



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

August 28, 2024

Commission Members
Historical Landmark and Records Commission
County of Los Angeles
500 West Temple Street, Room B-50
Los Angeles, CA 90012

Re: Section 106 Consultation for the First/Last Mile Improvements Project

To Whom It May Concern:

The Federal Transit Administration (FTA) in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro) is conducting consultation under the Section 106 of the National Historic Preservation Act for the First/Last Mile (FLM) Improvements Project (herein referred to as the “Project”). We are contacting interested and consulting parties per 36 CFR Part 800.2(c)(5) to help identify historic properties located in the vicinity of the Project.

Continuing Metro’s commitment to expanding options for multimodal transportation and improving the entire customer experience by creating safer pathways for vulnerable users, First/Last Mile improvements are proposed along various segments within LA County’s street network. Improved cycling and pedestrian connections to transit are expected to lead to an increase in ridership and promote multi-modal transportation use. The Project aligns with established FTA policy encouraging investment in multimodal transportation options and promoting equitable access to public transit. To enhance transit connectivity and fill gaps in the active transportation network, the Project includes four miles of FLM infrastructure consisting of green painted bike lanes, separated bikeways, accessibility improvements, and pedestrian improvements within existing public rights-of-way. These FLM improvements are intended to increase and enhance access to transit along five street segments:

- Hoxie Avenue from Firestone Boulevard to Foster Road in the City of Norwalk
- Del Amo Boulevard from Wilmington Avenue to South Susana Road in the City of Carson
- Avalon Boulevard from Del Amo Boulevard to University Drive in the City of Carson
- Flower Street from Venice Boulevard to West 11th Street in the City of Los Angeles
- Pico Boulevard from Figueroa Street to Grand Avenue in the City of Los Angeles

Project elements will be applied along these street segments depending on their applicability and the existing roadway constraints of each location. Please see the enclosed Project description of each street segment and associated figures for details. The project description is subject to coordination with Cities, Agencies, and Stakeholders and is subject to refinement.

If you have any information on historic properties, prehistoric sites, sacred sites, and/or traditional cultural properties or a concern regarding potential impacts that are relevant to this Project, please contact us within 30 days. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, contact Ms. Mary Nguyen, Director of Planning and Program Development, at Mary.Nguyen@dot.gov or (213) 202-3960.

Thank you,

Ray Tellis
Regional Administrator

Enclosure: Detailed Project description and Figures 1 – 4, Locations of Proposed Project

Attachment 1

Project Description and Figures

First/Last Mile Improvements Project

The project description is subject to coordination with Cities, Agencies, and Stakeholders and is subject to refinement.

First/Last Mile Improvements Project

Continuing Metro’s commitment to expanding options for multimodal transportation and improving the entire customer experience by creating safer pathways for vulnerable users, First/Last Mile (FLM) improvements (herein referred to as the “Project”) are proposed along various segments within Los Angeles County (LA County’s) street network. The Project is designed to improve access and safety, create pathway connections, and make it easier to travel between transit stations/stops and venues for riders who walk, bike, or roll. Improved cycling and pedestrian connections to transit are expected to lead to an increase in ridership and promote multi-modal transportation use. The Project aligns with established Federal Transit Administration (FTA) policy encouraging investment in multimodal transportation options and promoting equitable access to public transit. To enhance transit connectivity and fill gaps in the active transportation network, the Project includes four miles of FLM infrastructure. The FLM scope entails:

- Installing traffic calming, street trees and landscaping;
- Constructing new or improved sidewalks and crosswalks, curb extensions;
- Installing bike lanes, bike parking, and bike share stations;
- Installing signal timing for pedestrians and bicyclists; and
- Adding wayfinding signage to key destinations and transit connections.

