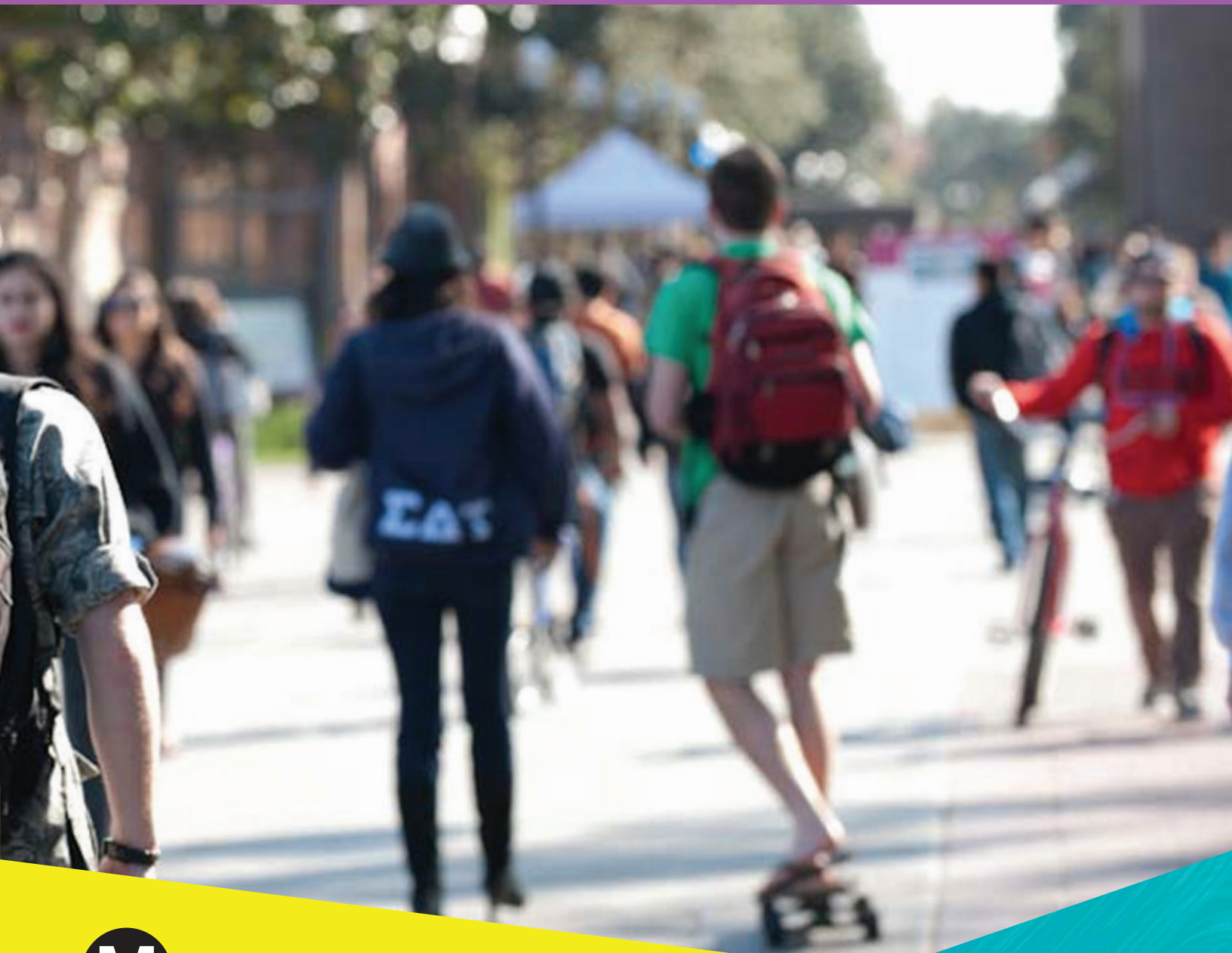


Next stop: connected communities.

PURPLE LINE EXTENSION FIRST/LAST MILE PLAN
Sections 2 & 3



Purple Line Extension Sections 2&3 First/Last Mile Plan

Executive Summary iii

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Purple Line Extension Sections 2&3 First/Last Mile Plan, Executive Summary

The First/Last Mile (FLM) Plan (Plan) for the Purple Line Extension Sections 2 & 3 (PLE 2&3) analyzed FLM connections for the rail project’s four stations by executing Metro’s FLM planning methodology. The Plan responds to FLM policy directives: Metro Board Motion 14.1 in May 2016 and 14.2 in June 2016.

Section 2 of PLE will extend the subway west to downtown Beverly Hills and Century City. Section 3 will extend the subway further to Westwood (*See Figure 1*). Both sections are currently under construction with scheduled completion in 2025 and 2027, respectively. The four stations in PLE 2&3 include:

- Wilshire/Rodeo
- Century City/Constellation
- Westwood/UCLA
- Westwood/VA Hospital



Figure 1: Purple Line Extension

For each station, the Plan identifies pedestrian-focused and wheel-mode-focused (bicycles, scooter, skateboard, etc.) projects that improve safety and access to the station along specified routes that collectively are called “the Pathway”. The projects are located within the ½-mile radius of the station.

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

1. Pathway Maps
2. Project List
3. Rough-Order-of-Magnitude (ROM) Cost Estimation
4. Project Scoring and Prioritization

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

Key Findings

The existing conditions at each station vary in terms of the built environment, existing traffic, land-uses, and populations served. The following key findings were determined through the planning process:

- Wilshire/Rodeo: many FLM-supportive features are already in place throughout the station area; however, further enhancements would improve safety and accessibility for transit riders. The main station arterials of Beverly Dr. and Wilshire Blvd. are heavily trafficked and would benefit from bus stop enhancements, high-visibility crosswalks, and street furniture. Bicycle connections are key to station access; the draft *Beverly Hills Complete Streets Plan* includes proposed bicycle improvements that are reflected in the PLE 2&3 FLM Plan. Because the station portal is slightly removed from the main downtown destinations, passive and active wayfinding should be introduced.
- Century City/Constellation: The station area includes wide streets and long blocks along Olympic Blvd., Santa Monica Blvd., and Avenue of the Stars, which are key spines for vehicular access. Separating pedestrians and bicyclists from vehicles will be needed to improve safety and access. Key pedestrian amenities should include street trees and landscaping, street furniture, improved sidewalks, enhanced crosswalks, and comprehensive wayfinding. Bike facilities should be included as part of the pathway network especially as they could enhance other bike plans in the *LA City Mobility Plan 2035* and the draft *Beverly Hills Complete Streets Plan*.
- Westwood/UCLA: The station has three planned access points that will make Westwood Blvd., Wilshire Blvd., and Gayley Ave. critical for users. There will be high ridership and a need to connect the station to the UCLA campus. Currently, there is pressure on sidewalks and limited bicycle connectivity. Wilshire Blvd. is highly trafficked and needs many pedestrian improvements. Gayley Ave., which connects the station to Westwood Village, UCLA, and student housing and residential areas, could be enhanced with better crosswalks, lighting, corner bulb-outs, a bike facility, and signage. Westwood Blvd. could also benefit from improved bicycle facilities. Elsewhere, cut-through paths could help facilitate additional station access.
- Westwood/VA Hospital: The VA campus encompasses the majority of the ½-mile radius surrounding the station. The station will serve a largely veteran population, providing mobility for a group that often relies on public transportation. Currently, access across the campus is limited, causing difficulties for pedestrians and bicyclists. The station design includes a passenger drop-off zone; as the western terminus of the Purple Line, high demand for cars picking up or dropping off transit riders is anticipated. Various cut-throughs are proposed on the campus to improve accessibility and will need to be coordinated with the *Greater LA Veterans Affairs Draft Master Plan* that also has several pedestrian pathways, bike routes, and shuttle paths.

First/Last Mile Process

The FLM methodology is well documented in Metro’s First Last Mile Strategic Plan (2014) and completed FLM plans (<https://www.metro.net/project/first-last>). A brief summary of the steps and timeline specific to the PLE 2&3 FLM Plan is presented in *Figure 2*.

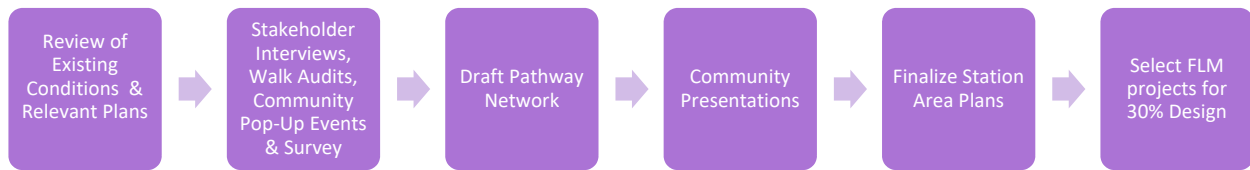


Figure 2: Summarized FLM methodology for PLE 2&3

Throughout the steps above, the team coordinated with staff and elected offices from the City of Los Angeles, the City of Beverly Hills, and the County of Los Angeles along with other institutional stakeholders including the University of California, Los Angeles, and the Veterans Affairs hospital.

What’s in the Plan

The Plan is composed of the following core and supporting documents for each of the four PLE 2&3 stations:

➤ Core documents:

1. Pathway Maps: A Pathway Map displays the Pathway Network (key corridors to focus pedestrian and wheeled connections to the station) and project ideas along the Pathway Network. For each of the four stations, two pathway maps were created—one for walking projects and one for wheel projects (for bicycles and other rolling modes).
2. Project List: This document presents project ideas that correspond to those in the Pathway Maps. They are organized in the following order: FLM Pathway arterials (primary routes), FLM Pathway collectors (secondary routes), and FLM Pathway cut-throughs (shortcuts). The lists also separate project ideas as those running along a corridor and those at unique points (spot improvements).
3. Cost Estimation: This document presents Rough Order of Magnitude (ROM) cost estimates. Each station has a summary of total costs that are disaggregated into construction costs, soft costs, contingency, and escalation. Each station also has the cost estimates disaggregated by segment of the Pathway Network and project ideas on it. Cost assumptions are provided separately in a supporting document.
4. Project Scoring: This document prioritizes ideas from the Project Lists based on a technical analysis. There is a separate prioritization for each station and for pedestrian and wheels improvements. Projects and their prioritization are grouped by segment of the Pathway Network. Considerations in the technical analysis include safety,

comfort, community input, and connectivity. Prioritization also includes cost information and indicates which projects are recommended to proceed to a preliminary engineering (PE) stage. A more detailed methodology is provided separately in supporting documents.

➤ Supporting documents:

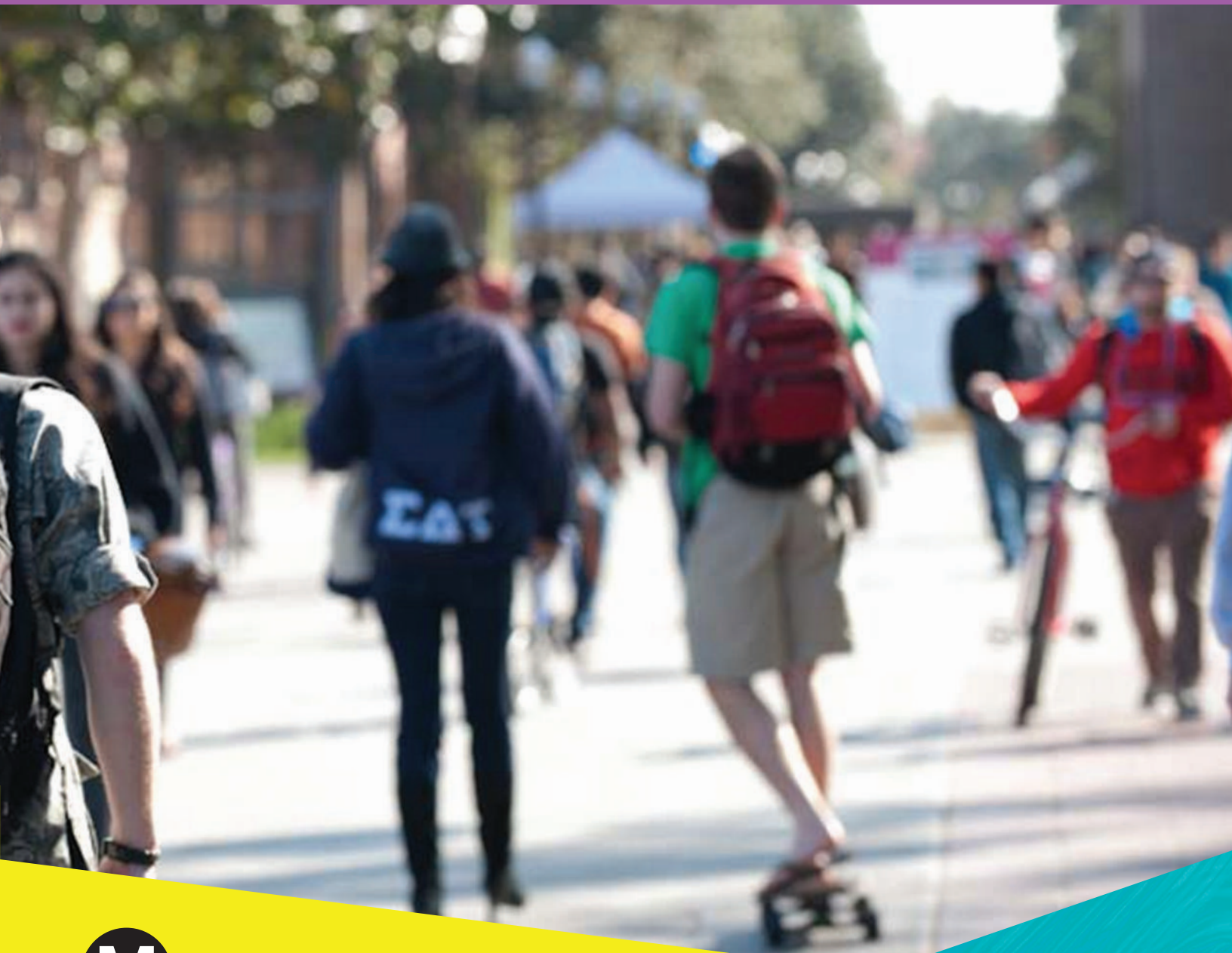
1. Existing Conditions: This document serves as a preliminary station analysis that includes research on existing conditions and local plans and projects. The research covers characteristics identified in Metro's *First Last Mile Strategic Plan & Planning Guidelines*: street grid, pedestrian shed, vehicular speeds, key access corridors, bicycle and pedestrian collisions, bicycle connections, transit connections, land use, and points of interest.
2. Community Engagement and Local Coordination: The FLM Plan for PLE 2&3 was developed with significant input from communities and local agencies. This document provides information on the various community outreach activities including stakeholder interviews, walk-audits, pop-up events, surveys. It also provides information on meetings with local agencies and institutional actors.
3. Walk Audit Results: This document summarizes the Walk Audit activity and key takeaways. Maps are provided for each station and show the observations made by walk audit participants, and how these observations relate to station connectivity, safety, and comfort.
4. Project Origins: This document provides a high-level overview of how FLM Plan improvement ideas were sourced. For each station area and each Pathway segment, the document explains whether the origin was from walk-audit feedback, stakeholder interviews, community pop-up event data, or from technical analysis of the area.
5. Cost Assumptions: This document summarizes the project elements and unit cost assumptions used in the development of conceptual-level cost estimates. It is divided into walking and biking (wheels) improvements.
6. Project Scoring Methodology: FLM Plans include a wide breath of walking and wheel improvements. To help decide which projects to prioritize, a structured, data-based methodology was used to help quantify a project's safety, comfort, community input, and connectivity. The result of this applied methodology is the scoring of each Pathway segment and its projects.
7. Project Prioritization Methodology: There is a need to prioritize FLM Plan projects based on an assumed budget constraint. This document further orders projects beyond the initial project technical prioritization and selects projects to advance to the next stage of 30% design. The document explains the methodology as well as the final selected projects.

Core Documents

Next stop: connected communities.

PATHWAY MAPS

Purple Line Extension First/Last Mile Plan - Sections 2 & 3



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Wilshire / Rodeo

The Wilshire / Rodeo station area serves downtown Beverly Hills, with a station portal three blocks east of Rodeo Dr. and a few blocks south of City Hall, on the south side of Wilshire Blvd. Because the station portal is slightly removed from the main downtown destinations (for example Rodeo Dr.), passive wayfinding, such as logical pathways, and active wayfinding, such as directional signage, should be introduced to help point people coming and going from station to local destinations.

Many first/last mile-supportive street improvements are already in place throughout the station area, especially north of Wilshire Blvd., such as lighting, pleasant streetscape design, wide sidewalks, trees, and crosswalks. Further enhancements should be made, however, to make the area more transit-friendly (beyond the aforementioned wayfinding opportunities). For example, several existing crosswalks should be

upgraded to continentals, while trees, lighting, and street furniture should be added where appropriate.

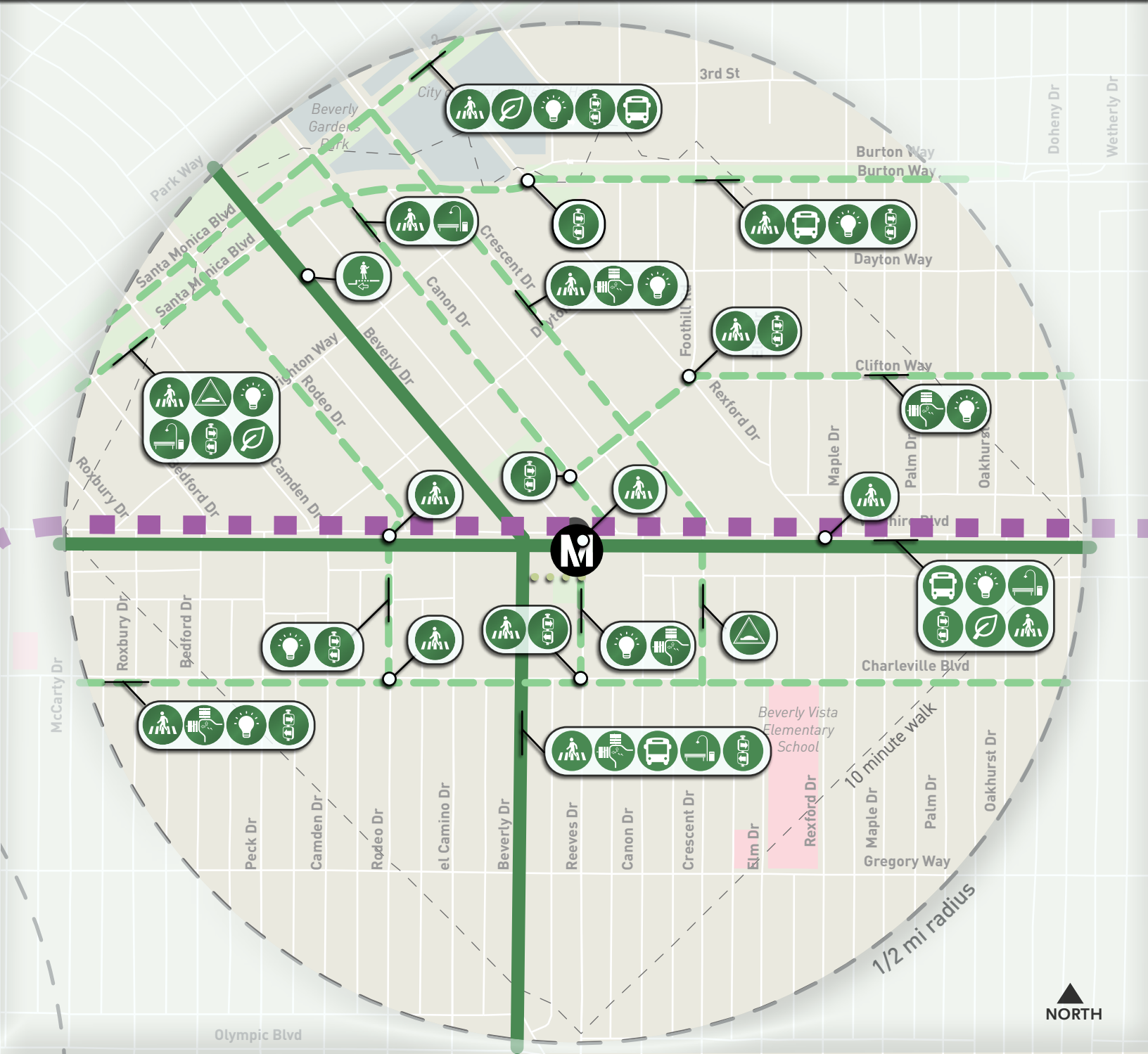
The Draft *Beverly Hills Complete Streets Plan* proposes a series of bike connections that will help facilitate station access. With multiple modes vying for busy streetspace, it will be important to ensure that these facilities provide optimal protection for bicyclists. The bike connections proposed in the *Beverly Hills Complete Streets Plan* are reflected in this plan and are key to improving station access.

The main station arterials of Beverly Dr. and Wilshire Blvd. are heavily trafficked and would benefit from a full suite of first/last mile improvements, such as bus stop enhancements, high-visibility crosswalks, and street furniture. Wilshire Blvd. also needs additional street trees to improve the walking experience.

Key Community Feedback

Feedback from community outreach supported many of the recommendations made in the draft maps. At Wilshire/Rodeo, the following improvements were added to the draft pathway networks because of significant outreach feedback:

- New or Improved Crosswalk at Wilshire Blvd. and Rexford Dr.
- Traffic Calming on S. Santa Monica Blvd.
- Street Furniture on Canon Dr.
- Bicycle-friendly Intersection at Beverly Blvd. and Gregory Wy.
- Bicycle-friendly Intersections along Charleville Blvd.



Proposed Improvements

- Bulb-outs
- Bus Stop Improvements
- Landscaping & Shade
- New or Improved Crosswalks
- New or Improved Sidewalks
- Pedestrian & Bicycle Lighting
- Street Furniture
- Traffic Calming
- Wayfinding Signs

Improvement Type

Spot Improvement
Location-Specific Idea

Corridor Improvement

Street Type

FLM Pathway Arterial
Primary Routes

FLM Pathway Collector
Secondary Routes

FLM Pathway Cut-Through
Shortcut

I-3

Metro Purple Line

10 Minute Walk From Station





- Existing**
- Sharrow
 - Bicycle Boulevard
 - Bicycle Lane
 - Protected Bicycle Lane
 - Shared Use Path

- City/County Plan Proposed**
- Sharrow
 - Bicycle Boulevard
 - Bicycle Lane
 - Protected Bicycle Lane
 - Shared Use Path

- FLM Proposed Facility**
- Sharrow
 - Bicycle Boulevard
 - Bicycle Lane
 - Protected Bicycle Lane
 - Shared Use Path

- FLM Proposed Amenity**
- Bicycle Friendly Intersection
 - Bicycle Hub
 - Metro Purple Line
 - 10 Minute Walk From Station

Century City / Constellation

The Century City / Constellation station is located at the intersection of Avenue of the Stars and Constellation Blvd., connecting transit users to key destinations such as the Westfield Mall, nearby office buildings, 20th Century Fox studios, hotels in the area and adjacent residential neighborhoods.

Around the station, the streets are comprised of wide boulevards and long blocks along Olympic Blvd., Santa Monica Blvd., and Avenue of the Stars, which are key spines for vehicular access. Separating pedestrians and bicyclists from vehicles will be needed to improve safety and access.

Key pedestrian amenities that will improve the experience for those walking along the street include street trees and landscaping, street furniture, lighting, and improved sidewalks. In addition, comprehensive wayfinding

and enhanced crosswalks are recommended.

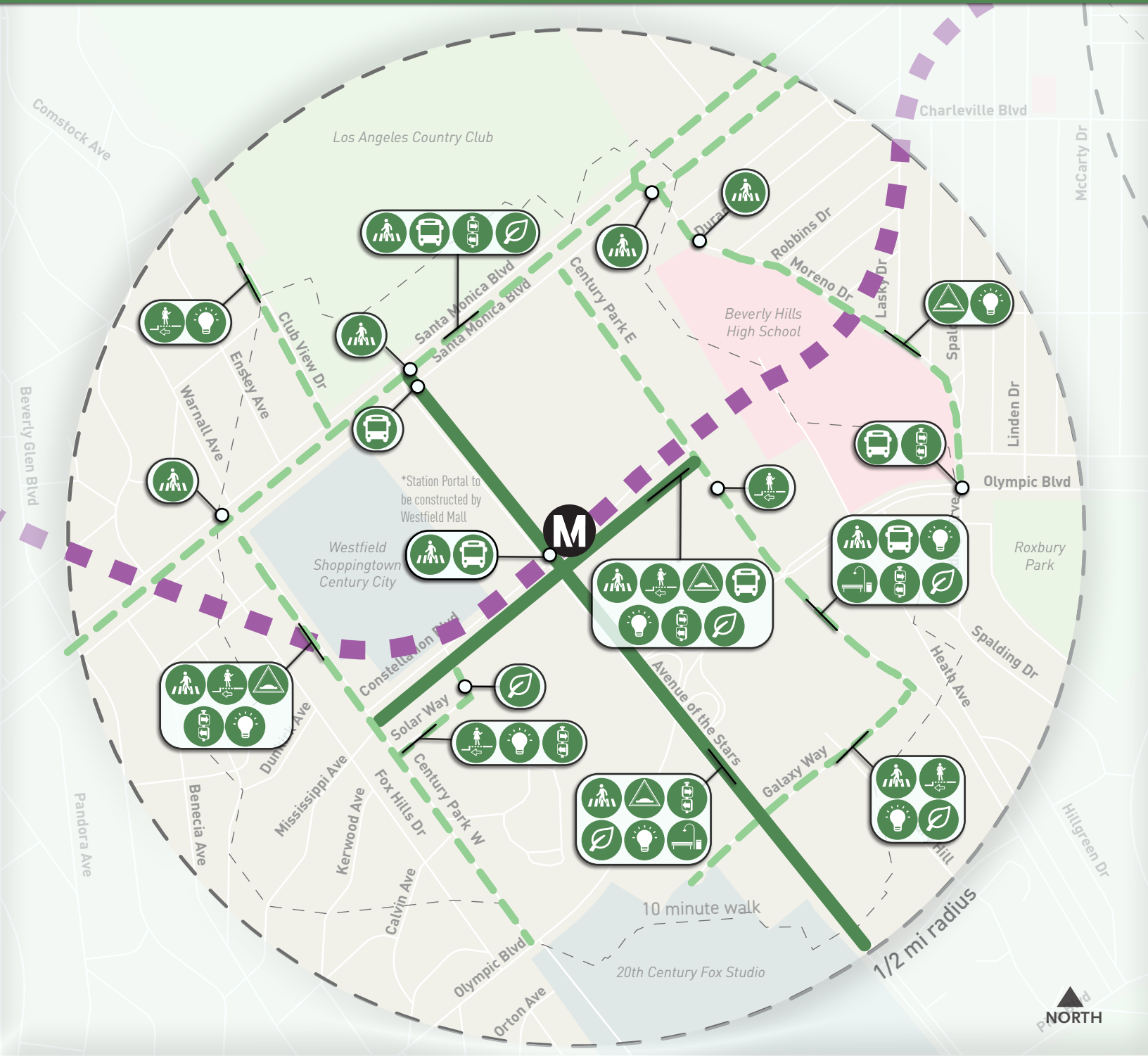
Residential communities surround Century City. Existing streets enhanced for first/last mile access would connect these neighborhoods to the station, allowing riders to access the Purple Line safely and swiftly.

Key bike connections are proposed as part of the *LA City Mobility Plan 2035* and the *Beverly Hills Draft Complete Streets Plan*, which aim to improve the experience of getting to the station. Additional bike facilities proposed as part of the pathway network should enhance these recommended improvements.

Key Community Feedback

Feedback from community outreach supported many of the recommendations made in the draft maps. At Century City/Constellation, the following improvements were added to the draft pathway networks because of significant outreach feedback:

- New or Improved Sidewalks on Galaxy Wy.
- Bus Stop Improvements at Avenue of the Stars and Constellation Blvd.
- Bicycle-friendly Intersections on Century Park E at Santa Monica Blvd., Constellation Blvd., Olympic Blvd., and Galaxy Way



Proposed Improvements

- Bulb-outs
- Bus Stop Improvements
- Landscaping & Shade
- New or Improved Crosswalks
- New or Improved Sidewalks
- Pedestrian & Bicycle Lighting
- Street Furniture
- Traffic Calming
- Wayfinding Signs

Improvement Type

- Spot Improvement
Location-Specific Idea
- Corridor Improvement

Street Type

- FLM Pathway Arterial
Primary Routes
- FLM Pathway Collector
Secondary Routes
- FLM Pathway Cut-Through
Shortcut

Metro Purple Line

10 Minute Walk From Station



Existing

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path

City/County Plan Proposed

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path

FLM Proposed Facility

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path

FLM Proposed Amenity

- Bicycle Friendly Intersection
- Bicycle Hub
- Metro Purple Line
- 10 Minute Walk From Station

Westwood / UCLA

Because of its high projected ridership, the Westwood / UCLA station should be served by a robust network of streets and cut-throughs as part of the first/last mile pathway network. With three planned access points to the station, the main arterials of Westwood Blvd., Wilshire Blvd., and Gayley Ave. will be critical for station access.

Westwood pulls pedestrian traffic from Westwood Village to the north and the Westwood shops and destinations to the south. Westwood Blvd. serves as a key connection and activity center, but will need enhancements to accommodate new demands associated with the station such as improved bicycle facilities and enhanced bus stops and crosswalks.

Wilshire Blvd. is a highly-trafficked thoroughfare that would benefit from numerous improvements. Pedestrian improvements in particular are proposed on Wilshire Blvd, given the intensity of current and future demands along the corridor.

Gayley Ave. will also connect the station to Westwood Village, the UCLA campus, and student housing and residential areas. Gayley Ave. already has trees along most of its length, but can be enhanced with better crosswalks, lighting, corner bulb-outs, a bike facility, and signage.

The pathway collectors proposed within the station area serve the active Westwood Village, as well as surrounding residential areas north and south of the station. In these areas, bike facilities, lighting and signage are typical enhancements proposed, since many areas already have an adequate tree canopy. In the blocks between Sepulveda Blvd. and Veteran Ave., cut-through paths could help to facilitate access to and from the station.

Overall the Westwood / UCLA station area currently has an adequate street grid. Sidewalk improvements, such as continental crosswalks and street trees, are already in place. Further enhancements can be added, however, to make the station area more transit-supportive.

Key Community Feedback

Feedback from community outreach supported many of the recommendations made in the draft maps. At Westwood/UCLA, the following improvements were added to the draft pathway networks because of significant outreach feedback:

- Traffic Calming, Bicycle Facility, and Bicycle-friendly Intersections along Veteran Ave.
- Street Furniture on Westwood Blvd.
- Landscaping & Shade on Westwood Blvd.



Proposed Improvements

- Bulb-outs
- Bus Stop Improvements
- Landscaping & Shade
- New or Improved Crosswalks
- New or Improved Sidewalks
- Pedestrian & Bicycle Lighting
- Street Furniture
- Traffic Calming
- Wayfinding Signs

Improvement Type

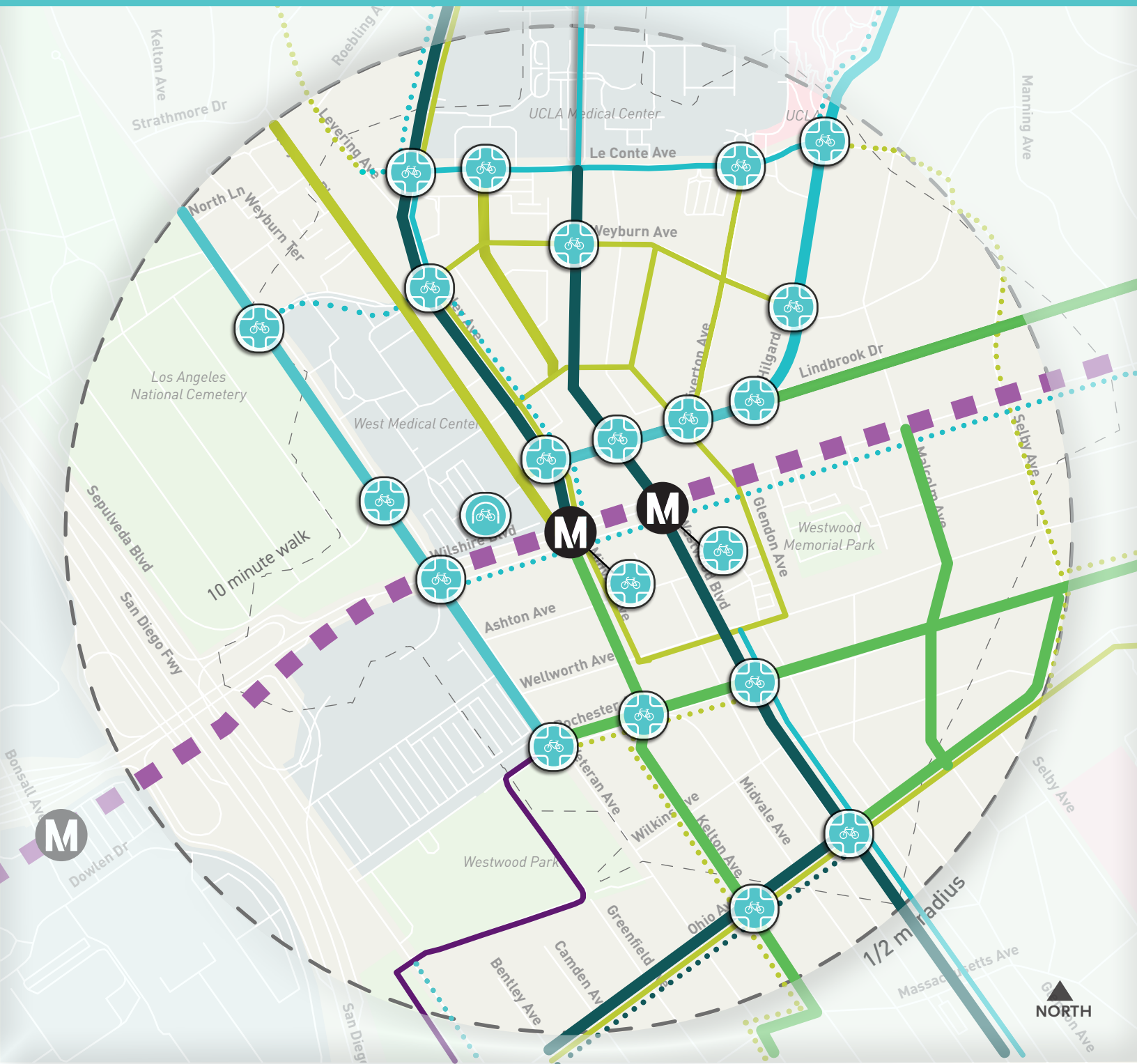
- Spot Improvement
Location-Specific Idea
- Corridor Improvement

Street Type

- FLM Pathway Arterial
Primary Routes
- FLM Pathway Collector
Secondary Routes
- FLM Pathway Cut-Through
Shortcut

Metro Purple Line

10 Minute Walk From Station



Existing

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path

City/County Plan Proposed

- ⋯ Sharrow
- ⋯ Bicycle Boulevard
- ⋯ Bicycle Lane
- ⋯ Protected Bicycle Lane
- ⋯ Shared Use Path

FLM Proposed Facility

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path

FLM Proposed Amenity

- Bicycle Friendly Intersection
- Bicycle Hub
- Metro Purple Line
- 10 Minute Walk From Station

Westwood / VA Hospital

The Westwood/VA Hospital station is the terminus station of the Purple Line Extension. The station will be located south of Wilshire Blvd. and east of Bonsall Ave., and will connect to the Veterans Affairs (VA) Campus. This station will serve the unique needs of the campus' veteran population, providing added mobility for a group that often relies on public transportation.

The VA has recently developed the *Greater Los Angeles Veterans Affairs Draft Master Plan* that is anticipated to be implemented in phases over the next 20 years. The Draft Master Plan incorporates several pedestrian pathways, bike routes, and shuttle paths that will help visitors navigate the campus.

This station presents unique challenges, as the VA campus encompasses the majority of the 1/2-mile radius surrounding the station. Currently, access across the campus is limited, causing difficulties for pedestrians or bicyclists. While more porous connections are recommended through the pathway network, wayfinding and signage directing transit users to the Metro station will need to be intuitive and frequent to ensure ease of navigation. Due to this station serving as the terminus to the Purple Line, Metro expects high demand for cars picking

up or dropping off transit riders, and is therefore incorporating a drop-off zone into the station's design.

The 1/2-mile radius surrounding the station is also bifurcated by the 405 Freeway, which acts as a barrier. Although riders coming from the east will likely use the neighboring Westwood / UCLA station, additional considerations should be made for those traveling from the east along Wilshire Blvd.

Wilshire Blvd. is proposed as a key east-west first/last mile arterial. Given vehicular volumes along Wilshire Blvd., improvements for those on foot will be needed for people accessing the terminus station. The fluctuating topography in this area also separates Wilshire Blvd. from the station, and will require a comprehensive wayfinding program to direct riders to the station.

The proposed pathway cut-throughs on the VA Campus will help move VA visitors through the campus and safely to the station along calm, pleasant streets.

Other cut-throughs are proposed along the eastern edge of the 1/2-mile station area to connect users through large parcels that are currently acting as barriers (i.e. through the LA Passport Agency and Westwood Park).

Key Community Feedback

Feedback from community outreach supported many of the recommendations made in the draft maps. At Westwood/VA Hospital, the following improvements were added to the draft pathway networks because of significant outreach feedback:

- Landscaping & Shade on San Vicente Blvd., north of Wilshire Blvd.



Proposed Improvements

- Bulb-outs
- Bus Stop Improvements
- Landscaping & Shade
- New or Improved Crosswalks
- New or Improved Sidewalks
- Pedestrian & Bicycle Lighting
- Street Furniture
- Traffic Calming
- Wayfinding Signs

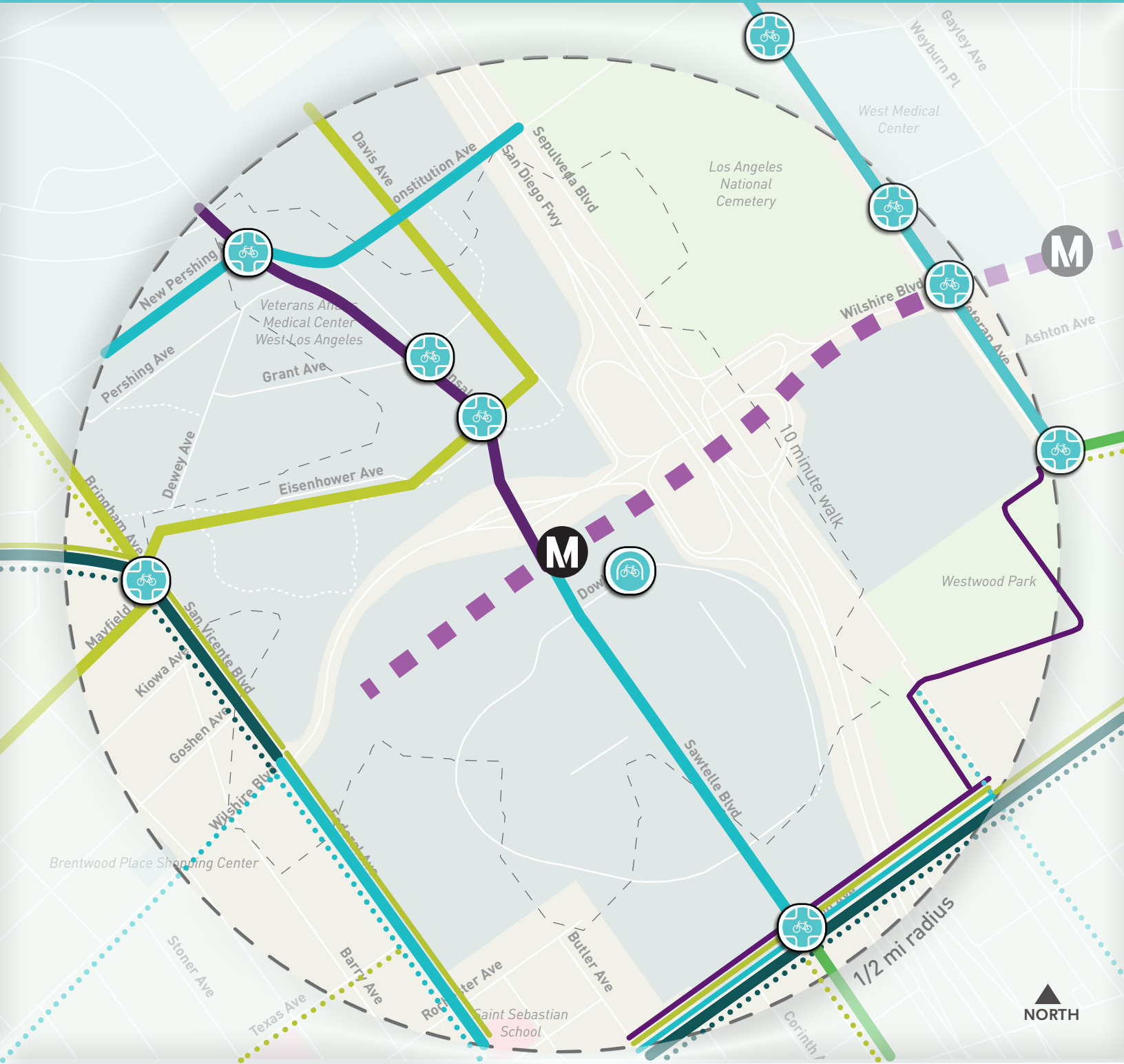
Improvement Type

- Spot Improvement
Location-Specific Idea
- Corridor Improvement

Street Type

- FLM Pathway Arterial
Primary Routes
- FLM Pathway Collector
Secondary Routes
- FLM Pathway Cut-Through
Shortcut

- Metro Purple Line
- 10 Minute Walk From Station



Existing

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path

City/County Plan Proposed

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path

FLM Proposed Facility

- Sharrow
- Bicycle Boulevard
- Bicycle Lane
- Protected Bicycle Lane
- Shared Use Path

FLM Proposed Amenity

- Bicycle Friendly Intersection
- Bicycle Hub
- Metro Purple Line
- 10 Minute Walk From Station

Next stop: connected communities.

PROJECT LIST

Purple Line Extension First/Last Mile Plan - Sections 2 & 3



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PROJECT LIST

WILSHIRE/RODEO STATION

Project	Description	Extents	Proposed Corridor Improvements	Proposed Spot Improvements
Wilshire Blvd.	Arterial	Linden Dr. to Wetherly Dr. (approx. 5,800 LF)	Bus Stop Improvements, New or Improved Crosswalks, Pedestrian & Bicycle Lighting Street Furniture, Wayfinding Signage, Landscaping & Shade	Bicycle-friendly Intersections (at Beverly Dr., Canon Dr.) Bicycle Hub (at Reeves Dr.) New or Improved Crosswalks (at Rodeo Dr., Rexford Dr.)
Beverly Dr.	Arterial	Park Way to Olympic Blvd. (approx. 5,200 LF)	Bicycle Facilities, Bus Stop Improvements, New or Improved Crosswalks, Street Furniture, Wayfinding Signage, Bulb-outs	Bicycle-friendly Intersections (at Wilshire Blvd., Charleville Blvd., Gregory Way, North Santa Monica Blvd.), New or Improved Sidewalks (narrow condition between S. Santa Monica Blvd. and Brighton Way)
N. Santa Monica Blvd.	Arterial	Bedford Dr. to N. Alpine Dr. (approx. 2,800 LF)	Bus Stop Improvements, New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Wayfinding Signage, Landscaping & Shade	Bicycle-friendly Intersections (at Beverly Dr., Canon Dr.)
S. Santa Monica Blvd.	Collector	Roxbury Dr. to Rexford Dr. (approx. 3,000 LF)	Bicycle Facilities, New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Street Furniture, Wayfinding Signage, Landscaping & Shade, Traffic Calming	Wayfinding Signage (at Rexford Dr.)
Burton Way	Collector	Canon Dr. to Oakhurst Dr. (approx. 2,500 LF)	Bicycle Facilities, Bus Stop Improvements, New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Wayfinding Signage	Wayfinding Signage (at Rexford Dr.), Bicycle-friendly Intersections (at Rexford Dr., Foothill Rd., Maple Dr.)
Clifton Way	Collector	Rexford Dr. to Doheny Dr. (approx. 2,000 LF)	Bicycle Facilities, Pedestrian & Bicycle Lighting, Bulb-outs	Bicycle-friendly Intersections (at Rexford Dr., Canon Dr.), New or Improved Crosswalks (at Rexford Dr.), Wayfinding Signage (at Rexford Dr., Canon Dr.)
Charleville Blvd.	Collector	McCarty Dr. to Doheny Dr. (approx. 5,200LF)	Bicycle Facilities, New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Wayfinding Signage, Bulb-outs	Bicycle-friendly Intersections (at Roxbury Dr., Camden Dr., Beverly Dr., Reeves Dr., Crescent Dr., Rexford Dr., Doheny Dr.), New or Improved Crosswalks (at Rodeo Dr., Reeves Dr.), Wayfinding (at Reeves Dr.)
Rodeo Dr.	Collector	Santa Monica Blvd. to Charleville Blvd (approx. 2,400 LF)	Pedestrian & Bicycle Lighting, Wayfinding Signage	New or Improved Crosswalks (at Wilshire Blvd., Charleville Blvd., Gregory Way)
Reeves Dr.	Collector	Wilshire Blvd. to Charleville Blvd. (approx. 800 LF)	Bicycle Facilities, Pedestrian & Bicycle Lighting, Bulb-outs	Bicycle-friendly Intersections (at Charleville Blvd.), New or Improved Crosswalks (at Charleville Blvd., Wilshire Blvd.), Wayfinding Signage (at Charleville Blvd.), Bicycle Hub (at Wilshire Blvd.)
Canon Dr.	Collector	Santa Monica Blvd. to Wilshire Blvd. (approx. 2,500 LF)	Bicycle Facilities, New or Improved Crosswalks, Street Furniture	Bicycle-friendly Intersections (at Santa Monica Blvd., Clifton Way, Wilshire Blvd.), Wayfinding Signage (at Clifton Way), New or Improved Crosswalk (at Wilshire Blvd.).
Crescent Dr.	Collector	Santa Monica Blvd. to Charleville Blvd. (approx. 3,500 LF)	Bicycle Facilities, New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Traffic Calming (south of Wilshire Blvd.), Bulb-outs	Bicycle-friendly Intersections (at Charleville Blvd.)
Roxbury Dr.	Collector	Santa Monica Blvd. to Olympic Blvd. (approx. 3,600 LF)	Bicycle Facilities	Bicycle-friendly Intersections (at Charleville Blvd.)
Reeves Park Cut-through	Cut-through	N/A	Assumes pedestrian pathway improvements, e.g. lighting, signage, and enhanced paving.	N/A

PROJECT LIST

CENTURY CITY/CONSTELLATION STATION

Project	Description	Extents	Proposed Corridor Improvements	Proposed Spot Improvements
Constellation Blvd.	Arterial	Century Park W to Century Park E (approx. 2,200 LF)	Bicycle Facilities, Bus Stop Improvements, New or Improved Crosswalks, New or Improved Sidewalks, Pedestrian & Bicycle Lighting, Wayfinding Signage, Landscaping & Shade, Traffic Calming	Bicycle-friendly Intersections (at Century Park W, Avenue of the Stars, & Century Park E), Bus Stop Improvements (at Avenue of the Stars) Bicycle Hub (at station), Crosswalk Improvements (at Avenue of the Stars)
Avenue of the Stars	Arterial	Santa Monica Blvd. to Pico Blvd. (approx. 5,000 LF)	Bicycle Facilities, New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Street Furniture, Wayfinding Signage, Landscaping & Shade, Traffic Calming	Bicycle-friendly Intersections (at Santa Monica Blvd., Constellation Blvd.), Bus Stop Improvements (at Constellation Blvd., Santa Monica Blvd.), Bicycle Hub (at station)
Santa Monica Blvd.	Arterial	Pandora Ave. to Wilshire Blvd. (approx. 5,800 LF)	Bicycle Facilities, Bus Stop Improvements, New or Improved Crosswalks, Wayfinding Signage, Landscaping & Shade	Bicycle-friendly Intersections (at Century Park W, Club View Dr., Avenue of the Stars, Century Park E, Moreno Dr., Lasky Dr.), Crosswalk Improvements (at Century Park W, Avenue of the Stars, Moreno Dr.)
Solar Way	Collector	Century Park W to Constellation Blvd. (approx. 1,200 LF)	Bicycle Facilities, New or Improved Sidewalks, Pedestrian & Bicycle Lighting, Wayfinding Signage	Landscaping & Shade (between Constellation Blvd. and Solar Wy.)
Galaxy Way	Collector	Western street terminus to Century Park E (approx. 1,600 LF)	New or Improved Crosswalks, New or Improved Sidewalks, Pedestrian & Bicycle Lighting, Landscaping & Shade	Bicycle-friendly Intersections (at Century Park E)
Club View Dr.	Collector	Rochester Ave to Santa Monica Blvd. (approx. 2,000 LF)	Bicycle Facilities, New or Improved Sidewalks, Pedestrian & Bicycle Lighting	Bicycle-friendly Intersections (at Santa Monica Blvd.)
Century Park W	Collector	Santa Monica Blvd. to Olympic Blvd. (approx. 2,800 LF)	Bicycle Facilities, New or Improved Crosswalks, New or Improved Sidewalks, Pedestrian & Bicycle Lighting, Wayfinding Signage, Traffic Calming	Bicycle-friendly Intersections (at Constellation Ave., Santa Monica Blvd.)
Century Park E	Collector	Santa Monica Blvd. to Galaxy Way (approx. 3,000 LF)	Bicycle Facilities, Bus Stop Improvements, New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Street Furniture, Wayfinding Signage, Landscaping & Shade	Bicycle-friendly Intersections (at Santa Monica Blvd., Constellation Blvd., Olympic Blvd., Galaxy Way), New or Improved Sidewalks (south of Constellation Blvd.)
Moreno Dr.	Collector	Santa Monica Blvd. to Spaulding Dr. (approx. 1,900 LF)	Bicycle Facilities, Pedestrian & Bicycle Lighting, Traffic Calming	Bicycle-friendly Intersections (at Santa Monica Blvd.), New or Improved Crosswalks (at Durant Dr., S. Santa Monica Blvd.)
Spaulding Dr.	Collector	Wilshire Blvd. to Olympic Blvd. (approx. 2,600 LF)	Bicycle Facilities	Bus Stop Improvements (at Olympic Blvd.), Wayfinding Signage (at Olympic Blvd.)
Warnall Ave./ Wilkins Ave	N/A (Bicycle Facility Only)	Beverly Glen Blvd. to Santa Monica Blvd. (approx. 1,800 LF)	Bicycle Facilities	New or Improved Crosswalks (at Santa Monica Blvd.)

PROJECT LIST

WESTWOOD/UCLA STATION

Project	Description	Extents	Proposed Corridor Improvements	Proposed Spot Improvements
Wilshire Blvd.	Arterial	405 Freeway. to Manning Ave. (approx. 5,300 LF)	Bus Stop Improvements, Pedestrian & Bicycle Lighting, Street Furniture, Wayfinding Signage, Landscaping & Shade	Bicycle-friendly Intersections (at Veteran Ave., Gayley Ave., Westwood Blvd.), New or Improved Crosswalks (at Westwood Blvd., Gayley Ave., Glendon Ave., Malcolm Ave., 405 Freeway onramp) New or Improved Sidewalks (near Selby Ave.), Bicycle Hub (at station)
Gayley Ave.	Arterial	Charles E Young Dr. to Wilshire Blvd. (approx. 3,400 LF)	Bicycle Facilities, New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Wayfinding Signage, Bulb-outs, New or Improved Sidewalks	Bicycle-friendly Intersections (at Le Conte Ave., Weyburn Ave., Lindbrook Dr.), Bus Stop Improvements (north of Le Conte Ave.), Landscaping & Shade (north of Le Conte Ave.), Bicycle Hub (at station), New or Improved Crosswalks (at Weyburn Ave., Wilshire Blvd.), New or Improved Sidewalks (south of Lindbrook Dr.)
Westwood Blvd.	Arterial	Le Conte Ave. to Massachusetts Ave. (approx. 5,000 LF)	Bicycle Facilities, Bus Stop Improvements, New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Street Furniture, Wayfinding Signage, Landscaping & Shade, New or Improved Sidewalks	Bicycle-friendly Intersections (at Weyburn Ave., Lindbrook Dr., Wilshire Blvd., Rochester Ave., Ohio Ave.), Wayfinding (at Kinross Ave.)
Le Conte Ave.	Collector	Gayley Ave. to Weyburn Ave. (approx. 2,800 LF)	Bus Stop Improvements, Wayfinding Signage, Pedestrian & Bicycle Lighting, Bulb-outs	Bicycle-friendly Intersections (at Gayley Ave., Broxton Ave., Tiverton Ave., Hilgard Ave.), New or Improved Crosswalks (at Hilgard Ave., east of Gayley Ave.), Landscaping & Shade (near Westwood Blvd.)
Lindbrook Dr.	Collector	Galey Ave. to Manning Ave. (approx. 3,000 LF)	Bicycle Facilities, Pedestrian & Bicycle Lighting	Bicycle-friendly Intersections (at Gayley Ave., Hilgard Ave., Tiverton Ave., Westwood Blvd.), New or Improved Crosswalks (at Tiverton Ave., Hilgard Ave.), Wayfinding Signage (at Hilgard Ave.)
Weyburn Ave.	Collector	Weyburn Pl. to Gayley Ave. (approx. 2,000 LF)	Pedestrian and Bicycle Lighting, Traffic Calming, Street Furniture	Bicycle friendly Intersections (at Gayley Ave., Westwood Blvd., Tiverton Ave.), New or Improved Crosswalks (Gayley Ave.)
Broxton Ave.	Collector	Le Conte Ave. to Kinross Ave. (approx. 1,200 LF)	Bicycle Facilities, Traffic Calming	Bicycle friendly Intersections (at Le Conte Ave), New or Improved Crosswalk (at Le Conte Ave.) Wayfinding Signage (at Kinross Ave.)
Rochester Ave	N/A (Bicycle Facility Only)	Veteran Ave. to Manning Ave. (approx. 3,400 LF)	Bicycle Facilities	Bicycle-friendly Intersections (at Veteran Ave., Midvale Ave., Westwood Blvd.), New or Improved Crosswalk (at Veteran Ave.), Wayfinding Signage (at Veteran Ave., Midvale Ave.)
Ohio Ave.	Collector	405 Freeway to Selby Ave. (approx. 3,900 LF)	Bicycle Facilities, New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Landscaping & Shade	Bicycle-friendly Intersections (at Kelton Ave., Westwood Blvd.)
Veteran Ave.	Collector	North Ln. to Rochester Ave. (approx. 3,400 LF)	Bicycle Facilities, New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Landscaping & Shade, Traffic Calming	Bicycle-friendly Intersections (at Weyburn Ave., Kinross Ave., Wilshire Ave., Rochester Ave.), New or Improved Crosswalk (at Rochester Ave.), Bus Stop Improvements (south of Wilshire Blvd.), New or Improved Sidewalks (between Rochester Ave. and Wilkins Ave.), Wayfinding Signage (at Rochester Ave.)
Midvale/Kelton Ave.	Collector	Wilshire Blvd. to Massachusetts Ave. (approx. 3,000 LF)	Bicycle Facilities, New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Bulb-outs	Bicycle-friendly Intersections (at Wilshire Blvd., Rochester Ave., Ohio Ave.), Bus Stop Improvements (south of Wilshire Blvd.), Wayfinding Signage (at Rochester Ave.)
Hilgard Ave.	Collector	Le Conte Ave. to Lindbrook Dr. (approx. 1,400 LF)	Bicycle Facilities, Pedestrian & Bicycle Lighting	Bicycle-friendly Intersections (at Le Conte Ave., Weyburn Ave. Lindbrook Dr.), New or Improved Crosswalks (at Le Conte Ave., Lindbrook Dr.), Wayfinding Signage (at Lindbrook Dr.)
Malcolm Ave.	Collector	Wilshire Blvd. to Ohio Ave. (approx. 1,800 LF)	Bicycle Facilities, New or Improved Crosswalks, Landscaping & Shade, Bulb-Outs	N/A
Weyburn Pl.	Collector	Strathmore Dr. to Wilshire Blvd. (approx. 2,700 LF)	Bicycle Facilities, New or Improved Sidewalks, Pedestrian & Bicycle Lighting, Landscaping & Shade	N/A
Tiverton Ave.	Collector	Le Conte Ave. to Lindbrook Dr. (approx. 1,400 LF)	Pedestrian & Bicycle Lighting, Landscaping & Shade	Bicycle friendly Intersections (at Le Conte Ave., Lindbrook Dr.), New or Improved Crosswalks (at Lindbrook Dr.)
Westwood Recreation Center Cut-through	Cut-through	N/A	Assumes pedestrian pathway improvements, e.g. lighting, signage, and enhanced paving.	N/A
Federal Building Cut-through	Cut-through	N/A	Assumes pedestrian pathway improvements, e.g. lighting, signage, and enhanced paving.	N/A

PROJECT LIST

WESTWOOD/VA HOSPITAL STATION

Project	Description	Extents	Proposed Corridor Improvements	Proposed Spot Improvements
Wilshire Blvd.	Arterial	Barrington Ave. to 405 Freeway (approx. 3,900 LF)	New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Wayfinding Signage, Landscaping & Shade	Bicycle-friendly Intersections (at Veteran Ave.), Bus Stop Improvements (at Bonsall Ave.), Bicycle Hub (at station), Pedestrian & Bicycle Lighting (adjacent to 405 Freeway)
Ohio Ave.	Collector	Barrington Ave. to Veteran Ave. (approx. 5,000 LF)	Bicycle Facilities, New or Improved Crosswalks, New or Improved Sidewalks, Pedestrian & Bicycle Lighting, Landscaping & Shade	Bicycle-friendly Intersections (at Sawtelle Blvd.)
Federal Ave./San Vicente Blvd./Bringham Ave.	Collector	New Pershing Ave. to Ohio Ave. (approx. 4,000 LF)	Bicycle Facilities, New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Wayfinding Signage, Landscaping & Shade	Bicycle-friendly Intersections (at Bringham Ave.), New or Improved Crosswalks (Bringham Ave.)
Veteran Ave.	Collector	North Ln. to Rochester Ave. (approx. 3,400 LF)	Bicycle Facilities, New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Landscaping & Shade, Traffic Calming	Bicycle-friendly Intersections (at Weyburn Ave., Kinross Ave., Wilshire Ave., Rochester Ave.), Bus Stop Improvements (south of Wilshire Blvd.), New or Improved Sidewalks (between Rochester Ave. and Wilkins Ave.), Wayfinding Signage (at Rochester Ave.)
Mayfield Ave.	Collector	San Vicente Blvd. to Bundy Dr. (approx 3,300 LF)	Bicycle Facilities, Pedestrian & Bicycle Lighting	Bicycle-friendly Intersections (at San Vicente Blvd.)
Sawtelle Blvd./Bonsall Ave.	Cut-through	Nimitz Ave. to Ohio Ave. (approx. 5,000 LF)	Bicycle Facilities, Bus Stop Improvements, New or Improved Crosswalks, New or Improved Sidewalks, Pedestrian & Bicycle Lighting, Street Furniture, Wayfinding Signage, Landscaping & Shade	Bicycle-friendly Intersections (at Ohio Ave., Eisenhower Ave., New Pershing Ave., Grant Ave.), Bicycle Hub (at station)
Constitution Ave.	Cut-through	New Pershing Ave. to Sepulveda Blvd. (approx. 1,700 LF)	Bicycle Facilities, New or Improved Crosswalks, New or Improved Sidewalks, Pedestrian & Bicycle Lighting, Wayfinding Signage, Landscaping & Shade	Bicycle-friendly Intersections (at Bonsall Ave.)
New Pershing Ave.	Cut-through	Bringham Ave. to New Pershing Ave. (approx. 1,500 LF)	Bicycle Facilities, New or Improved Crosswalks, New or Improved Sidewalks, Pedestrian & Bicycle Lighting, Street Furniture, Wayfinding Signage, Landscaping & Shade	Bicycle-friendly Intersections (at Bonsall Ave.)
Grant Ave.	Cut-through	Bonsall Ave. to Dewey Ave. (approx. 1,100 LF)	New or Improved Crosswalks, New or Improved Sidewalks, Pedestrian & Bicycle Lighting, Street Furniture, Wayfinding Signage, Landscaping & Shade, Bulb-outs	N/A
Eisenhower Ave.	Cut-through	Bringham Ave. to Davis Ave. (approx. 2,300 LF)	Bicycle Facilities, New or Improved Crosswalks, Pedestrian & Bicycle Lighting, Street Furniture, Wayfinding Signage, Landscaping & Shade	Bicycle-friendly Intersections (at Bonsall Ave.)
Davis Ave.	Cut-through	Constitution Ave. to Eisenhower Ave. (approx. 1,300 LF)	Bicycle Facilities, New or Improved Crosswalks, New or Improved Sidewalks, Pedestrian & Bicycle Lighting, Wayfinding Signage, Landscaping & Shade	N/A
Westwood Recreation Center Cut-through	Cut-through	N/A	Assumes pedestrian pathway improvements, e.g. lighting, signage, enhanced paving, and multi-use path on Sepulveda to connect to Ohio Ave.	N/A
Federal Building Cut-through	Cut-through	N/A	Assumes pedestrian pathway improvements, e.g. lighting, signage, and enhanced paving.	N/A

Next stop: connected communities.

ROUGH-ORDER-OF-MAGNITUDE (ROM) COST ESTIMATION

Purple Line Extension First/Last Mile Plan - Sections 2 & 3



Metro[®]

MAY 2020

Purple Line Extension Sections 2&3

First/Last Mile Plan, Rough-Order-of-Magnitude (ROM) Cost Estimation

This document details the cost estimates for pedestrian and bicyclist improvements within a half-mile radius of each of the four Purple Line Extension Sections 2 & 3 station areas. The cost estimates are presented by street segment on a station-by-station basis for both pedestrian improvements and bicycle improvements. A summary table for all walking and bicycling improvement costs is presented for each of the four stations.

The station areas for the Westwood/ UCLA Station and the Westwood/ VA Hospital station overlap for a small portion near the 405 Freeway and Veteran Avenue. To avoid duplicating costs estimates for Veteran Avenue, costs for this street segment have only been shown for the Westwood/ UCLA Station.

All streets that have either a pedestrian improvement or bicyclist improvement within the four station areas are shown in the ROM Cost Estimation sheet. Streets that have pedestrian improvements but no bicyclist improvements, or vice versa, are shown in both pedestrian and bicyclist sections for consistency and uniformity purposes.

Item Description	QTY	Unit	Amount		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC-50 CONSTRUCTION COSTS					
Metro Estimating Parametric					
Wilshire Boulevard	1	Ls	\$	4,954,450.00	\$ 4,954,450.00
Beverly Drive	1	Ls	\$	2,468,940.00	\$ 2,468,940.00
Santa Monica Boulevard	1	Ls	\$	1,257,700.00	\$ 1,257,700.00
S. Santa Monica Boulevard	1	Ls	\$	2,030,400.00	\$ 2,030,400.00
Burton Way	1	Ls	\$	1,140,000.00	\$ 1,140,000.00
Clifton Way	1	Ls	\$	974,800.00	\$ 974,800.00
Charleville Boulevard	1	Ls	\$	2,020,300.00	\$ 2,020,300.00
Rodeo Drive	1	Ls	\$	738,900.00	\$ 738,900.00
Reeves Drive	1	Ls	\$	329,450.00	\$ 329,450.00
Canon Drive	1	Ls	\$	141,900.00	\$ 141,900.00
Crescent Drive	1	Ls	\$	1,802,672.73	\$ 1,802,672.73
Roxbury Drive	1	Ls	\$	38,850.00	\$ 38,850.00
Metro Factor			\$	17,898,362.73	\$ 894,918.14
Construction Sub-Total					\$ 18,793,280.86
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning			\$	18,793,280.86	\$ 375,865.62
Design Production Files			\$	18,793,280.86	\$ 93,966.40
Preliminary Engineering			\$	18,793,280.86	\$ 902,077.48
Final Design Services			\$	18,793,280.86	\$ 1,522,255.75
Project Management for Design and Construction			\$	18,793,280.86	\$ 1,841,741.52
Construction Administration and Management			\$	18,793,280.86	\$ 902,077.48
Professional Liability & Other Non-Construction Insurance			\$	18,793,280.86	\$ 563.80
Legal, Permits, Review Fees by Other Agencies, Cities, and etc.			\$	18,793,280.86	\$ 695,351.39
Surveys, Testing, Investigation and Inspection			\$	18,793,280.86	\$ 37,586.56
Startup			\$	18,793,280.86	\$ 300,692.49
Project Cost Sub-Total					\$ 25,465,459.37
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated			\$	25,465,459.37	\$ 2,546,545.94
Project Cost					\$ 28,012,005.31
ESCALATION					
2019 Cost			\$	28,012,005.31	\$ 2,389,424.05
	Total	1 RM			\$ 30,401,429.36
2021 Cost			\$	30,401,429.36	\$ 37,241.75
	Total				\$ 30,438,671.11

20-Mar-20

Purple Line Extension Section 2&3 Cost Estimates

Wilshire / Rodeo Station - Pedestrian

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Pedestrian

Location: Wilshire Boulevard (Linden Dr. to Wetherly Dr.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bus Stop Improvements	19	EA	\$ 45,000	\$ 855,000	
Trees/Landscaping	17	BLOCK	\$ 40,000	\$ 680,000	
New or Improved Crosswalks (Signalized Intersections)					
On main street legs	1	EA	\$ 2,250	\$ 2,250	
On all legs	14	EA	\$ 4,500	\$ 63,000	
New or Improved Crosswalks (Unsignalized Intersections)	12	EA	\$ 4,500	\$ 54,000	
Pedestrian & Bicycle Lighting	116	EA	\$ 10,000	\$ 1,160,000	
Street Furniture	58	EA	\$ 3,000	\$ 174,000	
Wayfinding Signs	18	EA	\$ 900	\$ 16,200	
PROJECT SUB-TOTAL					\$ 3,004,450.00

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Pedestrian

Location: Beverly Drive (Park Way to Olympic Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-Outs (Signalized Intersections)	8	EA	\$ 120,000	\$ 960,000	
Bus Stop Improvements	9	EA	\$ 45,000	\$ 405,000	
New or Improved Crosswalks (Signalized Intersections)					
On all legs	8	EA	\$ 4,500	\$ 36,000	
New or Improved Sidewalks	16,080	SF	\$ 13	\$ 209,040	
Street Furniture	52	EA	\$ 3,000	\$ 156,000	
Wayfinding Signs	16	EA	\$ 900	\$ 14,400	
PROJECT SUB-TOTAL					\$ 1,782,440.00

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Pedestrian

Location: Santa Monica Boulevard (Bedford Dr. to N. Alpine Dr.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bus Stop Improvements	6	EA	\$ 45,000	\$ 270,000	
Trees/Landscaping	7	BLOCK	\$ 40,000	\$ 280,000	
New or Improved Crosswalks (Signalized Intersections) On all legs	7	EA	\$ 4,500	\$ 31,500	
New or Improved Crosswalks (Unsignalized Intersections)	2	EA	\$ 4,500	\$ 9,000	
Pedestrian & Bicycle Lighting	56	EA	\$ 10,000	\$ 560,000	
Wayfinding Signs	8	EA	\$ 900	\$ 7,200	
PROJECT SUB-TOTAL					\$ 1,157,700.00

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Pedestrian

Location: S. Santa Monica Boulevard (Roxbury Dr. to Rexford Dr.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Trees/Landscaping	7	BLOCK	\$ 40,000	\$ 280,000	
New or Improved Crosswalks (Signalized Intersections) On all legs	8	EA	\$ 4,500	\$ 36,000	
Pedestrian & Bicycle Lighting	60	EA	\$ 10,000	\$ 600,000	
Street Furniture	30	EA	\$ 3,000	\$ 90,000	
Traffic Calming (Bulb Outs at Signalized Intersections)	8	EA	\$ 120,000	\$ 960,000	
Wayfinding Signs	10	EA	\$ 900	\$ 9,000	
PROJECT SUB-TOTAL					\$ 1,975,000.00

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Pedestrian

Location: Burton Way (Rexford Dr. to Oakhurst Dr.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bus Stop Improvements	6	EA	\$ 45,000	\$ 270,000	
New or Improved Crosswalks (Signalized Intersections) On all legs	4	EA	\$ 4,500	\$ 18,000	
New or Improved Crosswalks (Unsignalized Intersections)	8	EA	\$ 4,500	\$ 36,000	
Pedestrian & Bicycle Lighting	50	EA	\$ 10,000	\$ 500,000	
Wayfinding Signs	10	EA	\$ 900	\$ 9,000	
PROJECT SUB-TOTAL					\$ 833,000.00

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Pedestrian

Location: Clifton Way (Canon Dr. to Doheny Dr.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-Outs (Signalized Intersections)	1	EA	\$ 120,000	\$ 120,000	
New or Improved Crosswalks (Unsignalized Intersections)	1	EA	\$ 4,500	\$ 4,500	
Pedestrian & Bicycle Lighting	55	EA	\$ 10,000	\$ 550,000	
Wayfinding Signs	2	EA	\$ 900	\$ 1,800	
PROJECT SUB-TOTAL					\$ 676,300.00

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Pedestrian

Location: Charleville Boulevard (McCarty Dr. to Doheny Dr.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-Outs (Signalized Intersections)	2	EA	\$ 120,000	\$ 240,000	
New or Improved Crosswalks (Signalized Intersections) On all legs	2	EA	\$ 4,500	\$ 9,000	
New or Improved Crosswalks (Unsignalized Intersections) On main street legs	2	EA	\$ 2,250	\$ 4,500	
On all legs	15	EA	\$ 4,500	\$ 67,500	
Pedestrian & Bicycle Lighting	104	EA	\$ 10,000	\$ 1,040,000	
Wayfinding Signs	17	EA	\$ 900	\$ 15,300	
PROJECT SUB-TOTAL					\$ 1,376,300.00

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Pedestrian

Location: Rodeo Drive (Santa Monica Blvd. to Charleville Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
New or Improved Crosswalks (Signalized Intersections)					
On main street legs	1	EA	\$ 4,500	\$ 4,500	
New or Improved Crosswalks (Unsignalized Intersections)					
On all legs	1	EA	\$ 4,500	\$ 4,500	
Pedestrian & Bicycle Lighting	72	EA	\$ 10,000	\$ 720,000	
Wayfinding Signs	11	EA	\$ 900	\$ 9,900	
PROJECT SUB-TOTAL					\$ 738,900.00

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Pedestrian

Location: Reeves Drive (Wilshire Blvd. to Gregory Way)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-Outs (Signalized Intersections)	1	EA	\$ 120,000	\$ 120,000	
New or Improved Crosswalks (Unsignalized Intersections)					
On main street legs	1	EA	\$ 2,250	\$ 2,250	
On all legs	1	EA	\$ 4,500	\$ 4,500	
Pedestrian & Bicycle Lighting	16	EA	\$ 10,000	\$ 160,000	
Wayfinding Signs	1	EA	\$ 900	\$ 900	
PROJECT SUB-TOTAL					\$ 287,650.00

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Pedestrian

Location: Canon Drive (Santa Monica Blvd. to Wilshire Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
New or Improved Crosswalks (Signalized Intersections) On all legs	6	EA	\$ 4,500	\$ 27,000	
New or Improved Crosswalks (Unsignalized Intersections) On all legs	1	EA	\$ 4,500	\$ 4,500	
Street Furniture	25	EA	\$ 3,000	\$ 75,000	
Wayfinding Signs	1	EA	\$ 900	\$ 900	
PROJECT SUB-TOTAL			\$ 107,400.00		

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Pedestrian

Location: Crescent Drive (Santa Monica Blvd. to Charleville Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-Outs (Signalized Intersections)	4	EA	\$ 120,000	\$ 480,000	
New or Improved Crosswalks (Signalized Intersections) On all legs	4	EA	\$ 4,500	\$ 18,000	
New or Improved Crosswalks (Unsignalized Intersections) On all legs	5	EA	\$ 4,500	\$ 22,500	
Pedestrian & Bicycle Lighting	112	EA	\$ 10,000	\$ 1,120,000	
Traffic Calming (Bulb Outs at Signalized Intersections)	1	EA	\$ 120,000	\$ 120,000	
PROJECT SUB-TOTAL			\$ 1,760,500.00		

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Pedestrian

Location: Roxbury Drive (Santa Monica Blvd. to Olympic Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
PROJECT SUB-TOTAL			\$ -		

Purple Line Extension Section 2&3 Cost Estimates

Wilshire / Rodeo Station - Bicyclist

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Bicyclist

Location: Wilshire Boulevard (Linden Dr. to Wetherly Dr.)

Prepared By: ESS
 Date: 2020-02-10

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Hub	1	EA	\$ 1,800,000	\$ 1,800,000	
Bicycle-Friendly Intersections (at Signalized Intersections)					
On main street legs	1	EA	\$ 50,000	\$ 50,000	
On all legs	1	EA	\$ 100,000	\$ 100,000	
PROJECT SUB-TOTAL					\$ 1,950,000.00

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Bicyclist

Location: Beverly Drive (Park Way to Olympic Blvd.)

Prepared By: ESS
 Date: 2020-02-10

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Protected Bicycle Lane (Striped Buffer)	0.97	MI	\$ 450,000	\$ 436,500	
Bicycle-Friendly Intersections (at Signalized Intersections)					
On main street legs	1	EA	\$ 50,000	\$ 50,000	
On all legs	2	EA	\$ 100,000	\$ 200,000	
PROJECT SUB-TOTAL					\$ 686,500.00

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Bicyclist

Location: Santa Monica Boulevard (Bedford Dr. to N. Alpine Dr.)

Prepared By: ESS
 Date: 2020-02-10

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle-Friendly Intersections (at Signalized Intersections)					
On all legs	1	EA	\$ 100,000	\$ 100,000	
PROJECT SUB-TOTAL					\$ 100,000.00

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Bicyclist

Location: S. Santa Monica Boulevard (Roxbury Dr. to Rexford Dr.)

Prepared By: ESS
 Date: 2020-02-10

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Sharrows	9	EA	\$ 600	\$ 5,400	
Bicycle-Friendly Intersections (at Signalized Intersections)					
On main street legs	1	EA	\$ 50,000	\$ 50,000	
PROJECT SUB-TOTAL			\$ 55,400.00		

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Bicyclist

Location: Burton Way (Rexford Dr. to Oakhurst Dr.)

Prepared By: ESS
 Date: 2020-02-10

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Protected Bicycle Lane (Striped Buffer)	0.46	MI	\$ 450,000	\$ 207,000	
Bicycle-Friendly Intersections (at Signalized Intersections)					
On main street legs	2	EA	\$ 50,000	\$ 100,000	
PROJECT SUB-TOTAL			\$ 307,000.00		

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Bicyclist

Location: Clifton Way (Canon Dr. to Doheny Dr.)

Prepared By: ESS
 Date: 2020-02-10

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Boulevard	2,700	FT	\$ 55	\$ 148,500	
Bicycle-Friendly Intersections (at Signalized Intersections)					
On main street legs	1	EA	\$ 50,000	\$ 50,000	
On all legs	1	EA	\$ 100,000	\$ 100,000	
PROJECT SUB-TOTAL			\$ 298,500.00		

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Bicyclist

Location: Charleville Boulevard (McCarty Dr. to Doheny Dr.)

Prepared By: ESS
 Date: 2020-02-10

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Protected Bicycle Lane (Striped Buffer)	0.97	MI	\$ 200,000	\$ 194,000	
Bicycle-Friendly Intersections (at Signalized Intersections)					
On main street legs	3	EA	\$ 50,000	\$ 150,000	
On all legs	3	EA	\$ 100,000	\$ 300,000	
PROJECT SUB-TOTAL					\$ 644,000.00

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Bicyclist

Location: Rodeo Drive (Santa Monica Blvd. to Charleville Blvd.)

Prepared By: ESS
 Date: 2020-02-10

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
PROJECT SUB-TOTAL					\$ -

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Bicyclist

Location: Reeves Drive (Wilshire Blvd. to Gregory Way)

Prepared By: ESS
 Date: 2020-02-10

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Boulevard	760	FT	\$ 55	\$ 41,800	
PROJECT SUB-TOTAL					\$ 41,800.00

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Bicyclist

Location: Canon Drive (Santa Monica Blvd. to Wilshire Blvd.)

Prepared By: ESS
 Date: 2020-02-10

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Lane	0.46	MI	\$ 75,000	\$ 34,500	
PROJECT SUB-TOTAL			\$ 34,500.00		

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Bicyclist

Location: Crescent Drive (Santa Monica Blvd. to Charleville Blvd.)

Prepared By: ESS
 Date: 2020-02-10

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Sharrows	4	EA	\$ 600	\$ 2,400	
Bicycle Lane	0.53	MI	\$ 75,000	\$ 39,773	
PROJECT SUB-TOTAL			\$ 42,172.73		

Purple Line Extension Section 2&3 Cost Estimates
 Wilshire / Rodeo Station - Bicyclist

Location: Roxbury Drive (Santa Monica Blvd. to Olympic Blvd.)

Prepared By: ESS
 Date: 2020-02-10

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Sharrows	1	EA	\$ 600	\$ 600	
Bicycle Lane	0.51	MI	\$ 75,000	\$ 38,250	
PROJECT SUB-TOTAL			\$ 38,850.00		

Item Description	QTY	Unit	Amount		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC-50 CONSTRUCTION COSTS					
Metro Estimating Parametric					
Constellation Boulevard	1	Ls	\$ 4,097,300.00		\$ 4,097,300.00
Avenue of the Stars	1	Ls	\$ 2,710,000.00		\$ 2,710,000.00
Santa Monica Boulevard	1	Ls	\$ 2,160,550.00		\$ 2,160,550.00
Solar Way	1	Ls	\$ 1,125,700.00		\$ 1,125,700.00
Galaxy Way	1	Ls	\$ 908,200.00		\$ 908,200.00
Club View Drive	1	Ls	\$ 1,026,400.00		\$ 1,026,400.00
Century Park W	1	Ls	\$ 2,178,200.00		\$ 2,178,200.00
Century Park E	1	Ls	\$ 2,399,100.00		\$ 2,399,100.00
Moreno Drive	1	Ls	\$ 636,000.00		\$ 636,000.00
Spaulding Drive	1	Ls	\$ 429,800.00		\$ 429,800.00
Warnall Avenue/ Wilkins Avenue	1	Ls	\$ 99,760.00		\$ 99,760.00
Metro Factor			\$ 17,771,010.00	5%	\$ 888,550.50
Construction Sub-Total					\$ 18,659,560.50
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning			\$ 18,659,560.50	2.0%	\$ 373,191.21
Design Production Files			\$ 18,659,560.50	0.5%	\$ 93,297.80
Preliminary Engineering			\$ 18,659,560.50	4.8%	\$ 895,658.90
Final Design Services			\$ 18,659,560.50	8.1%	\$ 1,511,424.40
Project Management for Design and Construction			\$ 18,659,560.50	9.8%	\$ 1,828,636.93
Construction Administration and Management			\$ 18,659,560.50	4.8%	\$ 895,658.90
Professional Liability & Other Non-Construction Insurance			\$ 18,659,560.50	0.003%	\$ 559.79
Legal, Permits, Review Fees by Other Agencies, Cities, and etc.			\$ 18,659,560.50	3.7%	\$ 690,403.74
Surveys, Testing, Investigation and Inspection			\$ 18,659,560.50	0.2%	\$ 37,319.12
Startup			\$ 18,659,560.50	1.6%	\$ 298,552.97
Project Cost Sub-Total					\$ 6,624,703.76
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated			\$ 25,284,264.26	10.0%	\$ 2,528,426.43
Project Cost					\$ 27,812,690.69
ESCALATION					
2019 Cost			\$ 27,812,690.69	8.53%	\$ 2,372,422.52
	Total	1 RM			\$ 30,185,113.21
2021 Cost			\$ 30,185,113.21	0.12%	\$ 36,976.76
	Total				\$ 30,222,089.97

Purple Line Extension Section 2&3 Cost Estimates

Century City / Constellation Station - Pedestrian

Purple Line Extension Sections 2&3 Cost Estimates
Century City / Constellation Station - Pedestrian

Location: Constellation Boulevard (Century Park E to Century Park W)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bus Stop Improvements	7	EA	\$ 45,000	\$	315,000
Trees/Landscaping	3	BLOCK	\$ 40,000	\$	120,000
New or Improved Crosswalks (Signalized Intersections) On all legs	4	EA	\$ 4,500	\$	18,000
New or Improved Sidewalks	33,000	SF	\$ 13	\$	429,000
Pedestrian & Bicycle Lighting	44	EA	\$ 10,000	\$	440,000
Traffic Calming (Bulb Outs at Signalized Intersections)	4	EA	\$ 120,000	\$	480,000
Wayfinding Signs	7	EA	\$ 900	\$	6,300
PROJECT SUB-TOTAL					\$ 1,808,300.00

Purple Line Extension Sections 2&3 Cost Estimates
Century City / Constellation Station - Pedestrian

Location: Avenue of the Stars (Santa Monica Bl to Pico Bl)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bus Stop Improvements	2	EA	\$ 45,000	\$	90,000
Trees/Landscaping	5	BLOCK	\$ 40,000	\$	200,000
New or Improved Crosswalks (Signalized Intersections) On all legs	6	EA	\$ 4,500	\$	27,000
New or Improved Crosswalks (Unsignalized Intersections)	1	EA	\$ 4,500	\$	4,500
Pedestrian & Bicycle Lighting	100	EA	\$ 10,000	\$	1,000,000
Street Furniture	50	EA	\$ 3,000	\$	150,000
Traffic Calming (Bulb Outs at Signalized Intersections)	6	EA	\$ 120,000	\$	720,000
Wayfinding Signs	15	EA	\$ 900	\$	13,500
PROJECT SUB-TOTAL					\$ 2,205,000.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Pedestrian

Location: Santa Monica Boulevard (Pandora Ave to Wilshire Bl)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bus Stop Improvements	20	EA	\$ 45,000	\$	900,000
Trees/Landscaping	8	BLOCK	\$ 40,000	\$	320,000
New or Improved Crosswalks (Signalized Intersections)					
At Intersecting Corridor	1	EA	\$ 2,250	\$	2,250
On all legs	6	EA	\$ 4,500	\$	27,000
New or Improved Crosswalks (Unsignalized Intersections)	8	EA	\$ 4,500	\$	36,000
Wayfinding Signs	18	EA	\$ 900	\$	16,200
PROJECT SUB-TOTAL					\$ 1,301,450.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Pedestrian

Location: Solar Way (Century Park W to Constellation Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Trees/Landscaping	1	BLOCK	\$ 40,000	\$	40,000
New or Improved Sidewalks (New)	15,550	SF	\$ 43	\$	668,650
New or Improved Sidewalks (Improved)	13,250	SF	\$ 13	\$	172,250
Pedestrian & Bicycle Lighting	24	EA	\$ 10,000	\$	240,000
Wayfinding Signs	4	EA	\$ 900	\$	3,600
PROJECT SUB-TOTAL					\$ 1,124,500.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Pedestrian

Location: Galaxy Way (Ave. of the Stars to Century Park E)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Trees/Landscaping	2	BLOCK	\$ 40,000	\$	80,000
New or Improved Crosswalks (Signalized Intersections)					
On all legs	1	EA	\$ 4,500	\$	4,500
New or Improved Crosswalks (Unsignalized Intersections)	1	EA	\$ 4,500	\$	4,500
New or Improved Sidewalks	38,400	SF	\$ 13	\$	499,200
Pedestrian & Bicycle Lighting	32	EA	\$ 10,000	\$	320,000
PROJECT SUB-TOTAL					\$ 908,200.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Pedestrian

Location: Club View Dr. (Rochester Ave to Santa Monica Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
New or Improved Sidewalks	48,000	SF	\$ 13	\$	624,000
Pedestrian & Bicycle Lighting	40	EA	\$ 10,000	\$	400,000
PROJECT SUB-TOTAL					\$ 1,024,000.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Pedestrian

Location: Century Park W. (Santa Monica Blvd. to Olympic Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
New or Improved Crosswalks (Signalized Intersections)					
On all legs	4	EA	\$ 4,500	\$	18,000
New or Improved Sidewalks	67,200	SF	\$ 13	\$	873,600
Pedestrian & Bicycle Lighting	56	EA	\$ 10,000	\$	560,000
Traffic Calming (Bulb Outs at Signalized Intersections)	4	EA	\$ 120,000	\$	480,000
Wayfinding Signs	9	EA	\$ 900	\$	8,100
PROJECT SUB-TOTAL					\$ 1,939,700.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Pedestrian

Location: Century Park E. (Santa Monica Blvd. to Pico Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bus Stop Improvements	13	EA	\$ 45,000	\$	585,000
Trees/Landscaping	3	BLOCK	\$ 40,000	\$	120,000
New or Improved Crosswalks (Signalized Intersections)					
On all legs	3	EA	\$ 4,500	\$	13,500
New or Improved Crosswalks (Unsignalized Intersections)	1	EA	\$ 4,500	\$	4,500
New or Improved Sidewalks	11,000	SF	\$ 43	\$	473,000
Pedestrian & Bicycle Lighting	60	EA	\$ 10,000	\$	600,000
Street Furniture	30	EA	\$ 3,000	\$	90,000
Wayfinding Signs	9	EA	\$ 900	\$	8,100
PROJECT SUB-TOTAL					\$ 1,894,100.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Pedestrian

Location: Moreno Dr. (S. Santa Monica Blvd. to Spaulding Dr.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
New or Improved Crosswalks (Signalized Intersections)					
On main street legs	1	EA	\$ 2,250	\$ 2,250	
On all legs	1	EA	\$ 4,500	\$ 4,500	
Pedestrian & Bicycle Lighting	36	EA	\$ 10,000	\$ 360,000	
Traffic Calming (Bulb Outs at Signalized Intersections)	2	EA	\$ 120,000	\$ 240,000	
Wayfinding Signs	5	EA	\$ 900	\$ 4,500	
PROJECT SUB-TOTAL			\$ 611,250.00		

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Pedestrian

Location: Spaulding Dr. (Wilshire Blvd. to Olympic Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bus Stop Improvements	1	EA	\$ 45,000	\$ 45,000	
Pedestrian & Bicycle Lighting	12	EA	\$ 10,000	\$ 120,000	
Traffic Calming (Bulb Outs at Signalized Intersections)	1	EA	\$ 120,000	\$ 120,000	
Wayfinding Signs	2	EA	\$ 900	\$ 1,800	
PROJECT SUB-TOTAL			\$ 286,800.00		

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Pedestrian

Location: Warnall Ave./ Wilkins Ave. (Beverly Glen Blvd. to Santa Monica Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
New or Improved Crosswalks (Unsignalized Intersections)	1	EA	\$ 4,500	\$ 4,500	
PROJECT SUB-TOTAL			\$ 4,500.00		

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Bicyclist

Location: Constellation Boulevard (Century Park E to Century Park W)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Protected Bicycle Lane (Striped Buffer)	0.42	MI	\$ 450,000	\$ 189,000	
Bicycle Hub	1	EA	\$ 1,800,000	\$ 1,800,000	
Bicycle-Friendly Intersections (at Signalized Intersections)					
On all legs	3	EA	\$ 100,000	\$ 300,000	
PROJECT SUB-TOTAL					\$ 2,289,000.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Bicyclist

Location: Avenue of the Stars (Santa Monica Bl to Pico Bl)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Protected Bicycle Lane (Striped Buffer)	0.90	MI	\$ 450,000	\$ 405,000	
Bicycle-Friendly Intersections (at Signalized Intersections)					
On all legs	1	EA	\$ 100,000	\$ 100,000	
PROJECT SUB-TOTAL					\$ 505,000.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Bicyclist

Location: Santa Monica Boulevard (Pandora Ave to Wilshire Bl)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Sharrows	6	EA	\$ 600	\$ 3,600	
Protected Bicycle Lane (Striped Buffer)	0.79	MI	\$ 450,000	\$ 355,500	
Bicycle-Friendly Intersections (at Signalized Intersections)					
On all legs	5	EA	\$ 100,000	\$ 500,000	
PROJECT SUB-TOTAL					\$ 859,100.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Bicyclist

Location: Solar Way (Century Park W to Constellation Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Sharrows	2	EA	\$ 600	\$ 1,200	
PROJECT SUB-TOTAL					\$ 1,200.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Bicyclist

Location: Galaxy Way (Ave. of the Stars to Century Park E)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
PROJECT SUB-TOTAL					\$ -

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Bicyclist

Location: Club View Dr. (Rochester Ave to Santa Monica Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Sharrows	4	EA	\$ 600	\$ 2,400	
PROJECT SUB-TOTAL					\$ 2,400.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Bicyclist

Location: Century Park W. (Santa Monica Blvd. to Olympic Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Protected Bicycle Lane (Striped Buffer)	0.53	MI	\$ 450,000	\$ 238,500	
PROJECT SUB-TOTAL					\$ 238,500.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Bicyclist

Location: Century Park E. (Santa Monica Blvd. to Pico Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Protected Bicycle Lane (Striped Buffer)	0.90	MI	\$ 450,000	\$ 405,000	
Bicycle-Friendly Intersections (at Signalized Intersections) On main street legs	2	EA	\$ 50,000	\$ 100,000	
PROJECT SUB-TOTAL					\$ 505,000.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Bicyclist

Location: Moreno Dr. (S. Santa Monica Blvd. to Spaulding Dr.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Lane	0.33	MI	\$ 75,000	\$ 24,750	
PROJECT SUB-TOTAL					\$ 24,750.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Bicyclist

Location: Spaulding Dr. (Wilshire Blvd. to Olympic Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Boulevard	2,600	FT	\$ 55	\$ 143,000	
Bicycle-Friendly Intersections (at Signalized Intersections)	0	EA	\$ 27,000	\$ -	
PROJECT SUB-TOTAL					\$ 143,000.00

Purple Line Extension Sections 2&3 Cost Estimates
 Century City / Constellation Station - Bicyclist

Location: Warnall Ave./ Wilkins Ave. (Beverly Glen Blvd. to Santa Monica Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Boulevard	1,732	FT	\$ 55	\$ 95,260	

Item Description	QTY	Unit	Amount		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC-50 CONSTRUCTION COSTS					
Metro Estimating Parametric					
Wilshire Boulevard	1	Ls	\$ 5,598,900.00		\$ 5,598,900.00
Gayley Avenue	1	Ls	\$ 2,566,022.73		\$ 2,566,022.73
Westwood Boulevard	1	Ls	\$ 4,464,536.36		\$ 4,464,536.36
Veteran Avenue	1	Ls	\$ 1,573,750.00		\$ 1,573,750.00
Le Conte Avenue	1	Ls	\$ 1,869,850.00		\$ 1,869,850.00
Lindbrook Drive	1	Ls	\$ 923,215.00		\$ 923,215.00
Weyburn Avenue	1	Ls	\$ 1,112,250.00		\$ 1,112,250.00
Broxton Avenue	1	Ls	\$ 367,800.00		\$ 367,800.00
Rochester Avenue	1	Ls	\$ 339,450.00		\$ 339,450.00
Ohio/Selby Avenue	1	Ls	\$ 1,014,605.00		\$ 1,014,605.00
Midvale/Kelton Avenue	1	Ls	\$ 967,900.00		\$ 967,900.00
Hilgard Avenue	1	Ls	\$ 305,286.36		\$ 305,286.36
Malcolm Avenue	1	Ls	\$ 444,900.00		\$ 444,900.00
Weyburn Place	1	Ls	\$ 1,369,200.00		\$ 1,369,200.00
Tiverton Avenue	1	Ls	\$ 362,250.00		\$ 362,250.00
Metro Factor			\$ 23,279,915.45	\$ 5%	\$ 1,163,995.77
Construction Sub-Total					\$ 24,443,911.23
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning			\$ 24,443,911.23	\$ 2.0%	\$ 488,878.22
Design Production Files			\$ 24,443,911.23	\$ 0.5%	\$ 122,219.56
Preliminary Engineering			\$ 24,443,911.23	\$ 4.8%	\$ 1,173,307.74
Final Design Services			\$ 24,443,911.23	\$ 8.1%	\$ 1,979,956.81
Project Management for Design and Construction			\$ 24,443,911.23	\$ 9.8%	\$ 2,395,503.30
Construction Administration and Management			\$ 24,443,911.23	\$ 4.8%	\$ 1,173,307.74
Professional Liability & Other Non-Construction Insurance			\$ 24,443,911.23	\$ 0.003%	\$ 733.32
Legal, Permits, Review Fees by Other Agencies, Cities, and etc.			\$ 24,443,911.23	\$ 3.7%	\$ 904,424.72
Surveys, Testing, Investigation and Inspection			\$ 24,443,911.23	\$ 0.2%	\$ 48,887.82
Startup			\$ 24,443,911.23	\$ 1.6%	\$ 391,102.58
Project Cost Sub-Total					\$ 33,122,233.03
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated			\$ 33,122,233.03	\$ 10.0%	\$ 3,312,223.30
Project Cost					\$ 36,434,456.33
ESCALATION					
2019 Cost			\$ 36,434,456.33	\$ 8.53%	\$ 3,107,859.13
			Total	1 RM	\$ 39,542,315.46
2021 Cost			\$ 39,542,315.46	\$ 0.12%	\$ 48,439.34
			Total		\$ 39,590,754.79

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Pedestrian

Location: Wilshire Boulevard (405 Freeway to Manning Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bus Stop Improvements	13	EA	\$ 45,000	\$ 585,000	
Trees / Landscaping	7	BLOCK	\$ 40,000	\$ 280,000	
New or Improved Crosswalks (Signalized Intersections)					
On all legs	4	EA	\$ 4,500	\$ 18,000	
New or Improved Crosswalks (Unsignalized Intersections)	1	EA	\$ 4,500	\$ 4,500	
New or Improved Sidewalks	106,000		\$ 13	\$ 1,378,000	
Pedestrian & Bicycle Lighting	106	EA	\$ 10,000	\$ 1,060,000	
Street Furniture	53	EA	\$ 3,000	\$ 159,000	
Wayfinding Signs	16	EA	\$ 900	\$ 14,400	
PROJECT SUB-TOTAL					\$ 3,498,900.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Pedestrian

Location: Gayley Avenue (Charles E Young Dr. to Wilshire Blvd.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-Outs (Signalized Intersections)	6	EA	\$ 120,000	\$ 720,000	
Bus Stop Improvements	2	EA	\$ 45,000	\$ 90,000	
Trees / Landscaping	1	BLOCK	\$ 40,000	\$ 40,000	
New or Improved Crosswalks (Signalized Intersections)					
On main street legs	1	EA	\$ 2,250	\$ 2,250	
On all legs	4	EA	\$ 4,500	\$ 18,000	
New or Improved Crosswalks (Unsignalized Intersections)	2	EA	\$ 4,500	\$ 9,000	
New or Improved Sidewalks	68,000		\$ 13	\$ 884,000	
Pedestrian & Bicycle Lighting	68	EA	\$ 3,000	\$ 204,000	
Wayfinding Signs	10	EA	\$ 900	\$ 9,000	
PROJECT SUB-TOTAL					\$ 1,976,250.00

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / UCLA Station - Pedestrian

Location: Westwood Boulevard (Le Conte Ave. to Massachusetts Ave.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bus Stop Improvements	16	EA	\$ 45,000	\$	720,000
Trees / Landscaping	10	BLOCK	\$ 40,000	\$	400,000
New or Improved Crosswalks (Signalized Intersections)					
On all legs	10	EA	\$ 4,500	\$	45,000
New or Improved Crosswalks (Unsignalized Intersections)	2	EA	\$ 4,500	\$	9,000
New or Improved Sidewalks	100,000		\$ 13	\$	1,300,000
Pedestrian & Bicycle Lighting	100	EA	\$ 10,000	\$	1,000,000
Street Furniture	50	EA	\$ 3,000	\$	150,000
Wayfinding Signs	16	EA	\$ 900	\$	14,400
PROJECT SUB-TOTAL					\$ 3,638,400.00

Purple Line Purple Line Extension Sections 2&3 Cost Estimates
 Westwood Westwood / UCLA Station - Pedestrian

Location: Veteran Avenue (Strathmore Dr. to Ohio Ave.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bus Stop Improvements	1	EA	\$ 45,000	\$	45,000
Trees/Landscaping	5	BLOCK	\$ 40,000	\$	200,000
New or Improved Crosswalks (Signalized Intersections)	3	EA	\$ 4,500	\$	13,500
Split with Intersecting Corridor					
Standalone (Not split)					
New or Improved Crosswalks (Unsignalized Intersections)	5	EA	\$ 4,500	\$	22,500
New or Improved Sidewalks	7,400	SF	\$ 13	\$	96,200
Pedestrian & Bicycle Lighting	68	EA	\$ 10,000	\$	680,000
Traffic Calming (Bulb Outs at Signalized Intersections)	3	EA	\$ 120,000	\$	360,000
Wayfinding Signs	2	EA	\$ 900	\$	1,800
PROJECT SUB-TOTAL					\$ 1,419,000.00

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / UCLA Station - Pedestrian

Location: Le Conte Avenue (Gayley Ave. to Weyburn Ave.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-Outs (Signalized Intersections)	5	EA	\$ 120,000	\$	600,000
Bus Stop Improvements	7	EA	\$ 45,000	\$	315,000
Trees / Landscaping	2	BLOCK	\$ 40,000	\$	80,000
New or Improved Crosswalks (Signalized Intersections)					
On main street legs	1	EA	\$ 2,250	\$	2,250
On all legs	1	EA	\$ 4,500	\$	4,500
Pedestrian & Bicycle Lighting	56	EA	\$ 10,000	\$	560,000
Wayfinding Signs	9	EA	\$ 900	\$	8,100
PROJECT SUB-TOTAL					\$ 1,569,850.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Pedestrian

Location: Lindbrook Drive (Gayley Ave. to Manning Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
New or Improved Crosswalks (Signalized Intersections)					
On main street legs	1	EA	\$ 2,250	\$ 2,250	
New or Improved Crosswalks (Unsignalized Intersections)					
On main street legs	1	EA	\$ 2,250	\$ 2,250	
Pedestrian & Bicycle Lighting	60	EA	\$ 10,000	\$ 600,000	
Wayfinding Signs	1	EA	\$ 900	\$ 900	
PROJECT SUB-TOTAL					\$ 605,400.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Pedestrian

Location: Weyburn Avenue (Weyburn Pl. to Hilgard Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
New or Improved Crosswalks (Signalized Intersections)					
On main street legs	1	EA	\$ 2,250	\$ 2,250	
Pedestrian & Bicycle Lighting	40	EA	\$ 10,000	\$ 400,000	
Street Furniture	20	EA	\$ 3,000	\$ 60,000	
Traffic Calming (Bulb Outs at Signalized Intersections)	5	EA	\$ 120,000	\$ 600,000	
PROJECT SUB-TOTAL					\$ 1,062,250.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Pedestrian

Location: Broxton Avenue (Le Conte Ave. to Kinross Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
New or Improved Crosswalks (Signalized Intersections)					
On all legs	1	EA	\$ 4,500	\$ 4,500	
Traffic Calming (Bulb Outs at Signalized Intersections)	3	EA	\$ 120,000	\$ 360,000	
Wayfinding Signs	1	EA	\$ 900	\$ 900	
PROJECT SUB-TOTAL					\$ 365,400.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Pedestrian

Location: Rochester Avenue (Veteran Ave. to Manning Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
New or Improved Crosswalks (Unsignalized Intersections)	1	EA	\$ 4,500	\$ 4,500	
Wayfinding Signs	2	EA	\$ 900	\$ 1,800	
PROJECT SUB-TOTAL					\$ 6,300.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Pedestrian

Location: Ohio Avenue / Selby Avenue (Sepuvleda Blvd to Rochester Ave)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Trees / Landscaping	5	BLOCK	\$ 40,000	\$ 200,000	
New or Improved Crosswalks (Signalized Intersections)					
On all legs	2	EA	\$ 4,500	\$ 9,000	
New or Improved Crosswalks (Unsignalized Intersections)	5	EA	\$ 4,500	\$ 22,500	
Pedestrian & Bicycle Lighting	39	EA	\$ 10,000	\$ 390,000	
PROJECT SUB-TOTAL					\$ 621,500.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Pedestrian

Location: Midvale/Kelton Avenue (Wilshire Blvd. to Massachusetts Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-Outs (Signalized Intersections)	1	EA	\$ 120,000	\$ 120,000	
Bus Stop Improvements	1	EA	\$ 45,000	\$ 45,000	
New or Improved Crosswalks (Signalized Intersections)					
On all legs	1	EA	\$ 4,500	\$ 4,500	
New or Improved Crosswalks (Unsignalized Intersections)	6	EA	\$ 4,500	\$ 27,000	
Pedestrian & Bicycle Lighting	60	EA	\$ 10,000	\$ 600,000	
Wayfinding Signs	1	EA	\$ 900	\$ 900	
PROJECT SUB-TOTAL					\$ 797,400.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Pedestrian

Location: Hilgard Avenue (Le Conte Ave. to Lindbrook Dr.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
New or Improved Crosswalks (Signalized Intersections)					
On main street legs	1	EA	\$ 2,250	\$ 2,250	
New or Improved Crosswalks (Unsignalized Intersections)					
On main street legs	1	EA	\$ 2,250	\$ 2,250	
Pedestrian & Bicycle Lighting	28	EA	\$ 10,000	\$ 280,000	
Wayfinding Signs	1	EA	\$ 900	\$ 900	
PROJECT SUB-TOTAL					\$ 285,400.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Pedestrian

Location: Malcolm Avenue (Wilshire Blvd. to Ohio Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-Outs (Signalized Intersections)	1	EA	\$ 120,000	\$ 120,000	
Trees / Landscaping	5	BLOCK	\$ 40,000	\$ 200,000	
New or Improved Crosswalks (Unsignalized Intersections)	6	EA	\$ 4,500	\$ 27,000	
PROJECT SUB-TOTAL					\$ 347,000.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Pedestrian

Location: Weyburn Place (Strathmore Dr. to Wilshire Blvd.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Trees / Landscaping	3	BLOCK	\$ 40,000	\$ 120,000	
New or Improved Sidewalks	54,000		\$ 13	\$ 702,000	
Pedestrian & Bicycle Lighting	54	EA	\$ 10,000	\$ 540,000	
PROJECT SUB-TOTAL					\$ 1,362,000.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Pedestrian

Location: Tiverton Avenue (Le Conte Ave. to Lindbrook Dr.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Trees / Landscaping	2	BLOCK	\$ 40,000	\$ 80,000	
New or Improved Crosswalks (Signalized Intersections)					
On main street legs	1	EA	\$ 2,250	\$ 2,250	
Pedestrian & Bicycle Lighting	28	EA	\$ 10,000	\$ 280,000	
PROJECT SUB-TOTAL					\$ 362,250.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Bicyclist

Location: Wilshire Boulevard (405 Freeway to Manning Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Hub	1	EA	\$ 1,800,000	\$ 1,800,000	
Bicycle-Friendly Intersections (at Signalized Intersections) On all legs	3	EA	\$ 100,000	\$ 300,000	
PROJECT SUB-TOTAL					\$ 2,100,000.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Bicyclist

Location: Gayley Avenue (Charles E Young Dr. to Wilshire Blvd.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Protected Bicycle Lane (Striped Buffer)	0.644	MI	\$ 450,000	\$ 289,773	
Bicycle-Friendly Intersections (at Signalized Intersections) On all legs	3	EA	\$ 100,000	\$ 300,000	
PROJECT SUB-TOTAL					\$ 589,772.73

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Bicyclist

Location: Westwood Boulevard (Le Conte Ave. to Massachusetts Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Protected Bicycle Lane (Striped Buffer)	0.947	MI	\$ 450,000	\$ 426,136	
Bicycle-Friendly Intersections (at Signalized Intersections) On all legs	4	EA	\$ 100,000	\$ 400,000	
PROJECT SUB-TOTAL					\$ 826,136.36

Purple Line Purple Line Extension Sections 2&3 Cost Estimates
Westwood Westwood / UCLA Station - Bicyclist

Location: Veteran Avenue (Strathmore Dr. to Ohio Blvd.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Lane	0.730	MI	\$ 75,000	\$ 54,750	
Bicycle-Friendly Intersections (at Signalized Intersections) On main street legs	2	EA	\$ 50,000	\$ 100,000	
PROJECT SUB-TOTAL					\$ 154,750.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Bicyclist

Location: Le Conte Avenue (Gayley Ave. to Weyburn Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle-Friendly Intersections (at Signalized Intersections)					
On all legs	3	EA	\$ 100,000	\$ 300,000	
PROJECT SUB-TOTAL			\$ 300,000.00		

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Bicyclist

Location: Lindbrook Drive (Galey Ave. to Manning Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Boulevard	1858	FT	\$ 55	\$ 102,190	
Bicycle Lane	0.208	MI	\$ 75,000	\$ 15,625	
Bicycle-Friendly Intersections (at Signalized Intersections)					
On all legs	2.000	EA	\$ 100,000	\$ 200,000	
PROJECT SUB-TOTAL			\$ 317,815.00		

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Bicyclist

Location: Weyburn Avenue (Weyburn Pl. to Hilgard Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle-Friendly Intersections (at Signalized Intersections)					
On main street legs	1	EA	\$ 50,000	\$ 50,000	
PROJECT SUB-TOTAL			\$ 50,000.00		

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Bicyclist

Location: Broxton Avenue (Le Conte Ave. to Kinross Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Sharrows	4	EA	\$ 600	\$ 2,400	
PROJECT SUB-TOTAL			\$ 2,400.00		

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Bicyclist

Location: Rochester Avenue (Veteran Ave. to Manning Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Boulevard	3330	FT	\$ 55	\$ 183,150	
Bicycle-Friendly Intersections (at Signalized Intersections)					
On main street legs	1	EA	\$ 50,000	\$ 50,000	
On all legs	1	EA	\$ 100,000	\$ 100,000	
PROJECT SUB-TOTAL					\$ 333,150.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Bicyclist

Location: Ohio Avenue/ Selby Avenue (Sepulveda Blvd. to Rochester Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Boulevard	1811	FT	\$ 55	\$ 99,605	
Protected Bicycle Lane (Striped Buffer)	0.43	MI	\$ 450,000	\$ 193,500	
Bicycle-Friendly Intersections (at Signalized Intersections)					
On all legs	1	EA	\$ 100,000	\$ 100,000	
PROJECT SUB-TOTAL					\$ 393,105.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Bicyclist

Location: Midvale/Kelton Avenue (Wilshire Blvd. to Massachusetts Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Boulevard	3100	FT	\$ 55	\$ 170,500	
PROJECT SUB-TOTAL					\$ 170,500.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / UCLA Station - Bicyclist

Location: Hilgard Avenue (Le Conte Ave. to Lindbrook Dr.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Lane	0.265	MI	\$ 75,000	\$ 19,886	
PROJECT SUB-TOTAL					\$ 19,886.36

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / UCLA Station - Bicyclist

Location: Malcolm Avenue (Wilshire Blvd. to Ohio Ave.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Boulevard	1780	FT	\$ 55	\$ 97,900	
PROJECT SUB-TOTAL					\$ 97,900.00

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / UCLA Station - Bicyclist

Location: Weyburn Place (Strathmore Dr. to Wilshire Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Sharrows	12	EA	\$ 600	\$ 7,200	
PROJECT SUB-TOTAL					\$ 7,200.00

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / UCLA Station - Bicyclist

Location: Tiverton Avenue (Le Conte Ave. to Lindbrook Dr.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
PROJECT SUB-TOTAL					\$ -

Item Description	QTY	Unit	Amount		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC-50 CONSTRUCTION COSTS					
Metro Estimating Parametric					
Wilshire Boulevard	1	Ls	\$ 2,858,300.00		\$ 2,858,300.00
Ohio Avenue	1	Ls	\$ 3,002,000.00		\$ 3,002,000.00
Federal Avenue/San Vicente Boulevard/ Brigham Avenue	1	Ls	\$ 1,348,700.00		\$ 1,348,700.00
Mayfield Avenue	1	Ls	\$ 666,000.00		\$ 666,000.00
Sawtelle Boulevard/ Bonsall Avenue	1	Ls	\$ 3,464,263.26		\$ 3,464,263.26
Constitution Avenue	1	Ls	\$ 1,714,447.73		\$ 1,714,447.73
New Pershing Avenue	1	Ls	\$ 1,883,306.82		\$ 1,883,306.82
Grant Avenue	1	Ls	\$ 710,700.00		\$ 710,700.00
Eisenhower Avenue	1	Ls	\$ 639,300.00		\$ 639,300.00
Davis Avenue	1	Ls	\$ 1,437,500.00		\$ 1,437,500.00
Metro Factor			\$ 17,724,517.80	5%	\$ 886,225.89
Construction Sub-Total					\$ 18,610,743.69
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning			\$ 18,610,743.69	2.0%	\$ 372,214.87
Design Production Files			\$ 18,610,743.69	0.5%	\$ 93,053.72
Preliminary Engineering			\$ 18,610,743.69	4.8%	\$ 893,315.70
Final Design Services			\$ 18,610,743.69	8.1%	\$ 1,507,470.24
Project Management for Design and Construction			\$ 18,610,743.69	9.8%	\$ 1,823,852.88
Construction Administration and Management			\$ 18,610,743.69	4.8%	\$ 893,315.70
Professional Liability & Other Non-Construction Insurance			\$ 18,610,743.69	0.003%	\$ 558.32
Legal, Permits, Review Fees by Other Agencies, Cities, and etc.			\$ 18,610,743.69	3.7%	\$ 688,597.52
Surveys, Testing, Investigation and Inspection			\$ 18,610,743.69	0.2%	\$ 37,221.49
Startup			\$ 18,610,743.69	1.6%	\$ 297,771.90
Project Cost Sub-Total					\$ 6,607,372.33
Project Cost					\$ 25,218,116.03
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated			\$ 25,218,116.03	10.0%	\$ 2,521,811.60
Project Cost					\$ 27,739,927.63
ESCALATION					
2019 Cost			\$ 27,739,927.63	8.53%	\$ 2,366,215.83
			Total	1 RM	\$ 30,106,143.46
2021 Cost			\$ 30,106,143.46	0.12%	\$ 36,127.37
			Total		\$ 30,142,270.83

Purple Line Extension Section 2&3 Cost Estimates

Westwood / VA Hospital Station - Pedestrian

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / VA Hospital Station - Pedestrian

Location: Wilshire Boulevard (Barrington Ave. to 405 Freeway)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bus Stop Improvements	1	EA	\$ 45,000	\$ 45,000	
Trees/Landscaping	4	BLOCK	\$ 40,000	\$ 160,000	
New or Improved Crosswalks (Signalized Intersections)	2	EA	\$ 4,500	\$ 9,000	
New or Improved Crosswalks (Unsignalized Intersections)	3	EA	\$ 4,500	\$ 13,500	
Pedestrian & Bicycle Lighting	82	EA	\$ 10,000	\$ 820,000	
Wayfinding Signs	12	EA	\$ 900	\$ 10,800	
PROJECT SUB-TOTAL					\$ 1,058,300.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / VA Hospital Station - Pedestrian

Location: Ohio Avenue (Barrington Ave. to Sepulveda Blvd.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Trees/Landscaping	13	BLOCK	\$ 40,000	\$ 520,000	
New or Improved Crosswalks (Signalized Intersections)	5	EA	\$ 4,500	\$ 22,500	
New or Improved Crosswalks (Unsignalized Intersections)	11	EA	\$ 4,500	\$ 49,500	
New or Improved Sidewalks	90,000	SF	\$ 13	\$ 1,170,000	
Pedestrian & Bicycle Lighting	100	EA	\$ 10,000	\$ 1,000,000	
PROJECT SUB-TOTAL					\$ 2,762,000.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / VA Hospital Station - Pedestrian

Location: Federal Avenue/San Vicente Boulevard/ Bringham Avenue
(New Pershing Ave. to Ohio Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Trees/Landscaping	5	BLOCK	\$ 40,000	\$ 200,000	
New or Improved Crosswalks (Signalized Intersections)	2	EA	\$ 4,500	\$ 9,000	
New or Improved Crosswalks (Unsignalized Intersections)	8	EA	\$ 4,500	\$ 36,000	
Pedestrian & Bicycle Lighting	80	EA	\$ 10,000	\$ 800,000	
Wayfinding Signs	12	EA	\$ 900	\$ 10,800	
PROJECT SUB-TOTAL					\$ 1,055,800.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / VA Hospital Station - Pedestrian

Location: Mayfield Avenue (Bundy Dr. to San Vicente Blvd.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Pedestrian & Bicycle Lighting	66	EA	\$ 10,000	\$ 660,000	
PROJECT SUB-TOTAL					\$ 660,000.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / VA Hospital Station - Pedestrian

Location: Sawtelle Boulevard/ Bonsall Avenue (Nimitz Ave. to Ohio Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bus Stop Improvements	4	EA	\$ 45,000	\$ 180,000	
Trees/Landscaping	6	BLOCK	\$ 40,000	\$ 240,000	
New or Improved Crosswalks (Signalized Intersections)	1	EA	\$ 4,500	\$ 4,500	
New or Improved Crosswalks (Unsignalized Intersections)	7	EA	\$ 4,500	\$ 31,500	
New or Improved Sidewalks	65,000	SF	\$ 13	\$ 845,000	
Pedestrian & Bicycle Lighting	100	EA	\$ 10,000	\$ 1,000,000	
Street Furniture	50	EA	\$ 3,000	\$ 150,000	
Wayfinding Signs	15	EA	\$ 900	\$ 13,500	
PROJECT SUB-TOTAL					\$ 2,464,500.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / VA Hospital Station - Pedestrian

Location: Constitution Avenue (Bonsall Ave. to Sepulveda Blvd.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Trees/Landscaping	2	BLOCK	\$ 40,000	\$ 80,000	
New or Improved Crosswalks (Signalized Intersections)	1	EA	\$ 4,500	\$ 4,500	
New or Improved Crosswalks (Unsignalized Intersections)	3	EA	\$ 4,500	\$ 13,500	
New or Improved Sidewalks (New)	26,860	SF	\$ 43	\$ 1,154,980	
New or Improved Sidewalks (Improved)	7,140	SF	\$ 13	\$ 92,820	
Pedestrian & Bicycle Lighting	34	EA	\$ 10,000	\$ 340,000	
Wayfinding Signs	5	EA	\$ 900	\$ 4,500	
PROJECT SUB-TOTAL					\$ 1,690,300.00

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / VA Hospital Station - Pedestrian

Location: New Pershing Avenue (Bringham Ave. to Bonsall Ave.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Trees/Landscaping	5	BLOCK	\$ 40,000	\$ 200,000	
New or Improved Crosswalks (Unsignalized Intersections)	5	EA	\$ 4,500	\$ 22,500	
New or Improved Sidewalks	30,000	SF	\$ 43	\$ 1,290,000	
Pedestrian & Bicycle Lighting	30	EA	\$ 10,000	\$ 300,000	
Street Furniture	15	EA	\$ 3,000	\$ 45,000	
Wayfinding Signs	5	EA	\$ 900	\$ 4,500	
PROJECT SUB-TOTAL					\$ 1,862,000.00

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / VA Hospital Station - Pedestrian

Location: Grant Avenue (Bonsall Ave. to Dewey Ave.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bulb-Outs (Signalized Intersections)	1	EA	\$ 120,000	\$ 120,000	
Trees/Landscaping	1	BLOCK	\$ 40,000	\$ 40,000	
New or Improved Crosswalks (Unsignalized Intersections)	2	EA	\$ 4,500	\$ 9,000	
New or Improved Sidewalks	22,000	SF	\$ 13	\$ 286,000	
Pedestrian & Bicycle Lighting	22	EA	\$ 10,000	\$ 220,000	
Street Furniture	11	EA	\$ 3,000	\$ 33,000	
Wayfinding Signs	3	EA	\$ 900	\$ 2,700	
PROJECT SUB-TOTAL					\$ 710,700.00

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / VA Hospital Station - Pedestrian

Location: Eisenhower Avenue (Bringham Ave. to Davis Ave.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Trees/Landscaping	2	BLOCK	\$ 40,000	\$ 80,000	
New or Improved Crosswalks (Unsignalized Intersections)	4	EA	\$ 4,500	\$ 18,000	
Pedestrian & Bicycle Lighting	46	EA	\$ 10,000	\$ 460,000	
Street Furniture	23	EA	\$ 3,000	\$ 69,000	
Wayfinding Signs	7	EA	\$ 900	\$ 6,300	
PROJECT SUB-TOTAL					\$ 633,300.00

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / VA Hospital Station - Pedestrian

Location: Davis Avenue (Constitution Ave. to Eisenhower Ave.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Trees/Landscaping	1	BLOCK	\$ 40,000	\$ 40,000	
New or Improved Crosswalks (Unsignalized Intersections)	3	EA	\$ 4,500	\$ 13,500	
New or Improved Sidewalks	26,000	SF	\$ 43	\$ 1,118,000	
Pedestrian & Bicycle Lighting	26	EA	\$ 10,000	\$ 260,000	
Wayfinding Signs	4	EA	\$ 900	\$ 3,600	
PROJECT SUB-TOTAL					\$ 1,435,100.00

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / VA Hospital Station - Bicyclist

Location: Wilshire Boulevard (Barrington Ave. to 405 Freeway)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Hub	1	EA	\$ 1,800,000	\$ 1,800,000	
PROJECT SUB-TOTAL			\$ 1,800,000.00		

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / VA Hospital Station - Bicyclist

Location: Ohio Avenue (Barrington Ave. to Sepulveda Blvd.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Protected Bicycle Lane (Striped Buffer)	0.700	MI	\$ 200,000	\$ 140,000	
Bicycle-Friendly Intersections (at Signalized Intersections)					
On main street legs		EA	\$ 50,000	\$ -	
On all legs	1	EA	\$ 100,000	\$ 100,000	
PROJECT SUB-TOTAL			\$ 240,000.00		

Purple Line Extension Sections 2&3 Cost Estimates
Westwood / VA Hospital Station - Bicyclist

Location: Federal Avenue/San Vicente Boulevard/ Bringham Avenue
(New Pershing Ave. to Ohio Ave.)

