

Draft

NORWALK BICYCLE MASTER PLAN

Initial Study / Mitigated Negative Declaration

Prepared for
City of Norwalk

January 2022



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626 Wilshire Boulevard
Suite 1100
Los Angeles, CA 90017
213.599.4300
esassoc.com



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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AQMP	Air Quality Management Plan
ATCM	Air Toxics Control Measure
BAC	Bicycle Advisory Committee
BC3	Business Council on Climate Change
BMP	Bicycle Master Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geologic Survey
CNDDB	California Natural Diversity Data Base
CNMC	City of Norwalk Municipal Code
CNPS	California Native Plant Society
CRHR	California Register of Historical Resources
CWA	Clean Water Act
DOC	California Department of Conservation
DTSC	California Department of Toxic Substances Control
EIR	environmental impact report
FEMA	Federal Emergency Management Agency
LADOT	Los Angeles Department of Transportation
LAFD	Los Angeles County Fire Department
LASD	Los Angeles County Sheriff's Department
LSAA	Lake or Streambed Alteration Agreement
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MND	mitigated negative declaration
NAHC	Native American Heritage Commission
ND	negative declaration
NO _x	nitrogen oxides
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
OPR	Office of Planning and Research
O-S	Open-Space
PM ₁₀	respirable particulate matter
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SLF	Sacred Lands File

Acronym/Abbreviation	Definition
SMARA	California Surface Mining and Reclamation Act
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compounds
WDR	Waste Discharge Requirement

CHAPTER 1

Introduction

1.1 Overview

The city of Norwalk (City), as the lead agency under the California Environmental Quality Act (CEQA), has prepared this Initial Study/Mitigated Negative Declaration (MND) to evaluate the potential environmental impacts associated with the Norwalk Bicycle Master Plan (BMP or Project). The City of Norwalk (City) is preparing a Bicycle Master Plan (BMP), which establishes the City’s vision and comprehensive approach to improving biking in Norwalk. The BMP would be a program level planning document that lays out the steps for the City to promote and enhance biking in the City. The BMP identifies facility needs, recommended improvement projects (including priority projects), programs, and policies intended to encourage biking throughout Norwalk. The Draft BMP is included as Appendix A of this document.

1.2 CEQA Requirements

Approval of the BMP is a discretionary action and is therefore subject to the requirements of CEQA (Public Resources Code [PRC], Division 13, Sections 21000–21177) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Sections 15000–15387). Initial Studies/Environmental Checklist Forms such as this document are typically used as a basis for deciding whether to prepare an environmental impact report (EIR), a mitigated negative declaration (MND), or a negative declaration (ND) for a project, pursuant to CEQA.

An Initial Study/Environmental Checklist Form is intended to satisfy the requirements of CEQA (PRC Division 13, Sections 21000-21177) and the State CEQA Guidelines (14 CCR 15000-15387). CEQA encourages lead agencies and applicants to modify their projects to avoid significant adverse impacts. Per CEQA (14 CCR 15070), an MND may be prepared for a project subject to CEQA when an Initial Study has identified potentially significant impacts on the environment, but revisions have been made or mitigation has been added so that no significant impacts on the environment would result from project implementation. Based on the findings of the Initial Study, the city has determined that preparation of an MND is the appropriate method to present environmental review of the BMP in compliance with CEQA.

1.3 Terminology

The following terms are used to describe the level of significance of impacts.

- A finding of *no impact* is used if the analysis concludes that a project would not affect the particular topic area in any way.

- An impact is considered *less than significant* if the analysis concludes that a project would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered *less than significant with mitigation incorporated* if the analysis concludes that a project would cause no substantial adverse change to the environment provided that environmental commitments or other enforceable measures are included as part of the Proposed Project.
- An impact is considered *potentially significant* if the analysis concludes that a project could have a substantial adverse effect on the environment.

1.4 Initial Study Organization

The content and format of this report are designed to meet the requirements of CEQA. This Initial Study/MND identifies the potential environmental impacts of the BMP to support the decision to prepare an MND. The report contains the following sections.

Chapter 1, Introduction, identifies the purpose and scope of the Initial Study/MND.

Chapter 2, Environmental Checklist, presents the checklist responses for each resource topic. This section includes the project description and identifies the potential impacts of implementing the BMP, and identifies all references and individuals cited in this Initial Study/MND.

CHAPTER 2

Environmental Checklist

2.1 Initial Study

1. **Project Title:** Norwalk Bicycle Master Plan
2. **Lead Agency Name and Address:** City of Norwalk
12700 Norwalk Boulevard, Norwalk, CA 90650
3. **Contact Person and Phone Number:** Stacey Morales, (562) 929-5375
4. **Project Location:** City of Norwalk
5. **Project Sponsor's Name and Address:** City of Norwalk
12700 Norwalk Boulevard, Norwalk, CA 90650
6. **General Plan Designation(s):** Implementation of the City of Norwalk Bicycle Master Plan would occur throughout the City in various General Plan designations.
7. **Zoning:** Implementation of the City of Norwalk Bicycle Master Plan would occur throughout the City in various zoning designations.