Below are expanded descriptions of the Project’s design elements:

- Green Pavement Markings in Bikeway – To increase the visibility of designed bicycle lanes on roadways, (Class II Bicycle Lanes), a bright green color treatment can be applied. The colored pavement will be applied in accordance with Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD)¹ and local jurisdictional standards. It would be used in focused conflict zones with automobiles.
- Separated bikeway – Designated as a Class IV Bikeway/cycle track design, this is bikeway for the exclusive use of bicycles with a separation between the bikeway and vehicular traffic. The separation may include grade separation, flexible posts, inflexible physical barriers, or on-street parking. Class IV Bikeways can be designed as a one-way bikeway facility (in the same direction as vehicular traffic) or a two-way separated bikeway with bicycles traveling in two directions simultaneously at intersections. The design of the Class IV bikeways will be consistent with guidelines and criteria per Caltrans’ Department of Transportation Division of Design, Office of Standards and Procedures Design Information Bulletin 89-01², and consistent with the California Highway Design Manual (HDM)/MUTCD and FHWA’s publication Separated Bike Lane Planning and Design Guide.

¹ USDOT FHWA Policy Memorandum: Interim Approval for Optional Use of Green Color Pavement for Bike Lanes (IA-14), April 15, 2021. Accessed 7/11/2024 https://mutcd.fhwa.dot.gov/resources/interim_approval/ia14/

² Caltrans Design Information Bulletin 89-01: Class IV Bikeway Guidance (Separated Bikeways/Cycle Tracks), May 3, 2018. Accessed 7/11/2024. https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-01_kf-a11y.pdf

- Accessibility improvements – These elements provide greater usability that goes beyond Americans with Disabilities Act (ADA) standards. Improvements include upgraded pedestrian lighting, infrastructure for providing shade, seating, other street furnishings, and wayfinding treatments that are consistent with federal, state, and local code requirements but with more robust and context-sensitive treatments for persons with mobility constraints. .
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- Pedestrian improvements – Pedestrian infrastructure improvements and amenities, such as crosswalk upgrades, pedestrian signals, dedicated pedestrian pathways, shade trees, landscaping, and other pedestrian amenities, including refuge islands and curb extensions, would increase the useability and safety of pathways for people of all ages and abilities while accessing transit.

These FLM improvements are intended to increase and enhance access to transit along five street segments:

- Hoxie Avenue from Firestone Boulevard to Foster Road in the City of Norwalk Del Amo Boulevard from Wilmington Avenue to South Susana Road in the City of Carson
- Avalon Boulevard from Del Amo Boulevard to University Drive in the City of Carson
- Flower Street from Venice Boulevard to West 11th Street in the City of Los Angeles
- Pico Boulevard from Figueroa Street to Grand Avenue in the City of Los Angeles

Project elements will be applied along these street segments depending on its applicability and existing roadway constraints of each location. The following provides a more detailed description of each street segment.

First/Last Mile: Hoxie Avenue from Firestone Boulevard to Foster Road (Figure 1)

The Project proposes new pedestrian and bicycle infrastructure along Hoxie Avenue from Firestone Boulevard to Foster Road within the City of Norwalk. These treatments aim to enhance connections between the Metro C Line Norwalk Station and surrounding neighborhoods, along a high-injury network corridor identified by the Southern California Association of Governments (SCAG).

The Project includes a Class IV separated bikeway on Hoxie Avenue for approximately 0.75 mile as well as enhanced pedestrian infrastructure from Firestone Boulevard to Interstate 105 (I-105). Improvements include crosswalk improvements (e.g., curb ramps, high-visibility crosswalk striping, pedestrian signal priority), wayfinding signage, and other pedestrian amenities such as sidewalk repair, lighting, shade structures, and landscaping. The two-way protected bikeway would be built within the existing street right-of-way.. In addition, bicycle and pedestrian improvements through the Metro Norwalk C Line station park-and-ride lot from I-105 to Foster Road include striping and signage, fencing, furnishings, shade trees and landscaping, and bicyclist amenities with enhanced security features (e.g., bike lockers, racks, and dedicated bike access to/from the Metro Norwalk C Line station parking lot).

Operational Characteristics

The Project would provide a Class IV separated bikeway and pedestrian improvements along Hoxie Avenue from Firestone Boulevard to I-105, thereby improving connectivity between the Metro Norwalk C Line station and surrounding neighborhoods. This would encourage cycling and walking as viable transportation options for shorter trips when accessing transit versus use of a private vehicle. The physical separation between cyclists and vehicular traffic provided by protected bike lanes would reduce the risk of collision. Improved sidewalks, crosswalks, and curb ramps would enhance pedestrian safety along this connection.