Prepared By: ESS
Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Sharrows	4	EA	\$ 600	\$ 2,400	
Bicycle Lane	0.440	MI	\$ 75,000	\$ 33,000	
Protected Bicycle Lane (Striped Buffer)	0.350	MI	\$ 450,000	\$ 157,500	
Bicycle-Friendly Intersections (at Signalized Intersections)					
On all legs	1	EA	\$ 100,000	\$ 100,000	
PROJECT SUB-TOTAL			\$ 292,900.00		

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / VA Hospital Station - Bicyclist

Location: Mayfield Avenue (Bundy Dr. to San Vicente Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Sharrows	10	EA	\$ 600	\$ 6,000	
PROJECT SUB-TOTAL			\$ 6,000.00		

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / VA Hospital Station - Bicyclist

Location: Sawtelle Boulevard/ Bonsall Avenue (Nimitz Ave. to Ohio Ave.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Lane	0.502	MI	\$ 75,000	\$ 37,642	
Shared Use Path	0.445	MI	\$ 1,600,000	\$ 712,121	
Bicycle-Friendly Intersections (at Signalized Intersections)					
On main street legs	1	EA	\$ 50,000	\$ 50,000	
On all legs	2	EA	\$ 100,000	\$ 200,000	
PROJECT SUB-TOTAL			\$ 999,763.26		

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / VA Hospital Station - Bicyclist

Location: Constitution Avenue (Bonsall Ave. to Sepulveda Blvd.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Lane	0.322	MI	\$ 75,000	\$ 24,148	
PROJECT SUB-TOTAL			\$ 24,147.73		

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / VA Hospital Station - Bicyclist

Location: New Pershing Avenue (Bringham Ave. to Bonsall Ave.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Bicycle Lane	0.284	MI	\$ 75,000	\$ 21,307	
PROJECT SUB-TOTAL			\$ 21,306.82		

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / VA Hospital Station - Bicyclist

Location: Grant Avenue (Bonsall Ave. to Dewey Ave.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
NONE					
PROJECT SUB-TOTAL			\$ -		

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / VA Hospital Station - Bicyclist

Location: Eisenhower Avenue (Bringham Ave. to Davis Ave.)

Prepared By: ESS
 Date: 2020-03-20

FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Sharrows	10	EA	\$ 600	\$ 6,000	
PROJECT SUB-TOTAL			\$ 6,000.00		

Purple Line Extension Sections 2&3 Cost Estimates
 Westwood / VA Hospital Station - Bicyclist

Location: Davis Avenue (Constitution Ave. to Eisenhower Ave.)

Prepared By: ESS
 Date: 2020-03-20

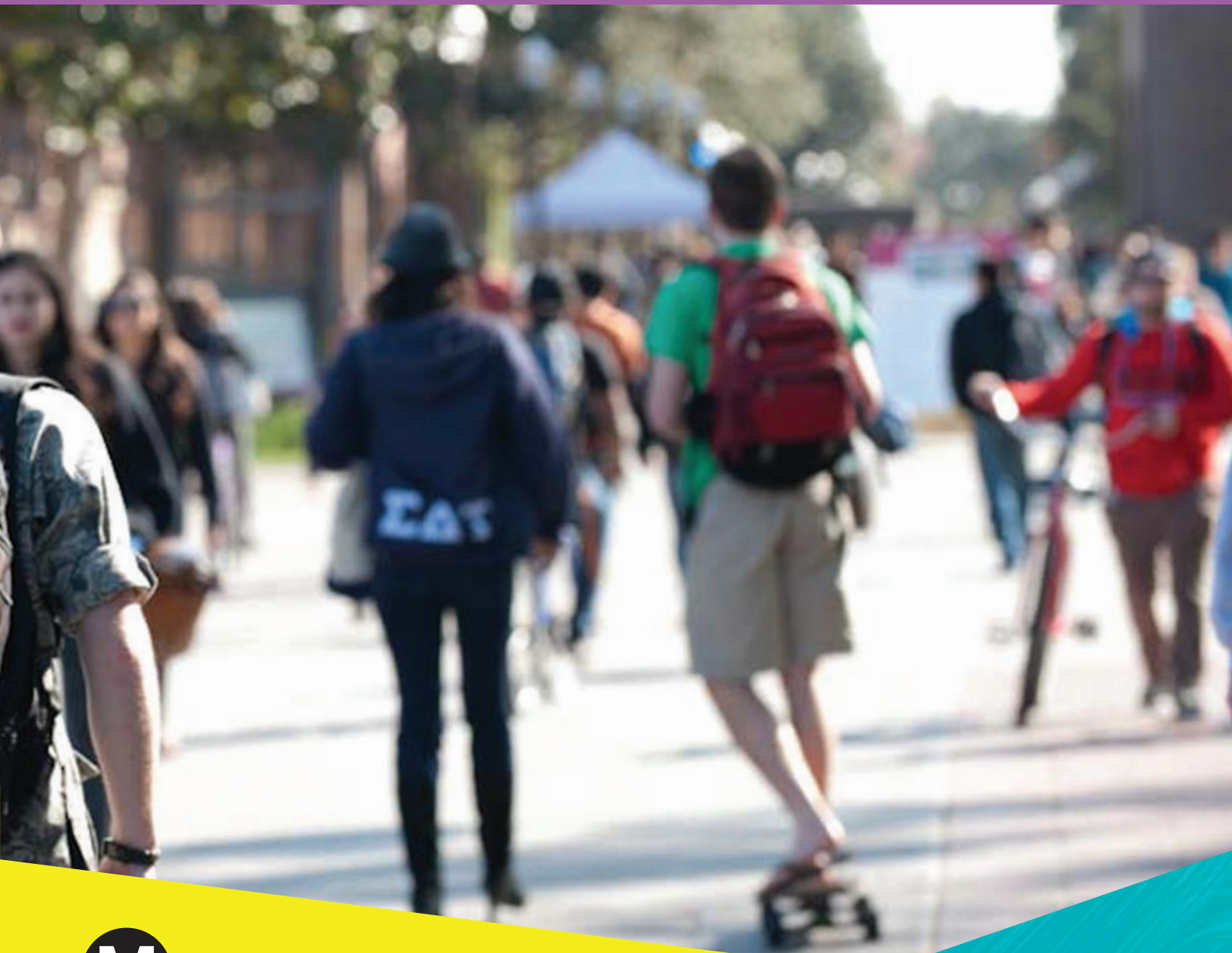
FTA SCC-50 CONSTRUCTION COSTS

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
Sharrows	4	EA	\$ 600	\$ 2,400	
PROJECT SUB-TOTAL					\$ 2,400.00

Next stop: connected communities.

PROJECT SCORING AND PRIORITIZATION

Purple Line Extension First/Last Mile Plan - Sections 2 & 3



Metro[®]

MAY 2020

PROJECT SCORING and PRIORITIZATION
 WILSHIRE/RODEO STATION - WALK PROJECTS

Wilshire/Rodeo Station - Projects for Pedestrians																					
#	Icon	Type	Cross Street / Limits	Safety (30 pts max)			Comfort (30 pts max)		Community Input (25 pts max)				Connectivity (15 pts max)				Total (100 pts max) Score	Total Cost	Selected Projects		
				Improvement (25 pts max)	SWITRS (5 pts max)	Points	Improvement	Points	Walk audit (5 pts max)	# of votes per corridor	Survey (5 pts max)	Community Input Score	Points	Primary Street (10 pts max)	Connects to a major destination (2.5 pts max)	Decreases walking distance to destinations in 1/2-mile radius (2.5 pts max)				Points	
Projects on Wilshire Blvd (Primary Arterial)																				\$ 3,004,450	
1		New or improved crosswalk	Linden Dr to Wetherly Dr	5					5											\$ 119,250	
2		Bus stop improvements	Linden Dr to Wetherly Dr				8		5											\$ 855,000	
3		Ped/bike lighting	Linden Dr to Wetherly Dr	5	3	13				60		85	25.0	10	2.5			12.5		\$ 1,160,000	
4		Street furniture	Linden Dr to Wetherly Dr				6	30												\$ 174,000	
5		Wayfinding	Linden Dr to Wetherly Dr				6		5											\$ 16,200	
6		Landscaping and shade	Linden Dr to Wetherly Dr				10		5	5										\$ 680,000	
Projects on Beverly Dr. (Primary Arterial)																				\$ 1,780,440	
7		Bulb-outs	Park Way to Olympic Blvd	5																\$ 960,000	
8		New or improved crosswalk	Park Way to Olympic Blvd	5																\$ 36,000	
9		Improved sidewalks	Park Way to Olympic Blvd	5	5	20			5	34		44	12.9	10	2.5			12.5		\$ 209,040	
10		Bus stop improvements	Park Way to Olympic Blvd				8	20												\$ 405,000	
11		Street furniture	Park Way to Olympic Blvd				6		5											\$ 156,000	
12		Wayfinding	Park Way to Olympic Blvd				6													\$ 14,400	
Projects on N. Santa Monica Blvd (Primary Arterial)																				\$ 1,157,700	
13		New or improved crosswalk	Bedford Dr to N Alpine Dr	5					5											\$ 40,500	
14		Bus stop improvements	Bedford Dr to N Alpine Dr				8													\$ 270,000	
15		Ped/bike lighting	Bedford Dr to N Alpine Dr	5	1	11				14		34	10.0	10	2.5			12.5		\$ 560,000	
16		Wayfinding	Bedford Dr to N Alpine Dr				6		5											\$ 7,200	
17		Landscaping and shade	Bedford Dr to N Alpine Dr				10		5	5										\$ 280,000	

PROJECT SCORING and PRIORITIZATION
WILSHIRE/RODEO STATION - WALK PROJECTS

Wilshire/Rodeo Station - Projects for Pedestrians (cont'd)																											
#	Icon	Type	Cross Street / Limits	Safety (30 pts max)			Comfort (30 pts max)		Community Input (25 pts max)				Connectivity (15 pts max)				Total (100 pts max) Score	Total Cost	Selected Projects								
				Improvement (25 pts max)	SWITRS (5 pts max)	Points	Improvement	Points	Walk audit (5 pts max)	# of votes per corridor	Survey (5 pts max)	Community Input Score	Points	Primary Street (10 pts max)	Connects to a major destination (2.5 pts max)	Decreases walking distance to destinations in 1/2-mile radius (2.5 pts max)				Points							
Projects on S. Santa Monica Blvd (Secondary Collector)																	\$ 1,975,000										
18		New or improved crosswalks	Roxbury Dr to Crescent Dr	5					5									\$ 36,000									
19		Traffic Calming	Roxbury Dr to Crescent Dr	5													\$ 960,000										
20		Ped/bike lighting	Roxbury Dr to Crescent Dr	5	3	18		22		14	29	8.5	2.5	2.5	51.0	280,000	\$ 600,000										
21		Street furniture	Roxbury Dr to Crescent Dr				6																			\$ 90,000	
22		Wayfinding	Roxbury Dr to Crescent Dr				6																			\$ 9,000	
23		Landscaping and shade	Roxbury Dr to Crescent Dr				10										5		5							\$ 280,000	
Projects on Charleville Blvd (Secondary Collector)																	\$ 1,376,300										
24		New or improved crosswalks	Beverly Dr to Camden Dr	5	1	16		6	5	22	27	7.9	2.5	2.5	32.4	1,040,000	\$ 81,000										
25		Bulb-outs	Beverly Dr to Camden Dr	5																						\$ 240,000	
26		Pedestrian lighting	Beverly Dr to Camden Dr	5																						\$ 15,300	
27		Wayfinding	Beverly Dr to Camden Dr				6																				
Projects on Burton Way (Secondary Collector)																	\$ 833,000										
28		New or improved crosswalks	Rexford Dr to Palm Dr	5	0	10		14		18	18	5.3	2.5	2.5	31.8	500,000	\$ 54,000										
29		Bus stop improvements	Rexford Dr to Palm Dr				8																			\$ 270,000	
30		Ped/bike lighting	Rexford Dr to Palm Dr	5																						\$ 9,000	
31		Wayfinding	Rexford Dr to Palm Dr				6																				
Projects on Rodeo Dr (Secondary Collector)																	\$ 738,900										
32		Ped/bike lighting	Wilshire Blvd to Charleville Blvd		1	6		6		12	17	5.0	10	2.5	12.5	29.5	\$ 720,000										
33		Wayfinding	Wilshire Blvd to Charleville Blvd				6																			\$ 9,900	
34		New or improved crosswalks	Wilshire Blvd to Charleville Blvd	5													5									\$ 9,000	

PROJECT SCORING and PRIORITIZATION
 WILSHIRE/RODEO STATION - WALK PROJECTS

Wilshire/Rodeo Station - Projects for Pedestrians (cont'd)																											
#	Icon	Type	Cross Street / Limits	Safety (30 pts max)			Comfort (30 pts max)		Community Input (25 pts max)				Connectivity (15 pts max)				Total (100 pts max) Score	Total Cost	Selected Projects								
				Improvement (25 pts max)	SWITRS (5 pts max)	Points	Improvement	Points	Walk audit (5 pts max)	# of votes per corridor	Survey (5 pts max)	Community Input Score	Points	Primary Street (10 pts max)	Connects to a major destination (2.5 pts max)	Decreases walking distance to destinations in 1/2-mile radius (2.5 pts max)				Points							
Projects on Reeves Dr (Secondary Collector)																	\$ 287,650										
35		Bulb-outs	Wilshire Blvd to Charleville Blvd	5		15		6		14		19	5.6		2.5	2.5	29.1	\$ 120,000									
36		Ped/bike lighting	Wilshire Blvd to Charleville Blvd	5																					\$ 160,000		
37		New or improved crosswalks	Wilshire Blvd to Charleville Blvd	5					5																\$ 6,750		
38		Wayfinding	Wilshire Blvd to Charleville Blvd						6																\$ 900		
Projects on Clifton Way (Secondary Collector)																	\$ 676,300										
39		Bulb-outs	Rexford Dr to Crescent Dr	5	1	16		6		10		15	4.4		2.5	2.5	28.9	\$ 120,000									
40		New or improved Crosswalks	Rexford Dr	5					5																	\$ 4,500	
41		Ped/bike lighting	Rexford Dr to Crescent Dr	5																						\$ 550,000	
42		Wayfinding	Rexford Dr to Crescent Dr								6															\$ 1,800	
Projects on Crescent Dr (Secondary Collector)																	\$ 1,760,500										
43		New or improved crosswalks	Wilshire Blvd to Clifton Way	5	3	23		0		10		10	2.9		2.5	2.5	28.4	\$ 40,500									
44		Traffic calming	Wilshire Blvd to Clifton Way	5																						\$ 120,000	
45		Bulb-outs	Wilshire Blvd to Clifton Way	5																						\$ 480,000	
46		Ped/bike lighting	Wilshire Blvd to Clifton Way	5																						\$ 1,120,000	
Projects on Canon Dr (Secondary Collector)																	\$ 107,400										
47		New or improved crosswalks	Wilshire Blvd to Clifton Way	5	1	6		12		12		17	5.0		2.5	2.5	25.5	\$ 31,500									
48		Street furniture	Wilshire Blvd to Clifton Way						6																	\$ 75,000	
49		Wayfinding	Wilshire Blvd to Clifton Way								6							5								\$ 900	

PROJECT SCORING and PRIORITIZATION
WILSHIRE/RODEO STATION - BICYCLE PROJECTS

Wilshire/Rodeo Station - Projects for Bicycles																					
#	Icon	Type	Cross Street/ Limits	Safety and Comfort (60 pts max)				Community Input (25 pts max)				Connectivity (15 pts max)				Total (100 pts max)	Total Cost	Selected Projects			
				SWITRS (10 pts max)	NACTO Guidance (20 pts max)	Controlled Crossings (10 pts max)	Bicycle Amenities (20 pts max)	Points	Walk audit (5 pts max)	Pop Up: # of Votes	Survey (5 pts max)	Community Input Score	Points	Primary Street (5 pts max)	Connects to the Station (5 pts max)				Connects to bicycle network (3 pts max)	Connects to a major destination (2 pts max)	Points
Projects on Beverly Dr (Primary Arterial)																			\$ 686,500		
1		Class IV protected bike lane	Santa Monica Blvd to Olympic Blvd	5	20	10	10	45	5	5	15	25.0	5	5	3	2	15	85.0	\$ 436,500		
2		Bicycle-friendly Intersection	Wilshire Blvd, Charleville Blvd, Gregory Way, Santa Monica Blvd																10		
Projects on Wilshire Blvd (Primary Arterial)																			\$ 1,950,000		
3		Bicycle-friendly Intersection & hub	Canon Dr, Beverly Dr (hub at Canon Dr only)	3		10	20	33		2	5	7	11.7	5	5		2	12	56.7	\$ 1,950,000	
Projects on Burton Way (Secondary Collector)																			\$ 307,000		
4		Class IV protected bike lane	Rexford Dr to San Vicente Blvd	3	20	10	10	43			5	5	8.3			3	2	5	56.3	\$ 207,000	
5		Bicycle-friendly Intersection	Foothill Rd, Maple Dr, Rexford Dr																	10	
Projects on Clifton Way (Secondary Collector)																			\$ 298,500		
6		Class III Bike Boulevard with street calming	Canon Dr to Doheny Dr		10	10	10	30		1		6	10.0		5	3	2	10	50.0	\$ 148,500	
7		Bicycle-friendly Intersection	Rexford Dr, Canon Dr																	10	
Projects on Charleville Blvd (Secondary Collector)																			\$ 644,000		
8		Class IV protected bike lane	McCarty Dr to Robertson Blvd	3	20	10	10	43		3		3	5.0				2	2	50.0	\$ 194,000	
9		Bicycle-friendly Intersection	Roxbury Dr, Camden Dr, Beverly Dr, Reeves Dr, Crescent Dr, Rexford Dr, Doheny Dr																	10	
Projects on S. Santa Monica Blvd (Secondary Collector)																			\$ 55,400		
10		Class III Bike Boulevard with street calming	Rodeo Dr to Rexford Dr	5		10	10	25		1		1	1.7			3	2	5	31.7	\$ 55,400	
Projects on N. Santa Monica Blvd (Primary Arterial)																			\$ 100,000		
11		Bicycle-friendly Intersection	Bedford Dr to N Alpine Dr	5		10	10	25		1		1	1.7			3	2	5	31.7	\$ 100,000	
Projects on Canon Dr (Secondary Collector)																			\$ 34,500		
12		Class II bike lane	Santa Monica Blvd to Wilshire Blvd	1	5	10		16	5	1		6	10.0				2	2	28.0	\$ 34,500	
Projects on Crescent Dr (Secondary Collector)																			\$ 42,173		
13		Class III Bike Boulevard with street calming	Santa Monica Blvd to Olympic Blvd	3	5	10		18		2		2	3.3			3	2	5	26.3	\$ 42,173	
Projects on Roxbury Dr (Secondary Collector)																			\$ 38,850		
14		Class III Bike Boulevard with street calming	Santa Monica Blvd to Olympic Blvd	1	5	10		16				0	0.0			3		3	19.0	\$ 38,850	
Projects on Reeves Dr (Secondary Collector)																			\$ 41,800		
15		Class III Bike Boulevard with street calming	Wilshire Blvd to Charleville Blvd		10			10					0.0		5		2	7	17.0	\$ 41,800	

PROJECT SCORING and PRIORITIZATION
CENTURY CITY/CONSTELLATION STATION - WALK PROJECTS

Century City Station - Projects for Pedestrians																				
#	Icon	Type	Cross Street / Limits	Safety (30 pts max)			Comfort (30 pts max)		Community Input (25 pts max)				Connectivity (15 pts max)				Total (100 pts max)	Score	Total Cost	Selected Projects
				Improvement (25 pts max)	SWITRS (5 pts max)	Points	Improvement	Points	Walk audit (5 pts max)	# of votes per corridor	Survey (5 pts max)	Community Input Score	Points	Primary Street (10 pts max)	Connects to a major destination (2.5 pts max)	Decreases walking distance to destinations in 1/2-mile radius (2.5 pts max)				
Projects on Constellation Blvd (Primary Arterial)																	\$ 1,808,300			
1		New or improved sidewalk	Century Park East and Century Park parking garage entrance	5					5		5							\$ 429,000		
2		Bus stop improvements	Avenue of the Stars				8											\$ 315,000		
3		Ped/bike lighting	Around Station	5					5		5							\$ 440,000		
4		Wayfinding	Century Park East to Century Park West			20	6	24		58		93	27.4	10	2.5		12.5	\$ 6,300		
5		Landscaping and shade	Avenue of the Stars				10		5		5							\$ 120,000		
6		Traffic Calming	Century Park East to Century Park West	5														\$ 480,000		
7		New or improved crosswalk	Century Park East to Century Park West	5					5									\$ 18,000		
Projects on Avenue of the Stars (Primary Arterial)																	\$ 2,205,000			
8		New or improved crosswalk	Constellation	5					5									\$ 31,500		
9		Traffic Calming	Along corridor	5														\$ 720,000		
10		Ped/bike lighting	Around Station	5					5		5							\$ 1,000,000		
11		Bus stop improvements	Constellation Blvd and Santa Monica Blvd			15	8	30		50		75	22.1	10	2.5		12.5	\$ 90,000		
12		Street furniture	Near station				6											\$ 150,000		
13		Landscaping and shade	Constellation Blvd				10				5							\$ 200,000		
14		Wayfinding	To station and popular attractions				6		5									\$ 13,500		
Projects on Century Park East (Secondary Collector)																	\$ 1,894,100			
15		New or improved crosswalks	Along corridor	5					5									\$ 18,000		
16		Bus stop improvements	Along corridor				8		5									\$ 585,000		
17		Landscaping and shade	Along corridor				10		5		5							\$ 120,000		
18		Street Furniture	Santa Monica, Olympic Blvd, Galaxy Way		1	16	6	30		30		60	17.6	10	2.5		12.5	\$ 90,000		
19		Ped/bike lighting	Santa Monica Blvd to Galaxy Way	5					5									\$ 600,000		
20		Wayfinding	Santa Monica Blvd, Olympic Blvd, Constellation				6		5									\$ 8,100		
21		New or improved sidewalk	Along corridor	5														\$ 473,000		

PROJECT SCORING and PRIORITIZATION
CENTURY CITY/CONSTELLATION STATION - WALK PROJECTS

Century City Station - Projects for Pedestrians (cont'd)																				
#	Icon	Type	Cross Street / Limits	Safety (30 pts max)			Comfort (30 pts max)		Community Input (25 pts max)				Connectivity (15 pts max)				Total (100 pts max)	Total Cost	Selected Projects	
				Improvement (25 pts max)	SWITRS (5 pts max)	Points	Improvement	Points	Walk audit (5 pts max)	# of votes per corridor	Survey (5 pts max)	Community Input Score	Points	Primary Street (10 pts max)	Connects to a major destination (2.5 pts max)	Decreases walking distance to destinations in 1/2-mile radius (2.5 pts max)				Points
Projects on Santa Monica Blvd (Primary Arterial)																\$	1,301,450			
22		New or improved crosswalk	Avenue of the Stars Century Park E, Fox Hills Dr, Cornstalk Ave, Warnall, Ave, Benecia Ave, Enslay Ave, and Club View Dr.	5					5										\$	65,250
23		Bus stop improvements	Along corridor		1	6	8	24	5	60		85	25.0	10	2.5		12.5	67.5	\$	900,000
24		Wayfinding	To station and popular attractions				6		5										\$	16,200
25		Landscaping and shade	Median at Avenue of the Stars				10		5	5									\$	320,000
Projects on Century Park West (Secondary Collector)																\$	1,939,700			
26		New or improved sidewalks	West side of corridor	5					5										\$	873,600
27		New or improved Crosswalks	Constellation Blvd, Solar Way, and Olympic Blvd	5															\$	18,000
28		Ped/bike lighting	West side of corridor	5	1	21		6	5	10	5	30	8.8	10	2.5		12.5	48.3	\$	560,000
29		Traffic Calming	Varied textures in crosswalks and road dips at Solar Way	5															\$	480,000
30		Wayfinding	Santa Monica Blvd, Olympic Blvd, Constellation				6												\$	8,100
Projects on Spaulding Dr (Secondary Collector)																\$	286,800			
31		Bus stop improvements	Wilshire Blvd to Olympic Blvd				8												\$	45,000
32		Ped/bike lighting	Wilshire Blvd to Olympic Blvd	5	1	11	6	20	5			5	1.5		2.5		2.5	35.0	\$	120,000
33		Traffic Calming	Wilshire Blvd to Olympic Blvd	5															\$	120,000
34		Wayfinding	Wilshire Blvd to Olympic Blvd				6												\$	1,800
Projects on Solar Way (Secondary Collector)																\$	1,124,500			
35		Landscaping and shade	Century Park West to Constellation Blvd				10												\$	40,000
36		New or improved sidewalks	Century Park West to Constellation Blvd	5		10		16		2	5	12	3.5		2.5		2.5	32.0	\$	840,900
37		Ped/bike lighting	Century Park West to Constellation Blvd	5							5								\$	240,000
38		Wayfinding	Century Park West to Constellation Blvd				6												\$	3,600
Projects on Galaxy Way (Secondary Collector)																\$	908,200			
39		New or improved crosswalks	Century Park E	5															\$	9,000
40		Landscaping and shade	Western end to Century Park East			15	10	10		13		18	5.3				0	30.3	\$	80,000
41		Ped/bike lighting	Western end to Century Park East	5							5								\$	320,000
42		New or improved sidewalks	Western end to Century Park East	5															\$	499,200

PROJECT SCORING and PRIORITIZATION
 CENTURY CITY/CONSTELLATION STATION - WALK PROJECTS

Century City Station - Projects for Pedestrians (cont'd)																					
#	Icon	Type	Cross Street / Limits	Safety (30 pts max)			Comfort (30 pts max)		Community Input (25 pts max)				Connectivity (15 pts max)				Total (100 pts max)	Score	Total Cost	Selected Projects	
				Improvement (25 pts max)	SWITRS (5 pts max)	Points	Improvement	Points	Walk audit (5 pts max)	# of votes per corridor	Survey (5 pts max)	Community Input Score	Points	Primary Street (10 pts max)	Connects to a major destination (2.5 pts max)	Decreases walking distance to destinations in 1/2-mile radius (2.5 pts max)					Points
Projects on Moreno Dr (Secondary Collector)																	\$	611,250			
43		Ped/bike lighting	Lasky Dr to Young Dr	5	1	16				10	5	15	4.4		2.5		2.5	28.9	\$	360,000	
44		Wayfinding	Olympic Blvd				6	6													
45		Traffic Calming	Mid-block between Olympic Blvd and Spalding Dr, mid-block between Hillgreen Pl	5																	
46		New or improved crosswalks	Along corridor	5																	
Projects on Club View Dr (Secondary Collector)																	\$	1,024,000			
47		New or improved sidewalks	Along corridor	5	10	0		5		10	2.9		2.5		2.5	15.4	\$	624,000			
48		Ped/bike lighting	Along corridor	5														5			
Projects on Warnall Ave (Secondary Collector)																	\$	4,500			
49		New or improved crosswalks	Santa Monica Blvd	5	5	0						0.0		2.5		2.5	7.5	\$	4,500		

PROJECT SCORING and PRIORITIZATION
CENTURY CITY/CONSTELLATION STATION - BICYCLE PROJECTS

Century City Station - Projects for Bicycles																						
#	Icon	Type	Cross Street/ Limits	Safety and Comfort (60 pts max)					Community Input (25 pts max)					Connectivity (15 pts max)					Total (100 pts max)		Total Cost	Selected Projects
				SWITRS (10 pts max)	NACTO Guidance (20 pts max)	Controlled Crossings (10 pts max)	Bicycle Amenities (20 pts max)	Points	Walk audit (5 pts max)	Pop Up: # of Votes	Survey (5 pts max)	Community Input Score	Points	Primary Street (5 pts max)	Connects to the Station (5 pts max)	Connects to bicycle network (3 pts max)	Connects to a major destination (2 pts max)	Points	Score			
Projects on Constellation Blvd (Primary Arterial)																				\$ 2,289,000		
1		Class IV protected bike lane	Along corridor						5											\$ 189,000		
2		Bike Hub	At Station	1	20	10	10	51		12		17	20.2	5	5	3	2	15	86.2	\$ 1,800,000		
3		Bicycle-friendly Intersection	Century Park West, Avenue of the Stars, Century Park East				10													\$ 300,000		
Projects on Santa Monica Blvd (Primary Arterial)																				\$ 859,100		
4		Class IV protected bike lane	Pandora Ave to Moreno Dr						5											\$ 359,100		
5		Bicycle-friendly Intersection	Century Park West, Club View Dr, Avenue of the Stars, Century Park East, Moreno Dr, Lasky Dr	10	20	10	10	50		12		17	20.2	5		3	2	10	80.2	\$ 500,000		
Projects on Avenue of the Stars (Primary Arterial)																				\$ 505,000		
6		Class IV protected bike lane	Along corridor	1	20	10		41	5	14		19	22.6	5	5	3	2	15	78.6	\$ 405,000		
7		Bicycle-friendly Intersection	Santa Monica Blvd, Constellation Blvd				10													\$ 100,000		
Projects on Century Park East (Secondary Collector)																				\$ 505,000		
8		Class IV protected bike lane	Along corridor		20	10		40	5	16		21	25.0	5			2	7	72.0	\$ 405,000		
9		Bicycle-friendly Intersection	Constellation Ave, Santa Monica Blvd, Olympic Blvd, Galaxy Way				10													\$ 100,000		
Projects on Century Park West (Secondary Collector)																				\$ 238,500		
10		Class IV protected bike lane	Along corridor		20	10		30		2		2	2.4	5		3	2	10	42.4	\$ 238,500		
Projects on Club View Dr (Secondary Collector)																				\$ 2,400		
11		Class III Sharrows with street calming	Along corridor		20	10		30					0.0			3	2	5	35.0	\$ 2,400		
Projects on Spaulding Dr (Secondary Collector)																				\$ 143,000		
12		Class III Bike Boulevard with street calming	Wilshire to Olympic Blvd		10	10		20					0.0			3	2	5	25.0	\$ 143,000		
Projects on Moreno Dr (Secondary Collector)																				\$ 24,750		
13		Class II Bike Lane	Along corridor	3	10	10		23					0.0				2	2	25.0	\$ 24,750		
Projects on Solar Way (Secondary Collector)																				\$ 1,200		
14		Class III Sharrows	Century Park East		5	10		15					0.0				2	2	17.0	\$ 1,200		
Projects on Wamall Ave (Secondary Collector)																				\$ 95,260		
15		Class III Bike Boulevard with street calming	Along corridor		10			10					0.0			3	2	5	15.0	\$ 95,260		

PROJECT SCORING and PRIORITIZATION
WESTWOOD/UCLA STATION - WALK PROJECTS

Westwood/UCLA Station - Projects for Pedestrians																			
#	Icon	Type	Cross Street / Limits	Safety (30 pts max)			Comfort (30 pts max)		Community Input (25 pts max)				Connectivity (15 pts max)				Total (100 pts max) Score	Total Cost	Selected Projects
				Improvement (25 pts max)	SWITRS (5 pts max)	Points	Improvement	Points	Walk audit (5 pts max)	# of votes per corridor	Survey (5 pts max)	Community Input Score	Points	Primary Street (10 pts max)	Connects to a major destination (2.5 pts max)	Decreases walking distance to destinations in 1/2-mile radius (2.5 pts max)			
Projects on Wilshire Blvd (Primary Arterial)																			
\$ 3,498,900																			
1		Bus stop improvements	Veteran Ave, Westwood Blvd, Glendon Ave				8		5									\$ 585,000	
2		Ped and Bike Lighting	along corridor	5					5	5								\$ 1,060,000	
3		Street Furniture	at controlled intersections				6											\$ 159,000	
4		Wayfinding	Veteran Ave, Glendon Ave, JPIC, California, and the Longford		5	20	6	30	5	54	99	25.0	10	2.5		12.5	87.5	\$ 14,400	
5		Landscaping and Shade	south side of the street and street corners				10		5	5								\$ 280,000	
6		New/Improved Crosswalks	Westwood Blvd, Glendon Ave, Malcom Ave, I-405 on-ramp	5					5									\$ 22,500	
7		New/Improved Sidewalks	South side of Wilshire Blvd	5					5	5								\$ 1,378,000	
Projects on Westwood Blvd (Primary Arterial)																			
\$ 3,638,400																			
8		New/Improved Crosswalks	Wilshire Blvd, Kinross Ave, Weyburn Ave, Ashton Ave	5					5									\$ 54,000	
9		Bus stop improvements	Wilshire Blvd				8											\$ 720,000	
10		Ped and Bike Lighting	along corridor	5						5								\$ 1,000,000	
11		Street Furniture	corners and midblock		5	20	6	30		46	71	17.9	10	2.5		12.5	80.4	\$ 150,000	
12		Wayfinding	Kinross Ave, Lindbrook Dr, Weyburn Ave, Le Conte Ave				6											\$ 14,400	
13		New/Improved Sidewalks		5						5								\$ 1,300,000	
14		Landscaping and Shade	south of Wilshire Blvd				10			5								\$ 400,000	
Projects on Gayley Ave (Primary Arterial)																			
\$ 1,976,250																			
15		New/Improved Crosswalks	Lindbrook Dr, Kinross Ave, Weyburn Ave, Le Conte Ave, new midblock x-ing at Levering Ave, scramble at Wilshire Blvd	5					5									\$ 29,250	
16		Bulb Outs	Lindbrook Dr, Kinross Ave, Weyburn Ave	5														\$ 720,000	
17		New/Improved Sidewalks	Consider decorative paving seen on Lindbrook/Westwood	5					5	5								\$ 884,000	
18		Ped and Bike Lighting	along corridor	5	3	23				30	65	16.4	10	2.5		12.5	75.9	\$ 204,000	
19		Wayfinding	at each intersection				6		5									\$ 9,000	
20		Bus Stop Improvements	north of Le Conte Ave				8		5									\$ 90,000	
21		Landscaping and Shade	along corridor				10			5								\$ 40,000	






PROJECT SCORING and PRIORITIZATION
WESTWOOD/UCLA STATION - WALK PROJECTS

Westwood/UCLA Station - Projects for Pedestrians (cont'd)																			
#	Icon	Type	Cross Street / Limits	Safety (30 pts max)			Comfort (30 pts max)		Community Input (25 pts max)				Connectivity (15 pts max)				Total (100 pts max)	Total Cost	Selected Projects
				Improvement (25 pts max)	SWITRS (5 pts max)	Points	Improvement	Points	Walk audit (5 pts max)	# of votes per corridor	Survey (5 pts max)	Community Input Score	Points	Primary Street (10 pts max)	Connects to a major destination (2.5 pts max)	Decreases walking distance to destinations in 1/2-mile radius (2.5 pts max)	Points		
Projects on Veteran Ave (Secondary Collector)																		\$ 1,419,000	
22		New/Improved Crosswalks	Midvale Ave, Glendon Ave	5					5									\$ 36,000	
23		Traffic Calming	along corridor	5														\$ 360,000	
24		New/Improved Sidewalks	along corridor	5					5									\$ 96,200	
25		Ped and Bike Lighting	along corridor	5	3	23		24	5	26	5	61	15.4	2.5		2.5	64.9	\$ 680,000	
26		Landscaping and Shade	Westwood Blvd				10		5		5							\$ 200,000	
27		Bus Stop Improvements	south of Wilshire Blvd				8											\$ 45,000	
28		Wayfinding	Rochester Ave				6											\$ 1,800	
Projects on Le Conte Ave (Secondary Collector)																		\$ 1,569,850	
29		Bulb Outs	Westwood Blvd, Broxton Ave	5														\$ 600,000	
30		New/Improved Crosswalks	Hilgard Ave, Gayley Ave	5														\$ 6,750	
31		Bus Stop Improvements	Westwood Blvd, Broxton Ave, Gayley Ave		1	16		16	5	14		29	7.3	2.5		2.5	41.8	\$ 315,000	
32		Wayfinding	Westwood Blvd, Broxton Ave, Gayley Ave, Geffen Playhouse				6											\$ 8,100	
33		Ped and Bike Lighting	along corridor	5							5							\$ 560,000	
34		Landscaping and Shade	along corridor				10				5							\$ 80,000	
Projects on Midvale/Kelton Ave (Secondary Collector)																		\$ 797,400	
35		New/Improved Crosswalks	Rochester Ave, Ashton Ave, Wellworth Ave, Wilkins Ave, Ohio Ave	5					5									\$ 31,500	
36		Bulb Outs	Ashton Ave, Wellworth Ave	5														\$ 120,000	
37		Ped and Bike Lighting	along corridor	5	1	16		14	5	8	5	33	8.3			0.0	38.3	\$ 600,000	
38		Bus Stop Improvements	along corridor				8		5									\$ 45,000	
39		Wayfinding	Rochester Ave				6		5									\$ 900	
Projects on Ohio Ave (Secondary Collector)																		\$ 621,500	
40		New/Improved Crosswalks	along corridor	5					5									\$ 31,500	
41		Ped and Bike Lighting	along corridor	5	1	11		10	5	10	5	35	8.8	2.5		2.5	32.3	\$ 390,000	
42		Landscaping and Shade	along corridor				10		5		5							\$ 200,000	

PROJECT SCORING and PRIORITIZATION
WESTWOOD/UCLA STATION - WALK PROJECTS

Westwood/UCLA Station - Projects for Pedestrians (cont'd)																			
#	Icon	Type	Cross Street / Limits	Safety (30 pts max)			Comfort (30 pts max)		Community Input (25 pts max)				Connectivity (15 pts max)				Total (100 pts max) Score	Total Cost	Selected Projects
				Improvement (25 pts max)	SWITRS (5 pts max)	Points	Improvement	Points	Walk audit (5 pts max)	# of votes per corridor	Survey (5 pts max)	Community Input Score	Points	Primary Street (10 pts max)	Connects to a major destination (2.5 pts max)	Decreases walking distance to destinations in 1/2-mile radius (2.5 pts max)			
Projects on Weyburn Ave (Secondary Collector)																		\$ 1,062,250	
43		New/Improved Crosswalks	Weyburn Pl to Hilgard Ave	5					5									\$ 2,250	
44		Traffic Calming	Weyburn Pl to Hilgard Ave	5	1	16					2				2.5			\$ 600,000	
45		Street Furniture	Weyburn Pl to Hilgard Ave				6	6										\$ 60,000	
46		Ped and Bike Lighting	Weyburn Pl to Hilgard Ave	5						5								\$ 400,000	
Projects on Lindbrook Dr (Secondary Collector)																		\$ 605,400	
47		New/Improved Crosswalks	Glendon Ave, Hilgard Ave	5					5									\$ 4,500	
48		Ped and Bike Lighting	along corridor	5	1	11		6		12	5	22	5.6		2.5		2.5	\$ 600,000	
49		Wayfinding	Hilgard Ave				6											\$ 900	
Projects on Weyburn Pl (Secondary Collector)																		\$ 1,362,000	
50		New/Improved Sidewalks	Strathmore Dr to Wilshire Blvd	5					5									\$ 702,000	
51		Ped and Bike Lighting	Strathmore Dr to Wilshire Blvd	5	1	11		10		1		6	1.5		2.5		2.5	\$ 540,000	
52		Landscaping and Shade	Strathmore Dr to Wilshire Blvd				10											\$ 120,000	
Projects on Tiverton Ave (Secondary Collector)																		\$ 362,250	
53		Landscaping and Shade	Le Conte Ave to Lindbrook Ave				10											\$ 80,000	
54		New/Improved Crosswalks	Le Conte Ave to Lindbrook Ave	5	1	11		10					0.0		2.5		2.5	\$ 2,250	
55		Ped and Bike Lighting	Le Conte Ave to Lindbrook Ave	5														\$ 280,000	
Projects on Malcom Ave (Secondary Collector)																		\$ 347,000	
56		New/Improved Crosswalks	Wilshire Blvd	5														\$ 27,000	
57		Bulb Outs	Wilshire Blvd to Ohio Ave	5	1	11		10		4		9	2.3				0.0	\$ 120,000	
58		Landscaping and Shade	along corridor				10				5							\$ 200,000	
Projects on Broxton Ave (Secondary Collector)																		\$ 365,400	
59		New/Improved Crosswalks	Le Conte Ave to Kinross Ave	5														\$ 4,500	
60		Traffic Calming	Le Conte Ave to Kinross Ave	5	3	13		6		1		1	0.3		2.5		2.5	\$ 360,000	
61		Wayfinding	Le Conte Ave to Kinross Ave				6											\$ 900	
Projects on Hilgard Ave (Secondary Collector)																		\$ 285,400	
62		New/Improved Crosswalks	Le Conte Ave, Lindbrook Ave	5														\$ 4,500	
63		Ped and Bike Lighting	along corridor	5	1	11		6		2	5	7	1.8		2.5		2.5	\$ 280,000	
64		Wayfinding	Lindbrook Ave				6											\$ 900	



PROJECT SCORING and PRIORITIZATION
 WESTWOOD/UCLA STATION - WALK PROJECTS

Westwood/UCLA Station - Projects for Pedestrians (cont'd)																				
#	Icon	Type	Cross Street / Limits	Safety (30 pts max)			Comfort (30 pts max)		Community Input (25 pts max)				Connectivity (15 pts max)				Total (100 pts max)	Total Cost	Selected Projects	
				Improvement (25 pts max)	SWITRS (5 pts max)	Points	Improvement	Points	Walk audit (5 pts max)	# of votes per corridor	Survey (5 pts max)	Community Input Score	Points	Primary Street (10 pts max)	Connects to a major destination (2.5 pts max)	Decreases walking distance to destinations in 1/2-mile radius (2.5 pts max)	Points			Score
Westwood Recreation Center (Cut-through)																				
65		Landscaping and Shade	along new path		1	1	10	16			5	5	1.3		2.5			2.5	20.8	
66		Wayfinding	Veteran Ave				6													
Projects on Rochester Ave (Secondary Collector)																				
67		Wayfinding	Veteran Ave, Midvale Ave		1	6	6	6					0.0			2.5		2.5	14.5	\$ 1,800
68		New/Improved Crosswalks	Veteran Ave to Manning Ave	5																\$ 4,500
Federal Building (Cut-through)																				
69		Wayfinding	Veteran Ave		1	1	6	6					0.0		2.5	2.5		5.0	12.0	

PROJECT SCORING and PRIORITIZATION
WESTWOOD/UCLA STATION - BICYCLE PROJECTS

Westwood/UCLA Station - Projects for Bicycles																					
#	Icon	Type	Cross Street/ Limits	Safety and Comfort (60 pts max)					Community Input (25 pts max)					Connectivity (15 pts max)					Total (100 pts max)	Total Cost	Selected Projects
				SWITRS (10 pts max)	NACTO Guidance (20 pts max)	Controlled Crossings (10 pts max)	Bicycle Amenities (20 pts max)	Points	Walk audit (5 pts max)	Pop Up: # of Votes	Survey (5 pts max)	Community Input Score	Points	Primary Street (5 pts max)	Connects to the Station (5 pts max)	Connects to bicycle network (3 pts max)	Connects to a major destination (2 pts max)	Points			
Projects on Westwood Blvd (Primary Arterial)																				\$ 826,136	
1		Class IV protected bike lane	Le Conte Ave to Massachusetts Ave	10	20	10		50	5	4		9	25.0	5	5	3	2	15	90.0	\$ 426,136	
2		Bicycle-friendly Intersection	Lindbrook Dr, Wilshire Blvd, Rochester Ave, Ohio Ave				10														
Projects on Ohio Ave (Secondary Collector)																				\$ 393,105	
3		Class IV protected bike lane	Westgate Ave to Westwood Blvd	5	20	10		45	5	1		6	16.7			3	2	5	66.7	\$ 193,500	
4		Class III Bike Boulevard	Westwood Blvd to Rochester Ave																		
5		Bicycle-friendly Intersection	Kelton Ave, Westwood Blvd				10														
Projects on Gayley Ave (Primary Arterial)																				\$ 589,773	
6		Class IV protected bike lane	Wilshire Blvd to Veteran Ave	5	20	10		45		2		2	5.6	5	5	3	2	15	65.6	\$ 289,773	
7		Bicycle-friendly Intersection	Wilshire Blvd, Le Conte Ave, Lindbrook Dr				10														
Projects on Wilshire Blvd (Primary Arterial)																				\$ 2,100,000	
8		Bicycle-friendly Intersection & hub	Veteran Ave, Gayley Ave, Westwood Blvd (hub at Station)	10		10	20	40		4		4	11.1	5	5		2	12	63.1	\$ 2,100,000	
Projects on Veteran Ave (Secondary Collector)																				\$ 154,750	
9		Class II bike lane	Rochester Ave to Gayley Ave	10	5	10		35		2		2	5.6			2	2	4	44.6	\$ 54,750	
10		Bicycle-friendly Intersection	Weyburn Ave, Kinross Ave, Wilshire Blvd, Rochester Ave				10														
Projects on Rochester Ave (Secondary Collector)																				\$ 333,150	
11		Class III Bike Boulevard with street calming	East from Veteran Ave	1	20	10		41					0.0			3		3	44.0	\$ 183,150	
12		Bicycle-friendly Intersection	Veteran Ave, Midvale Ave, Westwood Blvd				10														
Projects on Lindbrook Dr (Secondary Collector)																				\$ 317,815	
13		Class III Bike Boulevard with street calming	Hilgard Ave to Westholme Ave	5	5	10		30		1		1	2.8			3	2	5	37.8	\$ 102,190	
14		Class II bike lane	Gayley Ave to Hilgard Ave																		
15		Bicycle-friendly Intersection	Gayley Ave, Hilgard Ave, Westwood Blvd, Glendon Ave, Tiverton Ave				10														
Projects on Broxton Ave (Secondary Collector)																				\$ 2,400	
16		Class III Bike Boulevard with street calming	Le Conte Ave to Kinross Ave	10	10			20		3		3	8.3			3	2	5	33.3	\$ 2,400	
Federal Building (Cut-through)																					
17		Assumes pedestrian pathway improvements	Between Sepulveda Blvd and Veteran Ave	10	20			30					0.0				2	2	32.0		
Projects on Midvale/Kelton Ave (Secondary Collector)																				\$ 170,500	
18		Class III Bike Boulevard with street calming	Wilshire Blvd to Santa Monica Blvd	3	10			13	5	1		6	16.7			2		2	31.7	\$ 170,500	

PROJECT SCORING and PRIORITIZATION
 WESTWOOD/UCLA STATION - BICYCLE PROJECTS

Westwood/UCLA Station - Projects for Bicycles (cont'd)																							
#	Icon	Type	Cross Street/ Limits	Safety and Comfort (60 pts max)					Community Input (25 pts max)					Connectivity (15 pts max)					Total (100 pts max)		Total Cost	Selected Projects	
				SWITRS (10 pts max)	NACTO Guidance (20 pts max)	Controlled Crossings (10 pts max)	Bicycle Amenities (20 pts max)	Points	Walk audit (5 pts max)	Pop Up: # of Votes	Survey (5 pts max)	Community Input Score	Points	Primary Street (5 pts max)	Connects to the Station (5 pts max)	Connects to bicycle network (3 pts max)	Connects to a major destination (2 pts max)	Points	Score				
Projects on Weyburn Ave (Cut-through)																					\$	50,000	
19		Bicycle-friendly Intersection	Weyburn Pl to Gayley Ave	10			10	20						0.0			3	2	5	25.0	\$ 50,000		
Westwood Recreation Center (Cut-through)																							
20		Assumes pedestrian pathway improvements	Between Sepulveda Blvd and Veteran Ave	1	20			21						0.0			2	2	4	25.0			
Projects on Weyburn Pl (Secondary Collector)																					\$	7,200	
21		Class III Bike Boulevard with street calming	Between Strathmore Dr and Wilshire Blvd		20			20						0.0			3	2	5	25.0	\$ 7,200		
Projects on Hilgard Ave (Secondary Collector)																					\$	19,886	
22		Class II bike lane	Lindbrook Dr to Sunset		5	10		15						0.0			2	2	4	19.0	\$ 19,886		
Projects on Le Conte Ave (Secondary Collector)																					\$	300,000	
23		Bicycle-friendly Intersection	Gayley Ave, Hilgard Ave	1			10	11						0.0			3	2	5	16.0	\$ 300,000		
Projects on Malcom Ave (Secondary Collector)																					\$	97,900	
24		Class III Bike Boulevard with street calming	Wilshire Blvd to Ohio Ave		5			5						0.0			3		3	8.0	\$ 97,900		

PROJECT SCORING and PRIORITIZATION
 WESTWOOD/VA HOSPITAL STATION - WALK PROJECTS

Westwood/VA Station - Projects for Pedestrians																				
#	Icon	Type	Cross Street / Limits	Safety (30 pts max)			Comfort (30 pts max)		Community Input (25 pts max)				Connectivity (15 pts max)				Total (100 pts max)	Total Cost	Selected Projects	
				Improvement (25 pts max)	SWITRS (5 pts max)	Points	Improvement	Points	Walk audit (5 pts max)	# of votes per corridor	Survey (5 pts max)	Community Input Score	Points	Primary Street (10 pts max)	Connects to a major destination (2.5 pts max)	Decreases walking distance to destinations in 1/2-mile radius (2.5 pts max)				Points
Projects on Sawtelle Blvd/Bonsall Ave (Cut-through)																			\$ 2,464,500	
1		New or improved crosswalks	Nimitz Ave, Constitution Ave, Dowlen Ave	5					5		5								\$ 36,000	
2		Bus stop improvements	along corridor				8												\$ 180,000	
3		Wayfinding	Around buildings and station				6		5										\$ 13,500	
4		Street furniture	along corridor		1	16	6	30	44		84	23.9	10	2.5			12.5		\$ 150,000	
5		Landscaping and shade	Ohio Ave to Constitution				10		5		5								\$ 240,000	
6		New/Improved Sidewalks	Nimitz Ave to Ohio Ave	5					5										\$ 845,000	
7		Ped/bike lighting	along corridor	5					5		5								\$ 1,000,000	
Projects on Wilshire Blvd (Primary Arterial)																			\$ 1,058,300	
8		New or improved crosswalks	Barrington Ave to I-405	5					5		5								\$ 22,500	
9		Bus stop improvements	Barrington Ave to I-405				8		5										\$ 45,000	
10		Ped/bike lighting	Barrington Ave to I-405	5	3	13		24	5	48	5	88	25.0	10	2.5				\$ 820,000	
11		Wayfinding	Barrington Ave to I-405				6		5										\$ 10,800	
12		Landscaping and shade	Barrington Ave to I-405				10		5		5								\$ 160,000	
Projects on Veteran Ave (Secondary Collector)																			\$ 1,419,000	
13		New or improved crosswalks	North Ln to Rochester Ave	5					5		5								\$ 36,000	
14		Ped/bike lighting	North Ln to Rochester Ave	5					5		5								\$ 680,000	
15		Bus stop improvements	North Ln to Rochester Ave				8												\$ 45,000	
16		Wayfinding	North Ln to Rochester Ave		3	23	6	24	8		43	12.2	10	2.5					\$ 1,800	
17		Traffic Calming	North Ln to Rochester Ave	5															\$ 360,000	
18		New/Improved Sidewalks	North Ln to Rochester Ave	5					5										\$ 96,200	
19		Landscaping and shade	North Ln to Rochester Ave				10		5		5								\$ 200,000	
Projects on Federal Ave/San Vicente Blvd/Bringham Ave (Secondary Collector)																			\$ 1,055,800	
20		New or improved crosswalk	New Pershing Ave to Ohio Ave	5					5		5								\$ 45,000	
21		Ped/bike lighting	New Pershing Ave to Ohio Ave	5					5		5								\$ 800,000	
22		Wayfinding	New Pershing Ave to Ohio Ave		1	11	6	16	10		40	11.4	10	2.5					\$ 10,800	
23		Landscaping and shade	New Pershing Ave to Ohio Ave				10				5								\$ 200,000	

PROJECT SCORING and PRIORITIZATION
WESTWOOD/VA HOSPITAL STATION - WALK PROJECTS

Westwood/VA Station - Projects for Pedestrians (cont'd)																													
#	Icon	Type	Cross Street/ Limits	Safety (30 pts max)			Comfort (30 pts max)		Community Input (25 pts max)				Connectivity (15 pts max)				Total (100 pts max) Score	Total Cost	Selected Projects										
				Improvement (25 pts max)	SWITRS (5 pts max)	Points	Improvement	Points	Walk audit (5 pts max)	# of votes per corridor	Survey (5 pts max)	Community Input Score	Points	Primary Street (10 pts max)	Connects to a major destination (2.5 pts max)	Decreases walking distance to destinations in 1/2-mile radius (2.5 pts max)				Points									
Projects on Ohio Ave (Secondary Collector)																\$ 2,762,000													
24		New or improved crosswalks	Barrington Ave to Veteran Ave	5							5							\$ 72,000											
25		Ped/bike lighting	Barrington Ave to Veteran Ave	5	1	16		6		5	36	5	56	15.9	10	2.5	12.5	50.4	\$ 1,000,000										
26		New/Improved Sidewalks	Barrington Ave to Veteran Ave	5																								\$ 1,170,000	
27		Landscaping and shade	Barrington Ave to Veteran Ave							6										5								\$ 520,000	
Projects on Grant Ave (Cut-through)																			\$ 710,700										
28		Ped/bike lighting	Along roadway	5	20	20		22		5	20	5	20	5.7	2.5	2.5	50.2	\$ 220,000											
29		Wayfinding	Along roadway and at Dewey Ave, Bonsall Ave						6																		\$ 2,700		
30		Landscaping and shade	Along roadway						10										5								\$ 40,000		
31		Street furniture	Stop and pedestrian signage at every crosswalk, benches along roadway						6																		\$ 33,000		
32		New/Improved Sidewalks	Bonsall Ave to Dewey Ave	5																							\$ 286,000		
33		Bulb Outs	Bonsall Ave to Dewey Ave	5																							\$ 120,000		
34		New or improved crosswalks	At existing crosswalks	5															5								\$ 9,000		
Projects on New Pershing Ave (Cut-through)																\$ 1,862,000													
35		New or improved crosswalks	Along roadway and future Pershing Ave/Bonsall Ave intersection	5	15	22		22		5	15	5	15	4.3	2.5	2.5	43.8	\$ 22,500											
36		New/Improved Sidewalks	Bringham Ave to New Pershing Ave	5																							\$ 1,290,000		
37		Ped/bike lighting	Along roadway	5															5								\$ 300,000		
38		Landscaping and shade	Along roadway						10										5								\$ 200,000		
39		Street Furniture	Stop and pedestrian signage at every crosswalk, benches along roadway						6																		\$ 45,000		
40		Wayfinding	Along roadway and at Bringham Ave, Bonsall Ave						6																		\$ 4,500		
Projects on Eisenhower Ave (Cut-through)																\$ 633,300													
41		Ped/bike lighting	Along roadway	5	10	22		22		5	22	5	22	6.3	2.5	2.5	40.8	\$ 460,000											
42		Wayfinding	Bringham Ave, Bonsall Ave						6																		\$ 6,300		
43		Landscaping and shade	Along roadway						10										5								\$ 80,000		
44		Street furniture	Stop and pedestrian signage at every crosswalk, benches along roadway						6																		\$ 69,000		
45		New or improved crosswalks	Existing crosswalks	5															5								\$ 18,000		

PROJECT SCORING and PRIORITIZATION
 WESTWOOD/VA HOSPITAL STATION - WALK PROJECTS

Westwood/VA Station - Projects for Pedestrians (cont'd)																				
#	Icon	Type	Cross Street/ Limits	Safety (30 pts max)			Comfort (30 pts max)		Community Input (25 pts max)				Connectivity (15 pts max)				Total (100 pts max)	Total Cost	Selected Projects	
				Improvement (25 pts max)	SWITRS (5 pts max)	Points	Improvement	Points	Walk audit (5 pts max)	# of votes per corridor	Survey (5 pts max)	Community Input Score	Points	Primary Street (10 pts max)	Connects to a major destination (2.5 pts max)	Decreases walking distance to destinations in 1/2-mile radius (2.5 pts max)	Points			Score
Projects on Constitution Ave (Cut-through)																	\$ 1,690,300			
46		New or improved Crosswalks	Davis Ave and Bonsall Ave	5							5								\$ 18,000	
47		Ped/bike lighting	Both sides of roadway	5							5							\$ 340,000		
48		Landscaping and shade	Sepulveda Blvd and Bonsall Ave			15	10	16		2	5	17	4.8		2.5		2.5	\$ 80,000		
49		New/Improved Sidewalks	New Pershing Ave to Sepulveda Blvd	5														\$ 1,247,800		
50		Wayfinding	Davis Ave to Sepulveda Ave				6											\$ 4,500		
Projects on Davis Ave (Cut-through)																	\$ 1,435,100			
51		Ped/bike lighting	Along corridor	5							5							\$ 260,000		
52		Wayfinding	Constitution Ave								5							\$ 3,600		
53		New/Improved Sidewalks	Constitution Ave to Eisenhower Ave	5		15		0				15	4.3		2.5		2.5	\$ 1,118,000		
54		New or improved Crosswalks		5														\$ 13,500		
55		Landscaping and shade	Along pathway								5							\$ 40,000		
Westwood Recreation Center (Cut-through)																				
56		Ped/bike lighting	Along pathway	5		5		6			5		5	1.4		3	2.5	\$ 14,900		
57		Wayfinding	Along pathway and at Sepulveda Blvd and Veteran Ave				6													
Federal Building (Cut-through)																				
58		Ped/bike lighting	Along Federal Ave	5		5		6			5		5	1.4		3	2.5	\$ 14,900		
59		Wayfinding	Along pathway and at Sepulveda Blvd and Veteran Ave				6													
Projects on Mayfield Ave (Secondary Collector)																	\$ 660,000			
60		Ped/bike lighting	San Vicente Blvd	5		5		0			5	5	1.4				0	\$ 660,000		

PROJECT SCORING and PRIORITIZATION
WESTWOOD/VA HOSPITAL STATION - BICYCLE PROJECTS

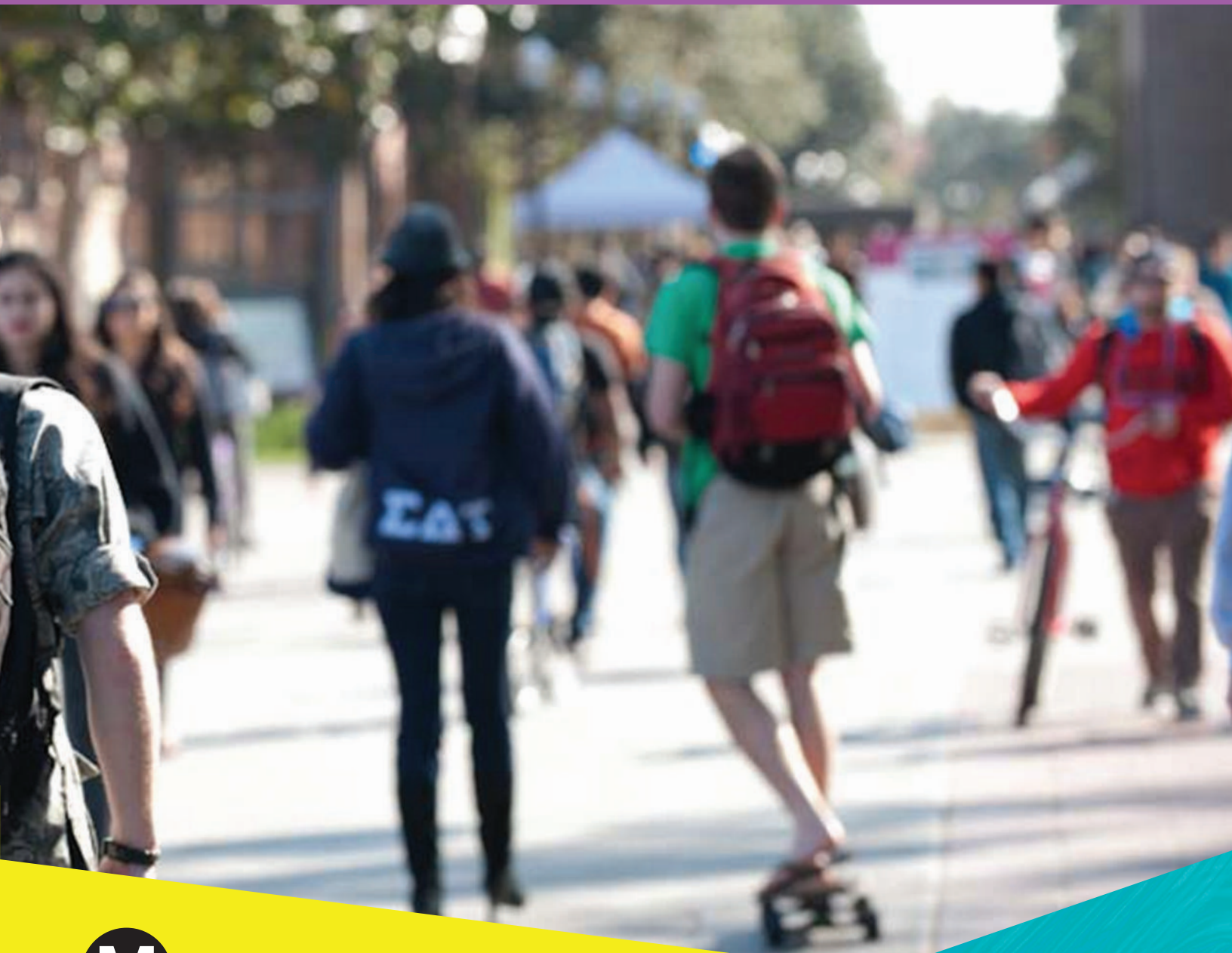
Westwood/VA Station - Projects for Bicycles																								
#	Icon	Type	Cross Street/ Limits	Safety and Comfort (60 pts max)					Community Input (25 pts max)					Connectivity (15 pts max)				Total (100 pts max)	Total Cost	Selected Projects				
				SWITRS (10 pts max)	NACTO Guidance (20 pts max)	Controlled Crossings (10 pts max)	Bicycle Amenities (20 pts max)	Points	Walk audit (5 pts max)	Pop Up: # of Votes	Survey (5 pts max)	Community Input Score	Points	Primary Street (5 pts max)	Connects to the Station (5 pts max)	Connects to bicycle network (3 pts max)	Connects to a major destination (2 pts max)				Points	Score		
Projects on Ohio Ave (Secondary Collector)																						\$	240,000	
1		Class IV protected bike lane	Barrington Ave to Sepulveda Blvd	10	20	10		50	5	1	6	10.7	5	3	2	10	70.7	\$	140,000					
2		Bicycle-friendly Intersection	Sawtelle Blvd				10																	
Projects on Sawtelle Blvd/Bonsall Ave (Cut-through)																						\$	999,763	
3		Class II bike lane	South of Wilshire Blvd	3	20	10		43	5	2	7	12.5	5	5	3	2	15	70.5	\$	37,642				
4		Class I Multi Use Path	North of Wilshire Blvd																					
5		Bicycle-friendly Intersection	Ohio Ave, Eisenhower Ave, New Pershing Ave, Grant Ave				10																	
Projects on Wilshire Blvd (Primary Arterial)																						\$	1,800,000	
6		Bike Hub	At station	10		10	10	30		14	14	25.0	5	5		2	12	67.0	\$	1,800,000				
Projects on Federal Ave/San Vicente Blvd/Bringham Ave (Secondary Collector)																						\$	292,900	
7		Class II bike lane	Ohio Ave to Wilshire Blvd	5	20	10		45		2	2	3.6	5	3	2	10	58.6	\$	35,400					
8		Class IV protected bike lane	Wilshire Blvd to Darlington Ave																					
9		Bicycle-friendly Intersection	Bringham Ave				10																	
Projects on Veteran Ave (Secondary Collector)																						\$	154,750	
10		Class II bike lane	New bike lane to connect new bike boulevard on Rochester Ave	3	10	10		33		2	2	3.6	5	3	2	10	46.6	\$	54,750					
11		Bicycle-friendly Intersection	Kinross Ave, Wilshire Blvd, Rochester Ave, Weyburn Ave				10																	
Projects on Constitution Ave (Cut-through)																						\$	24,148	
12		Class II bike lane	Sepulveda Blvd to Bonsall Ave	1	20	10		31				0.0				2	2	33.0	\$	24,148				
Projects on New Pershing Ave (Cut-through)																						\$	21,306	
13		Class II bike lane	along corridor		20	10		30				0.0				2	2	32.0	\$	21,306				
Projects on Davis Ave (Cut-through)																						\$	2,400	
14		Class III Bike Blvd with street calming	along corridor		20			20				0.0				2	2	22.0	\$	2,400				
Projects on Eisenhower Ave (Cut-through)																						\$	6,000	
15		Class III Bike Blvd with street calming	along corridor			10		10				0.0		3	2	5	15.0	\$	6,000					
Projects on Playfield Ave (Primary Arterial)																						\$	6,000	
16		Class III Bike Blvd with street calming	along corridor		10			10				0.0				2	2	12.0	\$	6,000				

Supporting Documents

Next stop: connected communities.

EXISTING CONDITIONS

Purple Line Extension First/Last Mile Plan - Sections 2 & 3



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MAY 2020

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1. Introduction

The Purple Line Extension Sections 2 & 3 First/Last Mile Plan is focused on identifying improvements for pedestrian and bicycle access to the four new subway stations proposed in Beverly Hills, Century City, Westwood, and West Los Angeles. Sections 2 & 3 of Purple Line Extension will connect Downtown Los Angeles to some of the biggest destinations for tourists, commuters, students, and veterans in Los Angeles County.

From the current terminus at the Wilshire/Western Station, the Purple Line will extend westward for approximately 9 miles and Sections 1, 2, and 3 will add a total of seven new stations.

The Purple Line Extension Sections 2 & 3 First/Last Mile Plan aims to increase the mobility, accessibility, safety, and comfort for pedestrians, bicyclists, and other active modes of transportation surrounding four proposed Purple Line Stations. This report details the existing conditions for the area encompassing these four future stations:

- Wilshire / Rodeo Station
- Century City / Constellation Station
- Westwood / UCLA Station
- Westwood / VA Hospital Station

This report focuses on each station area within a half-mile radius for the four future Purple Line stations. This report details the current built environment in relation to numerous factors related to improving station access for pedestrians and bicyclists. These factors include:

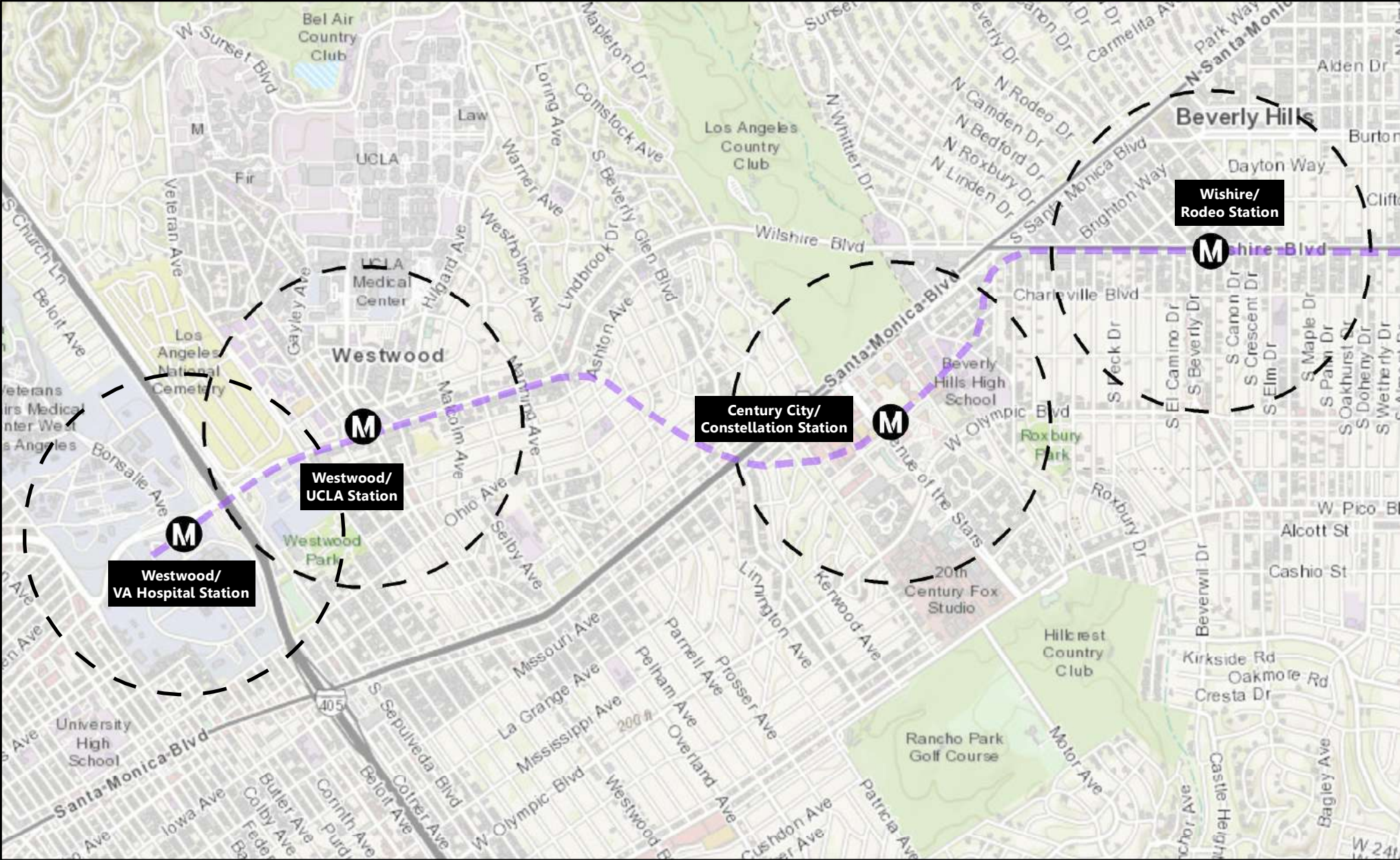
- The street grid network around each station
- Each station's pedestrian shed, or the area within which a pedestrian would comfortably walk to access the station
- Streets with high vehicular speeds around each station
- Bicycle and pedestrian collision locations within a half-mile of each station
- Key access corridors, or the most logical paths a pedestrian or cyclist would take to access the station
- Bicycle facilities within three miles of each station
- Bus transit routes that intersect the half-mile radius of each station
- Land use within a half-mile of each station
- Points of interest within a half-mile of each station

These factors were established in Metro's *First Last Mile Strategic Plan & Planning Guidelines* and form the foundation for technical analysis of existing and future conditions for pedestrians and bicyclists in the station areas.

Figure 1.1 shows the location of the four future Purple Line stations for Sections 2 & 3, as well as the half-mile planning radius around each station.

Purple Line Extension First Last Mile Planning Study Area

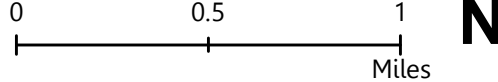
Figure 1.1



— Purple Line Extension

M Station Entrance Locations

— Half Mile Radii around Station Locations



2. Station-Area Existing Conditions

The Purple Line Extension Project is being built in three sections. The Section 1 between Wilshire/ Western and Wilshire/ La Cienega is under construction and is scheduled for completion in 2023. This Purple Line Extension First/ Last Mile Plan focuses on Section 2 and Section 3 of the Extension Project.

Section 2 of the Purple Line Extension adds 2.59 miles of track to Metro's rail system with two new stations at Wilshire/ Rodeo and Century City/ Constellation. The project received full federal funding from the U.S. Department of Transportation in January 2017 and is now under construction. Construction began in 2018 and rail service is scheduled to begin operations in 2025.

Section 3 of the Purple Line Extension will add 2.56 miles of new rail to Metro's rail system and will connect downtown Los Angeles to Westwood. The two new added stations will be constructed at Wilshire/ Westwood and at the VA Hospital on the west side of the I-405 Freeway. Section 3 received approval to move forward into construction by Metro's Board in 2016 and is currently in preconstruction. Construction is expected to begin toward the end of 2019 and this section of the extension is projected to open in 2026.

The following existing conditions analysis highlights key transportation features within a half-mile radius for each of the four stations. This analysis serves as a preliminary station analysis and examines access-related station area characteristics identified in Metro's *First Last Mile Strategic Plan & Planning Guidelines*. These access-related station area characteristics are:

- Street Grid
- Pedestrian Shed
- Vehicular Speeds
- Key Access Corridors
- Bicycle and Pedestrian Collisions
- Bicycle Connections
- Transit Connections
- Land Use
- Points of Interest

2.1. Wilshire / Rodeo Station

The Wilshire/ Rodeo Station will be located on the southwest corner of Wilshire Boulevard and Reeves Drive, a few blocks east of Rodeo Drive and just north of Reeves Park, in the heart of Beverly Hills and at a central location on the southern edge of the 'Golden Triangle'. The station portal is proposed at the southwest corner of Wilshire Boulevard and Reeves Drive.

A half-mile radius around this station location extends as far north as North Santa Monica Boulevard and Rexford Drive, and as far south as Beverly Drive and Olympic Boulevard. In addition, the half-mile radius reaches as far west as Wilshire Boulevard and McCarty Drive, and as far east as Wilshire Boulevard and Doheny Drive.

In general, the street network around the station follows a grid-like pattern, except for the area to the northwest of the station, which rotates the grid pattern in a 45-degree tilt. Because streets are rotated by 45 degrees, many north/ south streets do not line up directly on either side of Wilshire Boulevard.

A pedestrian shed is the area encompassed by a half-mile walking distance away from a transit station using the existing pedestrian network. Due to the existing street grid pattern around the Wilshire/ Rodeo Drive Station, a pedestrian can reach either end of the station half-mile radius, and most locations to the north and south of the study area.

The half-mile radius around the Wilshire/ Rodeo Station features many streets with high vehicular speeds. Streets classified as Highway/ Freeway, Arterial, or Collector by Caltrans in their Street Hierarchy dataset were determined as streets with high vehicle speeds. Streets identified with high vehicular speeds are:

- Santa Monica Boulevard

- Burton Way
- Beverly Drive
- Wilshire Boulevard
- Olympic Boulevard

Bicycle and pedestrian collisions were identified from 2013 to 2017 to determine specific areas within a half-mile of the station that see higher rates of active transportation collisions. Over this 5-year period, the highest rate of collisions was on Beverly Drive, Wilshire Boulevard, and Santa Monica Boulevard. There were over 65 bicycle or pedestrian collisions within a half-mile of the Wilshire/ Rodeo Drive Station from 2013 to 2017.

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

Identifying bicycle connections are important to illustrate access to bicyclists, either by Class I bike paths or Class II bike lanes. Bicycle infrastructure is crucial to identify in a 3-mile radius rather than a half-mile radius, as bicyclists understandably have a greater travel range than a pedestrian. There is a limited number of bike lanes or bike paths under the existing conditions within a half-mile radius of the station.

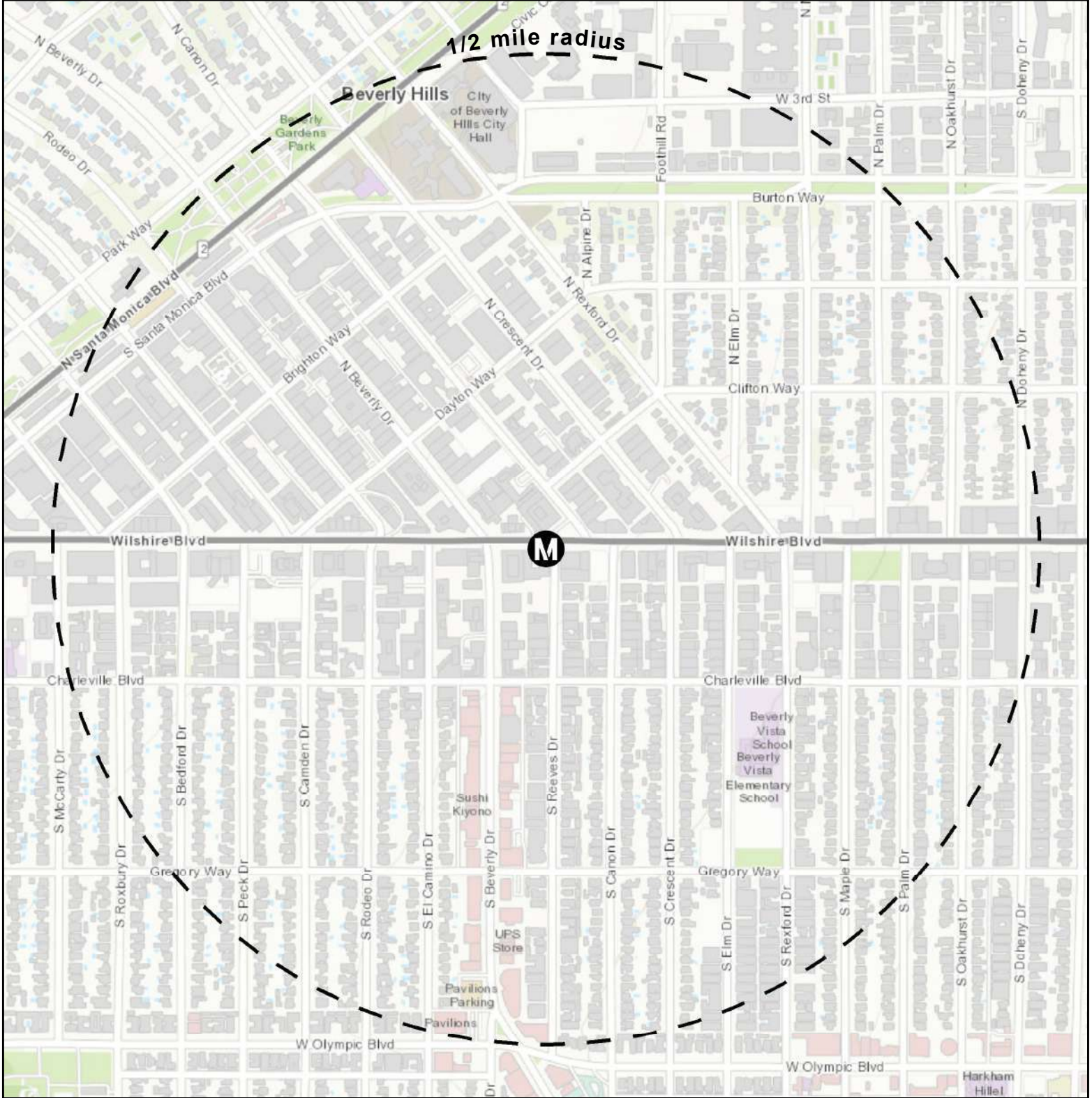
Three existing bus transit lines intersect the Wilshire/ Rodeo Station. Six bus transit lines currently operate within the half-mile radius.

Identifying land use in the half-mile radius study area is crucial in identifying the type of users the Purple Line will service. There are commercial, office, and multi-family uses directly adjacent to the station. There are single-family residential and public facility land uses also in the remainder of the half-mile station walkshed.

Access-related station area characteristics for the Wilshire/ Rodeo Station are found in Figures 2.1 through 2.9.

Wilshire / Rodeo Station Street Grid

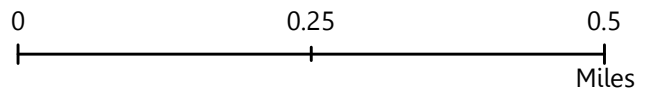
Figure 2.1



Wilshire / Rodeo Station Half-Mile Radius

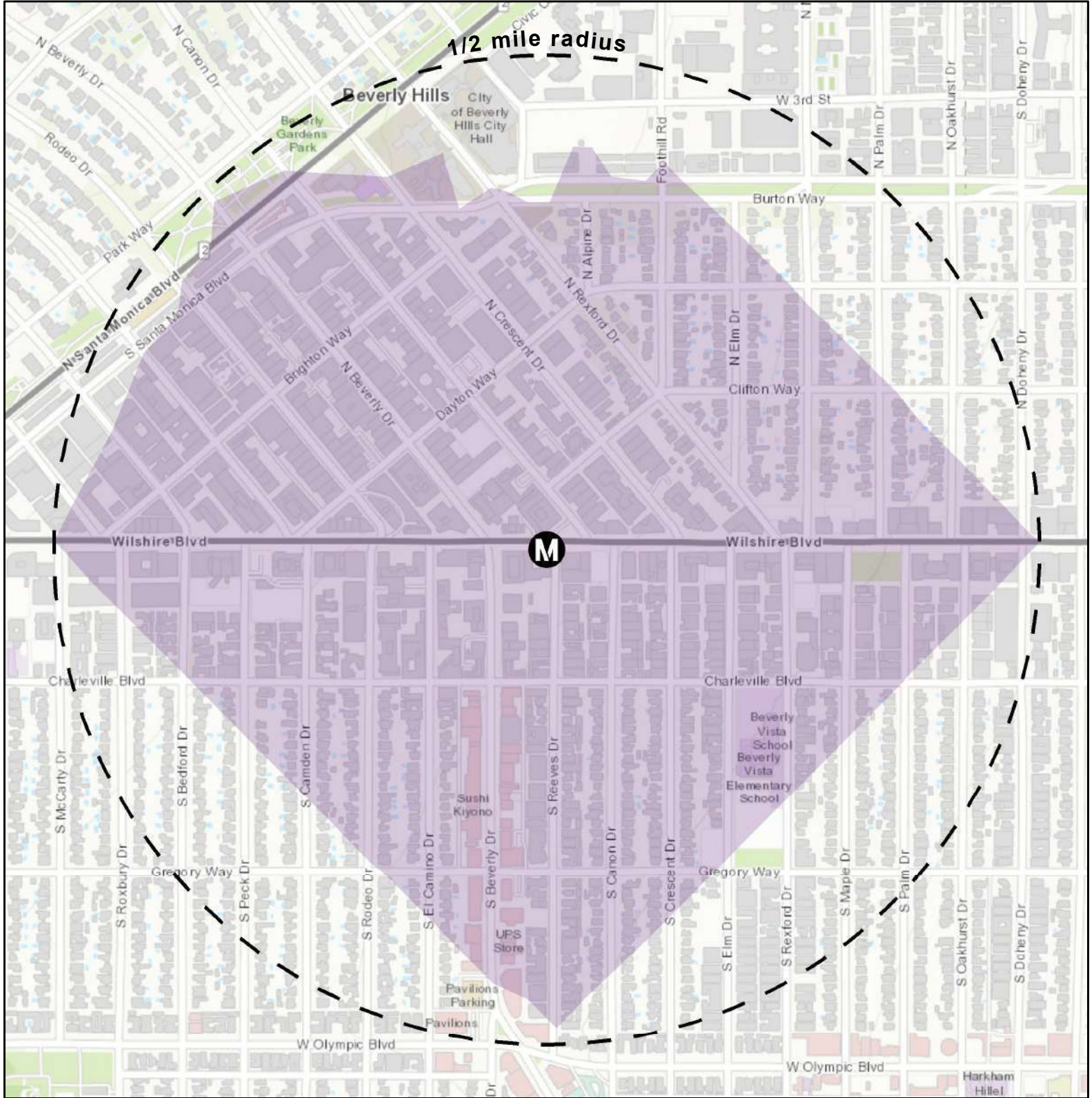


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Wilshire / Rodeo Station Half-Mile Pedestrian Walk Shed

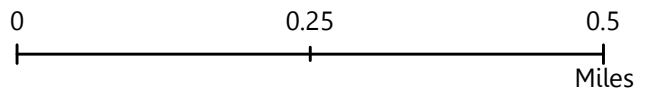
Figure 2.2



Half-Mile Pedestrian Walk Shed
 Wilshire / Rodeo Station Half-Mile Radius

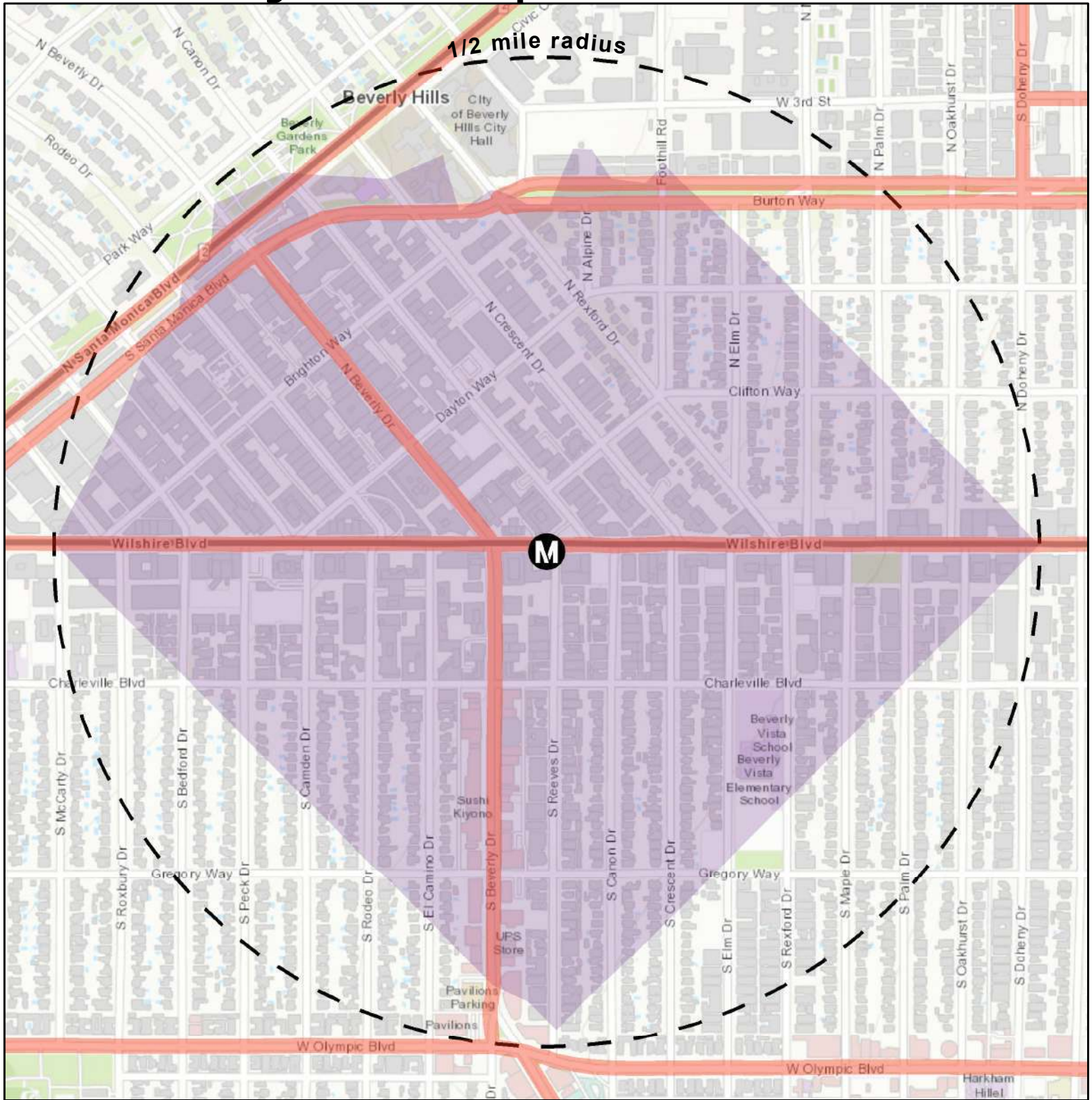


V-9



Wilshire / Rodeo Station Streets with High Vehicular Speeds

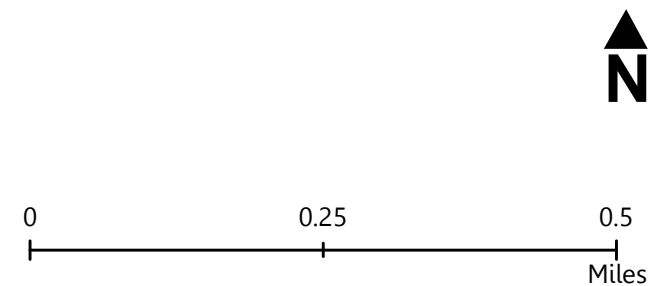
Figure 2.3



- Streets with High Vehicular Speeds
- Half-Mile Pedestrian Walk Shed
- Wilshire / Rodeo Station Half-Mile Radius

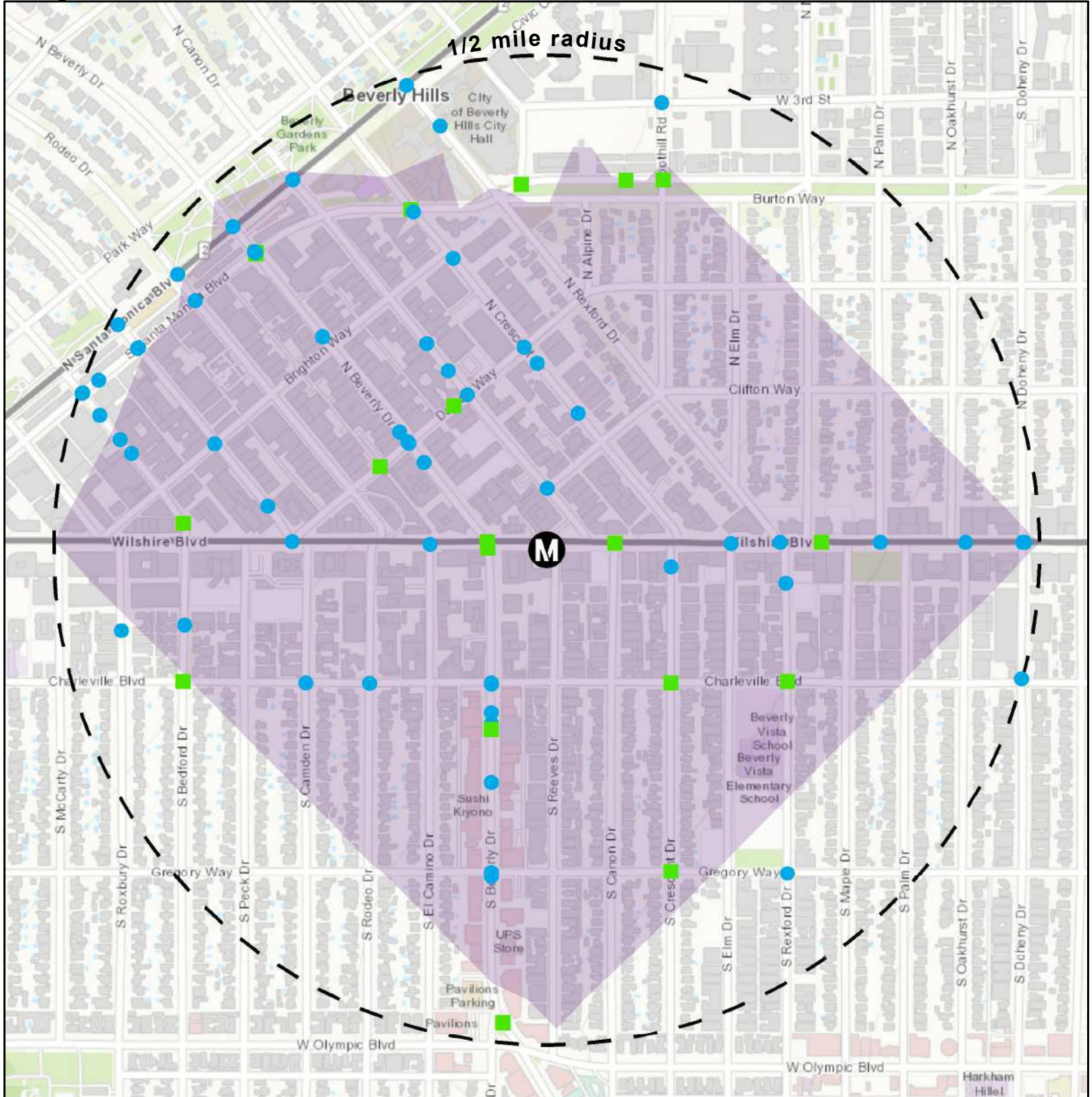


V-10



Wilshire / Rodeo Station Bicycle and Pedestrian Collisions (2013 - 2017)

Figure 2.4



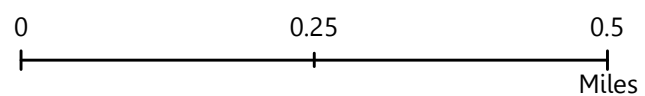
- Bicycle Collisions
- Pedestrian Collisions
- Half-Mile Pedestrian Walk Shed
- Wilshire / Rodeo Station Half-Mile Radius



* A pedestrian fatality occurred at the intersection of 3rd St and Foothill Rd (2017)

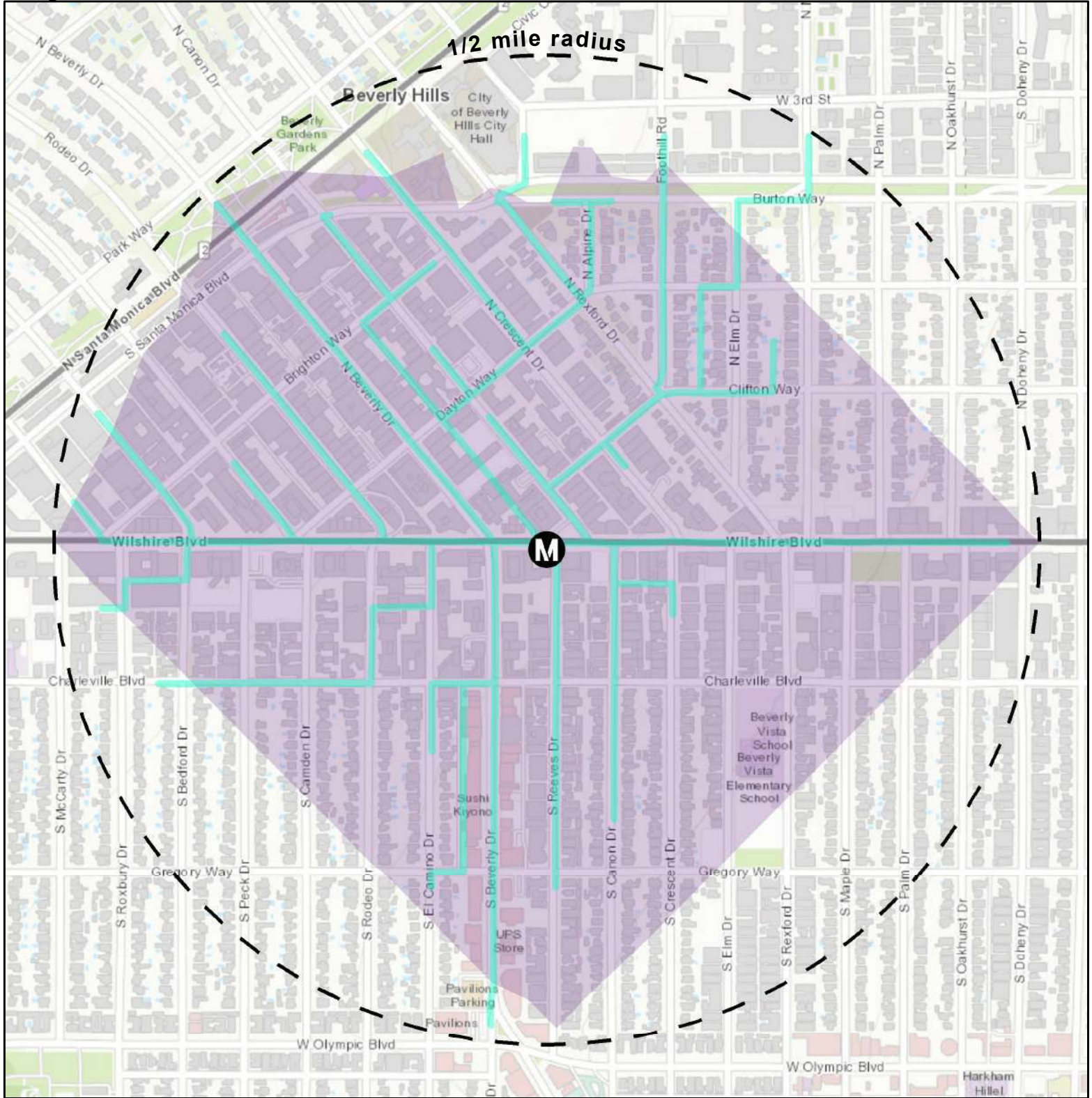


V-11



Wilshire / Rodeo Station Key Access Corridors

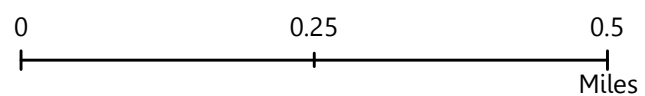
Figure 2.5



- Key Access Corridors
- Half-Mile Pedestrian Walk Shed
- Wilshire / Rodeo Station Half-Mile Radius