8. Description of Project:

The City of Norwalk (City) is preparing a Bicycle Master Plan (BMP), which establishes the City's vision and comprehensive approach to improving biking in Norwalk. The BMP would be a program level planning document that lays out the steps for the City to promote and enhance biking in the City. The BMP identifies facility needs, recommended improvement projects (including priority projects), programs, and policies intended to encourage biking throughout Norwalk. Implementation of the BMP and associated individual bicycle improvement projects would be subject to the City's General Plan and development codes.

Goals

The BMP has three primary goals:

1. Accessibility: Provide safe, direct, and comfortable bike routes
2. Safety: Improve safety for bicyclists
3. Encouragement: Promote biking and encourage people to bike in Norwalk, improving community health and identity

Bicycle Facility Classifications

Bicycle facilities are categorized into four types as identified in **Table 1**.

**TABLE 1
BICYCLE FACILITY CLASSIFICATIONS**

Type	Description
Class I Bikeway (Bike Path)	Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).
Class II Bikeway (Bike Lane)	A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (also known as a Buffered Bike Lane), and the bike lane could be adjacent to on-street parking.
Class III Bikeway (Bike Route)	A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be designated using shared-lane markings (also known as sharrows, pictured below). An enhanced bike route, known as a bicycle boulevard, can include traffic calming treatments to slow down vehicles.
Class IV Bikeway (Separated Bike Lane).	Also known as a cycle track or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A cycle track can be one-way or two-way.

Bikeways

The proposed BMP bicycle improvements have been designed to connect to existing and other planned bikeways within and adjacent to the City. Existing bike lanes within the City of Norwalk are shown in **Figure 1**. Other planned bikeways within the City are shown in **Table 2**, while those within and adjacent to the City are shown in **Figure 2**. They are being included in the BMP to be consistent with these efforts and to ensure that the BMP's proposed bikeway network fits seamlessly into other planned improvements in the City.

**TABLE 2
PLANNED BIKEWAYS**

Planned Bikeway Changes	Description
Firestone Boulevard Bike Lanes	The ongoing Firestone Boulevard improvement project has proposed Class II bike lanes along the segment between Imperial Highway and the I-605 northbound ramps/Hoxie Avenue, achieved through the removal of on-street parking. Separately, Caltrans is planning to install bike lanes along Firestone Boulevard between the I-605 northbound ramps/Hoxie Avenue and I-605 southbound ramps as part of its redesign of that segment.
Alondra Boulevard Bike Lanes	As part of the Alondra Active Transportation Improvement Project, the City will construct Class II bike lanes in both directions between Studebaker Road and Pioneer Boulevard within the existing right-of-way. This project will also include pedestrian improvements and a safety zone planter to separate bicyclists and pedestrians from the road.
Heart of Norwalk	As part of the ongoing Heart of Norwalk project, the City is proposing four bikeways in the study area shown in Figure 2. Three bikeways would be achieved by reducing automobile travel lanes or parking: Class II buffered bike lanes on San Antonio Drive between Pioneer Boulevard and Foster Road, Class IV protected bike lanes on San Antonio Drive/Norwalk Boulevard between Foster Road and Imperial Highway, and Class II buffered bike lanes on Firestone Boulevard between San Antonio Drive and Bloomfield Avenue. The plan also includes a Class I path along the rail right-of-way between Imperial Highway and Bloomfield Road.