Signage would guide pedestrians and cyclists to the C Line station and other destinations, making navigation easier and encouraging active transportation choices. The installation of long-term bicycle parking, with enhanced security features, would provide a safe storage option for cyclists using the nearby station or traveling along Hoxie Avenue. The improvements along this segment of the Project would enhance overall aesthetics by providing additional lighting, shade structures, and landscaping to create a more bike-friendly and pedestrian-oriented environment.

First/Last Mile: Del Amo Boulevard from Wilmington Avenue to South Susana Road (Figure 2)

The Project

proposes new bicycle infrastructure to address a bicycle network gap and enhance safety for cyclists connecting between the Metro Del Amo A Line station and existing bicycle lanes on Del Amo Boulevard. The Project aligns with the Metro A Line FLM Plan and includes 1.5 miles of Class IV separated bikeways, intersection improvements (e.g., refuge islands, curb ramps, crosswalks, pedestrian signals at four intersections), sidewalk repair, and pedestrian amenities (e.g., pedestrian lighting, wayfinding, street trees, and wayfinding) along Del Amo Boulevard.

Operational Characteristics

The Project creates a continuous Class IV separated bikeway on both eastbound and westbound Del Amo Boulevard. The Class IV bicycle facility will require a reduction in a travel lane and operate within the existing roadway right-of-way, assuming existing travel lanes will be narrowed to allow space for the protected bike lane. Separation between the bike facility and through vehicle traffic will be provided via a physical barrier that will be determined during the design phase of the Project. The corridor will also include new pedestrian lights on both sides of Del Amo Boulevard (approximately 60-80 feet apart), new wayfinding sign elements, street furnishing (e.g., benches, trash receptacles, bicycle racks), new landscaped medians and planting areas, as well as upgrades to existing bus stops (e.g., bus shelters, seating, signage, etc.).

Upgrades at existing intersections will allow for safer pedestrian crossings with modifications at medians, high visibility crosswalk treatments, and signal upgrades.

First/Last Mile: Avalon Boulevard from Del Amo Boulevard to University Drive (Figure 3)

The

Project includes new bicycle and pedestrian facilities along Avalon Boulevard, a key route that connects Dignity Health Sports Park and California State University, Dominguez Hills to local neighborhoods in the city of Carson. This would enhance safety for pedestrians and cyclists by providing approximately 1 mile of Class IV separated bikeways along Avalon Boulevard from University Drive to Del Amo Boulevard, which would be supported by intersection upgrades and pedestrian improvements. Specifically, intersections would be upgraded with crosswalk improvements that would include refuge islands, sidewalk repair, ADA curb ramps, high-

visibility crosswalks, and modified pedestrian signal timing. These improvements would aim to reduce risks to pedestrians, cyclists, and people using mobility devices along busy roadways.

Operational Characteristics

The Project consists of a Class IV separated bikeway on Avalon Boulevard. The Class IV bicycle facilities will operate within the existing roadway right-of-way, assuming existing travel lanes will be narrowed to allow space for the protected bike lane. This will create a dedicated space for cyclists, reducing the risk of crashes with motorists. Intersection improvements like refuge islands, high-visibility crosswalks, and leading pedestrian intervals will provide safer crossing points for pedestrians and encourage walking near the Cal State Dominguez and Dignity Health Sports Park.

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

First/Last Mile: Flower Street from Venice Boulevard to West 11th Street (Figure 4)

The Project includes bicycle and pedestrian facilities along a half-mile stretch through downtown LA, to address gaps in the bicycle network. The Project proposes the installation of a Class IV separated bikeway (0.5 miles) and intersection enhancements along Flower Street from Venice Boulevard to W. 11th Street. The Project will encourage active transportation mobility near high-capacity transit service.

The Project consists of 0.5 mile of Class IV separated bikeways along Flower Street in downtown Los Angeles. The Class IV bicycle facilities require a travel lane reduction between 11th Street to Venice Boulevard, approximately 300-feet of median removal and impacts to off peak-hour parking between Pico Boulevard and Venice Boulevard. The bikeway would operate within the existing roadway right-of-way. The Project's pedestrian improvements include new pedestrian lighting, sidewalk repair, ADA curb ramps, high visibility crosswalks, street trees, and bus shelters to encourage walking in the area and improve accessibility for people using mobility devices.