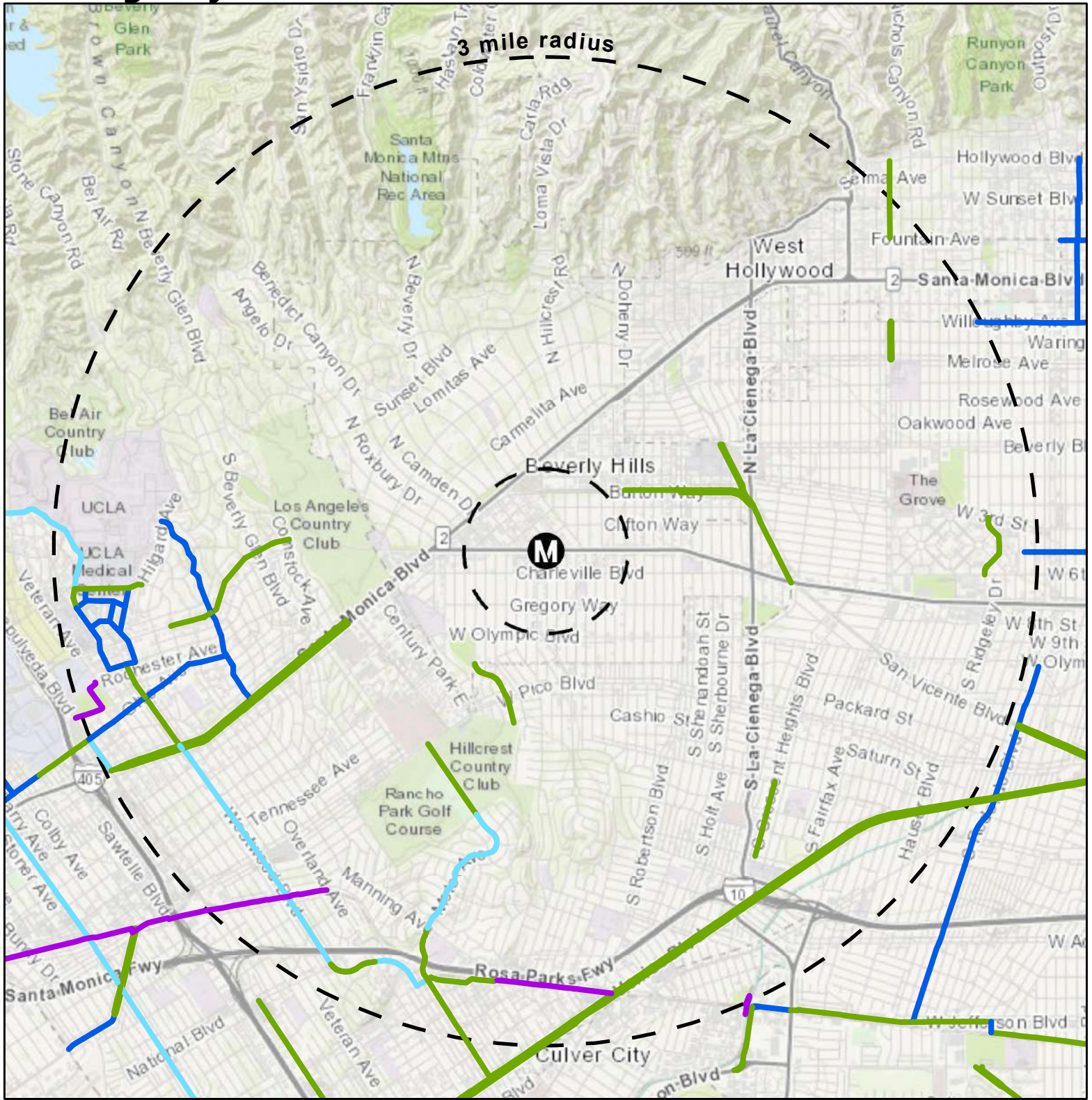


V-12



Wilshire / Rodeo Station Existing Bicycle Facilities

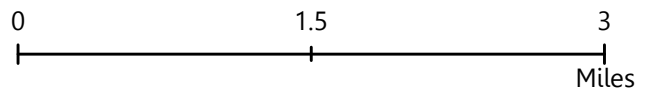
Figure 2.6



- Class I: Bike Path
- Class II: Bike Lane
- Class III: Sharrows
- Class III: Bike Route
- Wilshire / Rodeo Station Half-Mile and Three-Mile Radii

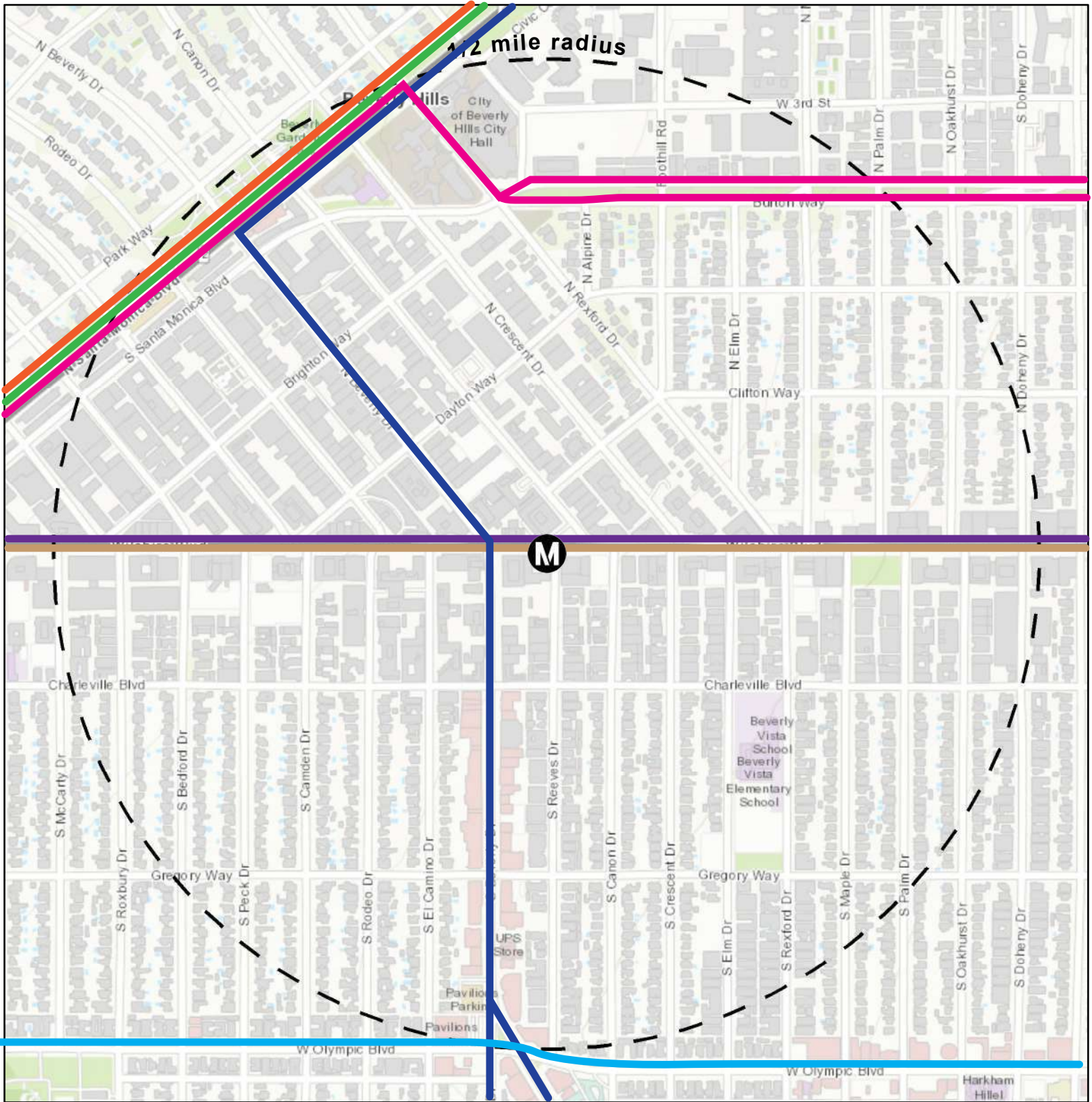


V-13



Wilshire / Rodeo Station Bus Transit Routes

Figure 2.7

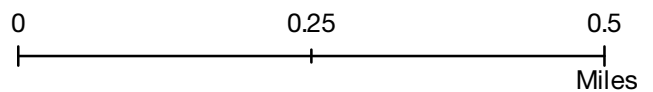


Metro

- Route 704
- Route 720
- Route 16
- Route 14
- Route 4
- Route 20
- Route 28, 728

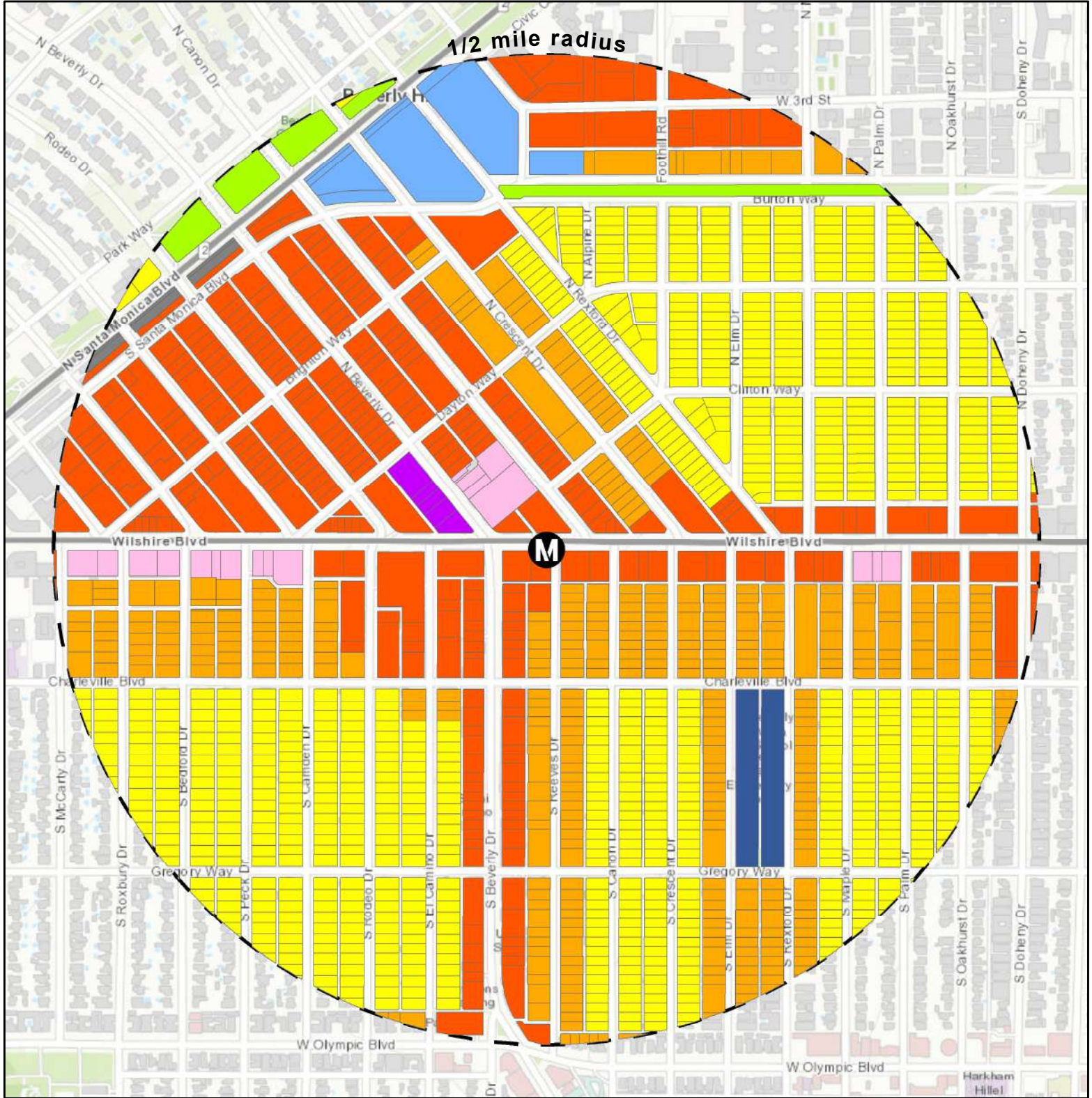


V-14



Wilshire / Rodeo Station Land Use

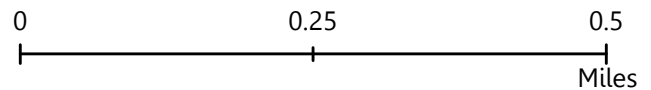
Figure 2.8



- | | | |
|----------------------------|---------------------|-------------------|
| Low-Density Residential | Commercial | Public Facilities |
| Medium-Density Residential | Regional Commercial | Open Space |
| Mixed Use | Public School | Parking |

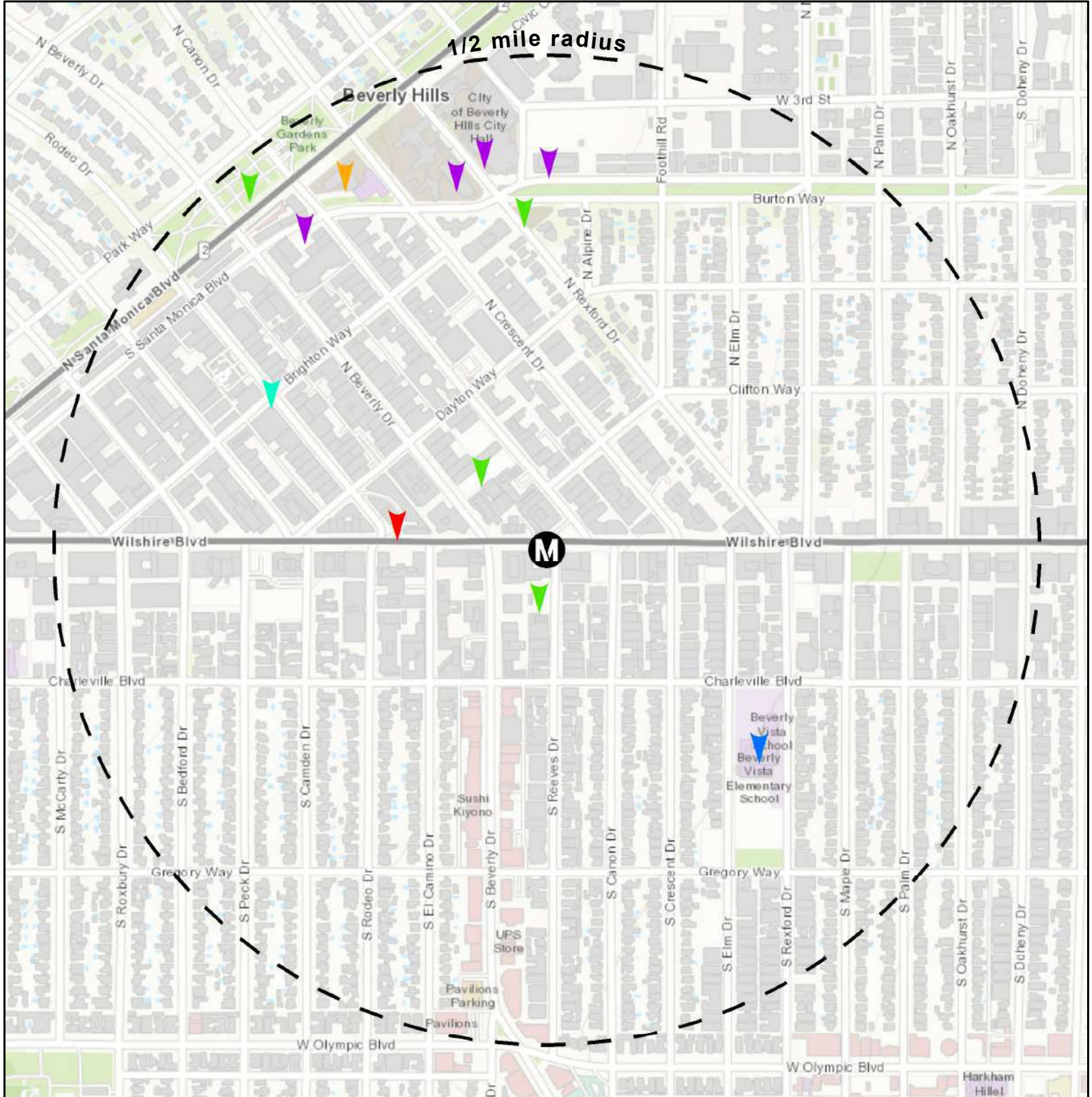


V-15



Wilshire / Rodeo Station Points of Interest

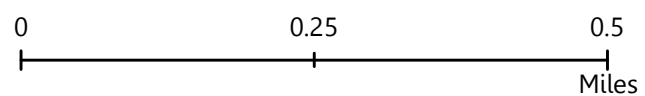
Figure 2.9



- Art
- Education
- Public
- Wilshire / Rodeo Station Half-Mile Radius
-
- Attraction
- Open Space
- Shopping



V-16



2.2. Century City / Constellation Station

The Century City/ Constellation Station is proposed to be located at the northeast corner of Constellation Boulevard and Avenue of the Stars, in the heart of Century City. This station is situated in the center of one of the county's biggest job hubs, and it is anticipated it will attract thousands of riders to the Purple Line for their daily commute.

The Century City/ Constellation Station access portal is proposed to be located at the northeast corner of Constellation Boulevard and Avenue of the Stars.

A half-mile radius around this station location extends as far north as Wilkins Avenue and Club View Drive, and as far south as Olympic Boulevard and Century Park West. In addition, a half-mile radius reaches as far west as Santa Monica Boulevard and Beverly Glen Boulevard, and as far east as Olympic Boulevard and Linden Drive.

In general, the immediate area surrounding the station follows a 'four-square' pattern, with few local streets and large blocks. The surrounding area within the half-mile radius follows either an organic or loose grid pattern to the northeast, northwest, and southwest. There is no street network to the north due to the presence of Los Angeles Country Club Golf Course.

A pedestrian shed is the area encompassed by a half-mile walking distance away from a Purple Line station using the existing pedestrian network. Due to the long blocks and limited street grid around the Century City/ Constellation Station, a pedestrian cannot reach too far north, east or west. The half-mile pedestrian shed does not extend very far into existing residential neighborhoods nearby.

The half-mile radius around the Century City/ Constellation Station features many streets with high vehicular speeds. Streets classified as Highway/Freeway, Arterial, or Collector by Caltrans in their Street Hierarchy dataset were determined as streets with high vehicle speeds. Streets identified with high vehicular speeds are:

- Santa Monica Boulevard
- Century Park East
- Century Park West
- Olympic Boulevard
- Avenue of the Stars
- Beverly Glen Boulevard

Bicycle and pedestrian collisions were identified from 2013 to 2017 to determine specific areas within a half-mile of the station that see higher rates of active transportation collisions. Over this 5-year period, the highest rate of collisions were on Santa Monica Boulevard and Olympic Boulevard. There were 22 bicycle or pedestrian collisions within a half-mile of the Century City/ Constellation Station from 2013 to 2017.

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

Identifying bicycle connections are important to illustrate access to bicyclists, either by Class I bike paths or Class II bike lanes. Bicycle infrastructure is crucial to identify in a 3-mile radius rather than a half-mile radius, as bicyclists understandably have a greater travel range than a pedestrian. There is one bike path within a half-mile radius of the station, on Santa Monica Boulevard.

Although no transit line directly accesses the Century City/ Constellation Station, seven existing bus transit lines operate within the half-mile radius. The Big Blue Bus and the Culver CityBus have one route each that extend to the Century City /Constellation area.

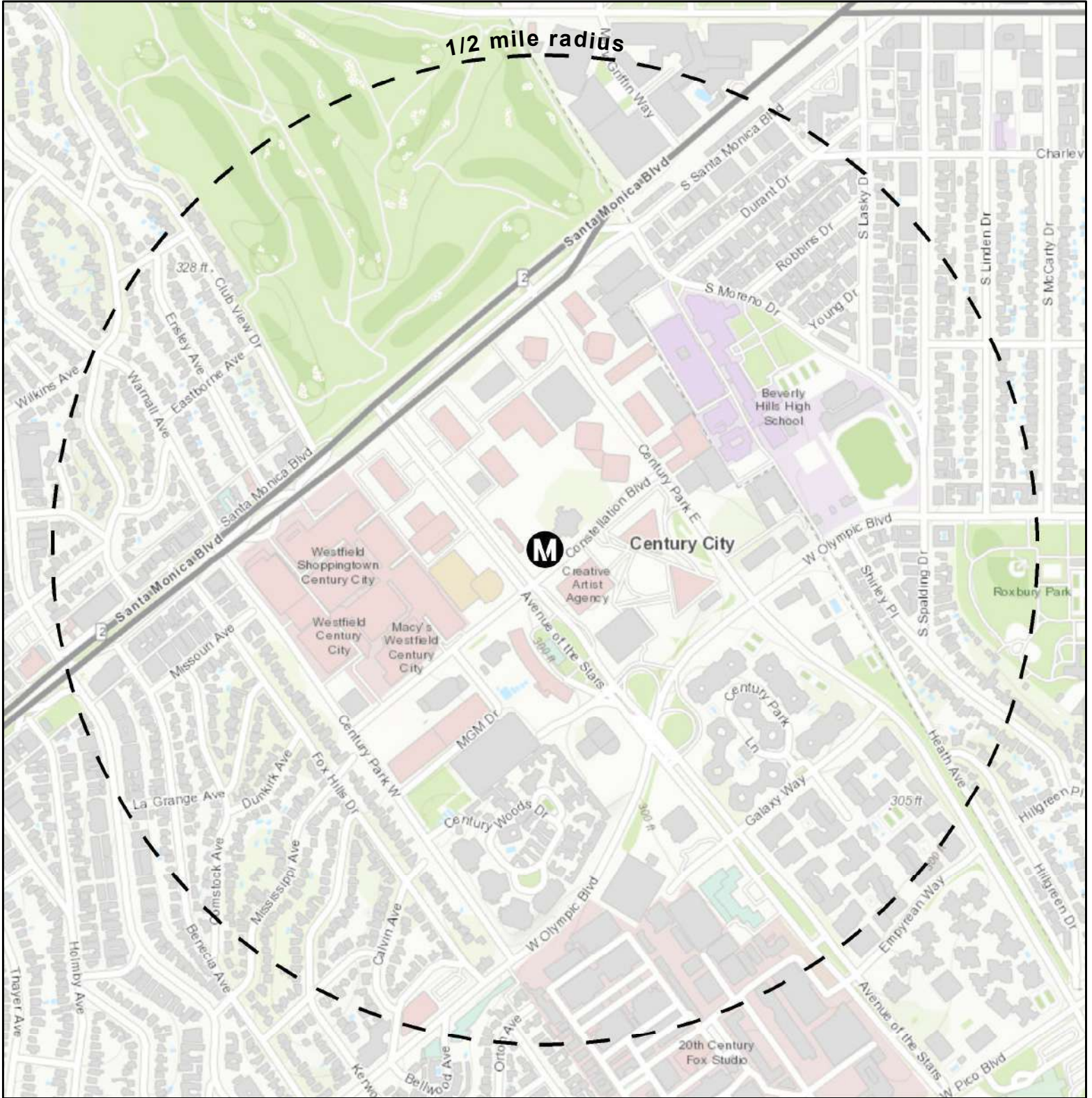
Identifying land use in the half-mile radius study area is crucial in identifying the type of users of the Purple Line will service. Major land uses around the station include Westfield Century City Mall, numerous office buildings, Fox Studios, as well as multi-family and single-family residential uses.

Transit stations are typically located near points of interest to maximize the half-mile pedestrian shed. There are many points of interest within a half-mile radius of the Century City/ Constellation Station, including Westfield Century Mall, Beverly Hills High, Fox Studios, and a few performing arts theatres.

Access-related station area characteristics for the Century City/ Constellation Station are found in Figures 2.10 through 2.18.

Century City / Constellation Station Street Grid

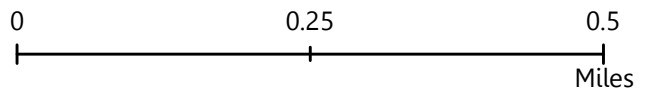
Figure 2.10



Century City / Constellation Station Half-Mile Radius

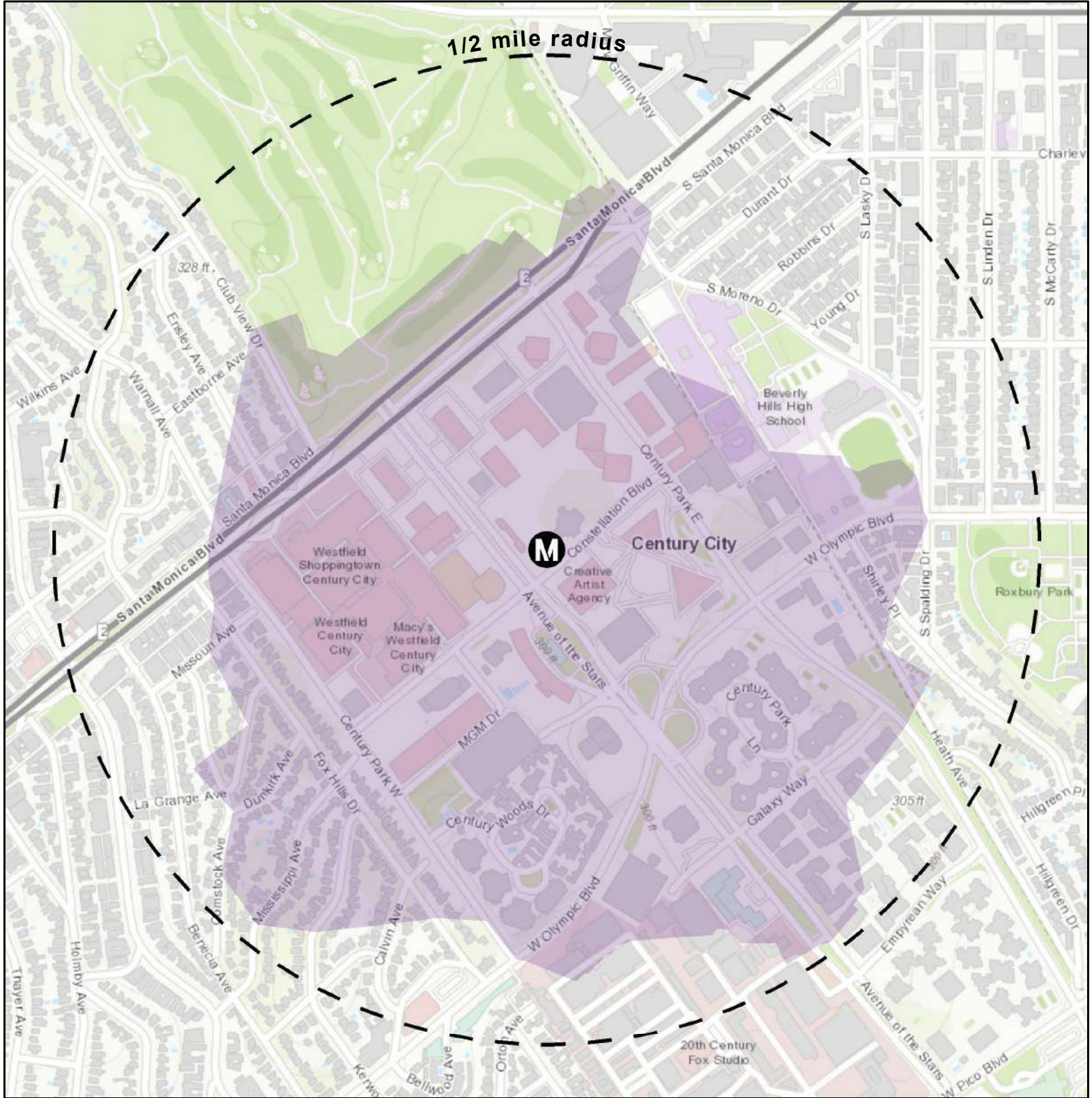


V-19



Century City / Constellation Station Half-Mile Pedestrian Walk Shed

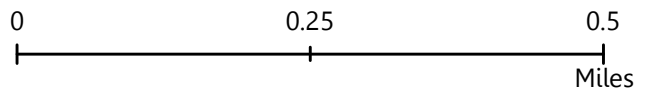
Figure 2.11



- Half-Mile Pedestrian Walk Shed
- Century City / Constellation Station Half-Mile Radius

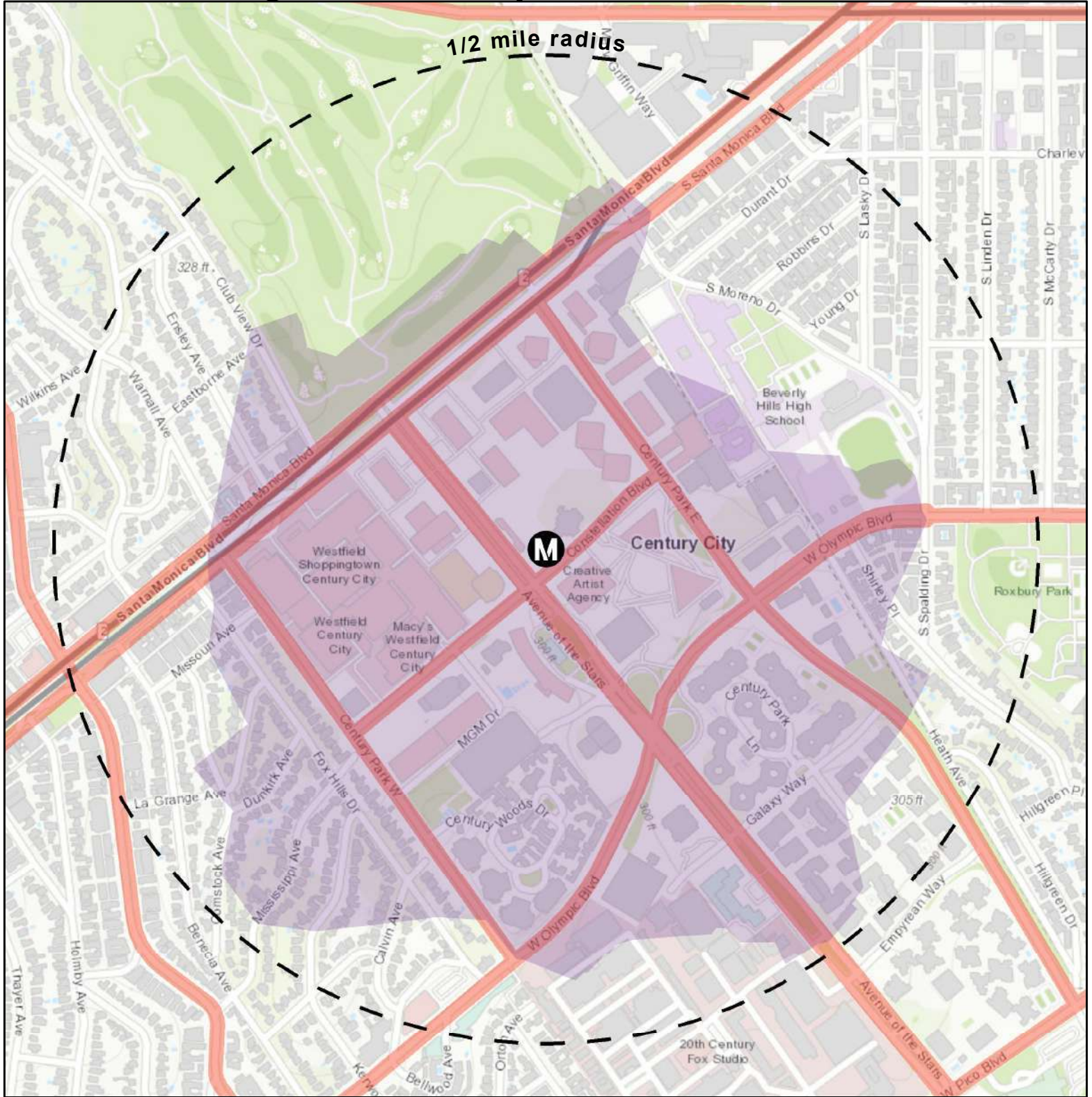


V-20



Century City / Constellation Station Streets with High Vehicular Speeds

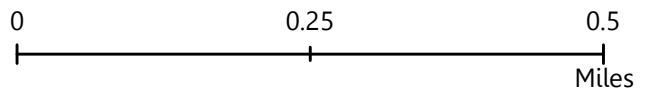
Figure 2.12



- Streets with High Vehicular Speeds
- Half-Mile Pedestrian Walk Shed
- Century City / Constellation Station Half-Mile Radius

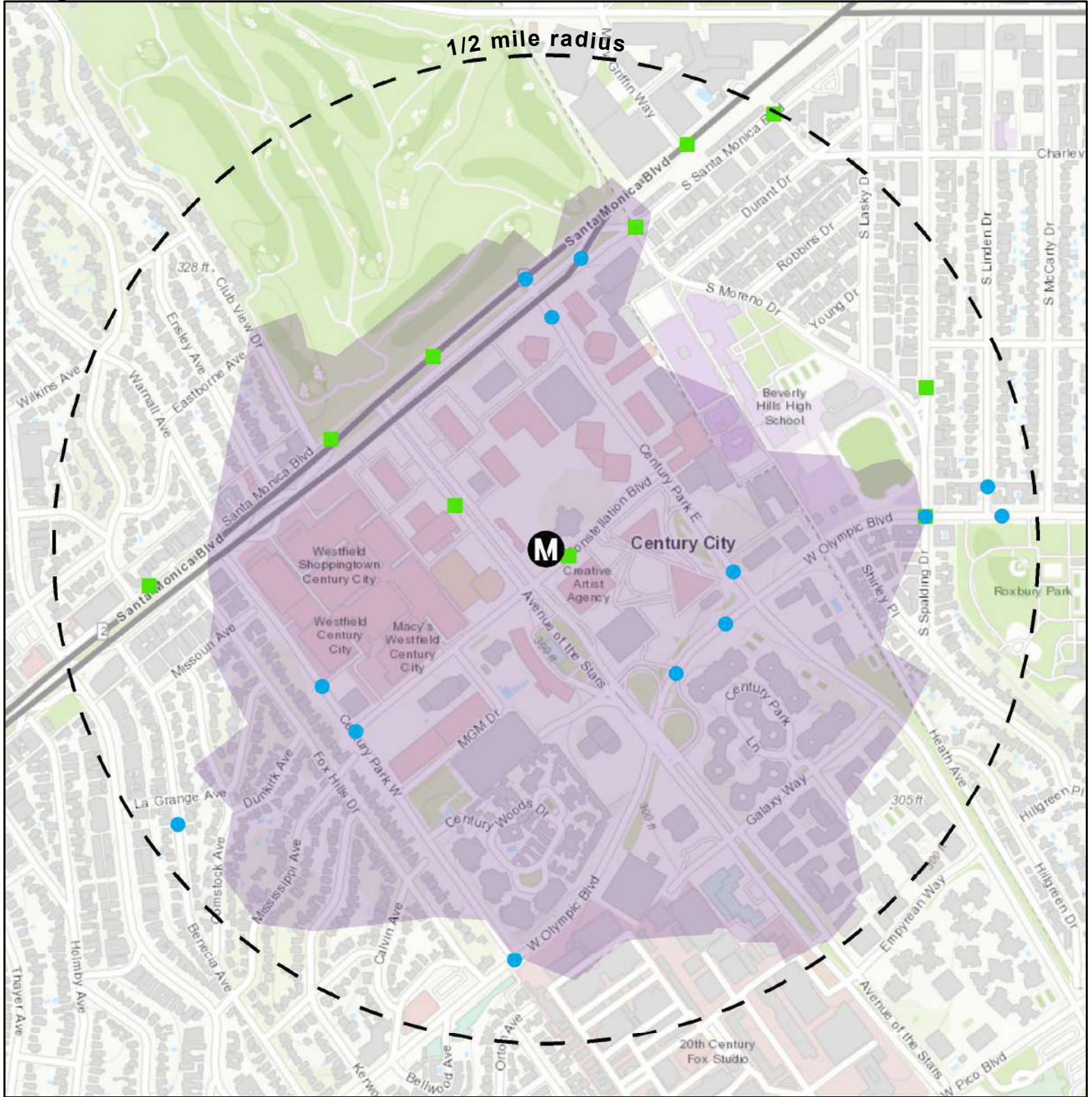


V-21



Century City / Constellation Station Bicycle and Pedestrian Collisions (2013 - 2017)

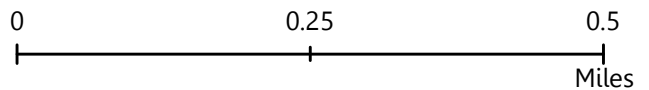
Figure 2.13



- Bicycle Collisions
- Pedestrian Collisions
- Half-Mile Pedestrian Walk Shed
- Century City / Constellation Station Half-Mile Radius

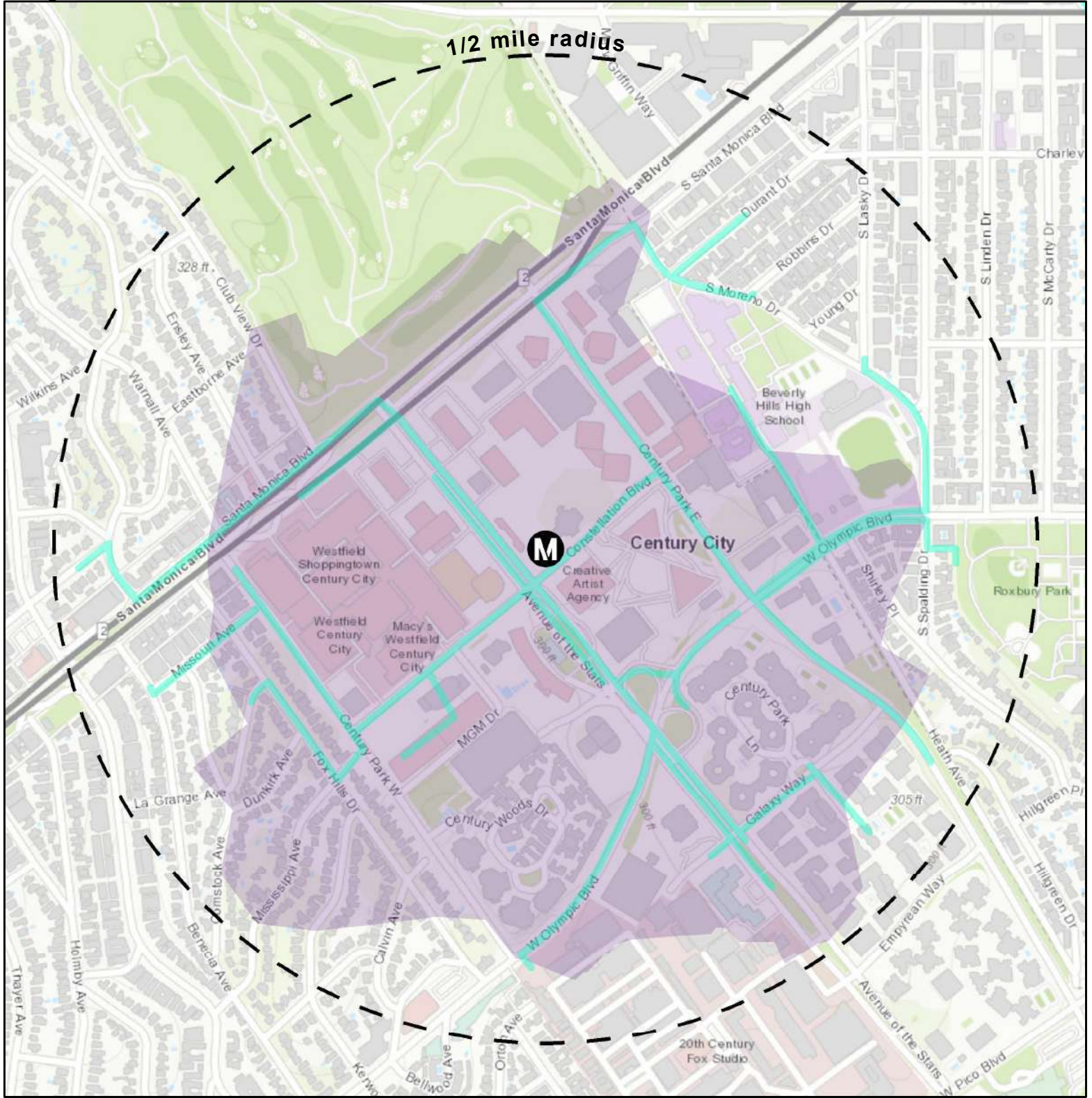


V-22



Century City / Constellation Station Key Access Corridors

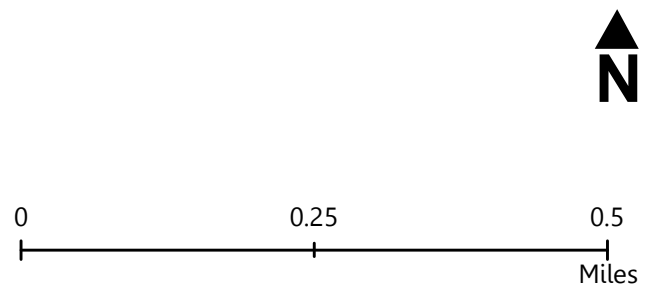
Figure 2.14



- Key Access Corridors
- Half-Mile Pedestrian Walk Shed
- Century City / Constellation Station Half-Mile Radius

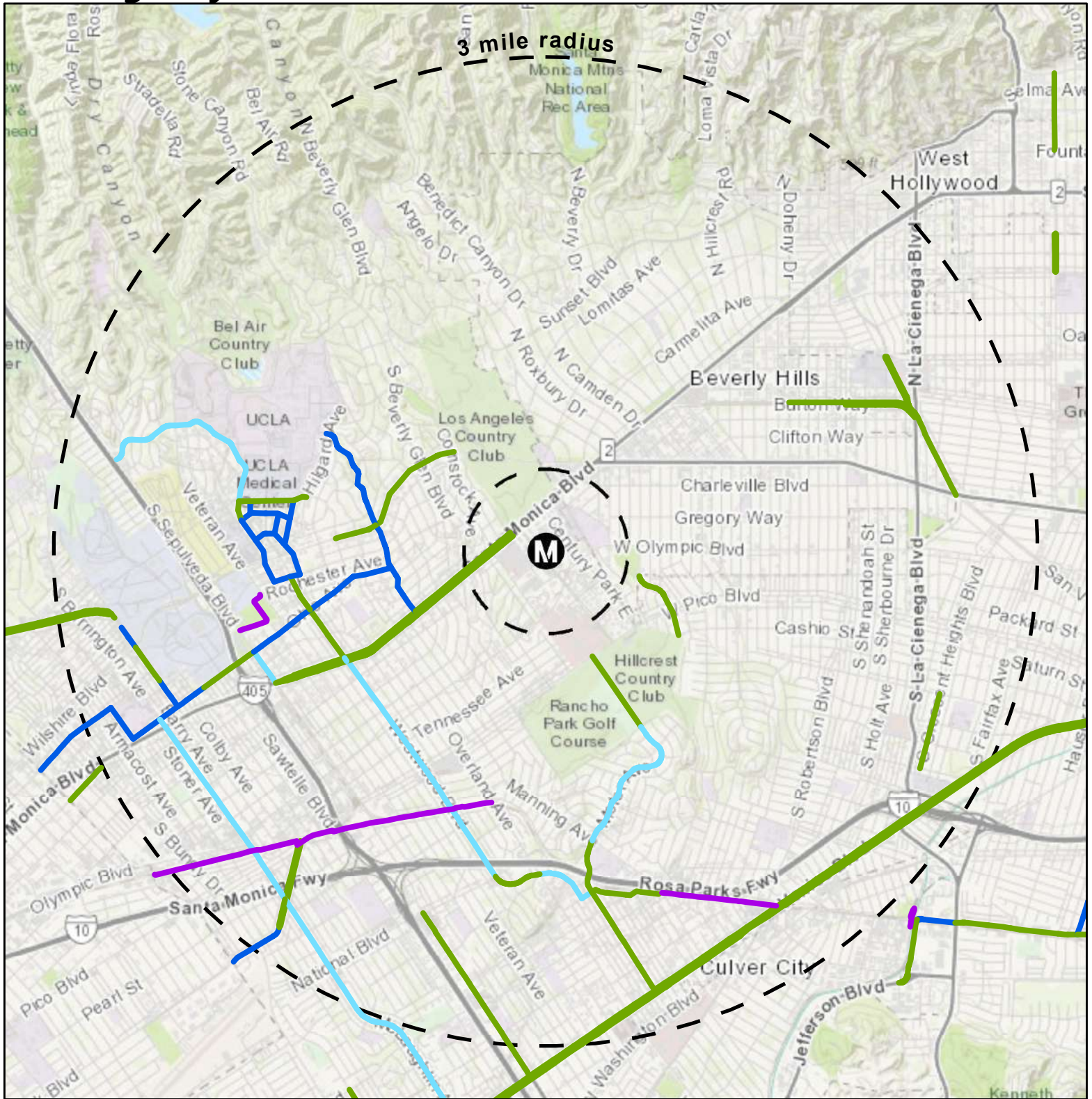


V-23



Century City / Constellation Station Existing Bicycle Facilities

Figure 2.15



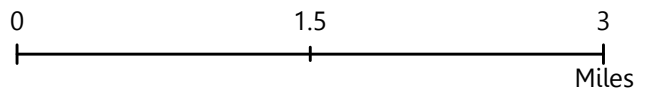
— Class I: Bike Path — Class III: Sharrowed Bike Route

— Class II: Bike Lane — Class III: Bike Route

 Century City / Constellation Station Half-Mile and Three-Mile Radii

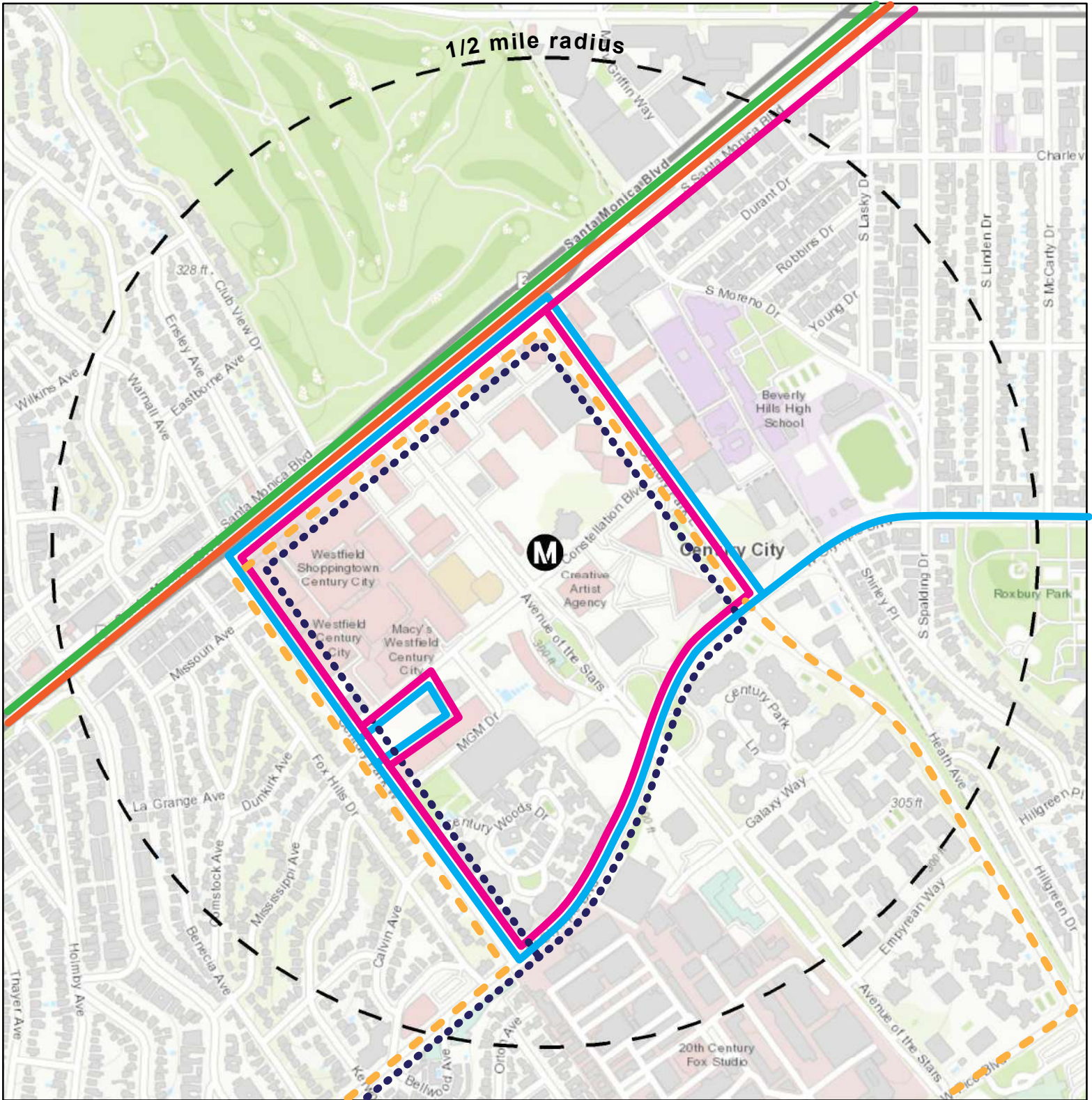


V-24



Century City / Constellation Station Bus Transit Routes

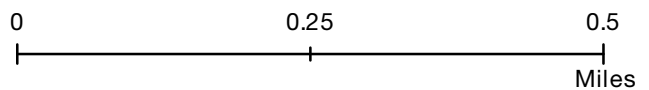
Figure 2.16



- | | | |
|---|--|--|
| Metro | Big Blue Bus | Culver City Bus |
| <ul style="list-style-type: none"> Route 704 Route 4 Route 28, 728 | <ul style="list-style-type: none"> Route 5 Route 3 | <ul style="list-style-type: none"> Route 16 |

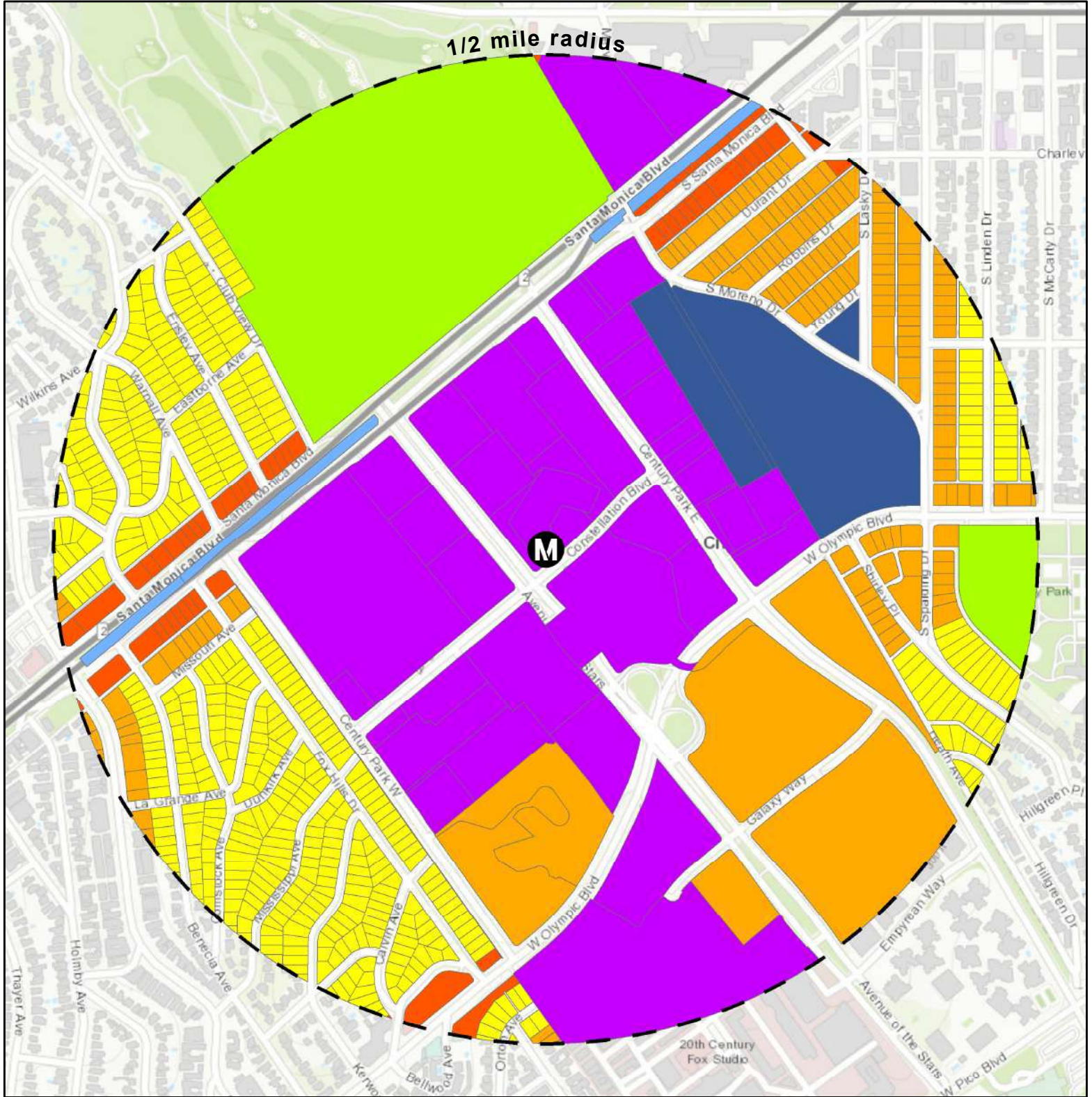


V-25



Century City / Constellation Station Land Use

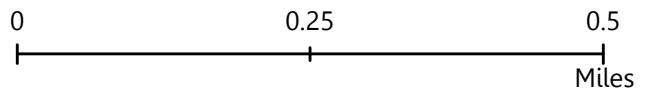
Figure 2.17



- Low-Density Residential
- Commercial
- Public Facilities
- Medium-Density Residential
- Regional Commercial
- Open Space
- Public School



V-26



2.3. Westwood / UCLA Station

The primary station portal for the Westwood/ UCLA Station is located at the northwest corner of Gayley Avenue and Wilshire Boulevard. Other entrances are proposed at the northwest and southwest corners of Westwood Boulevard and Wilshire Boulevard. This station, centrally located in Westwood, will provide patrons with access to the Westwood/UCLA Medical Center, the Hammer Museum, the UCLA campus, and the Westwood Village.

A half-mile radius around this station location extends as far north as Westwood Boulevard and the Stein Plaza Driveway, and as far south as Ohio Avenue and Veteran Avenue. In addition, a half-mile radius reaches as far west as Wilshire Boulevard and the I-405 Freeway, and as far east as Wilshire Boulevard and Manning Avenue.

In general, the immediate area surrounding the station follows a loose street grid pattern, with grid-like functionality that may intersect without right angles. The surrounding area within the half-mile radius features larger blocks, either due to the Westwood/UCLA Medical Campus, the Los Angeles National Cemetery, the Wilshire Federal Building, or Westwood Park.

A pedestrian shed is the area encompassed by a half-mile walking distance away from a transit station using the existing pedestrian network. Due to the loose grid pattern and small blocks around the Westwood/ UCLA Station, a pedestrian could reach practically the full extent of the half-mile radius, and well into existing nearby residential neighborhoods.

The half-mile radius around the Westwood/ UCLA Station features many streets with high vehicular speeds. Streets classified as Highway/ Freeway, Arterial, or Collector by Caltrans in their Street Hierarchy dataset were determined as streets with high vehicle speeds. Streets identified with high vehicular speeds are:

- Wilshire Boulevard
- Westwood Boulevard
- Le Conte Avenue
- Weyburn Avenue
- Gayley Avenue
- Tiverton Avenue
- Hilgard Avenue
- Midvale Avenue
- Veteran Avenue
- Sepulveda Avenue
- Ohio Avenue
- The I-405 Freeway

Bicycle and pedestrian collisions were identified from 2013 to 2017 to determine specific areas within a half-mile of the station that see higher rates of active transportation collisions. Over this 5-year period, the rate of collisions were spread evenly throughout the study area. There were over 90 bicycle or pedestrian collisions within a half-mile of the Westwood/UCLA Station area from 2013 to 2017.

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

Identifying bicycle connections are important to illustrate access to bicyclists, either by Class I bike paths or Class II bike lanes. Bicycle infrastructure is crucial to identify in a 3-mile radius rather than a half-mile radius, as bicyclists understandably have a greater range than a pedestrian. There are numerous bike facilities currently located within a half-mile radius of the station, including on Westwood Boulevard south of Wilshire Boulevard.

There are ten existing bus transit lines that operate adjacent to the planned Westwood/ UCLA Station. There are two additional lines that operates within the half-mile radius study area. The Big Blue Bus operates five routes in the vicinity, while the Culver CityBus has one route that extends to Westwood.

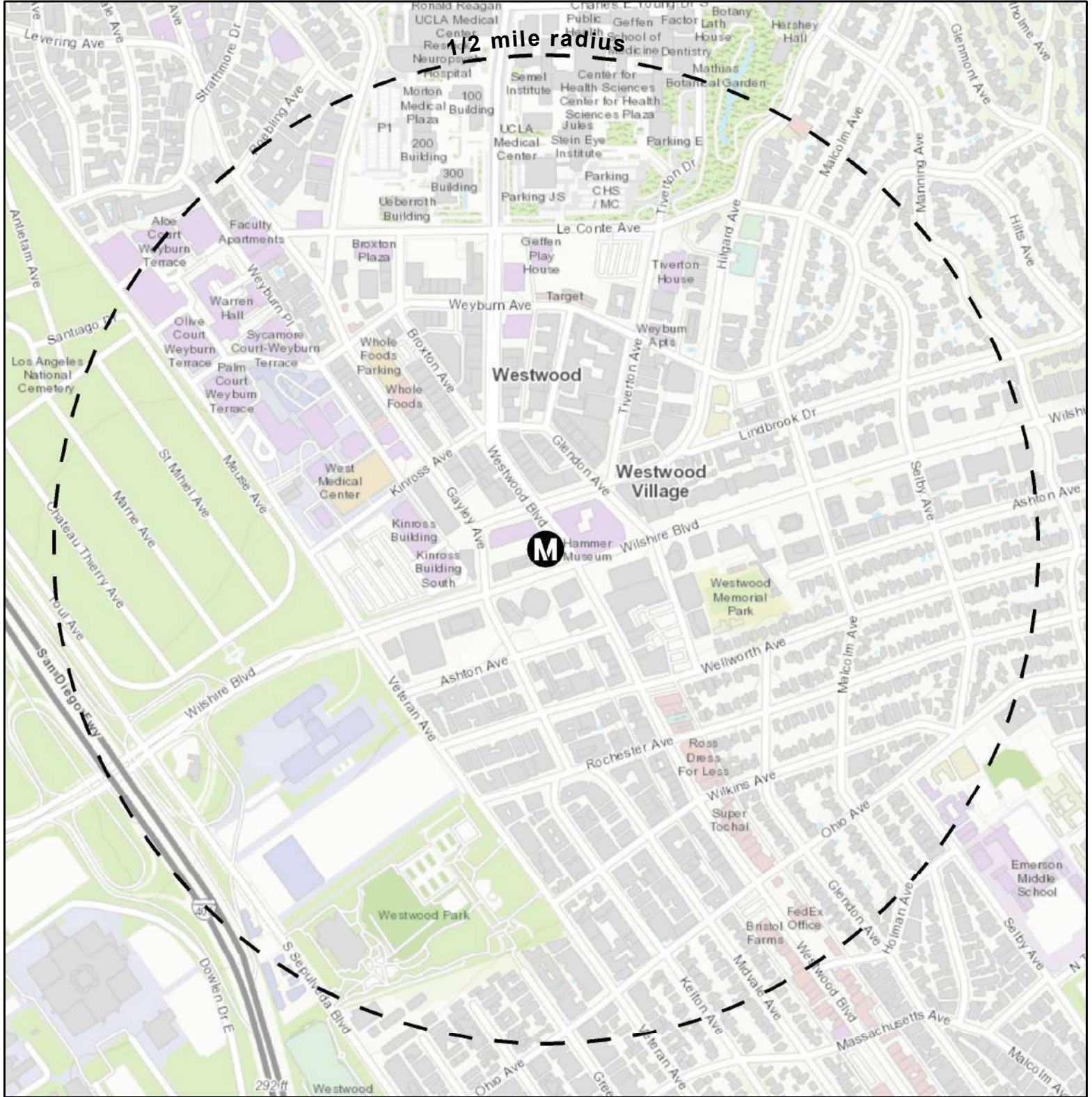
Identifying land use in the half-mile radius study area is crucial in identifying the type of users the Purple Line will service. There is a wide range of uses in the study area, including single-family, multi-family, office, commercial, public facilities, education, and open space.

Transit stations are typically located near points of interest to maximize the half-mile pedestrian shed. There are many points of interest within a half-mile radius of the Westwood/ UCLA Station, including the UCLA campus, the Wilshire Federal Building, and multiple parks, museums, and theatres.

Access-related station area characteristics for the Westwood/ UCLA Station are found in Figures 2.19 through 2.27.

Westwood / UCLA Station Street Grid

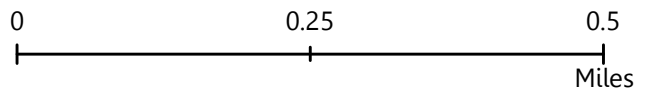
Figure 2.19



 Westwood / UCLA Station Half-Mile Radius

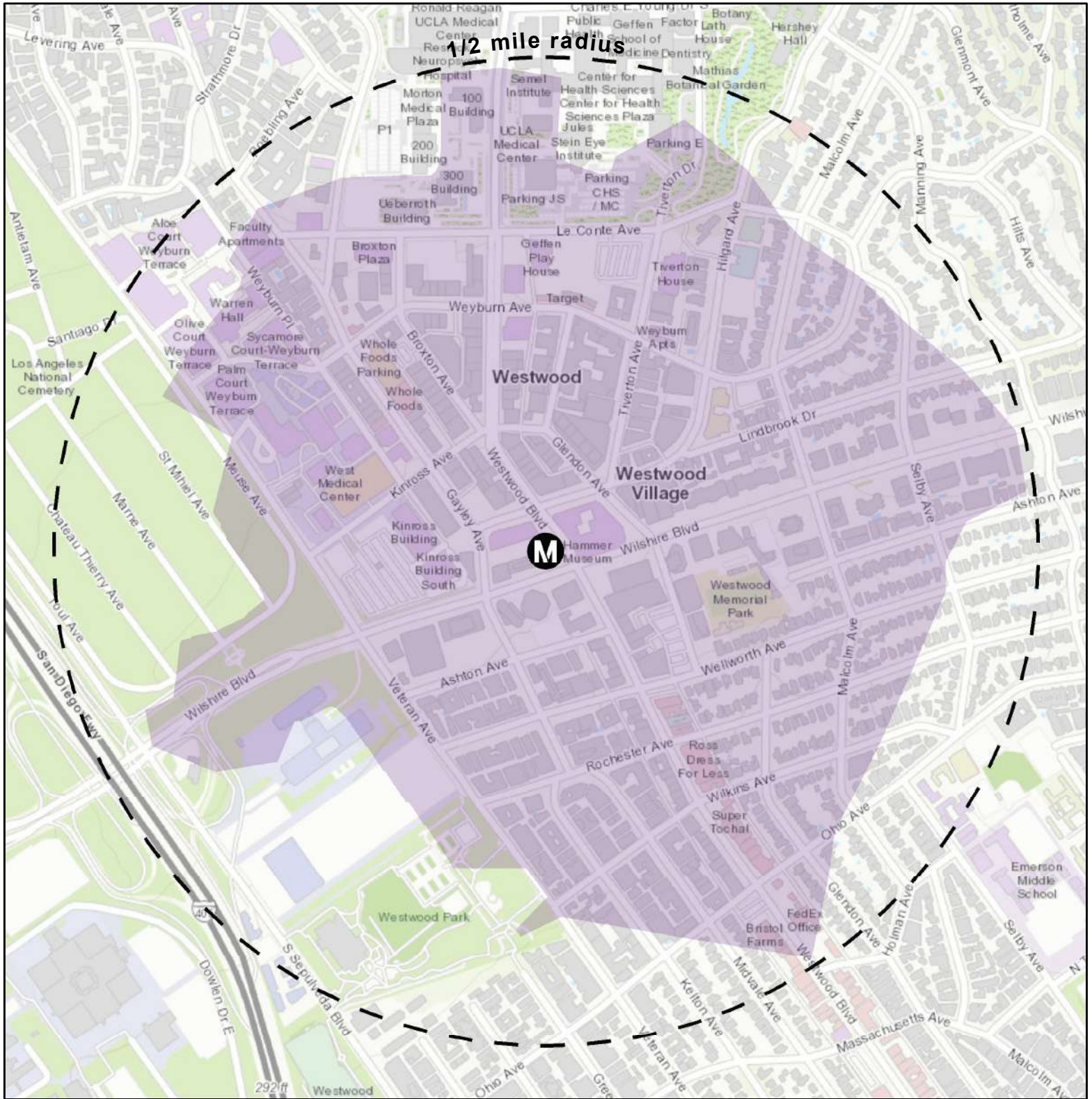


V-30



Westwood / UCLA Station Half-Mile Pedestrian Walk Shed

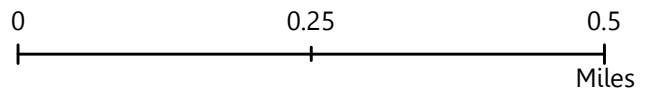
Figure 2.20



- Half-Mile Pedestrian Walk Shed
- Westwood / UCLA Station Half-Mile Radius

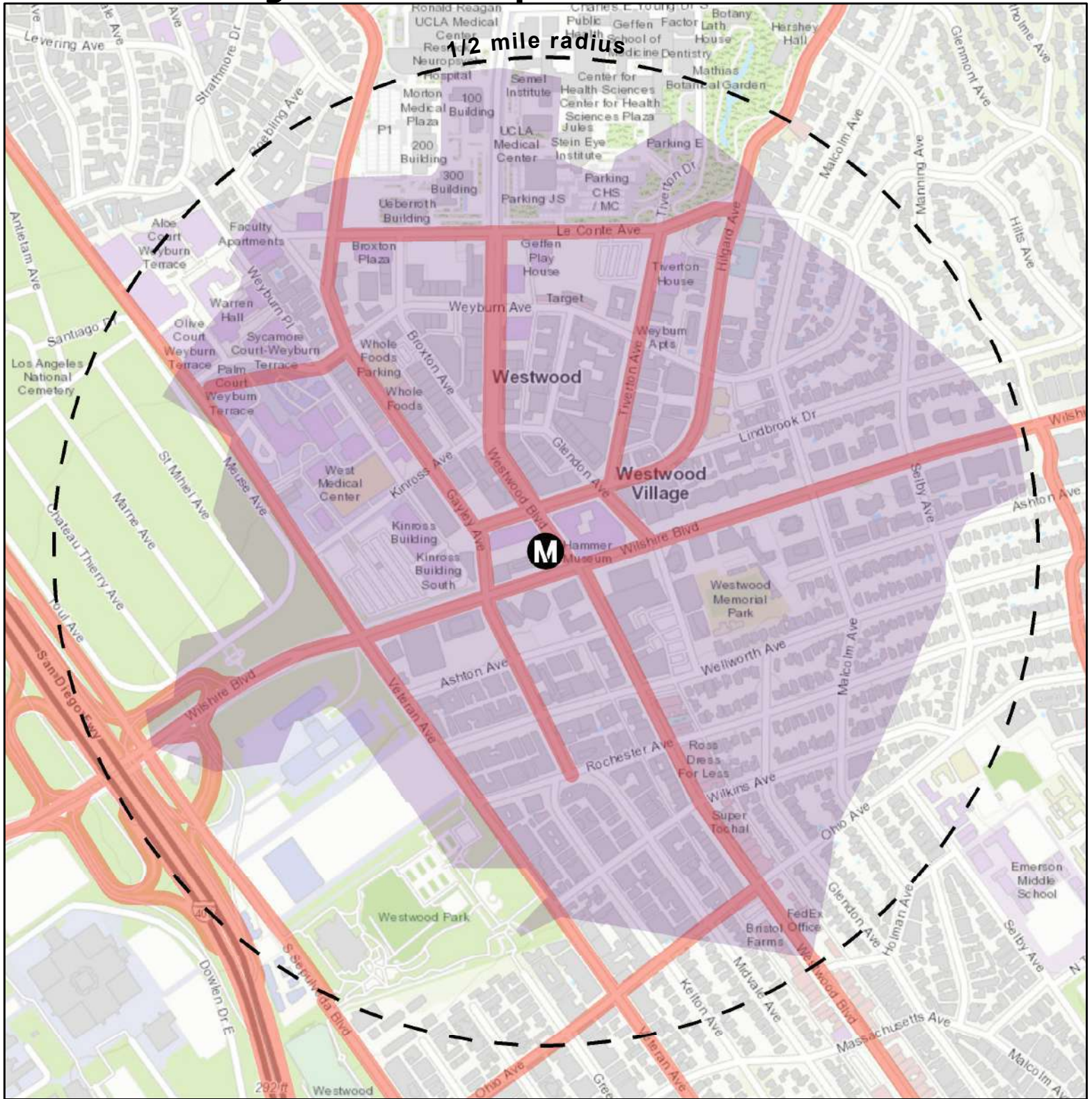


V-31



Westwood / UCLA Station Streets with High Vehicular Speeds

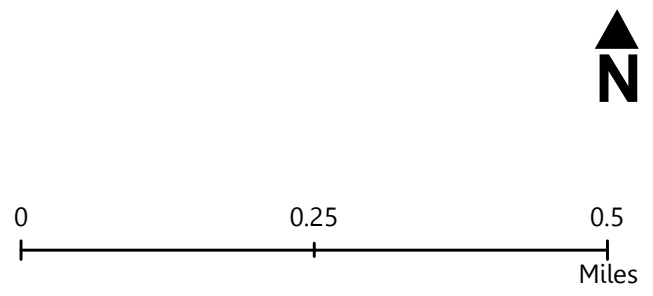
Figure 2.21



- Streets with High Vehicular Speeds
- Half-Mile Pedestrian Walk Shed
- Westwood / UCLA Station Half-Mile Radius

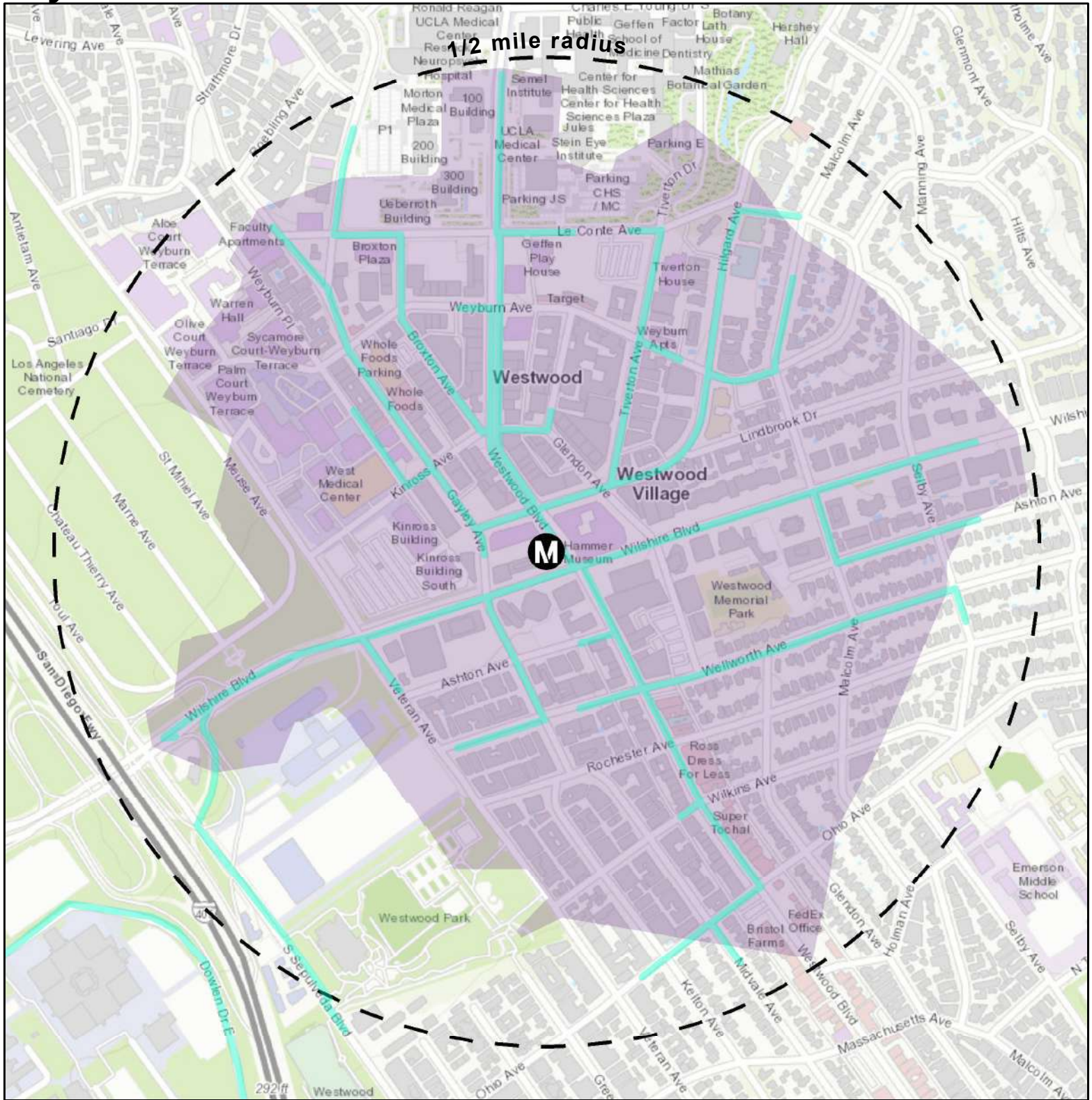


V-32



Westwood / UCLA Station Key Access Corridors

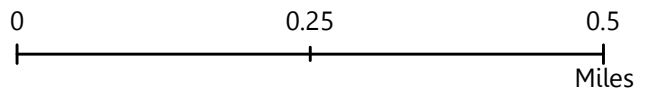
Figure 2.23



- Key Access Corridors
- Half-Mile Pedestrian Walk Shed
- Westwood / UCLA Station Half-Mile Radius

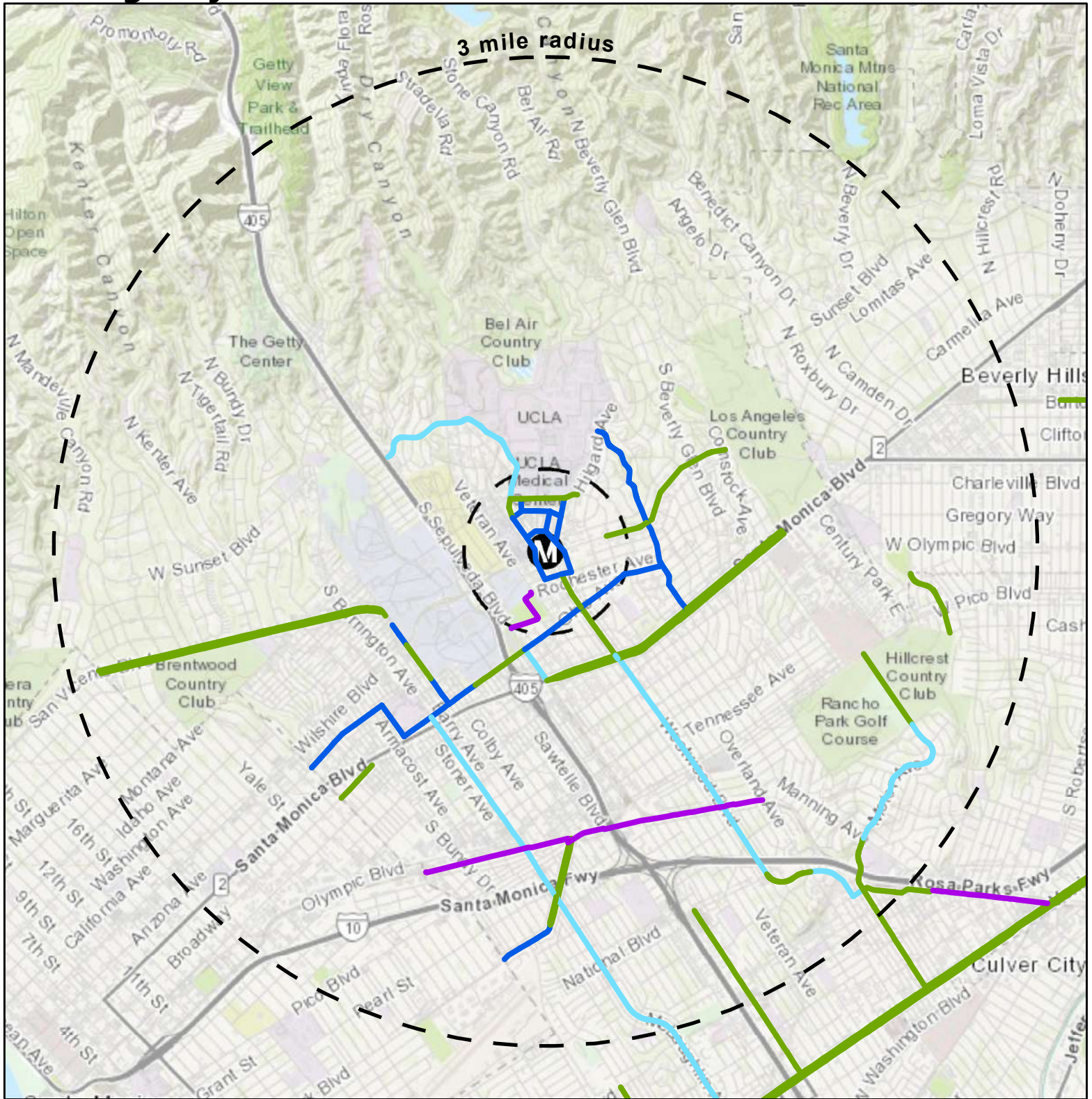


V-34



Westwood / UCLA Station Existing Bicycle Facilities

Figure 2.24

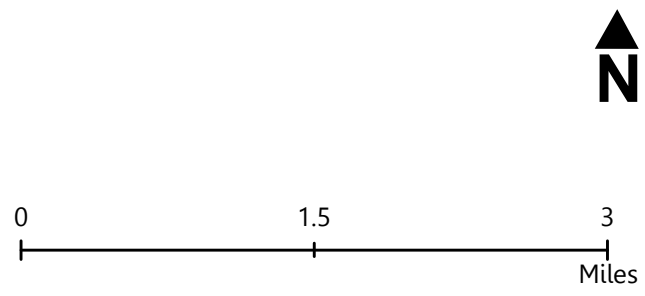


- Class I: Bike Path
- Class III: Sharrows Bike Route
- Class II: Bike Lane
- Class III: Bike Route

Westwood / UCLA Station Half-Mile and Three-Mile Radii

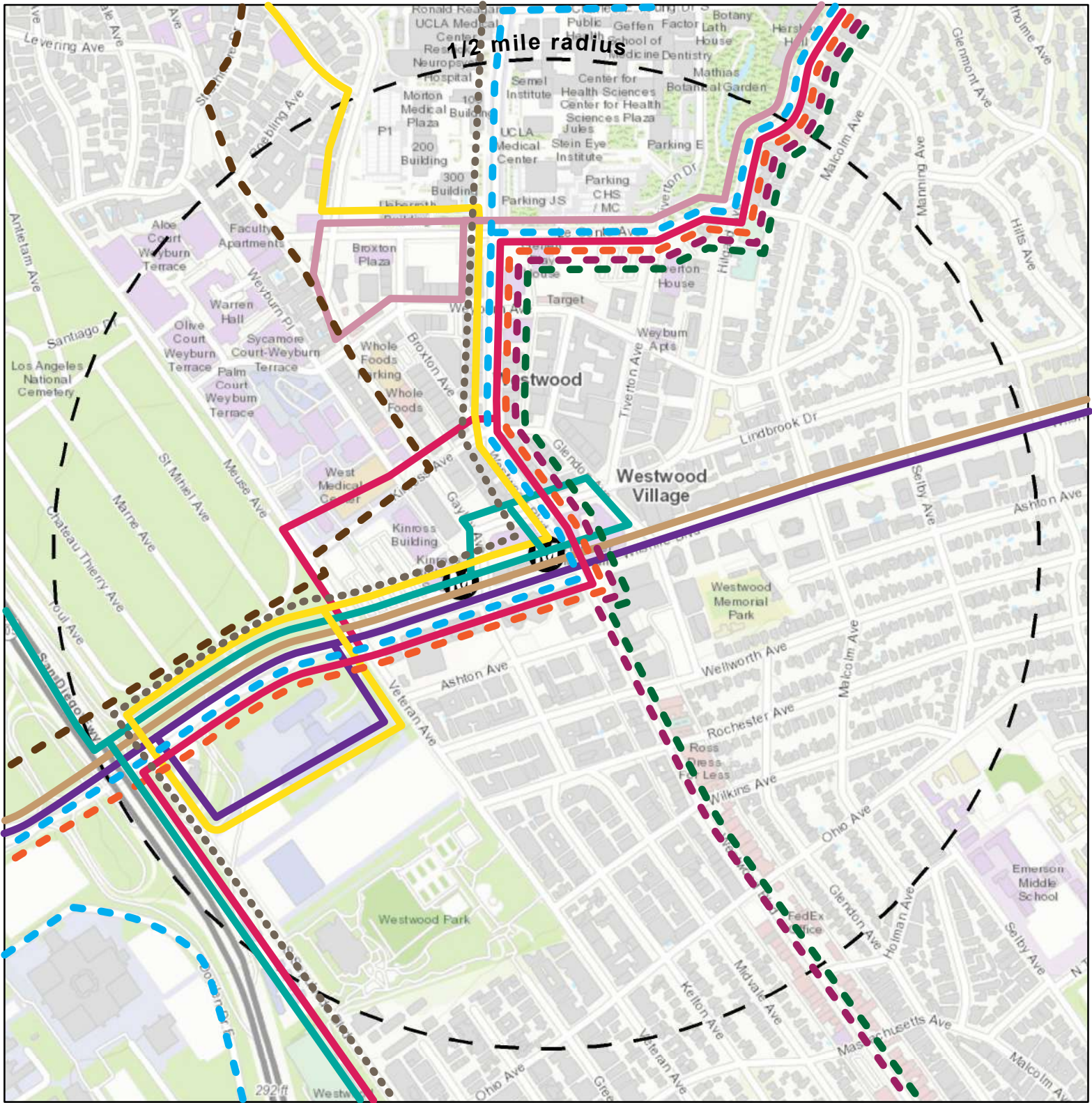


V-35



Westwood / UCLA Station Bus Transit Routes

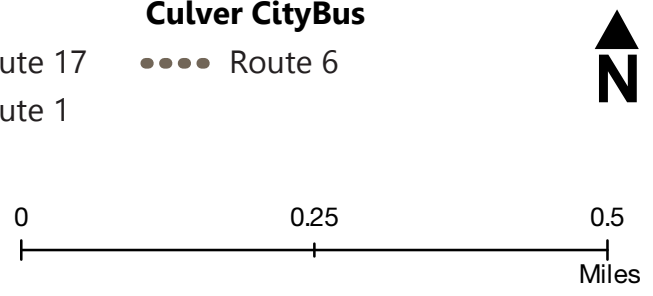
Figure 2.25



- | Metro | | Big Blue Bus | | Culver CityBus | |
|-----------|----------------|--------------|----------|----------------|--|
| Route 720 | Route 234, 734 | Route 18 | Route 17 | Route 6 | |
| Route 20 | Route 602 | Route 8 | Route 1 | | |
| Route 2 | Route 788 | Route 2 | | | |

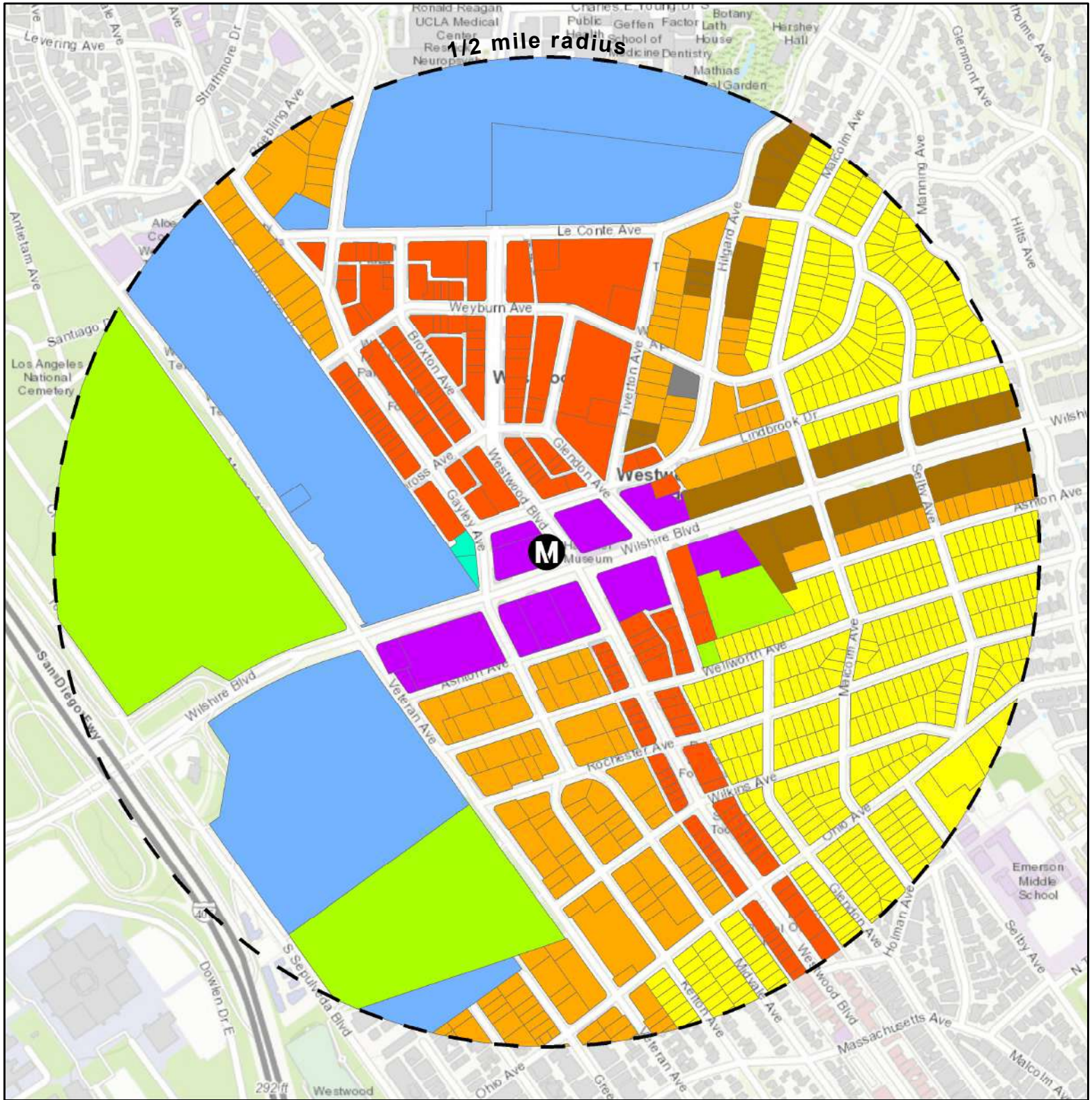


V-36



Westwood / UCLA Station Land Use

Figure 2.26



2.4. Westwood / VA Hospital Station

The Westwood/ VA Hospital Station entrance is located at the southeast corner of Wilshire Boulevard and Bonsall Avenue. This proposed station will provide a direct connection to the U.S. Department of Veterans Affairs West Los Angeles Medical Center and the surrounding U.S. Department of Veterans Affairs campus, with connections to the greater West Los Angeles area west of I-405.

A half-mile radius around this station location extends as far north as Sepulveda Boulevard and Constitution Avenue, and as far south as Ohio Avenue and Sawtelle Boulevard. In addition, a half-mile radius reaches as far west as Wilshire Boulevard and Barrington Avenue, and as far east as Wilshire Boulevard and Veteran Avenue. The Westwood/ VA Hospital Station and the Westwood/ UCLA Station study areas overlap east of the I-405 Freeway.

In general, the immediate area surrounding the station does not have a consistent street network, as a majority of the study area is part of the VA Hospital campus. Areas to the east are impeded by the I-405 freeway, and areas to the west are only accessible through the Wilshire Boulevard intersection with San Vicente Boulevard.

A pedestrian shed is the area encompassed by a half-mile walking distance away from a Purple Line station using the existing pedestrian network. Due to the inconsistent street pattern, the surrounding area is not pedestrian friendly.

The half-mile radius around the Westwood/ VA Hospital Station features many streets with high vehicular speeds. Streets classified as Highway/ Freeway, Arterial, or Collector by Caltrans in their Street Hierarchy dataset were determined as streets with high vehicle speeds. Streets identified with high vehicular speeds are:

- Wilshire Boulevard
- San Vicente Boulevard
- Barrington Avenue
- Sawtelle Boulevard
- Veteran Avenue
- Sepulveda Avenue
- Ohio Avenue
- The I-405 Freeway

Bicycle and pedestrian collisions were identified from 2013 to 2017 to determine specific areas within a half-mile of the station that see higher rates of active transportation collisions. Over this 5-year period, the highest rate of collisions were on Wilshire Boulevard, San Vicente Boulevard, Ohio Avenue, and Veteran Avenue. There were over 40 bicycle or pedestrian collisions within a half-mile of the Westwood/VA Station from 2013 to 2017.

Key access corridors were determined by using Metro's Origin/ Destination Analysis survey data and determining the locations where those who take active transportation begin or end their trip. The point data was used to determine the most logical route if that user were to access the station, and that pathway would be used to construct the key access corridor network. Data shows that users on the east side of the I-405 Freeway are closer to the Westwood/ UCLA Station.

Identifying bicycle connections are important to illustrate access to bicyclists, either by Class I bike paths or Class II bike lanes. Bicycle infrastructure is crucial to identify in a 3-mile radius rather than a half-mile radius, as bicyclists understandably have a greater range than a pedestrian. There are a few bike lanes within a half-mile radius of the station, on San Vicente Boulevard, Federal Avenue, and Ohio Avenue.

There are five existing bus transit lines that run directly next to the Westwood/ VA Station. There are five additional bus transit routes that operate within the half-mile radius study area. There are four Big Blue Bus routes that operate in the VA Hospital vicinity.

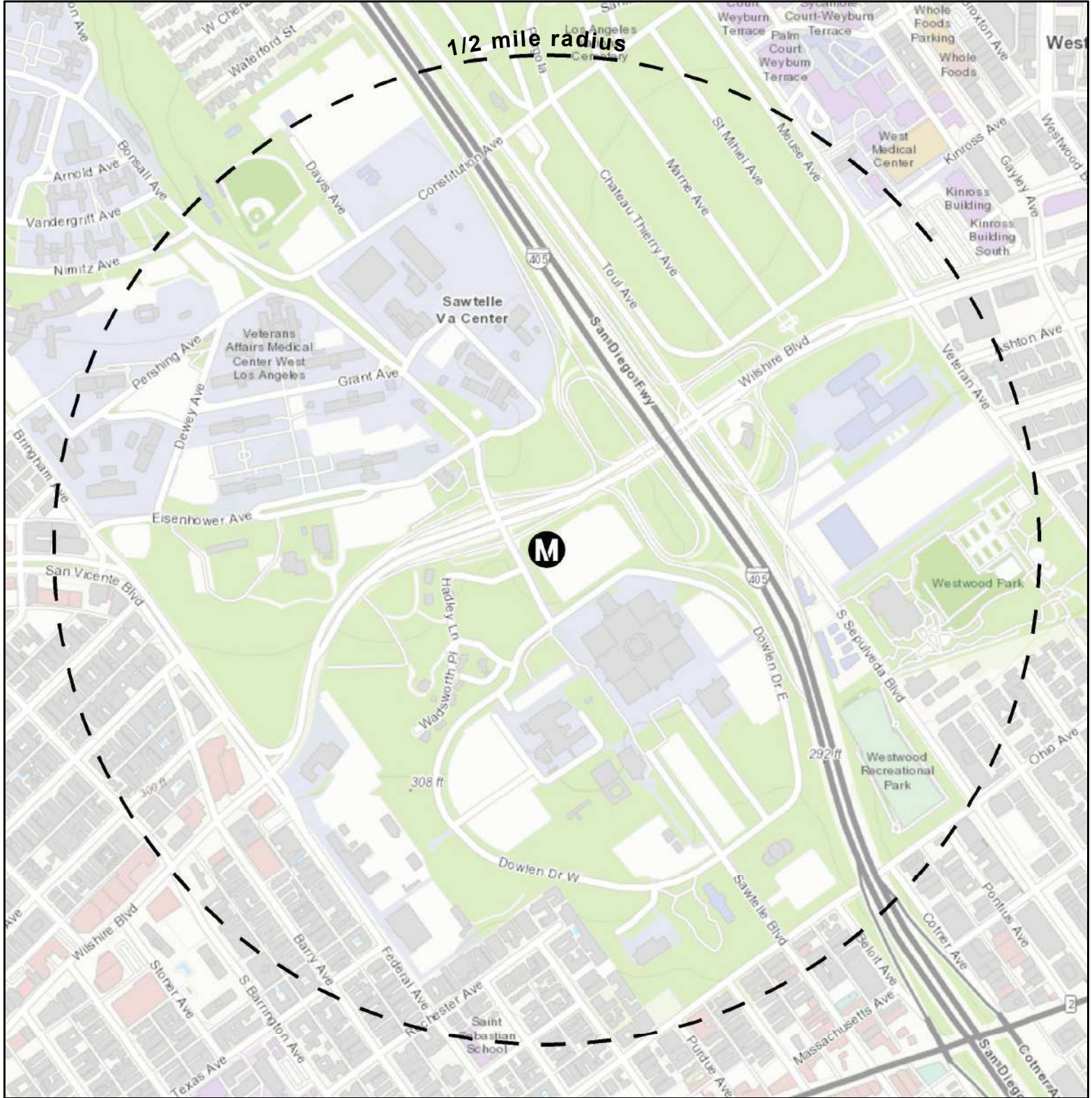
Identifying land use in the half-mile radius study area is crucial in identifying the type of users the Purple Line will service. The majority of land use is dedicated to public use for the VA Hospital campus, with the small remainder for open space to the east and multi-family and office to the west.

Transit stations are typically located near points of interest to maximize the half-mile pedestrian shed. There are many points of interest within a half-mile radius of the Westwood/ VA Hospital Station, but the station's primary use is to serve the VA Hospital.

Access-related station area characteristics for the Westwood/ VA Hospital Station are found in Figures 2.28 through 2.36.