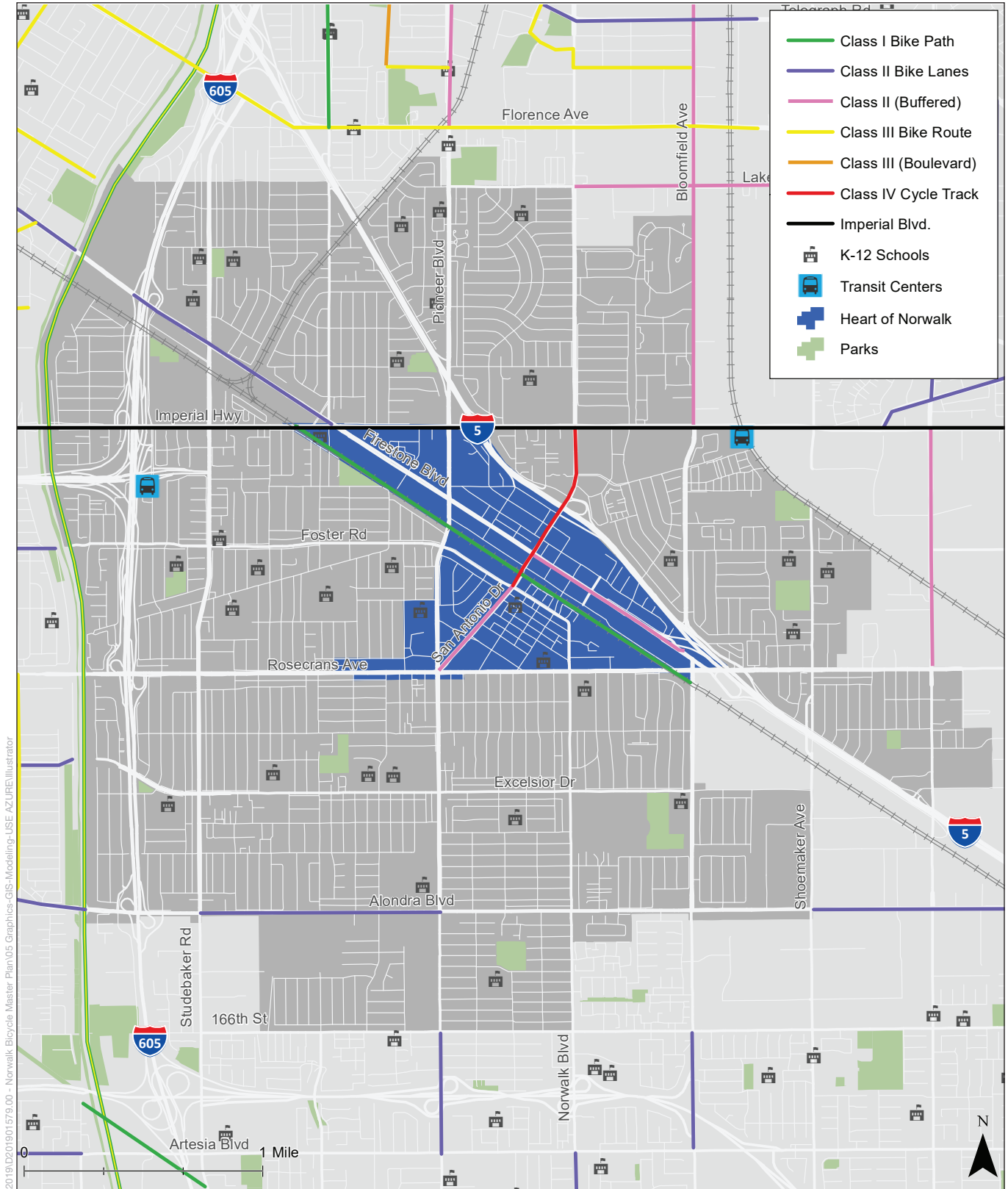


SOURCE: Kittelson & Associates, 2022

Norwalk Bicycle Master Plan

Figure 1
Existing Bikeway Network





SOURCE: Kittelson & Associates, 2022

Norwalk Bicycle Master Plan

Figure 2
Other Planned Bikeways



The proposed BMP Bikeways are identified in **Figure 3** and identified in **Table 3**, Proposed BMP Projects. The proposed bikeways were developed based on the results of the existing conditions and constraints analysis as well as feedback obtained through public outreach conducted during 2021. The public outreach included two Bicycle Advisory Committee (BAC) meetings (February 18, and September 28, 2021), four virtual community workshops (February 25, April 14, October 6, and October 7, 2001), three virtual stakeholder sessions (April 28, May 20, and September 22, 2021) and an online survey (February 2021-May 2021).