First/Last Mile: Pico Boulevard from Figueroa Street to Grand Avenue (Figure 4)

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

The Project consists of the addition of Class IV separated bikeways between Figueroa Street to Hope Street and Class II bike lanes between Hope Street to Grand Avenue, which would fill a gap in existing bike facilities on Pico Boulevard. The Class II bike lanes and the Class IV bicycle facility require a travel lane reduction between Figueroa Street and Grand Avenue

between Grand Avenue and would operate within the existing roadway right-of-way. Separation between the bike facility and through vehicle traffic would be provided with use of a physical barrier (to be determined during the design phase of the Project). The Project would also include new curb extensions and bus bulb-outs within the existing street right-of-way. Anticipated upgrades to existing infrastructure include ADA curb ramps; curb extensions high-visibility crosswalks; bus shelters; and street trees. These improvements may require minor utility upgrades and/or relocations.

Construction Scenario

Construction activities will likely commence in 2026 with a 12 to 24-month construction window. Project construction will involve the following phases: utility coordination and relocation, construction of separated bikeways, roadway pavement, pedestrian infrastructure, installation of wayfinding signage, bus stop enhancements, shade trees and lighting, and bike amenities. Ground disturbance will be limited and will be confined to actions associated with installation of shade trees, other landscaping, and signage.

Typical construction equipment that may be used for the project includes, but not limited to, cones, barrels, barricades, utility locators, ground penetrating radar, small excavators, paving machines for lane striping, thermoplastic applicators for markings, concrete trucks and mixers, trucks for material loading and off-loading, shovels, hammers, saws, and drills. The typical construction equipment listed does not represent an exhaustive list.