Westwood / VA Hospital Station Street Grid

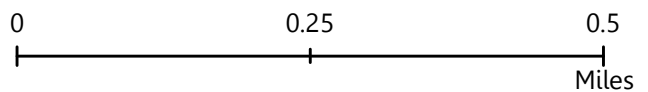
Figure 2.28



Westwood / VA Hospital Station Half-Mile Radius

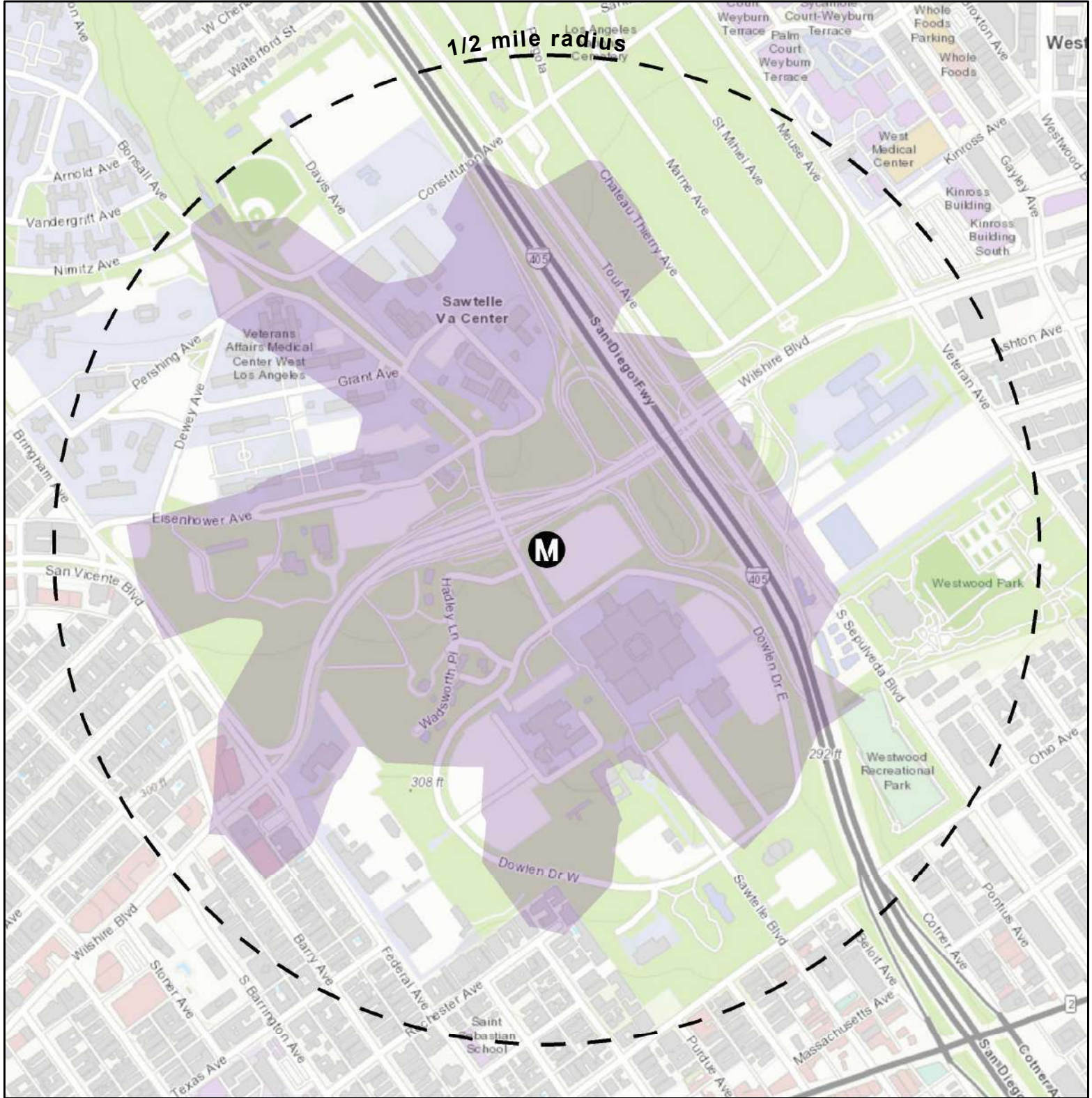


V-41



Westwood / VA Hospital Station Half-Mile Pedestrian Walk Shed

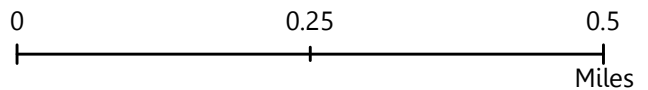
Figure 2.29



- Half-Mile Pedestrian Walk Shed
- Westwood / VA Hospital Station Half-Mile Radius

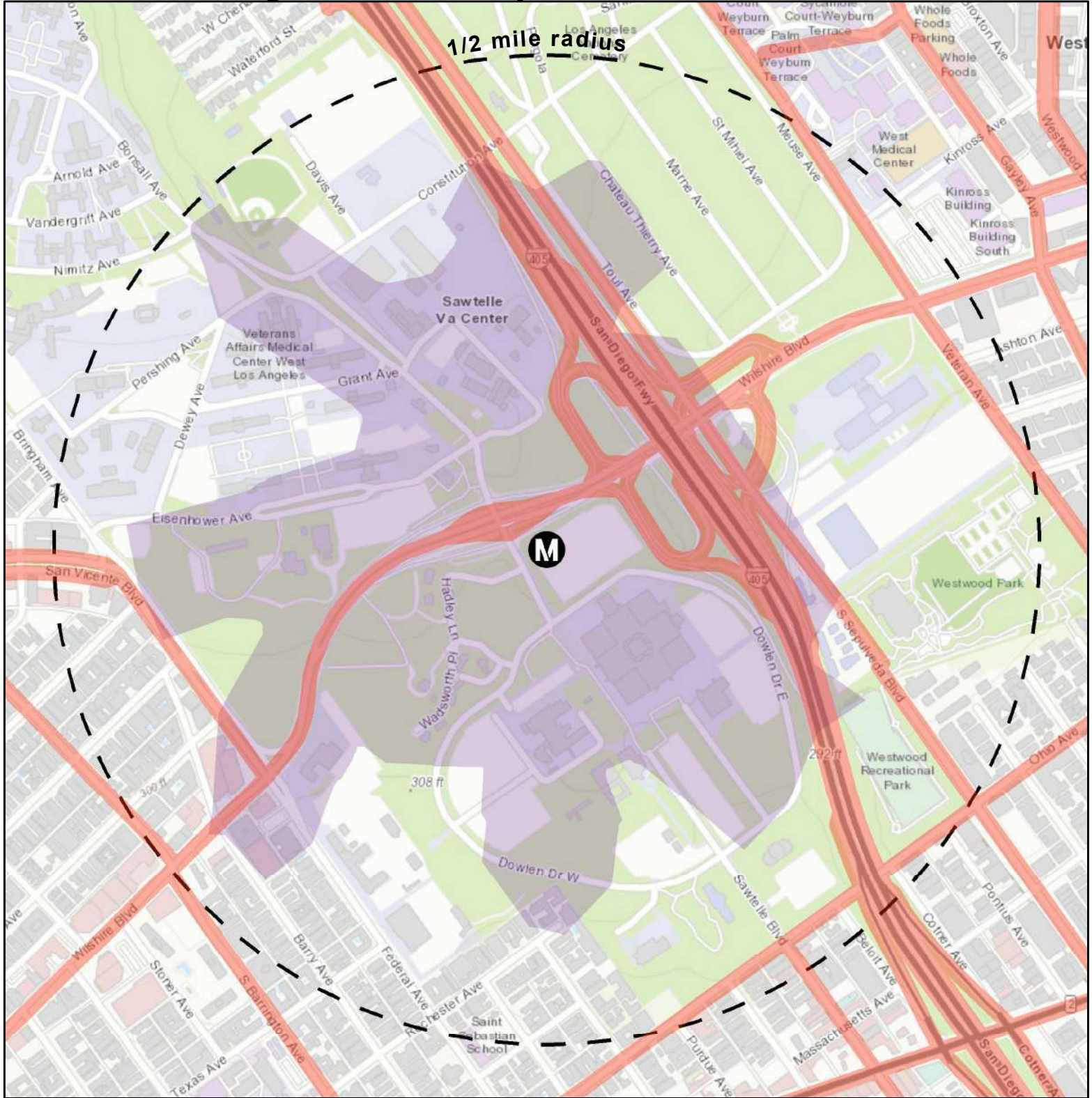





V-42



Westwood / VA Hospital Station Streets with High Vehicular Speeds

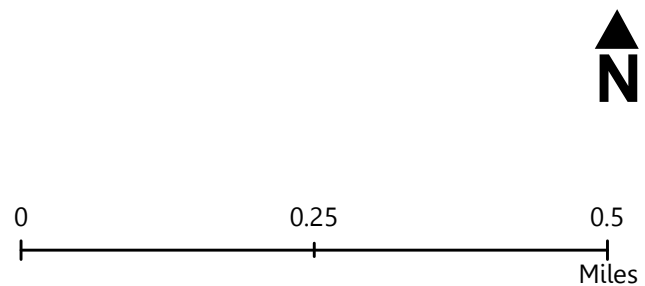
Figure 2.30



-  Streets with High Vehicular Speeds
-  Westwood VA Hospital Station Half-Mile Radius
-  Half-Mile Pedestrian Walk Shed

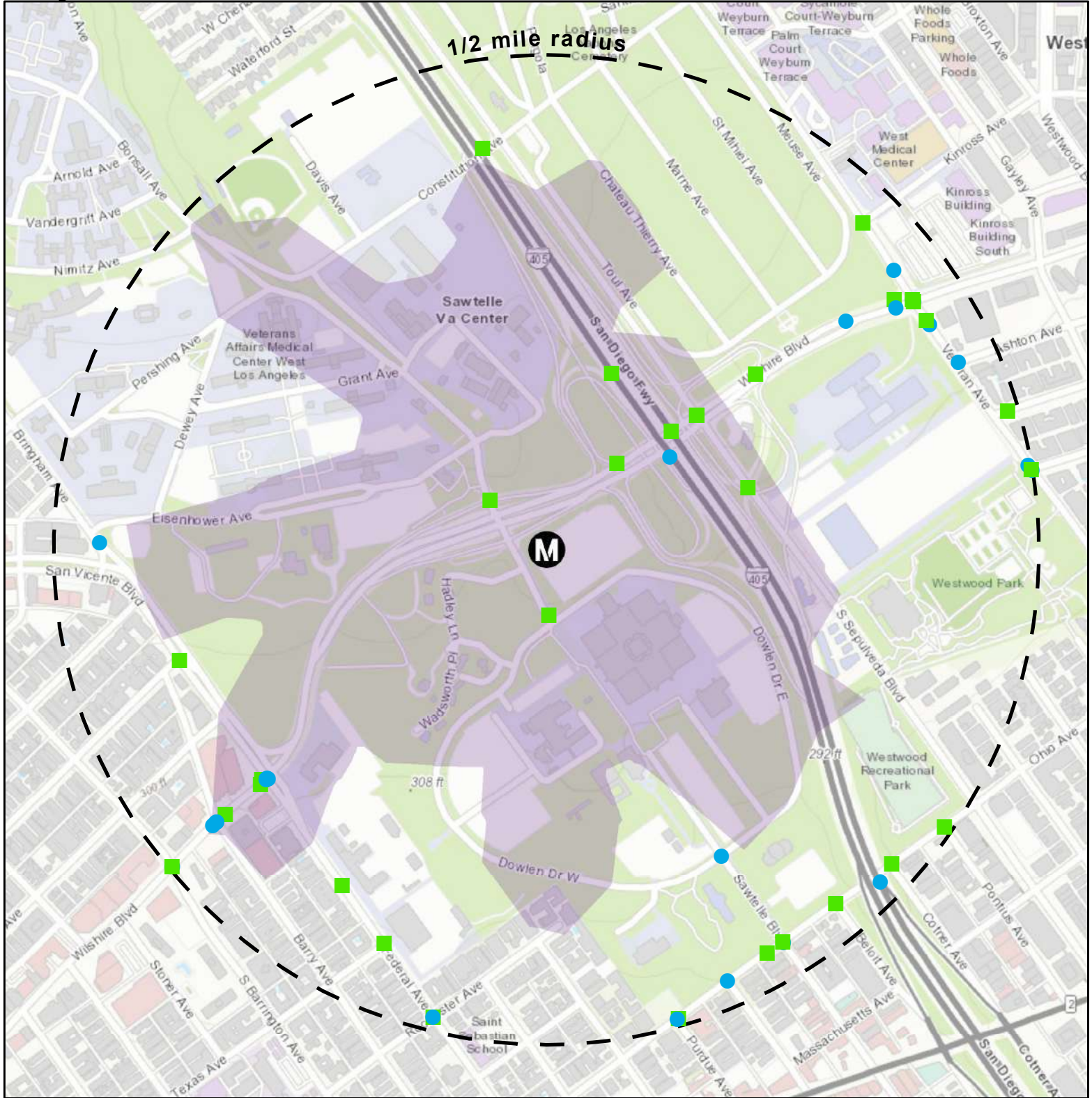


V-43



Westwood / VA Hospital Station Bicycle and Pedestrian Collisions (2013 - 2017)

Figure 2.31



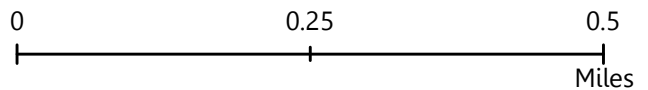
- Bicycle Collisions
- Pedestrian Collisions
- Half-Mile Pedestrian Walk Shed
- Westwood / VA Hospital Half-Mile Radius



* A pedestrian fatality occurred at the intersection of Wilshire Blvd and San Vicente Blvd (2017)

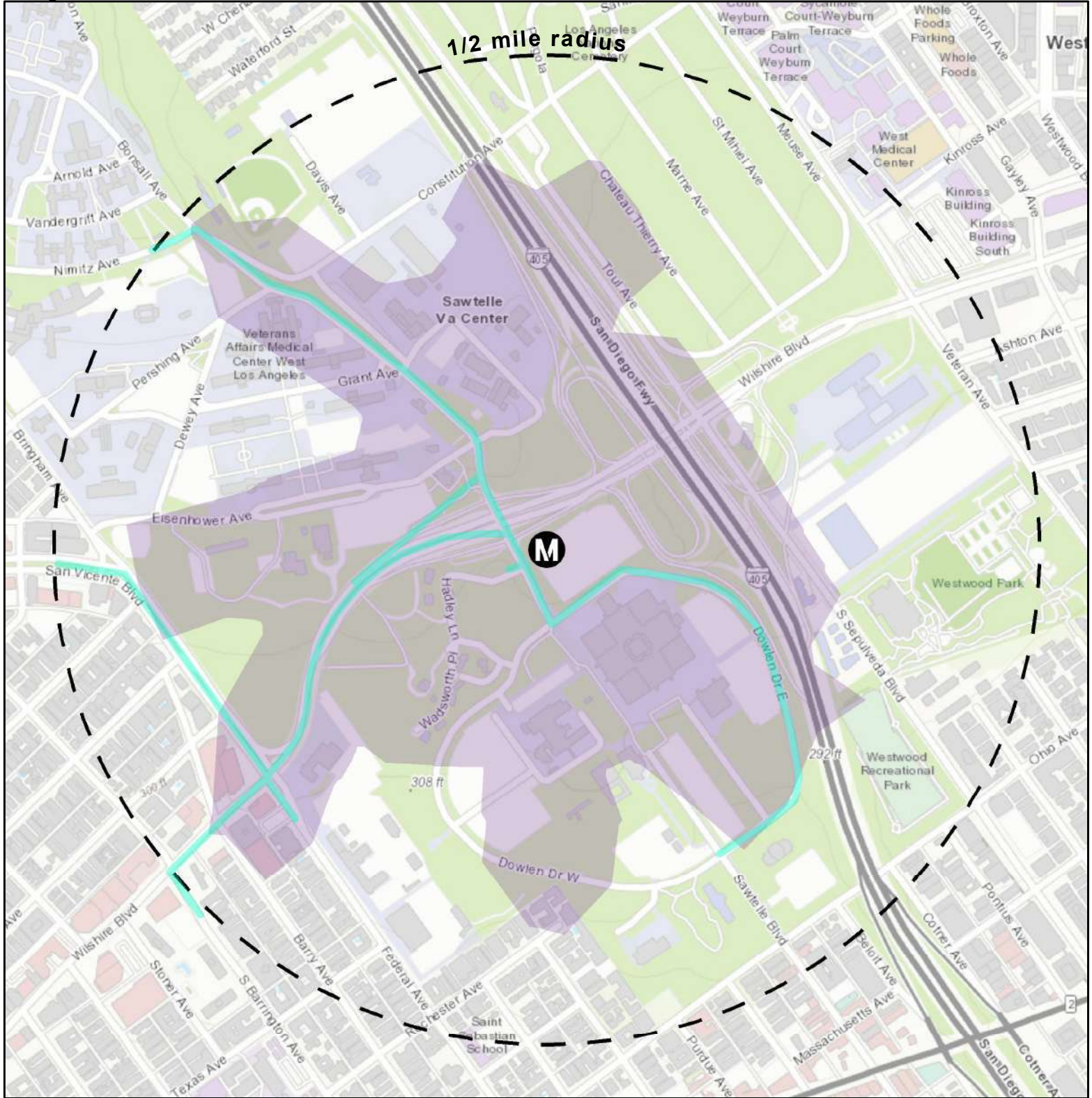





V-44



Westwood / VA Hospital Station Key Access Corridors

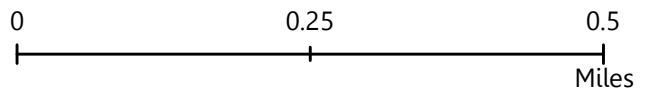
Figure 2.32



-  Key Access Corridors
-  Half-Mile Pedestrian Walk Shed
-  Westwood / VA Hospital Station Half-Mile Radius

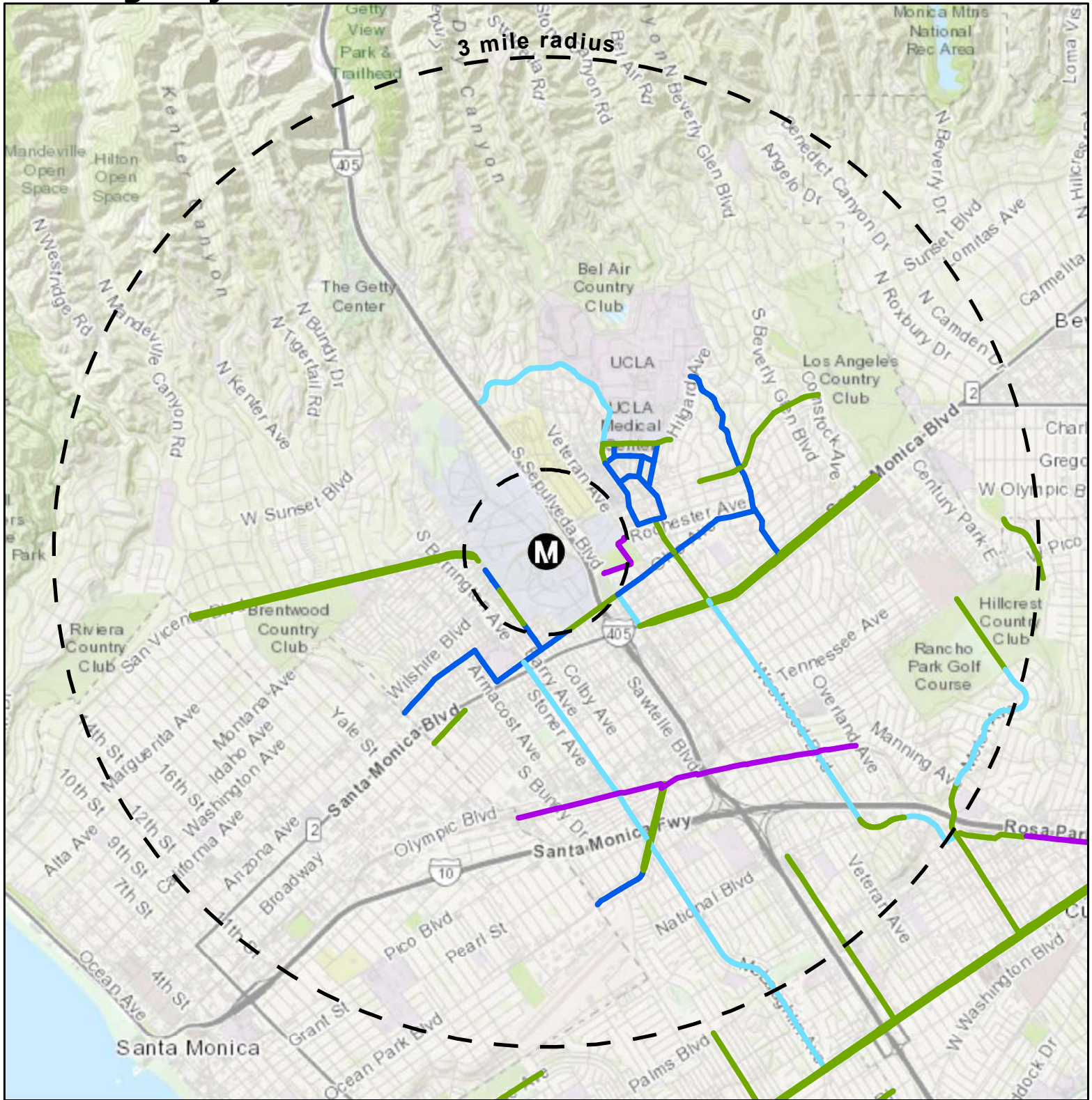


V-45



Westwood / VA Hospital Station Existing Bicycle Facilities

Figure 2.33



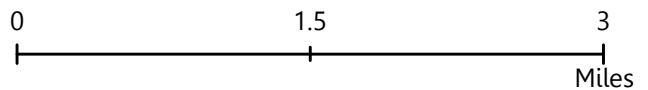
— Class I: Bike Path — Class III: Sharrowed Bike Route

— Class II: Bike Lane — Class III: Bike Route

 Westwood / VA Hospital Station Half-Mile and Three-Mile Radii

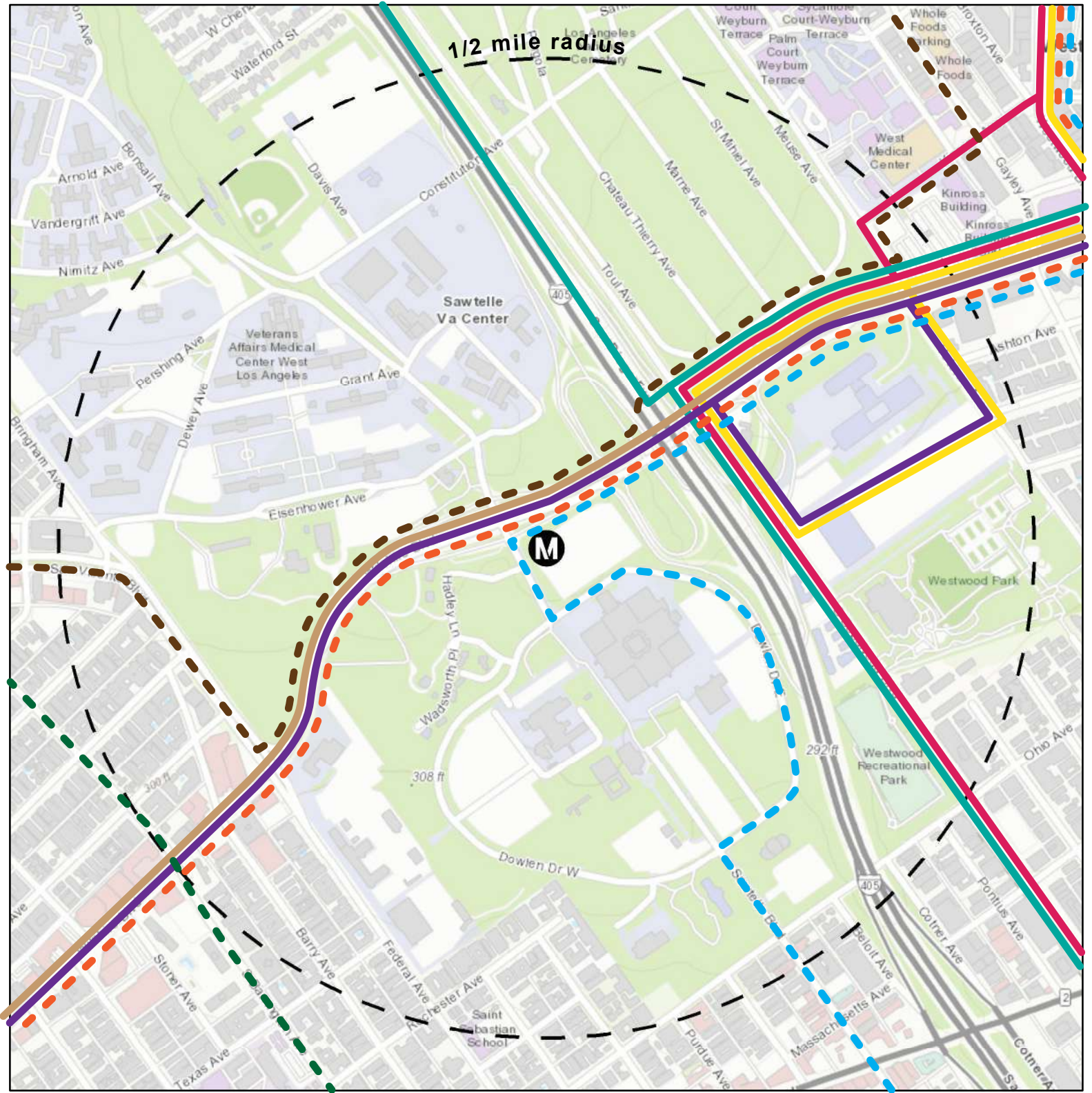


V-46



Westwood / VA Hospital Station Bus Transit Routes

Figure 2.34



Metro

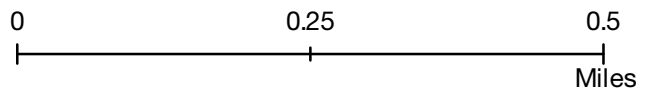
- Route 720
- Route 20
- Route 234, 734
- Route 602
- Route 788

Big Blue Bus

- Route 15
- Route 17
- Route 18
- Route 2

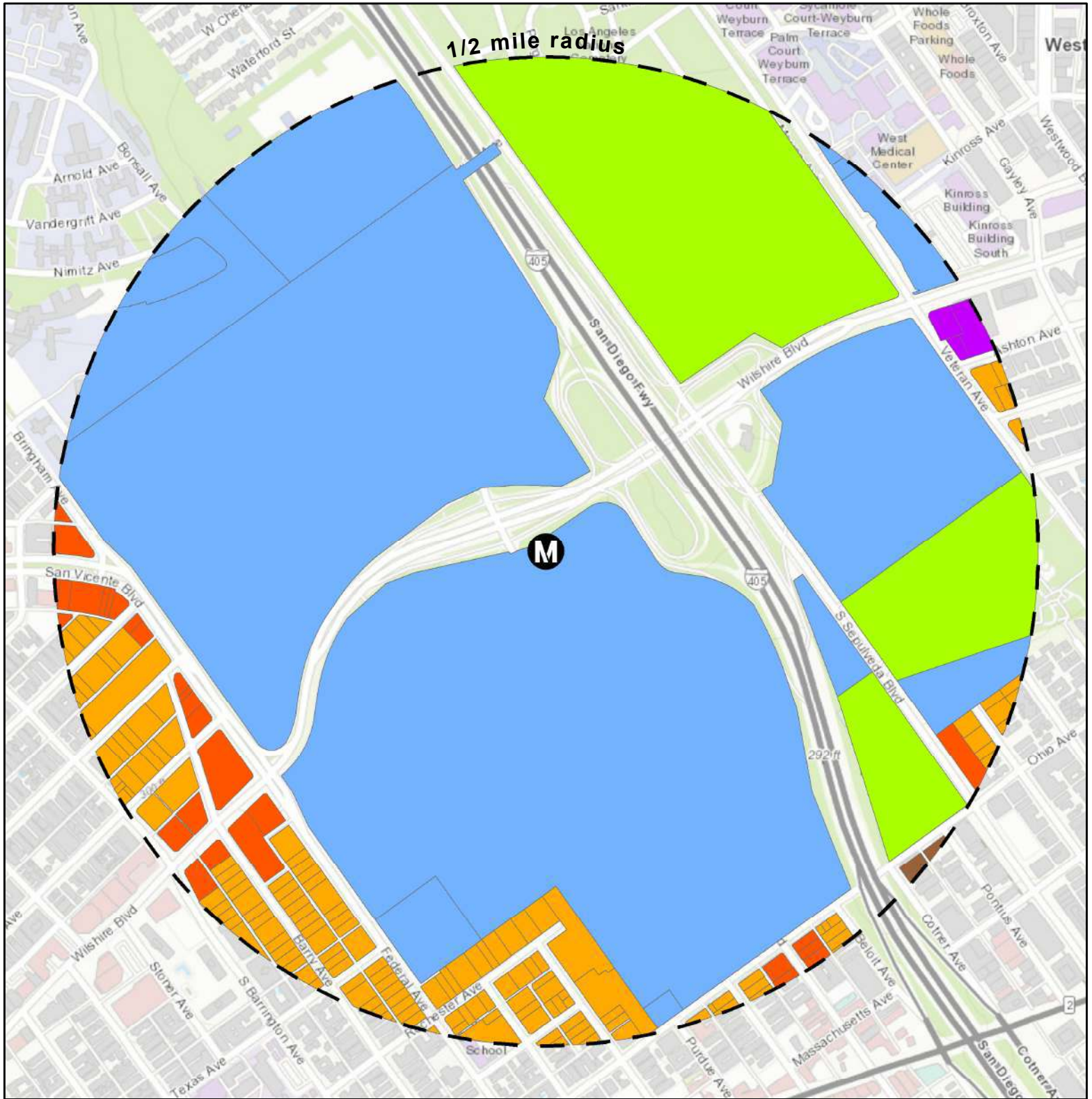


V-47



Westwood / VA Hospital Station Land Use

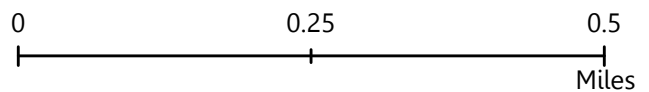
Figure 2.35



- Medium-Density Residential
- Commercial
- Open Space
- Public Facilities
- Regional Commercial
- Limited Manufacturing

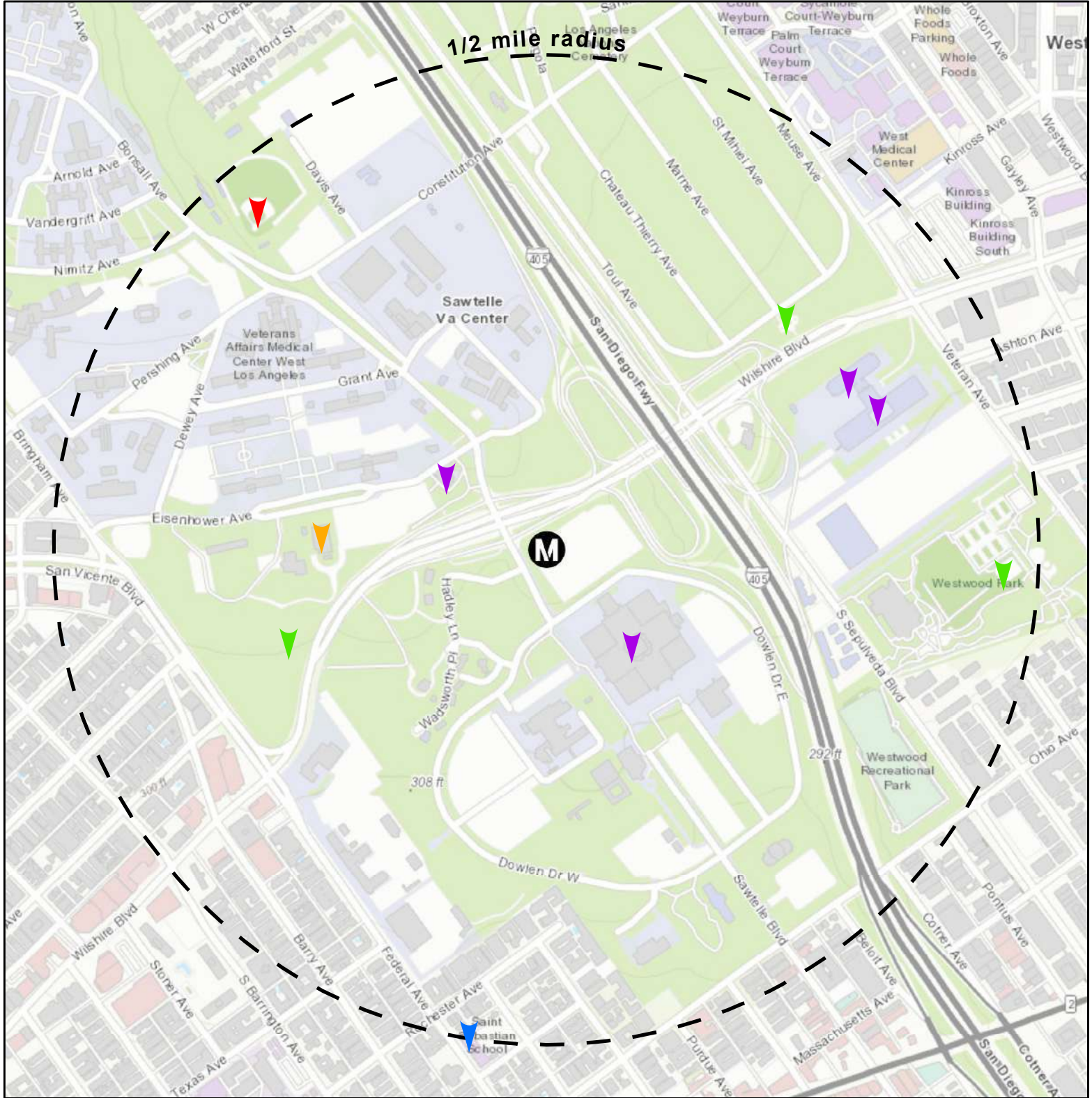


V-48



Westwood / VA Hospital Station Points of Interest

Figure 2.36

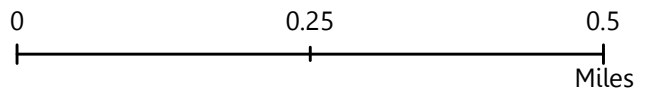


- Art
- Attraction
- Education
- Open Space
- Public
- Shopping

Westwood / VA Hospital Station Half-Mile Radius



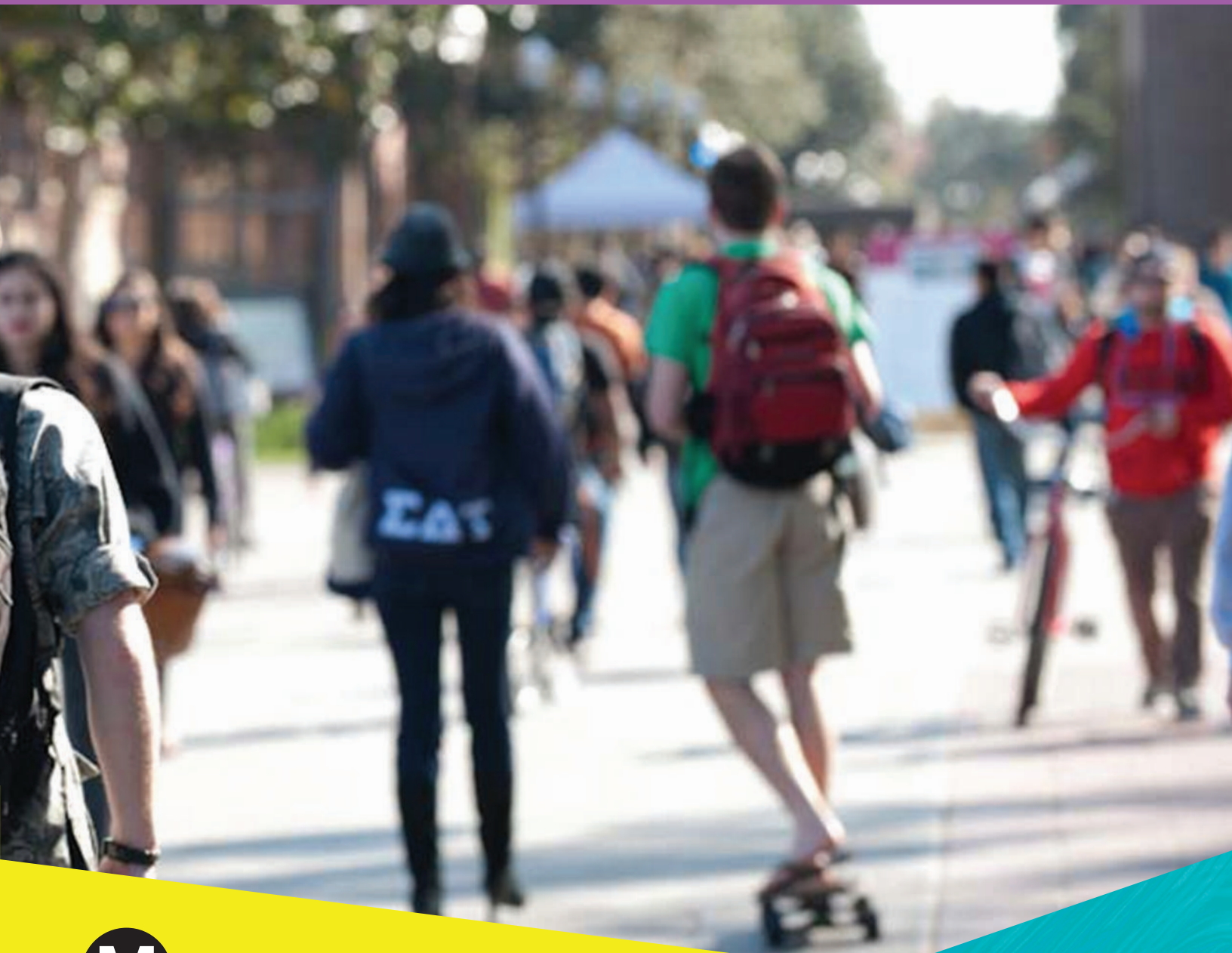
V-49



Next stop: connected communities.

COMMUNITY ENGAGEMENT & LOCAL COORDINATION

Purple Line Extension First/Last Mile Plan - Sections 2 & 3



Metro[®]

MAY 2020

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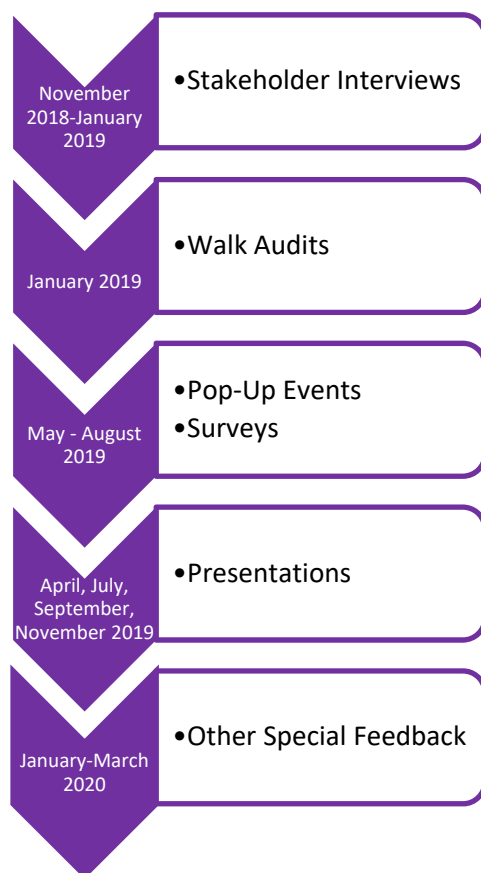
1. Community Engagement Summary

The First/Last Mile (FLM) Plan for Purple Line Extension Sections 2&3 (PLE 2&3) was produced with extensive community engagement at each of the future station areas: Wilshire/Rodeo, Century City/Constellation, Westwood/UCLA, and Westwood/VA Hospital.

Individuals and organizations have a local sense of ownership of the streets and provide FLM-related insight based on intimate experience. Indeed, the streets are woven into the daily fabric of their lives. In thinking about community engagement, PLE 2&3 sought to reach diverse users of the streets including residents, students, businesses, and visitors.

The need for community engagement was paramount in helping understand local environments and community concerns. Feedback provided insight about physical barriers limiting transit accessibility. It also surfaced interesting ideas for improvements. Feedback directly informed the FLM Plan.

Community engagement for the PLE 2&3 FLM Plan include the following activities:



Stakeholder interviews were conducted toward the start of FLM Plan development. Stakeholders include members from local city government, chambers of commerce, business improvement districts, community councils, advocacy groups, and institutional actors (e.g. Cedar Sinai Medical Center, UCLA), among others. Thirteen interviews were conducted with a total of 21 stakeholders.

Walk Audits are collaborative, field-based research activities wherein participants are asked to walk around future station areas (1/2-mile radius) and observe the built environment and its impacts on transit safety/comfort and connectivity. The observations are recorded on a tablet using Metro’s FLM app; it geo-locates participants as they walk around. Walks Audit data is aggregated and analyzed, helping to inform FLM Plan project ideas. There were 66 auditors and a total of 462 observations at eight audits.

Pop-Up events were hosted at farmers markets and other community events to gather public input on FLM improvements for each of the four stations. They included an interactive activity: passers-by were asked to analyze large-format maps and provide feedback on FLM improvements along station area streets and at intersections. Surveys were also conducted at the Pop-Up events or individuals were given a hyperlink to later complete the online survey on their own. There were 7 Pop-Up events and a total of 443 survey respondents.

Presentations were made by Metro staff to neighborhood councils, a business improvement district, and the Beverly Hills Traffic and Parking Commission. Metro provided an overview of its FLM approach, the Pathway Maps, and potential Plan ideas.

In response to community interest in the Westwood/UCLA station area, Metro also met with local community members in January 2019. This meeting led to a special comment opportunity: an email survey was issued to collect written comments on the draft FLM plans.

2. Introduction

The Purple Line Extension Sections 2 & 3 First/Last Mile Plan is focused on identifying improvements for pedestrian and bicycle access to the four new subway stations proposed in Beverly Hills, Century City, Westwood, and West Los Angeles. Sections 2 & 3 of Purple Line Extension will connect Downtown Los Angeles to some of the biggest destinations for tourists, commuters, students, and veterans in Los Angeles County.

From the current terminus at the Wilshire/Western Station, the Purple Line will extend westward for approximately 9 miles. Sections 1, 2, and 3 will add a total of seven new stations to the Purple Line.

The Purple Line Extension Sections 2 & 3 First/Last Mile Plan aims to increase the mobility, accessibility, safety, and comfort for pedestrians, bicyclists, and other active modes of transportation surrounding four proposed Purple Line stations. This summary memo presents the results of the community outreach effort completed for the area encompassing the four future:

- Wilshire / Rodeo Station
- Century City Constellation Station
- Westwood / UCLA Station
- Westwood / VA Hospital Station

This report summarizes multiple community outreach efforts for the Purple Line Extension First/Last Mile Plan. For the First/Last Mile Plan, Metro completed multiple stakeholder interviews, conducted multiple walk audits, hosted numerous pop-ups events, gave presentations, and administered a conducted two first/last mile surveys. This report also summarizes coordination efforts with local agencies.

3. Stakeholder Interviews Summary

As part of the Metro Purple Line Extension Sections 2 & 3 First/Last Mile planning efforts, members of the consultant team including Bill Delo (IBI), Nicole Ross and Marina Kay from The Robert Group (TRG), conducted a series of interviews with a variety of individuals and organizations that have a stake or interest in the future of the Metro Purple Line Extension Project.

Thirteen interviews were conducted with a total of 21 stakeholders between November 2018 and January 2019. Stakeholders included elected officials, planning staff, and representatives from community organizations, businesses, healthcare centers and higher education institutions. Twelve interviews were conducted via phone/screen-sharing using the application GoToMeeting and one interview was conducted in person.

The purpose of conducting stakeholder interviews was to understand and identify first/last mile needs and priorities, including specific station area investments that people felt are currently needed or could significantly help the surrounding communities. Each interview participant was asked a similar set of questions, designed to provide an opportunity to share their opinions and insights. The interviews were conducted with the help of a Google Earth map of the stakeholder's corresponding station area. As the stakeholder analyzed the map and provided commentary on specific areas of concern, the planning team simultaneously populated the map with localized notes. This method allowed for a real-time, spatial understanding of the station area.

The most consistent themes¹ heard from the stakeholders included:

- Need for drop-off and pick-up areas for Uber and Lyft drivers and passengers
- Need for bike lockers at stations to serve transit riders who cannot take bikes on the train, and need to store them somewhere until they return to their origin station
- Various station areas have narrow sidewalks that cause pedestrian congestion
- Connections to residential areas in station area
- Consideration of circulator shuttles to connect destinations to the stations
- Need for bicycle facilities in most station areas (bike lanes/ cycle tracks/ multi-use facilities)
- Need for wayfinding signage throughout station areas
- Bottleneck traffic conditions on major streets in station areas
- Importance of having pedestrian connections to major commercial centers, office buildings, hospitals, hotels, landmarks and other major destinations
- Overall concern with e-scooter regulations and accommodation

The stakeholders interviewed for the Purple Line Extension First/Last Mile Plan were:

- Linda Paradise Lyles, *Commute 90065 TMP*
- Aaron Gaul, *Urban Trans*
- Michael Skiles, *President of UCLA Graduate Students Association*
- Mara Braciszewski, *UCLA Graduate Students Association*
- Michelle Eviorato, *UCLA Graduate Students Association*
- Bill Wiley, *2 Rodeo*
- Blair Schechter, *Beverly Hills Chamber of Commerce*
- Todd Johnson, *Beverly Hills Chamber of Commerce*
- Jessie Holzer, *City of Beverly Hills*
- Aaron Kunz, *City of Beverly Hills*
- Gabriela Flores, *Cedar Sinai Medical Center*
- John Heidt, *Purple Line Extension Advisory Committee*
- Juan Matute, *Associate Director of the UCLA Lewis Center and Institute of Transportation Studies*
- Lauren Cole, *Brentwood Community Council Transportation Committee;*

¹ The most consistent stakeholder themes do not necessarily relate to first/last mile goals.

- Cori Solomon, *Brentwood Community Council Transportation Committee*
- Florence Chapgier, *Brentwood Community Council Representation Committee*
- Nancy Wood, *President and CEO of the Century City Chamber of Commerce*
- Steven Sann, *Westwood Community Council*
- Zack Gold, *UCLA Bike Coalition*
- Anna Geannopoulos, *UCLA Bike Coalition*
- Andrew Thomas, *Executive Director of the Westwood Village Improvement Association (BID)*

Stakeholder comments were recorded for each question, as well as locational opportunities, barriers, origins/destinations, and bicycle/pedestrian comments. Each interview is summarized below.



Purple Line Extension First/Last Mile Stakeholder Interview

Stakeholder: Linda Paradise Lyles,
Commute 90065 TMO
 Aaron Gaul, *Urban Trans*

Station: Century City/VA Station

Date|Time: December 4, 2018 | 10am

Facilitated by: Bill Delo, IBI

Purple Line Stats:

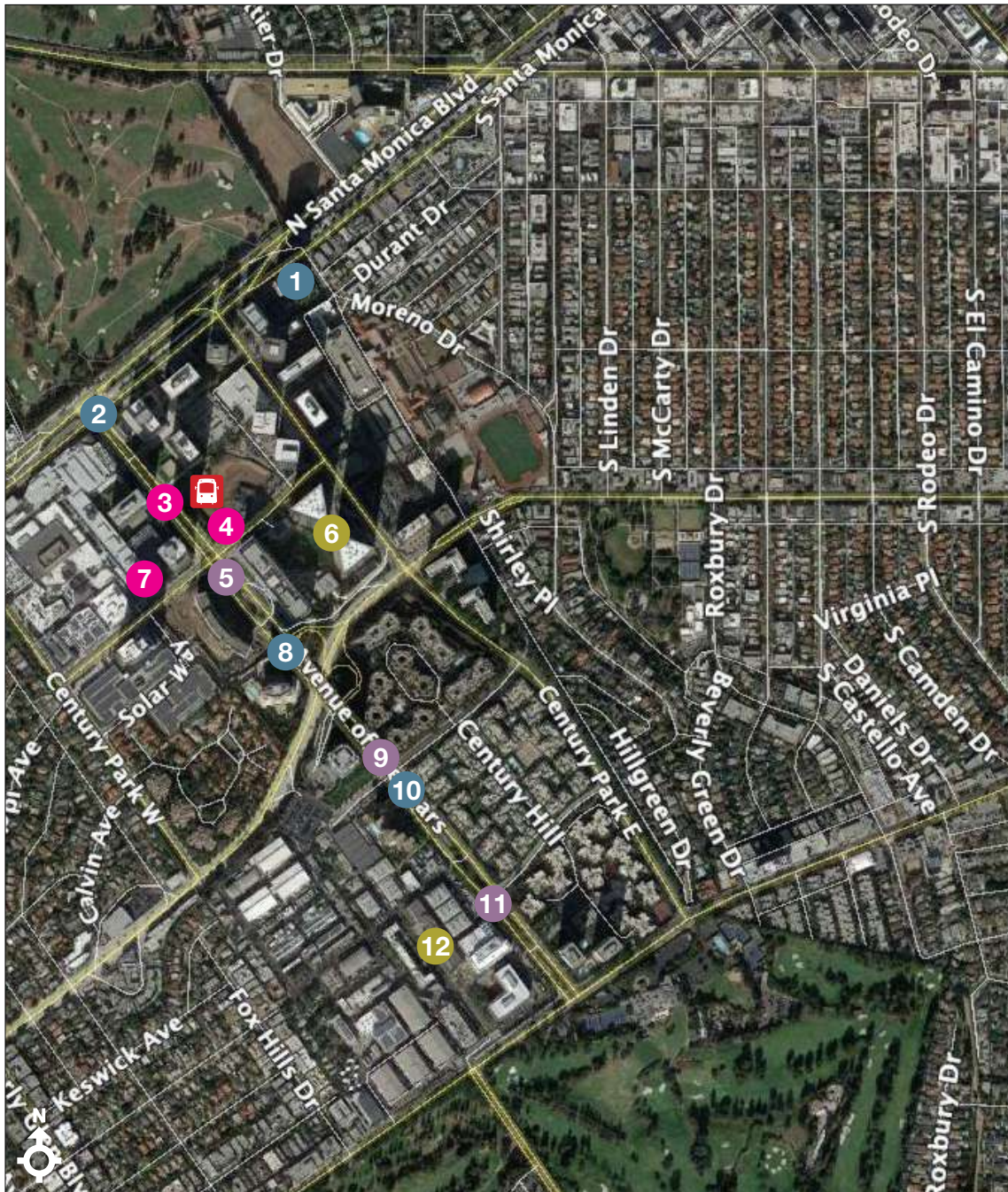
- Linda Paradise Lyles, Executive Director of *Commute 90065 TMO*
- Aaron Gaul, Director, *Urban Trans*
- Very familiar with PLE FLM planning

Summary by: Marina Kay, TRG


QUESTIONS	ANSWERS
General	
Which station(s) do you have a specific interest in related to station access and first-last mile?	<ul style="list-style-type: none"> • Century City/VA Station
What do you see are the primary challenges for pedestrian and bicycle access to this station?	<ul style="list-style-type: none"> • Walking across Santa Monica Blvd is difficult because of it is a long crossing and crossing time is very short • Similar scramble crossing intersection of Constellation Blvd and Ave of the Stars • High traffic coming onto Ave of Stars from Olympic Blvd • Few scooter riders thus far, much higher volume of bike riders • Room for bicycles and scooters on the streets
What challenges do you have today walking, bicycling, driving, and parking in the station area?	<ul style="list-style-type: none"> • Lack of street lighting for pedestrians walking at nighttime • Recommend adding separated bike lanes on Avenue of the Stars • Need for wayfinding at station portal • Would be good to bring in Metro and Big Blue Bus stops closer to station portal in Century City

<p>What key destinations or uses would you (and people in your organization/group) access using this station?</p>	<ul style="list-style-type: none"> • Those who walk to the mall during Lunch time • Consideration for underground connection to Westfield Mall to avoid crossing the traffic congested streets
<p>What are the key destinations people are traveling to in this station area?</p>	<ul style="list-style-type: none"> • Hyatt Hotel (service employees that work shifts) • Twin Towers; there are thousands of commuters going to those buildings and they are significantly far from the transit stop • 10100 Santa Monica Building
<p>Are there specific neighborhoods or uses that would benefit from improved access to the station?</p>	<ul style="list-style-type: none"> • Many working professionals who are not going to walk will take whatever device. There are also service workers who would take transportation as well. • Important to consider element of privacy and security for Consulates/Embassies/High profile law firms, etc.
<p><i>We will utilize a station area map – hard copy for in person interviews and via GoTo meeting for conference call interviews – to provide stakeholders with an opportunity to comment about specific pathways, connections, and constraints located in their station area(s) of focus. This information will be helpful to receive direct feedback in the station areas and would be added to the input we receive from the walk audits that will be conducted in December.</i></p>	
<p>What about other modes of travel to access the station – e-scooters, Uber/Lyft, bus – What challenges and opportunities to you see with these modes of travel?</p>	<ul style="list-style-type: none"> • Uber/Lyft: drop off and pick up stops should be built into the FLM • Station should have car share as part of the station
<p><i>Metro and the consultant team will be conducting walk audits at each station on Saturday, December 1 and Monday, December 3.</i></p>	
<p>Would you be interested in participating as an auditor for one of these events?</p>	<ul style="list-style-type: none"> • Not sure but would like to be sent invite.
<p>Walk Audit Attendance</p>	<ul style="list-style-type: none"> • Aaron Gaul attended Century City Walk Audit on Monday, January 14th, 2019.

Map below depicts noted areas for First/Last Mile improvements.



Linda Paradise Lyles

- 1 10100 Sana Monica Building is a far walk to the station
 - 2 Long crossing, limited time to cross Santa Monica Blvd
 - 3 Bring in Metro/ BBB stops
 - 4 Wayfinding at station portal
 - 5 Scramble crossing Avenue of the Stars/ Constellation Blvd
 - 6 This block is key destination in number of commuters
 - 7 Underground connection to Westfield Mall?
 - 8 High traffic coming onto Avenue of Stars from Olympic Blvd
 - 9 Separated bike lanes on Avenue of the Stars?
 - 10 Asked to put on hold until after construction
 - 11 Dedicated bike/ pedestrian pathway in median of Avenue of the Stars
 - 12 Fox Studios destination
-  Century City Station

-  Opportunities
-  Barriers
-  Origins/Destinations
-  Bicycle/Pedestrian Comments



Purple Line Extension First/Last Mile Stakeholder Interview

Stakeholder: Michael Skiles, President,
 UCLA GSA

Station: Westwood/UCLA Station

Date|Time: December 7, 2018 | 3pm

Facilitated by: Cristina Martinez, IBI

Summary by: Marina Kay, TRG

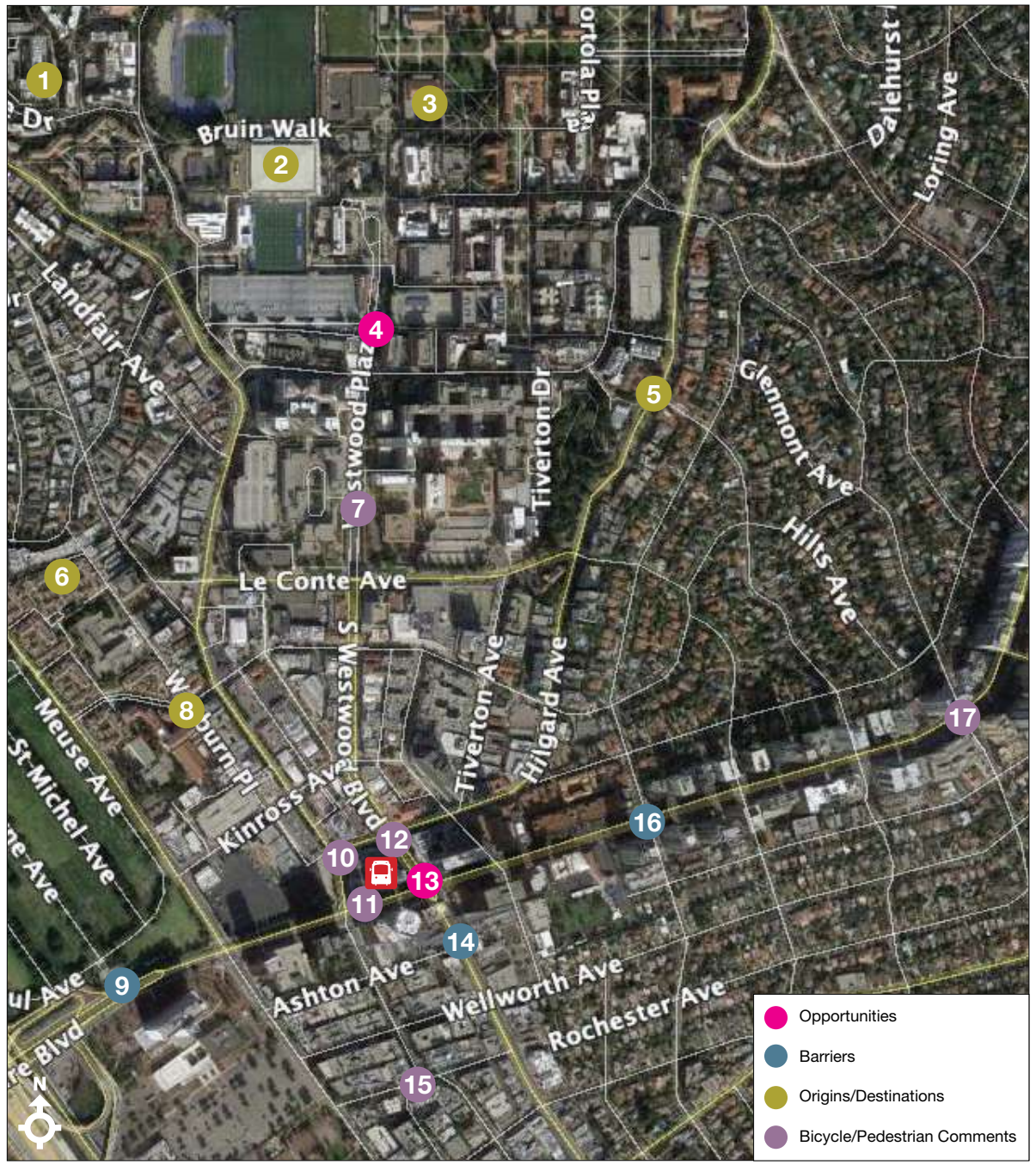
Purple Line Stats:

- Mara Braciszewski, *UCLA GSA*
- Michelle Eviorato, *UCLA GSA UCLA Graduate Students Association*
- Very familiar with PLE Planning efforts


QUESTIONS	ANSWERS
General	
Which station(s) do you have a specific interest in related to station access and first-last mile?	<ul style="list-style-type: none"> • Westwood/UCLA Station
What do you see are the primary challenges for pedestrian and bicycle access to this station?	<ul style="list-style-type: none"> • Poor bike access and lack of bike lanes • Sidewalks not wide enough • Pedestrian improvement needed along Westwood Blvd • Walk from station to campus would take a long time • Several driveways along Westwood with little to no traffic where pedestrians do not have right of way • Bicycle access along hilly paths • Hilgard/ Manning light takes 2-3 minutes to allow crossing • Pedestrian crossing issues at Rochester Ave and Midvale Ave
What key destinations or uses would you (and people in your organization/group) access using this station?	<ul style="list-style-type: none"> • Connection to DTLA • Connection to Korea Town • Weyburn Terrace (Graduate student housing) • UCLA Central Campus • Pauley Pavilion
What are the key destinations people are traveling to in this station area?	<ul style="list-style-type: none"> • UCLA Campus (including Pauley Pavilion)

	<ul style="list-style-type: none"> • Westwood Village
<p>Are there specific neighborhoods or uses that would benefit from improved access to the station?</p>	<ul style="list-style-type: none"> • Undergraduate student housing (on the hill) • Graduate student housing (Weyburn Terrace) • Malcolm and Wilshire (no pedestrian crosswalk) • Midvale and Rochester (no pedestrian crosswalk)
<p><i>We will utilize a station area map – hard copy for in person interviews and via GoTo meeting for conference call interviews – to provide stakeholders with an opportunity to comment about specific pathways, connections, and constraints located in their station area(s) of focus. This information will be helpful to receive direct feedback in the station areas and would be added to the input we receive from the walk audits that will be conducted in December.</i></p>	
<p>What about other modes of travel to access the station – e-scooters, Uber/Lyft, bus – What challenges and opportunities to you see with these modes of travel?</p>	<ul style="list-style-type: none"> • Serious lack of parking south of the station • Many businesses, restaurants on Wilshire Blvd; serious lack of street/lot parking nearby • Consider easing up on the parking restrictions; offer 2-hour parking for example • Congestion from student commuters exiting 405 freeway; bottleneck at this exit; especially along overpass getting to the VA
<p><i>Metro and the consultant team will be conducting walk audits at each station on Saturday, December 1 and Monday, December 3.</i></p>	
<p>Would you be interested in participating as an auditor for one of these events?</p>	<ul style="list-style-type: none"> • All participants on the call are interested
<p>If yes, which day?</p>	<ul style="list-style-type: none"> • Michelle - Monday, January 14th: 10:00am – 12:00pm • Michael and Mara - Monday, January 14th: 2:00pm – 4:00pm
<p>Walk Audit Attendance</p>	<ul style="list-style-type: none"> • No one was able to attend

Map below depicts noted areas for First/Last Mile improvements.



Michael Skiles

- 1 Undergrad student housing
- 2 Pauley Pavilion
- 3 Central campus is the main location for classes
- 4 Pedestrian right of way issues
- 5 Graduate student housing
- 6 Student housing
- 7 Crosswalk improvements needed
- 8 2,000 grad student housing units
- 9 Congestion near I-405
- 10 Bike lanes needed
- 11 Bike lanes needed
- 12 Pedestrian improvements along Westwood Blvd
- 13 Shuttle opportunity
- 14 Lack of parking south of Wilshire Blvd
- 15 Pedestrian crossing
- 16 No crossing today
- 17 Cyclist route
-  Westwood/UCLA Station





Purple Line Extension First/Last Mile Stakeholder Interview

Stakeholder: Bill Wiley, *2 Rodeo*
Station: Wilshire/Rodeo Station
Date|Time: December 19, 2018 | 10am
Facilitated by: Bill Delo, *IBI*

Purple Line Stats:

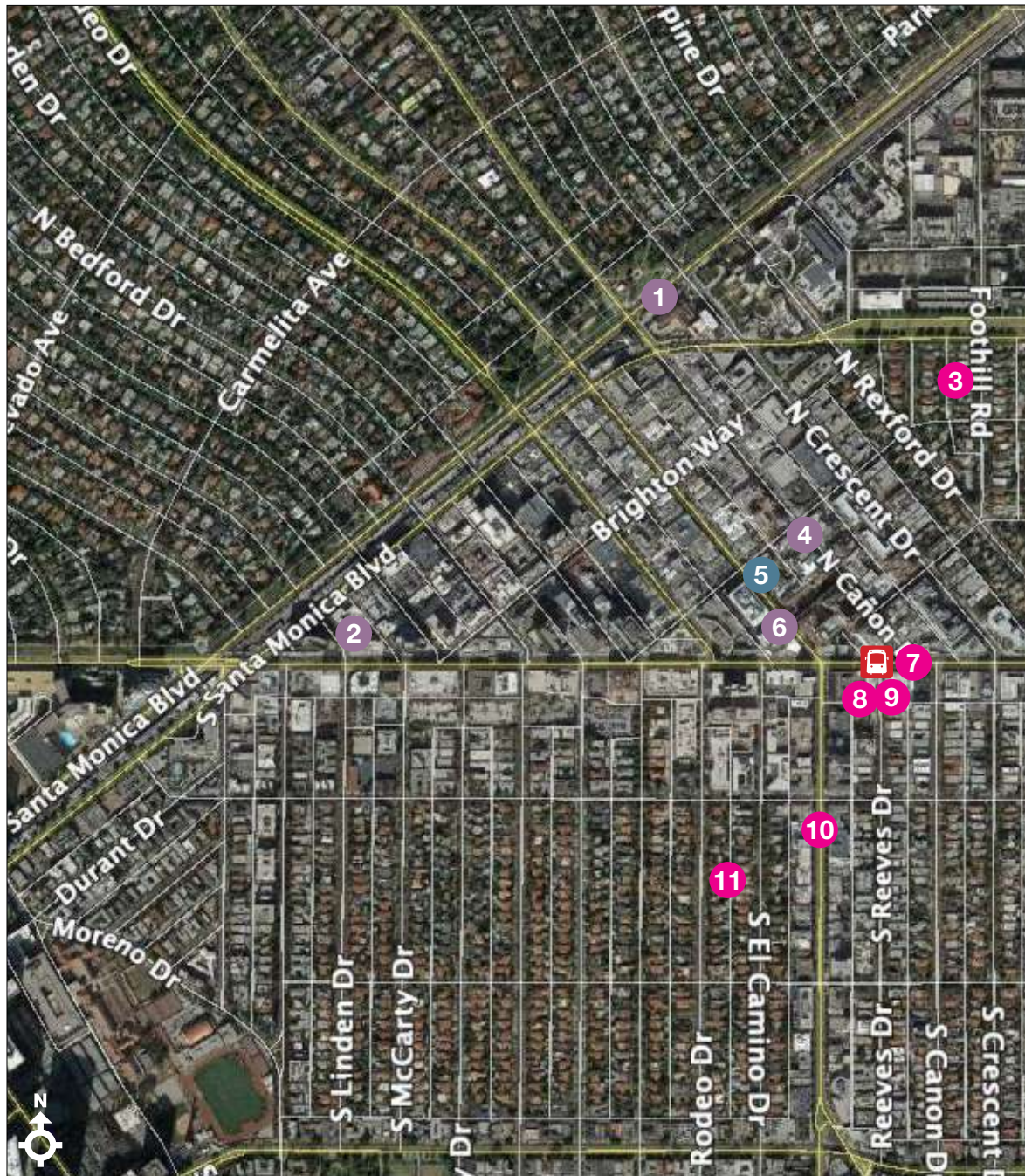
- Director of *2 Rodeo*, CPM Certified
- Very familiar with FLM planning efforts

Summary by: Marina Kay, *TRG*


QUESTIONS	ANSWERS
General	
<p>Which station(s) do you have a specific interest in related to station access and first-last mile?</p>	<ul style="list-style-type: none"> • Wilshire/Rodeo Station
<p>What do you see are the primary challenges for pedestrian and bicycle access to this station?</p>	<ul style="list-style-type: none"> • Need space for bikes on the train • Need for North and South bike connection, perhaps on Beverly Blvd or another street • Narrow streets discourage bike riding • Restrooms at the station is very important for all transit riders • Cleanliness makes it a terrific gateway for people to visit our neighborhood • Bike lockers are important as people take bikes on the train and then need to store them somewhere until they get back on the train
<p>What challenges do you have today walking, bicycling, driving, and parking in the station area?</p>	<ul style="list-style-type: none"> • More wayfinding markers on the street would allow for easier mobility

<p>What key destinations or uses would you (and people in your organization/group) access using this station?</p>	<ul style="list-style-type: none"> • Major hotels and restaurants need pedestrian connections to the station • Hotels need walking access to station
<p>What are the key destinations people are traveling to in this station area?</p>	<ul style="list-style-type: none"> • Hotels such as the Beverly Hilton and the Beverly Hills Hotel • Shops and landmarks such as Rodeo Drive, Melrose Avenue, and Beverly Gardens Park • Office buildings and business centers
<p>Are there specific neighborhoods or uses that would benefit from improved access to the station?</p>	<ul style="list-style-type: none"> • Connections to residential areas and South Beverly Hills commercial area • Bike lanes on N. Santa Monica Blvd would improve access
<p><i>We will utilize a station area map – hard copy for in person interviews and via GoTo meeting for conference call interviews – to provide stakeholders with an opportunity to comment about specific pathways, connections, and constraints located in their station area(s) of focus. This information will be helpful to receive direct feedback in the station areas and would be added to the input we receive from the walk audits that will be conducted in December.</i></p>	
<p>What about other modes of travel to access the station – e-scooters, Uber/Lyft, bus – What challenges and opportunities to you see with these modes of travel?</p>	<ul style="list-style-type: none"> • A Drop-off/pick-up area off Wilshire Blvd for Uber/Lyft vehicles would be beneficial
<p><i>Metro and the consultant team will be conducting walk audits at each station on Saturday, December 1 and Monday, December 3.</i></p>	
<p>Would you be interested in participating as an auditor for one of these events?</p>	<ul style="list-style-type: none"> • Yes, information sent to Mr. Wiley on 1.2.2019
<p>Walk Audit Attendance</p>	<ul style="list-style-type: none"> • Unable to attend

Map below depicts noted areas for First/Last Mile improvements.



Bill Wiley

- 1 Bike lane on N. Santa Monica Blvd
 - 2 Connections to hotels via walking and bikes
 - 3 Connections to residential areas
 - 4 Bikes usually use sidewalk, but high pedestrian volumes
 - 5 Narrow streets discourage bike riding
 - 6 Need for north/ south bike connection; perhaps Beverly or other street
 - 7 Need drop-off/ pick up area off Wilshire Blvd
 - 8 Need station facilities and restrooms maintained
 - 9 Bike lockers/ storage facilities
 - 10 Restaurants need connection to station
 - 11 Connections to residential and South Beverly commercial district
-  Beverly Hills Station

	Opportunities
	Barriers
	Origins/Destinations
	Bicycle/Pedestrian Comments



Purple Line Extension First/Last Mile Stakeholder Interview

Stakeholder: Blair Schechter; Todd Johnson
Station: Wilshire/Rodeo Station
Date|Time: December 3, 2018 | 3pm
Facilitated by: Bill Delo, Nicole Ross

Purple Line Stats:


- Beverly Hills Chamber of Commerce – Pres/ CEO; Dev. & Government Relations

QUESTIONS	ANSWERS
General	
Which station(s) do you have a specific interest in related to station access and first-last mile?	<ul style="list-style-type: none"> • Wilshire/Rodeo Station
What do you see are the primary challenges for pedestrian and bicycle access to this station?	<ul style="list-style-type: none"> • The Station Area needs drop off / pick-up accommodations
What challenges do you have today walking, bicycling, driving, and parking in the station area?	<ul style="list-style-type: none"> • Crosswalk signal times need to be extended • Need for integrated mobility options such as Uber/Lyft, parking, e-scooters, etc.
What key destinations or uses would you (and people in your organization/group) access using this station?	<ul style="list-style-type: none"> • Hotels within walking distance • Hilton complex development • Central Business District – City Hall, Wallace Center • Residents travelling to DTLA
What are the key destinations people are traveling to in this station area?	<ul style="list-style-type: none"> • BH Hotel for workers • Workers from local businesses will use the line before visitors

<p>Are there specific neighborhoods or uses that would benefit from improved access to the station?</p>	<ul style="list-style-type: none"> • Dense, mixed-use housing South of Wilshire
<p><i>We will utilize a station area map – hard copy for in person interviews and via GoTo meeting for conference call interviews – to provide stakeholders with an opportunity to comment about specific pathways, connections, and constraints located in their station area(s) of focus. This information will be helpful to receive direct feedback in the station areas and would be added to the input we receive from the walk audits that will be conducted in December.</i></p>	
<p>What about other modes of travel to access the station – e-scooters, Uber/Lyft, bus – What challenges and opportunities to you see with these modes of travel?</p>	<ul style="list-style-type: none"> • Reference City of Beverly Hills Complete Streets plan regarding planned changes to incorporate.
<p><i>Metro and the consultant team will be conducting walk audits at each station on Saturday, January 12th and Monday, January 14th.</i></p>	
<p>Would you be interested in participating as an auditor for one of these events?</p>	<ul style="list-style-type: none"> • Will forward Walk Audit information to Government Affairs Committee
<p>If yes, which day?</p>	<ul style="list-style-type: none"> • Pending
<p>Walk Audit Attendance</p>	<ul style="list-style-type: none"> • Unable to attend

Map below depicts noted areas for First/Last Mile improvements.

Blair Schechter, Todd Johnson

- 1 Need for connections from destinations located at further distances to train station
 - 2 How do pedestrians cross Wilshire Blvd? Make it safe and pleasant
 - 3 Drop off/ pick-off locations
 - 4 Create a mobility hub at station with bike and scooter storage
 - 5 Development planned. Need connection to station
 - 6 How to connect multi-family location here to station
-  Beverly Hills Station





Purple Line Extension First/Last Mile Stakeholder Interview

Stakeholder: Jessie Holzer, *City of Beverly Hills*

Station: Wilshire/Rodeo Station

Date|Time: December 7, 2018 | 1:30pm

Facilitated by: Bill Delo, *IBI*

Summary by: Marina Kay, *TRG*

Purple Line Stats:

- In person meeting at Beverly Hills City Hall
- Did not take map notes using Google Earth technology
- Additional participants: My La and Jacob Lieb, *Metro*; Aaron Kunz, *City of Beverly Hills*

QUESTIONS	ANSWERS
General	
Which station(s) do you have a specific interest in related to station access and first-last mile?	<ul style="list-style-type: none"> • Wilshire/Rodeo Station
What do you see are the primary challenges for pedestrian and bicycle access to this station?	<ul style="list-style-type: none"> • One challenge is the wide cross section for Wilshire Blvd and difficulty crossing • Proposed PLE station is not located in the heart of downtown BH • City has raised an issue/interest in having a station portal on the north side of Wilshire, perhaps near Wilshire/Cannon intersection • N/S streets south of Wilshire could provide opportunities for bicycle boulevards
What challenges do you have today walking, bicycling, driving, and parking in the station area?	<ul style="list-style-type: none"> • Currently, City of Beverly Hills only has 2 bike lanes and 1 bike route today
What key destinations or uses would you (and people in your organization/group) access using this station?	<ul style="list-style-type: none"> • Beverly Hills City Hall

<p>What are the key destinations people are traveling to in this station area?</p>	<ul style="list-style-type: none"> • Commercial areas, touristic landmarks
<p>Are there specific neighborhoods or uses that would benefit from improved access to the station?</p>	<ul style="list-style-type: none"> • Station area is commercial north of Wilshire and residential south of Wilshire • Commercial south of Wilshire is focused on Beverly Drive
<p><i>We will utilize a station area map – hard copy for in person interviews and via GoTo meeting for conference call interviews – to provide stakeholders with an opportunity to comment about specific pathways, connections, and constraints located in their station area(s) of focus. This information will be helpful to receive direct feedback in the station areas and would be added to the input we receive from the walk audits that will be conducted in December.</i></p>	
<p>What about other modes of travel to access the station – e-scooters, Uber/Lyft, bus – What challenges and opportunities to you see with these modes of travel?</p>	<ul style="list-style-type: none"> • City currently has a 1-year ban on electric scooters • There are concerns about pedestrian/scooter conflicts that the city wants to resolve before permitting scooters • FLM plan will need to think about curbside management and pick-up/drop-off needs
<p><i>Metro and the consultant team will be conducting walk audits at each station on Saturday, December 1 and Monday, December 3.</i></p>	
<p>Would you be interested in participating as an auditor for one of these events?</p>	<ul style="list-style-type: none"> • Yes • City would be interested in inviting staff, traffic commission members, and council members to participate • TRG to send invite to Jessie Holzer for distribution at the city
<p>Walk Audit Participation</p>	<ul style="list-style-type: none"> • Unable to attend



Purple Line Extension First/Last Mile Stakeholder Interview

Stakeholder: Gabriela Flores, *Cedar Sinai Medical Center*

Station: Wilshire/Rodeo Station

Date|Time: December 20, 2018 | 3:30pm

Facilitated by: Bill Delo, *IBI*

Purple Line Stats:

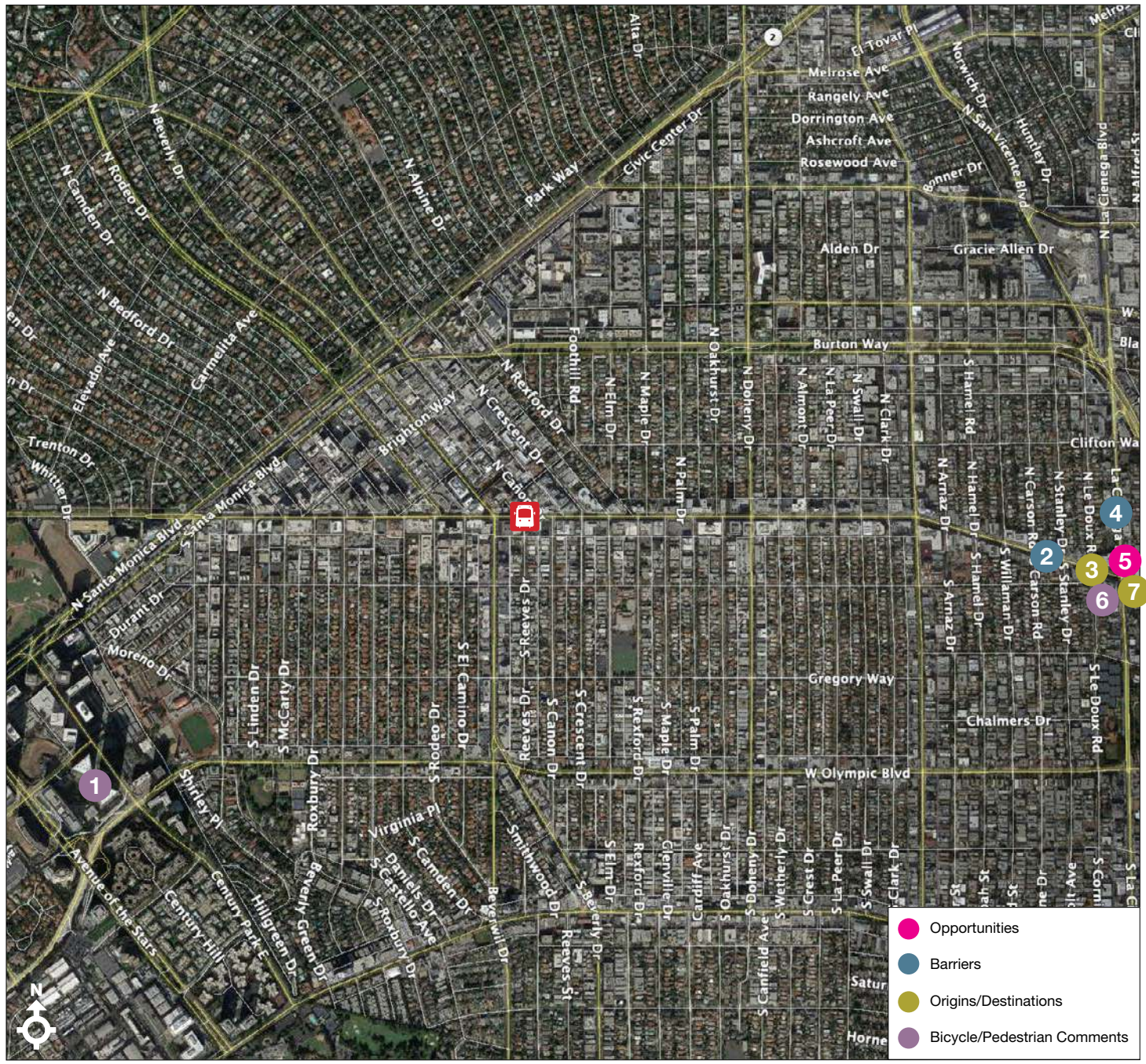
- Associate Director, Government and Industry Relations, Cedars Sinai Medical Center
- Somewhat familiar with FLM planning efforts
- Concerned with hospital access and traffic conditions

Summary: Marina Kay, *TRG*


QUESTIONS	ANSWERS
General	
Which station(s) do you have a specific interest in related to station access and first-last mile?	<ul style="list-style-type: none"> • Wilshire/Rodeo Station
What do you see are the primary challenges for pedestrian and bicycle access to this station?	<ul style="list-style-type: none"> • More bicycle access for hospital employees • Wilshire Blvd/La Cienega Blvd to hospital area has no safe pathways for bikers • Constant bottleneck traffic near hospital
What challenges do you have today walking, bicycling, driving, and parking in the station area?	<ul style="list-style-type: none"> • No current safe pathway for bikers to ride in the area • Hospital employees cannot afford to sit in traffic with upcoming shifts • Many hospital employees are looking for alternative transportation options • Visiting patients are also affected by difficult access to hospital due to traffic congestion and lack of transportation options

<p>What key destinations or uses would you (and people in your organization/group) access using this station?</p>	<ul style="list-style-type: none"> • Main hospital • Cedars Sinai is planning to build an Urgent Care facility across the street
<p>What are the key destinations people are traveling to in this station area?</p>	<ul style="list-style-type: none"> • Will provide a list of key destinations to Bill in early January
<p>Are there specific neighborhoods or uses that would benefit from improved access to the station?</p>	<ul style="list-style-type: none"> • Wilshire Blvd/La Cienega Blvd Area • Area spanning from Century City to hospital area and greater Beverly Hills
<p><i>We will utilize a station area map – hard copy for in person interviews and via GoTo meeting for conference call interviews – to provide stakeholders with an opportunity to comment about specific pathways, connections, and constraints located in their station area(s) of focus. This information will be helpful to receive direct feedback in the station areas and would be added to the input we receive from the walk audits that will be conducted in December.</i></p>	
<p>What about other modes of travel to access the station – e-scooters, Uber/Lyft, bus – What challenges and opportunities to you see with these modes of travel?</p>	<ul style="list-style-type: none"> • Need for ride share/ Uber/ Lyft drop off and pick up points • Interest in providing bike access from Century City to hospital area
<p><i>Metro and the consultant team will be conducting walk audits at each station on Saturday, December 1 and Monday, December 3.</i></p>	
<p>Would you be interested in participating as an auditor for one of these events?</p>	<ul style="list-style-type: none"> • Will have someone from Century City location participate as well
<p>If yes, which day?</p>	<ul style="list-style-type: none"> • TBD
<p>Walk Audit Attendance</p>	<ul style="list-style-type: none"> • Not able to attend

Map below depicts noted areas for First/Last Mile improvements.



Gabriela Flores

- 1 Interested in bike access
- 2 High traffic volumes all day
- 3 Ride share/drop-off/pick-up location
- 4 No current "safe" pathway
- 5 Planning urgent care facility near station
- 6 Bicycle access for employees
- 7 Wilshire/ La cienega
-  Beverly Hills Station



Purple Line Extension First/Last Mile Stakeholder Interview

Stakeholder: John Heidt
Station: Westwood/UCLA
Date|Time: December 4, 2018 | 10am
Facilitated by: Bill Delo, IBI; Nicole Ross, TRG

Purple Line Stats:

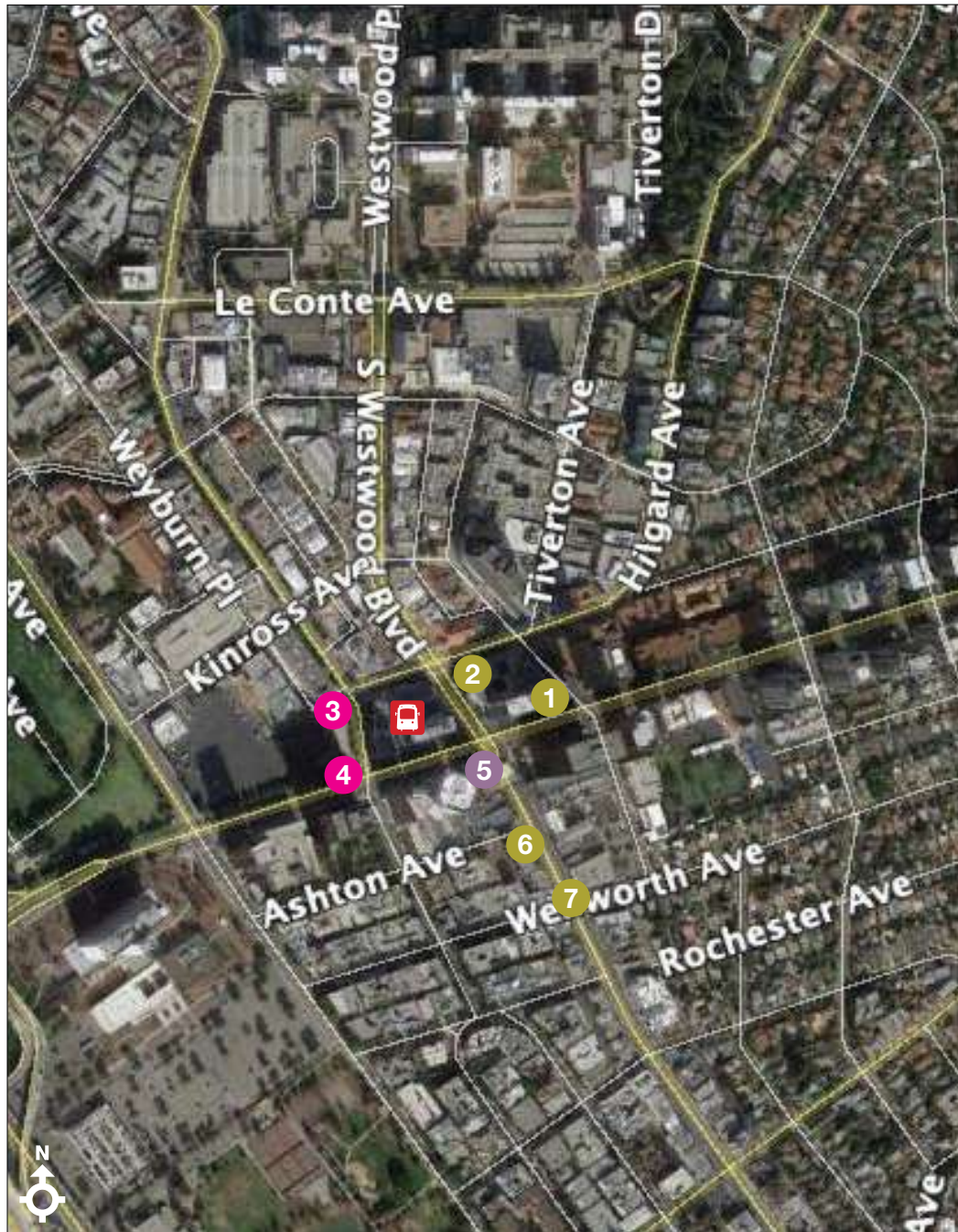
- Participated in original PLE Advisory Committee
- Local Real Estate Developer

QUESTIONS	ANSWERS
General	
Which station(s) do you have a specific interest in related to station access and first-last mile?	<ul style="list-style-type: none"> • Westwood/UCLA - Century City
What do you see are the primary challenges for pedestrian and bicycle access to this station?	<ul style="list-style-type: none"> • Seniors not going to ride birds and eScooters • More likely to use Uber/Lyft
What challenges do you have today walking, bicycling, driving, and parking in the station area?	<ul style="list-style-type: none"> • Safety concerns, ADA capacity/security for bikes • Fix potholes • Limit homeless access
What key destinations or uses would you (and people in your organization/group) access using this station?	<ul style="list-style-type: none"> • VA Station - anticipated to have larger footprint
What are the key destinations people are traveling to in this station area?	<ul style="list-style-type: none"> • Hammer Museum • Crest Theater (recently acquired by UCLA) • Westwood Village
Are there specific neighborhoods or uses that would benefit from improved access to the station?	<ul style="list-style-type: none"> • South Wilshire – large Persian community


We will utilize a station area map – hard copy for in person interviews and via GoTo meeting for conference call interviews – to provide stakeholders with an opportunity to comment about specific pathways, connections, and constraints located in their

<i>station area(s) of focus. This information will be helpful to receive direct feedback in the station areas and would be added to the input we receive from the walk audits that will be conducted in December.</i>	
What about other modes of travel to access the station – e-scooters, Uber/Lyft, bus – What challenges and opportunities to you see with these modes of travel?	<ul style="list-style-type: none"> • Possible Lyft/Uber drop-off in Lot 32 off Gayley and Wilshire Blvd
<i>Metro and the consultant team will be conducting walk audits at each station on Saturday, January 12th and Monday, January 14th</i>	
Would you be interested in participating as an auditor for one of these events?	<ul style="list-style-type: none"> • Will forward Walk Audit invite
Walk Audit Participation	<ul style="list-style-type: none"> • Attended Westwood-UCLA Walk Audit on Saturday, January 12, 2019.

Map below depicts noted areas for First/Last Mile improvements.



John Heidt

- 1 Hammer Museum
 - 2 Existing taxi loading area
 - 3 Bike storage opportunity?
 - 4 Possible Lyft/ Uber drop-off/ Lot 32
 - 5 Need to widen sidewalk on Westwood Blvd
 - 6 Crest Theater – converted to live theater/ UCLA owned
 - 7 Persian Square – business district south of Wilshire Blvd on Westwood Blvd
-  Westwood/UCLA Station

-  Opportunities
-  Barriers
-  Origins/Destinations
-  Bicycle/Pedestrian Comments



Purple Line Extension First/Last Mile Stakeholder Interview

Stakeholder: Juan Matute
Station: Westwood/UCLA Station
Date|Time: December 13, 2018 | 10:30am
Facilitated by: Bill Delo; Nicole Ross

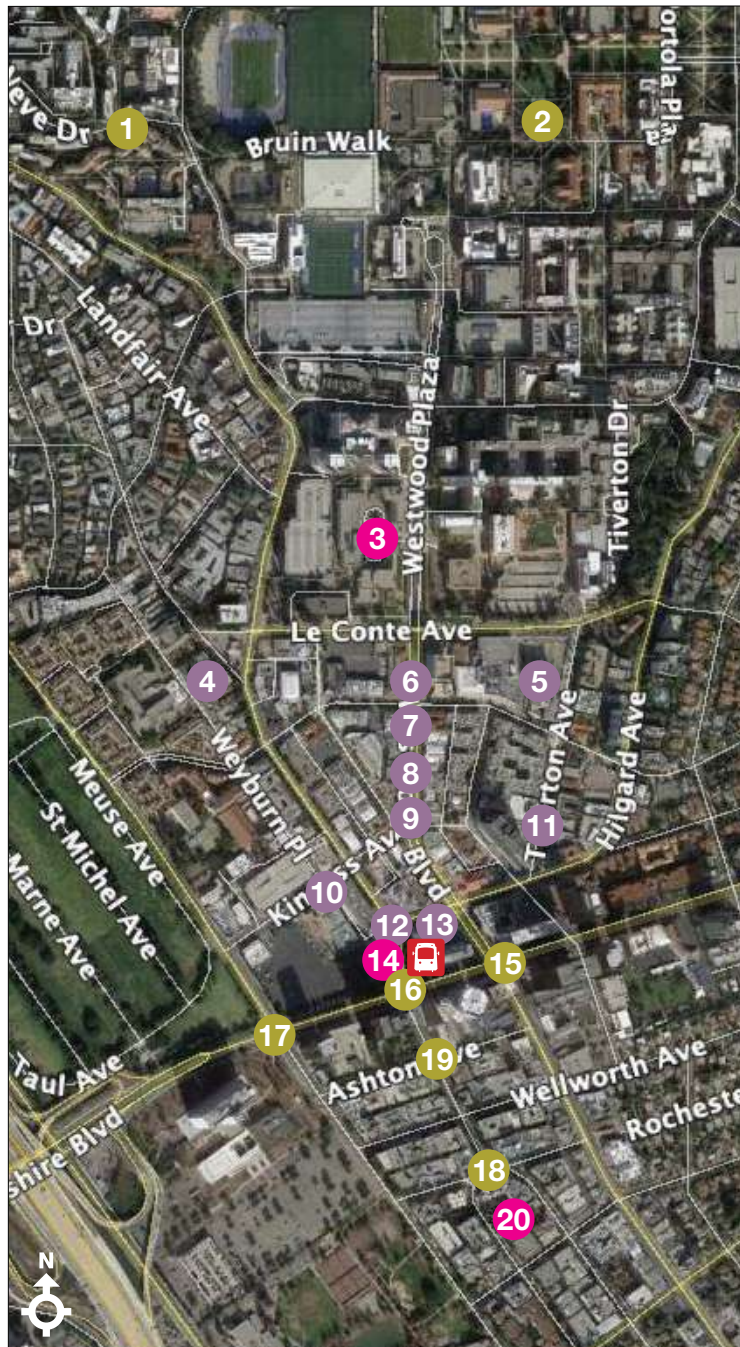
Purple Line Stats:

- Associate Director; UCLA Lewis Center and the Institute of Transportation Studies
- Appointed to Neighborhood Council


QUESTIONS	ANSWERS
General	
Which station(s) do you have a specific interest in related to station access and first-last mile?	<ul style="list-style-type: none"> • Westwood/UCLA Station
What do you see are the primary challenges for pedestrian and bicycle access to this station?	<ul style="list-style-type: none"> • Mindful of rush hours where there is increasing pedestrian traffic • Need plan to manage those surges in pedestrian traffic • Difficult pedestrian crossing of Wilshire Blvd
What challenges do you have today walking, bicycling, driving, and parking in the station area?	<ul style="list-style-type: none"> • Bike signals not timed well • Long traffic signal cycles delay pedestrian crossings on Wilshire Blvd • Lindbrook and Gayley Ave is missing a pedestrian crosswalk on the southern leg • Uphill travel from station required in order to access northern part of UCLA campus – Important to consider options for pedestrians going in this direction
What key destinations or uses would you (and people in your organization/group) access using this station?	<ul style="list-style-type: none"> • Westwood Blvd. - needs a bike lane • UCLA • Ronald Reagan UCLA Medical Center – within walkshed of station
What are the key destinations people are traveling to in this station area?	<ul style="list-style-type: none"> • UCLA • Ronald Reagan UCLA Medical Center

<p>Are there specific neighborhoods or uses that would benefit from improved access to the station?</p>	<ul style="list-style-type: none"> • Graduate students housing • Working professionals living in adjacent neighborhoods need easy access to Westwood Village • Wilshire Blvd. – needs pedestrian improvements such as widened sidewalks to increase capacity
<p><i>We will utilize a station area map – hard copy for in person interviews and via GoTo meeting for conference call interviews – to provide stakeholders with an opportunity to comment about specific pathways, connections, and constraints located in their station area(s) of focus. This information will be helpful to receive direct feedback in the station areas and would be added to the input we receive from the walk audits that will be conducted in January.</i></p>	
<p>What about other modes of travel to access the station – e-scooters, Uber/Lyft, bus – What challenges and opportunities to you see with these modes of travel?</p>	<ul style="list-style-type: none"> • In favor of micro-mobility plan with options for bike share, e-Scooters, Uber/Lyft • Important to have protected/separated bike lanes • Need bike hub • Multilevel parking facility needed
<p><i>Metro and the consultant team will be conducting walk audits at each station on Saturday, January 12th and Monday, January 14th</i></p>	
<p>Would you be interested in participating as an auditor for one of these events?</p>	<ul style="list-style-type: none"> • Will circulate Walk Audit invite to Grad students studying transportation.
<p>Walk Audit Attendance</p>	<ul style="list-style-type: none"> • Unable to attend

Map below depicts noted areas for First/Last Mile improvements.



Juan Matute

- 1 Uphill travel from station
- 2 Uphill travel from station
- 3 Medical center within walkshed
- 4 Pedestrianization of Weyburn Pl is desirable
- 5 Connects to on-campus bike boulevard via Tiverton Ave
- 6 Consider mid-block crossing
- 7 Westwood Blvd bike lane should be considered
- 8 Bike lane would serve scooters as well
- 9 Protected/ separated bike lane
- 10 Improve this intersection for pedestrian crossings
- 11 Contra-flow bike lane
- 12 Scramble crossing location
- 13 Lindbrook Dr WB/ Gayley Ave SB – missing a pedestrian crosswalk on south leg
- 14 Station area storage of micro-mobility devices
- 15 Long traffic signal cycles delay crossings of pedestrians at Wilshire Blvd
- 16 Difficult pedestrian crossing of Wilshire Blvd
- 17 Pedestrian crossing of Wilshire Blvd difficult
- 18 Challenging intersection configuration for pedestrians/ bikes
- 19 Intersection difficult for pedestrians and need improvement; has UCLA shuttle stop
- 20 Popular neighborhood for UCLA related professionals
-  Westwood/UCLA Station

	Opportunities
	Barriers
	Origins/Destinations
	Bicycle/Pedestrian Comments



Purple Line Extension First/Last Mile Stakeholder Interview

Stakeholder: Brentwood Community Council

Station: Century City/VA Station

Date|Time: December 13, 2018 | 1pm

Facilitated by: Bill Delo; Nicole Ross

Purple Line Stats:

- Attended by Lauren Cole & Cori Solomon, *BCC Transportation Committee*; Florence Chapgier, *BCC Representation Committee*
- Various neighborhoods represented
- Most concerned with congestions and parking

QUESTIONS	ANSWERS
General	
Which station(s) do you have a specific interest in related to station access and first-last mile?	<ul style="list-style-type: none"> • VA Station
What do you see are the primary challenges for pedestrian and bicycle access to this station?	<ul style="list-style-type: none"> • Currently, this station is the end of the line, so they anticipate tons of gridlock. Need updated traffic plan. • Station is a far distance from neighboring communities. How will transit to and from drop-off/pick-up at the station be managed?
What challenges do you have today walking, bicycling, driving, and parking in the station area?	<ul style="list-style-type: none"> • Biking: <ul style="list-style-type: none"> • Narrow sidewalks • Wilshire Blvd is too busy • No safe way to bike from Brentwood – too far for many people to walk or bike – could there be shuttles? • Parking: <ul style="list-style-type: none"> • Need fees to incentivize ridership, but not too low to attract UCLA students • Need parking facilities and space for Uber/Lyft • Pedestrian: <ul style="list-style-type: none"> • Too far to walk

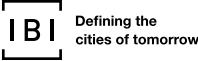
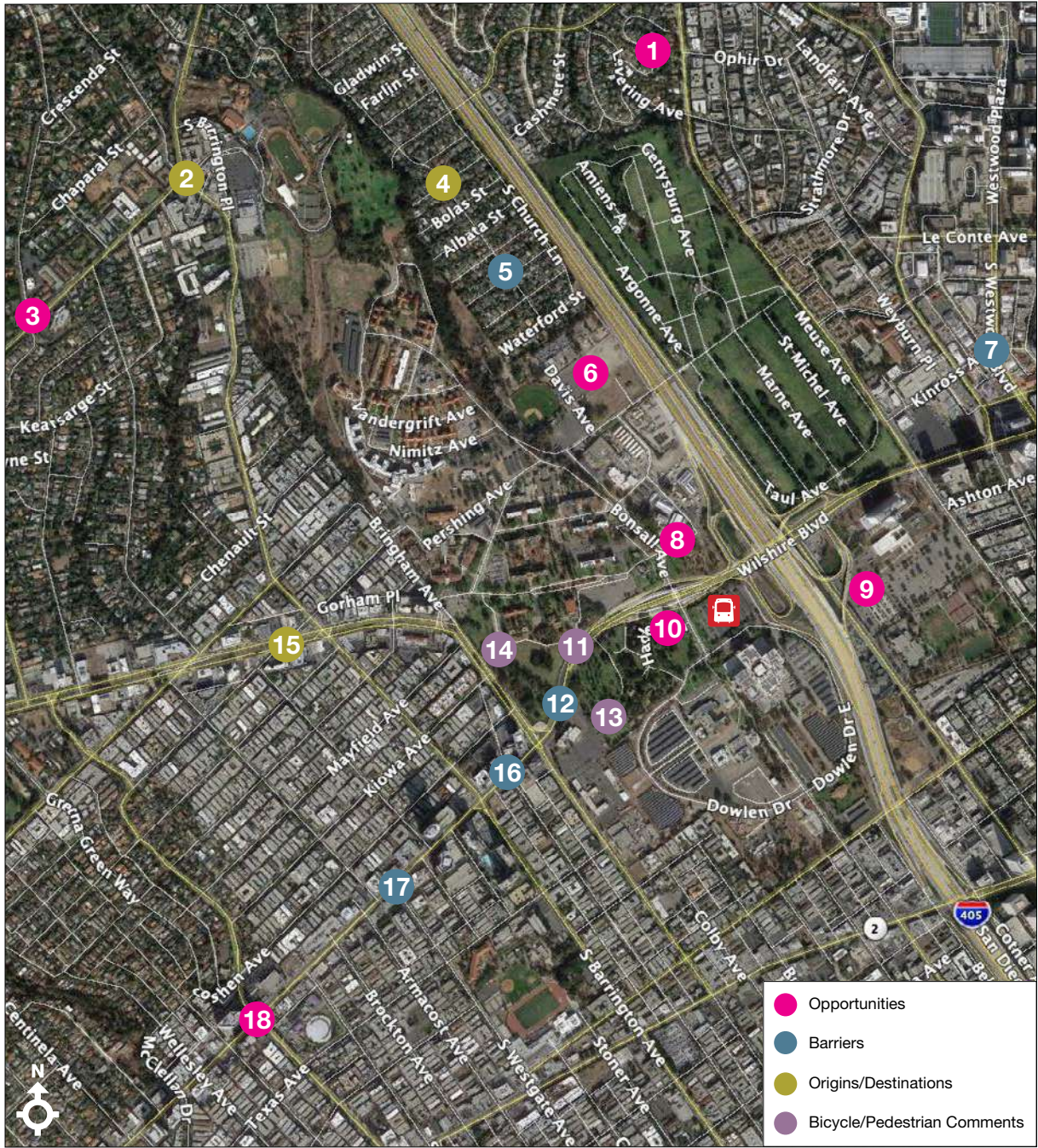
<p>What key destinations or uses would you (and people in your organization/group) access using this station?</p>	<ul style="list-style-type: none"> • Century City • DTLA
<p>What are the key destinations people are traveling to in this station area?</p>	<ul style="list-style-type: none"> • Same as above
<p>Are there specific neighborhoods or uses that would benefit from improved access to the station?</p>	<ul style="list-style-type: none"> • Brentwood Glen • Above Sunset Blvd • South Brentwood • Westwood Hills
<p><i>We will utilize a station area map – hard copy for in person interviews and via GoTo meeting for conference call interviews – to provide stakeholders with an opportunity to comment about specific pathways, connections, and constraints located in their station area(s) of focus. This information will be helpful to receive direct feedback in the station areas and would be added to the input we receive from the walk audits that will be conducted in December.</i></p>	
<p>What about other modes of travel to access the station – e-scooters, Uber/Lyft, bus – What challenges and opportunities to you see with these modes of travel?</p>	<ul style="list-style-type: none"> • Not a fan of the aesthetics of e-scooters, clutter and safety • Uber/Lyft preferred to deter congestion
<p><i>Metro and the consultant team will be conducting walk audits at each station on Saturday, December 1 and Monday, December 3.</i></p>	
<p>Would you be interested in participating as an auditor for one of these events?</p>	<p>Yes. Forwarded Walk Audit eblast to group during call. Members agreed to forward on to the larger Council.</p>
<p>If yes, which day?</p>	<p>Pending</p>
<p>Walk Audit Attendance</p>	<ul style="list-style-type: none"> • Did not attend

Map below depicts noted areas for First/Last Mile improvements.

Brentwood Community Council

- 1 How to link Westwood Hills to stations
- 2 Brentwood Village commercial district
- 3 Shuttle access from this area to station
- 4 Brentwood Glen Community
- 5 Potential parking impacts? Given proximity to station
- 6 There is an existing pathway to Constitution Ave
- 7 Limited parking Westwood Village
- 8 Access to station from Brentwood Glen to the north
- 9 Potential shared parking for stations?
- 10 Consider shuttle service from surrounding areas
- 11 Wilshire not friendly to bicycling
- 12 Heavy traffic congestion, particularly across I-405 freeway
- 13 Is there a way to walk/cycle through VA property?
- 14 Gated/ open access to station from San Vicente Blvd
- 15 San Vicente business district
- 16 Limited parking here due to density/ retail activity
- 17 Difficult for north/ south travel across Wilshire Blvd on bike
- 18 Shuttle link from this area to station

 VA Hospital Station





Purple Line Extension First/Last Mile Stakeholder Interview

Stakeholder: Nancy Wood
Station: Constellation Station
Date|Time: December 12, 2018 | 3pm
Facilitated by: Bill Delo, Nicole Ross

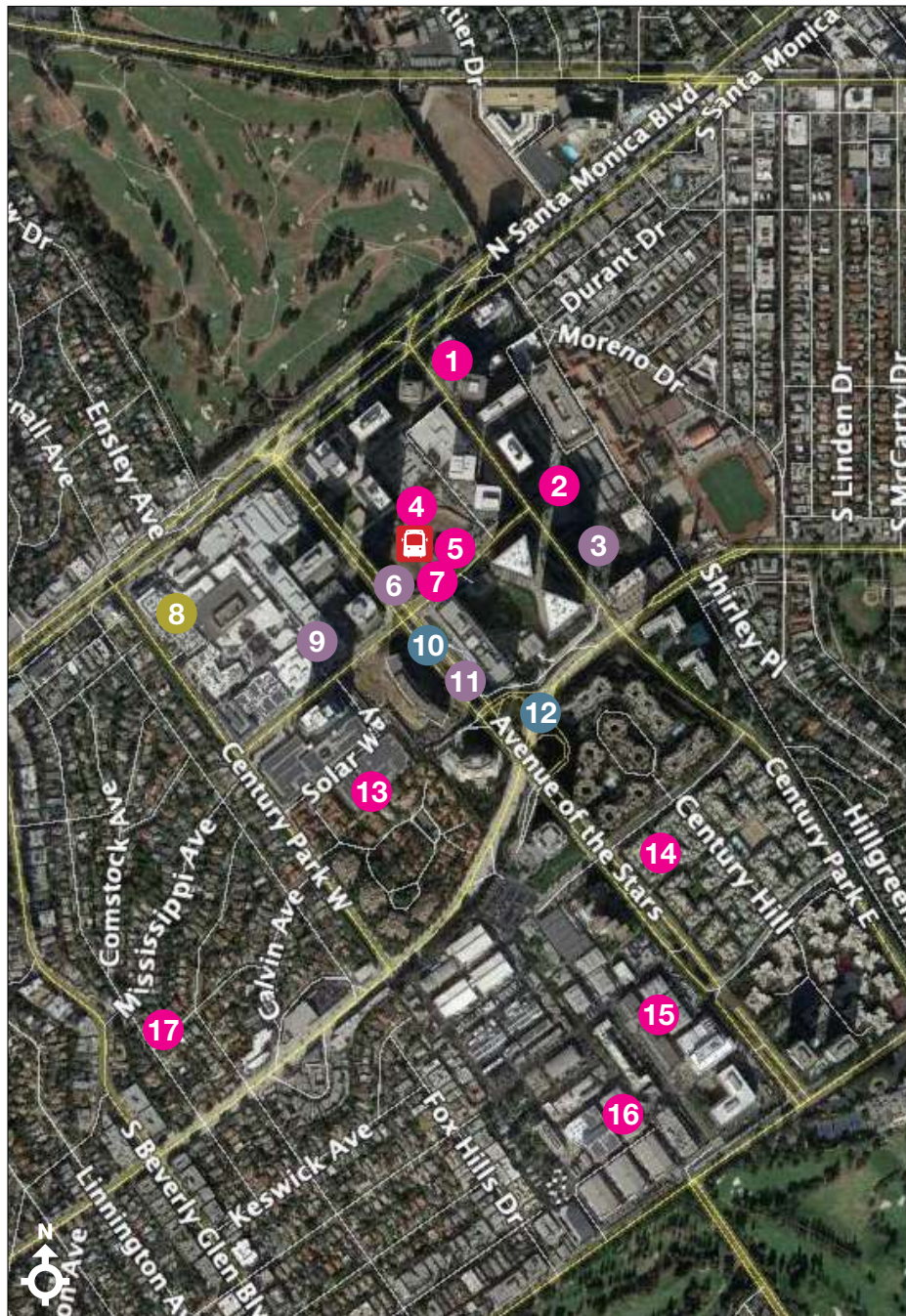
Purple Line Stats:

- President & CEO; Century City Chamber of Commerce
- Several CCCC Board Members


QUESTIONS	ANSWERS
General	
Which station(s) do you have a specific interest in related to station access and first-last mile?	<ul style="list-style-type: none"> • Century City/Constellation Station
What do you see are the primary challenges for pedestrian and bicycle access to this station?	<ul style="list-style-type: none"> • Lots of traffic. Where would bike lanes be located? From 11am-2pm there is considerable pedestrian traffic • Bike lanes are a concern in Century City. Problematic to add them on Ave. of the Stars • Busy Ave of the Stars traffic makes pedestrians feel unsafe • Important to think about how residential neighborhoods surround Century City will access the station – consider providing a shuttle to and from Century City?
What challenges do you have today walking, bicycling, driving, and parking in the station area?	<ul style="list-style-type: none"> • On Constellation & Ave of the Stars -street lights need to be updated and sequenced • Construction in area is causing more congestion

<p>What key destinations or uses would you (and people in your organization/group) access using this station?</p>	<ul style="list-style-type: none"> • Equal destination for visitors and residents; attorneys who can access DTLA
<p>What are the key destinations people are traveling to in this station area?</p>	<ul style="list-style-type: none"> • Fox • Century City Mall • Important to have a pedestrian connection to Century Park East
<p>Are there specific neighborhoods or uses that would benefit from improved access to the station?</p>	<ul style="list-style-type: none"> • Nearby residential condos • Century Woods
<p><i>We will utilize a station area map – hard copy for in person interviews and via GoTo meeting for conference call interviews – to provide stakeholders with an opportunity to comment about specific pathways, connections, and constraints located in their station area(s) of focus. This information will be helpful to receive direct feedback in the station areas and would be added to the input we receive from the walk audits that will be conducted in December.</i></p>	
<p>What about other modes of travel to access the station – e-scooters, Uber/Lyft, bus – What challenges and opportunities to you see with these modes of travel?</p>	<p>In and around station</p> <ul style="list-style-type: none"> • Possibility of providing station parking – what would be the cost? • Need for pedestrian bridges • Current bridge crossing is a barrier – the sidewalk is narrow, the railing is rather low, and there is significant pedestrian traffic • Fox has a shuttle that runs by 11am-3pm to the mall <p>Favorable of Uber/Lyft</p> <ul style="list-style-type: none"> • Need for Uber/Lyft drop off location; where should it be located? • One pick-up spot suggestion is along Santa Monica Blvd <p>Possible challenges for seniors riding scooters:</p> <ul style="list-style-type: none"> • Where will they be riding? • What sort of regulations? • How will we maintain public safety?
<p><i>Metro and the consultant team will be conducting walk audits at each station on Saturday, December 1 and Monday, December 3.</i></p>	
<p>Would you be interested in participating as an auditor for one of these events?</p>	<ul style="list-style-type: none"> • Yes
<p>Walk Audit Attendance</p>	<ul style="list-style-type: none"> • Unable to Attend

Map below depicts noted areas for First/Last Mile improvements.



Nancy Wood

- 1 Pick up spot along Santa Monica Blvd?
 - 2 Connections to Century Park East
 - 3 Consider bike lanes in Century Park East
 - 4 Scooter parking at station
 - 5 Uber/ Lyft drop off location – where?
 - 6 Need for pedestrian bridges?
 - 7 Congestion (traffic) and traffic signal timing at this intersection
 - 8 Mall would be key destination
 - 9 High pedestrian volumes
 - 10 High auto traffic volumes
 - 11 Where would bike lanes fit on Avenue of the Stars?
 - 12 Bridge crossing is a barrier, narrow sidewalk, high use, low railing
 - 13 Possible station parking? What would be the cost?
 - 14 Shuttle to residential/business in Century City?
 - 15 How to connect to Fox property?
 - 16 Fox has Shuttle 11-3 to the Mall
 - 17 How will these neighborhoods access the station?
-  Century City Station

-  Opportunities
-  Barriers
-  Origins/Destinations
-  Bicycle/Pedestrian Comments



Purple Line Extension First/Last Mile Stakeholder Interview

Stakeholder: Steven Sann, *Westwood Community Council*

Station: UCLA/Westwood Station

Date|Time: January 18, 2018 | 9:00am

Facilitated by: Bill Delo, *IBI*

Summary by: Marina Kay, *TRG*

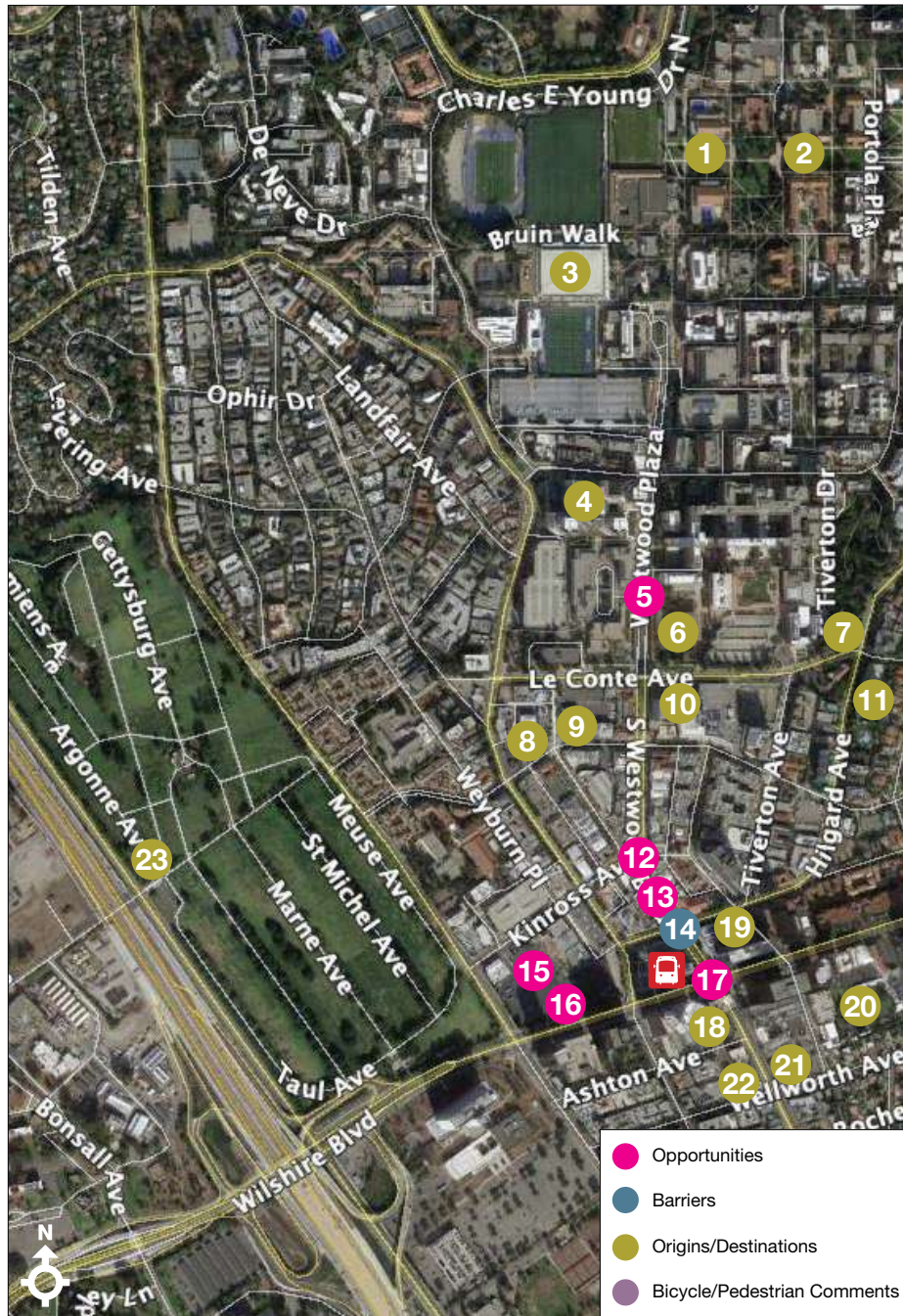
Purple Line Stats:

- Chair of Westwood Community Council
- Very familiar with Westwood history at area
- On Stationary Advisory Group 10 years ago
- Writing a book on the history of the Westwood Village


QUESTIONS	ANSWERS
General	
Which station(s) do you have a specific interest in related to station access and first-last mile?	<ul style="list-style-type: none"> • Westwood/UCLA Station
What do you see are the primary challenges for pedestrian and bicycle access to this station?	<ul style="list-style-type: none"> • On South side of 10900 Wilshire, station portal is only planned to have a single set of stairs and escalator, NOT an elevator • Tight area at Chase Bank portal with wide street, narrow sidewalk • Gayley Ave also has substandard sidewalks • Existing bus shelter on extremely narrow sidewalk
What challenges do you have today walking, bicycling, driving, and parking in the station area?	<ul style="list-style-type: none"> • Double southbound right turns; need to widen sidewalk/balance with traffic flow • Barrel cactus is being planted in pedestrian areas, not a safe plant choice • Uneven sidewalks in need of repair; many damaged by tree roots.
What key destinations or uses would you (and people in your organization/group) access using this station?	<ul style="list-style-type: none"> • Create open plaza for riders in Chase Plaza, a 'celebrated corner' for people from all walks of life

<p>What are the key destinations people are traveling to in this station area?</p>	<ul style="list-style-type: none"> • Access to Westwood Memorial Cemetery, Westwood’s top tourist destination, where Marilyn Monroe is buried • Geffen Playhouse • Hammer Museum – Quarter of a million patrons; will only grow as a tourist destination • Library – One of Top 10 libraries in Los Angeles • Crest Theater; just purchased by UCLA; will become UCLA Nimoy Theater and will undergo massive revitalization • Fowler Museum of Cultural History may be relocated to Lot 36 portal area • Possible new UCLA theater also in Lot 36 portal area along Wilshire Blvd • Fox Theater and Bruin theater • UCLA Medical Center • Stein Eye Institute • W Los Angeles Hotel • UCLA Mathias Botanical Garden • UCLA Pauley Pavilion • UCLA Royce Hall Performing Arts • Franklin D. Murphy Sculpture Garden
<p>Are there specific neighborhoods or uses that would benefit from improved access to the station?</p>	<ul style="list-style-type: none"> • See question 2
<p><i>We will utilize a station area map – hard copy for in person interviews and via GoTo meeting for conference call interviews – to provide stakeholders with an opportunity to comment about specific pathways, connections, and constraints located in their station area(s) of focus. This information will be helpful to receive direct feedback in the station areas and would be added to the input we receive from the walk audits that will be conducted in December.</i></p>	
<p>What about other modes of travel to access the station – e-scooters, Uber/Lyft, bus – What challenges and opportunities to you see with these modes of travel?</p>	<ul style="list-style-type: none"> • Many e-scooter riders are unaware of scooter operating laws • Scooter riders don’t have room on the street, so they often travel on the sidewalk
<p><i>Metro and the consultant team will be conducting walk audits at each station on Saturday, December 1 and Monday, December 3.</i></p>	
<p>Would you be interested in participating as an auditor for one of these events?</p>	<ul style="list-style-type: none"> • Yes
<p>Walk Audit Attendance</p>	<ul style="list-style-type: none"> • Participate in Westwood/UCLA Station Walk Audit on Saturday, January 12, 2019

Map below depicts noted areas for First/Last Mile improvements.