**TABLE 3
PROPOSED BMP PROJECTS**

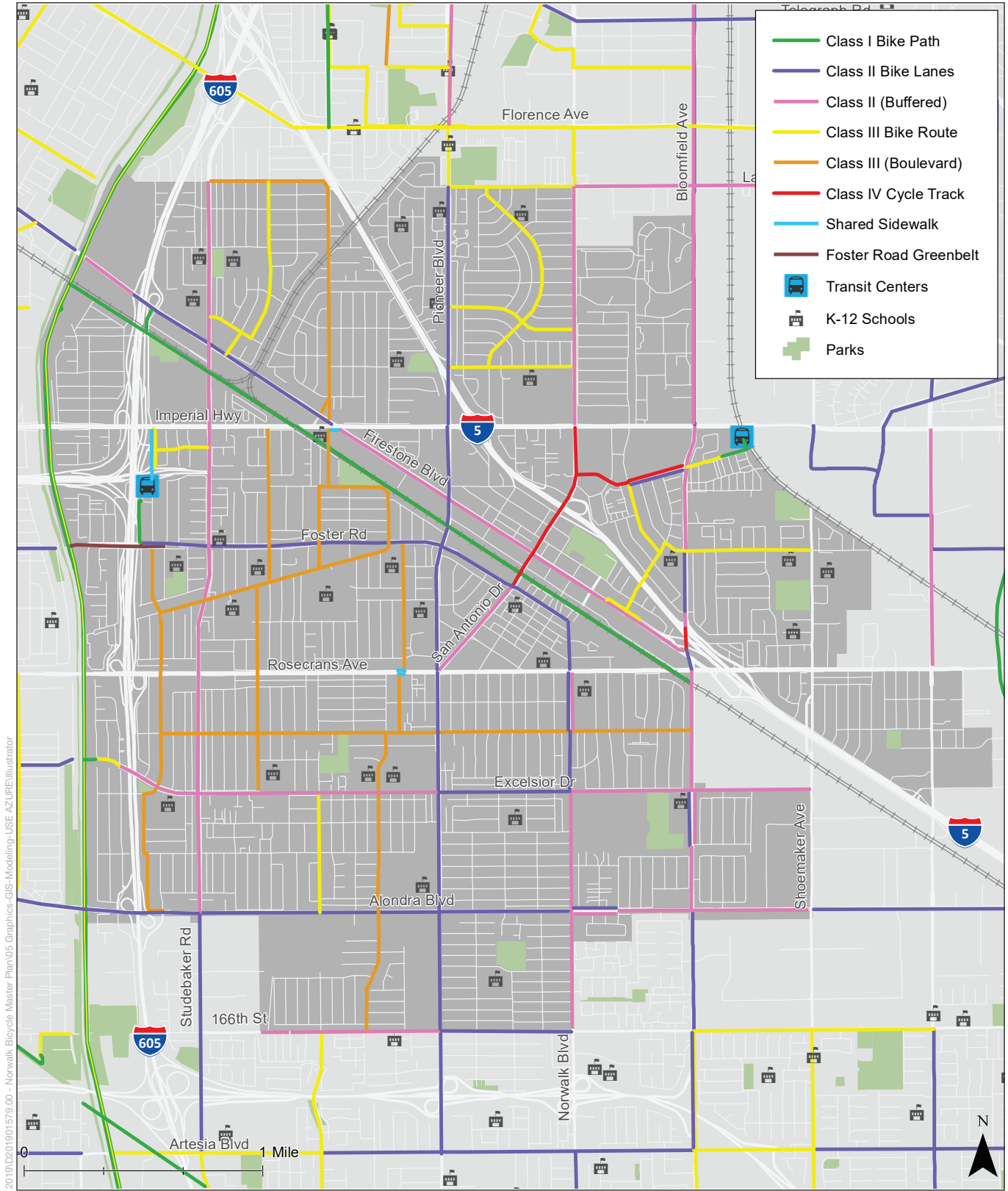
Project Name	Segment	From	To	Facility Type/Class
Studebaker Rd Bike Lane	Studebaker Rd	Cecilia St	150 feet south of Alondra Blvd	Class II Buffered (Parking Adjacent)
Pioneer Blvd Bike Lane	Pioneer Blvd	Lakeland Rd	166th St	Class II (Parking Adjacent)
Bloomfield Ave Bike Lane	Bloomfield Ave	Imperial Hwy	Foster Rd	Class II Buffered
	Bloomfield Ave	Foster Rd	Markdale Ave	Class II (Parking Adjacent)
	Bloomfield Ave	Markdale Ave	Firestone Blvd	Class II Buffered
	Bloomfield Ave	Firestone Blvd	Firestone Blvd	Class IV
	Bloomfield Ave	Firestone Blvd	Rosecrans Ave	Class II
	Bloomfield Ave	Rosecrans Ave	Excelsior Dr	Class II Buffered
	Bloomfield Ave	Excelsior Dr	Molette St	Class II (Parking Adjacent) on west side; Class II Buffered on east side
	Bloomfield Ave	Molette St	Alondra Blvd	Class II Buffered
Foster Rd Bike Lane	Foster Rd	Norwalk Blvd	Pioneer Blvd	Class II (Parking Adjacent)
	Foster Rd	Pioneer Blvd	Halcourt Ave	no change*
	Foster Rd	Halcourt Ave	Behrens Ave	Class II
	Foster Rd	Halcourt Ave	San Gabriel River Trail	Connection/ramp to Foster Road at Green Line Station
Norwalk Blvd (South) Bike Lane	Norwalk Blvd (South)	Foster Rd	Rosecrans Ave	Class II (Parking Adjacent)
	Norwalk Blvd (South)	Rosecrans Ave	Mapledale St	Class II (Parking Adjacent) on west side; Class II Buffered on east side
	Norwalk Blvd (South)	Mapledale St	Excelsior Dr	Class II (Parking Adjacent)
	Norwalk Blvd (South)	Excelsior Dr	166th St	Class II Buffered (Parking Adjacent)
Norwalk Blvd (North)/San Antonio Dr Bike Lane	Norwalk Blvd (North)	Lakeland Rd	Imperial Hwy	Class II Buffered
	Norwalk Blvd (North)/San Antonio Dr	Imperial Hwy	Foster Rd	no change**
	San Antonio Dr	Foster Rd	Pioneer Blvd/ Rosecrans Ave	no change**