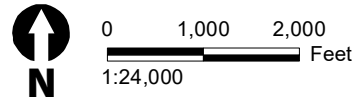
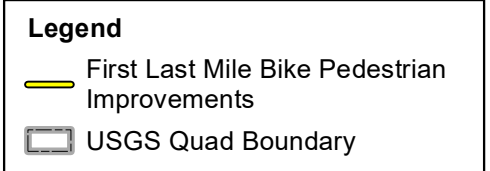
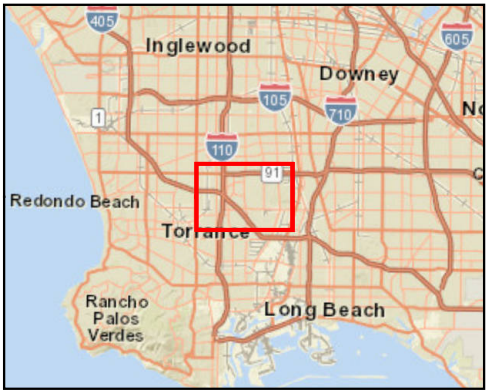
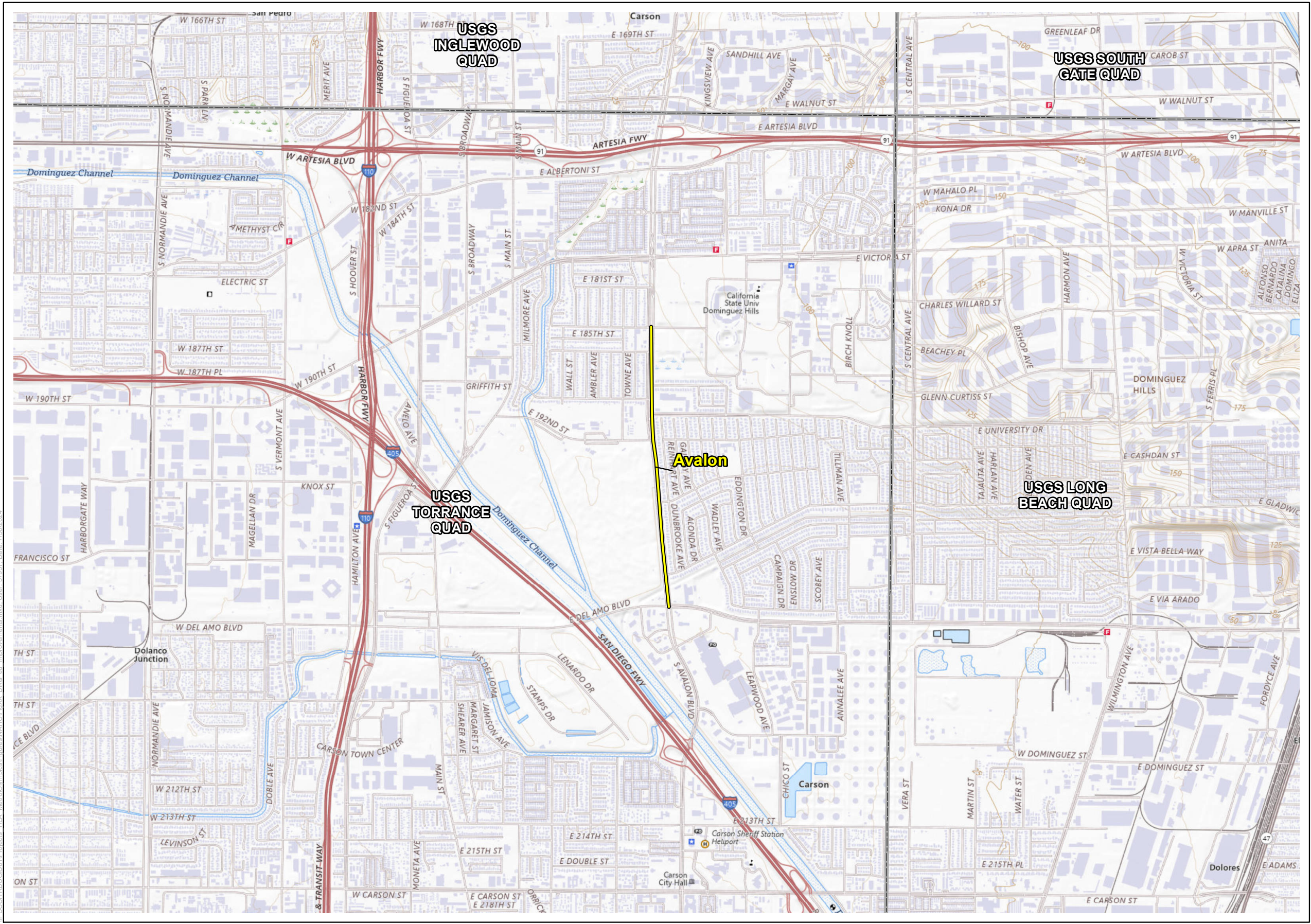
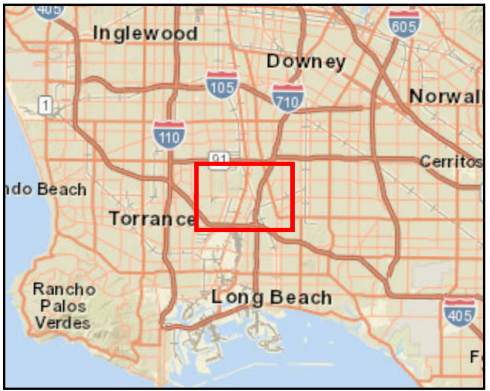
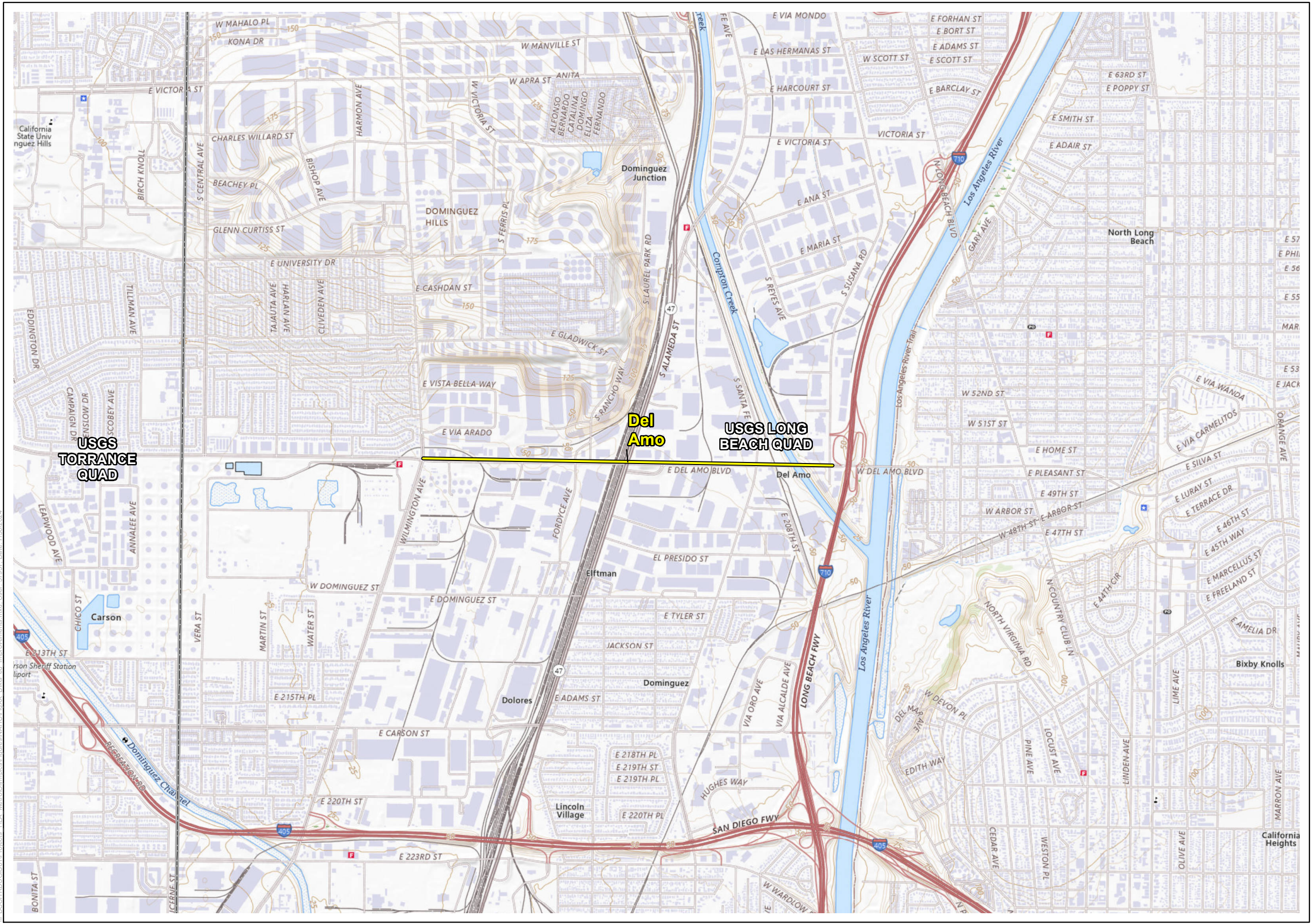