Steven Sann

- 1 Fowler Museum Current Blog
 - 2 Royce Hall Performing Arts
 - 3 Pauley Pavilion
 - 4 UCLA Medical Center
 - 5 Connections to UCLA campus are important
 - 6 Stein Eye Institute
 - 7 UCLA Botanical Garden
 - 8 Fox Theatre (Movie Previews/ Premieres)
 - 9 Bruin Theatre
 - 10 Geffen Playhouse
 - 11 W Los Angeles Hotel
 - 12 Replace Ficus trees with Chinese flame trees
 - 13 Would like to see trees and median electrical conduit for lighting
 - 14 Existing bus shelter narrows sidewalk
 - 15 Possible new theatre
 - 16 Potential site for UCLA Fowler Museum
 - 17 Create open plaza for riders, "Celebrate" this corner
 - 18 Concentration of office spaces south of Wilshire
 - 19 Hammer Museum
 - 20 Westwood Memorial Cemetery, most visited location
 - 21 Crest Theatre, purchased by UCLA, Nimoy Theater
 - 22 Persian Square Community
 - 23 LA National Cemetery, 2nd Largest in the U.S.
-  Westwood/UCLA Station



Purple Line Extension First/Last Mile Stakeholder Interview

Stakeholder: Zack Gold, *UCLA Bike Coalition*

Station: Westwood/UCLA Station

Date|Time: December 4, 2018 | 10am

Facilitated by: Bill Delo, *IBI*

Summary by: Marina Kay, *TRG*

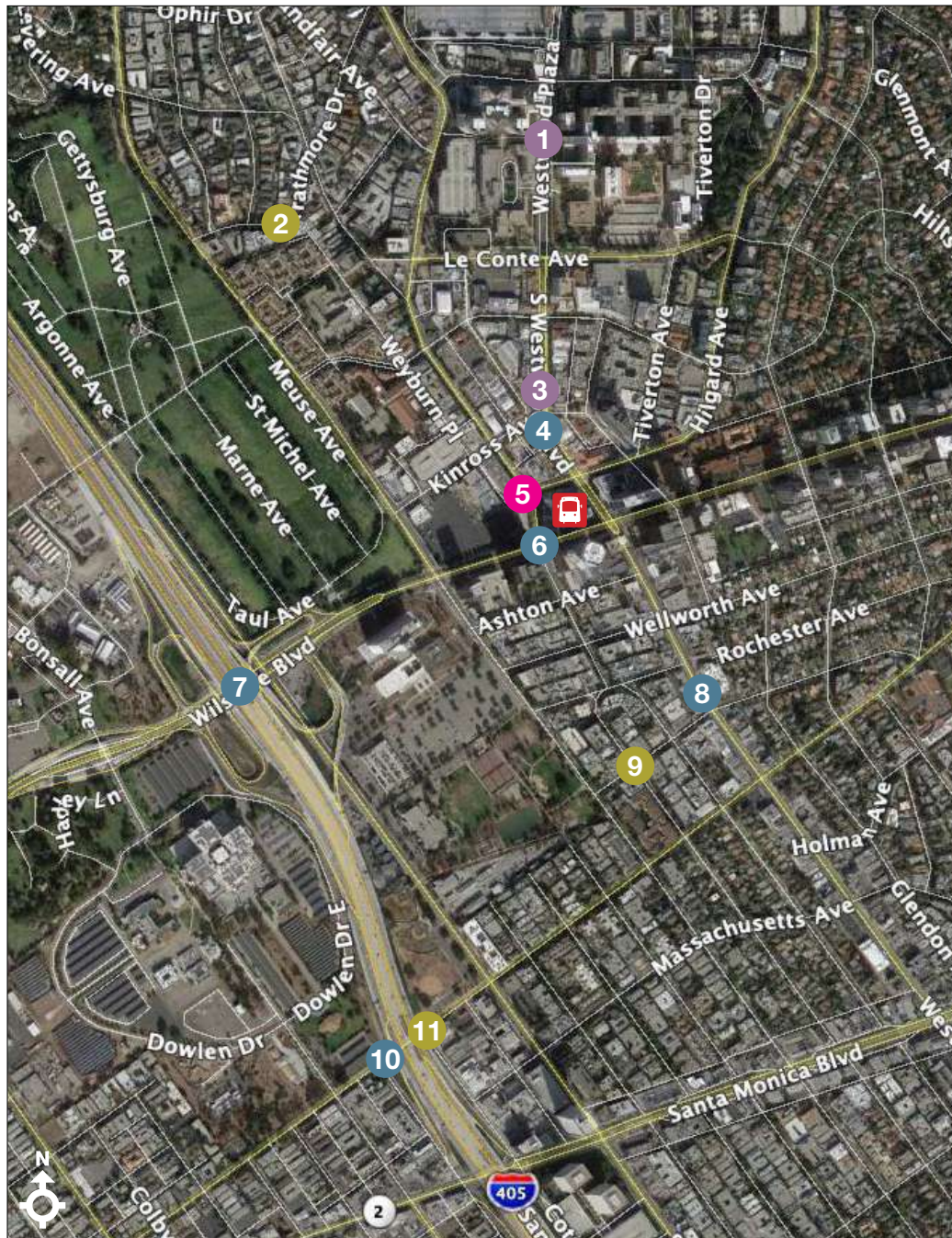
Purple Line Stats:

- Very familiar with Westwood area and PLE Planning efforts
- Avid bike advocate
- Also on the call: Anna Geannopoulos, *UCLA Bike Coalition*


QUESTIONS	ANSWERS
General	
Which station(s) do you have a specific interest in related to station access and first-last mile?	<ul style="list-style-type: none"> • UCLA Station
What do you see are the primary challenges for pedestrian and bicycle access to this station?	<ul style="list-style-type: none"> • Crossing the 405 underpass/overpasses safely is an issue • Ohio Ave is key crossing • Wilshire is a very wide street, difficult for pedestrians to cross
What challenges do you have today walking, bicycling, driving, and parking in the station area?	<ul style="list-style-type: none"> • Conflict between pedestrians and scooter riders • Scooter riders don't have bike lanes and feel unsafe on the street • Thus, they revert to sidewalk and annoy pedestrians
What key destinations or uses would you (and people in your organization/group) access using this station?	<ul style="list-style-type: none"> • Potentially having a bike lane to connect Wilshire to UCLA campus • Bike parking for UCLA students going to Internships in DTLA • Keeping bikes safe and providing bike space on the train • Cell service/WiFi in stations


<p>What are the key destinations people are traveling to in this station area?</p>	<ul style="list-style-type: none"> • UCLA campus • Westwood Village • Student housing
<p>Are there specific neighborhoods or uses that would benefit from improved access to the station?</p>	<ul style="list-style-type: none"> • A lot of people live in Palms take Expo Line • But if they live on campus, they would take the Purple Line • Many students living south of 1-10 Freeway • Many students also live in Hollywood area • Students that live in graduate student housing <ul style="list-style-type: none"> - On Weyburn and Gayley - National and Sepulveda Blvd area
<p><i>We will utilize a station area map – hard copy for in person interviews and via GoTo meeting for conference call interviews – to provide stakeholders with an opportunity to comment about specific pathways, connections, and constraints located in their station area(s) of focus. This information will be helpful to receive direct feedback in the station areas and would be added to the input we receive from the walk audits that will be conducted in December.</i></p>	
<p>What about other modes of travel to access the station – e-scooters, Uber/Lyft, bus – What challenges and opportunities to you see with these modes of travel?</p>	<ul style="list-style-type: none"> • Electric scooters – students will want to take them on the last mile • Accommodate them within the network • UCLA is a hilly campus, so electric scooters are preferred • Need for policy implementation regarding X- crossing rules for scooter riders • Law in place regarding scooters needs to be displayed through signage
<p><i>Metro and the consultant team will be conducting walk audits at each station on Saturday, December 1 and Monday, December 3.</i></p>	
<p>Would you be interested in participating as an auditor for one of these events?</p>	<ul style="list-style-type: none"> • Other caller, Anna Geannopoulos, will attend
<p>Walk Audit Attendance</p>	<ul style="list-style-type: none"> • Anna Geannopoulos attended Westwood/UCLA Station Walk Audit on Saturday, January 12, 2019

Map below depicts noted areas for First/Last Mile improvements.



Zack Gold

- 1 Connection to UCLA Bike share
 - 2 Grad student housing; Gayley connection
 - 3 1 of 2 primary bike access routes to UCLA
 - 4 Lack of bike lanes creates pedestrian/ scooter conflicts on sidewalk
 - 5 Need for secure bike parking at Metro station
 - 6 Wilshire Blvd is a wide street to cross for pedestrians
 - 7 Not a pleasant pedestrian crossing of I-405 freeway
 - 8 1 of few streets to cross I-10 – lots living south of I-10
 - 9 Connection to Gayley Ave via Ohio Ave
 - 10 Low traffic volume, but not pleasant crossing
 - 11 Ohio Ave key crossing of I-405
-  Westwood/UCLA Station

-  Opportunities
-  Barriers
-  Origins/Destinations
-  Bicycle/Pedestrian Comments



Purple Line Extension First/Last Mile Stakeholder Interview

Stakeholder: Andrew Thomas
Station: UCLA Station
Date|Time: November 26, 2018 | 10am
Facilitated by: Bill Delo; IBI
Summary by: Nicole Ross, TRG

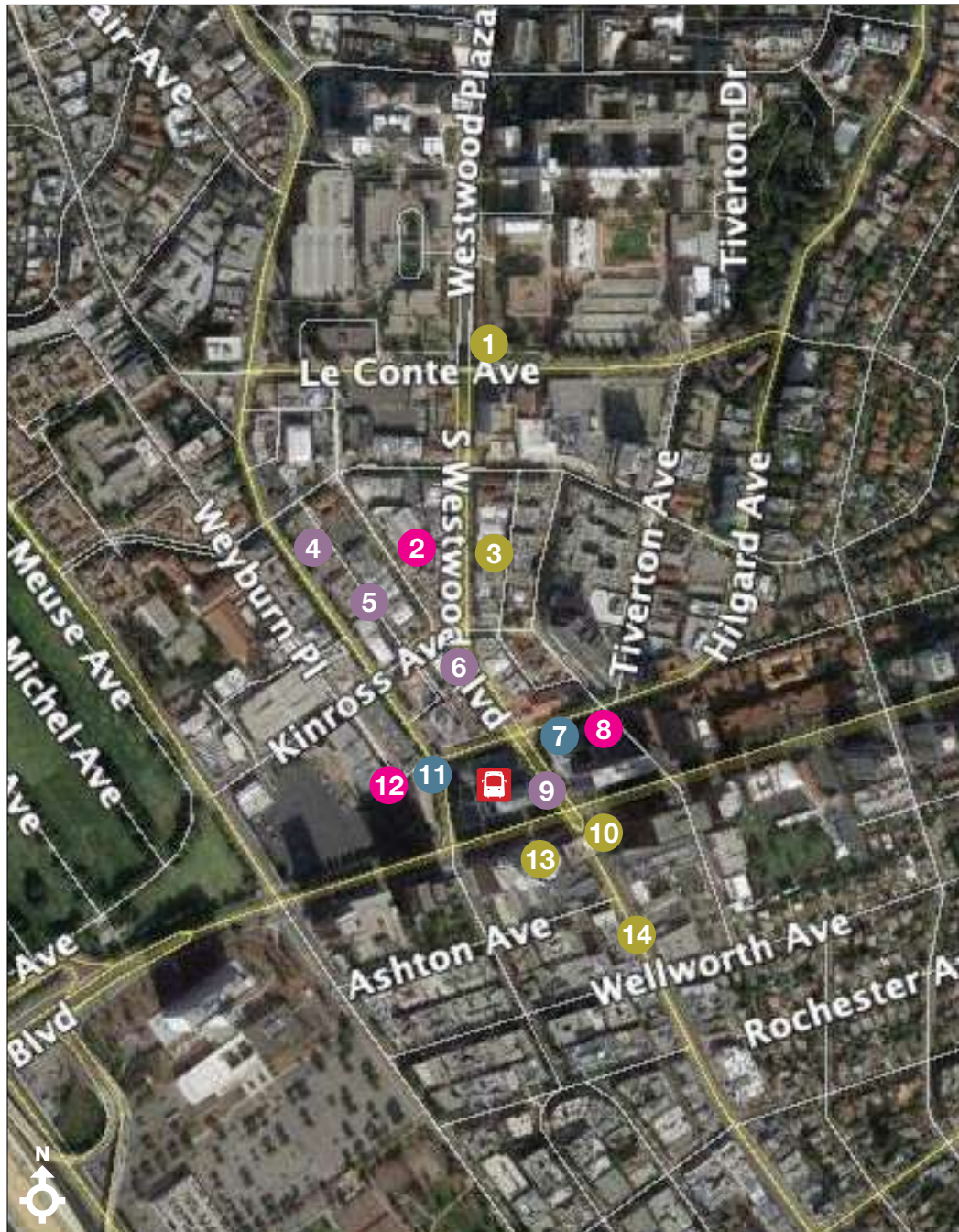
Purple Line Stats:

- Executive Director, Westwood Village Improvement Association (BID)
- Very familiar with FLM planning efforts


QUESTIONS	ANSWERS
General	
Which station(s) do you have a specific interest in related to station access and first-last mile?	<ul style="list-style-type: none"> • UCLA
What do you see are the primary challenges for pedestrian and bicycle access to this station?	<ul style="list-style-type: none"> • Sidewalks are not wide enough • Westwood Village is not welcoming space • There was previous uproar from community with proposed installment of bike lanes on Westwood Blvd 4-5 years ago
What key destinations or uses would you (and people in your organization/group) access using this station?	<ul style="list-style-type: none"> • Commuters will travel to work or live in surrounding 3 to 5 million square feet on Wilshire Blvd
What are the key destinations people are traveling to in this station area?	<ul style="list-style-type: none"> • Westwood Village shops and offices • UCLA Campus
Are there specific neighborhoods or uses that would benefit from improved access to the station?	<ul style="list-style-type: none"> • Implement road diet on Westwood from Wilshire to UCLA Campus • Remove media and install trolley • Open Multi-modal facility in center of campus
<p><i>We will utilize a station area map – hard copy for in person interviews and via GoTo meeting for conference call interviews – to provide stakeholders with an opportunity to comment about specific pathways, connections, and constraints located in their station area(s) of focus. This information will be helpful to receive direct feedback in the station areas and would be added to the input we receive from the walk audits that will be conducted in December.</i></p>	
What about other modes of travel to access the station – e-scooters, Uber/Lyft, bus – What challenges and opportunities to you see with these modes of travel?	<ul style="list-style-type: none"> • e-Scooters <ul style="list-style-type: none"> – PRO: Good for reducing traffic – CON: Conflicts with Pedestrian movement on sidewalks but are no barriers to protect riders from traffic • Uber/Lyft

	<ul style="list-style-type: none"> - There is no regular destination - There is a need for designated pickup/drop-off locations, perhaps on Lindbrook Drive?
<p><i>Metro and the consultant team will be conducting walk audits at each station on Saturday, December 1 and Monday, December 3.</i></p>	
<p>Would you be interested in participating as an auditor for one of these events?</p>	<p><i>Yes. Andrew RSVP'd and sent over 7 names that were added to the Walk Audit invite distribution list.</i></p>
<p>If yes, which day?</p>	<p>January 14, 2018</p>
<p>What challenges do you have today walking, bicycling, driving, and parking in the station area?</p>	<ul style="list-style-type: none"> • Would like to see a study of Gayley Ave and Westwood Blvd and trade-offs for bicycle lanes on both • Gayley Ave has some challenges for bike lanes as it requires a road diet and the street is a primary emergency route to Reagan/UCLA Medical Center • Gayley Ave is a forgotten street in terms of pedestrian activity • Hammer Museum is reconstructing their entrance, so this may create opportunity for better connection

Map below depicts noted areas for First/Last Mile improvements.



Andrew Thomas

- 1 UCLA is a key destination
- 2 Available store front possible use for bike station/ transit store
- 3 Westwood Village is a key destination
- 4 Gayley Ave needs a wider sidewalk; zone of high through auto volumes
- 5 Gayley Ave bike lane may need a road diet
- 6 Study bike lanes on Westwood Blvd.
- 7 Current taxi zone here on Lindbrook Dr– is this required to stay?
- 8 Connection with station from taxi zone would be good
- 9 Need wider sidewalks on Westwood Blvd
- 10 Entryway to Westwood Village/ UCLA
- 11 Proposed high-rise residential project to be aware of
- 12 Privately owned alley; potential connection route
- 13 Wilshire Corridor is a key destination
- 14 UCLA Crest Theatre
-  Westwood/UCLA Station

-  Opportunities
-  Barriers
-  Origins/Destinations
-  Bicycle/Pedestrian Comments

4. Walk Audit Summary

Walk Audits are collaborative, field-based research activities wherein participants are asked to walk around station areas (within the typical 1/2-mile radius representing a 10-minute walk to the station). The purpose of the walk audit is for participants to observe the built environment and its impacts on transit access, safety/ comfort, and connectivity. Eight walk audits – two at each station – were conducted in January 2019 to gather on-the-ground knowledge of first/ last mile conditions around the four Purple Line stations. In total, there were 66 auditors who recorded a total of 462 observations at the eight audits.

Auditors were given tablets and trained on how to record observations using Metro’s First/Last Mile app. The app allowed auditors to geographically log observations with photos. Participants were asked to classify their observations as either a barrier, strength, or idea and categorize it among numerous categories.

At the Wilshire/ Rodeo Station, observations focused on improving sidewalk and crosswalks for pedestrians. Auditors also identified opportunities for new bicycle infrastructure and wayfinding signage.

At the Century City / Constellation Station, observations again focused on improving sidewalks and crosswalks. These observations focused primarily on Santa Monica Boulevard, Avenue of the Stars, and Century Park E. Pedestrian lighting was also identified as a focus area.

At the Westwood / UCLA Station, observations focused on improving sidewalks to alleviate pinch points and reflect ADA standards. Improving crosswalks was also important to auditors, particularly along Wilshire Boulevard and the 405 Freeway on and off-ramps.

At the Westwood / VA Hospital Station, improving sidewalks was mentioned most frequently. Auditors also identified improving crosswalk safety as well as general safety for pedestrians. For the latter, auditors suggested adding pedestrian-oriented lighting and landscaped buffers to protect pedestrians from high-speed traffic.

The results of the walk audits were summarized in maps showing the density of audit observations. The observations were analyzed to identify corridor-wide trends and location-specific insight to improve the public realm. The density maps also include key observations as well as a percentage of the most commonly recommended improvements.

More information on the eight walk audits, the audit process, and the density maps can be found in the “Walk Audit Results” document.

5. Pop-Up Events Summary

As part of the Metro Purple Line Extension Sections 2 & 3 First/Last Mile planning efforts, members of the consultant team including staff from IBI, The Robert Group (TRG) and HereLA engaged in a community outreach effort consisting of pop-up events at various farmers markets and community events with the purpose of gathering public input on first/last mile improvements in each of the four station areas.

Seven pop-ups were held in Spring / Summer of 2019 to gather community input about first/last mile planning around four Purple Line Extension stations:

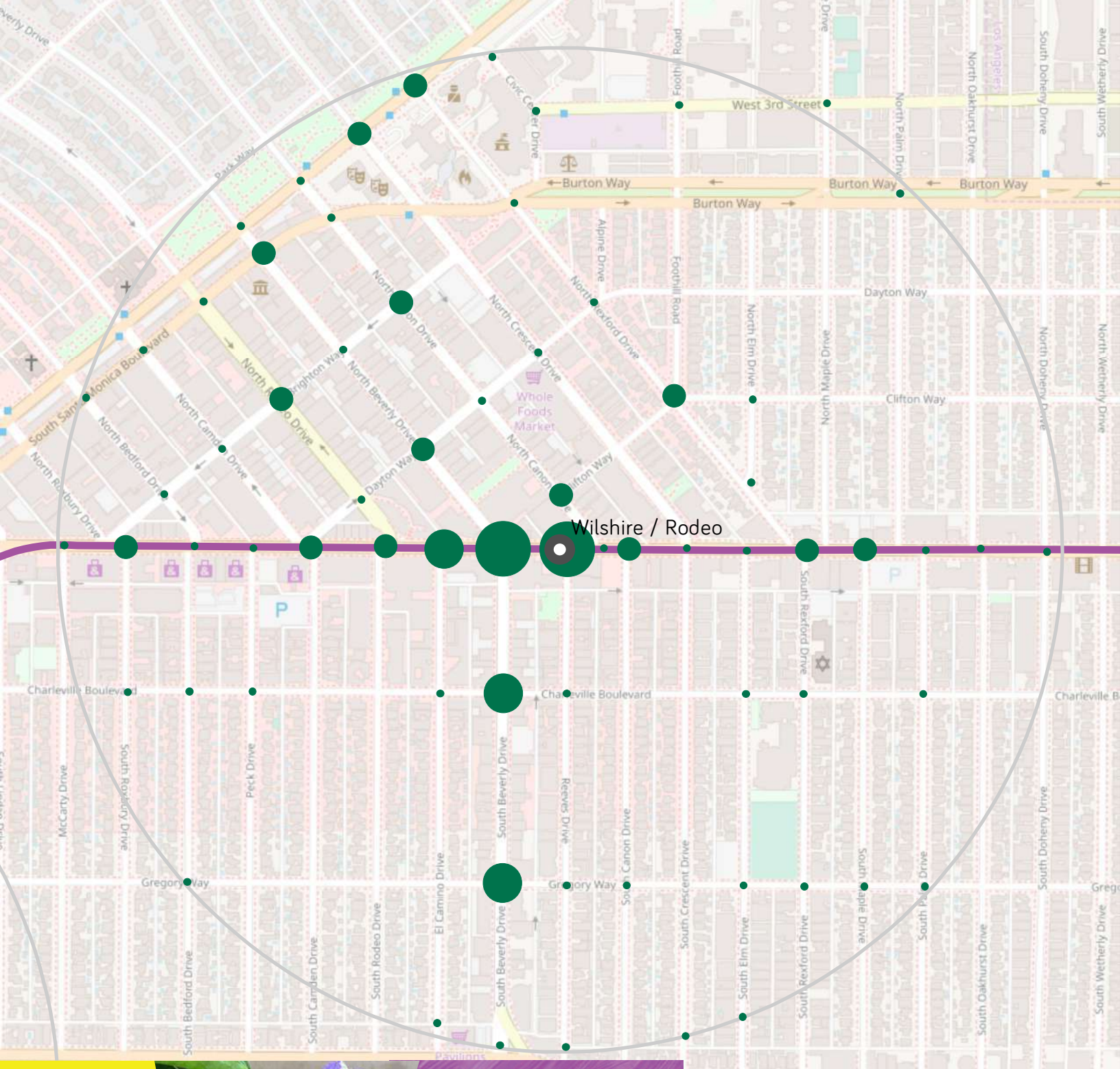
Wilshire/Rodeo Station	Beverly Hills Farmers' Market, Public Works Day: June 2, 2019
Century City/Constellation Station	Century City Farmers' Market: June 13, 2019
Westwood/UCLA Station	Westwood Farmers' Market: June 6, 2019 UCLA Semel Healthy Campus Initiative: May 23, 2019
Westwood/VA Hospital	West LA Farmers' Market: June 9, 2019 Brentwood Farmers' Market: June 16, 2019 Veterans Administration Hospital: August 24, 2019

Throughout the engagement effort, the consultant team gathered feedback about the technical aspects of the proposed improvements, along with general comments that included project recommendations and requests for station-specific amenities.

The activity used to collect feedback at the pop-up events consisted of a station area map table that illustrated the corresponding pathway network. The participants were told to choose from a number of colored stacker chips that represented a type of first/last mile improvement and stack them at the appropriate intersection. If they thought a chip should be applied to an entire street or corridor, they were encouraged to thread a string through a stacker chip and extend it across the area they wanted to see improved. This data was subsequently gathered and analyzed by HereLA. At all seven pop-ups, passersby were eager to participate or learn more about the project. While some people were unaware of the Purple Line Extension Project in general, or simply didn't know there was a station coming to the area, most were happy to learn more about the project and provide their recommendations.

The maps on the following pages illustrate the input received from the first six pop-up events. The seventh event, conducted at the VA Medical Center was held separately in terms of timeframe, so a comparable illustration was not prepared. However, the input received at this pop-up event was fully incorporated into the pathway network development process. The map results summarize overall spot and corridor improvements, as well as highlight top improvements by intersection.

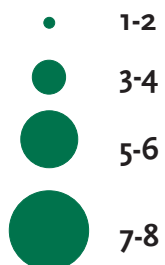




WILSHIRE/RODEO POP UP SUMMARY Pop Up Date: 06.02.19

Beverly Hills Farmers' Market

Proposed Spot Improvements by Intersection



Top 5 Intersections:

- Wilshire Blvd & Reeves Dr (8)
- Wilshire Blvd & Beverly Dr (7)
- Wilshire Blvd & Rodeo Dr (5)
- Beverly Dr & Charleville Blvd (5)
- Beverly Dr & Gregory Way (5)

169 Total Proposed Improvements

149 Total Spot Improvements

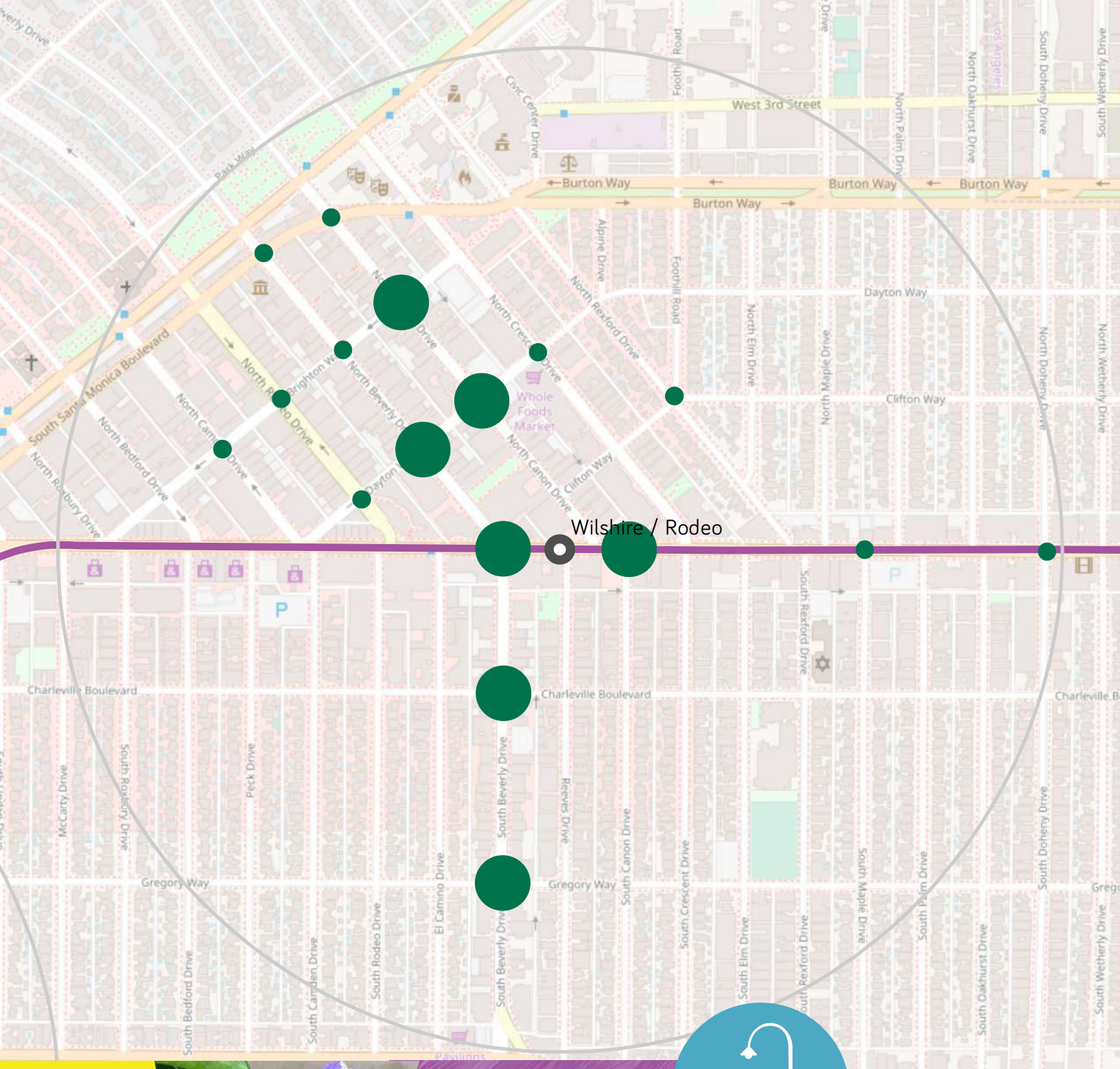
Street Furniture (24)

Crosswalks (22)

Bike Friendly Intersections (19)

(Top 3)

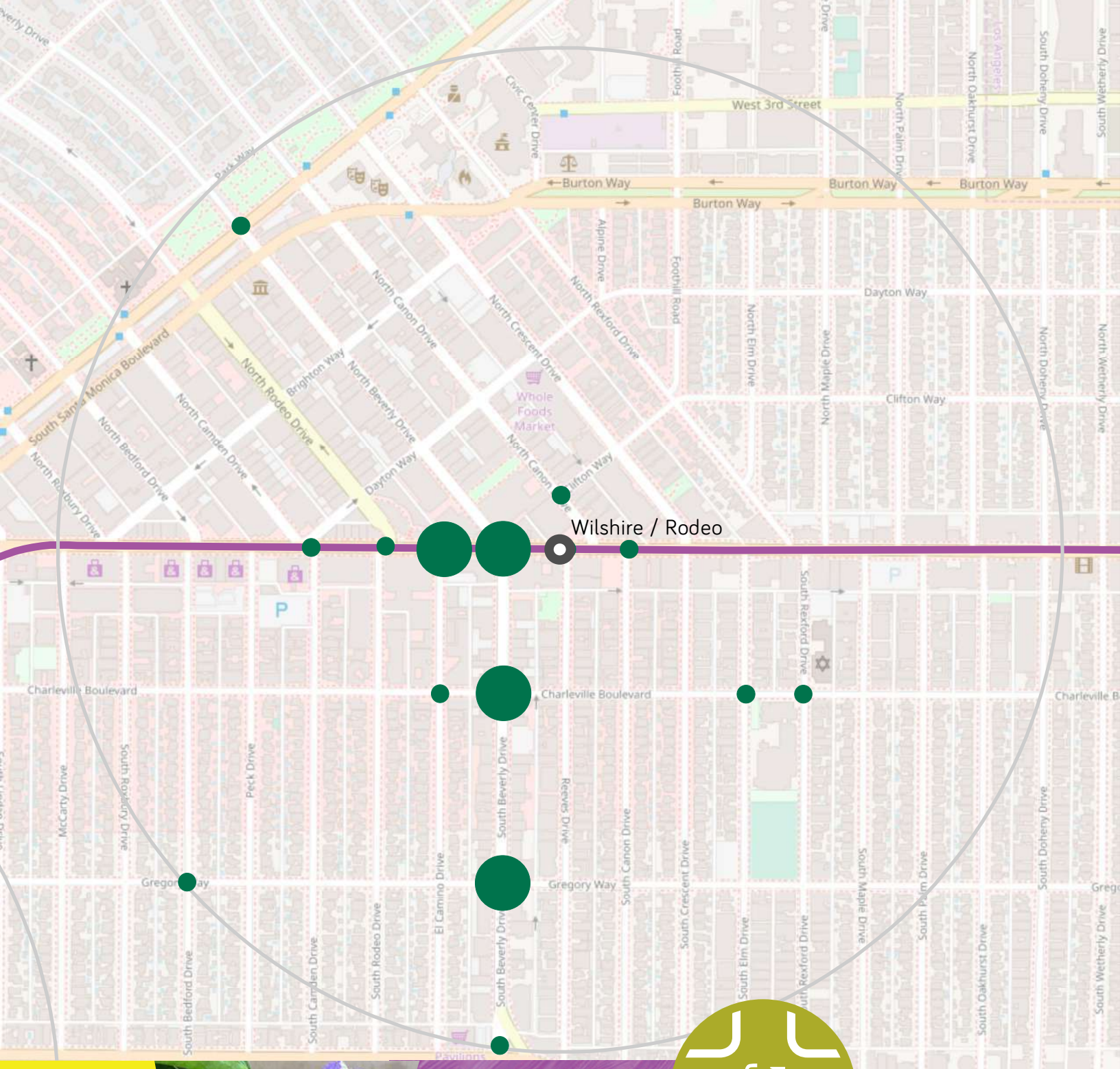
20 Total Corridor Improvements



WILSHIRE/RODEO POP UP SUMMARY *Pop Up Date: 06.02.19*

Proposed Street Furniture Spot Improvements

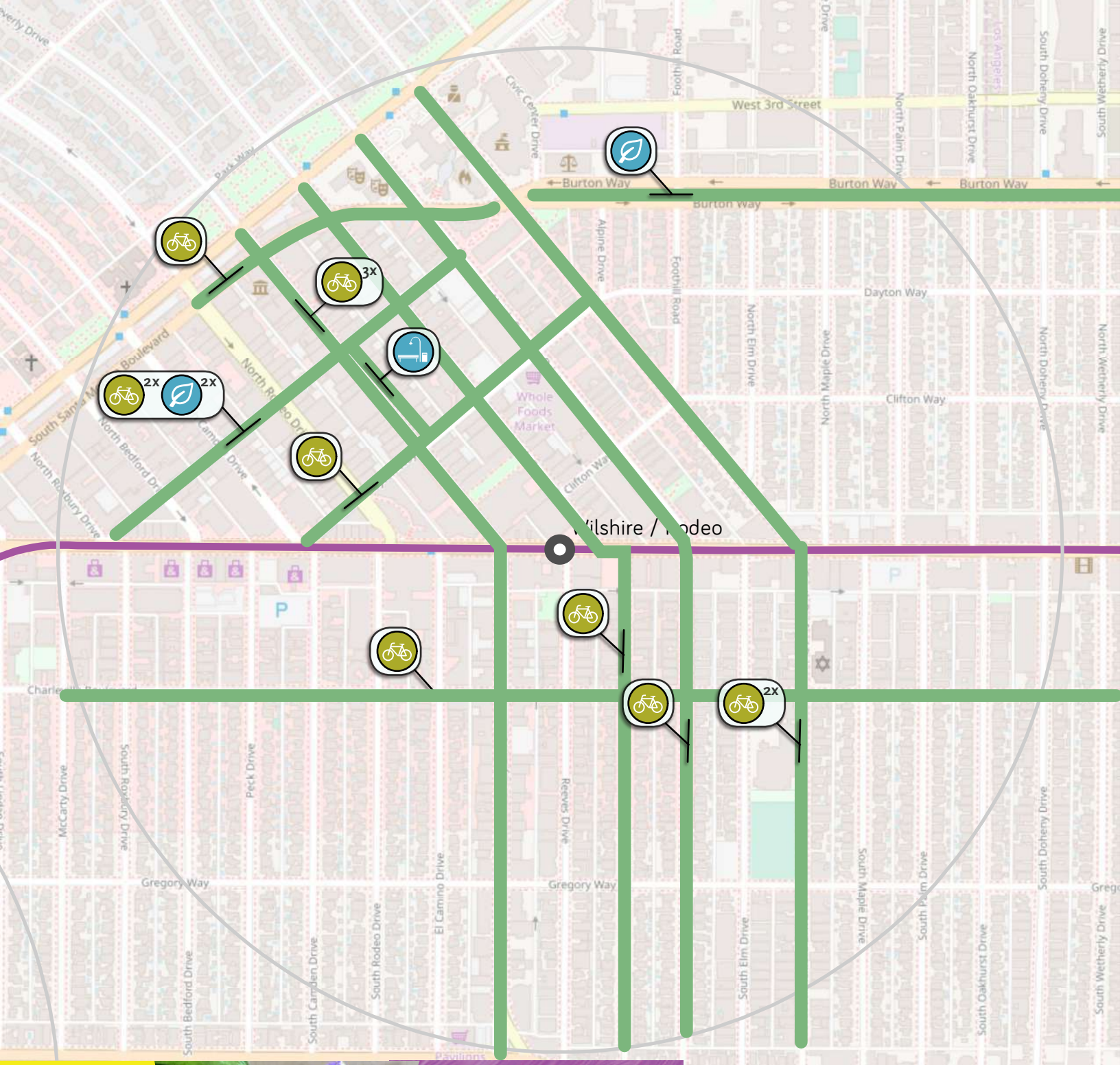
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- 2



WILSHIRE/RODEO POP UP SUMMARY *Pop Up Date: 06.02.19*

Proposed Bicycle Friendly Intersection Spot Improvements

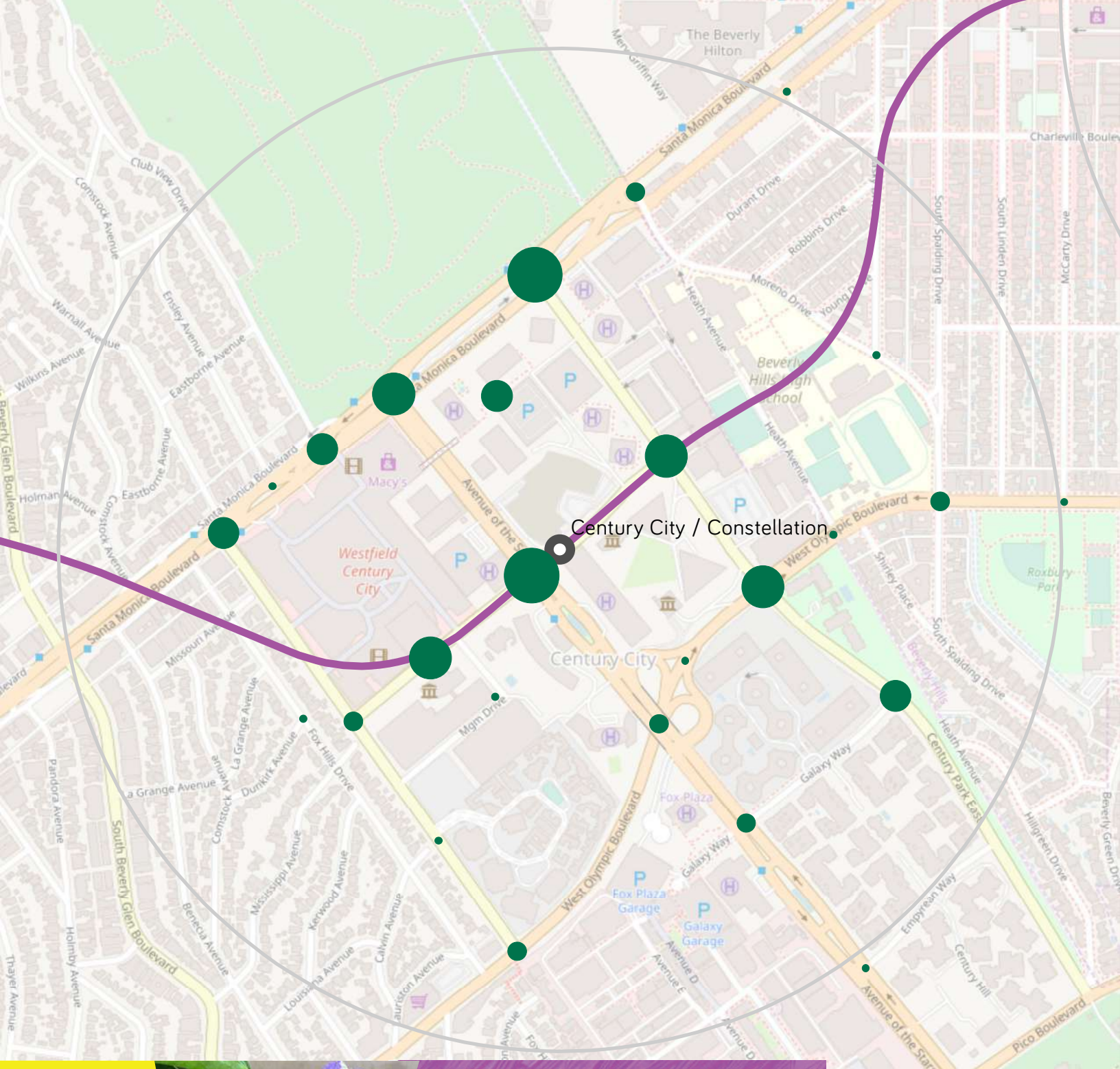
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WILSHIRE/RODEO POP UP SUMMARY *Pop Up Date: 06.02.19* **Beverly Hills Farmers' Market**

Proposed Corridor Improvements

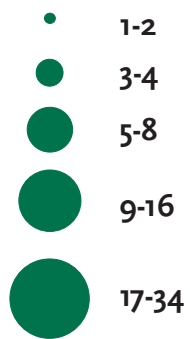
- New or Improved Crosswalks
- New or Improved Sidewalks
- Bulb-outs
- Traffic Calming
- Drop Off / Pick Up / Ride Share
- Street Furniture
- Landscaping & Shade
- Pedestrian & Bicycle Lighting
- Wayfinding Signs
- Bus Stop Improvements
- Bicycle Facility
- Bicycle Friendly Intersection



CENTURY CITY/CONSTELLATION POP UP SUMMARY Pop Up Date: 06.13.19

Century City Farmers' Market

Proposed Spot Improvements by Intersection



Top 5 Intersections:

- Avenue of the Stars & Constellation Blvd (34)
- Santa Monica Blvd & Century Park East (23)
- Century Park East & Constellation Blvd (16)

192 Total Proposed Improvements

167 Total Spot Improvements

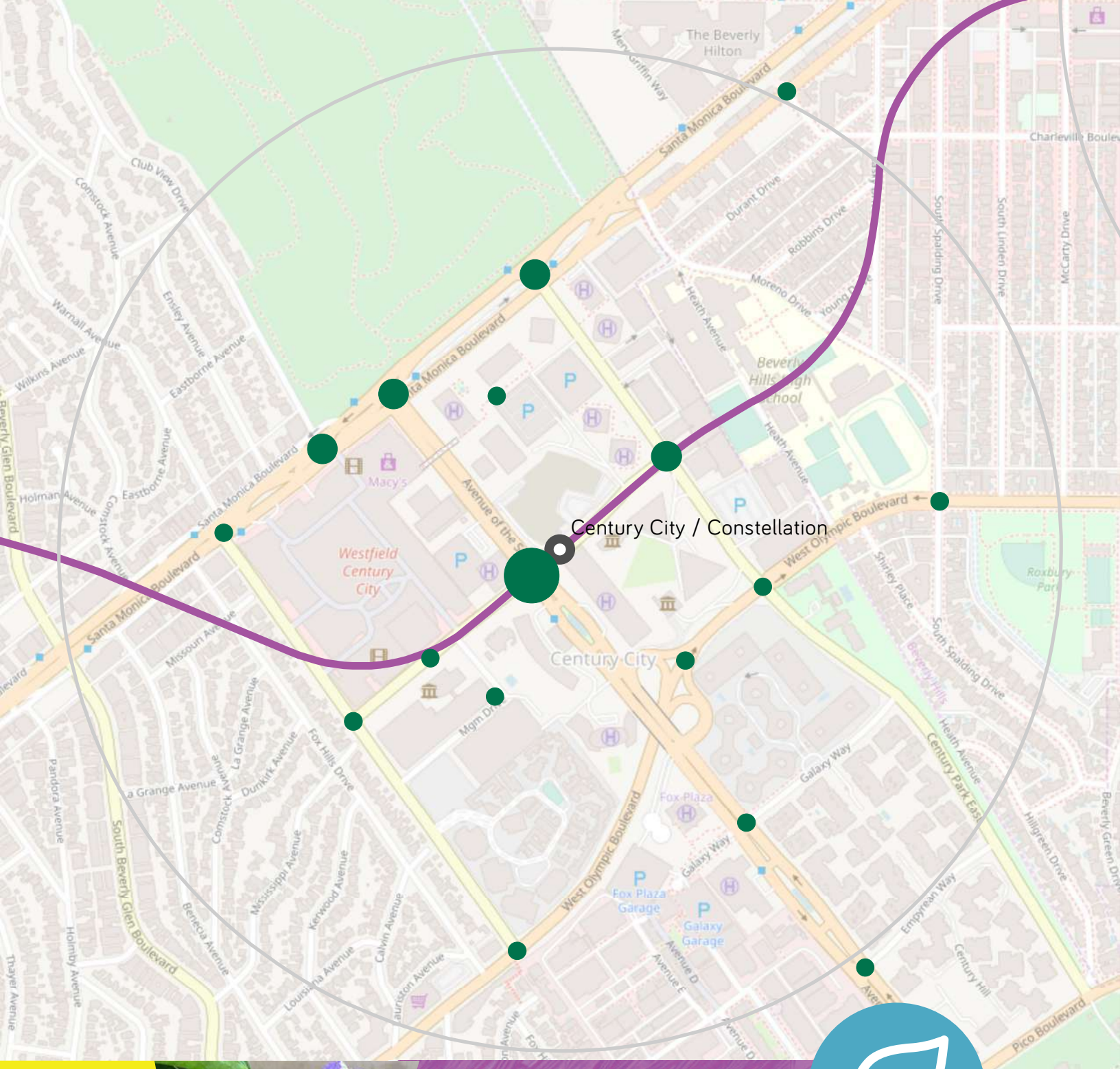
Landscaping & Shade (37)

Bike Facilities (21)

Bike Friendly Intersections (20)

(Top 3)





25 Total Corridor Improvements

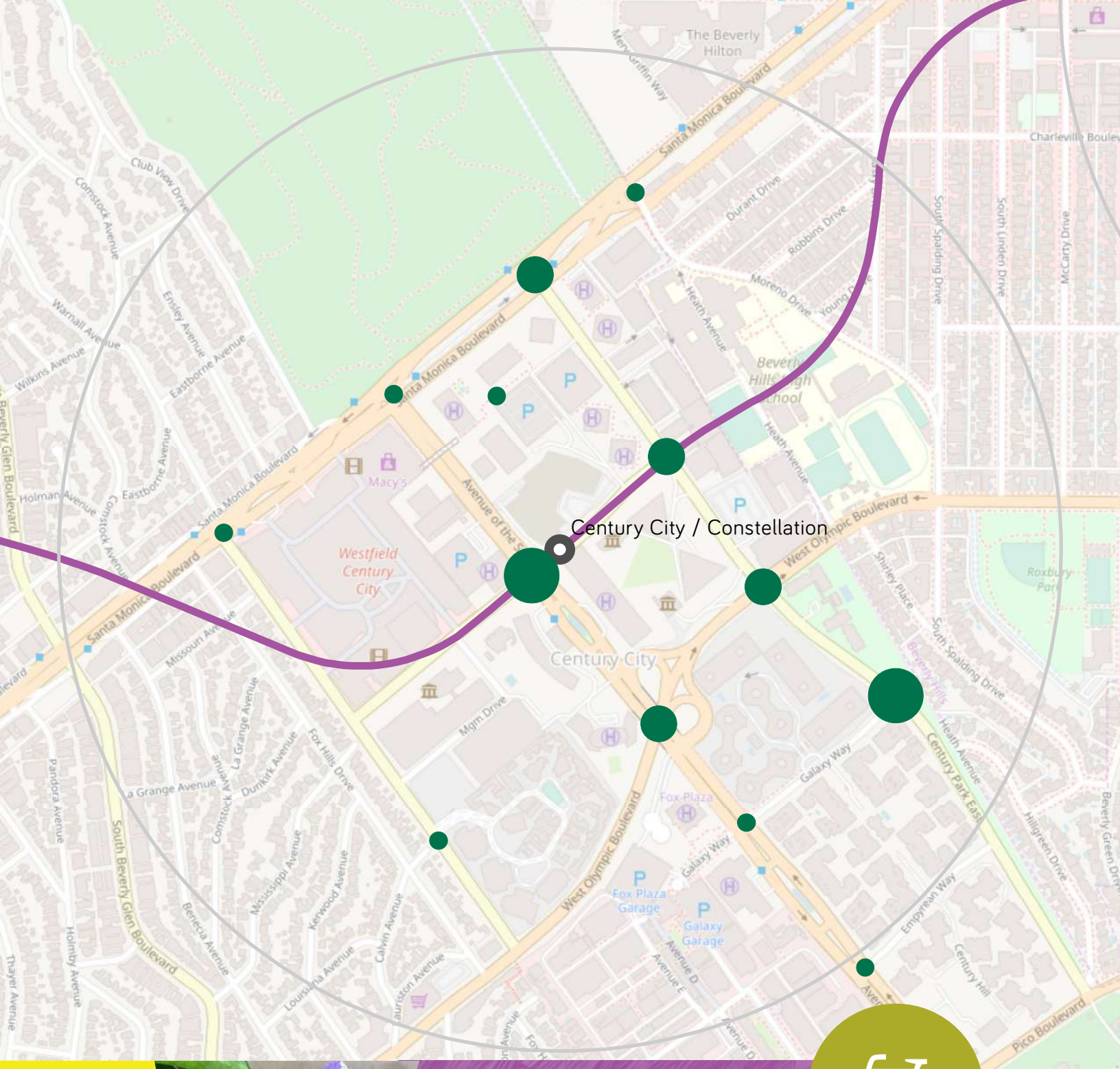


CENTURY CITY/CONSTELLATION POP UP SUMMARY *Pop Up Date: 06.13.19*



Proposed Landscaping & Shade Spot Improvements




-  1-2
-  3-4
-  5-6
-  7-9

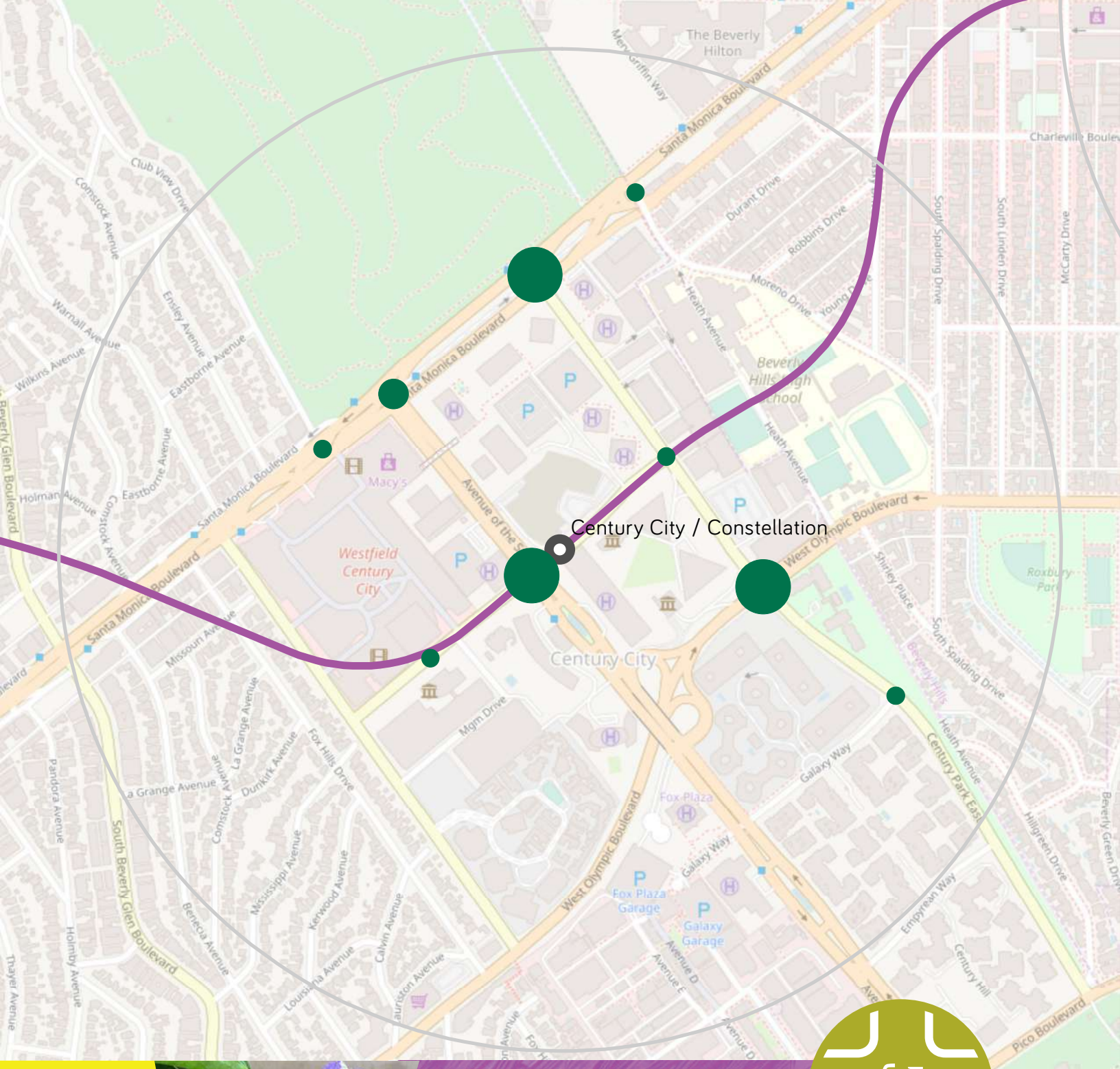


CENTURY CITY/CONSTELLATION POP UP SUMMARY Pop Up Date: 06.13.19



Proposed Bike Facility Spot Improvements





-  1
-  2
-  3

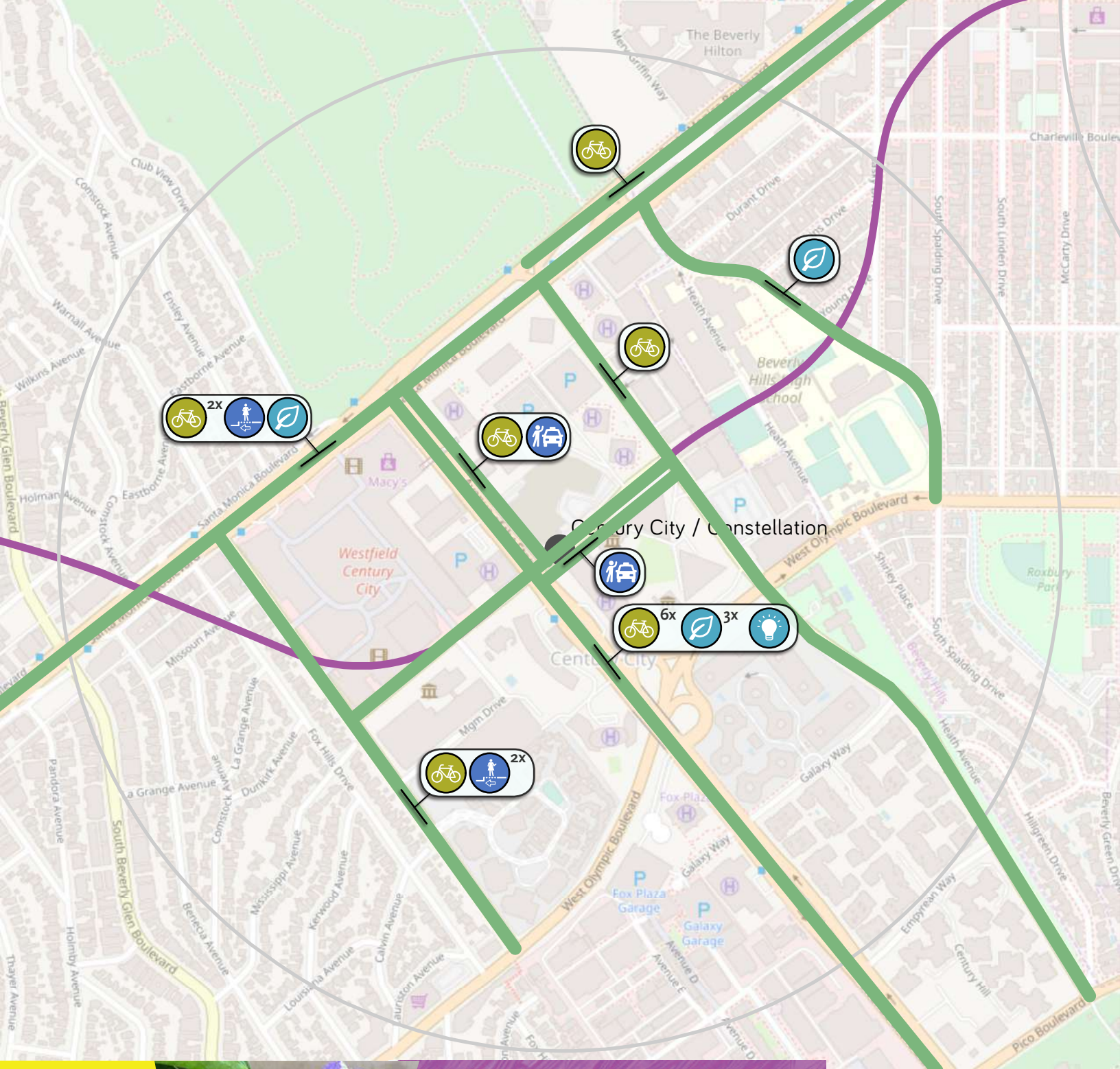


CENTURY CITY/CONSTELLATION POP UP SUMMARY *Pop Up Date: 06.13.19*



Proposed Bicycle Friendly Intersection Spot Improvements

-  1
-  2
-  3
-  4-5

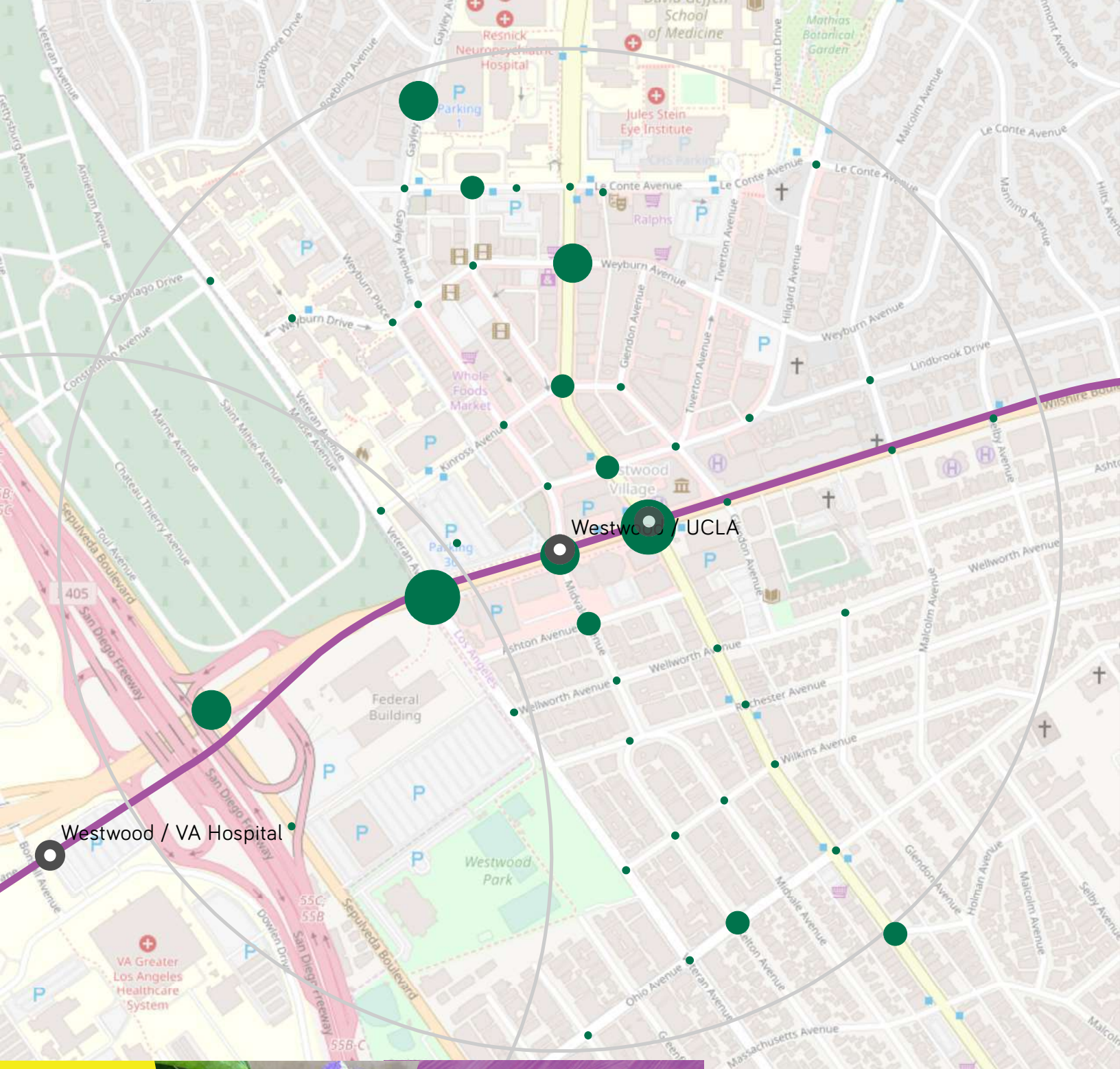


CENTURY CITY/CONSTELLATION POP UP SUMMARY Pop Up Date: 06.13.19

Century City Farmers' Market

Proposed Corridor Improvements

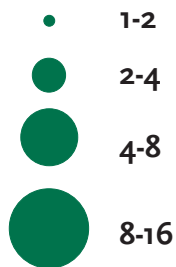
- New or Improved Crosswalks
- New or Improved Sidewalks
- Bulb-outs
- Traffic Calming
- Drop Off / Pick Up / Ride Share
- Street Furniture
- Landscaping & Shade
- Pedestrian & Bicycle Lighting
- Wayfinding Signs
- Bus Stop Improvements
- Bicycle Facility
- Bicycle Friendly Intersection



WESTWOOD / UCLA POP UP SUMMARY Pop Up Date: 05.23.19

UCLA Semel Healthy Campus Initiative Center 2019 Celebration

Proposed Spot Improvements by Intersection



Top 3 Intersections:

- Wilshire Blvd & Westwood Blvd (16)
- Wilshire Blvd & Veteran Ave (10)
- Wilshire Blvd & Gayley Ave (8)

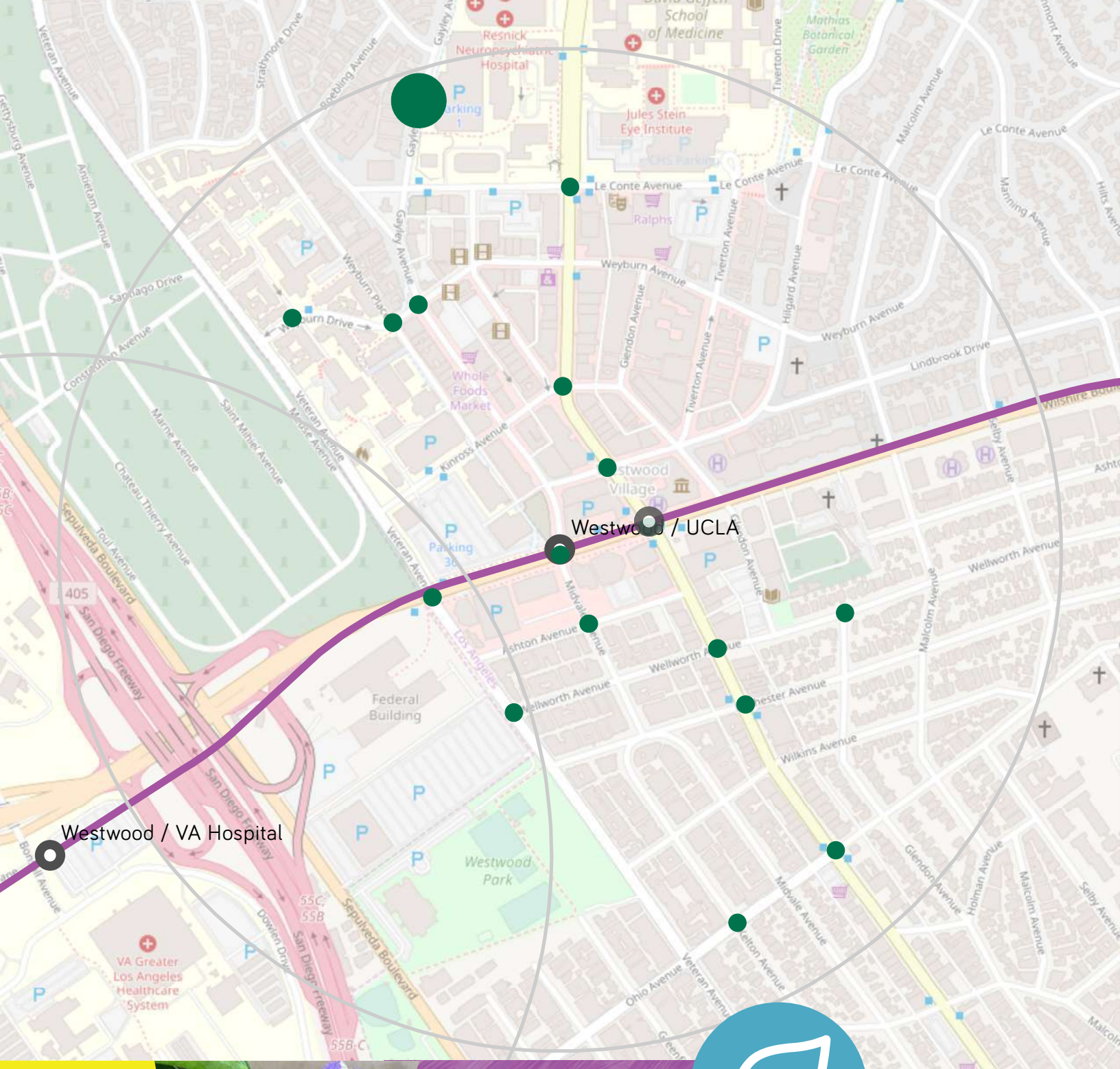
131 Total Proposed Improvements

116 Total Spot Improvements

- Landscape (18)
- Crosswalks (16)
- Ped & Bike Lighting (14)

(Top 3)

15 Total Corridor Improvements

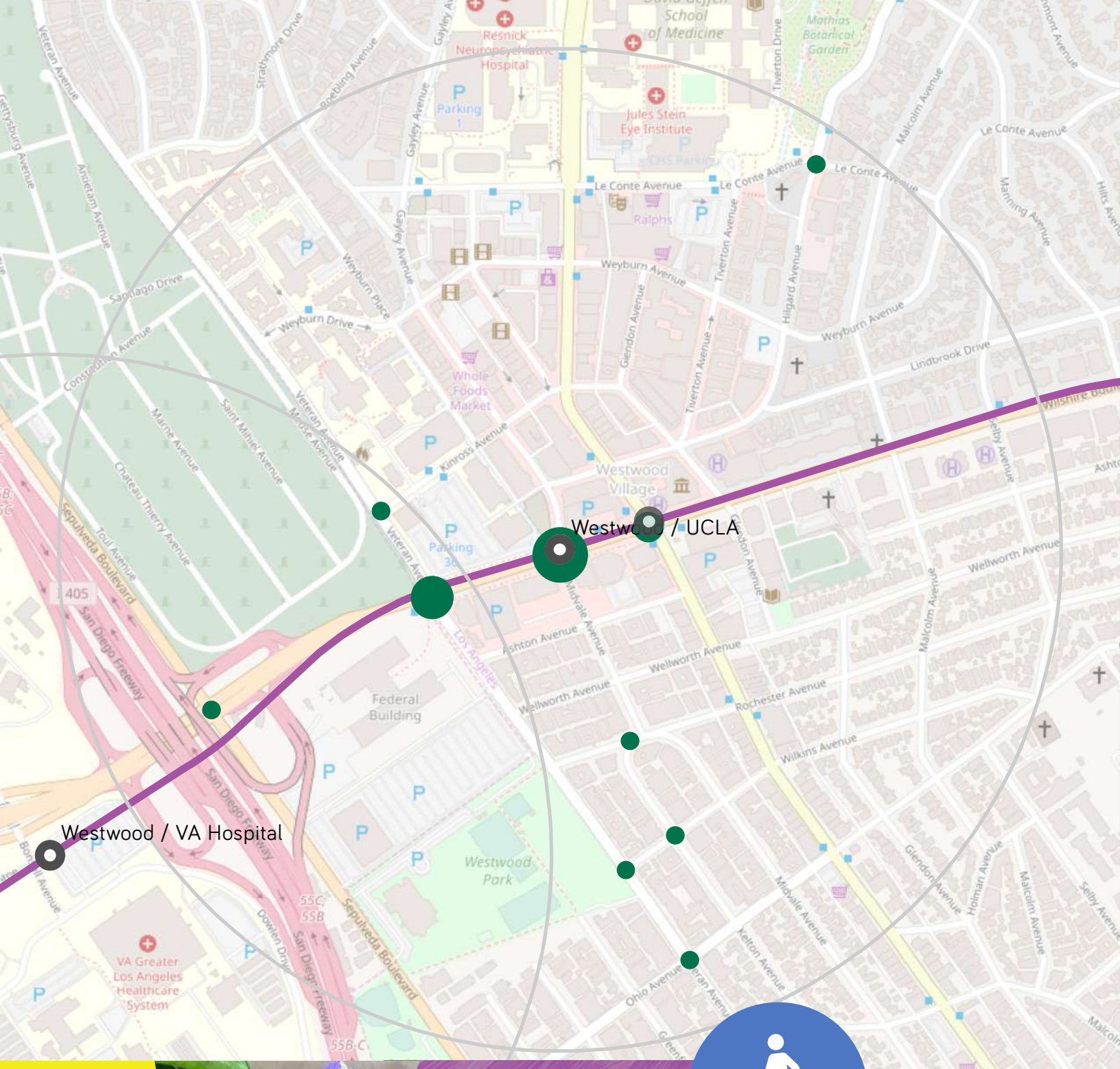


WESTWOOD / UCLA POP UP SUMMARY *Pop Up Date: 05.23.19*







Proposed Landscaping & Shade Spot Improvements

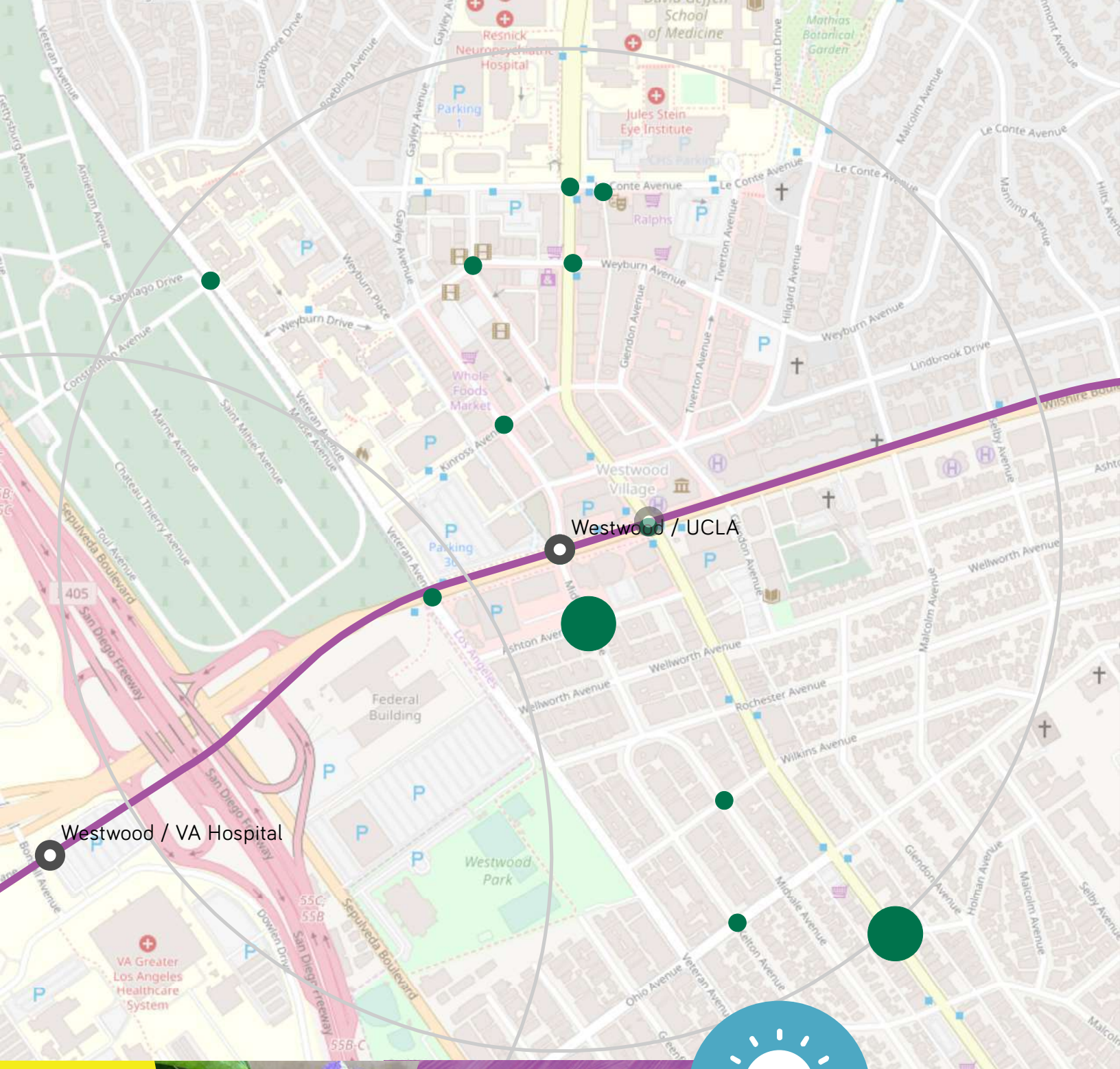
- 1
- 2



WESTWOOD / UCLA POP UP SUMMARY Pop Up Date: 05.23.19

Proposed Crosswalk Spot Improvements

-  1
-  2
-  3
-  4

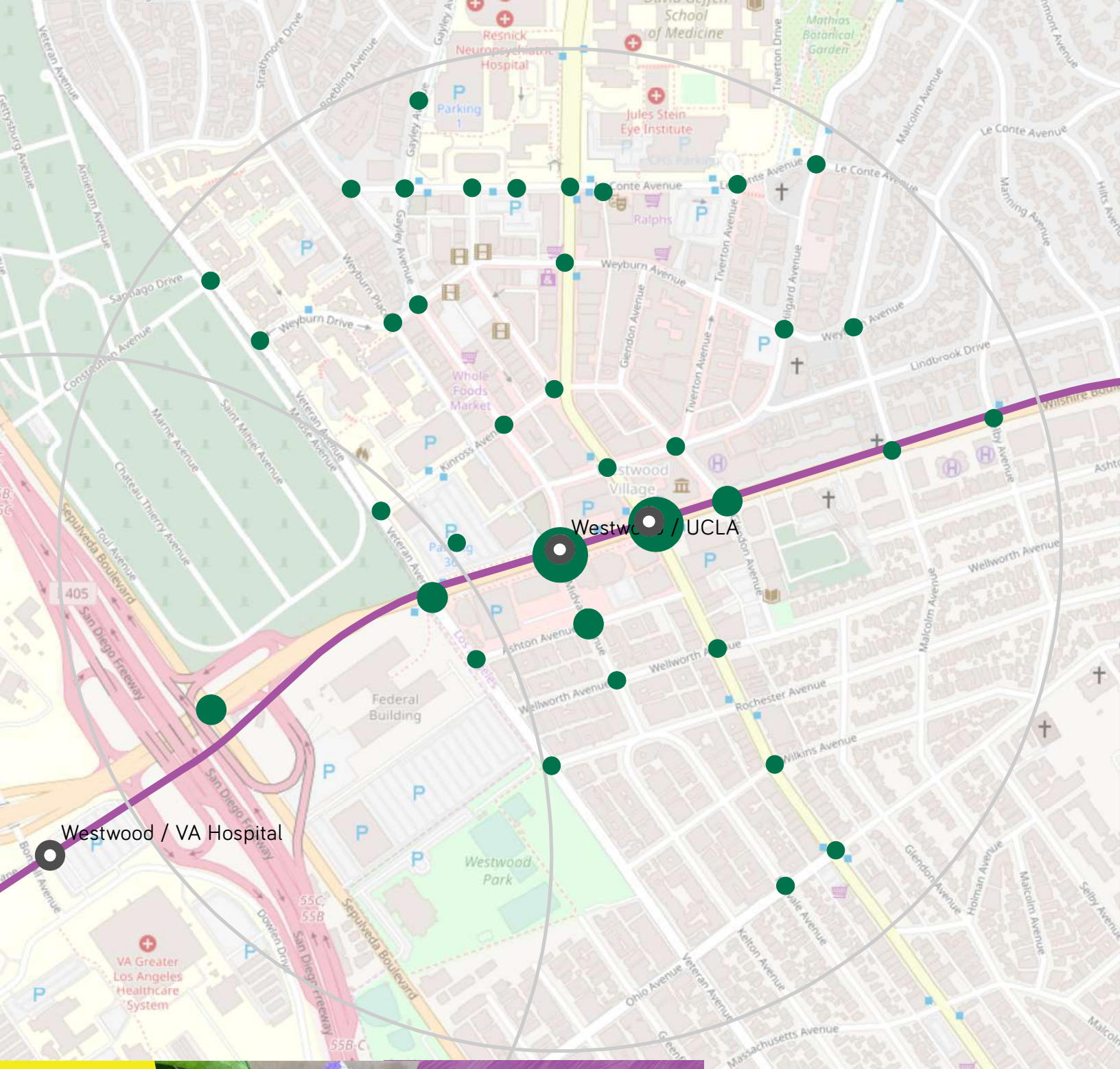


WESTWOOD / UCLA POP UP SUMMARY *Pop Up Date: 05.23.19*



Proposed Ped & Bike Lighting Spot Improvements

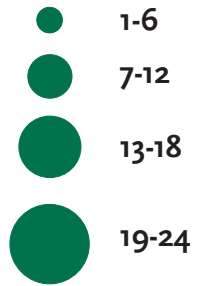
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WESTWOOD / UCLA POP UP SUMMARY Pop Up Date: 06.06.19

Westwood Village Farmers' Market

Proposed Spot Improvements by Intersection



- Top 3 Intersections:**
- Wilshire Blvd & Gayley Ave (24)
 - Wilshire Blvd & Westwood Blvd (23)
 - Wilshire Blvd & Veteran Ave (10)

160 Total Proposed Improvements

143 Total Spot Improvements

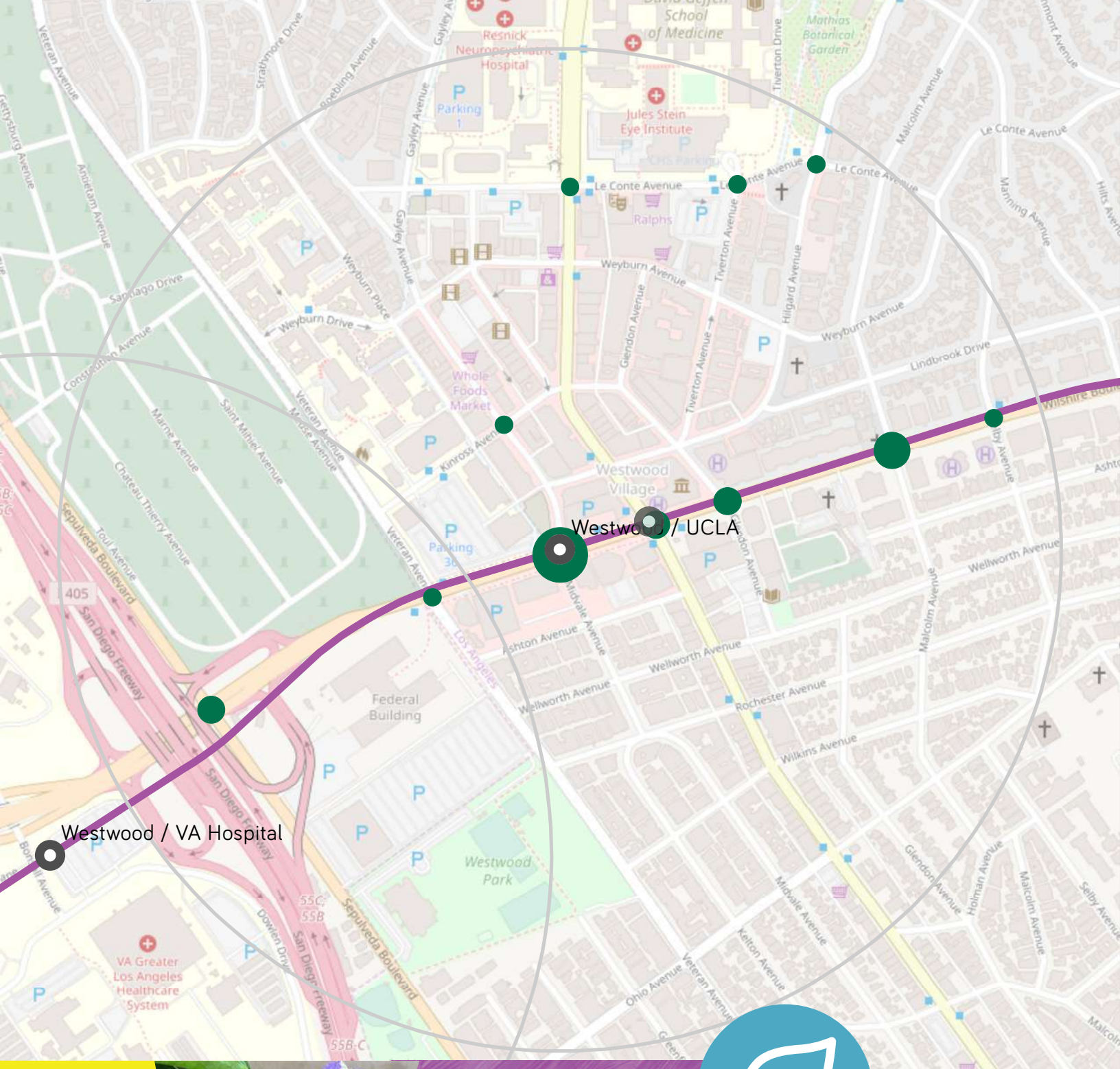
Landscaping & Shade (20)

Crosswalks (19)

Drop off/Pick up/Ride Share (18)

(Top 3)

17 Total Corridor Improvements

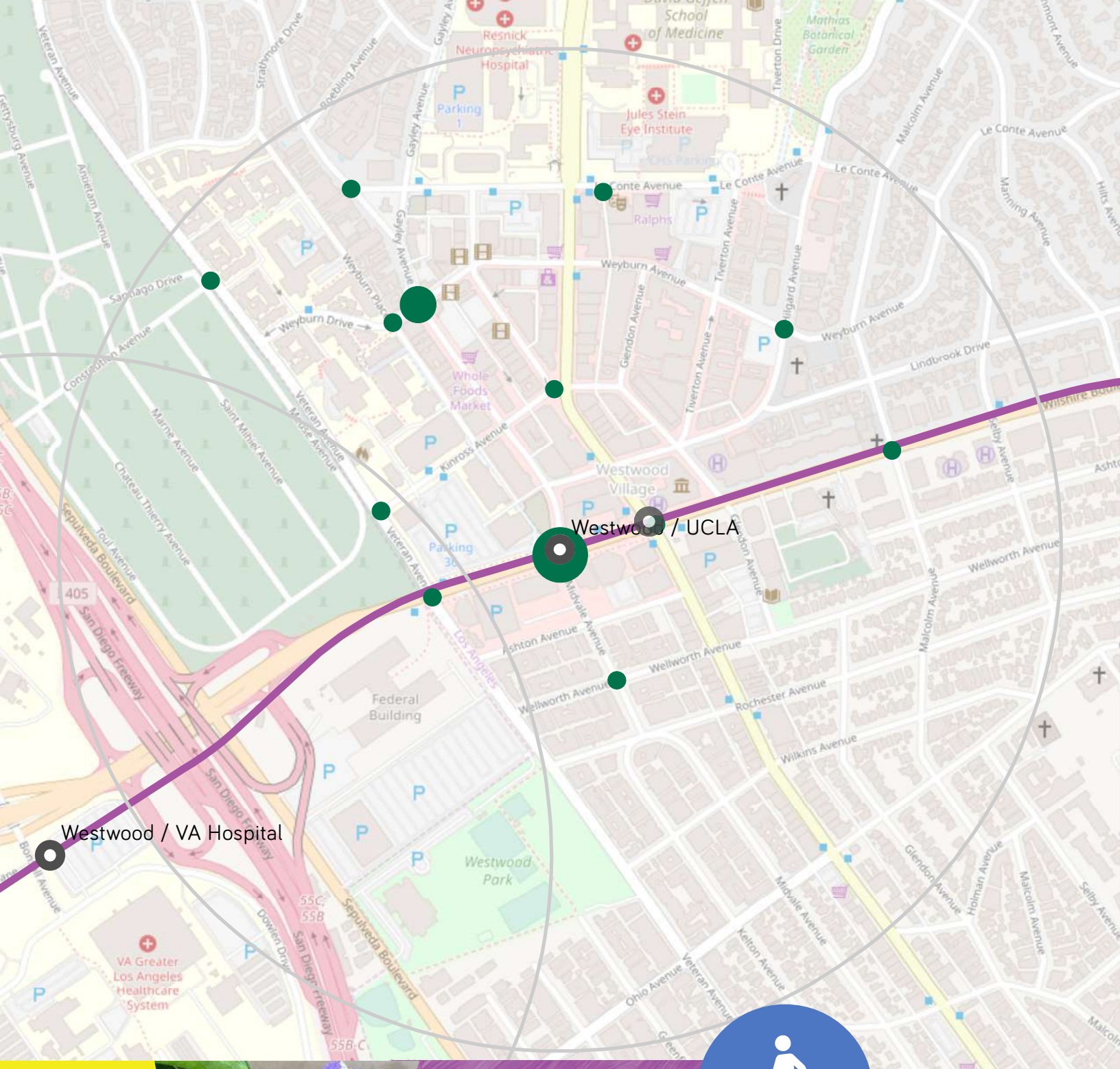


WESTWOOD / UCLA POP UP SUMMARY Pop Up Date: 06.06.19



Proposed Landscaping & Shade Spot Improvements

- 1
- 2
- 3
- 4-5

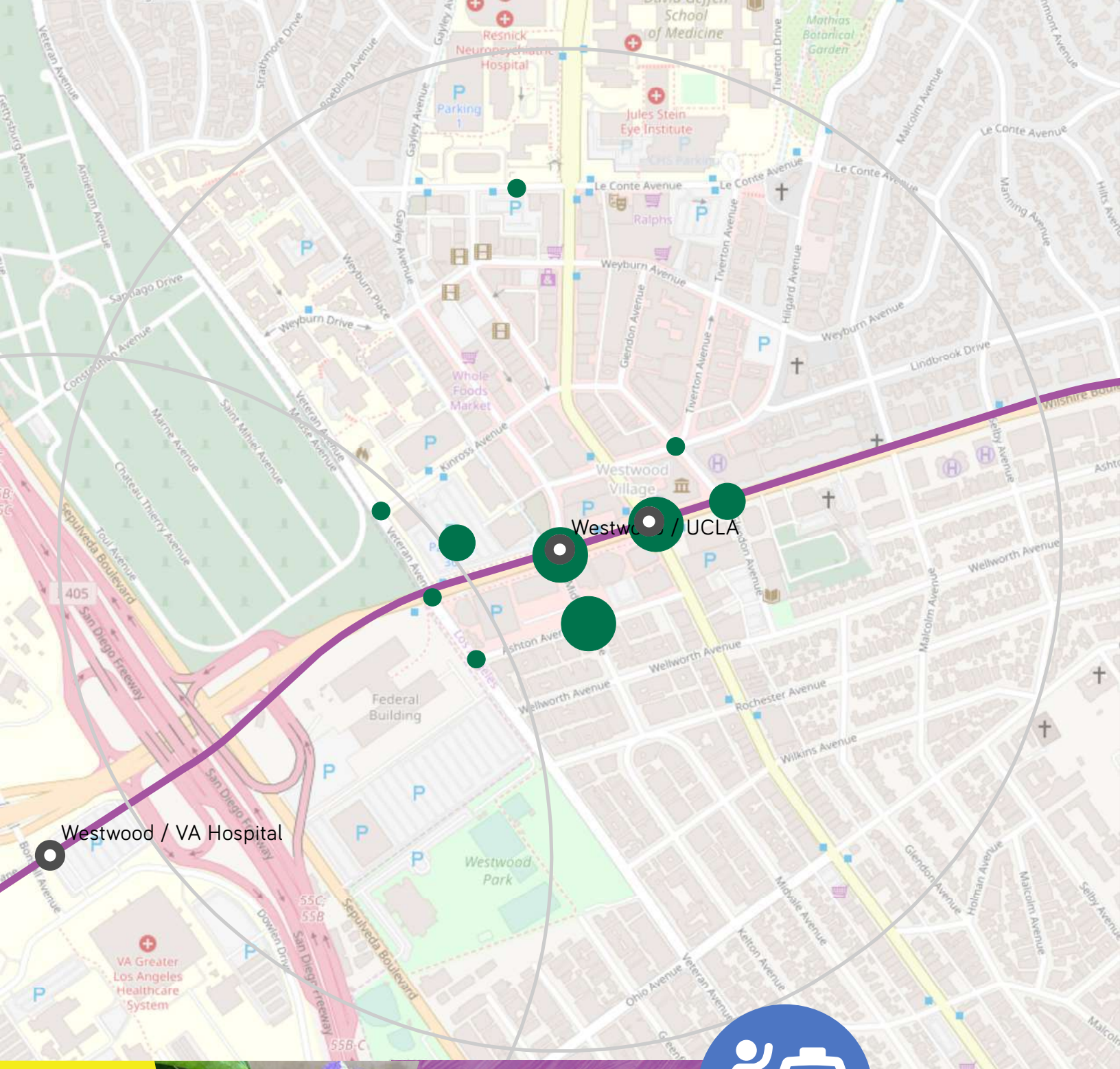


WESTWOOD / UCLA POP UP SUMMARY Pop Up Date: 06.06.19



Proposed Crosswalk Spot Improvements

- 1
- 2-3
- 4-5



Westwood / VA Hospital

Westwood / UCLA

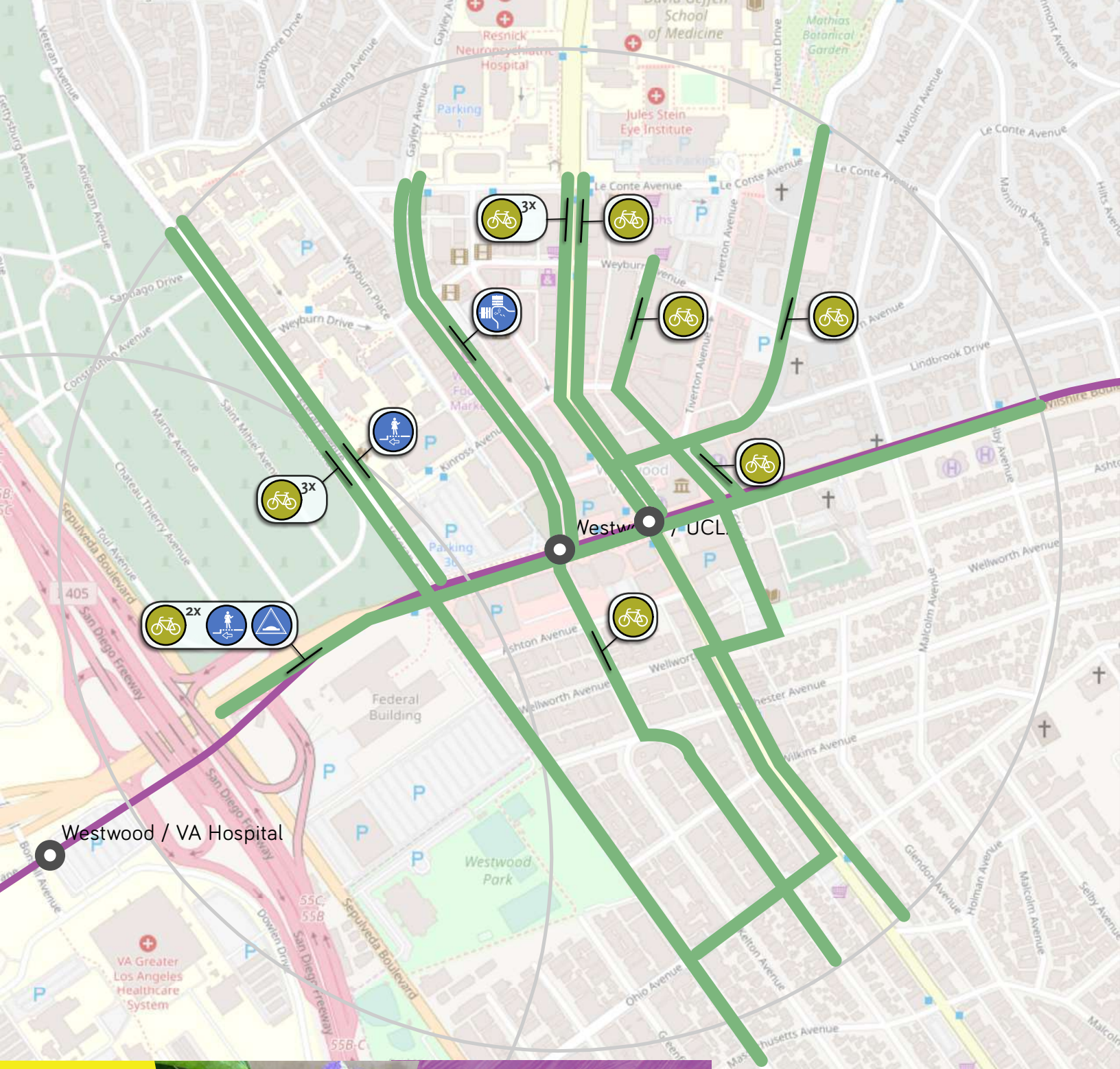


WESTWOOD / UCLA POP UP SUMMARY Pop Up Date: 06.06.19



Proposed Drop off / Pick up / Ride Share Spot Improvements

- 1
- 2
- 3

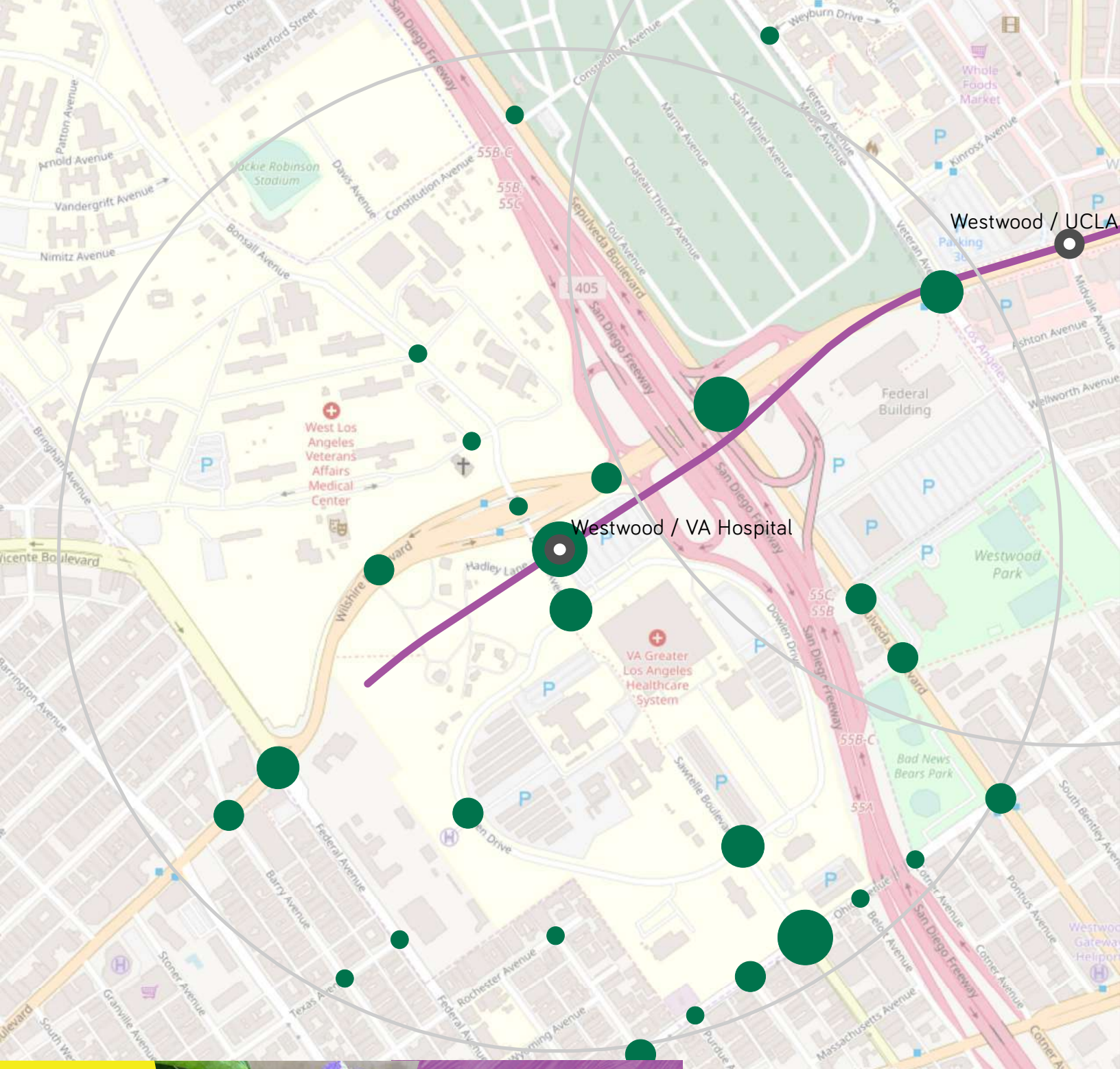


WESTWOOD / UCLA POP UP SUMMARY Pop Up Date: 06.06.19

Westwood Village Farmers' Market

Proposed Corridor Improvements

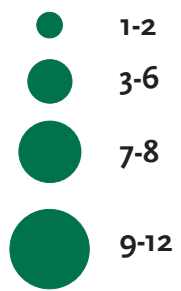
- New or Improved Crosswalks
- New or Improved Sidewalks
- Bulb-outs
- Traffic Calming
- Drop Off / Pick Up / Ride Share
- Street Furniture
- Landscaping & Shade
- Pedestrian & Bicycle Lighting
- Wayfinding Signs
- Bus Stop Improvements
- Bicycle Facility
- Bicycle Friendly Intersection



WESTWOOD / VA POP UP SUMMARY Pop Up Date: 06.09.19

West LA Farmers' Market

Proposed Spot Improvements by Intersection

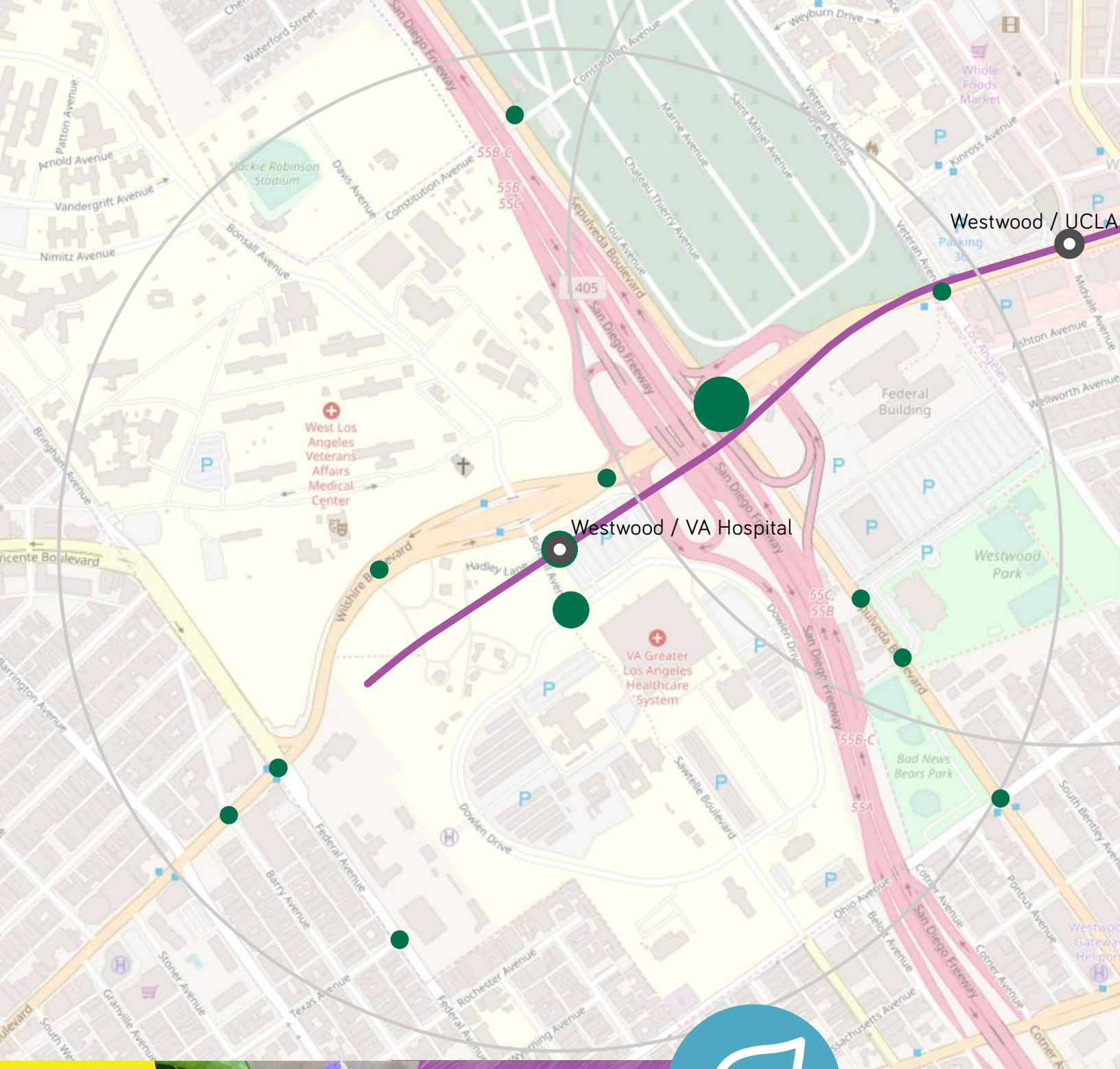


- Top 3 Intersections:**
- Wilshire Blvd & Sepulveda Blvd (12)
 - Ohio Ave & Sawtelle Blvd (12)
 - Station Location (11)

124 Total Proposed Improvements

- 115 Total Spot Improvements
 - Landscaping & Shade (17)
 - Traffic Calming (16)
 - Wayfinding (11)
- 9 Total Corridor Improvements

(Top 3)

