and device charging docks. Improvements under consideration that require further coordination include restrooms, electric vehicle charging, and solar panels. All proposed improvements would occur within Metro or City of LA–owned right-of-way.

Figure 11: Expo/Crenshaw Station Mobility Hub

Willow Station Mobility Hub

The Willow Station Mobility Hub would support safe and convenient transfers between transportation modes, facilitate first-/last-mile connections to transit, and ensure equitable travel options for those with limited mobility choices (refer to Figure 12 for location). Although areas immediately surrounding the Willow Station are non-residential, nearby transit-oriented communities (TOCs) would provide a steady and growing stream of foot traffic once the mobility hub improvements are operational. This station connects the Metro A Line Light Rail with several local and regional bus services including Metro Bus 60 and Long Beach Transit Lines 51, 101, 102, 103, 105, and 405. The improvements are all within the Metro and City of Long Beach right-of-way.

The improvements focus on enhancing pedestrian and bicycle access in and around the station include wayfinding signage / informational kiosks, intersection crossings and sidewalk improvements, rail crossing improvements, pedestrian lighting, trees and landscaping, furnishings (seating, hydration station), micromobility storage and bike/scooter share, wi-fi and device charging docks. Improvements under consideration that require further coordination include restrooms and solar panels. All proposed improvements would occur within Metro or City of LA–owned right-of-way.

Figure 12: Willow Station Mobility Hub

El Monte Station Mobility Hub

The El Monte Mobility Hub would support safe and convenient transfers between transportation modes, facilitate first-/last-mile connections to transit, and ensure equitable travel options for those with limited mobility choices (refer to Figure 13 for location). Although areas immediately surrounding the El Monte Station are non-residential, nearby transit-oriented communities (TOCs) would provide a steady and growing stream of foot traffic once the mobility hub improvements are operational. All proposed improvements would occur within Metro, Caltrans and City of El Monte–owned right-of-way.

Currently serving the Metro J Line (bus) and Lines 70, 76, 267, 268, 287, 577, as well as several transit providers, including Foothill Transit (Silver Streak, 178, 190, 194, 269, 270,282, 486, 488, 492), El Monte Transit (Green, Red, Flair Park, Civic Center), Greyhound, Hollywood Bowl shuttles, Norwalk Transit, and Megabus, El Monte Station is approximately 0.65 mile from the Metrolink El Monte Station.

The improvements focus on enhancing pedestrian and bicycle access in and around the station include wayfinding signage / informational kiosks, shade canopies, public open space, intersection crossing improvements, pedestrian lighting, trees and landscaping, furnishings (seating, hydration station), improvements to Metro bike hub, wi-fi and device charging docks. Improvements under consideration that require further coordination include electric vehicle charging and solar panels. All proposed improvements would occur within Metro or Caltrans–owned right-of-way.

Figure 13: El Monte Station Mobility Hub

Bike Share and GoPass Program

This scope would include 60 new bike-share stations to ensure continuous coverage for public bike-share stations between mid-city and Koreatown. In addition, FTA and Metro are proposing to extend the successful GoPass Program by an additional 5 years. The 60 bike-share locations and extension of the GoPass Program will be key in assisting the many disadvantaged Angelenos who struggle with transportation costs by providing access to low-cost transportation option through bike share and financial support for transportation through GoPass.

The Bike Share expansion would tie into the Southern California Association of Governments' Regional Early Action Planning grant award, which would add 90 bike-share stations and build on the proposed investments at the Expo/Crenshaw Mobility Hub and Vermont enhanced bus/rail stations. The Metro Bike Share (MBS) system is a partnership between Metro and the City of Los Angeles that makes bikes available 24/7, 365 days a year to help Angelenos move around sustainably; nearly 2 million trips have been registered to date. Metro is also seeking to pilot electric charging stations to help Angelenos travel farther on micromobility vehicles and expand accessibility of these vehicles (e.g., to youth and the elderly). MBS stations would be located within Los Angeles Department of Transportation or Metro rights-of-way, installed at new transit stations, or provided as improvements to existing transit stations.

Although Metro transit fares are some of the lowest in the nation, many disadvantaged Angelenos struggle with transportation costs. To help alleviate the burden for low-income college students, Metro is proposing to extend the successful GoPass Program to 2030 for students at 16 LA County public community colleges, ensuring that transit costs will not be an accessibility barrier when existing funding runs out in 2025. The GoPass Program offers students the freedom to go anywhere, anytime on Metro buses and trains without cost.