Figure 1
Avalon
First Last Mile Bike Pedestrian Improvements



Legend

- First Last Mile Bike Pedestrian Improvements
- USGS Quad Boundary

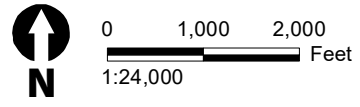
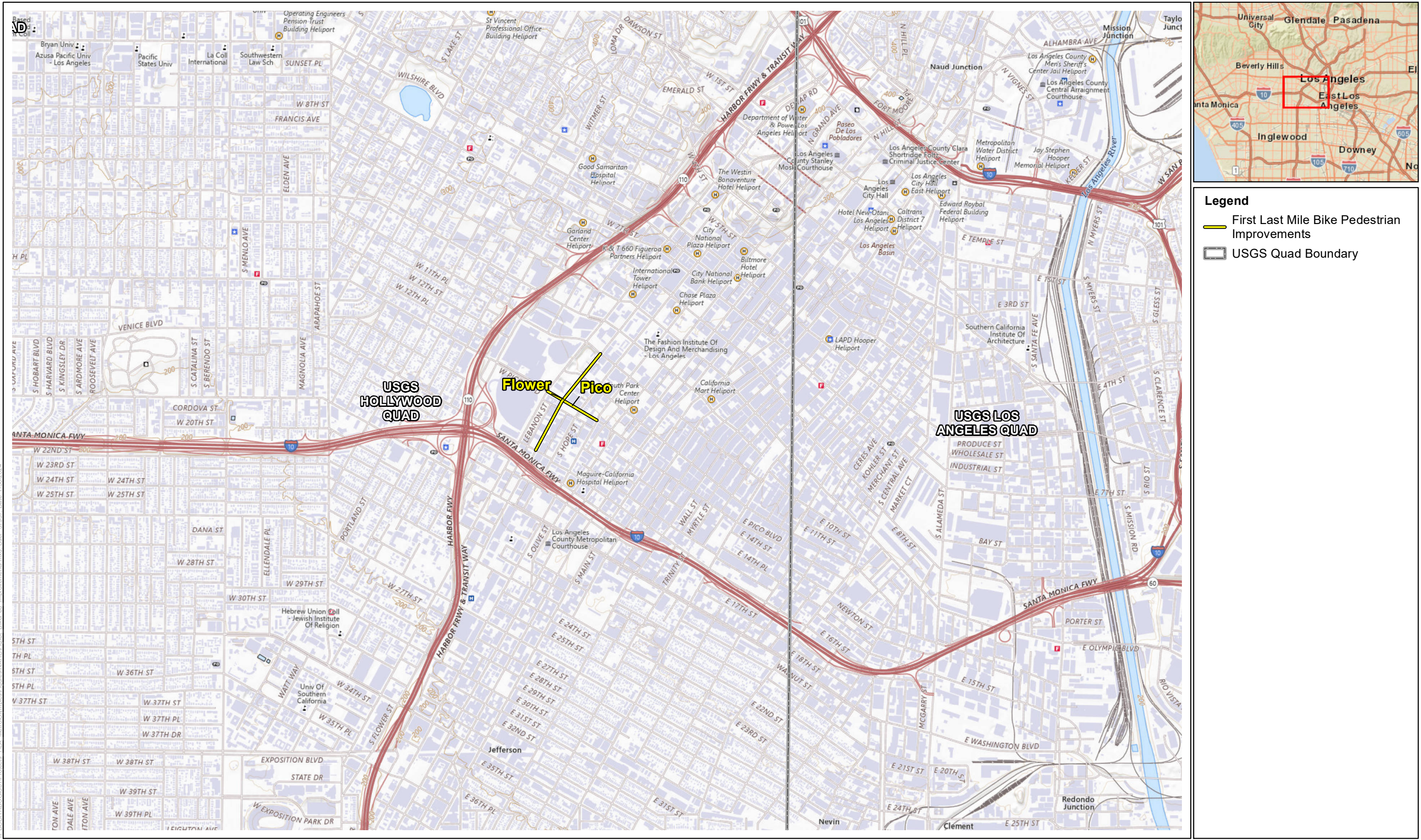