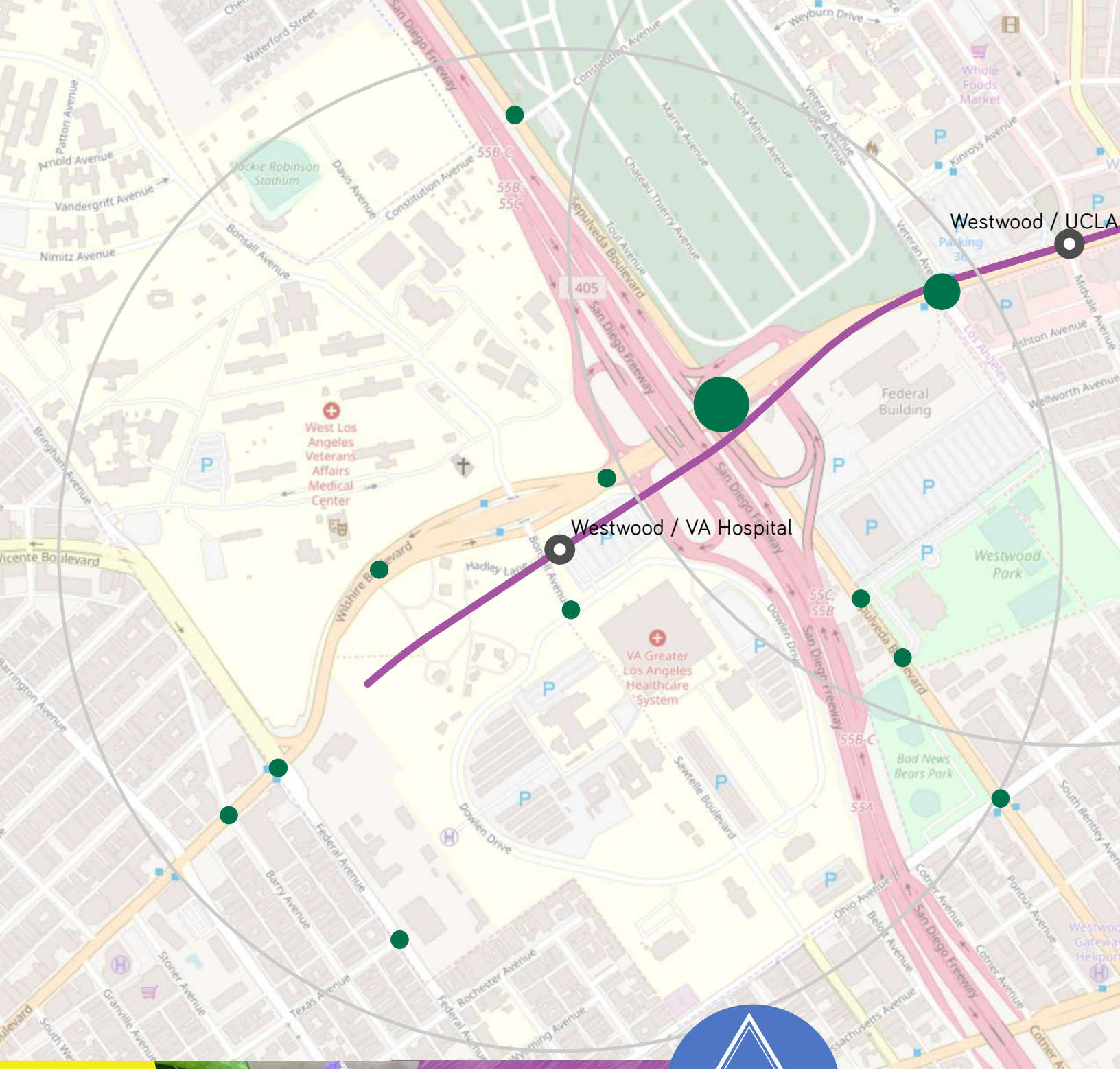


WESTWOOD / VA POP UP SUMMARY Pop Up Date: 06.09.19



Proposed Landscaping & Shade Spot Improvements

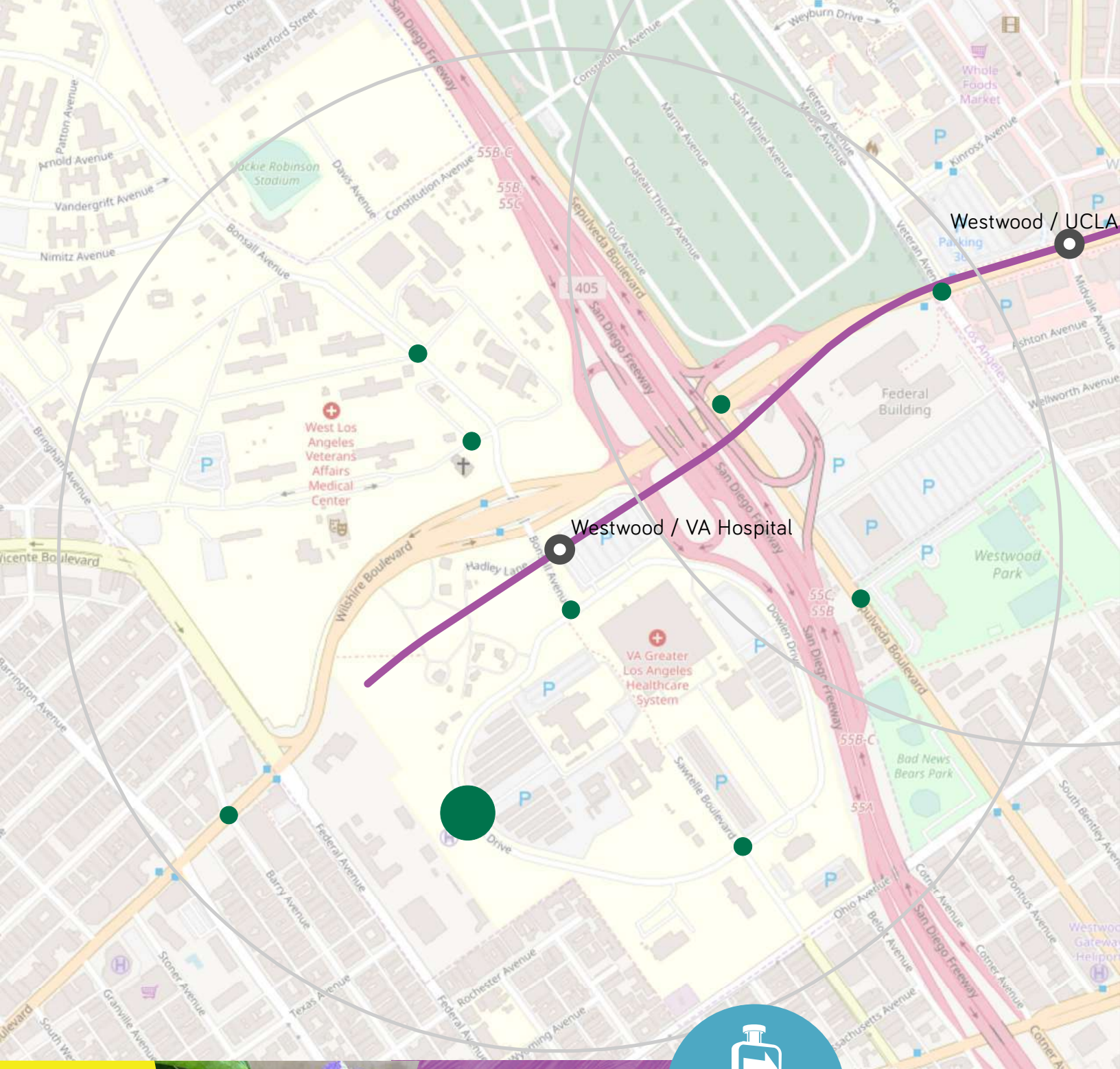
- 1
- 2
- 3



WESTWOOD / VA POP UP SUMMARY Pop Up Date: 06.09.19

Proposed Traffic Calming Spot Improvements

- 1
- 2
- 3

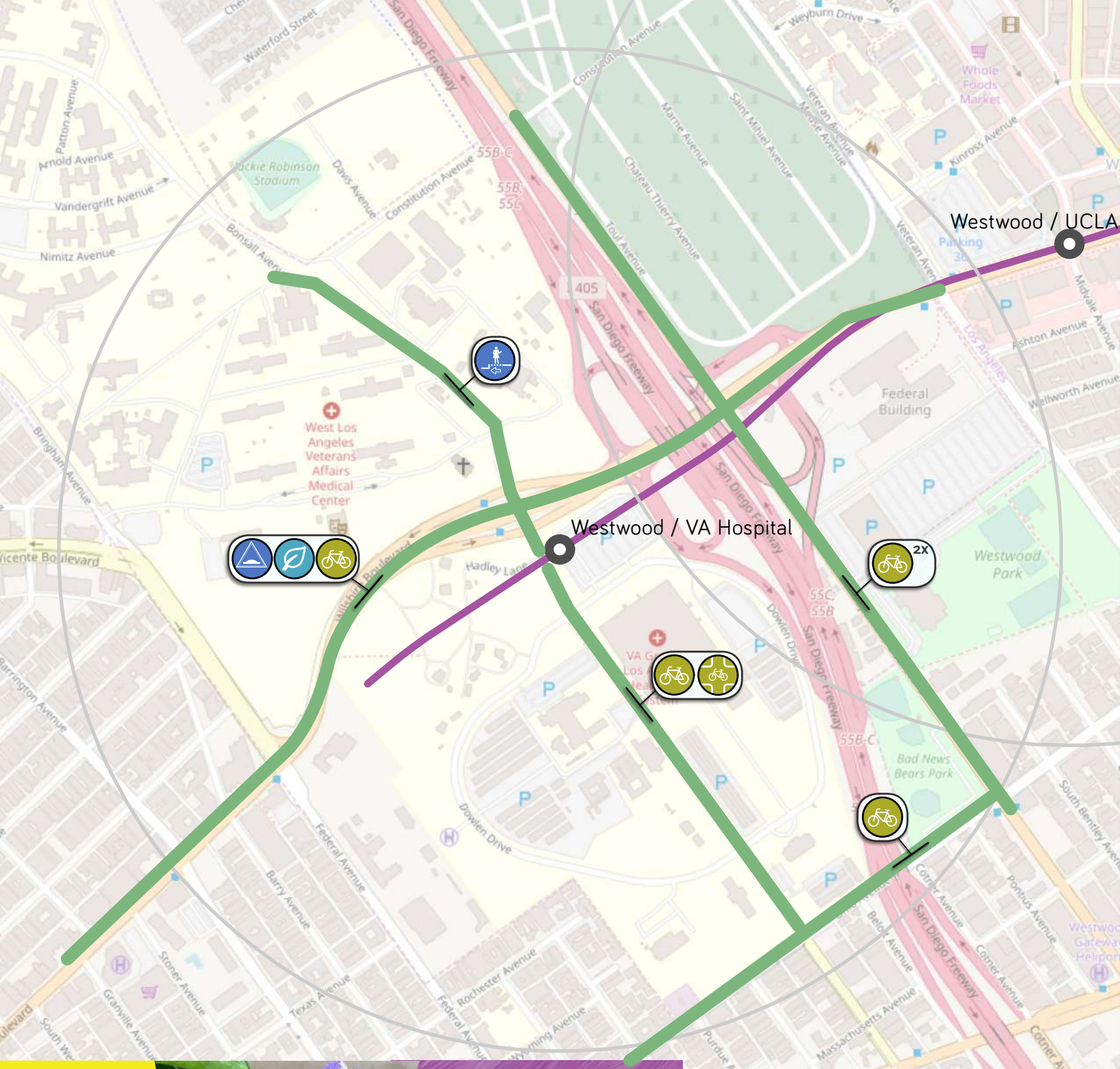


WESTWOOD / VA POP UP SUMMARY Pop Up Date: 06.09.19



Proposed Wayfinding Spot Improvements

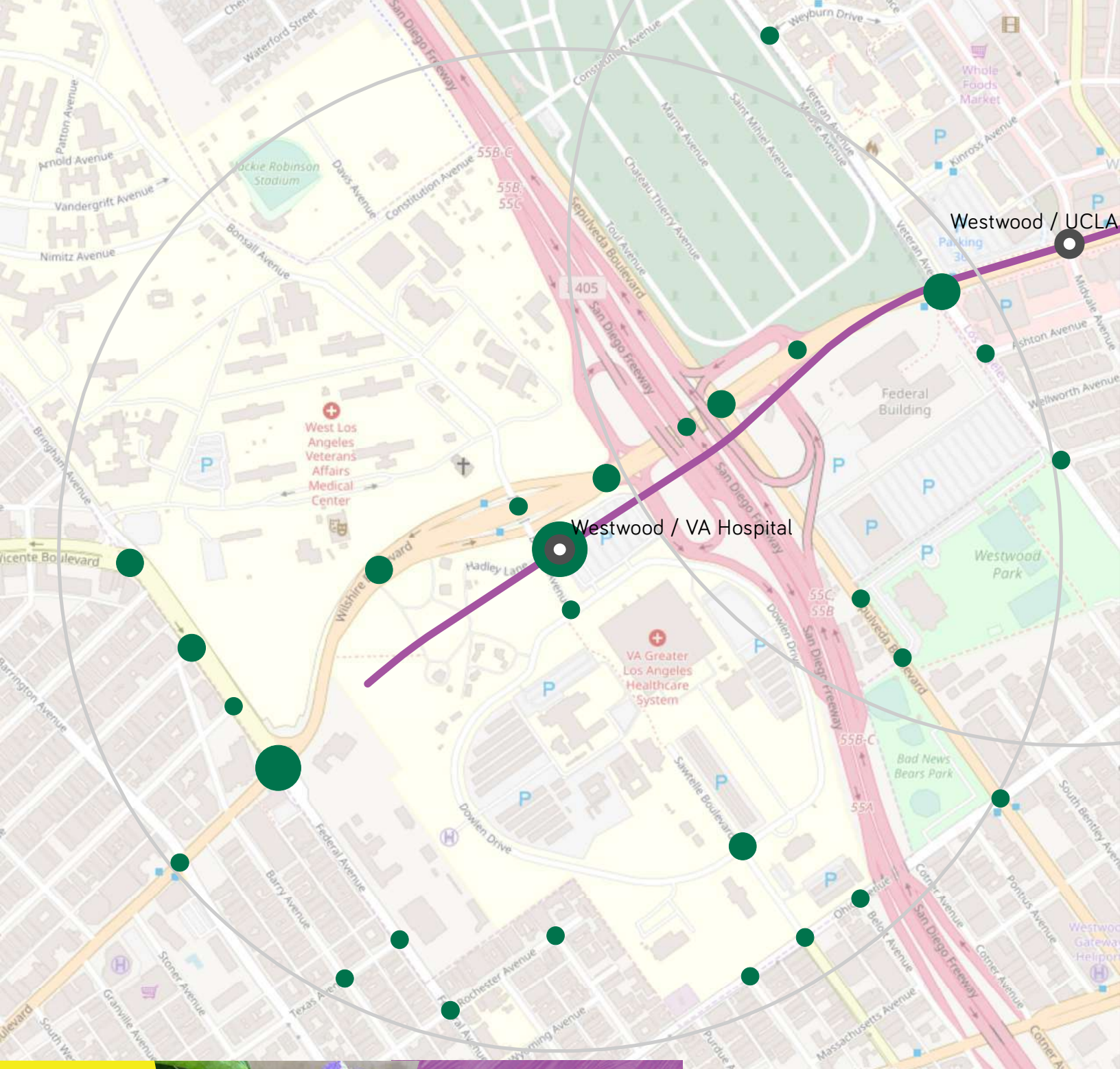
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- 3



WESTWOOD / VA POP UP SUMMARY Pop Up Date: 06.09.19 **West LA Farmers' Market**

Proposed Corridor Improvements

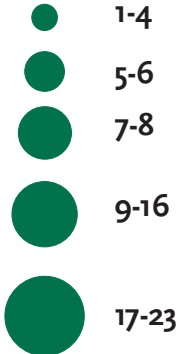
- New or Improved Crosswalks
- New or Improved Sidewalks
- Bulb-outs
- Traffic Calming
- Drop Off / Pick Up / Ride Share
- Street Furniture
- Landscaping & Shade
- Pedestrian & Bicycle Lighting
- Wayfinding Signs
- Bus Stop Improvements
- Bicycle Facility
- Bicycle Friendly Intersection



WESTWOOD / VA POP UP SUMMARY Pop Up Date: 06.16.19

Brentwood Farmers' Market

Proposed Spot Improvements by Intersection



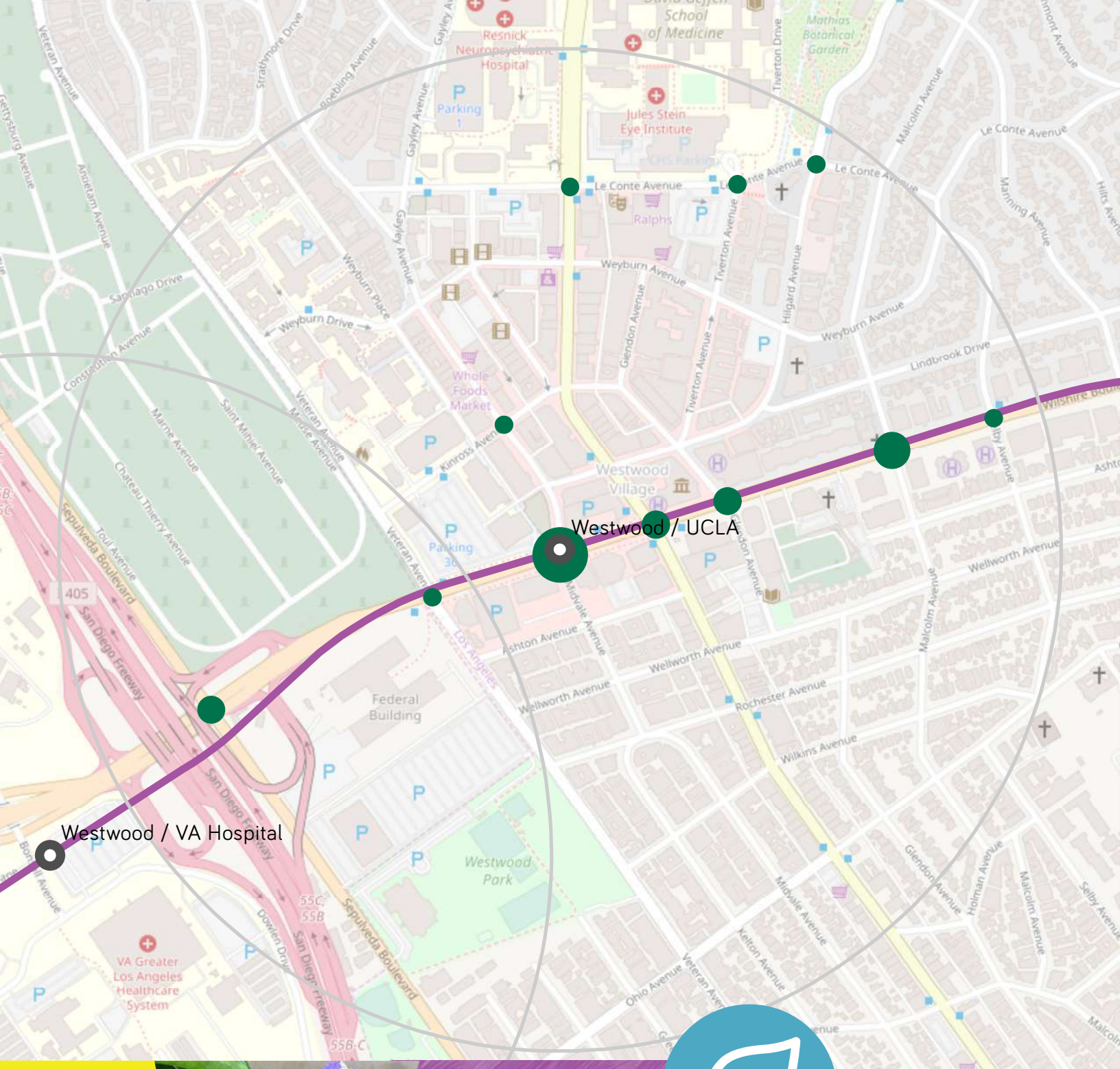
- Top 3 Intersections:**
- Station Location (23)
 - Federal Ave & San Vicente Blvd (14)
 - Wilshire Blvd & Veteran Ave (7)

158 Total Proposed Improvements

- 121 Total Spot Improvements
 - Landscaping & Shade (19)
 - Bike Facilities (16)
 - Traffic Calming (12)



37 Total Corridor Improvements

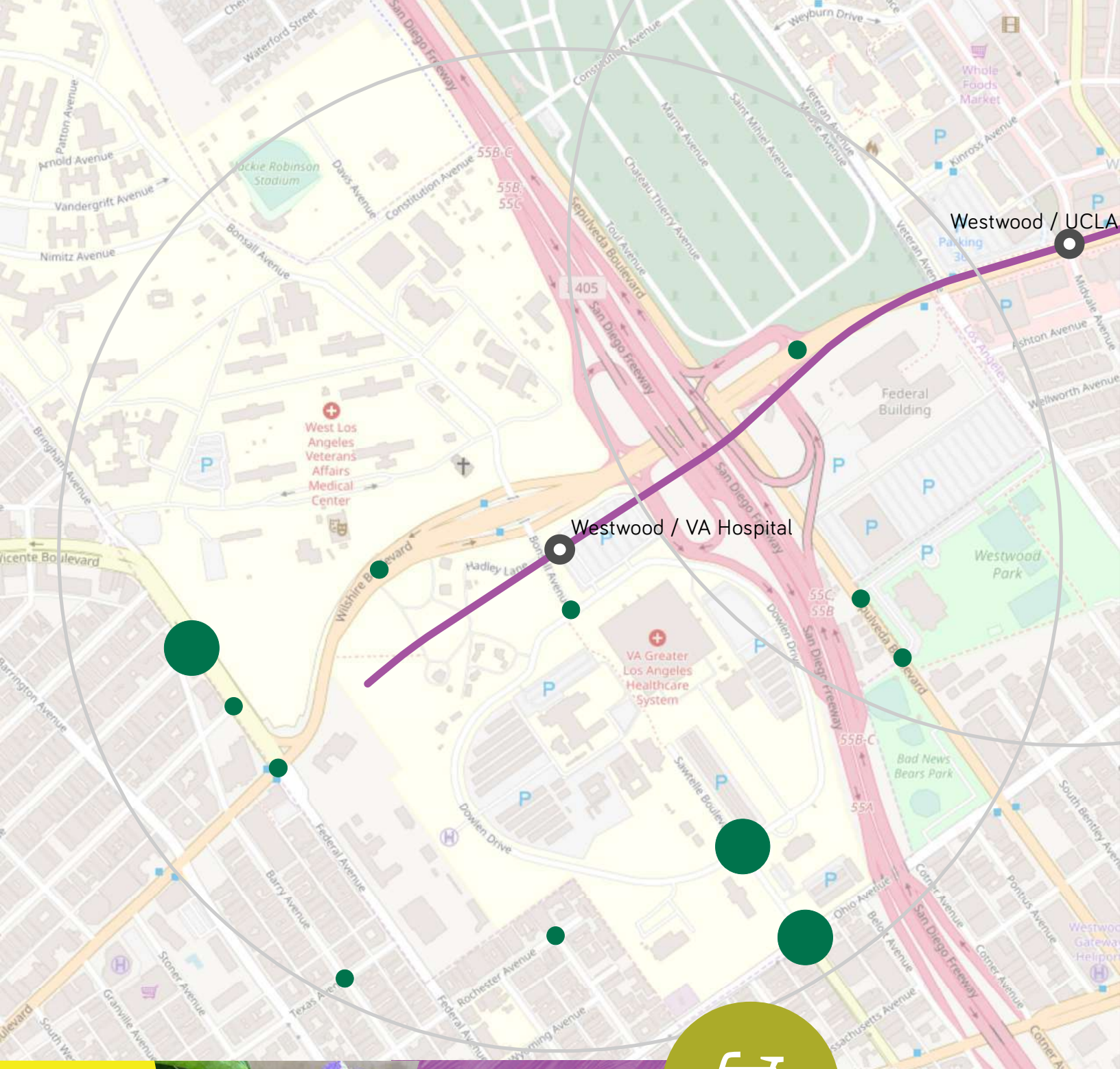


WESTWOOD / VA POP UP SUMMARY Pop Up Date: 06.16.19



Proposed Landscaping & Shade Spot Improvements

- 1
- 2
- 3
- 4-5

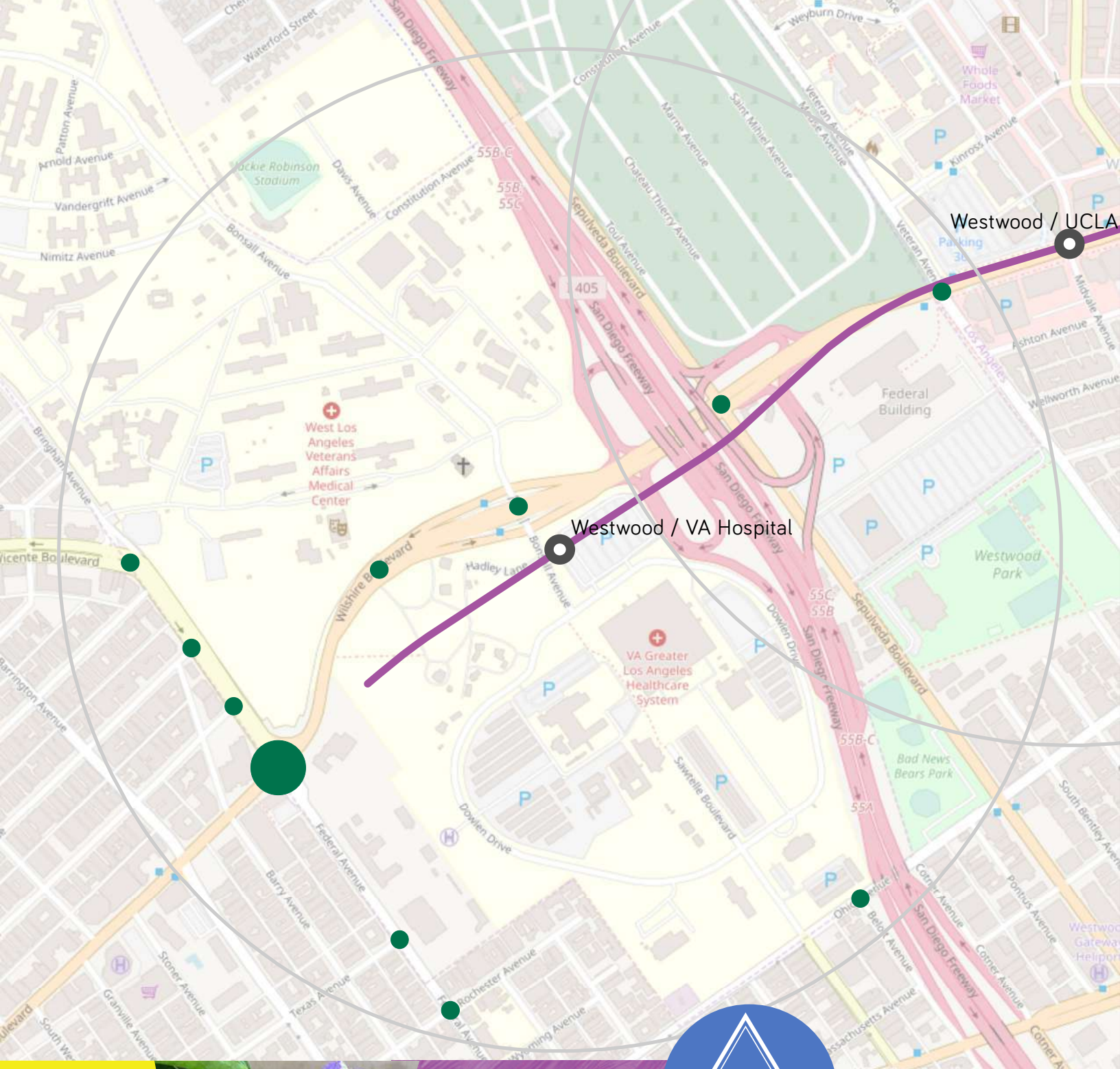


WESTWOOD / VA POP UP SUMMARY Pop Up Date: 06.16.19



Proposed Bike Facilities Spot Improvements



- 1
- 2

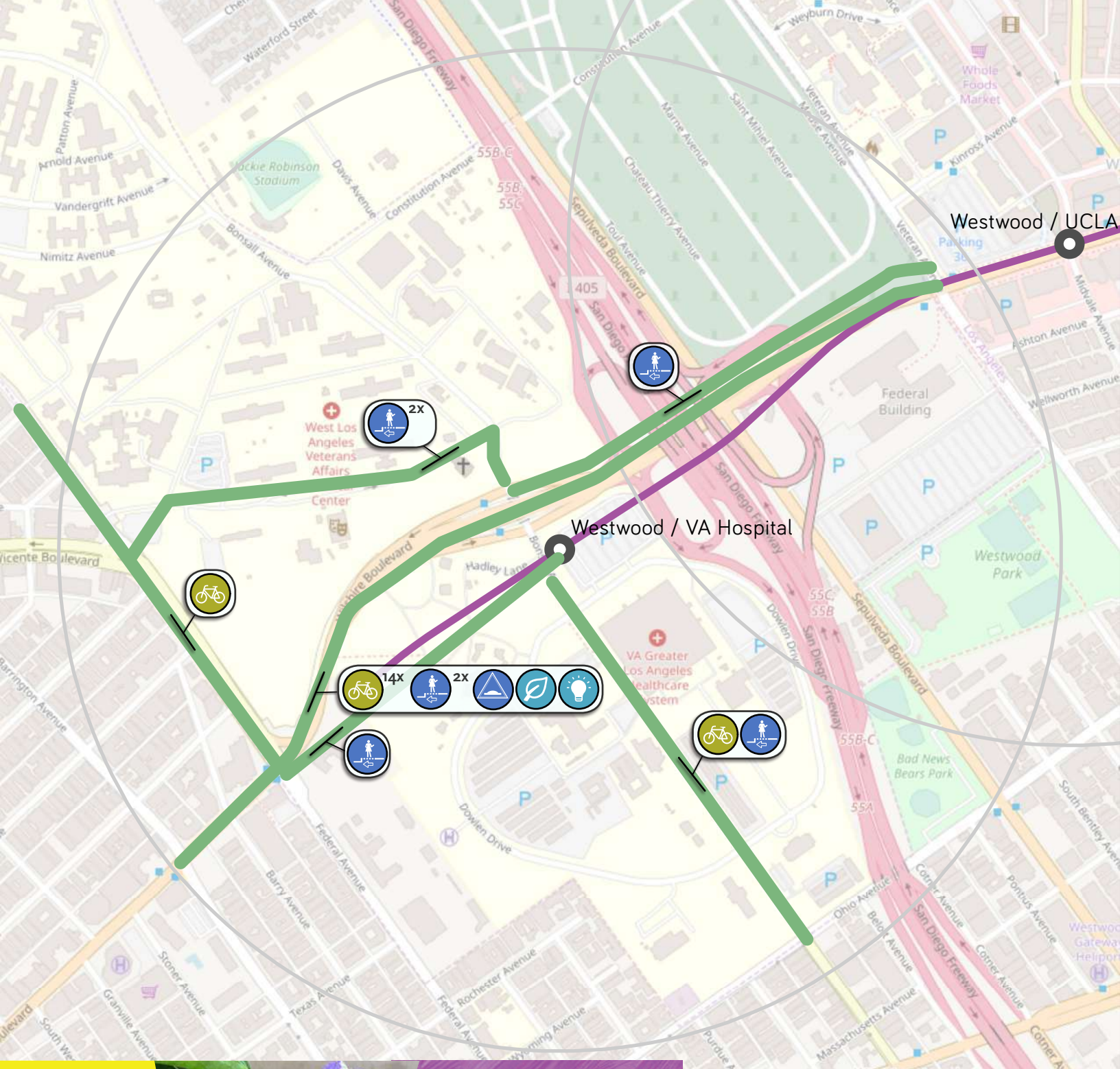


WESTWOOD / VA POP UP SUMMARY Pop Up Date: 06.16.19



Proposed Traffic Calming Spot Improvements

-  1
-  2



6. Metro Outreach Summary

6.1. Metro Outreach Presentations

Presentations were made by Metro staff to the:

- Beverly Hills Traffic and Parking Commission (July 11, 2019)
- North Westwood Neighborhood Council (April 23, 2019 and November 6, 2019)
- Westwood Village Improvement Association (July 18, 2019)
- Westwood Neighborhood Council (September 11, 2019)

In these presentations, Metro provided an overview of its first/last mile approach, the Pathway Maps, and potential Plan ideas.

In response to community interest in the Westwood/ UCLA station area, Metro also met with local community members in January 2020. This meeting led to a special comment opportunity: an email survey was issued in February 2020 to collect written comments on the draft First/Last Mile Plan for the Westwood/UCLA station.

6.2. Metro Westwood Feedback Survey

To supplement engagement conducted in the Westwood/UCLA station area, Metro offered an additional engagement opportunity focused on FLM improvements proposed in this station area. Metro received 12 survey responses and 45 individual comments to this survey request. Responses were collected via email from the public, with comments pertaining to several FLM projects proposed by Metro. Participants of the survey included a range of individuals from the Westwood area. Participant affiliations included residents from the area, UCLA students, neighborhood and community council members, members of the UCLA bicycle academy, UCLA faculty, and a member from the Westwood Village Improvement Association.

A majority of comments from the survey reflected an interest in the FLM project recommendation for a bicycle facility along Westwood Boulevard. Although some were opposed, several respondents voiced their strong desire for the addition of a protected bike lane to maximize connectivity between the Purple Line station and Westwood Village. Survey participants also identified interest for a dedicated bus lane along this specific corridor, along with the addition of bus islands in an effort to improve pedestrian safety.

The survey responses also identified interest in protected bicycle infrastructure for several other FLM project corridors proposed. Corridors which were identified included Ohio Avenue, Veteran Ave, Gayley Avenue, Hilgard Avenue, Midvale/Kelton Ave, and the Westwood Recreation Center cut-through. Several comments expressed concern about the high speed of vehicular traffic along these corridors. These corridors were also identified to have poor cyclist visibility. The inclusion of traffic calming measures was suggested in an effort to reduce high speed vehicular traffic and to improve both cyclist and pedestrian visibility.

Several comments from the public were provided regarding pedestrian safety. Corridors identified as being in need of increased pedestrian traffic safety measures included Veteran Avenue, Le Conte Avenue, Wilshire Avenue, and Tiverton Avenue. Survey participants voiced the desire for sidewalk improvements along these streets, including pavement repairs and widened sidewalks. The desire for traffic calming measures and improved pedestrian visibility was also identified along these corridors. Comments suggested that these improvements would not only maximize pedestrian safety but create an added benefit for local businesses along these avenues.

In summary, comments received focused on improvements to safety for cyclists and pedestrians. While most comments regarding improved bicycle infrastructure expressed a desire for protected bicycle lanes, some comments highlighted the need for bike hubs and lockers at locations including Broxton Avenue. See Appendix A for all comments recorded from this survey.

6.3. Metro Purple Line Extension Survey

In junction with the pop-up events, Metro administered an electronic survey for community members that participated in the pop-up event stacker chip exercise. Surveys were administered using a tablet available at the pop-up events. Survey topics covered:

- Basic respondent demographics
- Potential ridership of the Purple Line Extension
- Respondent destinations
- Current station area satisfaction
- Respondent travel behaviors

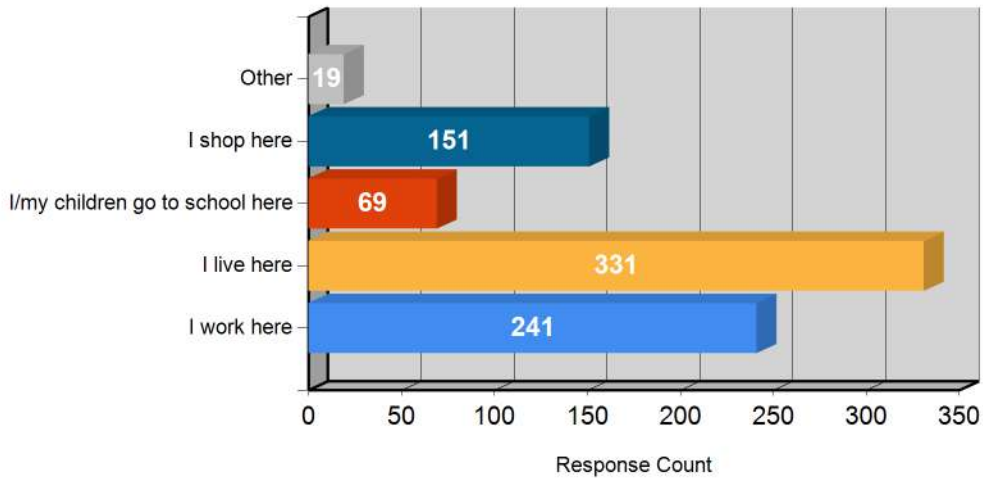
Results from the survey indicate that more landscaping and shade (63% as extremely or very important) would be the most requested first/last mile improvement for potential Purple Line Extension riders. Other key improvements include improved pedestrian and bike lighting (62%) and new or improved crosswalks (59%). The least requested improvements include more designated scooter parking (49%) and more street furniture (46%).

All survey questions and associated results of the survey are shown below.

Section: Intro

What is your relation to the Westside area? (select all that apply)

Total Respondents:	443
Total Skipped:	6



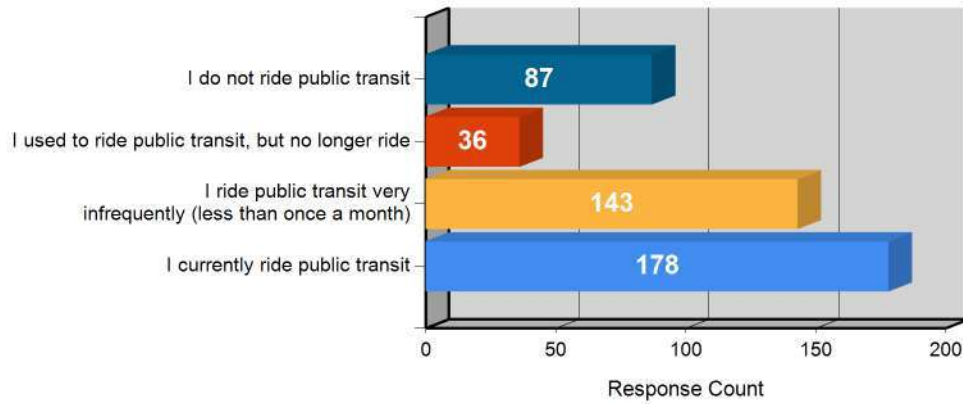
Choice	Response Percent	Response Total
1 I work here	54.40 %	241
2 I live here	74.72 %	331
3 I/my children go to school here	15.58 %	69
4 I shop here	34.09 %	151
5 Other	4.29 %	19

Analytics	
Mean	2.231
Standard Deviation	1.133
Standard Error	0.040
Variance	1.285

Section: Intro

Which of the following statements best describes how you travel throughout LA County?

Total Respondents:	444
Total Skipped:	0



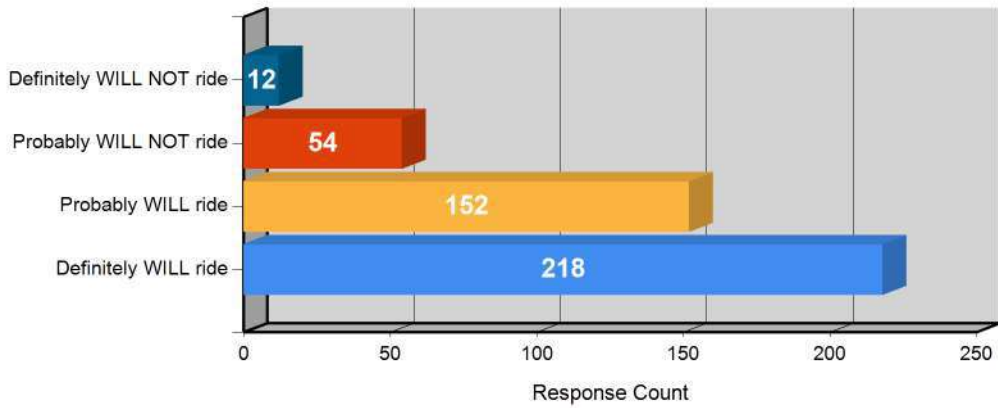
	Choice	Response Percent	Response Total
1	I currently ride public transit	40.09 %	178
2	I ride public transit very infrequently (less than once a month)	32.21 %	143
3	I used to ride public transit, but no longer ride	8.11 %	36
4	I do not ride public transit	19.59 %	87

Analytics	
Mean	2.072
Standard Deviation	1.123
Standard Error	0.053
Variance	1.261
Top 2	72.30%
Bottom 2	27.70%

Section: Intro

When the Purple Line is extended to Westwood/VA Hospital, how likely are you to ride it?

Total Respondents:	436
Total Skipped:	0



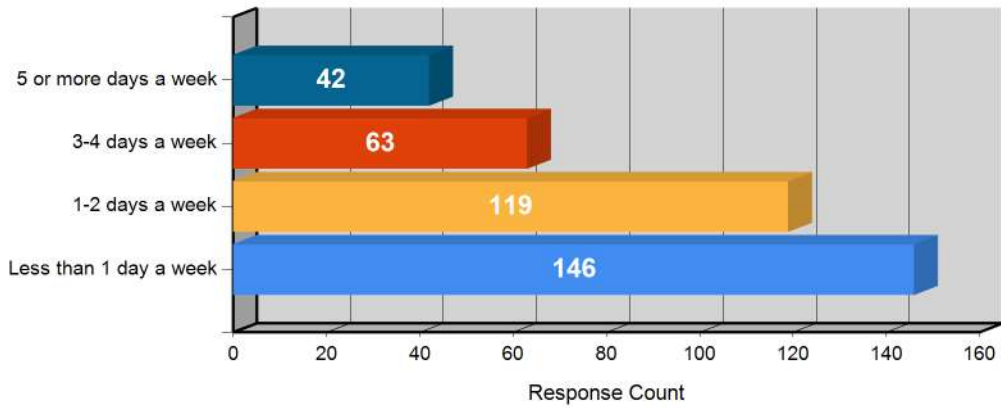
	Choice	Response Percent	Response Total
1	Definitely WILL ride	50.00 %	218
2	Probably WILL ride	34.86 %	152
3	Probably WILL NOT ride	12.39 %	54
4	Definitely WILL NOT ride	2.75 %	12

Analytics	
Mean	1.679
Standard Deviation	0.794
Standard Error	0.038
Variance	0.631
Top 2	84.86%
Bottom 2	15.14%

Section: Intro

How often do you think you will ride it?

Total Respondents:	370
Total Skipped:	0



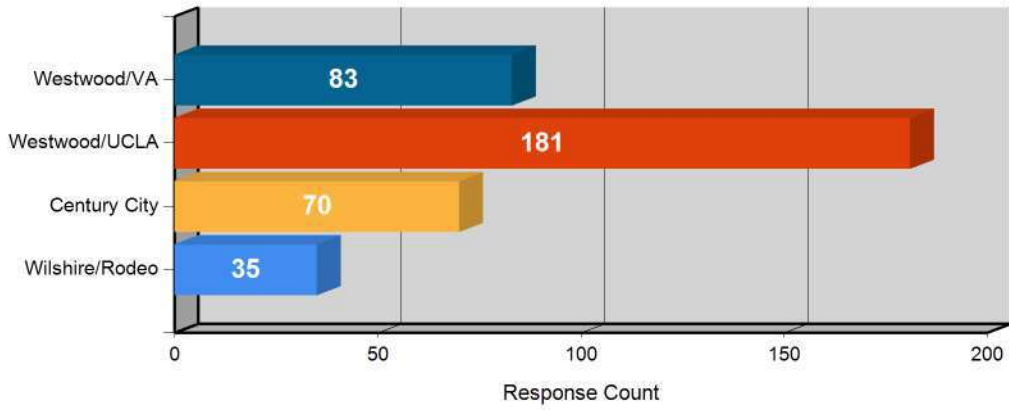
	Choice	Response Percent	Response Total
1	Less than 1 day a week	39.46 %	146
2	1-2 days a week	32.16 %	119
3	3-4 days a week	17.03 %	63
4	5 or more days a week	11.35 %	42

Analytics	
Mean	2.003
Standard Deviation	1.009
Standard Error	0.052
Variance	1.019
Top 2	71.62%
Bottom 2	28.38%

Section: Riders

When the Purple Line Extension opens, which station would you use the most?

Total Respondents:	369
Total Skipped:	0



	Choice	Response Percent	Response Total
1	Wilshire/Rodeo	9.49 %	35
2	Century City	18.97 %	70
3	Westwood/UCLA	49.05 %	181
4	Westwood/VA	22.49 %	83

Analytics	
Mean	2.846
Standard Deviation	0.878
Standard Error	0.046
Variance	0.770
Top 2	28.46%
Bottom 2	71.54%

Section: Riders

What are some of the destinations you will use this station to visit? (select all that apply)

Total Respondents:	33
Total Skipped:	0



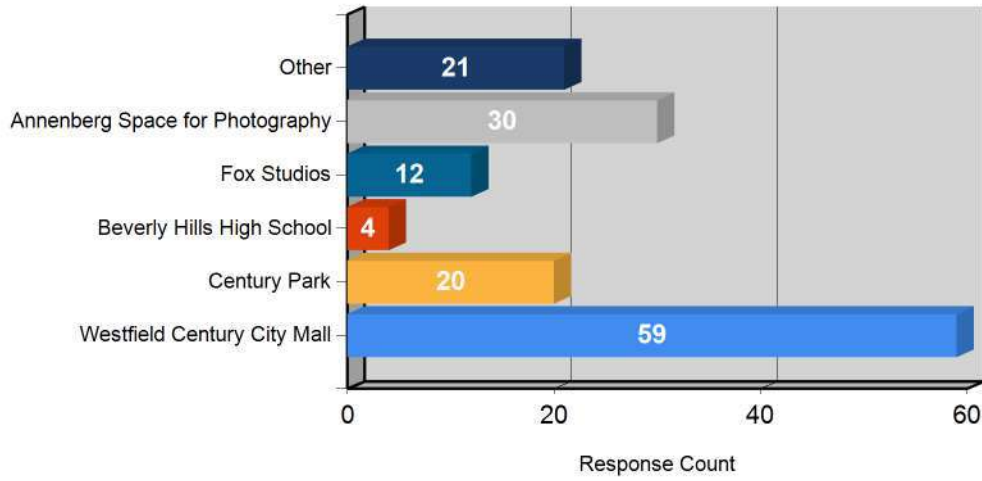
Choice	Response Percent	Response Total
1 Rodeo Drive shopping/dining	36.36 %	12
2 Beverly Hills City Hall	18.18 %	6
3 Wallis Annenberg Center for the Performing Arts	21.21 %	7
4 Residential neighborhoods	42.42 %	14
5 Other	33.33 %	11

Analytics	
Mean	3.120
Standard Deviation	1.492
Standard Error	0.211
Variance	2.226

Section: Riders

What are some of the destinations you will use this station to visit? (select all that apply)

Total Respondents:	71
Total Skipped:	0



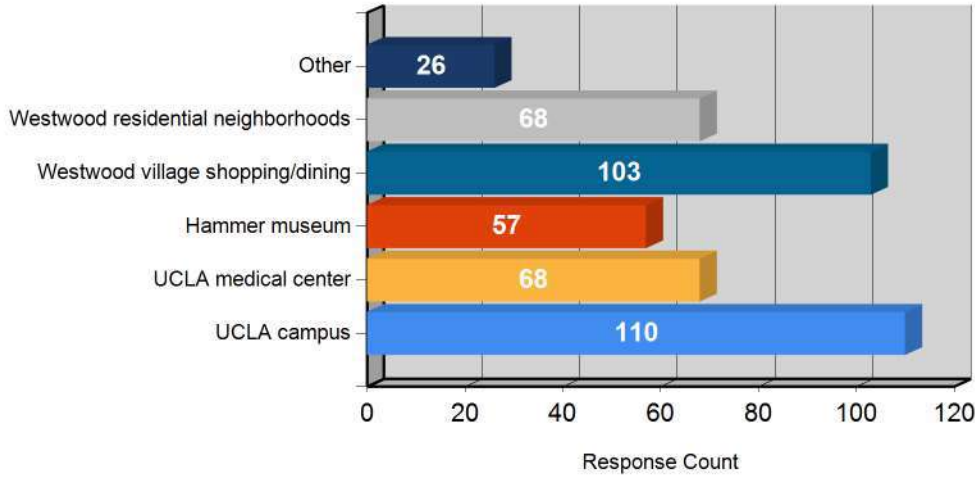
Choice	Response Percent	Response Total
1 Westfield Century City Mall	83.10 %	59
2 Century Park	28.17 %	20
3 Beverly Hills High School	5.63 %	4
4 Fox Studios	16.90 %	12
5 Annenberg Space for Photography	42.25 %	30
6 Other	29.58 %	21

Analytics	
Mean	2.979
Standard Deviation	1.988
Standard Error	0.165
Variance	3.952

Section: Riders

What are some of the destinations you will use this station to visit? (select all that apply)

Total Respondents:	177
Total Skipped:	0



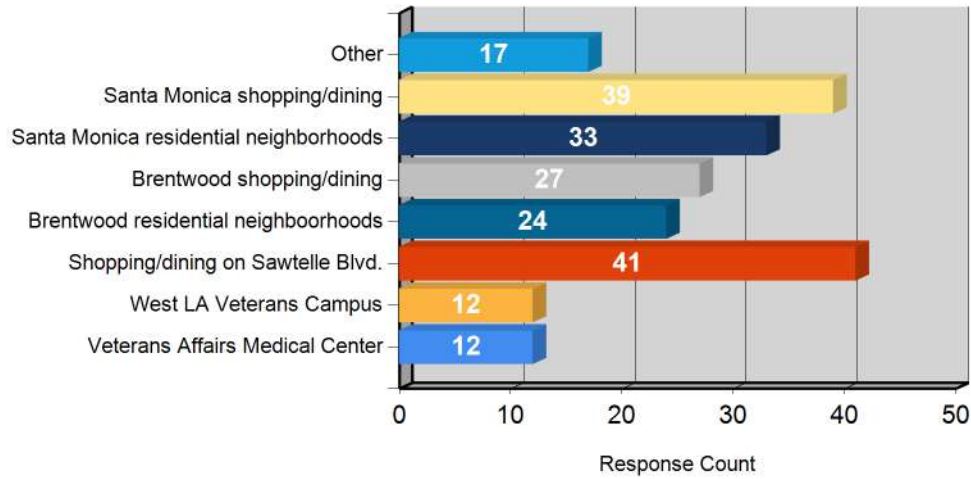
Choice	Response Percent	Response Total
1 UCLA campus	62.15 %	110
2 UCLA medical center	38.42 %	68
3 Hammer museum	32.20 %	57
4 Westwood village shopping/dining	58.19 %	103
5 Westwood residential neighborhoods	38.42 %	68
6 Other	14.69 %	26

Analytics	
Mean	3.067
Standard Deviation	1.607
Standard Error	0.077
Variance	2.581

Section: Riders

What are some of the destinations you will use this station to visit? (select all that apply)

Total Respondents:	82
Total Skipped:	0



Choice	Response Percent	Response Total
1 Veterans Affairs Medical Center	14.63 %	12
2 West LA Veterans Campus	14.63 %	12
3 Shopping/dining on Sawtelle Blvd.	50.00 %	41
4 Brentwood residential neighborhoods	29.27 %	24
5 Brentwood shopping/dining	32.93 %	27
6 Santa Monica residential neighborhoods	40.24 %	33
7 Santa Monica shopping/dining	47.56 %	39
8 Other	20.73 %	17

Analytics	
Mean	4.863
Standard Deviation	2.008
Standard Error	0.140
Variance	4.030

Section: Satisfaction

On a scale of 1-5, how SATISFIED are you with the CURRENT street conditions around THIS station?

Total Respondents:	322
Total Skipped:	0

	1 (Not at all Satisfied)	2	3	4	5 (Extremely Satisfied)	Response Total
Sidewalks	15.5%	18.3%	35.7%	22.7%	7.8%	322
	50	59	115	73	25	
Bus stops	14.9%	21.7%	35.7%	19.9%	7.8%	322
	48	70	115	64	25	
Quality and amount of crosswalks	14.0%	19.6%	38.2%	19.3%	9.0%	322
	45	63	123	62	29	
Speed of traffic near pedestrian areas	19.6%	24.5%	34.5%	15.8%	5.6%	322
	63	79	111	51	18	
Landscaping and shade	18.6%	20.5%	38.8%	15.8%	6.2%	322
	60	66	125	51	20	
Bike infrastructure	25.2%	23.9%	33.2%	12.7%	5.0%	322
	81	77	107	41	16	
Pedestrian and bike lighting	17.4%	23.6%	34.2%	17.7%	7.1%	322
	56	76	110	57	23	
Designated scooter parking	29.5%	19.3%	34.5%	10.2%	6.5%	322
	95	62	111	33	21	
Bicycle parking	21.7%	21.7%	38.5%	12.7%	5.3%	322
	70	70	124	41	17	
Wayfinding signage	13.7%	20.5%	44.7%	15.5%	5.6%	322
	44	66	144	50	18	
Street furniture	17.7%	21.7%	41.6%	14.6%	4.3%	322
	57	70	134	47	14	
Totals:	669	758	1,319	570	226	

	Top 2	Bottom 2
Sidewalks	30.43%	33.85%
Bus stops	27.64%	36.65%
Quality and amount of crosswalks	28.26%	33.54%
Speed of traffic near pedestrian areas	21.43%	44.10%
Landscaping and shade	22.05%	39.13%
Bike infrastructure	17.70%	49.07%
Pedestrian and bike lighting	24.84%	40.99%
Designated scooter parking	16.77%	48.76%
Bicycle parking	18.01%	43.48%
Wayfinding signage	21.12%	34.16%
Street furniture	18.94%	39.44%

Section: Importance

On a scale of 1-5, how IMPORTANT to you are the following street improvements around THIS station?

Total Respondents:	303
Total Skipped:	0

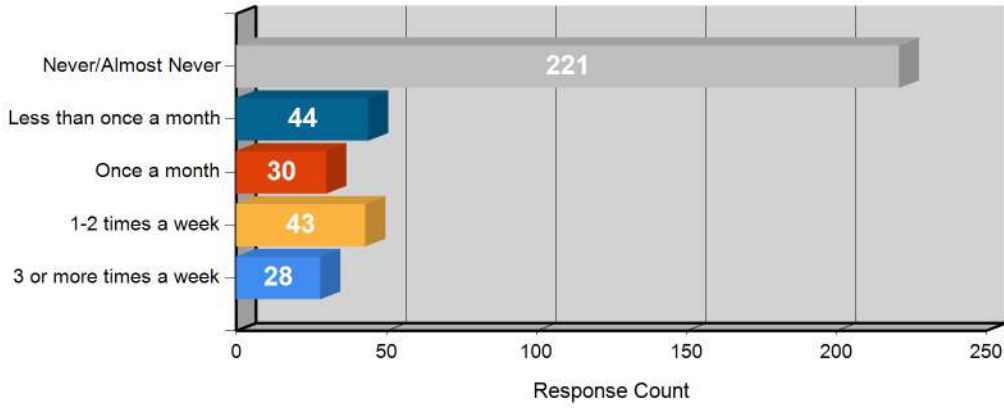
	1 (Not at all Important)	2	3	4	5 (Extremely Important)	Response Total
Improved sidewalks	5.6%	10.9%	27.7%	23.1%	32.7%	303
	17	33	84	70	99	
Improved bus stops	7.9%	9.9%	26.4%	24.1%	31.7%	303
	24	30	80	73	96	
New or improved crosswalks	6.3%	7.6%	26.7%	30.0%	29.4%	303
	19	23	81	91	89	
Slowing speed of traffic near pedestrian areas	9.9%	11.2%	25.4%	23.4%	30.0%	303
	30	34	77	71	91	
More landscaping and shade	5.6%	5.9%	25.4%	31.0%	32.0%	303
	17	18	77	94	97	
More bike infrastructure	7.9%	8.6%	31.0%	23.4%	29.0%	303
	24	26	94	71	88	
Improved pedestrian and bike lighting	5.3%	9.9%	22.8%	27.1%	35.0%	303
	16	30	69	82	106	
More designated scooter parking	16.2%	11.6%	29.0%	22.1%	21.1%	303
	49	35	88	67	64	
More bicycle parking	8.9%	11.6%	30.4%	27.1%	22.1%	303
	27	35	92	82	67	
Improved wayfinding signage	6.3%	10.2%	31.0%	29.0%	23.4%	303
	19	31	94	88	71	
More street furniture	10.2%	12.9%	30.7%	25.4%	20.8%	303
	31	39	93	77	63	
Totals:	273	334	929	866	931	

	Top 2	Bottom 2
Improved sidewalks	55.78%	16.50%
Improved bus stops	55.78%	17.82%
New or improved crosswalks	59.41%	13.86%
Slowing speed of traffic near pedestrian areas	53.47%	21.12%
More landscaping and shade	63.04%	11.55%
More bike infrastructure	52.48%	16.50%
Improved pedestrian and bike lighting	62.05%	15.18%
More designated scooter parking	43.23%	27.72%
More bicycle parking	49.17%	20.46%
Improved wayfinding signage	52.48%	16.50%
More street furniture	46.20%	23.10%

Section: Everyone

How often do you travel by bike share or shared e-scooter in this area?

Total Respondents:	366
Total Skipped:	0



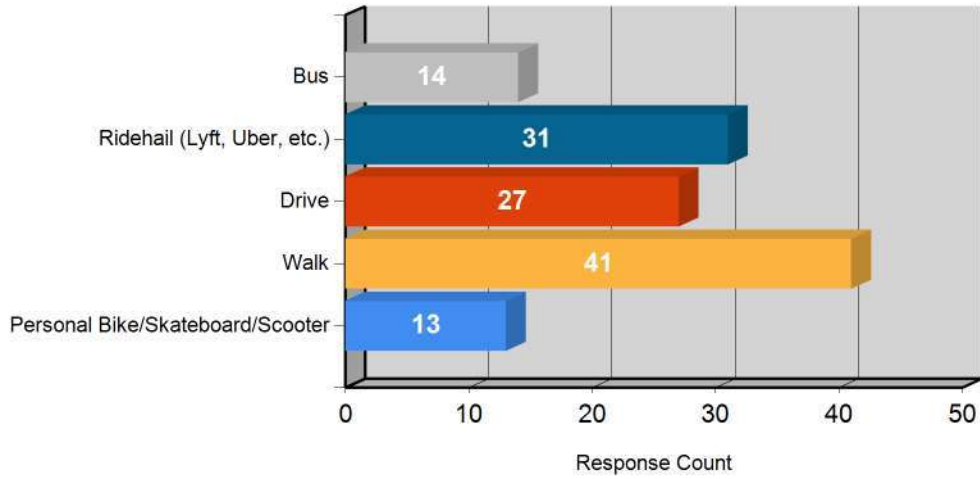
	Choice	Response Percent	Response Total
1	3 or more times a week	7.65 %	28
2	1-2 times a week	11.75 %	43
3	Once a month	8.20 %	30
4	Less than once a month	12.02 %	44
5	Never/Almost Never	60.38 %	221

Analytics	
Mean	4.057
Standard Deviation	1.357
Standard Error	0.071
Variance	1.841
Top 2	19.40%
Bottom 2	72.40%

Section: Everyone

What mode did you previously use to make these trips before switching to bike share/scooter? (select all that apply)

Total Respondents:	69
Total Skipped:	0



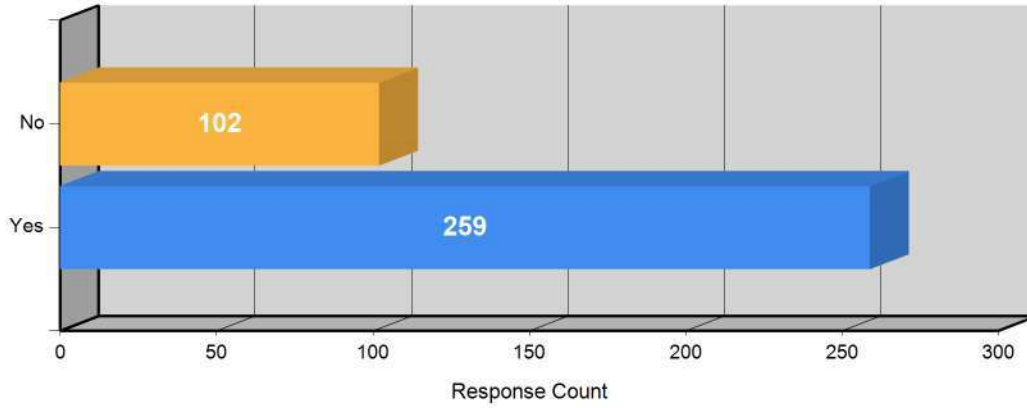
Choice	Response Percent	Response Total
1 Personal Bike/Skateboard/Scooter	18.84 %	13
2 Walk	59.42 %	41
3 Drive	39.13 %	27
4 Ridehail (Lyft, Uber, etc.)	44.93 %	31
5 Bus	20.29 %	14

Analytics	
Mean	2.937
Standard Deviation	1.194
Standard Error	0.106
Variance	1.425

Section: Everyone

Do you currently commute to work or school?

Total Respondents:	361
Total Skipped:	0



	Choice	Response Percent	Response Total
1	Yes	71.75 %	259
2	No	28.25 %	102

Analytics	
Mean	1.283
Standard Deviation	0.450
Standard Error	0.024
Variance	0.203

Section: Everyone

How often do you use the following modes to commute?

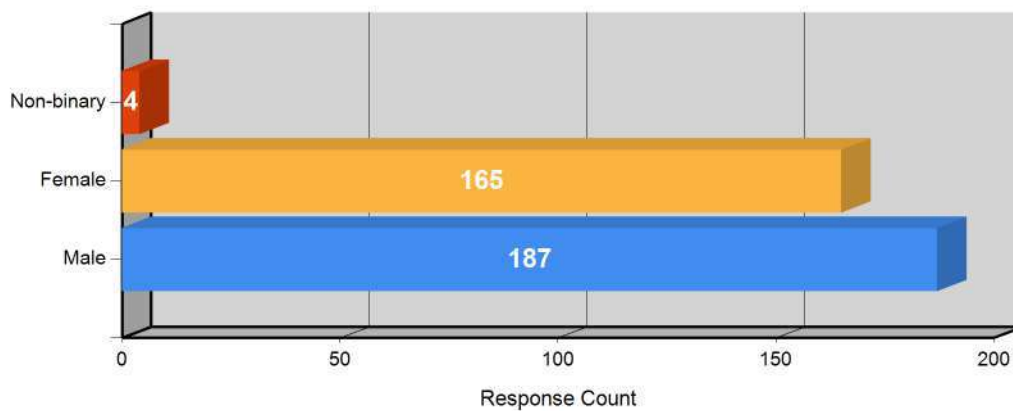
Total Respondents:	259
Total Skipped:	0

	Never/Almost Never	Less than 1 day a week	1-2 days a week	3-4 days a week	5 or more days a week	Response Total
Drive by myself	35.9%	8.9%	10.0%	13.5%	31.7%	259
	93	23	26	35	82	
Get dropped off by a friend/family member, carpool, or vanpool	69.9%	15.8%	5.4%	4.6%	4.2%	259
	181	41	14	12	11	
Ridehail (Uber/Lyft)	61.8%	21.6%	8.9%	5.4%	2.3%	259
	160	56	23	14	6	
Walk	60.2%	10.4%	7.3%	6.6%	15.4%	259
	156	27	19	17	40	
Bicycle	75.7%	8.9%	6.9%	2.7%	5.8%	259
	196	23	18	7	15	
Skateboard	96.9%	1.5%	0.0%	0.8%	0.8%	259
	251	4	0	2	2	
Scooter	82.6%	8.9%	5.0%	1.9%	1.5%	259
	214	23	13	5	4	
Metro Buses	56.8%	15.1%	7.7%	7.7%	12.7%	259
	147	39	20	20	33	
Bus or rail service not operated by Metro (e.g. Metrolink, DASH, Long Beach Transit, Big Blue Bus, etc.)	51.4%	14.3%	10.8%	8.5%	15.1%	259
	133	37	28	22	39	
Totals:	1,531	273	161	134	232	

	Top 2	Bottom 2
Drive by myself	44.79%	45.17%
Get dropped off by a friend/family member, carpool, or vanpool	85.71%	8.88%
Ridehail (Uber/Lyft)	83.40%	7.72%
Walk	70.66%	22.01%
Bicycle	84.56%	8.49%
Skateboard	98.46%	1.54%
Scooter	91.51%	3.47%
Metro Buses	71.81%	20.46%
Bus or rail service not operated by Metro (e.g. Metrolink, DASH, Long Beach Transit, Big Blue Bus, etc.)	65.64%	23.55%

Section: Ending
What is your gender identity?

Total Respondents:	356
Total Skipped:	2



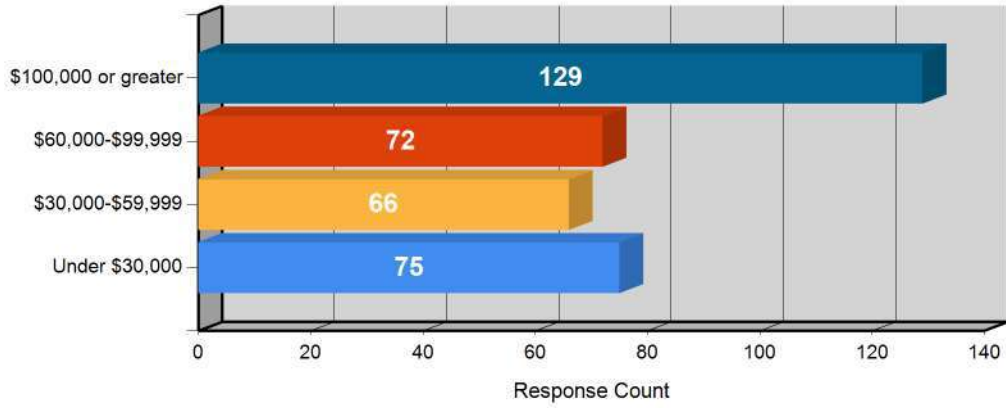
	Choice	Response Percent	Response Total
1	Male	52.53 %	187
2	Female	46.35 %	165
3	Non-binary	1.12 %	4

Analytics	
Mean	1.486
Standard Deviation	0.522
Standard Error	0.028
Variance	0.272

Section: Ending

What is your annual household income?

Total Respondents:	342
Total Skipped:	16



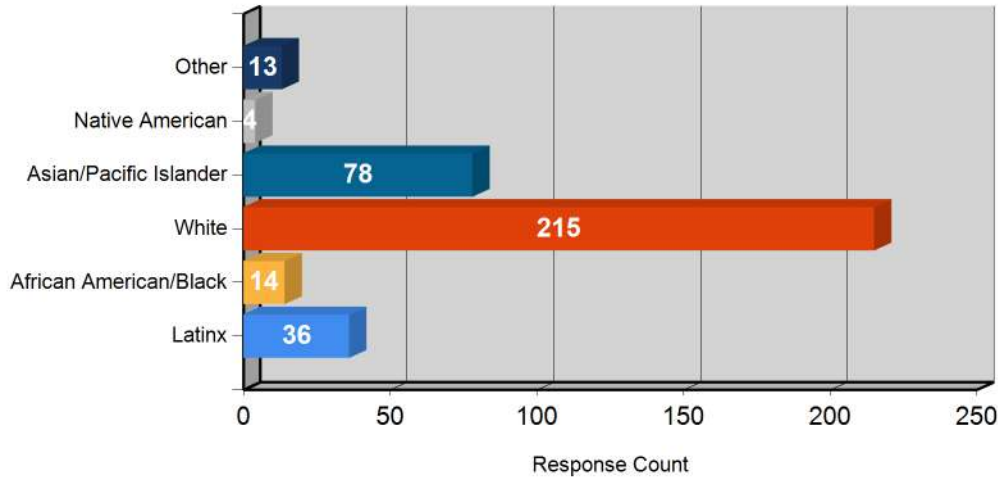
	Choice	Response Percent	Response Total
1	Under \$30,000	21.93 %	75
2	\$30,000-\$59,999	19.30 %	66
3	\$60,000-\$99,999	21.05 %	72
4	\$100,000 or greater	37.72 %	129

Analytics	
Mean	2.746
Standard Deviation	1.176
Standard Error	0.064
Variance	1.383
Top 2	41.23%
Bottom 2	58.77%

Section: Ending

What is your ethnicity? (select all that apply)

Total Respondents:	344
Total Skipped:	11

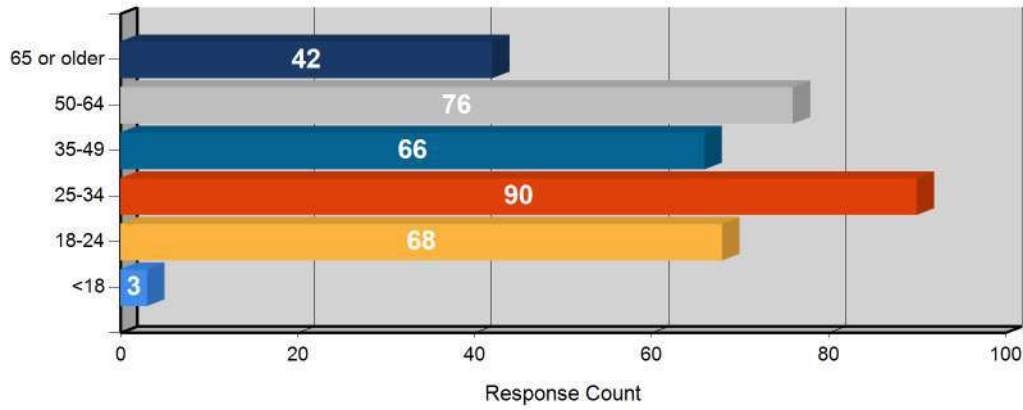


Choice	Response Percent	Response Total
1 Latinx	10.47 %	36
2 African American/Black	4.07 %	14
3 White	62.50 %	215
4 Asian/Pacific Islander	22.67 %	78
5 Native American	1.16 %	4
6 Other	3.78 %	13

Analytics	
Mean	3.108
Standard Deviation	1.007
Standard Error	0.053
Variance	1.013

Section: Ending
What is your age?

Total Respondents:	345
Total Skipped:	10

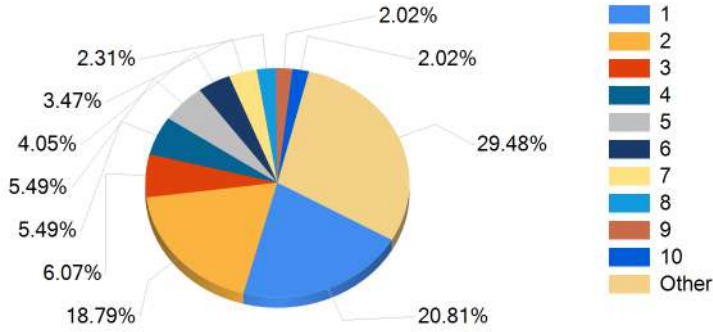


	Choice	Response Percent	Response Total
1	<18	0.87 %	3
2	18-24	19.71 %	68
3	25-34	26.09 %	90
4	35-49	19.13 %	66
5	50-64	22.03 %	76
6	65 or older	12.17 %	42

Analytics	
Mean	3.783
Standard Deviation	1.337
Standard Error	0.072
Variance	1.788
Top 2	20.58%
Bottom 2	34.20%

Section: Ending
What is your 5 digit home zip code?

Total Respondents:	346
Total Skipped:	8



Rank	Answer	Response Percent	Response Total
1	90024	20.81%	72
2	90025	18.79%	65
3	90064	6.07%	21
4	90034	5.49%	19
5	90049	5.49%	19
6	90405	4.05%	14
7	90404	3.47%	12
8	90230	2.31%	8
9	90066	2.02%	7
10	90212	2.02%	7
Other		29.48%	102

Analytics	
Highest	94,454.00
Average	90,245.25
Lowest	90,001.00
Total	31,224,855.00

7. Local Agency Coordination Summary

The development of the Metro Purple Line Extension Section 2 & 3 First/Last Mile Plan included ongoing coordination with local agencies located along the extension alignment. This coordination included two series of meetings. The first series was conducted in late 2018 and early 2019 prior to the walk audits and community engagement efforts. The objectives of these initial meetings were to introduce the first/last mile planning effort and objectives, provide the local agencies with opportunities to discuss existing and first/last mile needs and challenges, and discuss the upcoming walk audit and community engagement approach.

Local agency meetings, including the date of the meeting and departments participating, that were conducted during this time included the following:

- University of California, Los Angeles – September 13, 2018 – Executive Director and staff from UCLA Events & Transportation Department
- City of Beverly Hills – December 7, 2018 – Deputy Director of Transportation, Transportation staff, Engineering staff.
- County of Los Angeles – July 17, 2018 – Staff from Public Works (Civil Engineering, Rail Coordination)
- City of Los Angeles – May 3, 2019 – Staff from several departments, including DOT, City Planning, Bureau of Street Lighting, Bureau of Engineering, and Urban Design.
- Veterans Administration Medical Center – February 12, 2019 – VA staff and staff from VA consultant responsible for preparing the updated campus master plan.

The second phase of local agency coordination involved meetings and an opportunity to review and comment on the draft First/Last Mile Pathway Network and supporting materials. The objective of these meetings and review period was to provide local agencies with the opportunity to review and provide comments on the draft materials, particularly in the areas of project prioritization and project selection for projects that would move into 30% design. Meetings during this second phase of coordination were conducted with:

- University of California, Los Angeles – October 11, 2019 – Executive Director and staff from UCLA Events & Transportation Department
- City of Beverly Hills – November 4, 2019 – Deputy Director of Transportation, Transportation staff, Engineering staff.
- County of Los Angeles – November 13, 2019 – Staff from Public Works (Civil Engineering, Rail Coordination)
- City of Los Angeles – January 28, 2020 – Staff from several departments, including DOT, City Planning, Bureau of Street Lighting, Bureau of Engineering, and Urban Design.

A meeting with representatives from the Veterans Administration Medical Center was not conducted during this time period. However, the input received from VA staff during the first phase of local agency coordination is reflected in the draft first/last mile plan for the Westwood/ VA Station.

Coordination with these local agencies would continue, and would increase in frequency, during the preliminary engineering and environmental phase of the first/last mile planning effort.

Appendix A

The following are all comments received from the Metro Westwood Feedback Survey. The comments are organized by street corridor and are presented unedited. There were 12 survey respondents and 45 total comments recorded from this survey. For more information regarding the Metro Westwood Feedback Survey, please see Section 6.2.

Comments related to Westwood Boulevard:

- I strongly support protected lanes on Westwood Blvd. & related improvements. Should include bus stop islands too, plenty of room. Protected lanes should continue south to the Expo Line or at least Santa Monica Blvd.
- I strongly support the proposed protected bike lane on Westwood Blvd. This is much needed infrastructure to provide North/South access to Westwood Village and UCLA campus from the train and housing in Westwood and adjacent neighborhoods.
- I support all the proposed improvements and especially want to express my strong support for protected, ideally separated, bicycle lanes in both directions on Westwood Blvd.
- "Bulb Outs" or "Bike Friendly Intersection extensions" should NOT interfere with Bus Stops or Double Right Turn Lanes/Pockets at Wilshire Bl. The 109021/109001 Wilshire Bl Highrise Office Building parking garage entrance is on the 1101 block of Westwood Bl, just around the corner from the Wilshire/Westwood Portal. Pedestrian safety will be an issue here. This same 1101 block of Westwood Bl should be a "Walk Your Bike Zone" for everyone's safety.
- Segregated bicycle infrastructure on Westwood is absolutely required and we applaud this designation for Westwood Blvd. Nothing less will do for a world class university. Objections of well organized home-owners must be weighed against the interests of a large majority of renters living in the area and using the area. Northbound left turn pocket at LeConte is no longer necessary as it is mostly used by redundant traffic seeking surface parking
- This street is too narrow and too dangerous for bicycle lanes. The small businesses cannot afford to lose parking. CM Koretz has already determined not to allow bicycle lanes.
- Agreement with Metro proposed corridor and spot improvements from Wilshire to Le Conte Ave. Emphasis on improving sidewalks, crosswalks, and improving pedestrian safety on the entire street. Emphasis on completing a study on the feasibility of bike lanes on this street. Emphasis on bus improvements and also studying existing bus traffic and evaluating whether the street could/should have a bus-only lane (either on Gayley Ave or Westwood Blvd)

Comments related to Wilshire Avenue:

- Need under or over ground crossings to get from one side of the street to the other without impacting street traffic. Pedestrian traffic during peak transit times will be enormous and it will be dangerous to have that many people on the narrow sidewalks.
- Curb lanes on Wilshire are Bus Only Lanes during AM & PM peak hours & general travel lane the rest of the time. Bulb Outs or Bike Friendly Intersection extensions would impede or compromise the function of the Bus Only Lanes. Wilshire Bl intersections at Veteran, Gayley, & Westwood Bl are 3 of the 5 highest volume intersections in the entire City of LA! To accommodate the extreme AM EastBound & PM WestBound volumes of vehicles heading to & from UCLA, LADOT has implemented EB Double Left Turn Pockets heading into Westwood Village/UCLA at: Veteran Av, Gayley Av, and Westwood Bl as well as Double Right Turn Lane Pockets leading to WestBound Wilshire (I-405) from: Veteran, Gayley, and Westwood Bl. PLEASE DO NOT eliminate the Double Pockets, the Purple Subway will NOT be a transit option for motorists coming from South Bay or San Fernando Valley via I-405. LADOT times Wilshire traffic lights with their ATSAC system, pedestrian scramble intersections are not compatible with ATSAC timing.

- Bus stops on Wilshire in the project area are consistently narrow and lack space to accommodate waiting passengers, passing peds and the bikes which take refuge here. To improve stop west of Federal Westbound on W in front of Natl Cemetery the narrow sidewalk needs widening. "Bus Stop Improvements" must mean more than a coat of paint or a sun shade or seat, we need to re-assign road space to transit users and peds See # 8 here <https://bicycleacademy.blogspot.com/2019/11/the-path-to-platinum-leads-through.html>. At Westwood Wilshire your analysis should include removal the inside turn lane (there are two, one would suffice) from southbound Westwood to westbound Wilshire
- Agreement with Metro proposed corridor and spot improvements from Veteran to Gayley Ave. Emphasis on improving crosswalks and improving pedestrian safety on the entire street. Emphasis on safety enhancements to improve and repair sidewalks and potentially widen sidewalk areas for riders entering and exiting the portals. Emphasis on the safety and mobility improvements at the intersection of Wilshire Blvd. and Veteran.

Comments related to Gayley Avenue:

- The protected bike lane should be prioritized for Westwood blvd as there is space and it does not conflict with ambulance traffic. However, Gayley still needs good bike parking and smart street crossings as there will be thousands of riders per day.
- I support all the proposed improvements and especially want to express my strong support for protected, ideally separated, bicycle lanes in both directions on Gayley Ave.
- Gayley Av is the Reagan UCLA Med. Ctr. FEIR designated Emergency Vehicle route to UCLA's Reagan Emergency Vehicle Entrance. Gayley MUST maintain 2 travel lanes in each direction to provide space for Emergency Vehicles under "lights & sirens" to pass cars & buses safely and comply with County mandated Emergency Vehicle response times. "Bulb Outs" or "Bike Friendly Intersection Extensions" should NOT interfere with Bus Stops or Double Right Turn Lanes/Pockets at Wilshire & Gayley.
- Gayley should lose its middle left turn lane (aka suicide lane) and make space for active uses bike lanes, ped spaces. Concerns about emergency services here and elsewhere must be answered by weighing the health broad benefits of a slower environment against the singular delay of a minute or two. We can not optimize our streets for ambulance traffic
- Agreement with Metro proposed corridor and spot improvements from Wilshire to Le Conte Ave. Emphasis on improving sidewalks, crosswalks, and improving overall pedestrian safety on the entire street. Emphasis on completing a study on the feasibility of bike lanes on this street. Emphasis on widening sidewalks on the east and west sides of the street to encourage pedestrian activity and sidewalk dining and business activity. Emphasis on bus improvements and studying existing bus traffic and evaluating whether the street could/should have a bus-only lane (either on Gayley Ave or Westwood Blvd)

Comments related to Veteran Avenue:

- I used to live on Veteran Ave. while at UCLA. bike lanes much needed. Remove some on street parking to make this a protected bike lane as well? should continue south to at least Santa Monica blvd. even with the proposed Shared use path (which is also a good idea).
- Bike infrastructure ON veteran, not only for intersections, is required.
- There is no room for bicycle lanes south of Wilshire.
- I support all the proposed improvements and especially recommend sidewalk improvements.
- Veteran & Kinross: Bulb Outs restrict the movement of buses and should only be used where bus traffic is minimal. The west side of Veteran Av (Wilshire to Levering) does not have paved sidewalks except for about 30 feet just north of Wilshire Bl.

Comments related to Ohio Avenue:

- I strongly support protected lanes on Ohio. & related improvements. Ohio is an important alternative to Wilshire/Santa Monica to get across the 405. Improvements should continue west to at least Barrington or Bundy.
- I strongly support the proposed protected bike lane on Ohio Blvd. This is much needed infrastructure and will provide East/West access to Westwood village and the train from housing in West LA, Sawtelle, and greater westside where graduate students live.
- Segregated bicycle infrastructure on Ohio is absolutely required and we applaud this designation here
- The intersection of Ohio & Kelton is a dangerous intersection with numerous accidents. These accidents include a hit and run and injuries. This is due to southbound vehicle speed from Midvale and a general lack of visibility. Vehicle speeds are so low during AM/PM that traffic calming measures are certainly not practical

Comments related to Le Conte Avenue:

- As someone who used to commute on Le Conte a bike lane is very much needed. Perhaps some on street parking could be removed to make this a protected bike lane as well?
- Too many buses turning on to or from Le Conte for Bulb Outs to work, Bulb Outs increase the turning radius needed to make right turns & reduced the street width that buses will be turning into which will slow traffic and make conditions for pedestrians & cyclists more dangerous.
- Leconte & Hilgard is a challenge because of the terrain, steep hills lead to dangerous speeds and require special accommodation. Road surface is often failing and dangerous cracks and uneven surface (see also Kinross) Lecont and Westwood, remove underused left turn lane for northbound of Westwood to gain space for bike infrastructure
- Agreement with Metro proposed corridor and spot improvements from Gayley Ave to Hilgard Ave. Emphasis on bus improvements. Emphasis on improving pedestrian safety

Comments related to Hilgard Avenue:

- Bike lanes are not effective in protecting cyclists. Metro should be prioritizing protected lanes to provide the best safety and promote cycling within this FLM region. This should be a protected bike lane.
- I support all the proposed improvements and especially recommend the crosswalk improvements.
- Agreement with Metro proposed corridor and spot improvements from Le Conte Ave. to Lindbrook. Add traffic calming measures to this street as vehicles tend to speed down to the hill. Emphasis on improving pedestrian safety and repairing damaged sidewalks

Comments related to Midvale Avenue and Kelton Avenue:

- Kelton is also an important north-south route and if only a bike blvd. is proposed it should include traffic diverters, chicanes, bulbouts, etc. to slow vehicle traffic.
- Bicycle lanes could be considered north of Ohio.

Comments related to Lindbrook Drive:

- High bus volume at Lindbrook & Gayley , Bulb Outs will impede existing bus movement.
- Agreement with Metro proposed corridor and spot improvements from Gayley to Hilgard Ave. Emphasis on improving pedestrian safety and repairing damaged sidewalks

Comments related to Weyburn Avenue:

- It appears that Bulb Outs work best where there is street parking along the curb. Between Veteran & Weyburn PLACE there is no existing street parking. There isn't enough street width to add a Bulb

Out at the corner of this "T" intersection and still maintain a Right turn and Left turn lane (these are the only 2 WB lanes on Weyburn Av).

- Agreement with Metro proposed corridor and spot improvements from Gayley Ave to Hilgard Ave. Emphasis on improving pedestrian safety and repairing damaged sidewalks

Comments related to Broxton Avenue:

- Agreement with Metro proposed corridor and spot improvements from Le Conte Ave. to Kinross. Note: The Westwood Village Improvement Association is creating a pedestrian plaza on Broxton between Weyburn and Kinross (no vehicles). Emphasis on bike facilities on this street and potentially leasing space in the LADOT-operated City-owned parking structure that has ground floor vacancy that could be filled by a Metro store/bike hub/lockers, etc

Comments related to Tiverton Avenue:

- Agreement with Metro proposed corridor and spot improvements from Le Conte to Lindbrook. Emphasis on improving pedestrian safety and repairing damaged sidewalks

Comments related to the Westwood Recreation Center Cut-through:

- This is an important piece of infrastructure for folks living in West LA/Sawtelle area. However, a protected bike lane on Ohio is far more important and should be the priority. This must be signed very well and have a walk and a bike lane similar to the beach bike path.
- Curb cut and signage where this path meets Sepulveda needs updating: Create curb cut , remove "walk with bike signage" on both sides of Sepulveda, see item #4 here <https://bicycleacademy.blogspot.com/2019/11/the-path-to-platinum-leads-through.html>

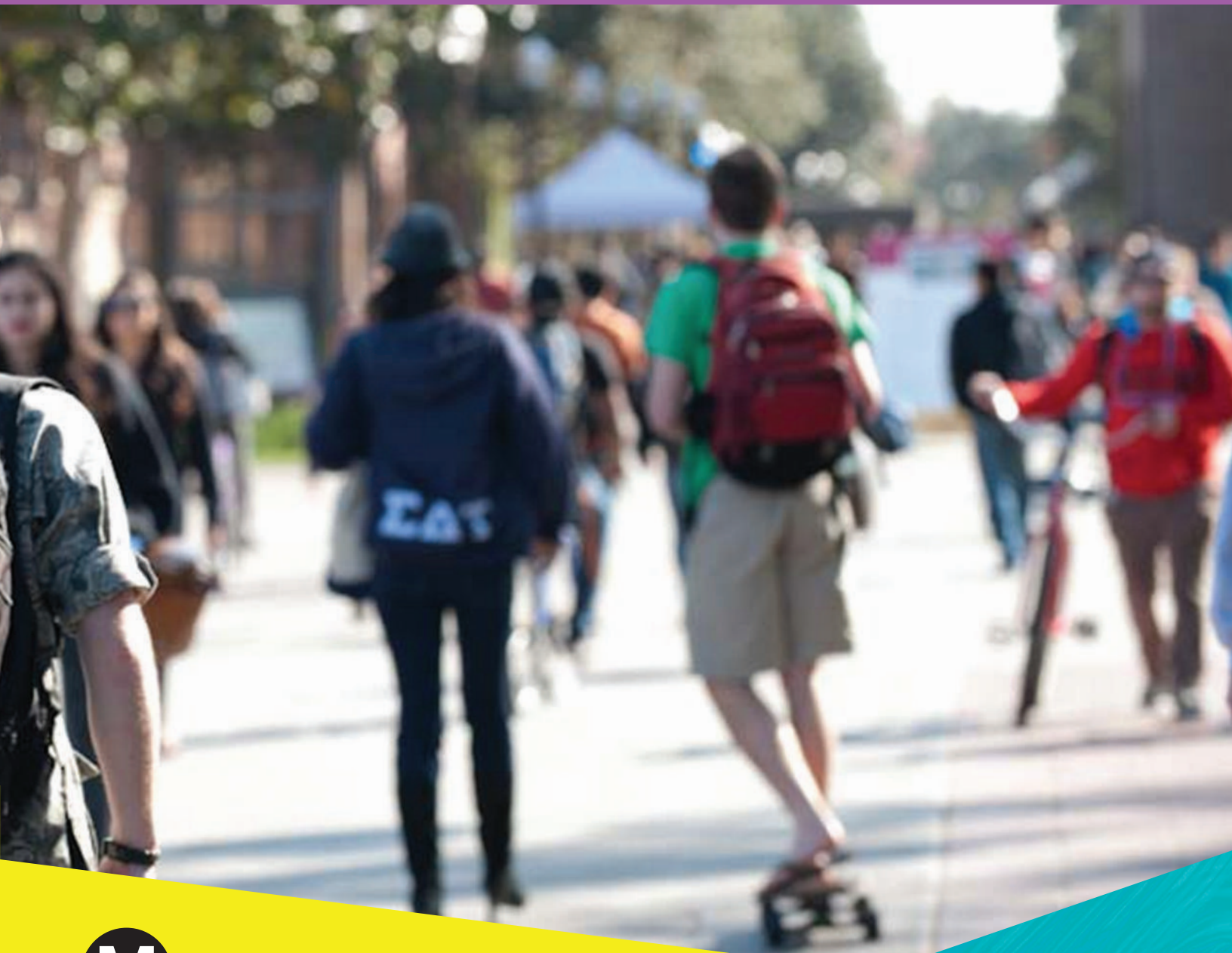
Other comments:

- I support ALL of the remaining recommendations.
- 1000 character limit is too restrictive . See email for more comments
- Sidewalks around Wilshire/Westwood main Portal (NW corner) should be designated as "Walk Your Bike Zone", the competition of pedestrians and cyclists for sidewalk space at this portal will be tight & dangerous. Just around the corner from this portal on Westwood Bl is the Entrance & Exit to the 6-story parking garage for the 10901 & 10921 Wilshire high-rise buildings, adding to pedestrian danger. A Drop-off/Pick-up location for Lot 36Portal need to be added to the plans! Uber/Lyft & private vehicles stopping in the Wilshire curbside Bus/vehicle lane is NOT safe! Wilshire is complicated, traffic volumes on Wilshire are: Veteran, Gayley, & Westwood are greater than 125,000 per day, highest in The City. Traffic from I-405 going east to UCLA employment has peak morning & evening.

Next stop: connected communities.

WALK AUDIT RESULTS

Purple Line Extension First/Last Mile Plan - Sections 2 & 3



Metro[®]

MAY 2020

Purple Line Extension Sections 2 & 3 Walk Audit Summary

Introduction

Eight walk audits – two for each station – were held in **January 2019** to gather on-the-ground knowledge of first/last mile conditions around four Purple Line Extension stations:

- Wilshire/Rodeo
- Century City
- Westwood/UCLA
- Westwood/VA Hospital

Key Takeaways

66 auditors recorded a **total of 462 observations** at the eight audits.

Community members recommended the **highest number of proposed improvements during the UCLA walk audit (207)**.

At Wilshire/Rodeo, observations focused on improving sidewalks and crosswalks for pedestrians. Auditors also identified opportunities for new bicycle infrastructure and wayfinding signage.

At Century City, crosswalks and sidewalks again rose to the top. These observations focused primarily on Santa Monica Blvd, Avenue of the Stars, and Century Park E. Additionally, auditors identified a then-gap in the bike network on Santa Monica Blvd. Pedestrian lighting was also important.

At the Westwood/UCLA station, improving sidewalks to alleviate pinch points and reflect ADA standards was the most frequently mentioned observation. Improving crosswalks was also important, particularly along Wilshire and at the 405 on-ramps.

At the Westwood/VA Hospital station, improving sidewalks was mentioned frequently. Auditors also identified improving crosswalk safety and improving pedestrian perceptions of safety. For the latter, auditors suggested adding pedestrian-oriented lighting and landscaped buffers to protect pedestrians from high-speed traffic.



Participants review project materials prior to the audit



Participants receive instructions on how to perform a walk audit at the VA Campus



Participants prepare to head out into the field

Audit Process

Walk audits were advertised and open to the public. Auditors were given an in-field presentation about the streetscape elements/conditions they should be judging. They were then trained on how to use a tablet to record observations using Metro's First/Last Mile app. This tablet allowed participants to geographically log observations with photos. Participants were asked to classify their observations as either a barrier, strength or idea and categorize it into one of the following categories:

- Bicycle Conditions
- Bus Stop Enhancements
- Crosswalks
- Landscaping & Shade
- Lighting
- Maintenance
- Public Art
- Safety
- Sidewalks
- Signage
- Street Furniture
- Traffic Speed
- Other (write-in and specify)

Data Methodology

This summary document uses a Connectivity category and a Safety & Comfort category to organize the audit observations into two discrete data layers. The categories are grouped as follows:

Connectivity

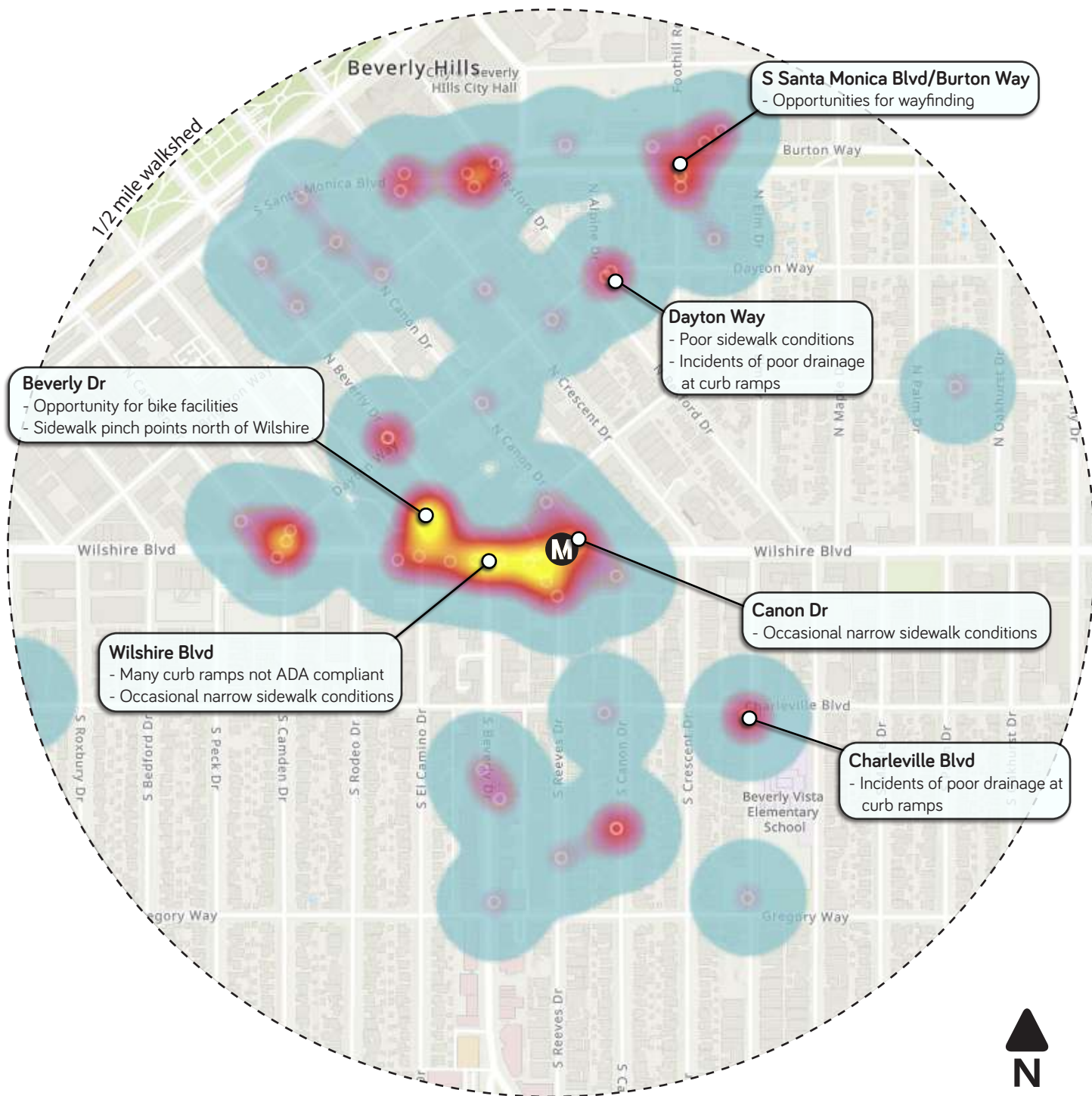
- Bicycle Conditions
- Maintenance
- Sidewalks
- Signage

Safety & Comfort

- Bus Stop Enhancements
- Crosswalks
- Landscaping & Shade
- Lighting
- Public Art
- Safety
- Street Furniture
- Traffic Speed

Comments categorized as "Other" were evaluated individually and categorized accordingly.

The following pages feature maps showing the density of audit observations. The observations were analyzed to identify corridor-wide trends and location-specific insight to improve the public realm.



Beverly Dr
 - Opportunity for bike facilities
 - Sidewalk pinch points north of Wilshire

Wilshire Blvd
 - Many curb ramps not ADA compliant
 - Occasional narrow sidewalk conditions

Dayton Way
 - Poor sidewalk conditions
 - Incidents of poor drainage at curb ramps

Canon Dr
 - Occasional narrow sidewalk conditions

Charleville Blvd
 - Incidents of poor drainage at curb ramps

S Santa Monica Blvd/Burton Way
 - Opportunities for wayfinding

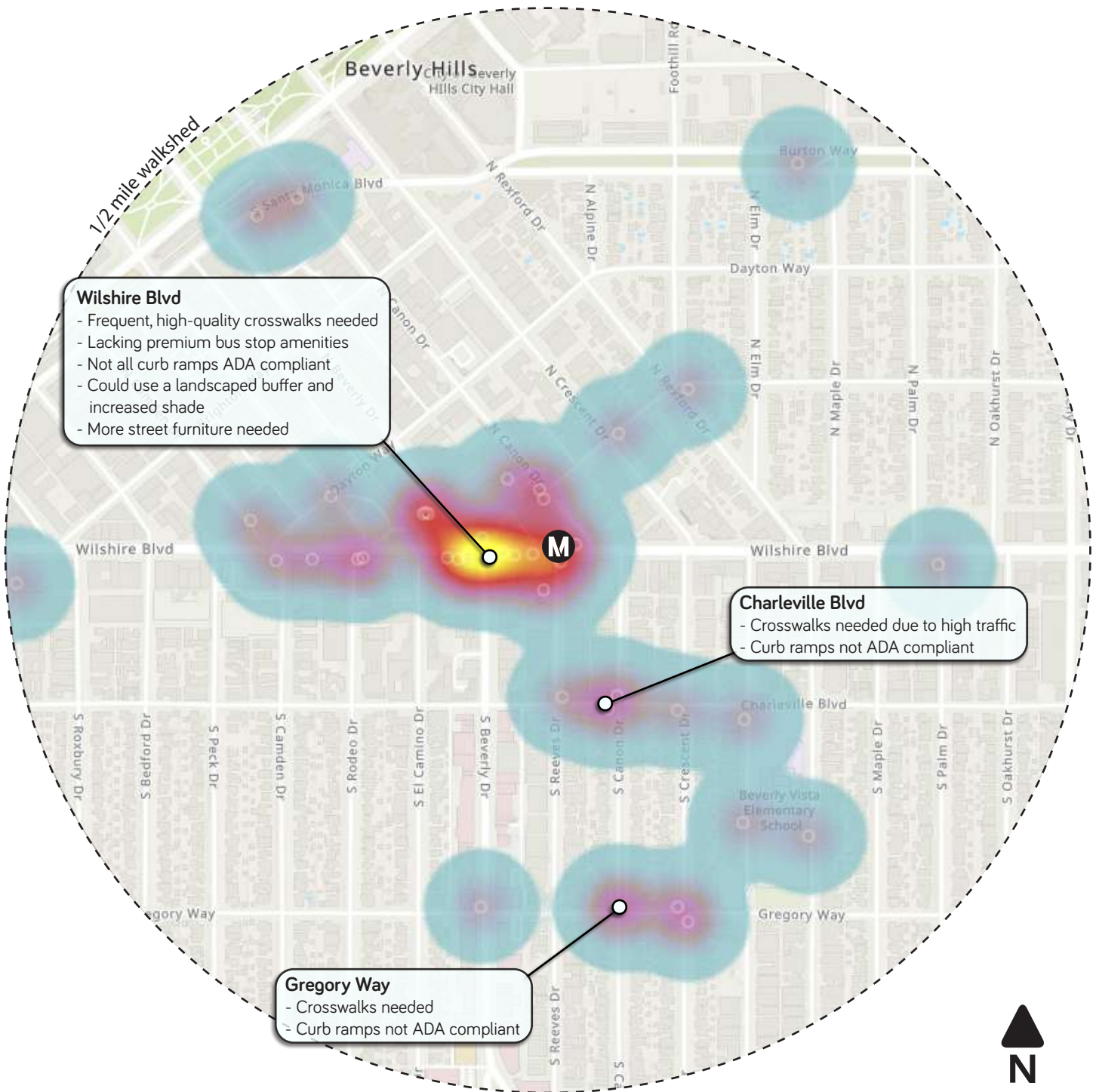
Total Observations - 57

- Sidewalks - 53% of observations
- Bike Conditions - 23% of observations
- Wayfinding - 19% of observations
- Maintenance - 5% of observation

Density of observations

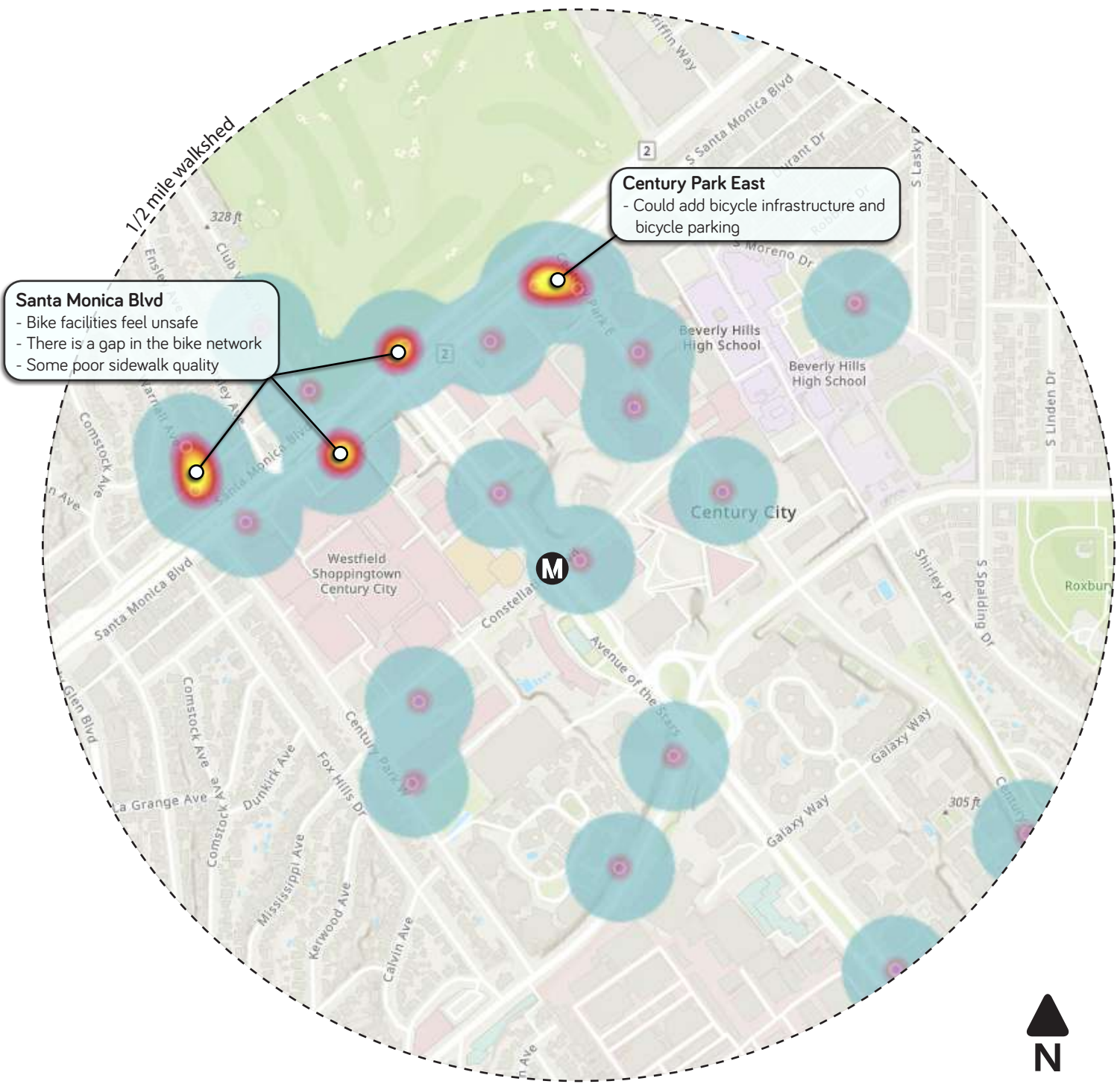


○ Key Observations



Total Observations - 46

- Crosswalks - 61% of observations
- Landscaping and Shade - 11% of observations
- Safety - 9% of observations
- Street Furniture - 9% of observations
- Bus Stop Enhancements - 4% of observations
- Traffic Speed - 4% of observations
- Lighting - 2% of observations



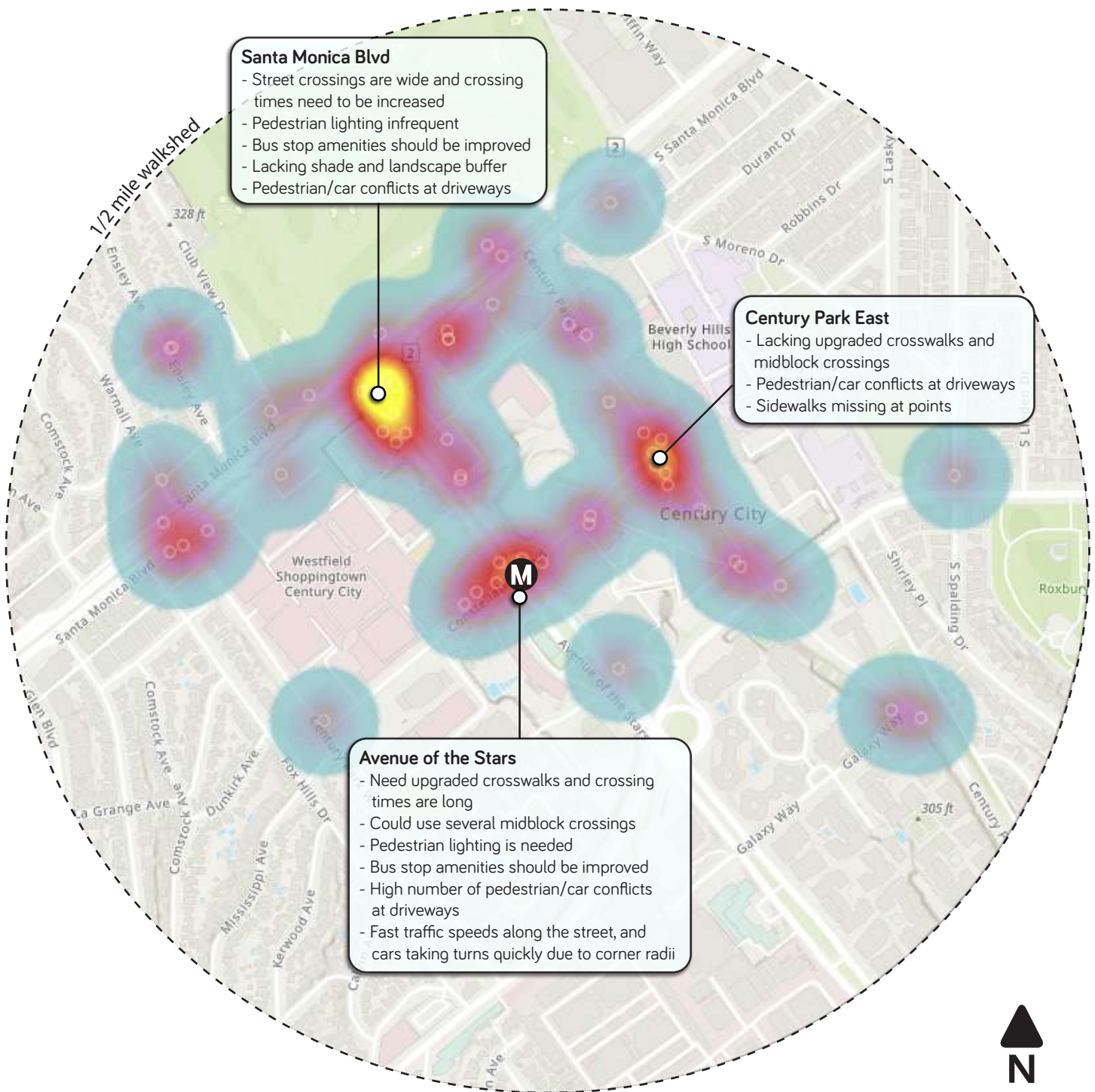
Total Observations - 29

- Sidewalks - 55% of observations
- Bike Conditions - 31% of observations
- Wayfinding - 10% of observations
- Maintenance - 4% of observations

Density of observations



○ Key Observations

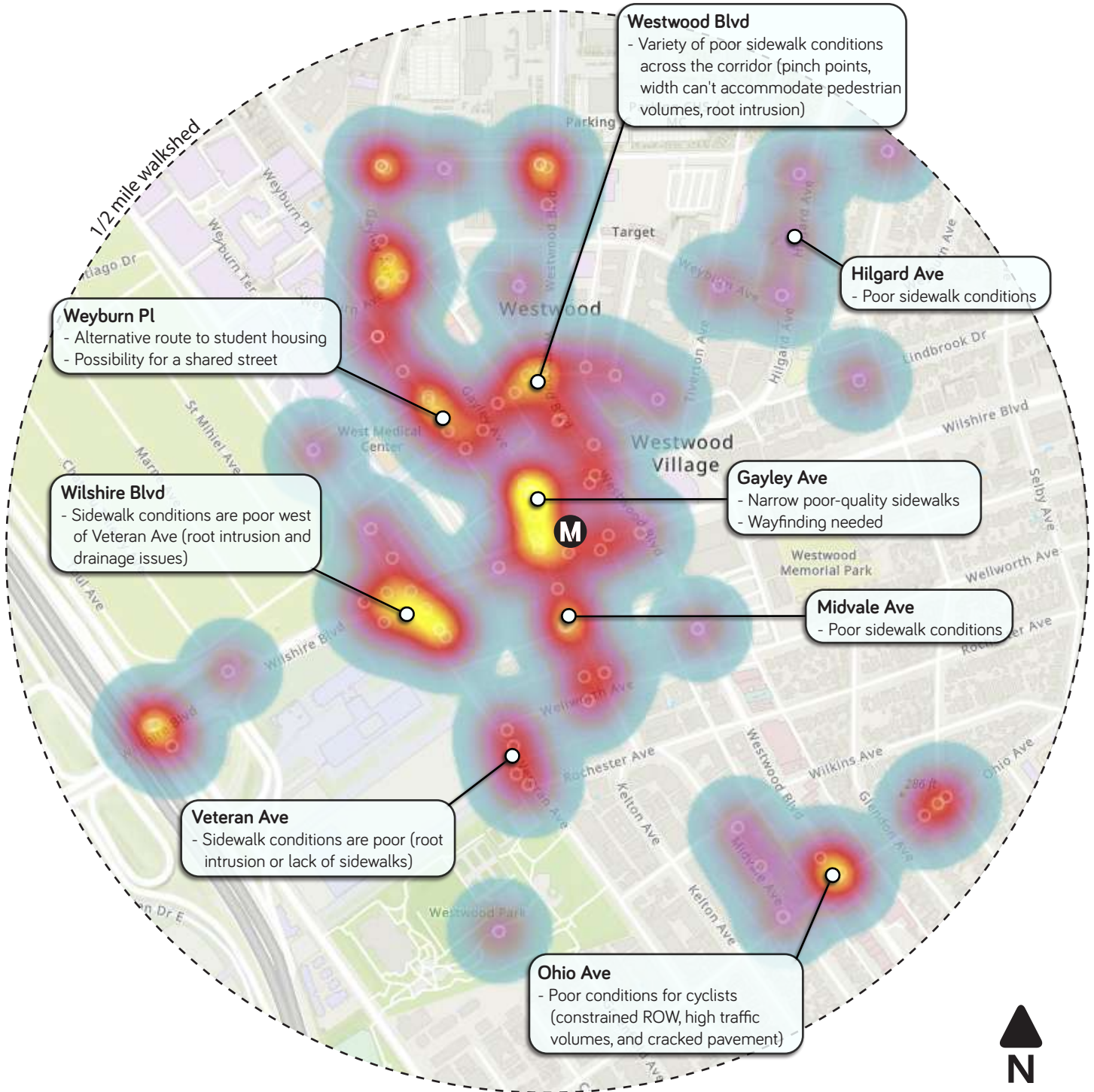


Total Observations - 56

- Crosswalks - 30% of observations
- Lighting - 23% of observations
- Bus Stop Enhancements - 18% of observations
- Safety - 18% of observations
- Landscaping and Shade - 7% of observations
- Traffic Speed - 2% of observations
- Public Art - 2% of observations

Density of observations



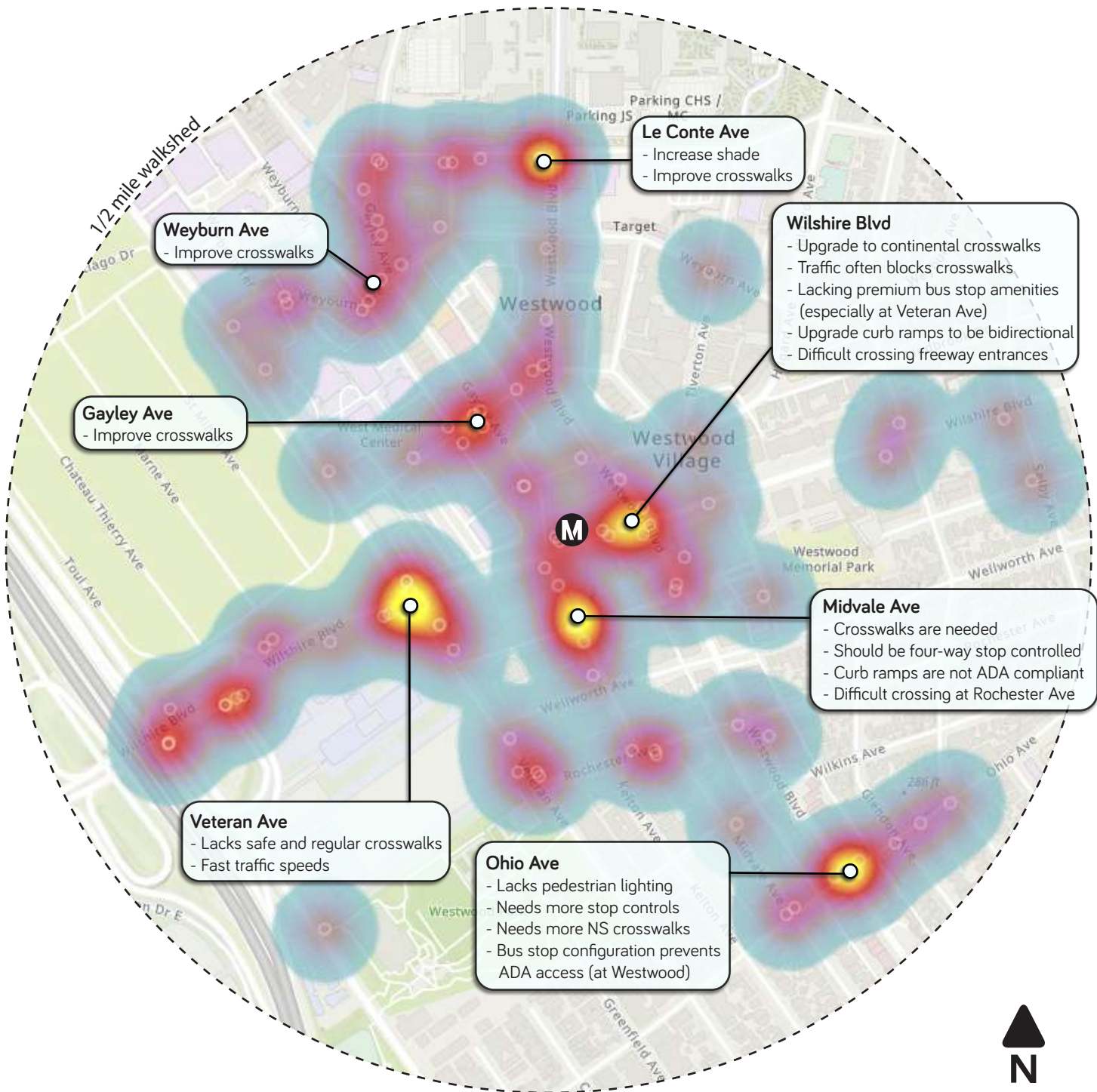


Total Observations - 96

- Sidewalks - 70% of observations
- Bike Conditions - 18% of observations
- Maintenance - 7% of observation
- Wayfinding - 5% of observations

Density of observations



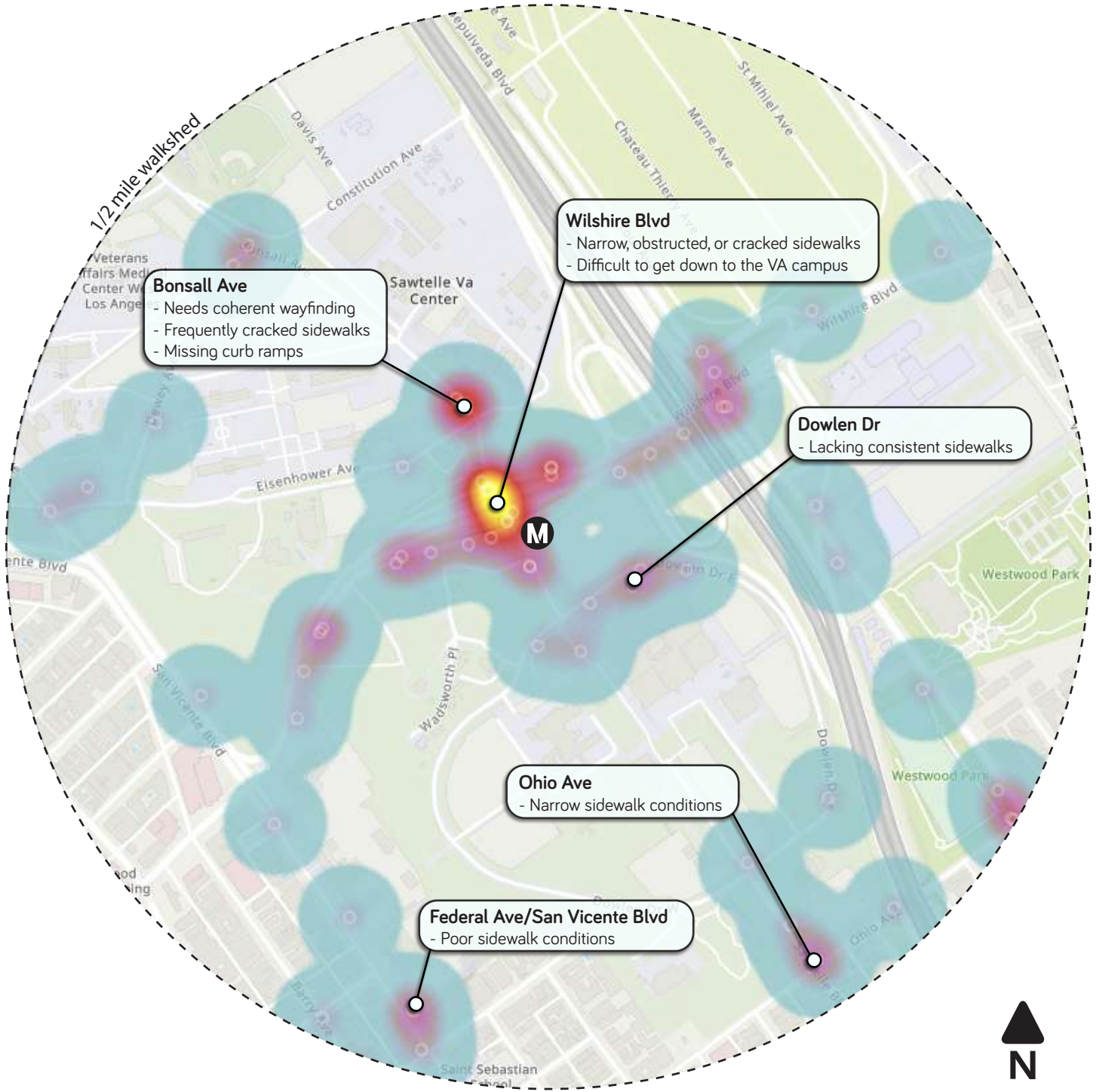


Total Observations - 111

- Crosswalks - 48% of observations
- Safety - 17% of observations
- Bus Stop Enhancements - 11% of observations
- Landscaping and Shade - 9% of observations
- Lighting - 6% of observations
- Street Furniture - 4% of observations
- Traffic Speed - 4% of observations
- Public Art - 1% of observations

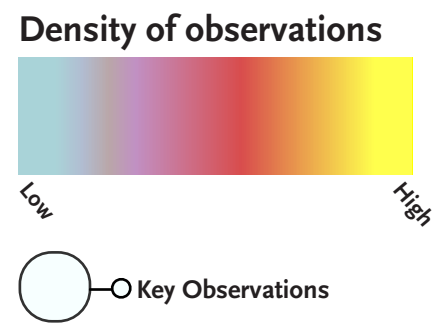
Density of observations

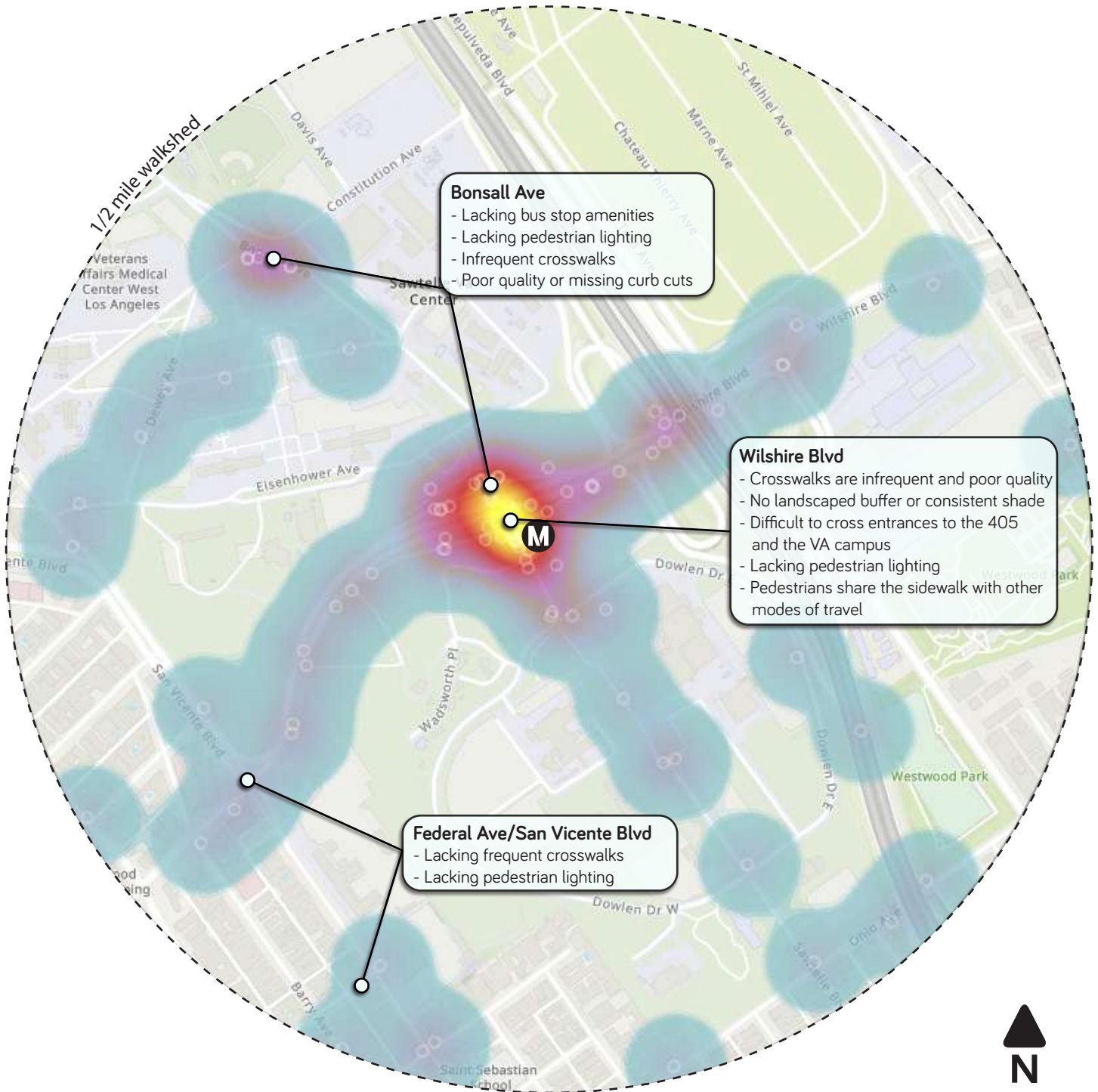




Total Observations - 67

- Sidewalks - 69% of observations
- Bike Conditions - 18% of observations
- Maintenance - 8% of observation
- Wayfinding - 5% of observations





Total Observations - 100

- Crosswalks - 36% of observations
- Lighting - 25% of observations
- Safety - 21% of observations
- Landscaping and Shade - 10% of observations
- Bus Stop Enhancements - 4% of observations
- Traffic Speed - 2% of observations
- Public Art - 1% of observations

Density of observations

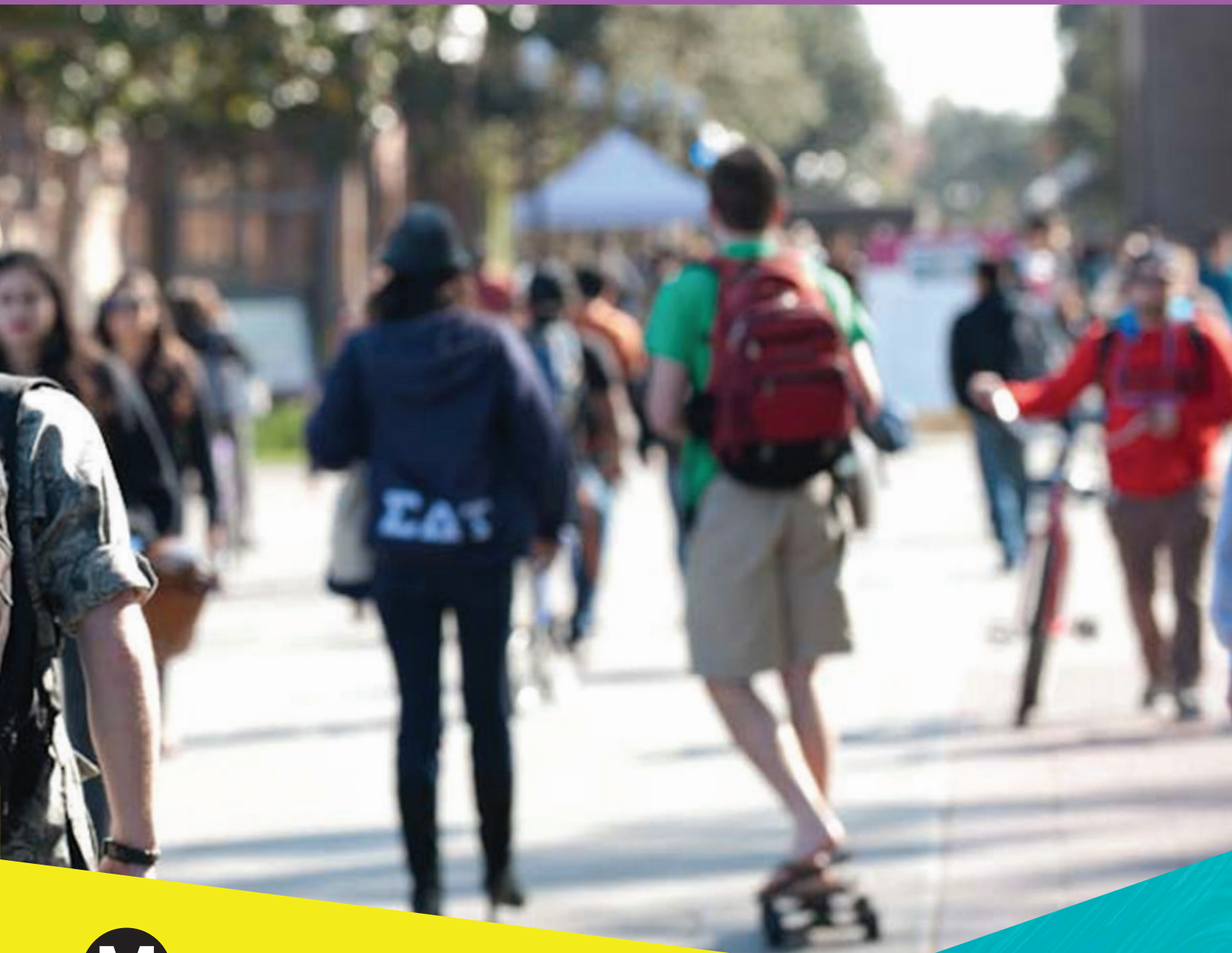


○ Key Observations

Next stop: connected communities.