Project Name	Segment	From	To	Facility Type/Class
Alondra Blvd Bike Lane	Alondra Blvd	River Trail	Leibacher Ave	Class II
	Alondra Blvd	Leibacher Ave	Studebaker Rd	Class II
	Alondra Blvd	Alondra Blvd	Pioneer Blvd	no change**
	Alondra Blvd	Pioneer Blvd	Norwalk Blvd	Class II (Parking Adjacent)
	Alondra Blvd	Norwalk Blvd	Madris Ave	Class II (Parking Adjacent) on north side; Class II Buffered on south side
	Alondra Blvd	Madris Ave	Shoemaker Ave	Class II Buffered
166th St Bike Lane	166th St	Elmcroft Ave	Pioneer Blvd	Class II Buffered
	166th St	Pioneer Blvd	Norwalk Blvd	Class II (Parking Adjacent)
Excelsior Dr Bike Lane	Excelsior Dr	San Gabriel River Trail	Domart Ave	Class I
	Excelsior Dr	Domart Ave	Piuma Ave	Class III
	Excelsior Dr	Piuma Ave	Pioneer Blvd	Class II Buffered (Parking Adjacent)
	Excelsior Dr	Pioneer Blvd	Norwalk Blvd	Class II (Parking Adjacent)
	Excelsior Dr	Norwalk Blvd	Shoemaker Ave	Class II Buffered
Mapledale St Bike Boulevard	Mapledale St	Leibacher Ave	Bloomfield Ave	Class III (Bike Boulevard)
Civic Center Dr / Metrolink Connection	Civic Center Drive	Norwalk Blvd	Volunteer Ave	Class IV
	Civic Center Drive	Volunteer Ave	Bloomfield Ave	Class IV on north side; Class II (Parking Adjacent) on southside
	Civic Center Drive	Bloomfield Ave	End (cul de sac)	Class III
	Civic Center Drive	Bloomfield Ave (cul de sac)	Norwalk/Santa Fe Springs Metrolink Station	Class I (with bike/ped bridge)
Rail-Adjacent Bike Path	Rail-Adjacent	Bloomfield Avenue	Imperial Hwy	no change**
	Rail-Adjacent	Imperial Highway	San Gabriel River Trail	Class I
	Hoxie Ave	Firestone Blvd	Railroad Tracks	Class I
Metro C Line (Green) Station Connection (Option #1)	Hoxie Ave	Imperial Hwy	Norwalk Metro C Line (Green) Station	Shared-Use Sidewalk
Metro C Line (Green) Station Connection (Option #2)	Lyndora St	Studebaker Rd	Leibacher Ave	Class III
	Leibacher Ave	Imperial Hwy	Hoxie Ave	Class III
	Hoxie Ave	Leibacher Ave	Norwalk Metro C Line (Green) Station	Shared-Use Sidewalk
Norwalk Metro C Line (Green) Station Bike Path	Norwalk Metro C Line (Green) Station Parking Lot	Foster Rd	Norwalk Metro C Line (Green) Station Bus Bay	Class I
Firestone Blvd Bike Lane	Firestone Blvd	San Gabriel River Trail	I-605	Class II Buffered
	Firestone Blvd	I-605	Imperial Hwy	no change**
	Firestone Blvd	Imperial Hwy	San Antonio Dr	Class II Buffered
	Firestone Blvd	San Antonio Dr	Bloomfield Ave	no change**

Project Name	Segment	From	To	Facility Type/Class
Leibacher Ave/Dumont Ave Bike Boulevard	Leibacher Ave/Dumont Ave	Foster Rd	Alondra Blvd	Class III (Bike Boulevard)
Fairford Ave/Elmcroft Ave Bike Route	Fairford Ave	Cecilia St	Dune St	Class III
	Dune St	Studebaker Rd	Fairford Ave	Class III
	Elmcroft Ave	Dune St	Firestone Blvd	Class III
Fairford Ave/Elmcroft Ave/Gridley Rd Bike Blvd	Fairford Ave	Imperial Hwy	Leffingwell Rd	Class III (Bike Boulevard)
	Elmcroft Ave	Leffingwell Rd	Excelsior Dr	Class III (Bike Boulevard)
	Gridley Rd	Excelsior Dr	Alondra Blvd	Class III
Flallon Ave/Jersey Ave/Maidstone Ave Bike Boulevard	Flallon Ave	Foster Rd	Rosecrans Ave	Class III (Bike Boulevard)
	Rosecrans Ave	Flallon Ave	Flallon Ave	Shared-Use Sidewalk
	Flallon Ave	Rosecrans Ave	Mapledale St	Class III (Bike Boulevard)
	Jersey Ave/Maidstone Ave	Mapledale St	166th St	Class III (Bike Boulevard)
Cecilia St/Orr and Day Rd/Leffingwell Rd Bike Boulevard	Cecilia St/Orr and Day Rd	Studebaker Rd	Ratliffe St	Class III (Bike Boulevard)
	Ratliffe St	Gridley Rd	Jersey Ave	Class III (Bike Boulevard)
	Gridley Rd	Ratliffe St	Leffingwell Rd	Class III (Bike Boulevard)
	Jersey Ave	Ratliffe St	Foster Rd	Class III (Bike Boulevard)
	Leffingwell Rd	Foster Rd	Leibacher Ave	Class III (Bike Boulevard)
	Imperial Hwy	Firestone Blvd	Orr and Day Rd	Shared-Use Sidewalk
Bombardier Ave/Allard St/Crewe St Bike Route	Bombardier Ave	Lakeland Rd	Crewe St	Class III
	Allard St	Pioneer Blvd	Norwalk Blvd	Class III
	Crewe St	Pioneer Blvd	Norwalk Blvd	Class III
Volunteer Ave/Foster Rd/Silverbow Ave Bike Route	Volunteer Ave	Civic Center Dr	Silverbow Ave	Class III
	Goller Ave/Foster Rd	Silverbow Ave	Shoemaker Ave	Class III
	Silverbow Ave	Goller Ave	Firestone Blvd (Frontage Street)	Class III (over bike/ped bridge)
	Firestone Blvd (Frontage Street)	North Entrance	South Entrance	Class III