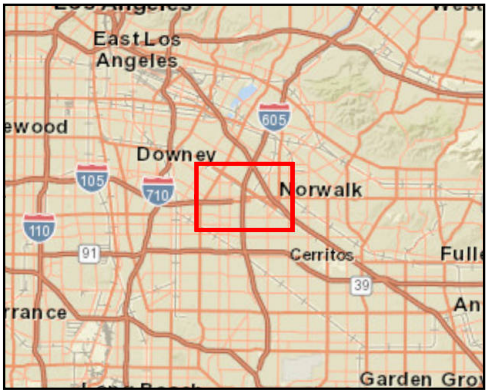
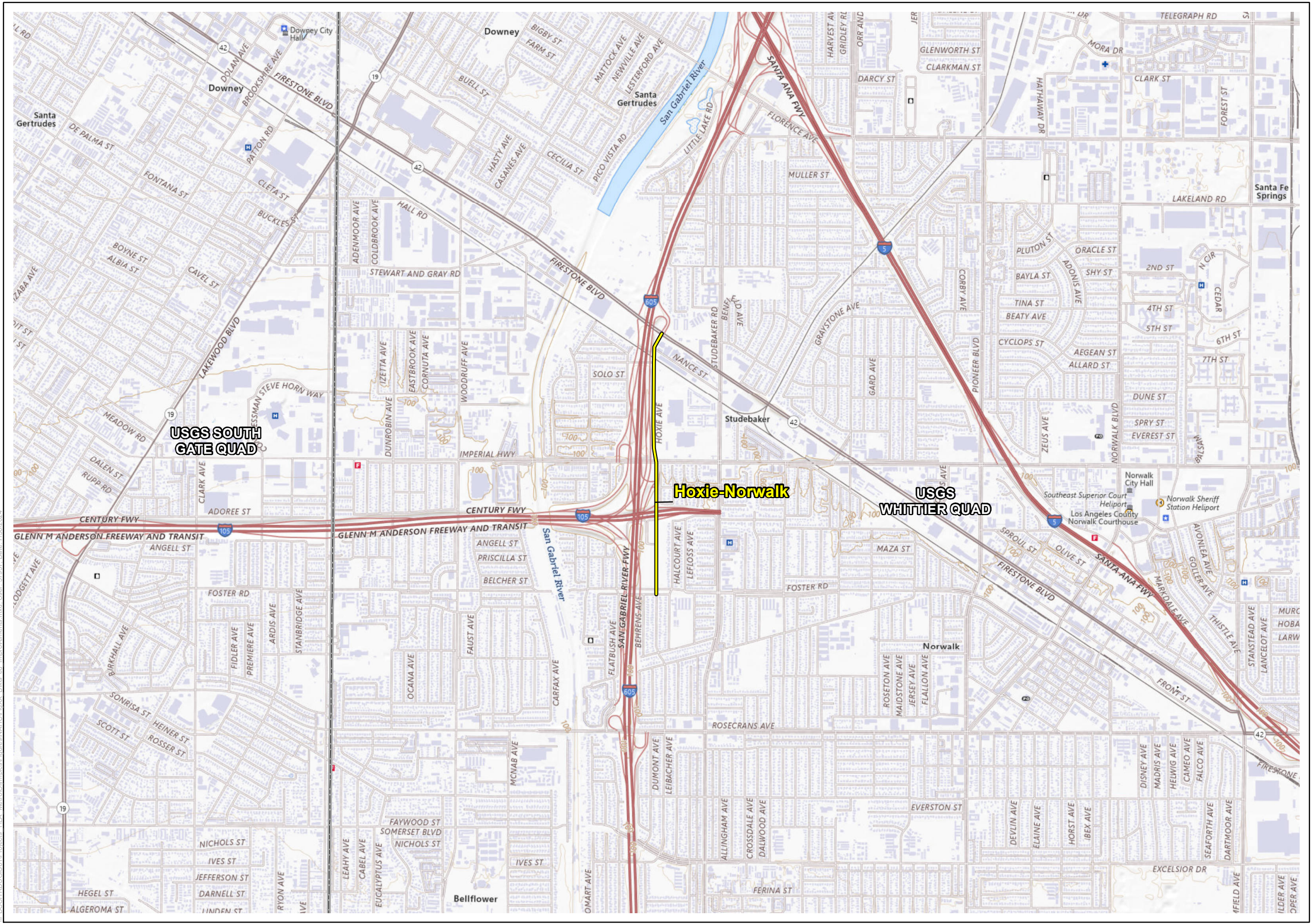
Figure 2
Del Amo
First Last Mile Bike Pedestrian Improvements



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Figure 3
Flower and Pico
First Last Mile Bike Pedestrian Improvements



Legend

- First Last Mile Bike Pedestrian Improvements
- USGS Quad Boundary

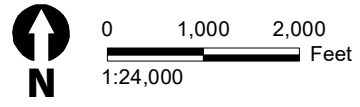


Figure 4
Hoxie-Norwalk
First Last Mile Bike Pedestrian Improvements