PROJECT ORIGINS

Purple Line Extension First/Last Mile Plan - Sections 2 & 3



Metro[®]

MAY 2020

Purple Line Extension Sections 2&3 First/Last Mile Plan, Project Origins

This document highlights the origin for each pedestrian and bicyclist improvement within a half-mile radius of each of the four Purple Line Extension Sections 2 & 3 station areas. Pedestrian and bicyclist improvements could have stemmed from a single source or multiple sources. The four unique sources are:

- Walk Audit Feedback
- Stakeholder Interviews
- Pop-Up Events
- Technical Analysis

Walk Audits are collaborative, field-based research activities wherein participants are asked to walk around future station areas (1/2-mile radius) and observe the built environment and its impacts on transit safety/comfort and connectivity. The observations are recorded on a tablet using Metro's FLM app; it geo-locates participants as they walk around. Walks Audit data is aggregated and analyzed, helping to inform FLM Plan project ideas. There were 66 auditors and a total of 462 observations at eight audits.

Stakeholder interviews were conducted toward the start of FLM Plan development to garner critical input from community leaders. Stakeholders include members from local city government, chambers of commerce, business improvement districts, community councils, advocacy groups, and institutional actors (e.g. Cedar Sinai Medical Center, UCLA), among others. Thirteen interviews were conducted with a total of 21 stakeholders

Pop-Up events were hosted at farmers markets and other community events to gather public input on FLM improvements for each of the four stations. They included an interactive activity: passers-by were asked to analyze large-format maps and provide feedback on FLM improvements along station area streets and at intersections. Surveys were also conducted at the Pop-Up events or individuals were given a hyperlink to later complete the online survey on their own. There were 7 Pop-Up events and a total of 443 survey respondents.

Technical Analysis was administered by planning professionals to highlight specific improvements that would enhance the safety and ease of walking and biking within the station areas. Improvements chosen through technical analysis either echo the public's input on necessary improvements, or fill in the active transportation network gaps that the public may not have considered initially. Technical analysis improvements align with good planning practices.

PROJECT ORIGINS WILSHIRE/RODEO

Wilshire Blvd.

Wilshire Blvd. has direct station access. It is a major east/west thoroughfare for cars and transit. The street has proposed shared bus/bicycle lanes via the Beverly Hills Complete Streets (BHCS) plan. There is high pedestrian usage, given its connection to the Rodeo Dr. shopping district and its commercial and retail activity.

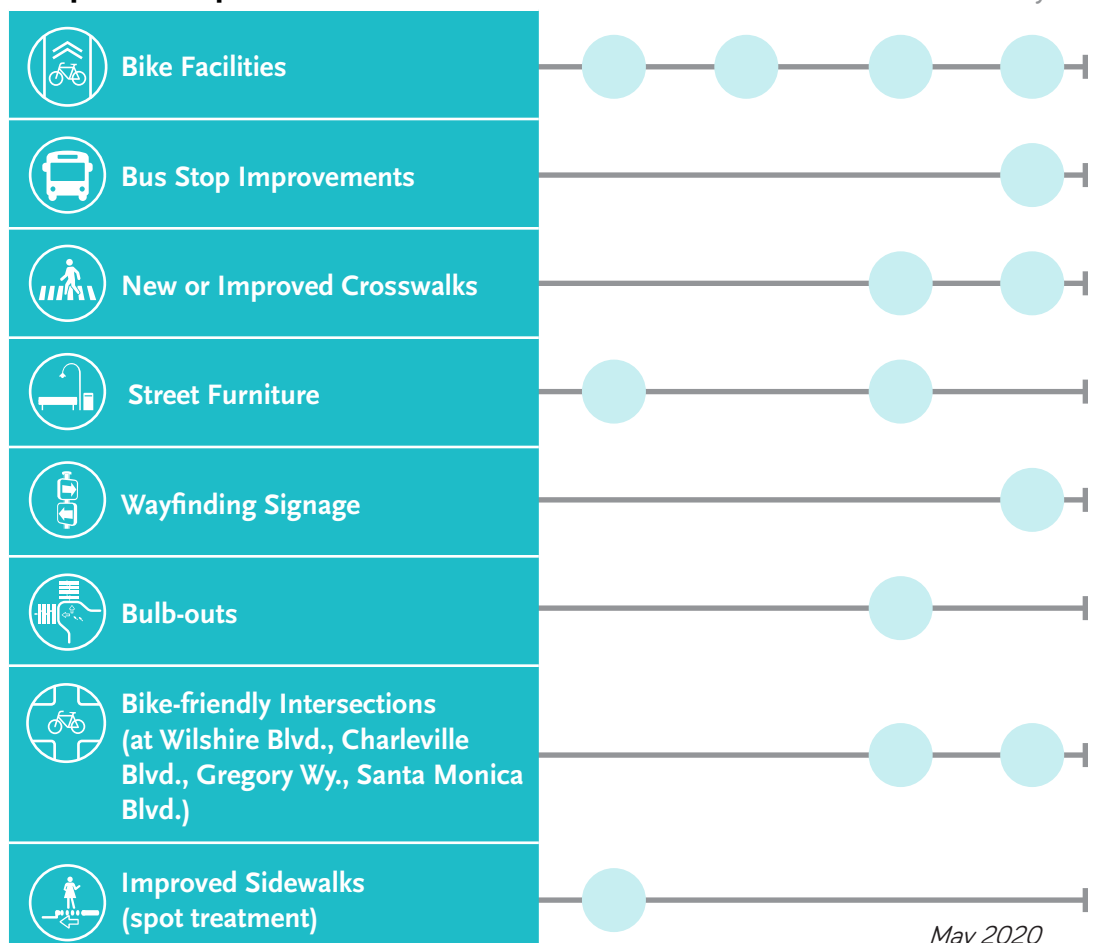
Proposed Improvements



Beverly Dr.

Beverly Dr is a key north/south corridor. Bicycle infrastructure is proposed under the BHCS plan. It connects to Beverly Canon and Beverly Gardens Parks and has many employment, commercial and tourist destinations.

Proposed Improvements

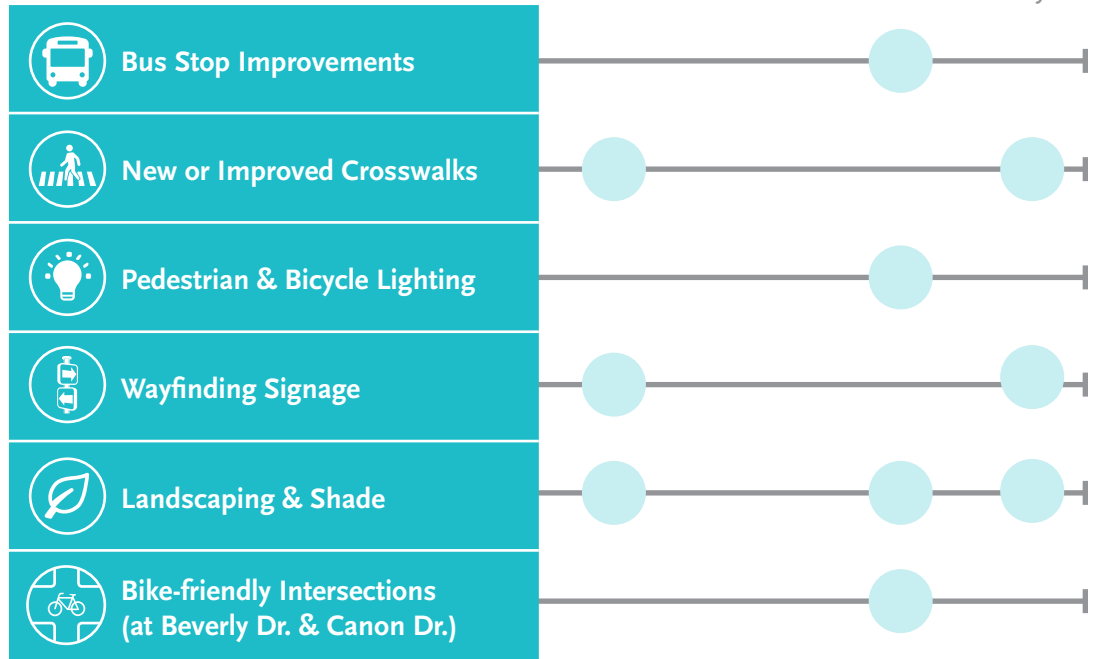


WILSHIRE/RODEO

N. Santa Monica Blvd.

Santa Monica Blvd is a major east/west thoroughfare that is located in proximity to several major employment and tourist destinations. It has existing high visibility green bike lanes from western to eastern city limits. The street connects to Beverly Hills City Hall, the Civic Center, and Beverly Gardens Park.

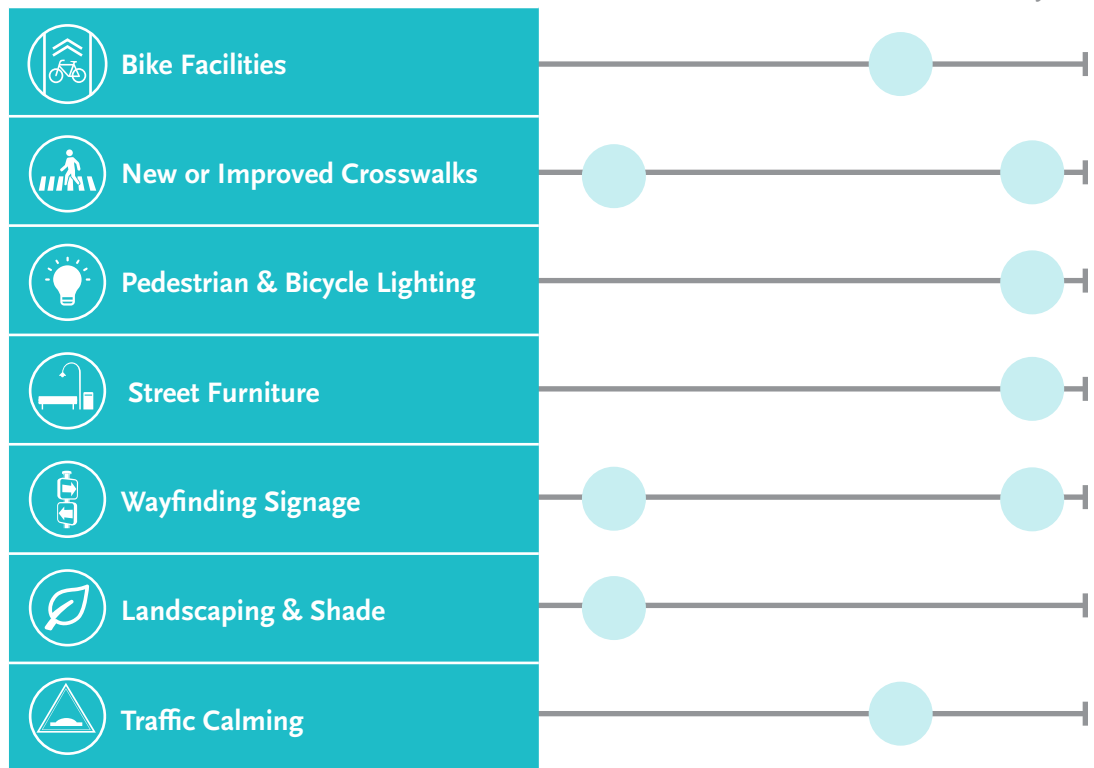
Proposed Improvements



S. Santa Monica Blvd.

Primarily commercial in character, this street is an important corridor through the Business Triangle. The City has a proposed Bike Boulevard on this street.

Proposed Improvements

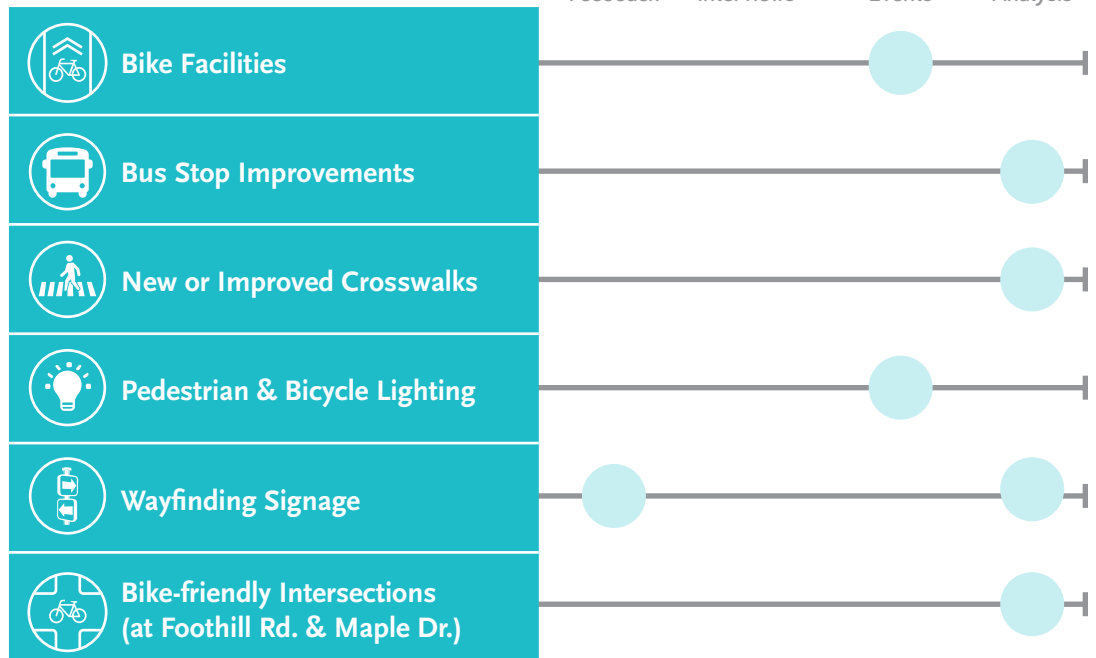


WILSHIRE/RODEO

Burton Way

Burton Wy. has existing bike lanes with new upgrades proposed in the BHCS plan. It also is used by Metro as a bus route. At its western terminus, it connects to Beverly Hills City Hall and Civic Center. It is a wide street with a large landscaped median.

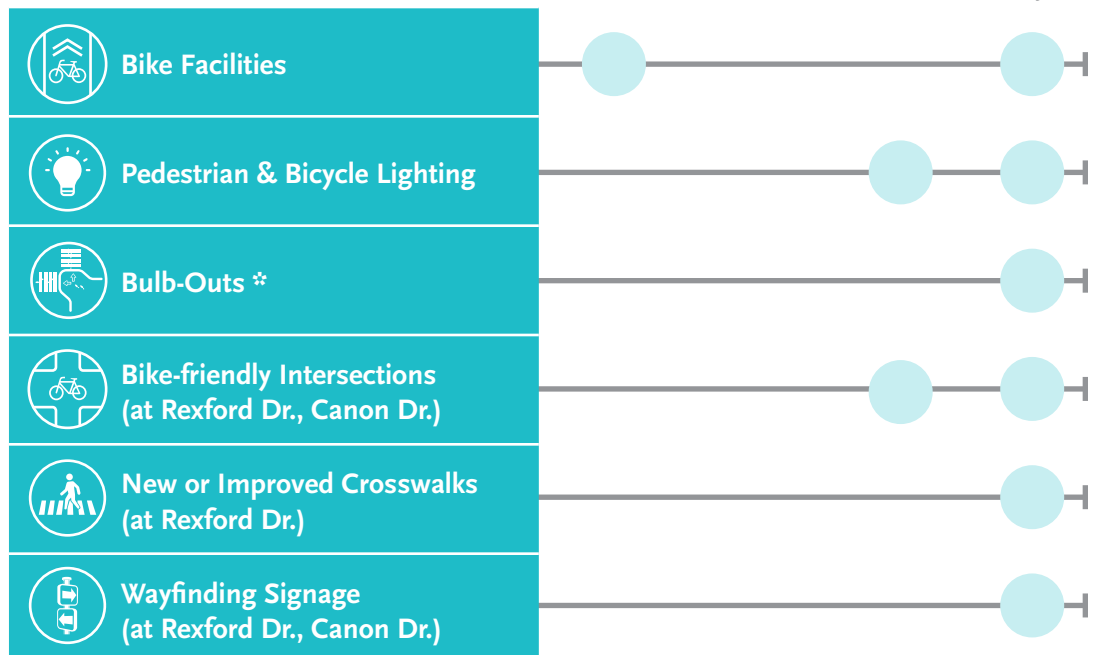
Proposed Improvements



Clifton Way

Clifton Way has a proposed bike boulevard in the BHCS plan. It is a lower stress east/west alternative to Wilshire Blvd. and is residential in character.

Proposed Improvements

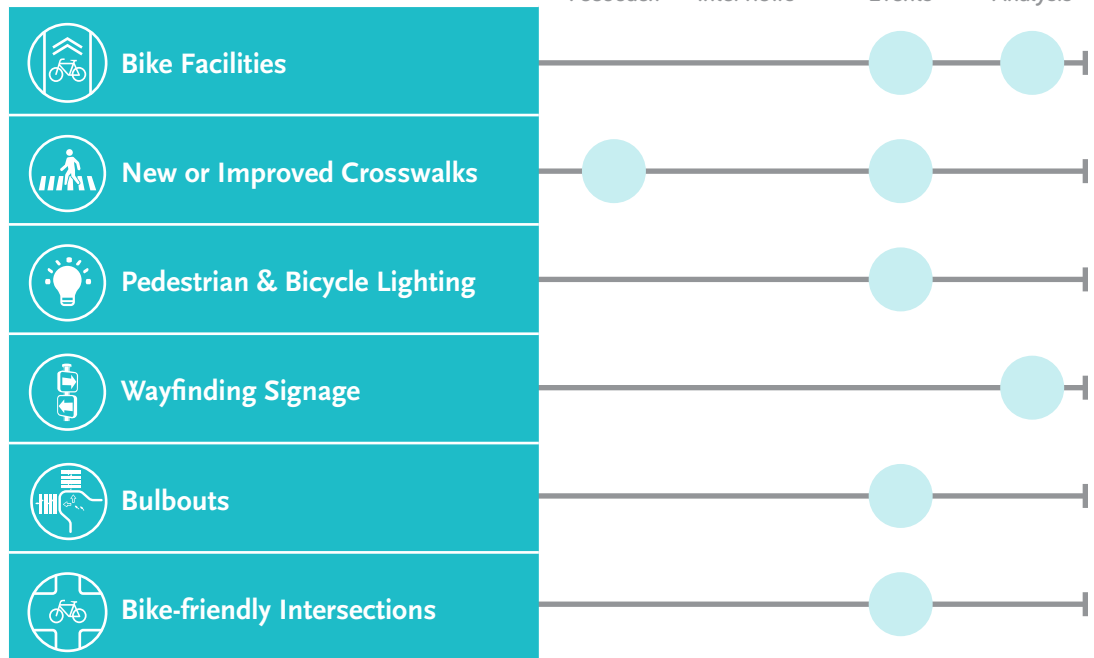


WILSHIRE/RODEO

Charleville Blvd.

Charleville Blvd. has proposed bicycle infrastructure under the BHCS plan. It offers a lower stress east/west alternative to Wilshire Blvd. and connects to several schools. The street is residential in character.

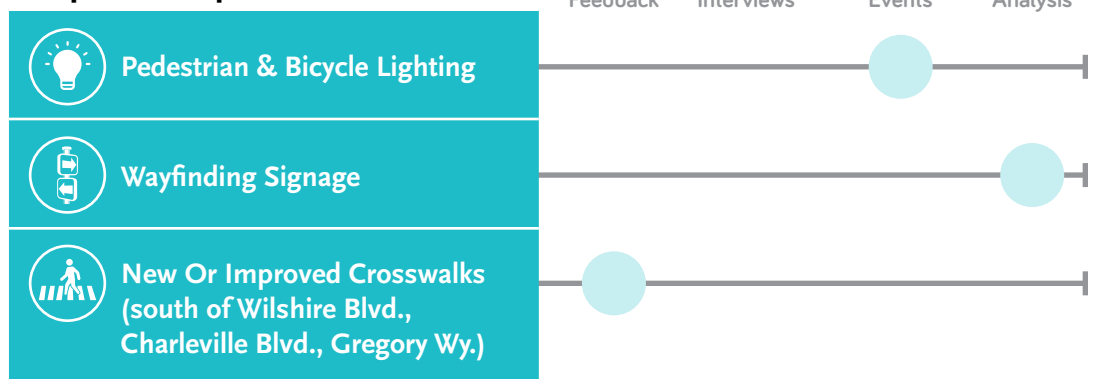
Proposed Improvements



Rodeo Dr.

Rodeo Dr. is a major draw for locals and tourists alike. It has many employment and commercial destinations, and connects to Beverly Gardens Park to the north.

Proposed Improvements



Reeves Dr.

Reeves Dr. connects directly to the southern station portal. It has a proposed bike boulevard in the BHCS plan and connects to destinations in the Business Triangle to the north.

Proposed Improvements

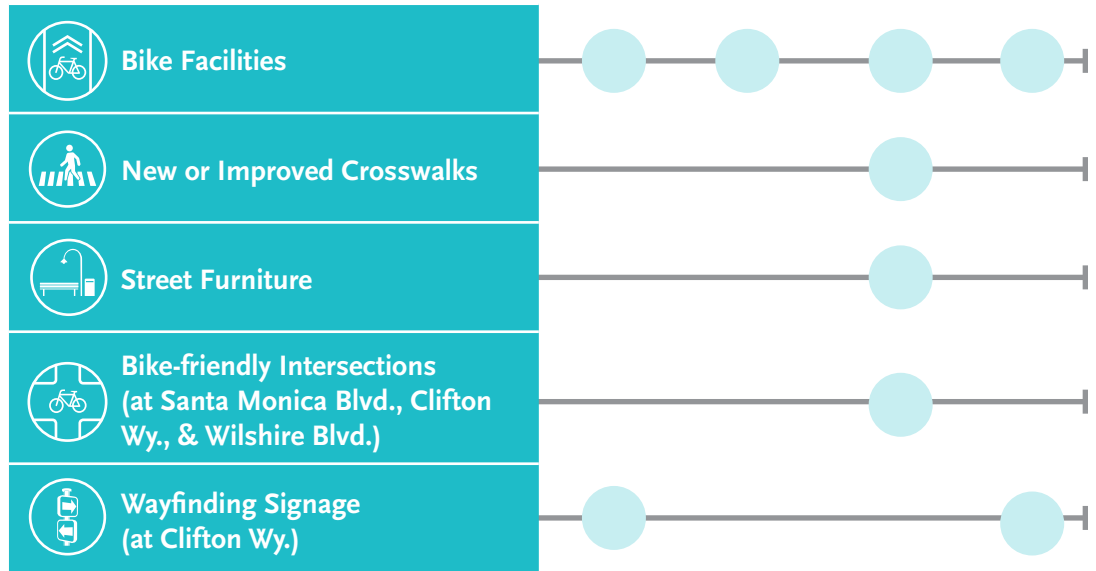


WILSHIRE/RODEO

Canon Dr.

Canon Dr. has proposed bicycle infrastructure under the BHCS plan, depending on the future location of the northern station portal. It is also a major downtown corridor with commercial and employment destinations, and connects to the southern station portal.

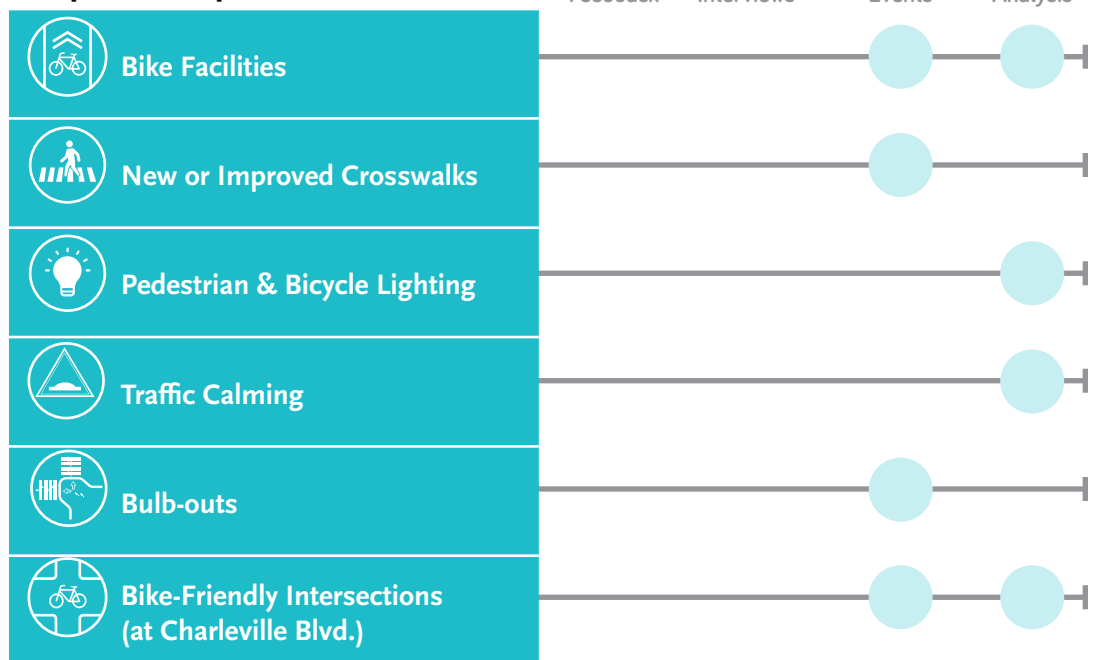
Proposed Improvements



Crescent Dr.

Crescent Dr. has existing and proposed sharrows and proposed bike lanes in the BHCS plan. It is residential south of Wilshire Blvd. and both residential and commercial north of Wilshire Blvd., providing access to the Civic Center.

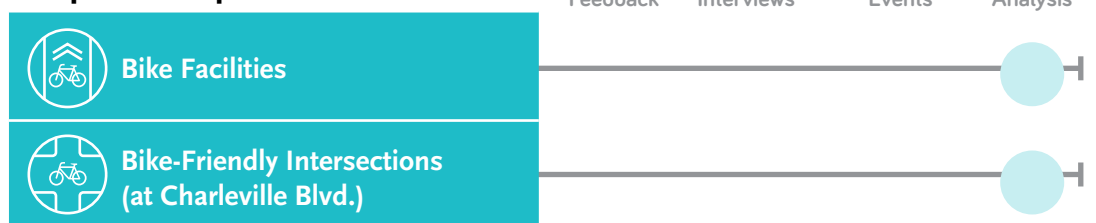
Proposed Improvements



Roxbury Dr.

Roxbury Dr. provides a connection to Roxbury Park, the bike lanes on N. Santa Monica Blvd. and to the recommended bikeway on Charleville Blvd.

Proposed Improvements

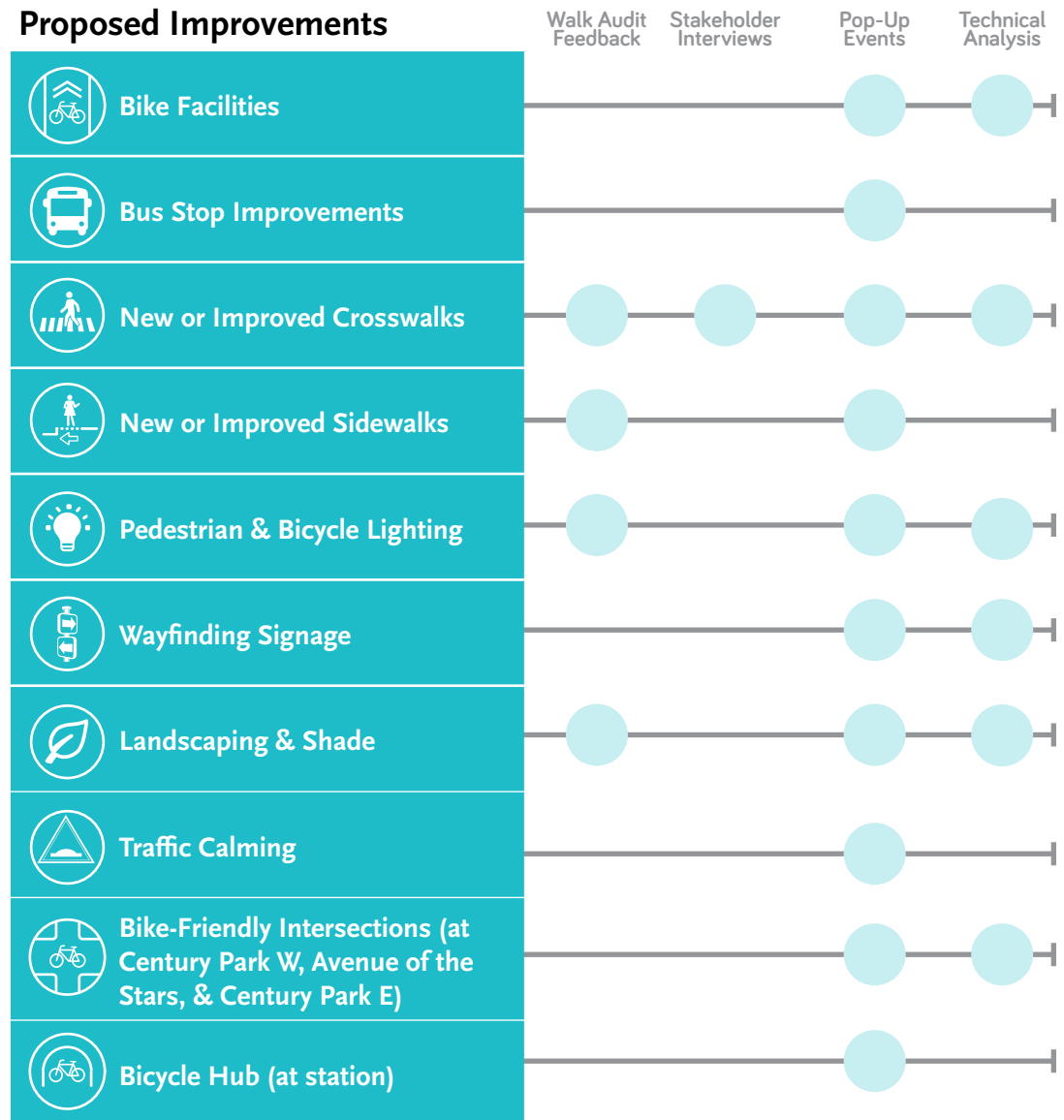


PROJECT ORIGINS CENTURY CITY/ CONSTELLATION

Constellation Blvd.

Constellation Blvd. provides direct access to the station. It connects to the nearby Westfield Mall and office buildings and is wide and busy.

Proposed Improvements

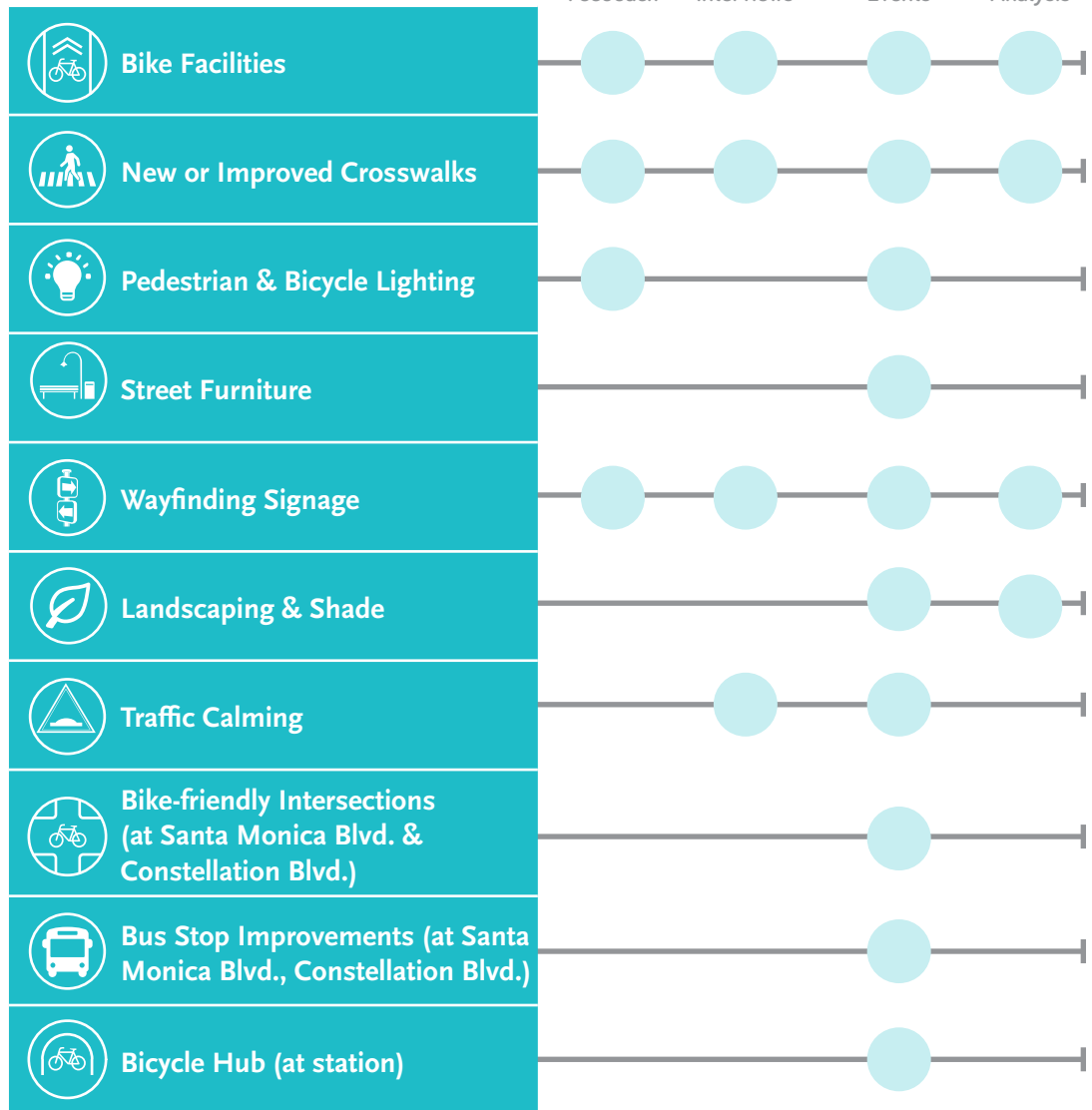


CENTURY CITY/CONSTELLATION

Avenue of the Stars

Avenue of the Stars connects directly to the station. It has proposed bicycle infrastructure as per the LA City Mobility Plan 2035 (LACMP). It connects to Westfield Mall and a number of nearby office buildings.

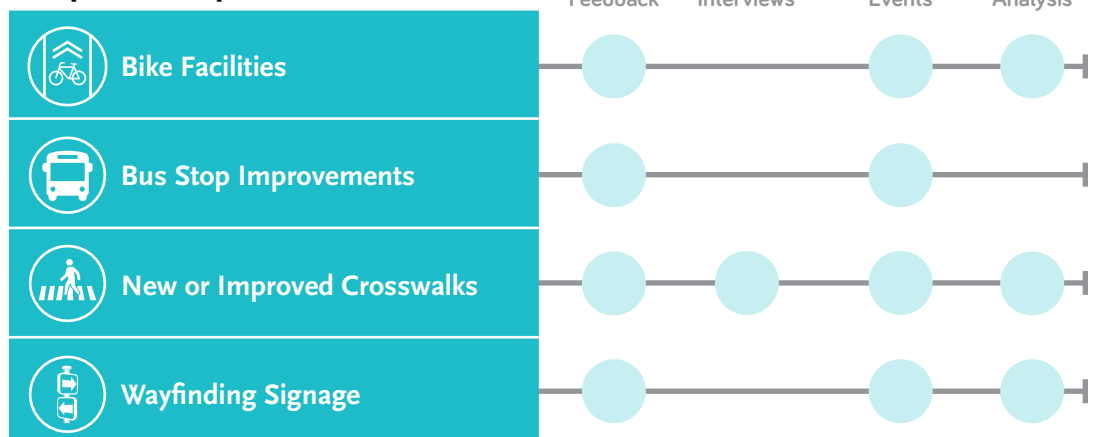
Proposed Improvements



Santa Monica Blvd.

Santa Monica Blvd. is a major east/west thoroughfare for vehicles and transit. It has proposed bicycle infrastructure under the LACMP. It connects to Westfield Mall and the Los Angeles Country Club, among other destinations regionally. The street is wide with a wide median in many areas.

Proposed Improvements

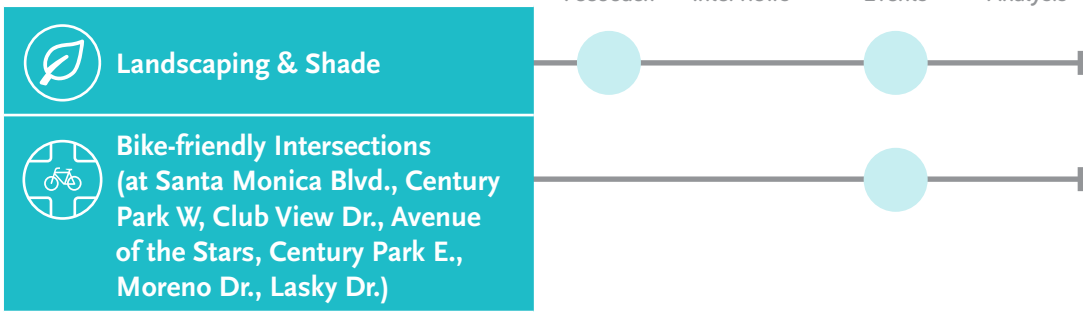


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CENTURY CITY/CONSTELLATION

Santa Monica Blvd. (cont'd)

Proposed Improvements



Solar Way

Solar Wy. offers an alternative path to the station from the western edge of the station area. It connects to a number of parking structures and has a smaller right-of-way than other streets in the area.

Proposed Improvements



Galaxy Way

Galaxy Wy. is a short street that connects Century Park E with Fox Studios and two large housing developments.

Proposed Improvements

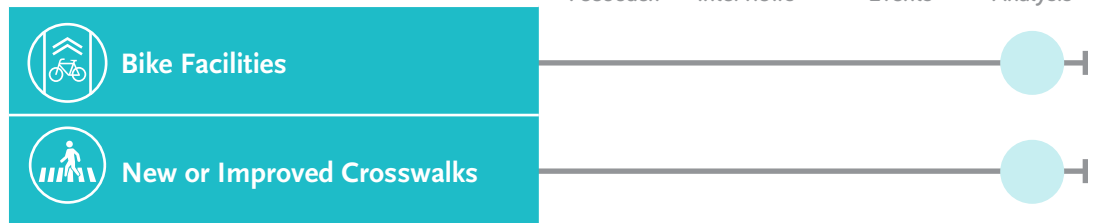


CENTURY CITY/CONSTELLATION

Warnall Ave.

Warnall Ave. has proposed bicycle infrastructure in the LACMP. There is a complex change in grade between the Westfield Mall and Warnall Ave across Santa Monica Blvd., highlighting a need for an enhanced bicycle intersection. With a possible enhanced intersection at Santa Monica Blvd., this could be a connector for the residences in the northwest quadrant of the station area.

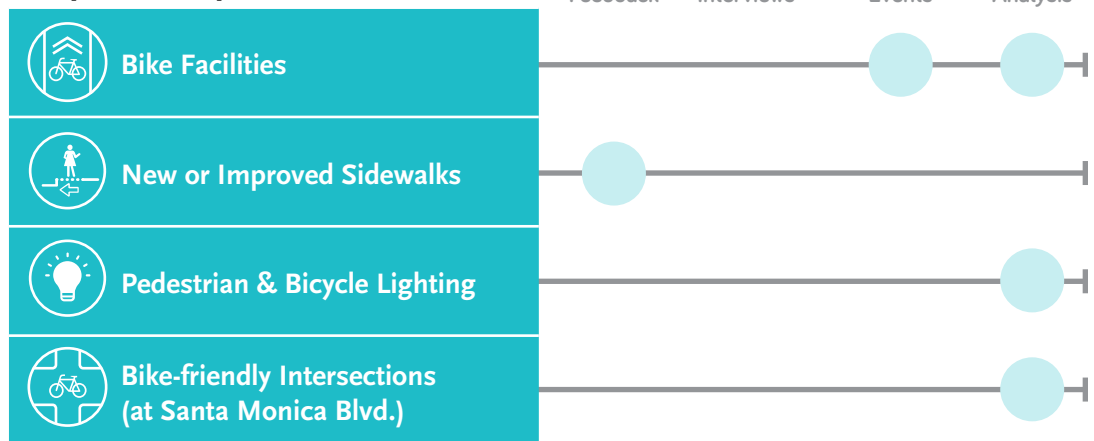
Proposed Improvements



Club View Dr.

Club View Dr. has proposed bicycle infrastructure via LACMP. There is a complex change in grade between the Westfield Mall and Club View Dr. across Santa Monica Blvd., highlighting a need for an enhanced bicycle intersection. With a possible enhanced intersection at Santa Monica Blvd., this could be a connector for the residences in the northwest quadrant of the station area.

Proposed Improvements

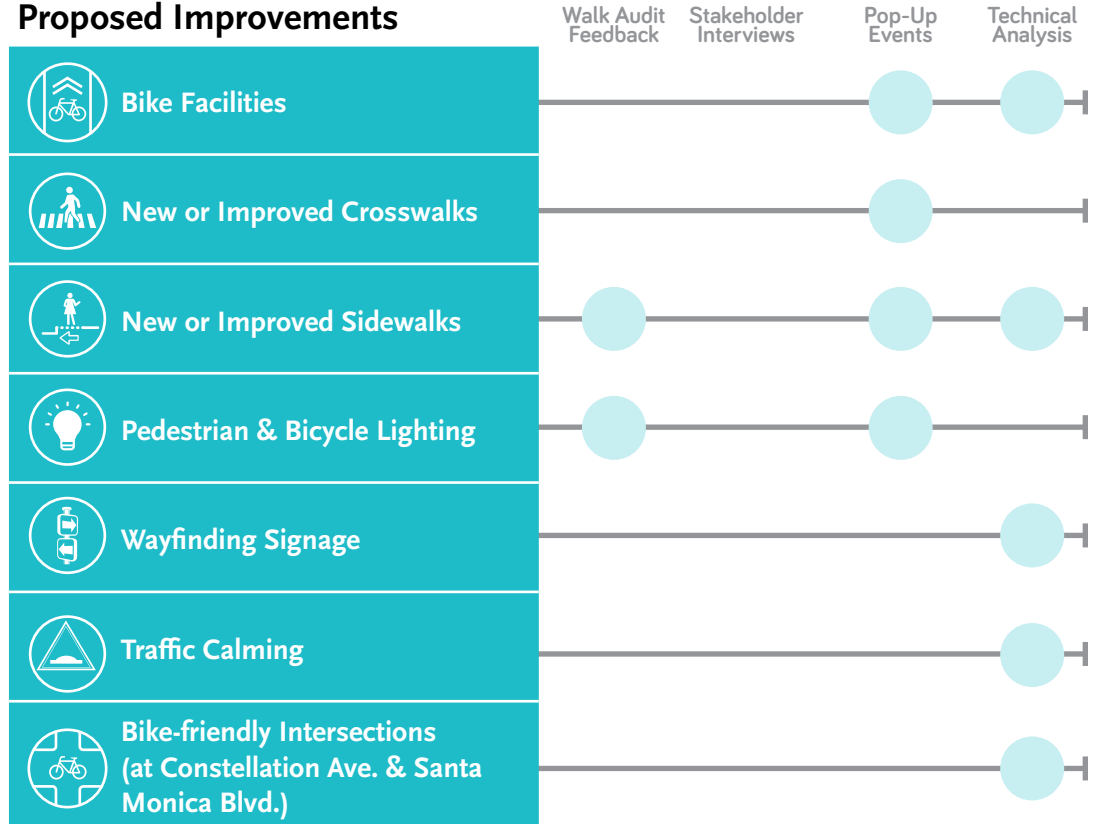


CENTURY CITY/CONSTELLATION

Century Park W

Century Park W is a significant connector between Santa Monica Blvd. and Olympic Blvd. It has LA Metro and other municipal transit lines operating along its length. It connects to Westfield Mall and is a wide and busy street.

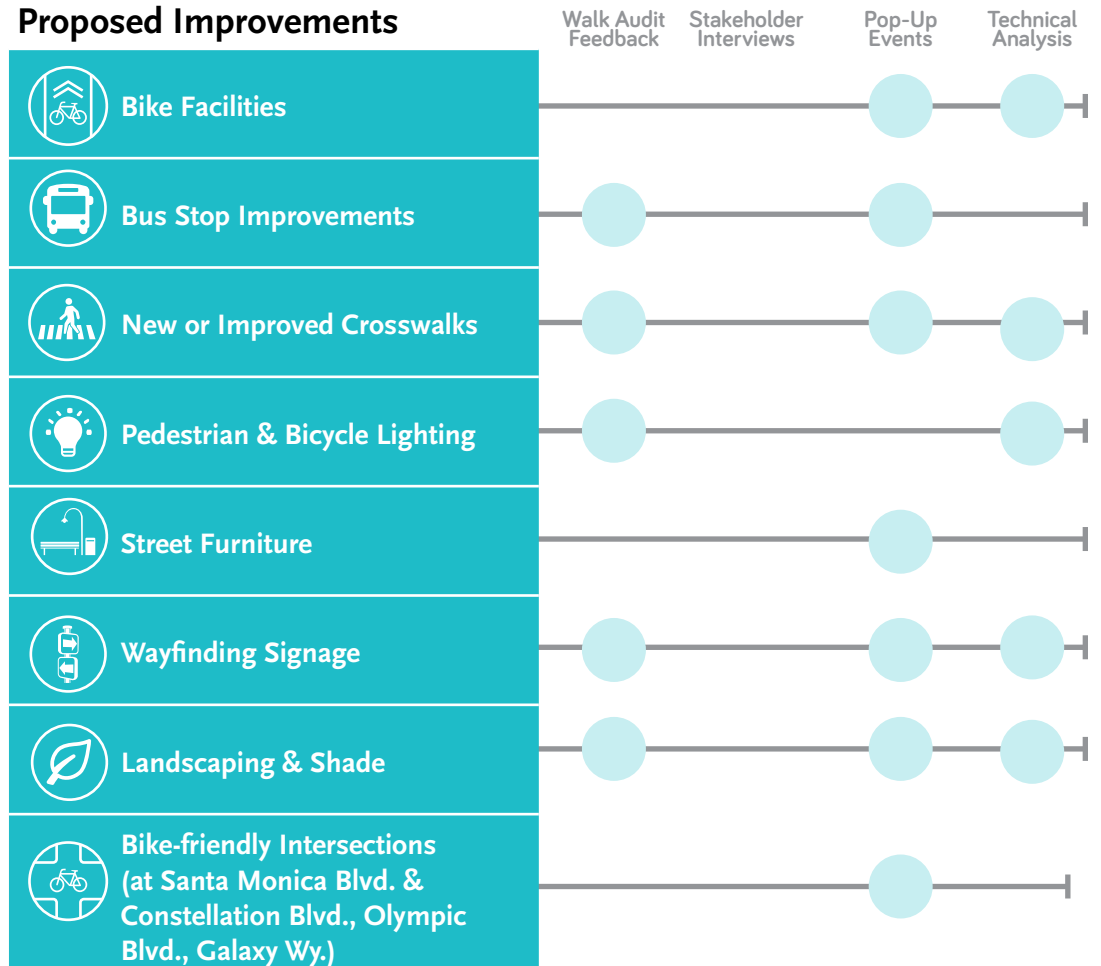
Proposed Improvements



Century Park E

Century Park E is a significant connector between Santa Monica Blvd. and Pico Blvd. It has LA Metro and other municipal transit lines operating along its length. It connects to many nearby office buildings and is a wide and busy street.

Proposed Improvements

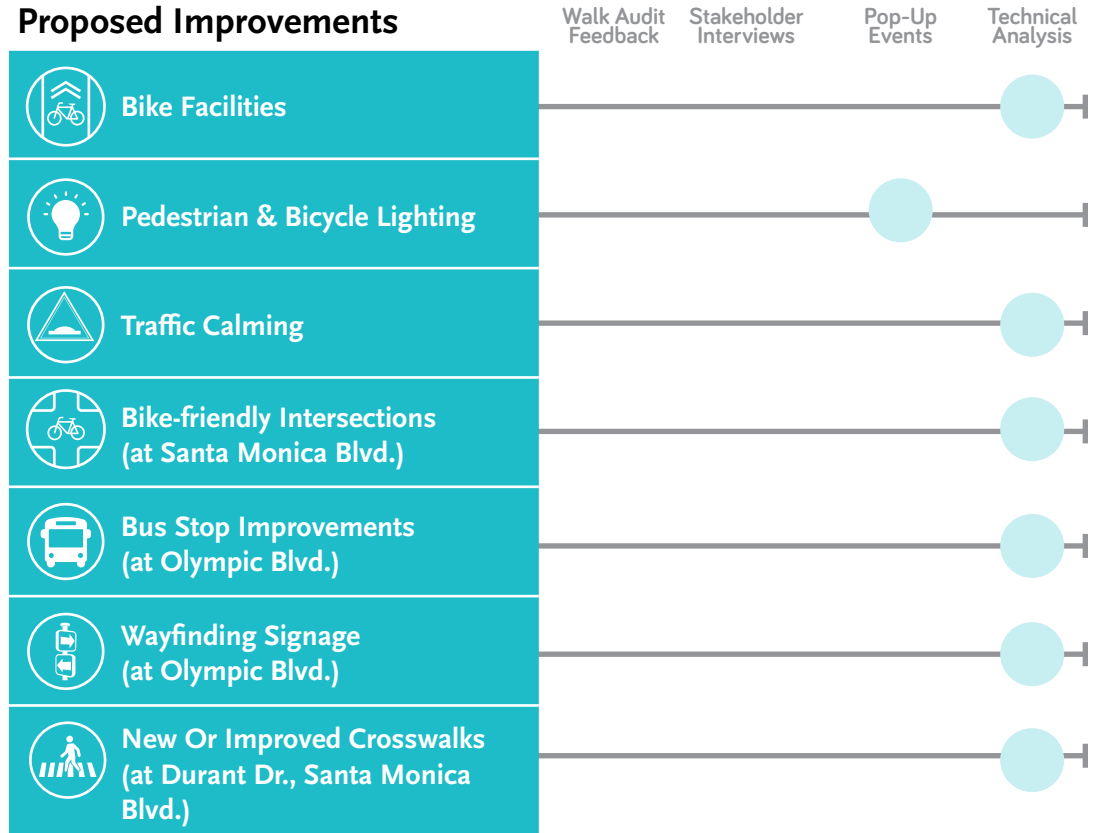


CENTURY CITY/CONSTELLATION

Moreno Dr./ Spaulding Dr.

Moreno Dr. offers a connection to Beverly Hills High School. It offers an alternative route through the residential area between Santa Monica Blvd. and Olympic Blvd.

Proposed Improvements

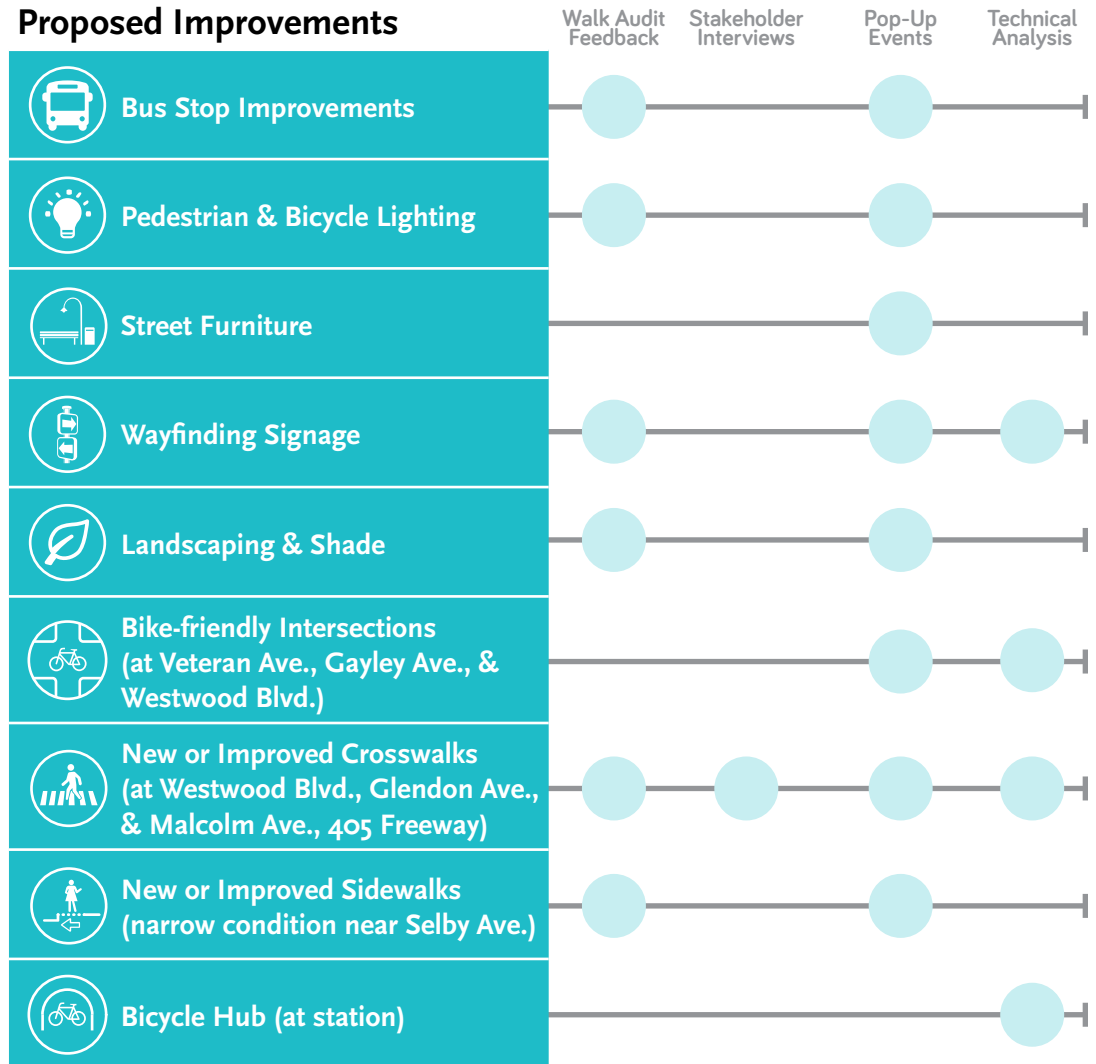


PROJECT ORIGINS WESTWOOD/UCLA

Wilshire Blvd.

Wilshire Blvd. has direct station access. It is a major east/west thoroughfare for cars and transit. The street has proposed bicycle infrastructure via the Los Angeles City Mobility Plan (LACMP) 2035, however introducing a safe and protected bicycle facility here will be difficult. Alternative routes for people riding bikes may be preferable. There is high pedestrian usage, given its connection to UCLA, the Hammer Museum and Westwood Village.

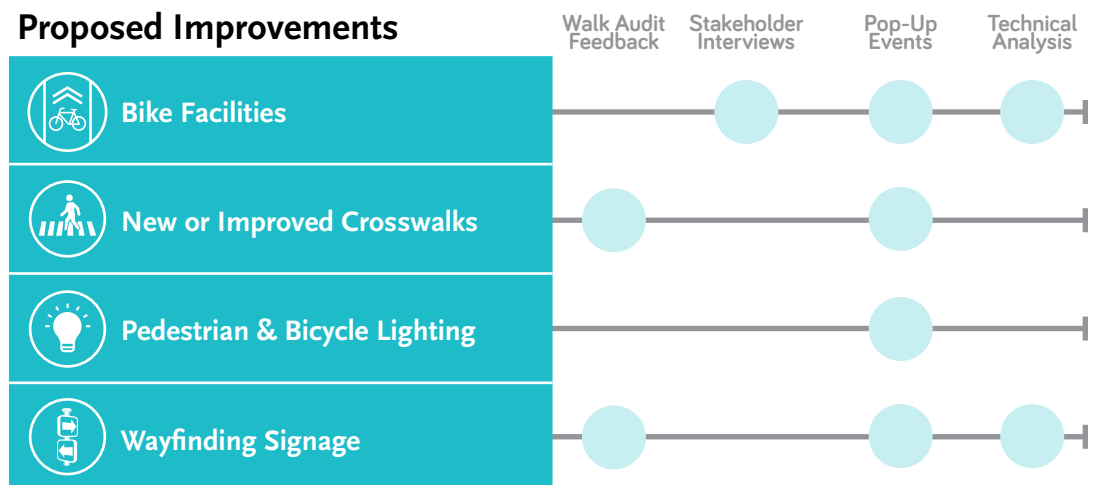
Proposed Improvements



Gayley Ave.

Gayley Ave. is a significant north/south street in the Westwood Village area and connects directly to the station. The street has existing and proposed bicycle infrastructure via the LACMP 2035 and UCLA plan. It connects to retail and commercial destinations in Westwood Village, Ronald Reagan UCLA Medical Center, and to UCLA north of the station area.

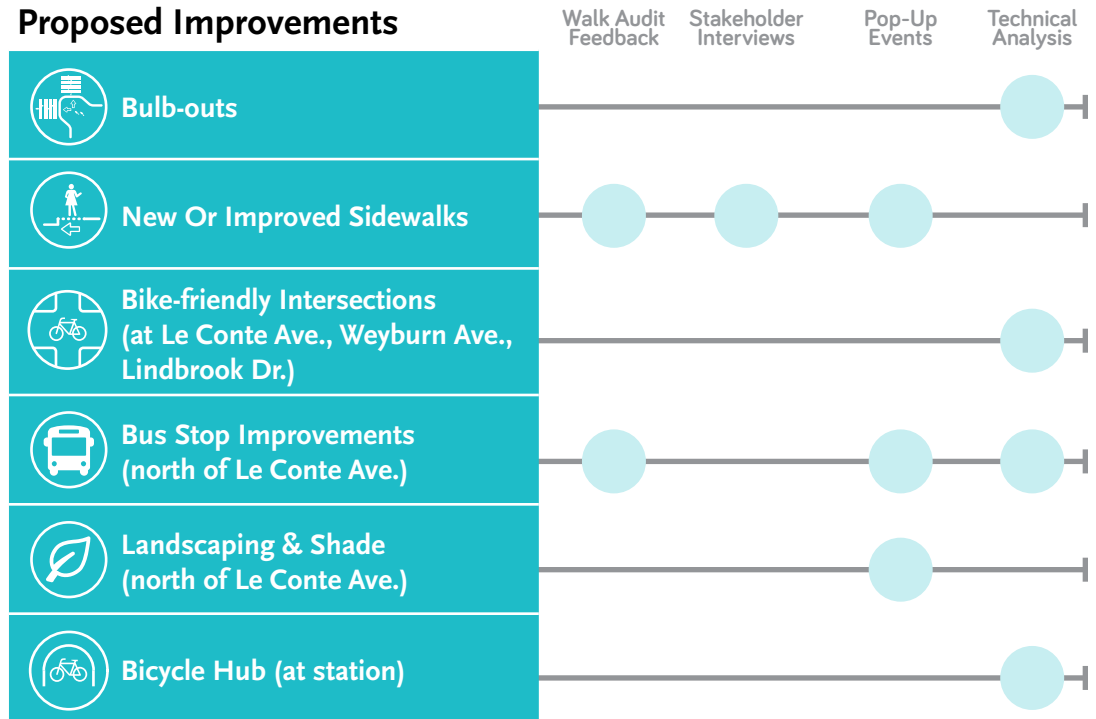
Proposed Improvements



WESTWOOD/UCLA

Gayley Ave. (cont'd)

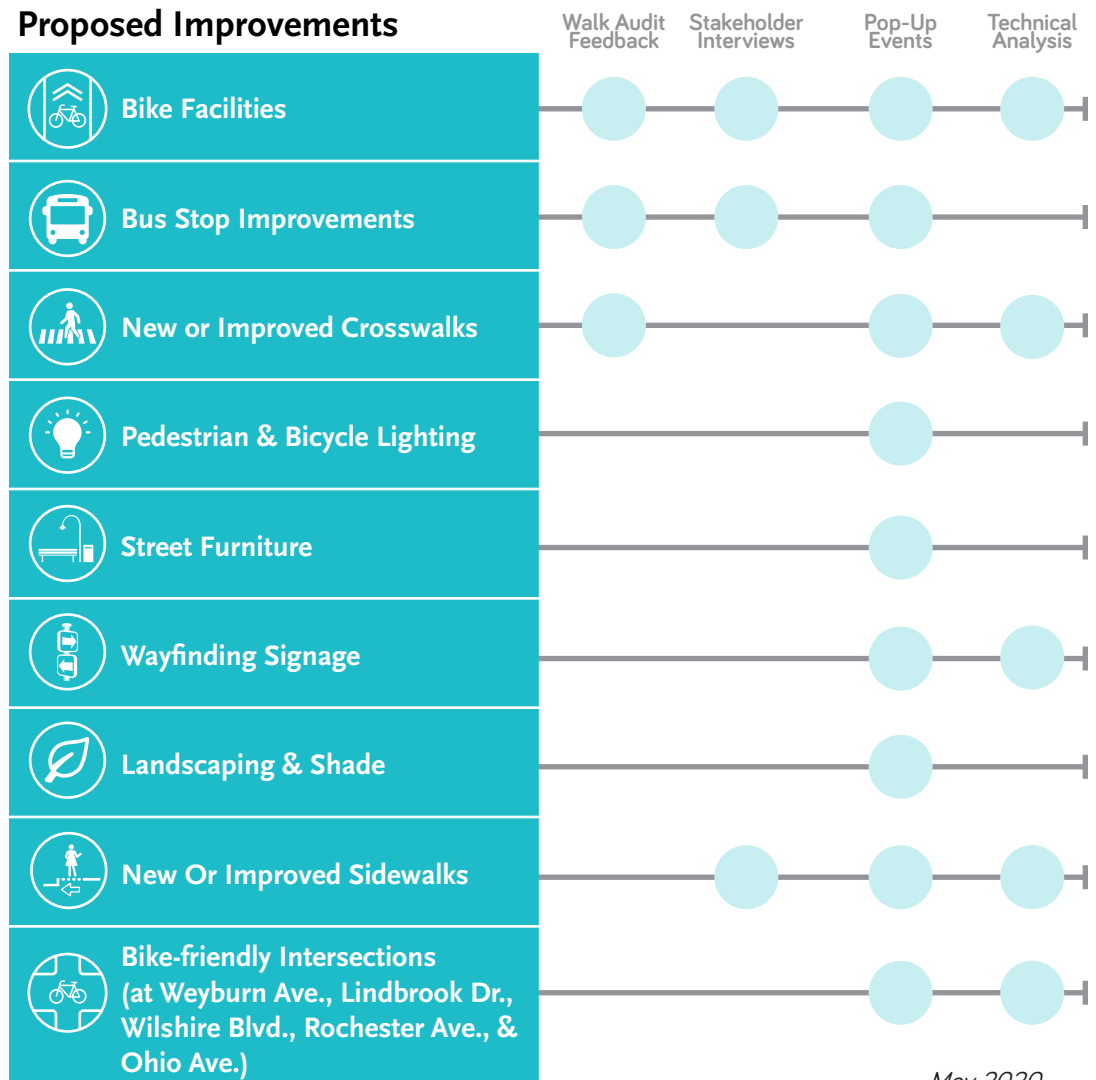
Proposed Improvements



Westwood Blvd.

Westwood Blvd. is a major north/south thoroughfare for cars and transit, and connects directly to the station. The street has existing and proposed bicycle infrastructure via the LACMP 2035. It connects to retail and commercial destinations in Westwood Village, Ronald Reagan UCLA Medical Center, and one of the main UCLA entrances to the north.

Proposed Improvements

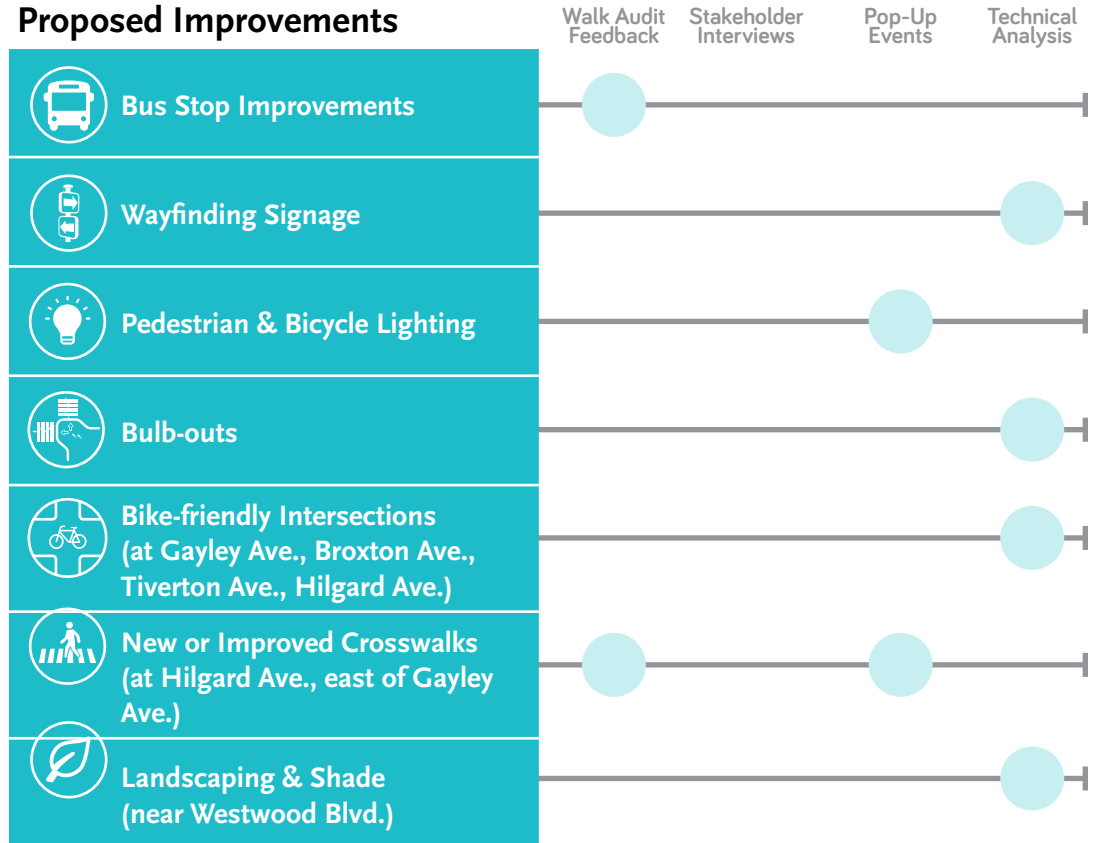


WESTWOOD/UCLA

Le Conte Ave.

Le Conte Ave. is a significant east/west connector in the north of Westwood Village. The street has existing bicycle infrastructure via the LACMP 2035 and UCLA plan. It connects to retail and commercial destinations in Westwood Village, Ronald Reagan UCLA Medical Center, and UCLA.

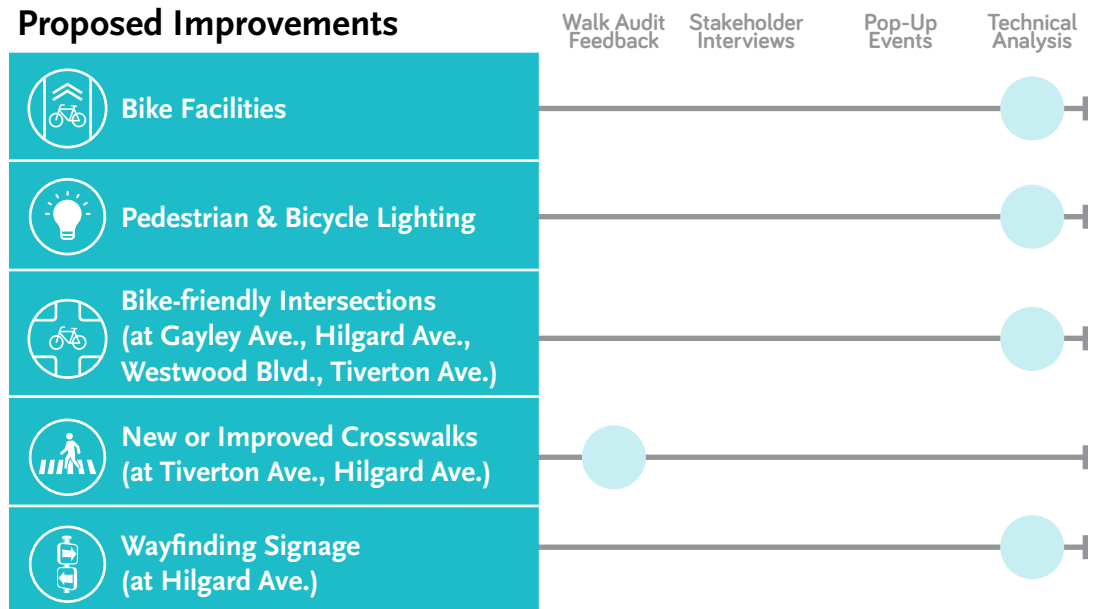
Proposed Improvements



Lindbrook Dr.

Lindbrook Dr. provides an alternative east/west pathway for bicyclists and pedestrians, running parallel to Wilshire Blvd. It also connects to the Hammer Museum.

Proposed Improvements

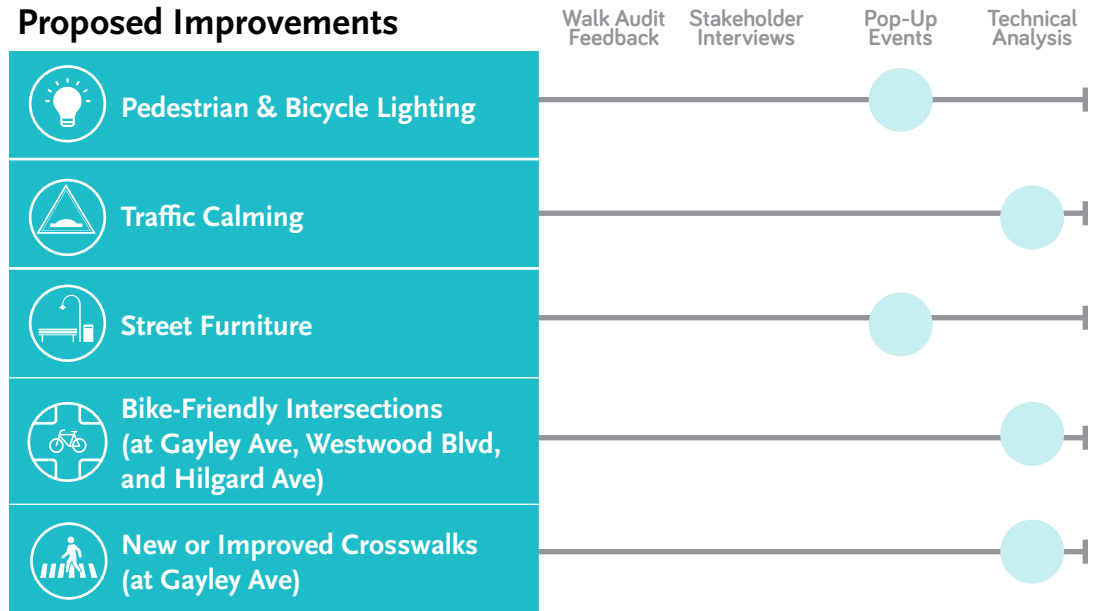


WESTWOOD/UCLA

Weyburn Ave.

Weyburn Ave. is used for east/west travel in north Westwood Village by the pedestrians, cyclists and multi-modal travelers. It connects to retail and entertainment destinations, as well as residences to both the east and west.

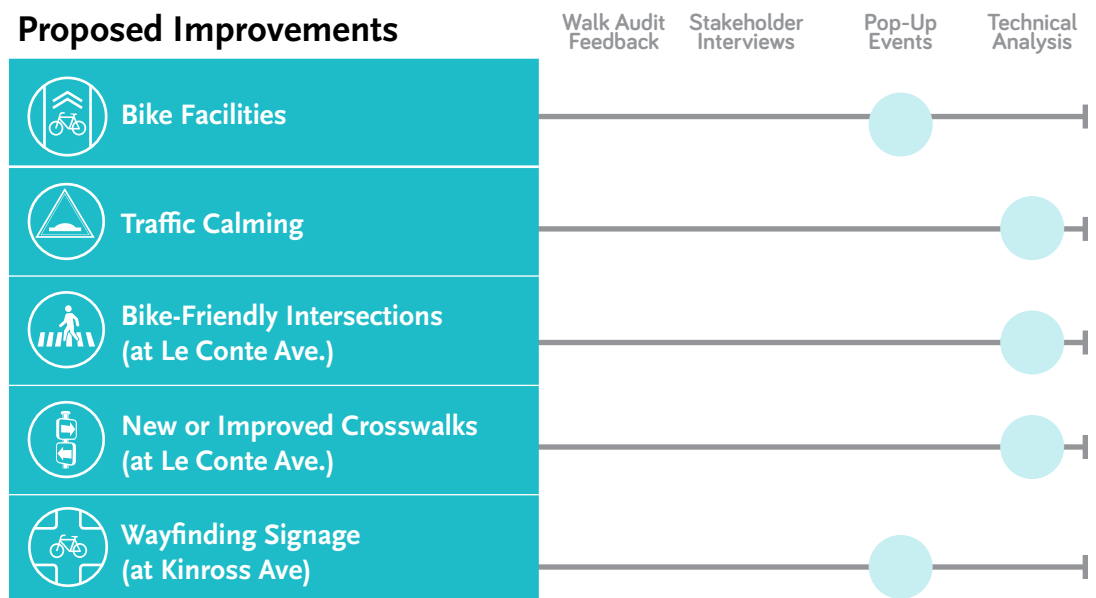
Proposed Improvements



Broxton Ave.

Broxton Ave is a short north/south street in north Westwood Village. Previously converted into a one-way street, its wide sidewalks and low speeds offer a low-stress alternative to Westwood Blvd.

Proposed Improvements

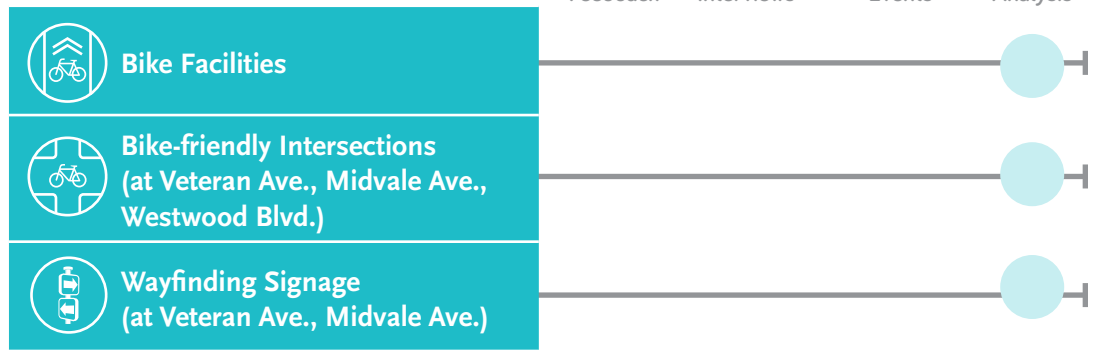


WESTWOOD/UCLA

Rochester Ave.

Rochester Ave. is a significant east/west connection for bicyclists and pedestrians in the southern quadrants. The street has proposed bicycle infrastructure via the LACMP 2035. It connects to the Westwood Recreation Center.

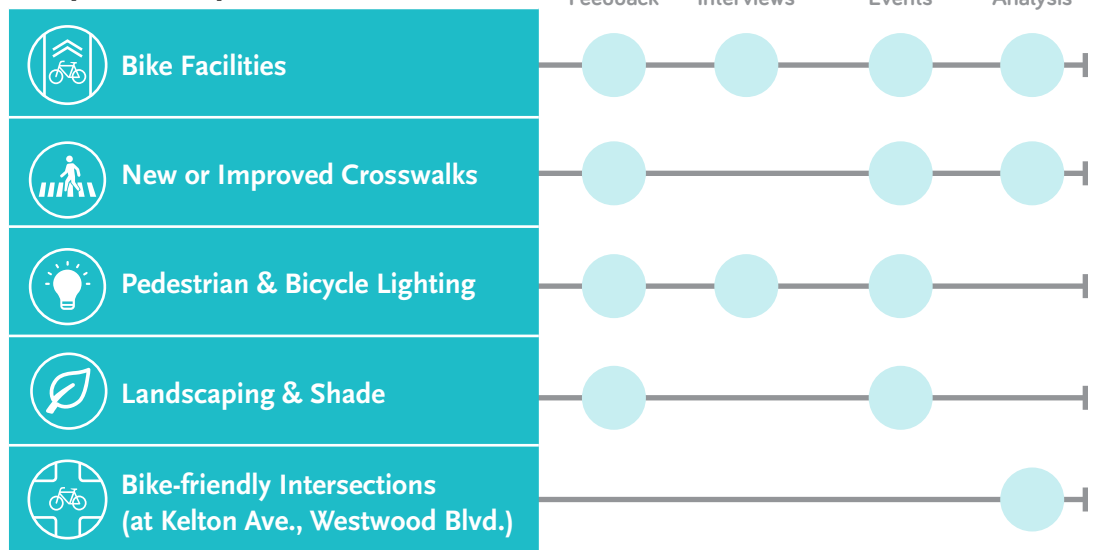
Proposed Improvements



Ohio Ave.

Ohio Ave is a significant east/west connection for pedestrians and bicyclists at the southern edge of the station area, offering an alternative to both Wilshire Blvd. and Santa Monica Blvd. The street has existing and proposed bicycle infrastructure via the LACMP 2035 and UCLA plan and provides regional connectivity.

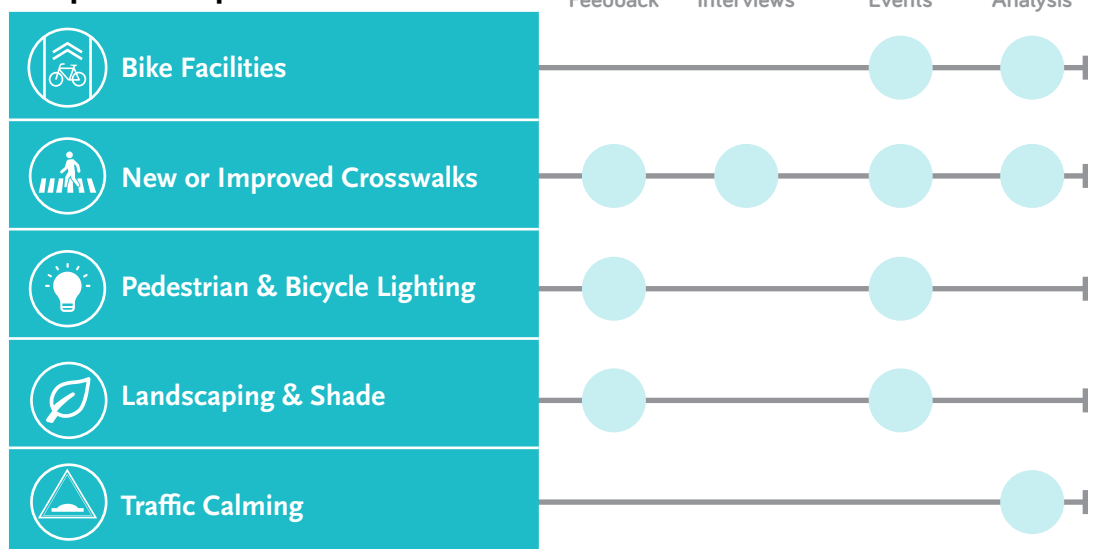
Proposed Improvements



Veteran Ave.

Veteran Ave. offers a north/south connection for pedestrians. It has transit connections for LA Metro and assorted municipal transit agencies. It connects to UCLA Student Housing to the north and runs along the cemetery on the west side.

Proposed Improvements

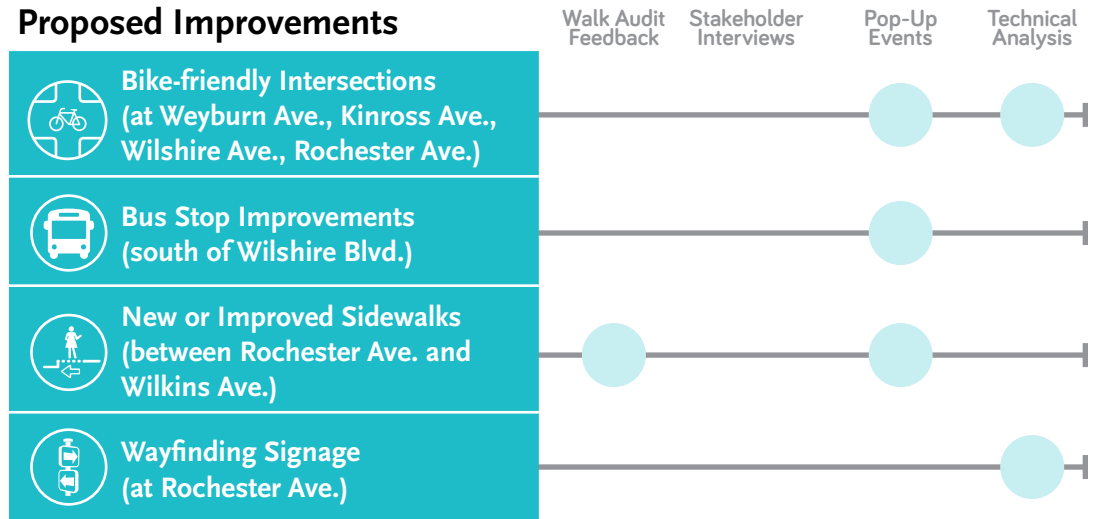


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WESTWOOD/UCLA

Veteran Ave. (cont'd)

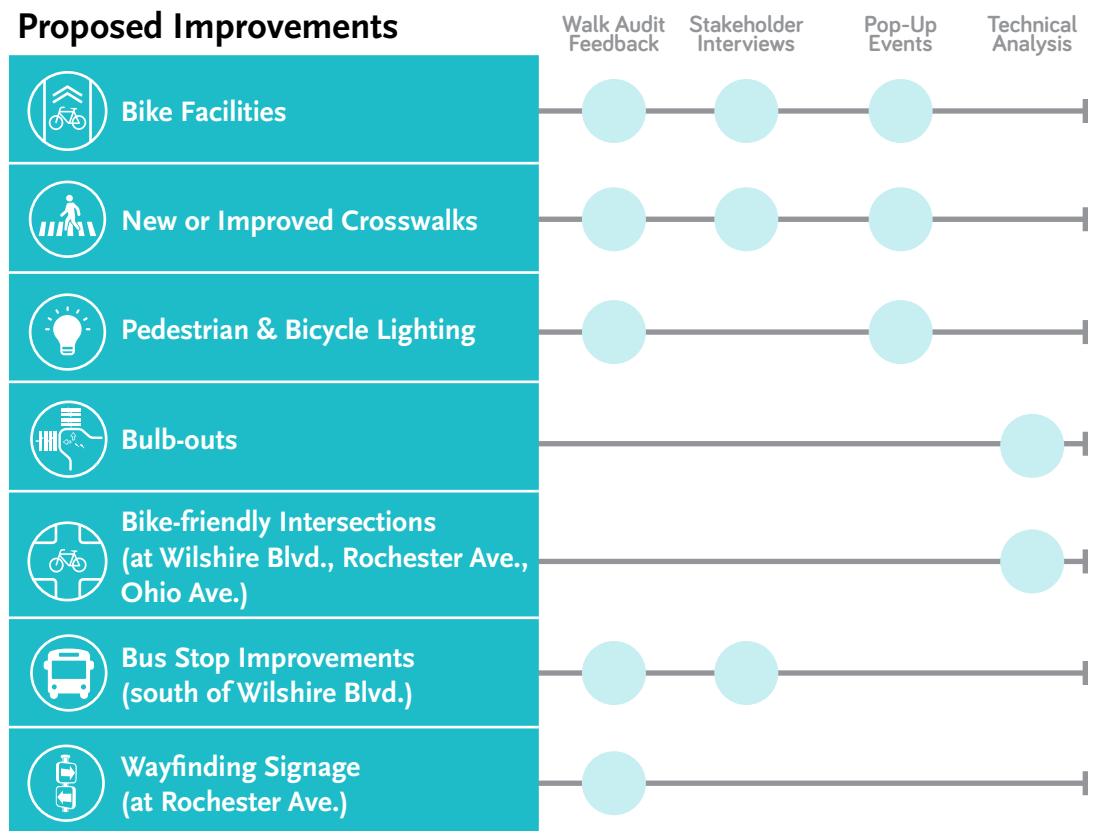
Proposed Improvements



Midvale Ave./Kelton Ave.

Midvale is a north/south connection for bicyclists and pedestrians through residential areas in the southern portion of the station area. It has a Bruin Bus stop, which is a circulator for UCLA students. The street has existing and proposed bicycle infrastructure via the LACMP 2035 and UCLA plan.

Proposed Improvements

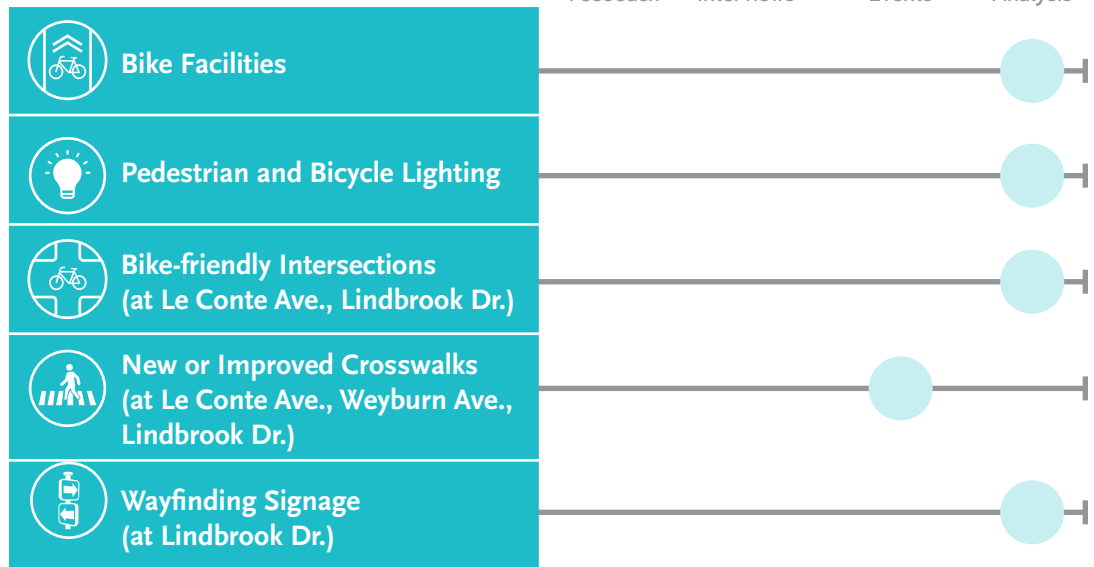


WESTWOOD/UCLA

Hilgard Ave

Hilgard Ave. is a heavily trafficked north/south connection along the east side of the UCLA campus. It has proposed bicycle infrastructure via the LACMP 2035. It connects to residential areas with a high amount of student housing and carries local and regional buses.

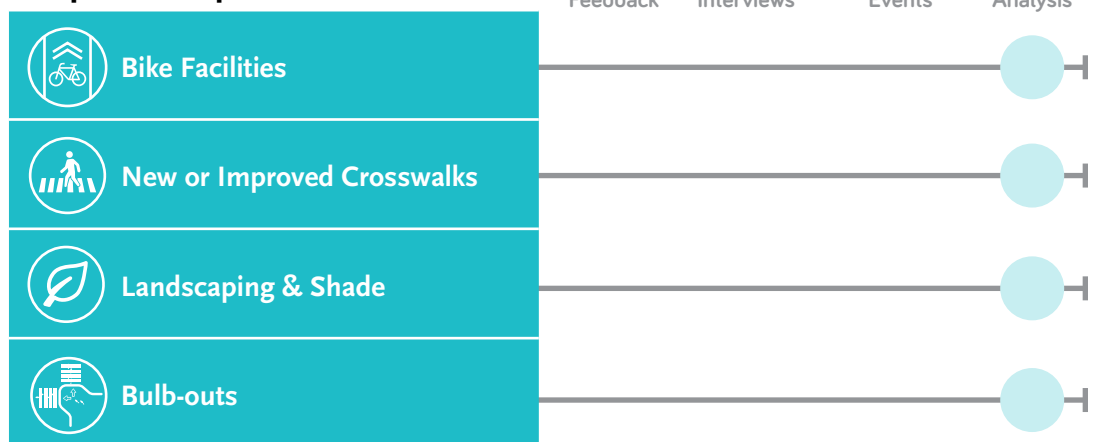
Proposed Improvements



Malcolm Ave

Malcolm Ave. is a north/south connection for bicyclists and pedestrians, running along the eastern edge of the station area. It is an alternative to Westwood Blvd. and connects to both east/west connectors of Rochester Ave. and Ohio Ave.

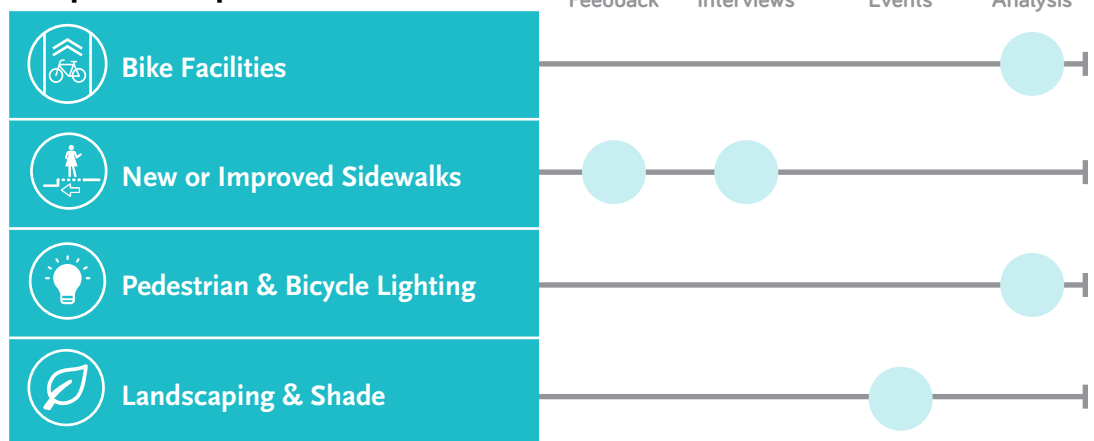
Proposed Improvements



Weyburn Pl.

Weyburn Pl. connects to residential areas with high amounts of student housing in the northwest quadrant. Some of the street functions as an alley, though portions have been improved with lighting and sidewalks. If improved further, the street could provide a nice and direct connection to the western station portal.

Proposed Improvements

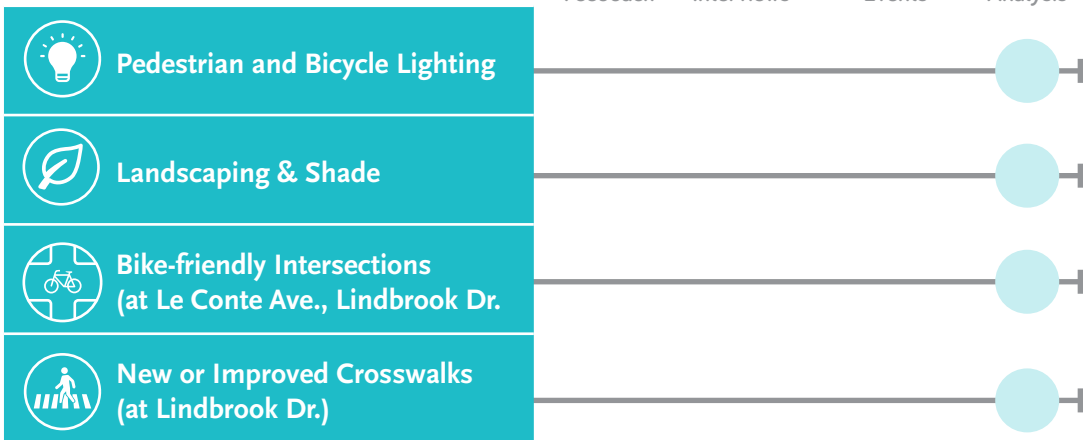


WESTWOOD/UCLA

Tiverton Ave.

Tiverton Ave. is a short north/south street in north Westwood Village. Its southern length has been converted to a one-way street. It has an existing sharrow and connects to a frequently used multi-use path on the east side of the UCLA campus. It also connects to the major neighborhood grocery store at Le Conte Ave.