* Parking-adjacent Class II bike lanes currently exist along the segment of Foster Road from Pioneer Boulevard to Halcourt Avenue, and no additional improvements are recommended along this segment as part of the BMP.

** As indicated in Table 2, the City has already proposed bikeways in the City as part of other recent or ongoing planning efforts. These consist of bike facilities along segments of Firestone Boulevard, Alondra Boulevard, and San Antonio Drive/Norwalk Boulevard, as well as an off-street segment adjacent to the railroad tracks. The BMP is not proposing additional or different improvements along these segments beyond what has already been planned by the City under other planning efforts.



SOURCE: Kittelson & Associates, 2022

Norwalk Bicycle Master Plan

Figure 3
Proposed Bikeway Network



As noted above, the BMP improvements have been designed to connect seamlessly to existing and other planned bikeways within and adjacent to the City. The proposed BMP improvements would primarily occur within existing right-of-way and no land acquisition is proposed. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot that would require coordination with LA Metro and a proposed bike path along the train tracks that cross diagonally through the City and would require coordination with Southern Pacific to obtain an easement and rights to install the path along railroad right-of-way. Bike lanes along City streets that cross Interstate 5, Interstate 605, and Interstate 105 on- and off-ramps would also require coordination with the California Department of Transportation (Caltrans) at those locations.

Bicycle Master Plan Contents

The Norwalk Bicycle Master Plan will contain 6 Chapters as described below.

Introduction. This chapter introduces the project, including its background, relationship to other plans and policies, and identifies the vision, goals, and objectives of the plan.

Biking in Norwalk Today. This chapter includes an overview of existing (baseline) biking conditions in the City including mode share, demographics, existing biking levels, biking destinations, bicycle facilities; programs, and barriers to biking in the City.

Community Engagement. This chapter includes a summary of the community engagement process and feedback received through workshops, Bicycle Advisory Committee (BAC) meetings, and online survey.

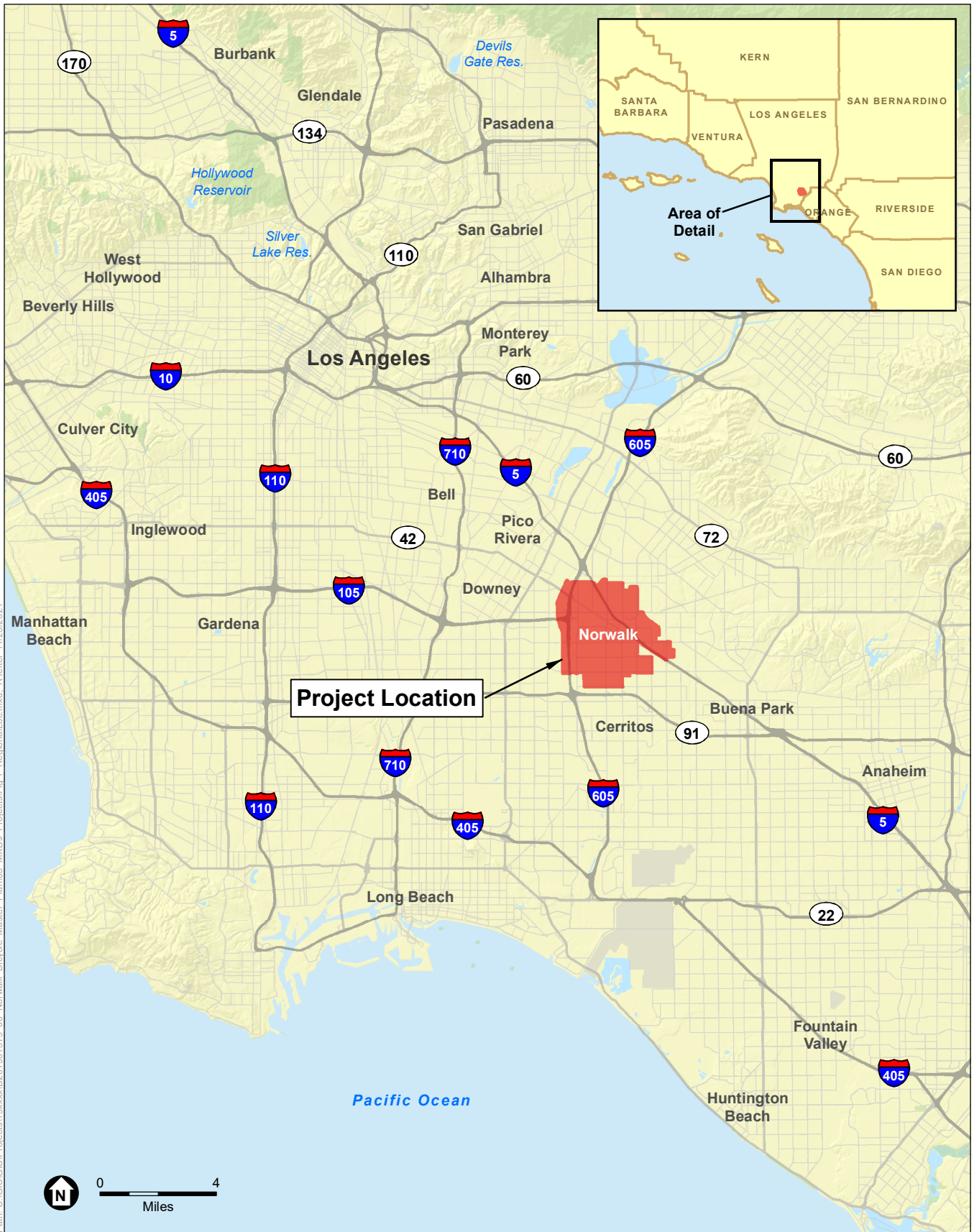
Recommended Bicycle Network. This chapter discusses the BMP's recommended bikeways, key intersections, key bike parking locations, and priority project information.

