

ATTACHMENT B – EQUITY ASSESSMENT UPDATES

Equity Assessments (Updates)	
Transit and Active Transportation Projects	
Baseline Assessments Provided July 2023	No change from baseline.
Complete Streets & Highways Projects	
91/605/405 Hot Spots Program I-605 Corridor Improvement Project	This project is in the Gateway Cities subregion and is currently in the draft environmental document stage. Through the environmental process, staff has developed context-sensitive alternatives that reduce right-of-way (ROW) impacts, move more people, improve safety for all users of the road, and provide multi-modal options. There are two Metro-defined 2022 EFCs within the project limits: the unincorporated community of Los Nietos and the City of El Monte.
91/605/405 Hot Spots Program 605 Beverly Interchange	<p>This project is in the City of Pico Rivera and consists of replacing the southbound I-605 on-ramp and off-ramp with a new diamond configuration. The diamond configuration includes a series of improvements on the ramps and construction of a new retaining wall. The project provides a new signalized intersection, allowing for access to both east and westbound directions of Beverly Boulevard. The new signalized intersection will include high-visibility crosswalks, ADA compliant curb ramps, leading pedestrian intervals (LPIs), visual and auditory pedestrian countdown timers, and touchless push buttons.</p> <p>This project is entirely within the Caltrans ROW and no residential or commercial ROW acquisition is required. The land adjacent to the project site is zoned as Industrial. During the environmental phase of the project, public involvement efforts included outreach letters and newspaper postings in English and Spanish requesting comment on the environmental document. The project design was completed in July 2022 and a public information/public awareness campaign will resume during the construction phase.</p>
91/605/405 Hot Spots Program 605 Valley Interchange	<p>This project is within the San Gabriel Valley and includes a proposal by the City of Industry to widen the roadway and channelize the lanes on East Temple Avenue, and the Los Angeles County Department of Public Works (LA County) is proposing to reconstruct the pavement on Valley Boulevard.</p> <p>The potential for vehicle/train/pedestrian conflicts on East Temple Avenue at the rail crossing is a major concern given the heavy truck traffic and the frequently traveled freeway, interchange, and local arterials. This project will improve mobility, access, and local traffic circulation in this area. For riders taking the Metrolink San Bernardino Line, the project will improve safety by reducing the potential for train/vehicle incidents, as well as improve pedestrian safety. Riders will also have more options to quickly move through the San Gabriel Valley via the vast rail network at Los Angeles Union Station.</p>

<p>91/605/405 Hot Spots Program</p> <p>WB 91 Shoemaker to Alondra</p>	<p>This project is within the Southeastern portion of Los Angeles County and includes proposed enhancements to ramps, auxiliary lanes and mixed flow lanes to improve safety and operations along SR-91. Commuters will have improved street and freeway operations and safer conditions to quickly move through the Cities of Artesia and Cerritos to the connecting I-605 and I-710 freeways, and/or the vast transit network at the Artesia Transit Center. Freeway improvements would provide better access to the larger transit system, and thus access to shopping centers and jobs. In addition, this project will lead to increased access to bus lines and resulting improved air quality and less street congestion for the region.</p>
<p>91/605/405 Hot Spots Program</p> <p>SR-91 Central to Acacia</p>	<p>This project is within the South Bay subregion in the cities of Compton and Carson and includes mobility and safety improvements along the mainline of SR-91, as well as ramps and local street interchanges on Central Ave, Wilmington Ave, and Acacia Court. The project will also implement complete streets and active transportation improvements by enhancing bike lanes and crosswalks, ADA-compliant ramps, improved signal timing for pedestrians, and intersection enhancements. There are no Metro-defined 2022 EFCs within the project limits due to the high industrial zone area. However, complete streets and active transportation improvements will benefit EFC residential communities that are near the limits of the project.</p>
<p>I-405 South Bay Curve</p> <p>I-405 (I-105 to Artesia Blvd) Auxiliary Lanes</p>	<p>This project includes safety and mobility improvements on the I-405 freeway mainline and ramp termini between I-105 and Artesia Blvd in the cities of Hawthorne, Lawndale, and Redondo Beach. Rear-end collisions and sideswipes are predominant on the mainline and have combined fatality/injury/collision rates higher than the statewide average for similar facilities.</p> <p>This project is in final design and will implement high-visibility crosswalks, LPs, visual and auditory pedestrian countdown timers, touchless pushbuttons, and wayfinding cyclist signage to enable individuals without a personal vehicle safer travel within the project area. The improvements are within the Caltrans ROW and will not require any residential displacements. There is one Metro-defined 2022 EFC within the project area in the City of Lawndale.</p>
<p>I-405 South Bay Curve</p> <p>I-405 (I-110 to Wilmington Ave) Auxiliary Lanes</p>	<p>This project includes safety improvements on the freeway mainline and at the ramp termini between Main Street and Wilmington Avenue on I-405 in the City of Carson. Traffic collision data reveals that rear-end collisions are predominant on the mainline and the majority of northbound and southbound ramps have actual combined fatality/injury and/or total collision rates that are higher than the statewide average for similar facilities. This project will undertake an environmental review process reflective of independent utility and logical termini.</p> <p>Where possible, the project will implement complete streets and multimodal transportation options and project elements will be evaluated/integrated into the project, as warranted, including soundwalls and low-emission construction techniques. Public involvement efforts include a multilingual hybrid outreach that provides multiple opportunities for stakeholders and the public to review and provide feedback on project-related information. There are no Metro-defined 2022 EFCs within the proposed project areas, the improvements are</p>

	<p>planned within the Caltrans ROW, and they will not require residential displacements.</p>
<p>SR-14 Improvements – North County</p>	<p>This project addresses traffic safety concerns (higher than statewide average collision rates), bottleneck removals (where there are lane inconsistencies), realigning ramps, modifying structures, constructing retaining walls, and modifying drainage.</p> <p>Travel by vehicle on SR-14 is the primary method by which commuters of all income levels access the Los Angeles Basin. Some communities within the project area in the cities of Lancaster, Palmdale, Santa Clarita, and unincorporated Los Angeles County fall within Metro-defined 2022 EFCs, and safety improvements are anticipated to benefit travel to and from these communities. The project development team will incorporate community member feedback through development of the environmental clearance phase, and the environmental document will evaluate a broad range of alternatives inclusive of multimodal elements.</p>