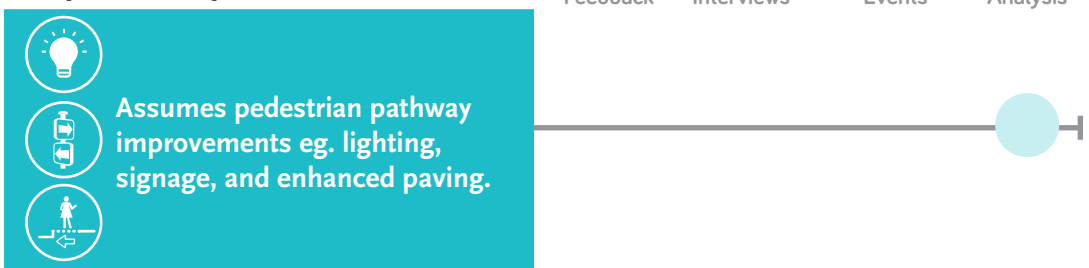
Proposed Improvements



Federal Building Cut Through

A cut-through near the Los Angeles Federal Building offers a low traffic alternative between Veteran Ave. and Sepulveda Blvd. It allows for access to the Passport Agency and other services located there.

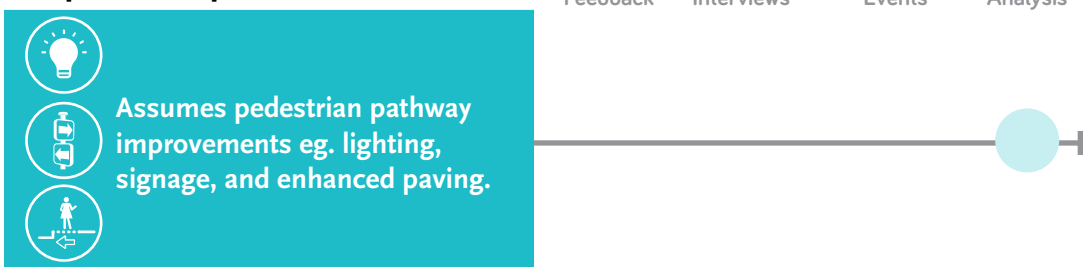
Proposed Improvements



Westwood Recreation Center Cut-through

A cut-through near the Westwood Recreation offers a low traffic alternative between Veteran Ave. and Sepulveda Blvd. It allows for access to the Recreation Center and other park facilities.

Proposed Improvements



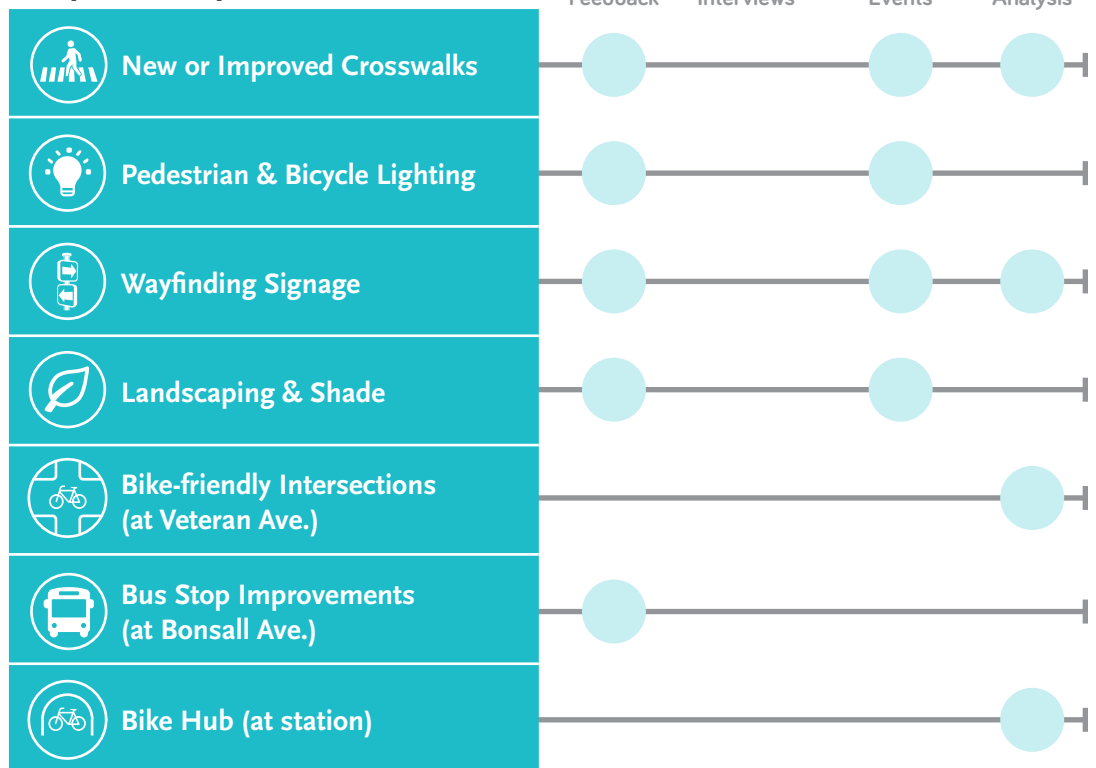
PROJECT ORIGINS WESTWOOD/VA

Wilshire Blvd.

Wilshire Blvd. has direct station access. It is a major east/west thoroughfare for cars and transit.

This street connects to many destinations on the Veterans Affairs (VA) Campus, along with the Los Angeles National Cemetery to the east and office buildings to the west. In this area, the street is heavily trafficked and is not friendly for people on bicycles.

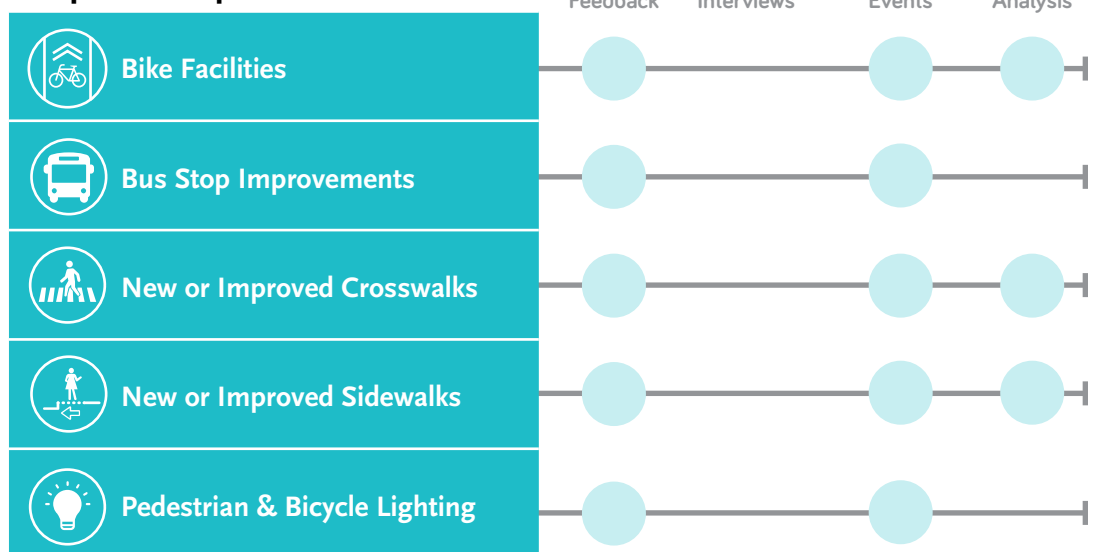
Proposed Improvements



Sawtelle Blvd./ Bonsall Ave.

Bonsall Ave./Sawtelle Blvd. connects directly to the station. It will be the site of a VA Campus shuttle circulator. It is a significant north/south connection for pedestrians and bicyclists. The street has proposed bicycle infrastructure via the LACMP 2035 and the VA Campus Master Plan (VACMP). It connects to many destinations on the VA Campus, as well as the Jackie Robinson Baseball Stadium, and Sawtelle Japantown to the south.

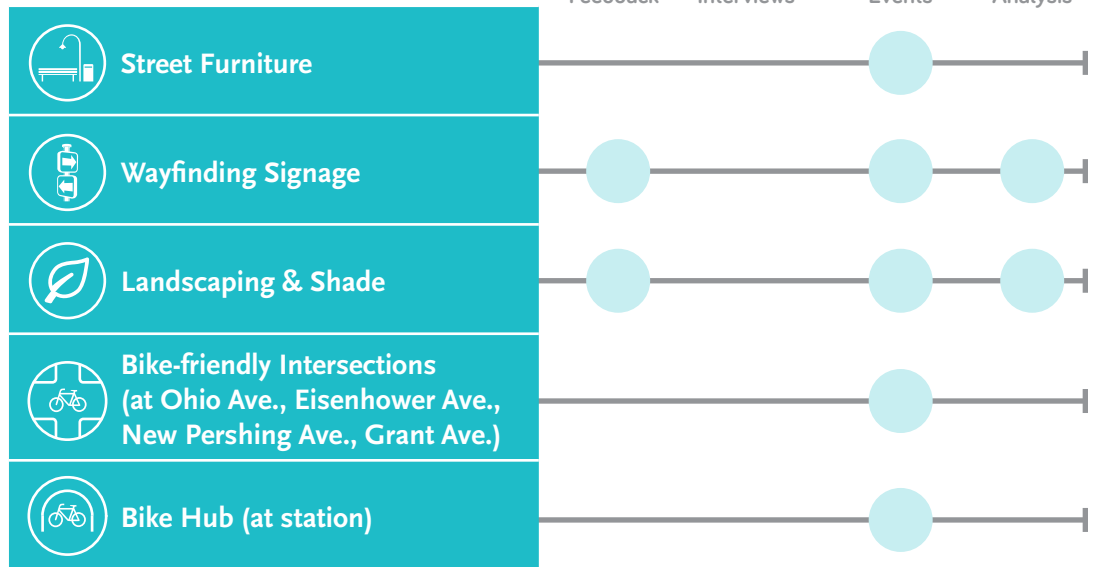
Proposed Improvements



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Sawtelle Blvd./ Bonsall Ave. (cont'd)

Proposed Improvements



Constitution Ave.

Constitution Ave. is the only easterly access point, north of the station to the VA Campus. It will be the site of a VA Campus shuttle circulator. It has proposed bicycle infrastructure via the VACMP. It connects to the Los Angeles National Cemetery and the Jackie Robinson Baseball Stadium.

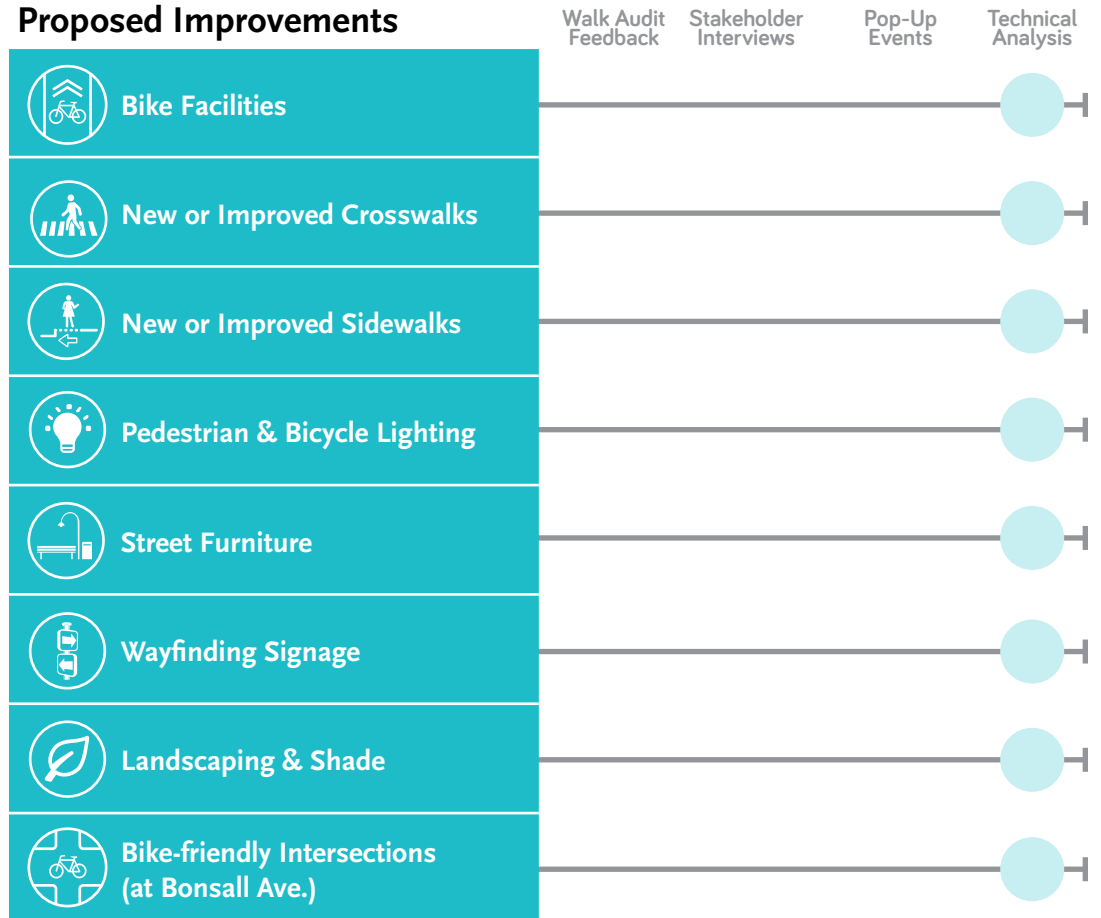
Proposed Improvements



New Pershing Ave.

This new street, proposed under the VACMP, will offer east/west access for pedestrians and cyclists through the VA Campus. It will have a transit connection, with a VA "Excursion" Shuttle stop. It has proposed bicycle infrastructure under the VACMP.

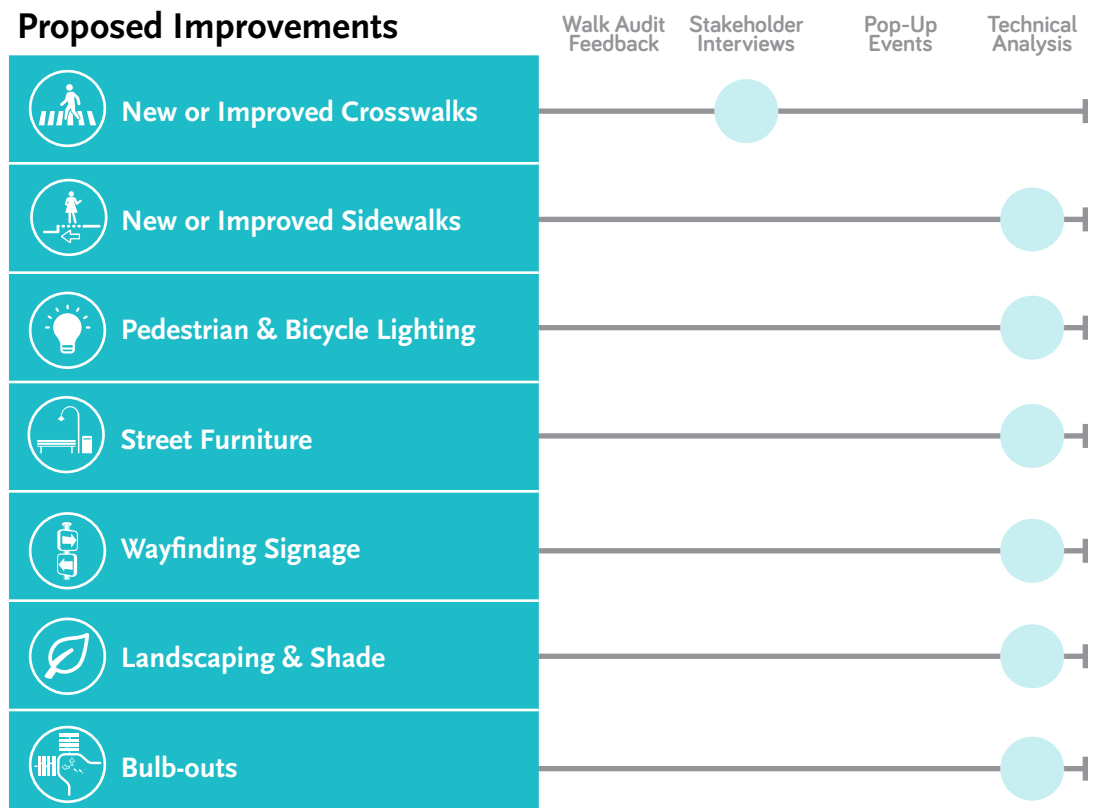
Proposed Improvements



Grant Ave.

Grant Ave is a direct connector for pedestrians across the north quadrant of the VA Campus. Pedestrians would benefit from a number of first/last mile improvements.

Proposed Improvements

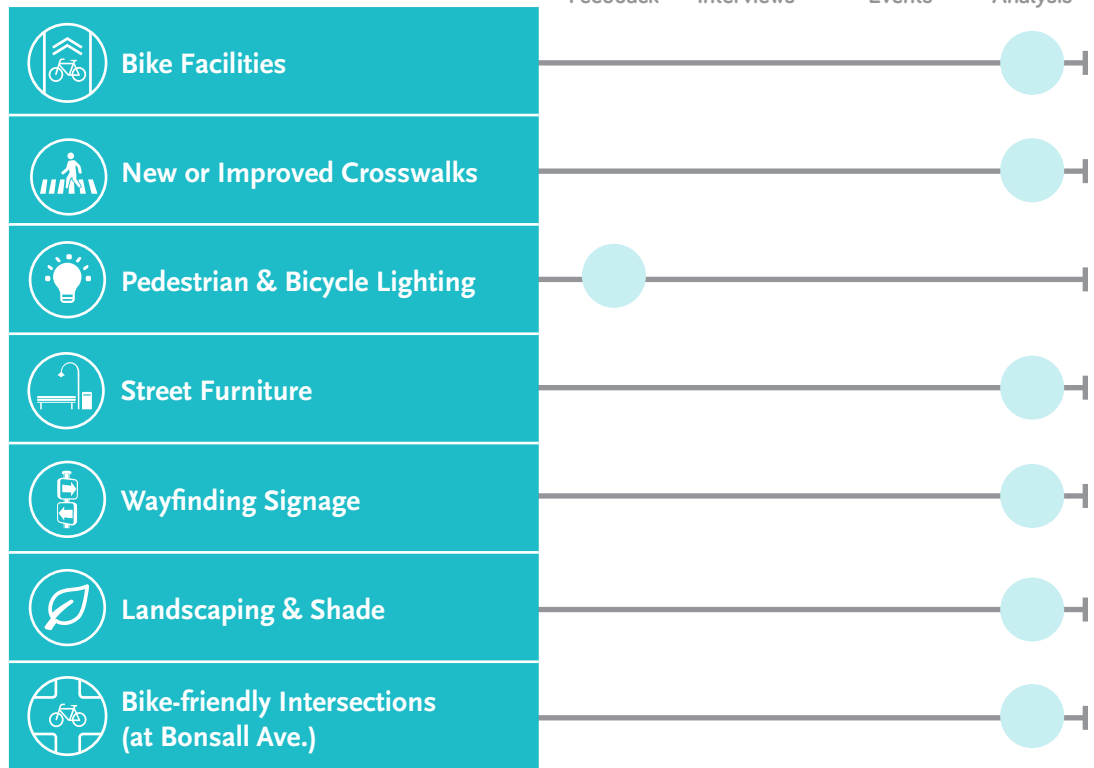


WESTWOOD/VA

Eisenhower Ave.

Eisenhower Ave. offers east/west access for pedestrians and cyclists through the VA Campus. It will be the site of a VA Campus circulator shuttle. It also has proposed bicycle infrastructure via the VACMP.

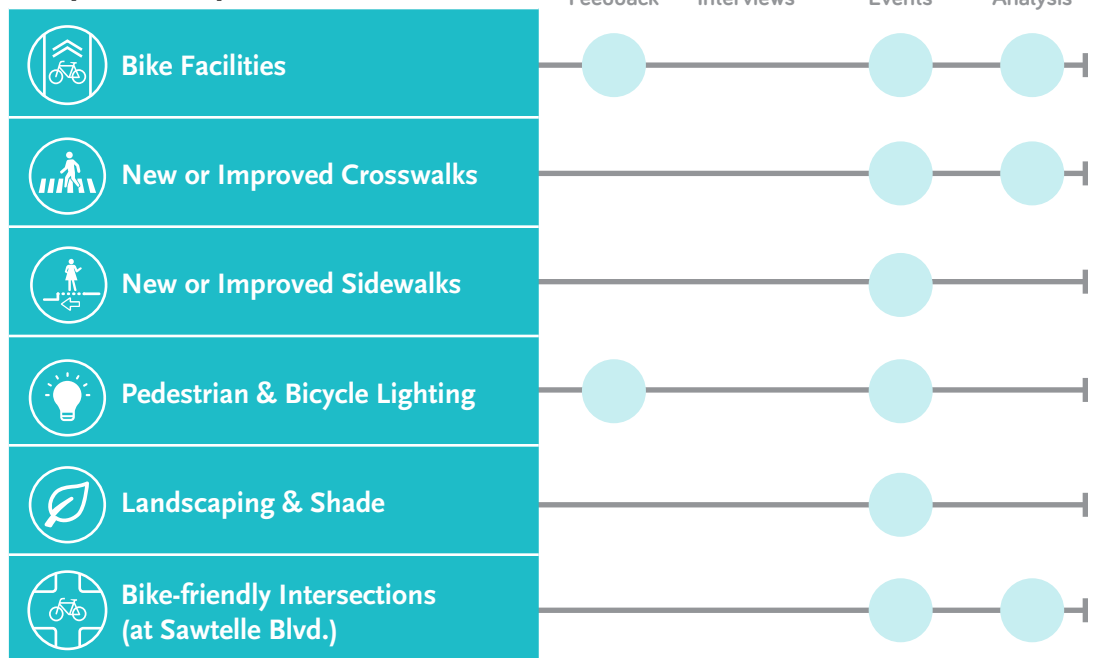
Proposed Improvements



Ohio Ave.

Ohio Ave. is an important east/west connection for pedestrians and bicyclists at the southern edge of the station area, offering an alternative to both Wilshire Blvd. and Santa Monica Blvd. The street has existing and proposed bicycle infrastructure via the LACMP 2035 and UCLA plan. It connects to the Westwood Recreation Center and provides regional connectivity.

Proposed Improvements

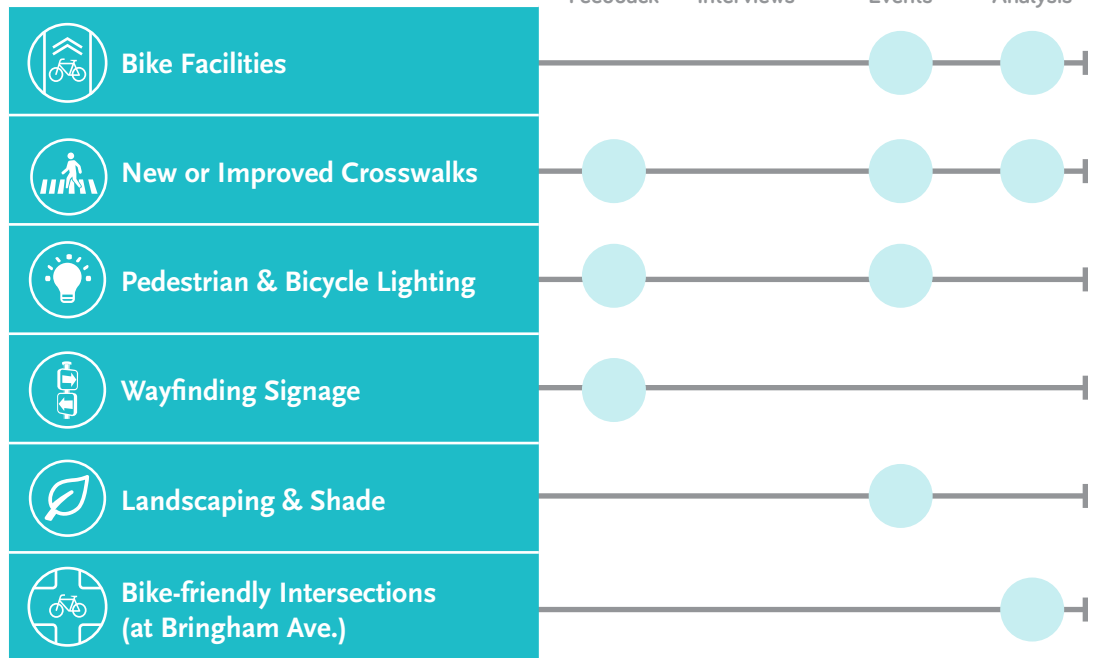


WESTWOOD/VA

Federal Ave./San Vicente Blvd./Bringham Ave.

The three streets of Federal Ave., San Vicente Blvd., and Bringham Ave, are significant north/south connectors on the western edge of the station area and provide access to and from the station for the residential areas nearby. Buses and heavy traffic move along their lengths.

Proposed Improvements



Davis Ave.

Davis Ave. provides station access for the areas in the VA campus and to the north (residential areas). The street has proposed bicycle infrastructure in the VA Master Plan.

Proposed Improvements



WESTWOOD/VA

Veteran Ave.

Veteran Ave. offers a north/south connection for pedestrians. It has transit connections for LA Metro and assorted municipal transit agencies. It connects to UCLA Student Housing to the north and runs along the cemetery on the west side.

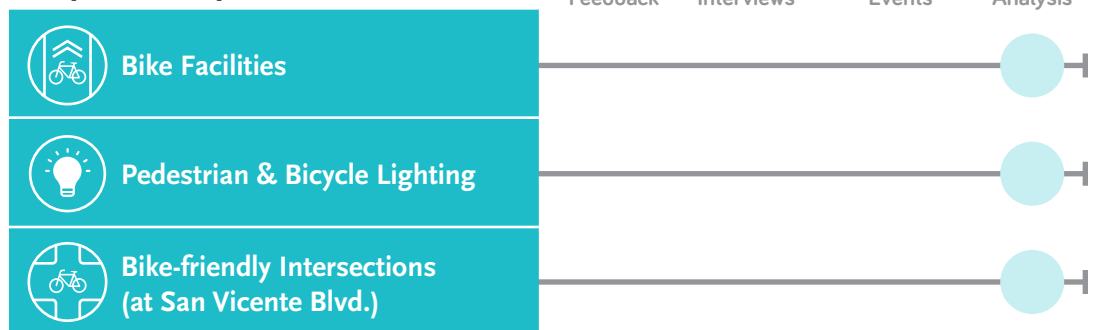
Proposed Improvements



Mayfield Ave.

Mayfield Ave. is a residential street that connects the station area and VA campus to the residential areas to the northwest.

Proposed Improvements



Federal Building Cut Through

A cut-through near the Los Angeles Federal Building offers a low traffic alternative between Veteran Ave. and Sepulveda Blvd. It allows for access to the Passport Agency and other services located there.

Proposed Improvements



Assumes pedestrian pathway improvements eg. lighting, signage, and enhanced paving.

The teal box contains three circular icons: a lightbulb, a smartphone, and a person walking on a path with a directional arrow.

Walk Audit Feedback Stakeholder Interviews Pop-Up Events Technical Analysis

Westwood Recreation Center Cut-through

A cut-through near the Westwood Recreation offers a low traffic alternative between Veteran Ave and Sepulveda Blvd. It allows for access to the Recreation Center and other park facilities.

Proposed Improvements



Assumes pedestrian pathway improvements, e.g. lighting, signage, enhanced paving, and multi-use path on Sepulveda to connect to Ohio Ave.

The teal box contains three circular icons: a lightbulb, a smartphone, and a person walking on a path with a directional arrow.

Walk Audit Feedback Stakeholder Interviews Pop-Up Events Technical Analysis

Next stop: connected communities.

COST ASSUMPTIONS

Purple Line Extension First/Last Mile Plan - Sections 2 & 3



Metro[®]

MAY 2020

Purple Line Extension Sections 2&3
 First/Last Mile Plan, Cost Assumptions Summary

This memorandum summarizes the project elements and unit cost assumptions used in the development of conceptual-level cost estimates associated with the implementation of proposed improvements for the Purple Line Extension Section 2 & 3 First/Last Mile Plan. Each individual improvement shown below is presented with unit type, its associated unit cost, and additional comments for the projected cost item. Cost estimates for improvements proposed by street on a station-by-station basis are found in the Rough Order of Magnitude (ROM) Cost Estimates Memo.

Proposed Walking Improvements

Improvement	Unit	Cost	Comments
Bulb-Outs	Each	\$120,000	\$30,000 per corner
Bus Stop Improvements	Each	\$45,000	Includes platform area, benches, trash receptacle, info/signage
Landscaping and Shade	Block	\$40,000	Assumes tree spacing of 40 feet
New or Improved Crosswalks	Each	\$4,500 for all legs; \$2,250 for main street legs only	Assumes only improvements need be made. \$200,000 for a HAWK beacon, \$500,000 for full signal at 4-leg intersection
New or Improved Sidewalks	Square Foot	\$43 for new; \$13 for improved	Assumes concrete sidewalk extension with curb, not including crowning of the street
Pedestrian & Bicycle Lighting	Each (includes both sides of the street)	\$10,000	Assume one pedestrian lighting post per 50 feet
Street Furniture	Each	\$3,000	Assume one bench and one trash receptacle every 200 feet
Traffic Calming	Each	\$120,000	Assume bulb-outs at all signalized intersections for corridors identified for traffic calming
Wayfinding Signs	Each	\$900	Assume one side every 660 feet, on average. Includes decision, confirmation, turn and off-bikeway signs in both directions

Proposed Biking Improvements

Improvement	Unit	Cost	Comments
Bicycle Hub	Each	\$1,800,000	Assumes a new bike hub
Bicycle Friendly Intersection	Each	\$100,000	\$50,000 for main street legs only
Sharrow	Each	\$600	Beginning of each block and max of 250 foot spacing
Bicycle Boulevard	Feet	\$55	For signed bicycle routes with some improvements. Assumes average cost, dependent on context and magnitude of project
Class II Bike Lanes	Mile	\$75,000	Signage and striping only. No pavement reconstruction.
Class II Protected Bicycle Lane – Raised Median	Mile	\$1,860,000	Double the cost of ATSP one-way Cycle Track with 5 foot raised median. Includes signage and striping (no pavement reconstruction)
Class II Protected Bicycle Lane – Striped Buffer	Mile	\$450,000	Assumes asphalt is existing, and includes a 3 foot buffer, bike lane symbols, and vertical markers every 3 feet
Shared Use Path	Mile	\$1,600,000	Assumptions include the ROW exists

Next stop: connected communities.

PROJECT SCORING METHODOLOGY

Purple Line Extension First/Last Mile Plan - Sections 2 & 3



Metro[®]

MAY 2020

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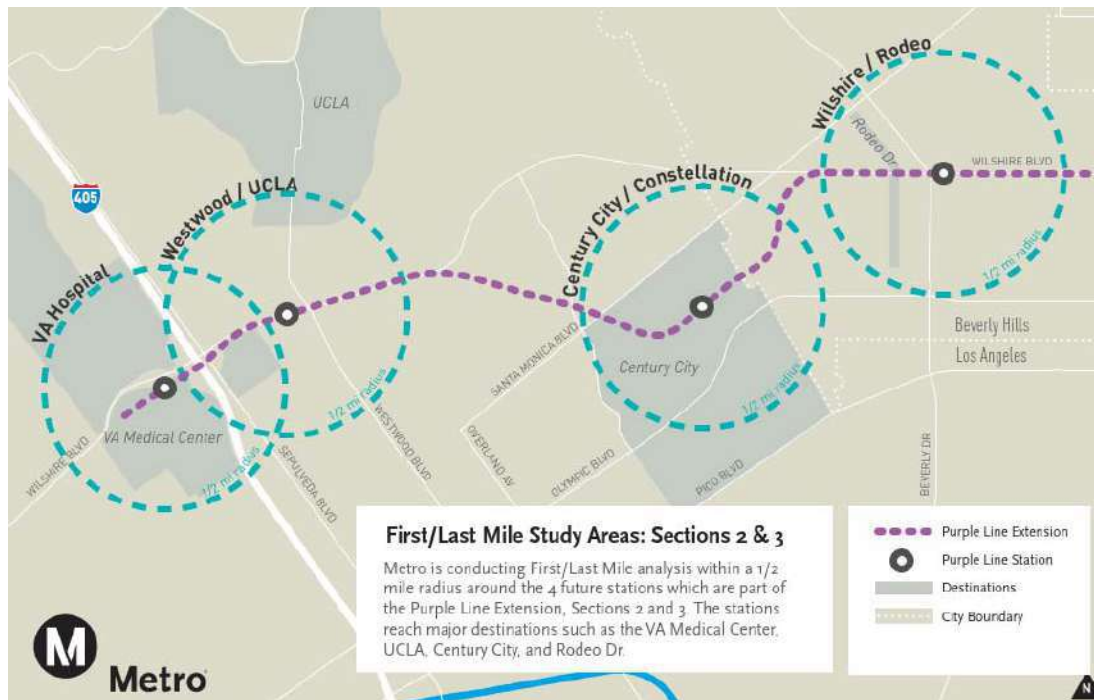
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1 Introduction

The Purple Line First/Last Mile (FLM) planning process is focused on providing safe and inviting pedestrian and wheel access to four new heavy rail transit stations as part of the Purple Line Extension Phases II and III. This memo describes the methodology for identifying and scoring pedestrian and wheel improvements to arrive at a list of prioritized FLM projects for each of the four stations. The methodology discussed in this memo builds on the approach used in the East San Fernando Valley (ESFV FLM Planning project in order to provide consistency in the methods used to prioritize FLM improvements between different transit corridors across Los Angeles County. The following stations were analyzed for FLM access as part of the Purple Line Extension:

- Wilshire/Rodeo
- Century City/Constellation
- Westwood/UCLA
- Westwood/VA

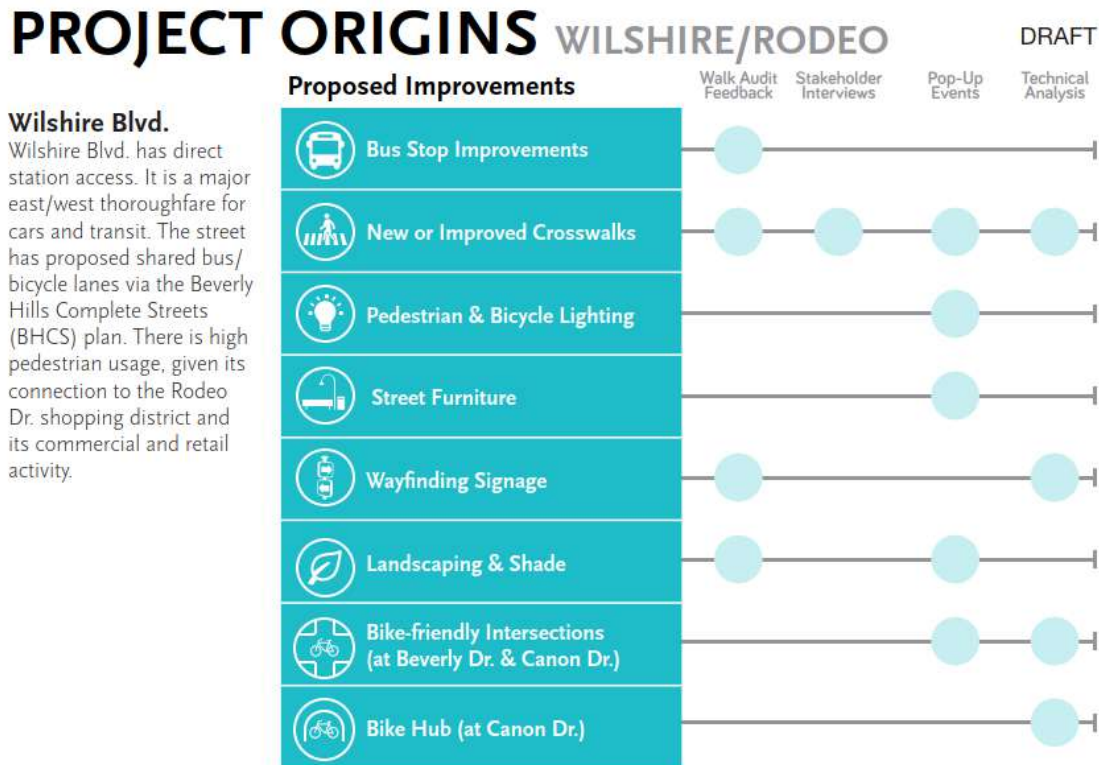
Figure 1: First/Last Mile Study Areas



2 Identifying Pedestrian and Wheels Projects

The project identification approach is similar to that of the ESFV project with the exception of how community and stakeholder input was gathered, and the resulting projects proposed as part of the Purple Line FLM effort. This feedback was collected through FLM walk audits, stakeholder interviews, and pop-up events as described in this section. The source or origin of each proposed project as part of the Purple Line FLM project has been summarized as shown in the example in [Figure 2](#).

Figure 2: Project Origins Example for Wilshire/Rodeo



2.1 Pedestrian Projects Identification

Potential FLM projects for pedestrians within the half-mile station area were identified through various community engagement and technical team processes between Fall 2018 and Summer 2019. These processes helped identify potential projects and inform how they were to be scored and prioritized.

2.2 Wheels Projects Identification

Potential projects for wheels within the half-mile station area and within three miles of the Purple Line Extension Phase II and III were identified through the process below:

1. Map the bicycle network shown on local jurisdictions' adopted and active transportation plans within three miles of the Purple Line Extension alignment, which includes the City of Los Angeles Mobility 2035 Plan, County of Los Angeles Bicycle Master Plan, and UCLA Bicycle Master Plan.
2. Locate gaps in the network, that is, geographic areas (both neighborhoods and commercial districts/corridor) within three miles of the Purple Line Extension alignment that would not have access to the nearest half-mile station area if the local jurisdictions' proposed networks were fully implemented.
3. Identify additional potential linear facilities that would provide access to those network gaps.
4. Identify potential linear projects within each half-mile station area that would connect the station to destinations within the station area and to the three-mile network by using input collected during walk audits and recorded on Metro's FLM walk audit app in addition to field survey work done by the design team.

2.3 First/Last Mile Walk Audits

The FLM Walk Audits were used to identify projects for pedestrians within the half-mile station area and for projects for wheels within the half-mile station area that would link the station to the bicycle network. The approach to the walk audits was developed with Metro First/Last Mile and Community Relations staff and accounted for the unique physical and social context of the corridor. Four stations were audited by the technical design team, community stakeholders, and Metro staff during Winter 2019.

2.4 Stakeholder Interviews

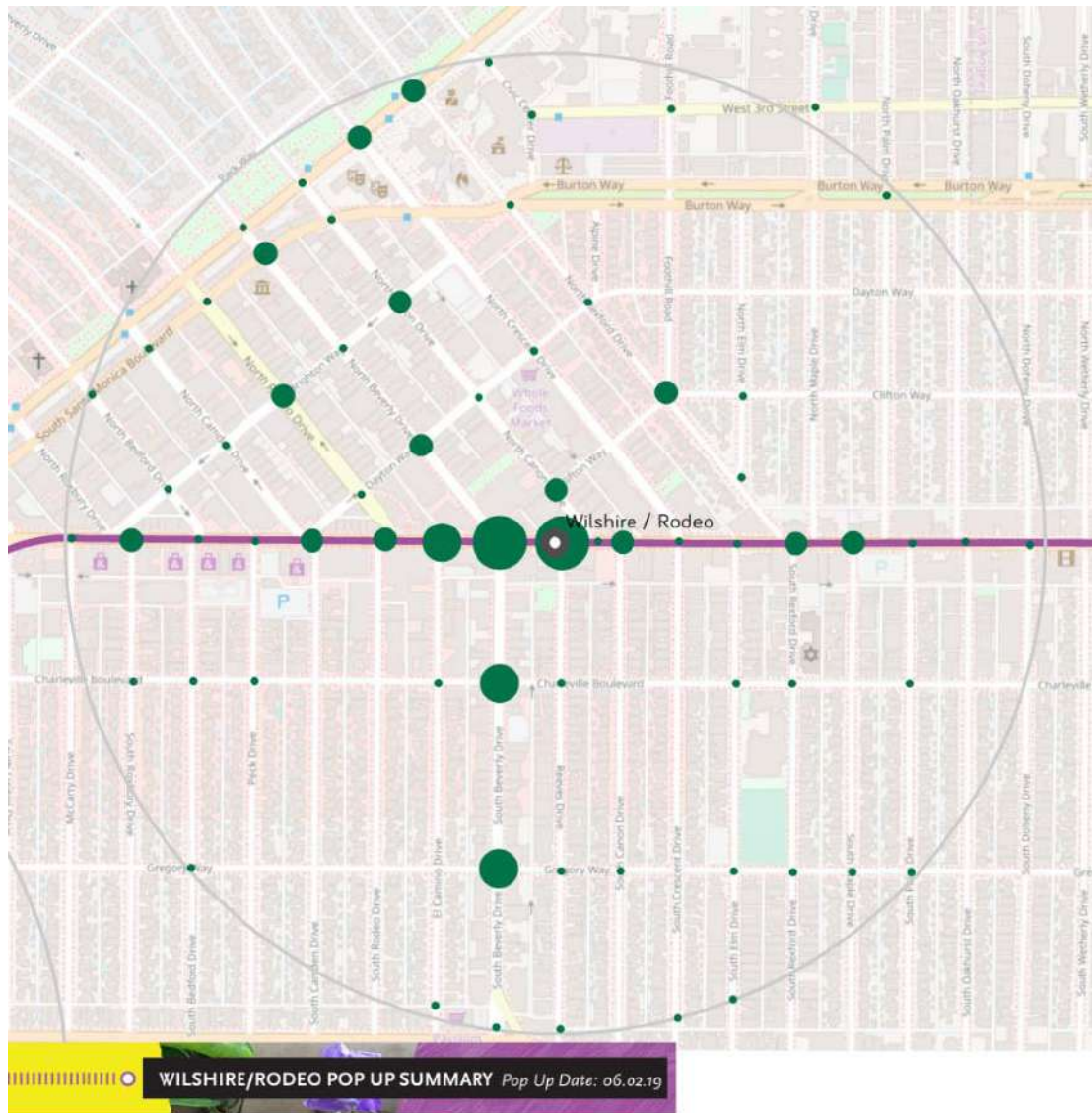
Between November 2018 and January 2019, a series of interviews were conducted with a variety of individuals and organizations that have a stake or interest in the future of the Metro Purple Line Extension Project. Stakeholders included elected officials, planning staff, and representatives from community organizations, businesses, healthcare centers and higher education institutions. There were 13 interviews conducted with a total of 21 stakeholders between November 2018 and January 2019.

The interviews were either conducted via phone, video-chat, or in person. Interview participants were asked a similar set of questions and were shown Google Earth map imagery of the stakeholder's corresponding station area. Participants analyzed the map and provided commentary on specific areas of concern regarding pedestrian and wheels elements.

2.5 Pop-Up Events

Local community members were able to provide input at pop-up events held in the Spring/Summer of 2019. Participants were able to indicate which projects they would like to see and where they would like them to be located. These results were summarized and used to identify improvements that were more frequently suggested. An example of one of the station pop-up summaries is shown in Figure 3.

Figure 3: Pop-Up Summary Sheet for Wilshire/Rodeo



Proposed Spot Improvements by Intersection

- 1-2
 - 3-4
 - 5-6
 - 7-8
- Top 5 Intersections:**
- Wilshire Blvd & Reeves Dr (8)
 - Wilshire Blvd & Beverly Dr (7)
 - Wilshire Blvd & Rodeo Dr (5)
 - Beverly Dr & Charleville Blvd (5)
 - Beverly Dr & Gregory Way (5)

169 Total Proposed Improvements

- 149 Total Spot Improvements
 - Street Furniture (24)
 - Crosswalks (22)
 - Bike Friendly Intersections (19)
- 20 Total Corridor Improvements

(Top 3)

2.6 Community Survey

An online community survey was distributed in English and Spanish and was completed by approximately 443 participants between May 23, 2019 and August 25, 2019. The survey consisted of 21 questions regarding demographics, destinations they travel to near the four new stations, commuting patterns, and existing and desired street conditions near the stations.

Out of 369 respondents, over 49 percent of respondents said they would use the Westwood/UCLA station the most (see Figure 4. Most respondents reported they live in the area (see Figure 5. When asked which aspects were the most important to users at the station they would use the most, the items deemed most important were more landscaping and shade and improved pedestrian and bike lighting, as shown in Figure 6.

Figure 4: When the Purple Line Extension opens, which station would you use the most?

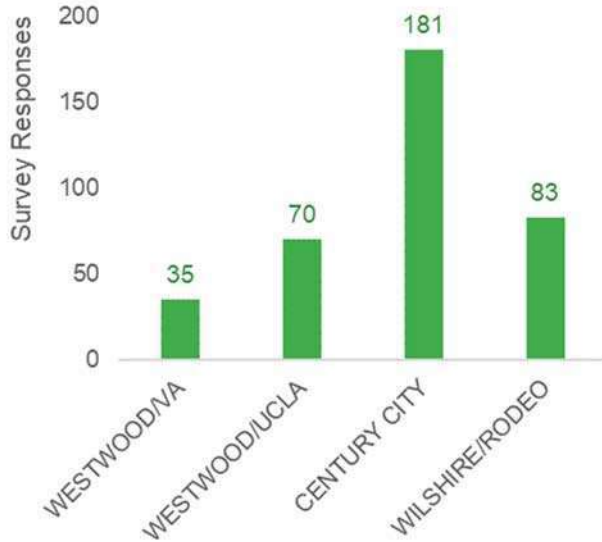


Figure 5: What is your relation to the Westside area?

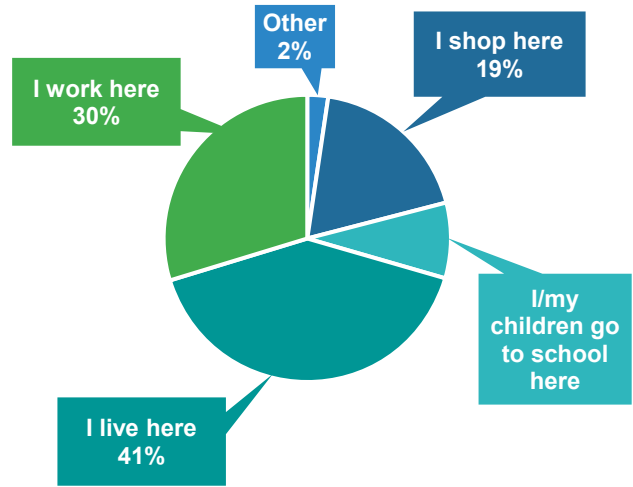
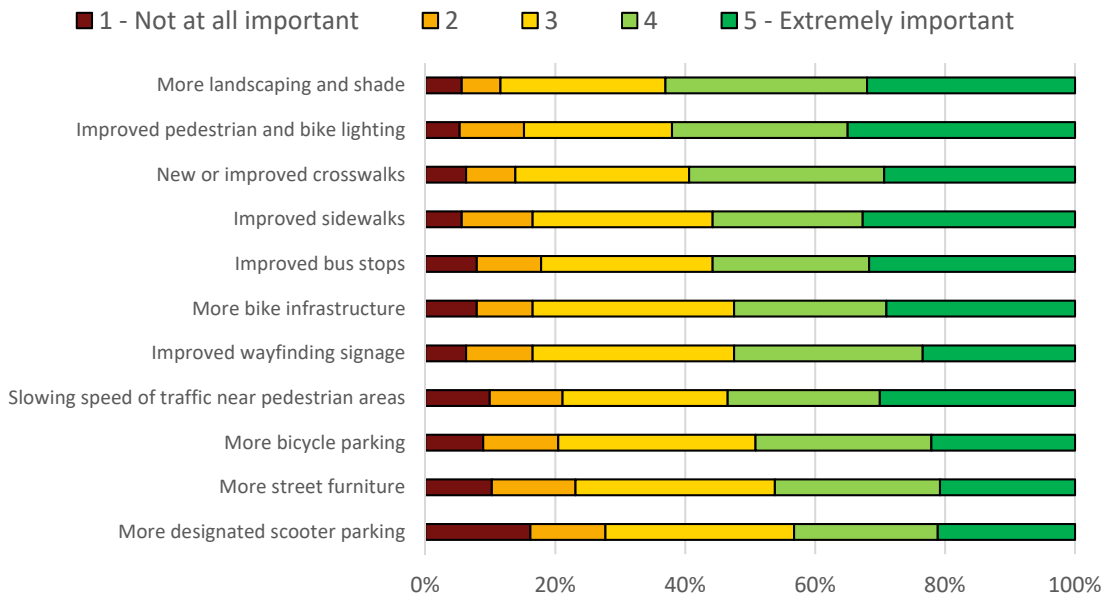


Figure 6: How important to you are the following street improvements around the stations?



3 Pedestrian Project Scoring

The design team reviewed project prioritization methods from the East San Fernando Valley FLM Planning project, and developed a scoring system consistent with this project, but modified slightly to be appropriate for the Purple Line FLM project. Some key differences are in the approach to gathering and scoring community input, and different project types.

For the purposes of scoring, individual pedestrian improvements were grouped by corridor or pathway segments to provide for a more complete walking environment, as opposed to separating small improvements, such as landscaping and sidewalk enhancements, and diluting their potential streetscape benefits. By focusing on more comprehensive streetscape improvements, the benefits are more likely to be noticeable and have a greater positive impact on Metro customers connecting with the transit system.

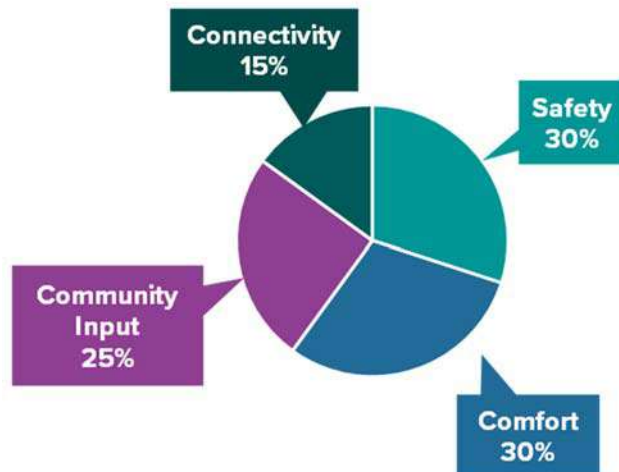
The scoring system will convey project prioritization from a technical standpoint and the projects themselves would be subject to coordination with local jurisdictions, available funding, and Metro Board direction.

3.1 Scoring Criteria and Methodology

The projects will be scored based on four categories: Safety, Comfort, Community Input, and Connectivity.

Safety is weighted at 30 points, as well as Comfort, in order to identify projects that make the transit system safe and comfortable to use for transit users of all ages and abilities. Community Input is weighted at 25 points, so that project prioritization is reflective of community needs. Connectivity is weighted at 15 points and is given less weight than other categories, since all pedestrian projects being proposed are meant to increase connectivity to the transit system. The maximum score a project could earn is 100 points. The weighting of categories and specific criteria are described in the following sections.

Figure 7: Ped Projects Weighting



3.1.1 Safety = 30 points

Safety Improvement Type

Includes proposed safety improvements on a pathway segment leading to a station and could earn up to 25 points

5 points	Pedestrian/bike lighting
5 points	Bulb-outs
5 points	New or improved crosswalks

5 points	New or improved sidewalks
5 points	Residential traffic calming

SWITRS Collision Data

Pedestrian patterns and destinations are expected to change with the opening of the future Purple Line stations, so Statewide Integrated Traffic Records System (SWITRS) collision data is given less weight than the safety improvements proposed on a street leading to the station. The total number of pedestrian/motor vehicle collisions that occur on streets on which the project would be located could earn up to 5 points.

5 points	Greater than 10 collisions
3 points	6-10 collisions
1 point	1-5 collisions

3.1.2 Comfort = 30 points

Pathways that include projects that make walking more comfortable and easier to navigate to/from a station, or to an adjacent station and likely used by Metro customers transferring to/from the Purple Line could earn up to 30 points.

10 points	Landscaping and shade
8 points	Bus stop enhancement
6 points	Wayfinding signage
6 points	Street furniture

3.1.3 Community Input = 25 points

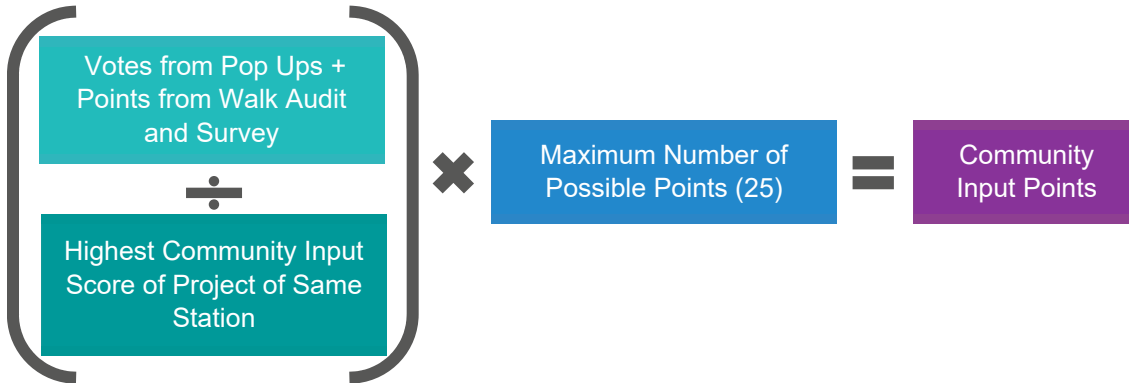
Community input was solicited through online surveys, walk audits, and pop-up community events. At the pop-up events participants indicated where in each station area they would like to see pedestrian improvements. These votes have then been grouped by street and the total number of votes per street has been added together. Projects identified through walk audits could earn an additional 5 points. If an improvement was deemed as one of the top three most important improvements for that particular station based on the survey responses from question #11 (see Section 2.6 Community Survey), that improvement could receive an additional 5 points.

Since projects for pedestrians are grouped by streets, the total community input score per street (votes from the pop-up events plus any additional points) is added together and the street with the highest community input score is given the maximum 25 points with other streets scored proportionally. The weighting of community input is self-contained within each station since attendance and amount of input varied from event to event. For example, the community input

score from the Westwood/UCLA station would not be used to compare with the community input score of Century City station.

For example, if the street in question has a combined community input score of 46 points, and the highest community input score is 82, then the street in question would be given $(46 \div 82 \times 25 = 14)$ (or 14 points. Figure 8 illustrates this formula.

Figure 8: Community Input Scoring Formula



5 points	Proposed during Walk Audits
5 points	If included in top 3 “most important” improvements from Survey question #11
# Votes	Votes during Pop-Ups

3.1.4 Connectivity = 15 points

This category recognizes the importance of providing pathways with the most direct connections to a station. Taking into account that all Metro customers must use a primary street, like Wilshire Boulevard, to reach a station entrance, projects located on a primary street will receive a maximum of 10 points. Other important connectivity aspects include connections to major destinations and pathways that decrease and maintain walking distances to destinations within a half-mile such as cut-through paths. These two criteria could each earn 2.5 points. Major destinations were identified, mapped, and categorized as either open space, art, attraction, education, public, and shopping. Pathways that were considered as a cut-through from a primary street were considered to have decreased the walking distance.

10 points	Primary street
2.5 points	Connects to major destination
2.5 points	Decreases walking distance to destinations in 1/2 mile

3.2 Sample Scoring Matrix

The scoring system described was tested for Wilshire/Rodeo Station which is included as a sample matrix for Project for Pedestrians. The matrix includes:

- Projects organized by street
- Project number, icon, and type
- Location
- Cross Street/Limits
- Safety Points
- Comfort Points
- Community Input Points
- Connectivity Points
- Total Points

The scoring revealed that pedestrian improvements that are on a primary street (Wilshire Boulevard and Beverly Drive) and that focused on increasing comfort scored higher than other projects from a technical and accessibility standpoint. The Pedestrian Projects Sample Matrix is shown in Figure 9.

Figure 9: Sample Projects for Pedestrians Scoring Matrix

PROJECT SCORING and PRIORITIZATION
 WILSHIRE/RODEO STATION - PEDESTRIAN PROJECTS

Wilshire/Rodeo Station - Projects for Pedestrians																		
#	Icon	Type	Cross Street / Limits	Safety (30 pts max)			Comfort (30 pts max)		Community Input (25 pts max)				Connectivity (15 pts max)			Total (100 pts max)		
				Improvement (25 pts max)	SWITRS (5 pts max)	Points	Improvement	Points	Walk audit (5 pts max)	# of votes per corridor	Survey (5 pts max)	Community Input Score	Points	Primary Street (10 pts max)	Connects to a major destination (2.5 pts max)	Decreases walking distance to destinations in 1/2-mile radius (2.5 pts max)	Points	Score
Projects on Wilshire Blvd (Arterial)																		
1		New or improved crosswalk	Linden Dr to Wetherly Dr	5					5									80.5
2		Bus stop improvements	Linden Dr to Wetherly Dr				8		5									
3		Ped/bike lighting	Linden Dr to Wetherly Dr	5														
4		Street furniture	Linden Dr to Wetherly Dr				6											
5		Wayfinding	Linden Dr to Wetherly Dr				6		5									
6		Landscaping and shade	Linden Dr to Wetherly Dr				10		5	5								
Projects on Beverly Dr. (Arterial)																		
7		Bulb-outs	Park Way to Olympic Blvd	5														65.4
8		New or improved crosswalk	Park Way to Olympic Blvd	5														
9		Improved sidewalks	Park Way to Olympic Blvd	5					5									
10		Bus stop improvements	Park Way to Olympic Blvd				8											
11		Street furniture	Park Way to Olympic Blvd				6		5									
12		Wayfinding	Park Way to Olympic Blvd				6											
Projects on N. Santa Monica Blvd (Arterial)																		
13		New or improved crosswalk	Bedford Dr to N Alpine Dr	5					5									57.5
14		Bus stop improvements	Bedford Dr to N Alpine Dr				8											
15		Ped/bike lighting	Bedford Dr to N Alpine Dr	5														
16		Wayfinding	Bedford Dr to N Alpine Dr				6		5									
17		Landscaping and shade	Bedford Dr to N Alpine Dr				10		5	5								
Projects on S. Santa Monica Blvd (Collector)																		
18		New or improved crosswalks	Roxbury Dr to Crescent Dr	5					5									51.0
19		Traffic Calming	Roxbury Dr to Crescent Dr	5														
20		Ped/bike lighting	Roxbury Dr to Crescent Dr	5														
21		Street furniture	Roxbury Dr to Crescent Dr				6											
22		Wayfinding	Roxbury Dr to Crescent Dr				6											

4 Wheels Project Scoring

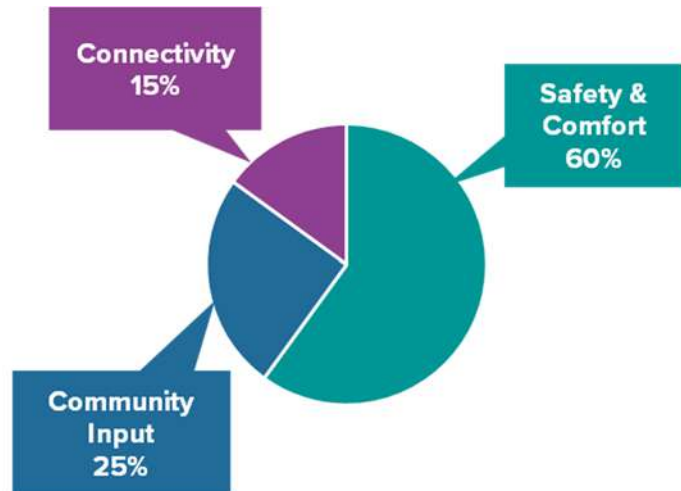
Similar project prioritization methodology from the East San Fernando Valley FLM Planning project were reviewed to develop a scoring system appropriate for the Purple Line FLM project. Major differences in scoring include the nature of the wheels projects that are being proposed, such as bicycle-friendly intersections and storage amenities, the connectivity aspects and characteristics of the proposed projects, and the way community input was gathered. The scoring system will convey project prioritization from a technical standpoint and the projects themselves would be subject to coordination with local jurisdictions, available funding, and Metro Board direction.

4.1 Scoring Criteria and Methodology

Three criteria will be used for scoring wheel projects: Safety and Comfort, Community Input, and Connectivity as shown in Figure 10.

“Safety and comfort” were given the greatest weight which are inseparable when planning for bike and wheel access to stations as explained in the National Association of City Transportation Officials (NACTO) “Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities” (December 2017). Community Input received the second highest weight. Connectivity was given less weight than other the other categories, since all wheels projects being proposed are meant to increase connectivity to the transit system and bicycle network. The maximum score a project could earn is 100 points. The weighting of categories and specific criteria are as follows:

Figure 10: Wheel Projects Weighting



4.1.1 Safety and Comfort = 60 points

SWITRS Collision Data = 10 points

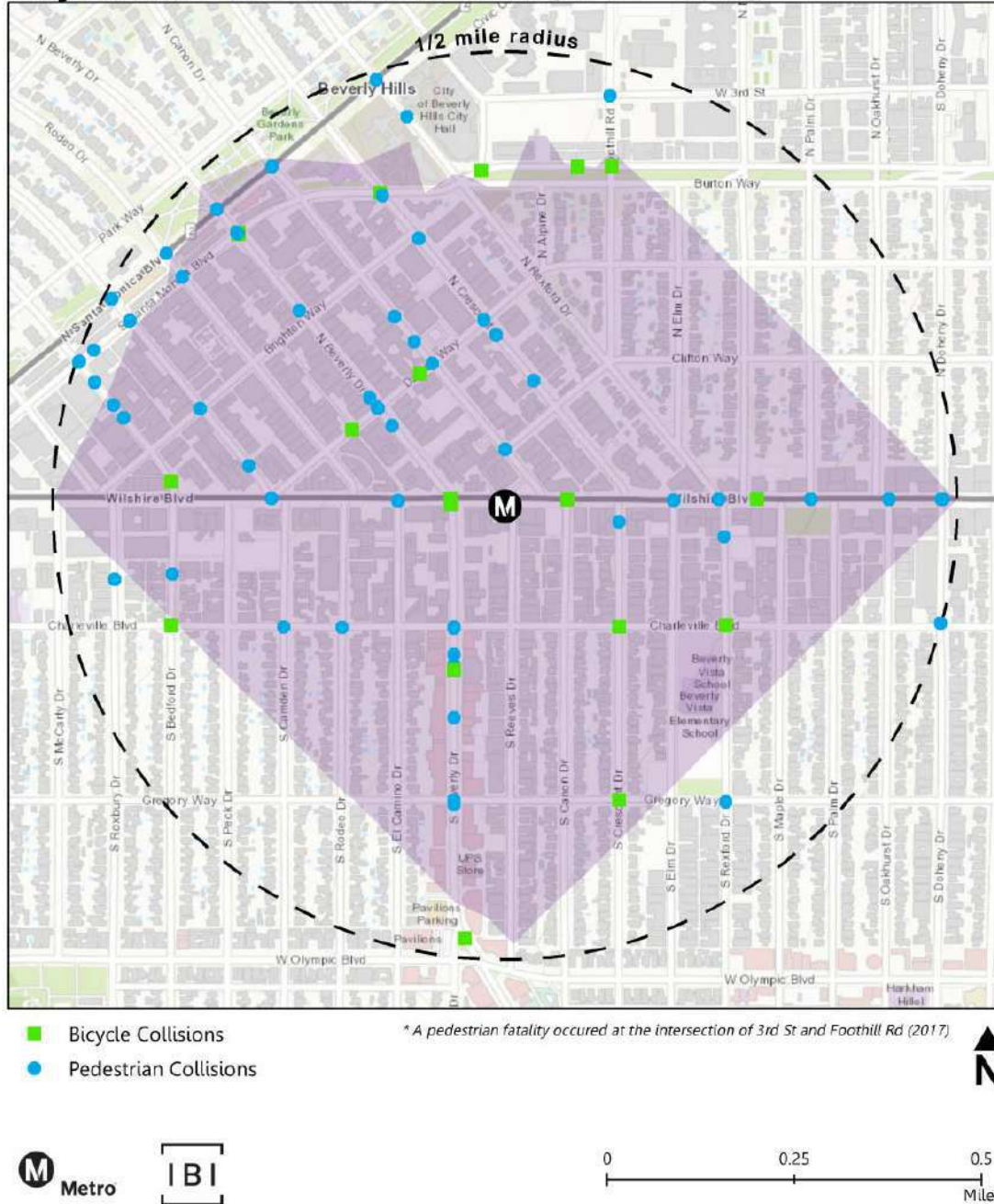
The number of bicycle-motor vehicles collisions per data from SWITRS on a street segment during the past five years that would potentially be reduced by implementing a project on that street segment could earn up to 10 points

10 points	Greater than 5 collisions
5 points	4-5 collisions
3 points	2-3 collisions
1 point	1 collision

The project team developed collision data summary maps to inform the scoring within this category, as shown in Figure 11.

Figure 11: SWITRS Collision Data for Wilshire/Rodeo

Wilshire / Rodeo Station Bicycle and Pedestrian Collisions (2013 - 2017)



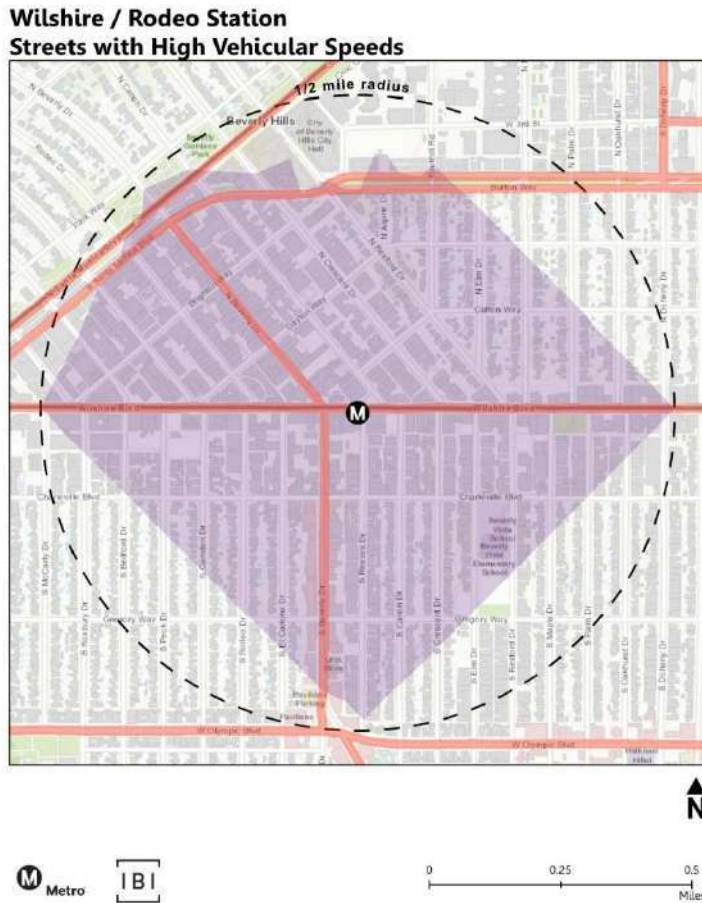
NACTO Guidelines = 20 points

The extent to which a project conforms to NACTO guidance for safety and comfort could earn up to 20 points.

20 points	Project would meet NACTO Contextual Guidance for All Ages & Abilities Bikeways, that is Class I; Class IV; Class II on street with 1 lane each way, ≤25 mph after calming and ≤3,000 ADT; Class III on street with ≤20 mph after calming and ≤2,000 ADT
10 points	Class III with ≤20 mph after calming and ≤5,000 ADT
10 points	Class II on street with 1 lane each way, ≤30 mph and ≤20,000 ADT
5 points	Class III with 1 lane each way, ≤25 mph after calming and ≤8,000 ADT
5 points	Class II on street with 2 lanes each way and ≤35 mph

The project team developed summary maps highlighting surrounding streets with high vehicular speeds to inform the scoring within this category, as shown in Figure 12. Average daily traffic count data is sourced from publicly available information from the Cities of Los Angeles and Beverly Hills.

Figure 12: Surrounding Streets with High Vehicular Speeds for Wilshire/Rodeo



Controlled Crossings = 10 points

Vital component to assure bicyclists and other wheeled customers can navigate a safe pathway to their station. If all the project’s pathway arterial street crossings would be controlled, they could earn up to 10 points. The FLM pathway arterials are defined in the pathway maps, shown in the example in Figure 13.

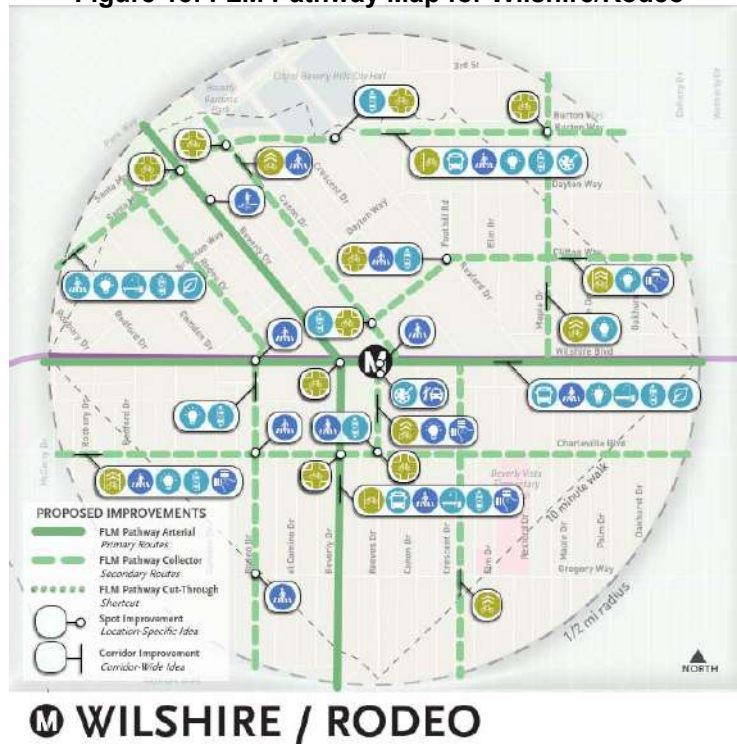
10 points	Yes
0 points	No

Bicycle Amenities = 20 points

Important support facilities that promote the use of bicycles and other wheeled modes of transportation through the safest and most secure amenities could earn up to 20 points

10 points	Bicycle hub /storage (racks, lockers)
10 points	Bicycle friendly intersection

Figure 13: FLM Pathway Map for Wilshire/Rodeo



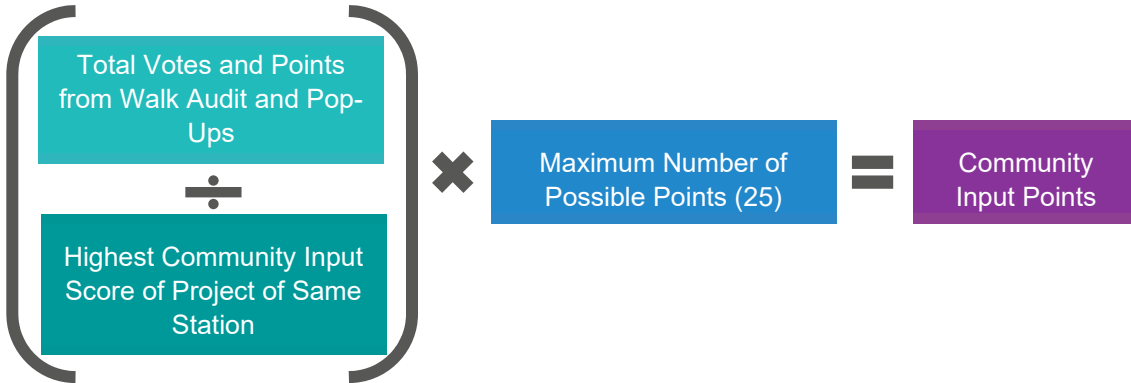
4.1.2 Community Input = 25 points

Community input was solicited through online surveys, walk audits, and pop-up community events. At the pop-up events participants indicated where in each station area they would like to see bicycle improvements. These votes have then been grouped by street and the total number of votes per street has been added together. Projects identified through walk audits could earn an additional 5 points. If an improvement was deemed as one of the top three most important improvements for that particular station based on the survey responses from question #11 (see Section 2.6 Community Survey), that improvement would receive an additional 5 points.

Since projects for wheels are grouped by streets, the total community input score per street is added together and the street with the highest community input score is given the maximum 25 points with other streets scored proportionally. The weighting of community input is self-contained within each station since attendance and amount of input varied from event to event. For example, the community input score from the Westwood/UCLA station would not be used to compare with the community input score of Century City station.

For example, if the street in question has a combined community input score of 46 points, and the highest community input score is 82, then the street in question would be given $(46 \div 82) \times 25 = 14$ (or 14 points). Figure 14 illustrates this formula.

Figure 14: Community Input Scoring Formula



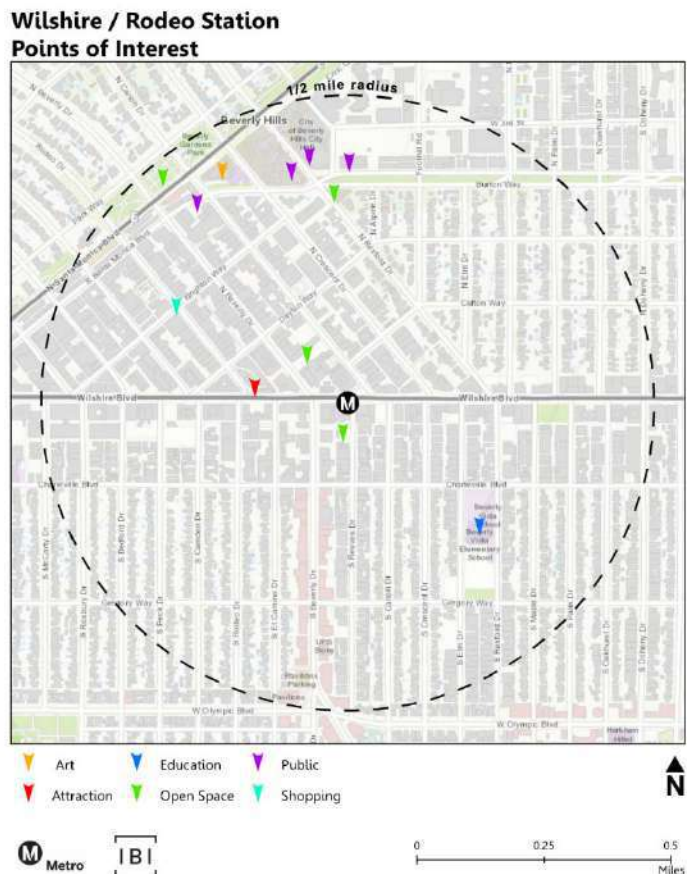
5 points	Proposed during Walk Audits
5 points	If included in top 3 “most important” improvements from Survey question #11
# Votes	Votes during Pop-Ups

4.1.3 Connectivity = 15 points

This score recognizes the importance of completing the pathway network leading to a station. Projects that provide more direct connections to the station and to existing/planned bicycle network earn the highest number of points and could be up to a total of 15 points. Connections to major destination were assessed by mapping major destinations such as regional parks, universities, civic centers, regional hospitals, schools, etc. A summary map to inform scoring in this category is shown in Figure 15.

5 points	Primary street
5 points	Connects to the station
3 points	Connects to bicycle network: If connects to existing facility
2 points	If connects to planned facility
2 points	Connects to a major destination

Figure 15: Points of Interest for Wilshire/Rodeo



4.2 Sample Scoring Matrix

The scoring system described was tested for Wilshire/Rodeo Station, which is included as a sample matrix for Projects for Wheels.

The matrix shows that projects that had significant safety and comfort improvements were of the highest priority. These also correlate with those that were highly suggested through community input. The Wheels Projects Sample Matrix is shown in Figure 16.

Figure 16: Sample Projects for Wheels Scoring Matrix

PROJECT SCORING and PRIORITIZATION
WILSHIRE/RODEO STATION - BICYCLE PROJECTS

Wilshire/Rodeo Station - Projects for Bicycles																			
#	Icon	Type	Cross Street/ Limits	Safety and Comfort (60 pts max)					Community Input (25 pts max)					Connectivity (15 pts max)				Total (100 pts max)	
				SWITRS (10 pts max)	NACTO Guidance (20 pts max)	Controlled Crossings (10 pts max)	Bicycle Amenities (20 pts max)	Points	Walk audit (5 pts max)	Pop Up: # of Votes	Survey (5 pts max)	Community Input Score	Points	Primary Street (5 pts max)	Connects to the Station (5 pts max)	Connects to bicycle network (3 pts max)	Connects to a major destination (2 pts max)		Points
Projects on Beverly Dr. (Arterial)																			
1		Class IV protected bike lane	Santa Monica Blvd to Olympic Blvd	5	20	10		45	5	5	15	25.0	5	5	3	2	15	85.0	
2		Bicycle-friendly Intersection	Wilshire Blvd, Charleville Blvd, Gregory Way, Santa Monica Blvd				10												
Projects on Wilshire Blvd (Arterial)																			
3		Bicycle-friendly Intersection & hub	Canon Dr, Beverly Dr (hub at Canon Dr only)	3		10	20	33		2	5	7	11.7	5	5		2	12	56.7
Projects on Burton Way (Collector)																			
4		Class IV protected bike lane	Rexford Dr to San Vicente Blvd	3	20	10		43		5	5	8.3			3	2	5	56.3	
5		Bicycle-friendly Intersection	Foothill Rd, Maple Dr, Rexford Dr				10												
Projects on Clifton Way (Collector)																			
6		Class III Bike Boulevard with street calming	Canon Dr to Doheny Dr		10	10		30	5	1	6	10.0		5	3	2	10	50.0	
7		Bicycle-friendly Intersection	Rexford Dr, Canon Dr				10												
Projects on Charleville Blvd (Collector)																			
8		Class IV protected bike lane	McCarty Dr to Robertson Blvd	3	20	10		43		3	3	5.0				2	2	50.0	
9		Bicycle-friendly Intersection	Roxbury Dr, Camden Dr, Beverly Dr, Reeves Dr, Crescent Dr, Rexford Dr, Doheny Dr				10												
Projects on S. Santa Monica Blvd (Collector)																			
10		Class III Bike Boulevard with street calming	Rodeo Dr to Rexford Dr	5		10	10	25		1	1	1.7			3	2	5	31.7	
Projects on N. Santa Monica Blvd (Arterial)																			
11		Bicycle-friendly Intersection	Bedford Dr to N Alpine Dr	5		10	10	25		1	1	1.7			3	2	5	31.7	
Projects on Canon Dr (Collector)																			
12		Class II bike lane	Santa Monica Blvd to Wilshire Blvd	1	5	10		16	5	1	6	10.0				2	2	28.0	
Projects on Crescent Dr (Collector)																			
13		Class III Bike Boulevard with street calming	Santa Monica Blvd to Olympic Blvd	3	5	10		18		2	2	3.3			3	2	5	26.3	
Projects on Roxbury Dr (Collector)																			
14		Class III Bike Boulevard with street calming	Santa Monica Blvd to Olympic Blvd	1	5	10		16			0	0.0			3		3	19.0	
Projects on Reeves Dr (Collector)																			
15		Class III Bike Boulevard with street calming	Wilshire Blvd to Charleville Blvd		10			10				0.0		5		2	7	17.0	

5 Next Steps

Once this Prioritization Methodology Memo is finalized and approved, the Design Team will develop scores for the four Purple Line Westside Extension Phase II and III stations' pedestrian and wheels projects. It is recommended that each station's final prioritization matrices be reviewed by Metro, the Cities of Los Angeles and Beverly Hills, the Veterans Affairs, and other affected stakeholders. The eight resulting project prioritization matrices will provide a record of technical evaluation and prioritization to accompany future discussions of implementation and funding with the appropriate stakeholders and jurisdictions.

Although only certain FLM projects may be ranked highly, this does not mean other projects are not also important; it only means that Metro should prioritize items that provide the best "bang for the buck." First/last mile and active transportation improvements frequently receive very limited funding, and it is the intent of this memo to help Metro focus on FLM projects representing the highest possible benefit.

Next stop: connected communities.

PROJECT PRIORITIZATION METHODOLOGY

Purple Line Extension First/Last Mile Plan - Sections 2 & 3



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MAY 2020

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1 Introduction

The Purple Line First/Last Mile (FLM) planning process is focused on providing safe and inviting pedestrian and bicycle access to four new heavy rail transit stations as part of the Purple Line Extension (PLE Sections 2 & 3). In the memo titled *Purple Line FLM Scoring Methodology*, FLM projects were identified and scored for pedestrian and bicycle improvements in order to arrive at a list of prioritized FLM projects for each of the four stations. This memo builds off that scoring list by selecting projects for each station that will be moved forward to 30% design and environmental clearance based on available funding. The methodology used in this memo was developed through an iterative process of testing different approaches. In project selection, the focus was to fully fund primary pathways as a way to maintain more complete, integrated walk improvements for all stations and for more holistic connectivity for bicycle projects. The following provides an overview of the assumptions and methodology used in the project selection process, resulting in a project list that represents the core FLM needs for each station.

1.1 Assumptions

The following budget assumptions were used in the project selection process:

- Average corridor walk-bicycle (within ½ mile) split based on total project costs: 77% (Walk) and 23% (Bicycle)
- Total corridor budget: \$40 million (\$10 million/Station x 4 Stations)
- Total corridor budget (minus soft costs assumed to be 38% of total budget): \$24,800,000
- Total walk budget (using average corridor split): \$19,096,000
- Total bicycle budget (using average corridor split): \$5,704,000

1.2 Development of Project Selection Methodology

The purpose of a project selection methodology is to identify viable projects that can bring the most FLM benefits to the future rail transit stations within a 1/2-mile radius. In the development of this methodology, multiple iterations were tested and reviewed to assess their applicability in selecting FLM projects. This included reviewing methodologies applied to other Metro FLM planning projects, such as the East San Fernando Valley Transit Corridor (ESFV) FLM Plan. The ESFV FLM Plan apportions projects through need-based criteria which consider the proportion of Equity-Focused Communities (EFCs) and station overlap. See Appendix A for a description of the various methodologies tested. Based on this review, the following walk and bicycle budget distributions were developed and applied to the PLE 2 & 3 stations.

1.2.1 Walk Budget Distribution

In other Metro FLM planning projects, the total walk budget was distributed to each station based on the station area proportion within the transit corridor and Metro's Equity-Focused Census Tracts. In these scenarios, the transit corridor had overlapping station areas and proposed projects, so a station's proportioned walk budget was generally able to cover all of the proposed project costs within a station area. However, the PLE station areas are spread apart with no overlap except between Westwood/UCLA and Westwood/VA station, so projects proposed within each station area also did not overlap. The proposed projects for each of the station areas were also noticeably different in scale. For example, Westwood/UCLA had

significantly more projects compared to other station areas due to the density of its Pathway Network.

Transit ridership was also examined as a potential criterion as ridership numbers vary greatly between stations. Based on the PLE EIS/EIR estimated future (2035 boardings. Westwood/UCLA, which would serve tens of thousands of university employees and students has an 11,967 estimated daily station boardings. Wilshire/Rodeo has an estimated 4,241. The FLM Plans for the station areas were noticeably different in scale: Westwood/UCLA had significantly more proposed projects compared to other station areas. Using ridership as a criterion would result in a larger budget allocation for Westwood/UCLA.

Therefore, all walk projects located on primary pathways were selected to be fully funded rather than proportioning a walk budget to each station and only selecting walk projects that could fall within that station's budget. This was because the marginal benefit of an integrated set of improvements was higher than the marginal cost of a budget overrun in terms of design work, which would cost 3.8% of the total project implementation cost. This approach was also chosen because of the relative absence of strong need-based criteria for budget reappportionment as compared to other transit corridors with a higher portion of Equity Focused Census Tracts.

1.2.2 Bicycle Budget Distribution

In other Metro FLM planning projects, the bicycle budget was distributed by funding the highest scoring projects in the technical project prioritization exercise until the bicycle budget was exhausted. However, for the PLE stations it was decided to fund all bike lane projects within the ½-mile access shed of each station, excluding bicycle-friendly intersections and bicycle hubs. This ensures that people accessing the station by bike will have a safe and comfortable network of travel paths throughout the station area. It is also expected that there will be synergies from walk projects on primary and busy corridors that can benefit bicyclists. Bicycle hubs were excluded since these improvements can be implemented in later phases, or could be pursued through different delivery models, such as a public-private partnership.

2 Walk Project Selection

This section identifies the walk projects on primary streets that were that were selected for each station to move forward into 30% design. The total project costs for funding all primary streets is \$21,884,540. Since the allocated budget for walk projects is \$19,096,000, there is a budget overrun of \$2,788,540. In the interest of keeping corridor projects together to provide more “complete” improvements, this overrun was deemed permissible at this phase of design. As the project progresses into 30% design, this represents an additional up-front cost of \$105,965 in design fees. This approach allows corridor projects to remain “complete” without sacrificing or choosing projects that may be left out, resulting in missed opportunities to fund complete corridors in the event that funding opportunities arise. The following sections list the projects selected for each station area.

2.1 Wilshire/Rodeo Walk Projects

Table 2.1 shows the primary streets that have been selected and their associated costs for the Wilshire/Rodeo station area.

Table 2.1: Selected Walk Projects for Wilshire/Rodeo Station

Wilshire/Rodeo Station - Projects for Pedestrians				
#	Type	Cross Street / Limits	Score	Total Cost
Projects on Wilshire Blvd (Arterial)				
1	New or improved crosswalk	Linden Dr to Wetherly Dr	80.5	\$ 119,250
2	Bus stop improvements	Linden Dr to Wetherly Dr		\$ 855,000
3	Ped/bike lighting	Linden Dr to Wetherly Dr		\$ 1,160,000
4	Street furniture	Linden Dr to Wetherly Dr		\$ 174,000
5	Wayfinding	Linden Dr to Wetherly Dr		\$ 16,200
6	Landscaping and shade	Linden Dr to Wetherly Dr		\$ 680,000
Subtotal				\$ 3,004,450
Projects on Beverly Dr. (Arterial)				
7	Bulb-outs	Park Way to Olympic Blvd	65.4	\$ 960,000
8	New or improved crosswalk	Park Way to Olympic Blvd		\$ 36,000
9	Improved sidewalks	Park Way to Olympic Blvd		\$ 209,040
10	Bus stop improvements	Park Way to Olympic Blvd		\$ 405,000
11	Street furniture	Park Way to Olympic Blvd		\$ 156,000
12	Wayfinding	Park Way to Olympic Blvd		\$ 14,400
Subtotal				\$ 1,780,440
Station Total Walk Project Costs				\$ 4,784,890

2.2 Century City/Constellation Walk Projects

Table 2.2 shows the primary streets that have been selected and their associated costs for the Century City station area.

Table 2.2: Selected Walk Projects for Century City Station

Century City Station - Projects for Pedestrians				
#	Type	Cross Street / Limits	Score	Total Cost
Projects on Constellation Blvd (Arterial)				
1	New or improved sidewalk	Century Park East and Century Park parking garage entrance	83.9	\$ 429,000.00
2	Bus stop improvements	Avenue of the Stars		\$ 315,000.00
3	Ped/bike lighting	Around Station		\$ 440,000.00
4	Wayfinding	Century Park East to Century Park West		\$ 6,300.00
5	Landscaping and shade	Avenue of the Stars		\$ 120,000.00
6	Traffic Calming	Century Park East to Century Park West		\$ 480,000.00
7	New or improved crosswalk	Century Park East to Century Park West		\$ 18,000.00
Subtotal				\$ 1,808,300
Projects on Avenue of the Stars (Arterial)				
8	New or improved crosswalk	Constellation	79.6	\$ 31,500.00
9	Traffic Calming	Along corridor		\$ 720,000.00
10	Ped/bike lighting	Around Station		\$ 1,000,000.00
11	Bus stop improvements	Constellation Blvd and Santa Monica Blvd		\$ 90,000.00
12	Street furniture	Near station		\$ 150,000.00
13	Landscaping and shade	Constellation Blvd		\$ 200,000.00
14	Wayfinding	To station and popular attractions		\$ 13,500.00
Subtotal				\$ 2,205,000
Station Total Walk Project Costs				\$ 4,013,300

2.3 Westwood/UCLA Walk Projects

Table 2.3 shows the primary streets that have been selected and their associated costs for the Westwood/UCLA station area.

Table 2.3: Selected Walk Projects for Westwood/UCLA Station

Westwood/UCLA Station - Projects for Pedestrians				
#	Type	Cross Street / Limits	Score	Total Cost
Projects on Wilshire Blvd (Arterial)				
1	Bus stop improvements	Veteran Ave, Westwood Blvd, Glendon Ave	87.5	\$ 585,000.00
2	Ped and Bike Lighting	Along corridor		\$ 1,060,000.00
3	Street Furniture	At controlled intersections		\$ 159,000.00
4	Wayfinding	Veteran Ave, Glendon Ave, IPIC, California, and the Longford		\$ 14,400.00
5	Landscaping and Shade	South side of the street and street corners		\$ 280,000.00
6	New/Improved Crosswalks	Westwood Blvd, Glendon Ave, Malcom Ave, I-405 on-ramp		\$ 22,500.00
7	New/Improved Sidewalks	South side of Wilshire Blvd		\$ 1,378,000.00
			Subtotal	\$ 3,498,900.00
Projects on Westwood Blvd (Arterial)				
8	New/Improved Crosswalks	Wilshire Blvd, Kinross Ave, Weyburn Ave, Ashton Ave	80.4	\$ 54,000.00
9	Bus stop improvements	Wilshire Blvd		\$ 720,000.00
10	Ped and Bike Lighting	Along corridor		\$ 1,000,000.00
11	Street Furniture	Corners and midblock		\$ 150,000.00
12	Wayfinding	Kinross Ave, Lindbrook Dr, Weyburn Ave, Le Conte Ave		\$ 14,400.00
13	New/Improved Sidewalks			\$ 1,300,000.00
14	Landscaping and Shade	South of Wilshire Blvd		\$ 400,000.00
			Subtotal	\$ 3,638,400
Projects on Gayley Ave (Arterial)				
15	New/Improved Crosswalks	Lindbrook Dr, Kinross Ave, Weyburn Ave, Le Conte Ave, new midblock x-ing at Levering Ave, scramble at Wilshire Blvd	75.9	\$ 29,250.00
16	Bulb Outs	Lindbrook Dr, Kinross Ave, Weyburn Ave		\$ 720,000.00

17	New/Improved Sidewalks	Consider decorative paving seen on Lindbrook/Westwood	\$	884,000.00
18	Ped and Bike Lighting	Along corridor	\$	204,000.00
19	Wayfinding	At each intersection	\$	9,000.00
20	Bus Stop Improvements	North of Le Conte Ave	\$	90,000.00
Subtotal			\$	1,976,250
Station Total Walk Project Costs			\$	9,113,550

2.4 Westwood/VA Walk Projects

Table 2.4 shows the primary streets that have been selected and their associated costs for the Westwood/VA station area.

Table 2.4: Selected Walk Projects for Westwood/VA Station

Westwood/VA Station - Projects for Pedestrians				
#	Type	Cross Street / Limits	Score	Total Cost
Projects on Sawtelle Blvd/Bonsall Ave* (Cut-through)				
1	New or improved crosswalks	Nimitz Ave to Ohio Ave	82.4	\$ 36,000.00
2	Bus stop improvements	Nimitz Ave to Ohio Ave		\$ 180,000.00
3	Wayfinding	Nimitz Ave to Ohio Ave		\$ 13,500.00
4	Street furniture	Nimitz Ave to Ohio Ave		\$ 150,000.00
5	Landscaping and shade	Nimitz Ave to Ohio Ave		\$ 240,000.00
6	New/Improved Sidewalks	Nimitz Ave to Ohio Ave		\$ 845,000.00
7	Ped/bike lighting	Nimitz Ave to Ohio Ave		\$ 1,000,000.00
Subtotal				\$ 2,464,500.00
Projects on Wilshire Blvd (Arterial)				
8	New or improved crosswalks	Barrington Ave to I-405	74.5	\$ 22,500.00
9	Bus stop improvements	Barrington Ave to I-405		\$ 45,000.00
10	Ped/bike lighting	Barrington Ave to I-405		\$ 820,000.00
11	Wayfinding	Barrington Ave to I-405		\$ 10,800.00
12	Landscaping and shade	Barrington Ave to I-405		\$ 160,000.00
Subtotal				\$ 1,058,300.00
Station Total Walk Project Costs				\$ 3,522,800.00

*Note: Sawtelle Blvd/Bonsall Ave is not technically a primary pathway but is considered as such since it is a major north-south path for pedestrians and bicyclists that provides direct connections to the station and many destinations on the VA campus.

3 Bicycle Project Selection

This section identifies the bicycle projects that were that were selected for each station to move forward into 30% design. The total project costs for funding all bicycle lane projects is \$5,867,065. Since the allocated budget for bicycle projects is \$5,704,000, there is a budget overrun of \$163,065. As the projects progress into 30% design, this represents an additional up-front cost of \$6,196 in design fees. The following sections list the projects selected for each station area.

3.1 Wilshire/Rodeo Bicycle Projects

Table 3.1 shows the bicycle lane projects that have been selected and their associated costs for the Wilshire/Rodeo station area.

Table 3.1: Selected Bicycle Projects for Wilshire/Rodeo Station

Purple Line Westside Extension Phases 2 and 3 - Projects for Bicycles					
#	Type	Cross Street/ Limits	Score	Total Cost	
Projects on Beverly Dr (Arterial)					
1	Class IV protected bike lane	Park Way to Olympic Blvd	85.0	\$	436,500
Projects on Burton Way (Collector)					
2	Class IV protected bike lane	Rexford Dr to San Vicente Blvd	56.3	\$	207,000
Projects on Clifton Way (Collector)					
3	Class III bike boulevard with street calming	Canon Dr to Doheny Dr	50.0	\$	148,500
Projects on Charleville Blvd (Collector)					
4	Class IV protected bike lane	McCarty Dr to Robertson Blvd	50.0	\$	194,000
Projects on S. Santa Monica Blvd (Collector)					
5	Class III bike boulevard with street calming	Rodeo Dr to Rexford	31.7	\$	55,400
Projects on Canon Dr (Collector)					
6	Class II bike lane	Santa Monica Blvd to Wilshire Blvd	28.0	\$	34,500
Projects on Crescent Dr (Collector)					
7	Class Iii bike boulevard with street calming	Santa Monica Blvd to Olympic Blvd	26.3	\$	42,173
Projects on Roxbury Dr (Collector)					
8	Class III Bike Boulevard with street calming	Santa Monica Blvd to Olympic Blvd	19.0	\$	38,850
Projects on Reeves Dr (Collector)					
9	Class III Bike Boulevard with street calming	Wilshire Blvd to Charleville Blvd	17.0	\$	41,800
Station Total Walk Project Costs				\$	1,198,723

3.2 Century City Bicycle Projects

Table 3.2 shows the bicycle lane projects that have been selected and their associated costs for the Century City station area.

Table 3.2: Selected Bicycle Projects for Century City Station

Purple Line Westside Extension Phases 2 and 3 - Projects for Bicycles				
#	Type	Cross Street/ Limits	Score	Total Cost
Projects on Constellation Blvd (Arterial)				
1	Class IV protected bike lane	Century Park E to Century Park W	86.2	\$ 189,000
Projects on Santa Monica Blvd (Arterial)				
2	Class IV protected bike lane	Pandora Ave to Wilshire Blvd	80.2	\$ 359,100
Projects on Avenue of the Stars (Arterial)				
3	Class IV protected bike lane	Santa Monica Blvd to Pico Blvd	78.6	\$ 405,000
Projects on Century Park East (Collector)				
4	Class IV protected bike lane	Santa Monica Blvd to Pico Blvd	72.0	\$ 405,000
Projects on Century Park West (Collector)				
5	Class IV protected bike lane	Along corridor	42.4	\$ 238,500
Projects on Club View Dr (Collector)				
6	Class III bike boulevard with street calming	Along corridor	35.0	\$ 2,400
Projects on Spaulding Dr (Collector)				
7	Class III bike boulevard with street calming	Wilshire Blvd to Olympic Blvd	25.0	\$ 143,000
Projects on Moreno Dr (Collector)				
8	Class II bike lane	Along Corridor	25.0	\$ 24,750
Projects on Solar Way (Collector)				
9	Class III Sharrows	Century Park East	17.0	\$ 1,200
Projects on Warnall Ave (Collector)				
10	Class III Bike Boulevard with street calming	Along corridor	15.0	\$ 95,260
Station Total Walk Project Costs				\$ 1,863,210

3.3 Westwood/UCLA Bicycle Projects

Table 3.3 shows the bicycle lane projects that have been selected and their associated costs for the Westwood/UCLA station area.

Table 3.3: Selected Bicycle Projects for Westwood/UCLA Station

Purple Line Westside Extension Phases 2 and 3 - Projects for Bicycles				
#	Type	Cross Street/ Limits	Score	Total Cost
Projects on Westwood Blvd (Arterial)				
1	Class IV protected bike lane	Le Conte Ave to Massachusetts Ave	90.0	\$ 426,136
Projects on Ohio Ave (Collector)				
2	Class IV protected bike lane	Westgate Ave to Westwood Blvd	66.7	\$ 193,500
3	Class III bike boulevard with street calming	Westwood Blvd to Rochester Ave		\$ 99,605
Projects on Gayley Ave (Arterial)				
4	Class IV protected bike lane	Wilshire Blvd to Veteran Ave	65.6	\$ 289,773
Projects on Veteran Ave (Collector)				
5	Class II bike lane	Rochester Ave to Gayley Ave	44.6	\$ 54,750
Projects on Rochester Ave (Collector)				
6	Class III bike boulevard with street calming	East from Veteran Ave	44.0	\$ 183,150
Projects on Lindbrook Dr (Collector)				
7	Class III bike boulevard with street calming	Hilgard Ave to Westholme Ave	37.8	\$ 102,190
8	Class II bike lane	Gayley Ave to Hilgard Ave		\$ 15,625
Projects on Broxton Ave (Collector)				
9	Class III Bike Boulevard with street calming	Le Conte Ave to Kinross Ave	33.3	\$ 2,400
Projects on Midvale/Kelton Ave (Collector)				
10	Class III bike boulevard with street calming	Wilshire Blvd to Santa Monica Blvd	31.7	\$ 170,500
Projects on Weyburn PI (Collector)				
11	Class III bike boulevard with street calming	Between Strathmore Dr and Wilshire Blvd	25.0	\$ 7,200
Projects on Hilgard Ave (Collector)				
12	Class II bike lane	Lindbrook Dr to Sunset	19.0	\$ 19,886
13	Class III Bike Boulevard with street calming	Wilshire Blvd to Ohio Ave	8.0	\$ 97,900
Station Total Walk Project Costs				\$ 1,662,615

3.4 Westwood/VA Bicycle Projects

Table 3.4 shows the bicycle lane projects that have been selected and their associated costs for the Westwood/VA station area.

Table 3.4: Selected Bicycle Projects for Westwood/VA Station

Purple Line Westside Extension Phases 2 and 3 - Projects for Bicycles				
#	Type	Cross Street/ Limits	Score	Total Cost
Projects on Ohio Ave (Collector)				
1	Class IV protected bike lane	Barrington Ave to Sawtelle Blvd	70.7	\$ 140,000
Projects on Sawtelle/Blvd/Bonsall Ave (Cut-through)				
2	Class II bike lane	South of Wilshire Blvd	70.5	\$ 37,642
3	Class I Multi-Use Path	North of Wilshire Blvd		\$ 712,121
Projects on Federal Ave/San Vicente Blvd/Bringham Ave (Collector)				
4	Class II bike lane	Ohio Ave to Wilshire Blvd	58.6	\$ 35,400
5	Class IV protected bike lane	Wilshire Blvd to Darlington Ave		\$ 157,500
Projects on Constitution Ave (Cut-through)				
6	Class II bike lane	Sepulveda Blvd to Bonsall Ave	33.0	\$ 24,148
Projects on New Pershing Ave (Cut-through)				
7	Class II bike lane	Along corridor	32.0	\$ 21,306
Projects on Davis Ave (Cut-through)				
8	Class III Bike Boulevard with street calming	Along corridor	22.0	\$ 2,400
Projects on Eisenhower Ave (Cut-through)				
9	Class III Bike Boulevard with street calming	Along corridor	15.0	\$ 6,000
Projects on Mayfield Ave (Arterial)				
10	Class III Bike Boulevard with street calming	Along corridor	12.0	\$ 6,000
Station Total Walk Project Costs				\$ 1,142,517

4 Conclusion

The resulting walk and bicycle projects emerging from these methodologies are recommended to progress to 30% design. While the total costs of these projects exceed the allocated target budgets, it would be an advantage for the projects and local jurisdictions to see the complete list of projects put forth for implementation rather than a shorter list that falls under budget. This also allows for the opportunity to design and environmentally clear complete projects if outside funding and partnering opportunities become available. Additionally, this aims to maximize the ability to take advantage of the local city match of 3 percent as these are qualified projects under this policy.

In the next phase, these project lists will be shared with local jurisdictions for feedback which can further adjust the projects to account for local priorities, with the goal of having a final project list that fulfills FLM needs while having affirmative concurrence from jurisdictions who implement the projects after the 30% design phase.

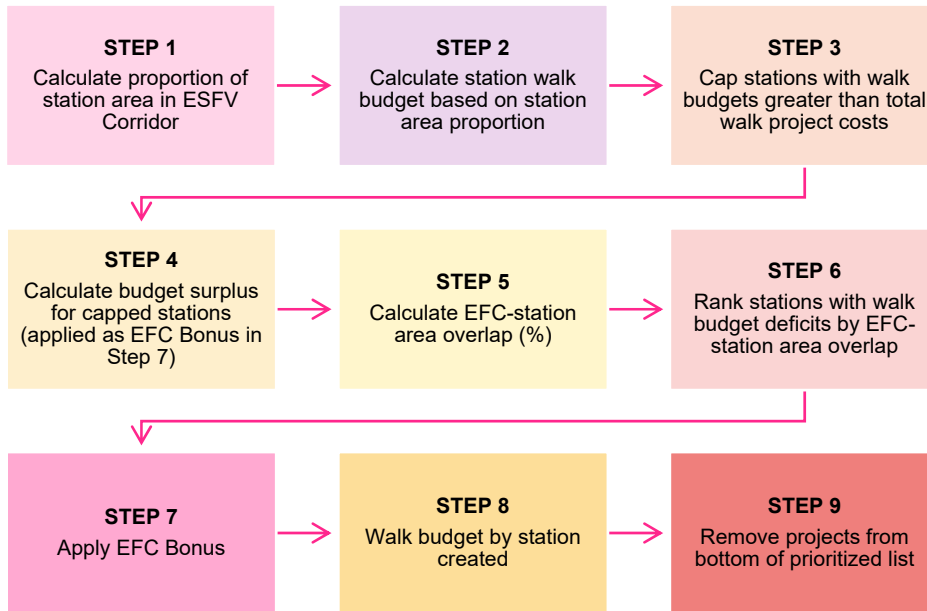
Appendix A

A.1 Summary of Project Selection Methodologies Tested

A.1.1 East San Fernando Valley Method

The first methodology that was tested was the one applied to the East San Fernando Valley (ESFV Transit Corridor project which utilized a station area proportion and equity focus communities (EFC approach. This is summarized in the flow chart below.

Figure A.1: ESFV Walk Budget Flow Chart

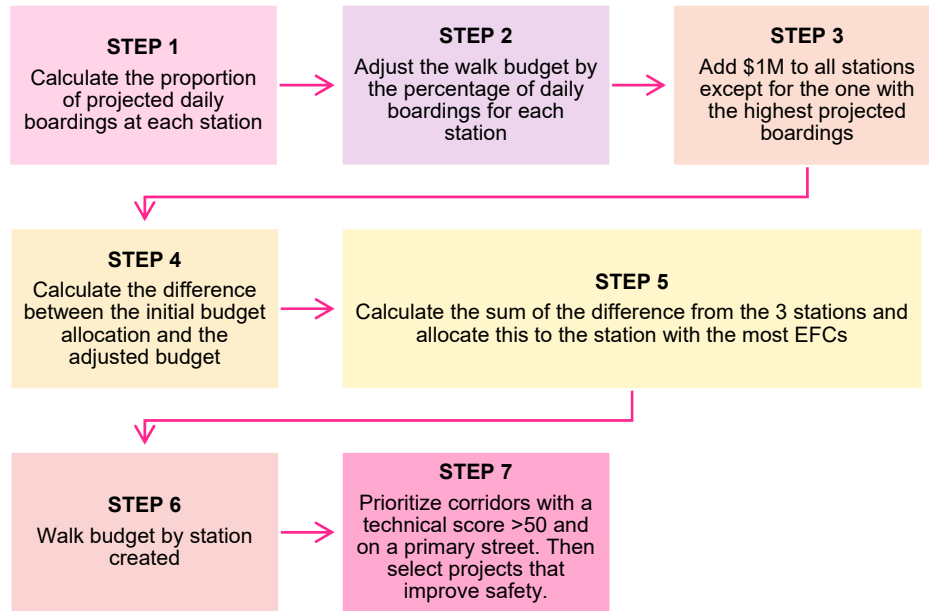


The results of this methodology applied on the PLE Sections 2 and 3 projects led to the elimination of the majority of corridors and improvements at each station. This was likely due to the larger scope of projects at the PLE Sections 2 and 3 stations when compared to the project lists of the ESFV project. As the ESFV project is a light rail transit corridor, stations are spaced much closer together and may have overlapping improvements that could be shared among stations. In the interest of keeping all corridor improvements together within stations, a single PLE station corridor was often found to exceed the total walk budget that was identified in Step 8.

A.1.2 Alternative Methods

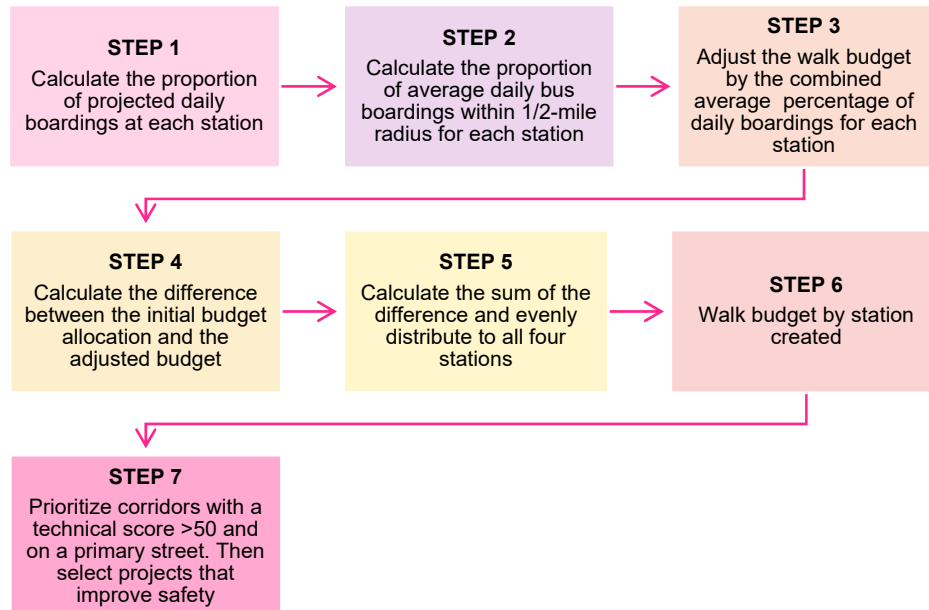
Alternative methodologies were then developed and tested for their applicability to PLE stations. These methods are summarized in the flow charts below.

Figure A.2: Alternative Methodology 1



The incorporation of projected daily boardings was intended to reward stations which are presumed to be more heavily used when open. This, combined with the EFC bonus sum, left the other stations at a disadvantage. To address this, the team included current average daily bus boardings at stops within 1/2-mile radius of the stations as part of Steps 1 and 2 of this test methodology.

Figure A.3: Alternative Methodology 2



This methodology allowed for the consideration of current and future needs of potentially transit-dependent populations, however the team felt it to be most prudent to take a simpler approach that could easily be adopted across future transit corridor projects

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