Recommended Programs and Policies. This chapter summarizes recommended programs and policies to improve biking conditions and encourage biking, with additional information and references for key topic areas. Key topic areas include bikeway design; crossing and intersection design; interchange crossings; bike parking; bike wayfinding; funding eligibility; trail easement and right of way; rapid and interim facilities; safe routes to schools and safe routes to transit; and outreach and education.

Funding and Implementation. This chapter provides an overview of potential funding sources, identifies implementation timelines, and includes recommended performance measures for tracking and evaluating progress toward plan implementation over time.

9. Surrounding Land Uses and Setting.

The City of Norwalk covers approximately 9.75 square miles. It is located in the Gateway Cities region in southeastern Los Angeles County, bordered by the Cities of Santa Fe Springs, Cerritos, Artesia, Bellflower, and Downey. A Regional Location Map is provided as **Figure 4**. Norwalk's road facilities range from local neighborhood streets to major freeways. Interstate 605 (I-605) and Interstate 5 (I-5) each bisect the City, while Interstate 105 (I-105) terminates in the western portion of the City. The City's roadway network is generally gridded, consisting of residential neighborhoods with commercial uses along arterial roads.



Path: U:\GIS\GIS\Projects\19xxxx\1901579_00_Norwalk_Bicycle_Master_Plan\03_MXD\Projects\Fig 1_RegionalLoc.mxd_R\Title1_11/23/2021

SOURCE: ESRI

Norwalk Bicycle Master Plan

Figure 4
Regional Location Map



Land use within the City generally includes residential uses (low density residential, medium density residential, high density residential), commercial uses (neighborhood residential, professional office, general commercial), industrial uses (light industrial, heavy industrial), and other uses (open space/schools/public facilities, specific plan area/planned unit development, institutional).

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

Adoption of the BMP would be at the discretion of the City of Norwalk City Council. Projects implementing recommended BMP improvements may require Los Angeles County Metropolitan Transportation (LA Metro), Caltrans, and/or Southern Pacific Rail approval.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

The City of Norwalk mailed AB 52 Consultation Letters on October 14, 2021, to the following tribes:

1. Soboba Band of Luiseno Indians
2. Gabrieleño Band of Mission Indians - Kizh Nation
3. Torres Martinez Desert Cahuilla Indians
4. San Gabriel Band of Mission Indians

Gabrieleño Band of Mission Indians - Kizh Nation reached out requesting consultation and provided recommended mitigation measures. The tribes did not identify the presence of tribal cultural resources in the project area. The City of Norwalk has incorporated aspects of the recommended mitigation measures into this document. See Mitigation Measure CUL-3 regarding Native American monitoring.

2.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Stacey A. Morales
Signature

01/03/2022
Date

Signature

Date

2.3 Environmental Checklist

Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS — Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than significant impact.** The BMP would be a program document to improve the bicycle network. The City of Norwalk is primarily a developed urban environment with limited natural resources. The City is composed predominately of single-family neighborhoods, with commercial uses situated along the principal roadways (Norwalk 1996). The General Plan Conservation Element and Community Design Element do not identify specific scenic vistas (Norwalk 1996) in the City. The BMP recommended improvements would primarily be located within existing right-of-way with some exceptions. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot and a proposed bike path along the train tracks that cross diagonally through the City. The BMP improvements have been designed to connect seamlessly to existing and other planned bikeways within and adjacent to the City. Since BMP recommended improvements would occur within a developed urban environment and primarily within existing right-of-way, visual conditions are anticipated to be similar to existing conditions with adoption of the BMP. Furthermore, the General Plan does not identify specific scenic resources and implementation of the bicycle projects identified in the BMP would be subject to individual project review on a case-by-case basis including conformance with the Community Design Element of the City of Norwalk General Plan. Therefore, adoption of the BMP would result in less than significant impacts on known scenic vistas.
- b) **No impact.** A review of the California State Scenic Highway Mapping System was conducted and there are no designated scenic highways located in the City (Caltrans 2021). The nearest designated highways are not visible from the City and include Arroyo Seco Historic Parkway (Route 110) that is a designated federal byway that connects Los

Angeles and Pasadena and a portion of State Route 91 in Orange County that is a state designated highway. Therefore, no impacts to scenic highways would result from adoption of the BMP.

- c) **Less than significant impact.** The proposed project is the adoption of the BMP that would not result in an adverse impact on visual character. The proposed improvements would primarily be located within the existing right-of-way with some exceptions. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot and a proposed bike path along the train tracks that cross diagonally through the City. The BMP improvements would be located primarily within a developed urban environment and have been designed to connect seamlessly to existing and other planned bikeways within and adjacent to the City. Furthermore, implementation of the bicycle projects identified in the Bicycle Master Plan would be dependent on the availability of funding sources and would be subject to individual project review on a case-by-case basis. Therefore, impacts would from adoption of the BMP would be less than significant.
- d) **Less than significant impact.** The BMP would be a program document to improve the bicycle network. The majority of recommend bicycle improvements that would occur under the BMP would occur within existing right-of-way within a developed urban environment. As such, projects implementing BMP recommended improvements are not anticipated to result in a substantial source of new light or glare. Furthermore, when specific bicycle projects are implemented, the City would conduct project specific review would be required to comply with the goals and policies under the City's General Plan, development codes, and other relevant regulatory documents. Therefore, adoption of the BMP would result in less than significant impacts.

References

California Department of Transportation (Caltrans). California State Scenic Highway System Map. Accessed October 2021. URL: California State Scenic Highway System Map (www.caltrans.maps.arcgis.com).

City of Norwalk. (1996, February 29). City of Norwalk General Plan. Retrieved October 2021, from <https://www.norwalk.org/home/showpublisheddocument/20041/636561304601230000>.

City of Norwalk. (1996, February 29). City of Norwalk General Plan: Citywide Elements - Land use. Retrieved October 2021, from <https://www.norwalk.org/home/showpublisheddocument/20035/636561304580170000>.

Agriculture and Forestry Resources

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
II. AGRICULTURE AND FORESTRY RESOURCES —				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No impact.** The City of Norwalk is identified as “Urban and Built-Up Land” based on a review of the Los Angeles County Important Farmland Map 2018 prepared by the California Department of Conservation Farmland Mapping and Monitoring Program. Urban and Built-Up land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. Therefore, adoption of the BMP would have no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.
- b) **No impact.** The City of Norwalk is located within a developed urban environment. There is no land specifically zoned for agriculture based on a review of the City of Norwalk’s Zoning Map (Norwalk 2020). However, tree farms, agriculture, and horticulture including nurseries are permitted uses within the Open-Space (O-S) Zone (Norwalk 2021).

The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners in order to restrict

- specific parcels of land to agricultural or related open space use. The BMP would be a program document to improve the bicycle network. The proposed improvements would primarily be located within existing right-of-way with some exceptions. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot and a proposed bike path along the train tracks that cross diagonally through the City. Therefore, the BMP would not conflict with existing zoning for agricultural use or a Williamson Act contract and no impacts would result.
- c) **No impact.** The City of Norwalk is located within a developed urban environment. The City of Norwalk does not have any land that is designated as forest land, timberland, or timberland zoned Timberland Production based on a review of the City of Norwalk Zoning Map (Norwalk 2020). Therefore, the BMP would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned timberland production and no impact would result.
- d) **No impact.** The City of Norwalk is located within a developed urban environment. Land use within the City consists primarily of residential uses (low density residential, medium density residential, high density residential), commercial uses, industrial uses, and other uses such as schools and parks. The City of Norwalk does not have any land that is designated as forest land based on a review of the General Plan Land Use Map (Norwalk 2020). Therefore, the BMP would not result in the loss of forest land, or conversion of forest land to non-forest use and no impacts to forestland would result.
- e) **No impact.** Adoption of the BMP would not result in other changes to the environment that could result in the conversion of agriculture or forestry land to other uses. The City of Norwalk and surrounding communities are located within a developed urban environment. As noted above, there is no land specifically designated for agriculture or forestry use within the City. The BMP would be a program document to improve the bicycle network and proposed improvements would primarily be located within existing right-of-way with some exceptions. Therefore, no impacts would result.

References

- California Department of Conservation. (2018). Los Angeles County Important Farmland Map Sheet Two of Two.
- City of Norwalk. (2020, April). City of General Plan Land Use Map. Retrieved October 2021, from <https://www.norwalk.org/home/showpublisheddocument/23981/637236043927470000>.
- City of Norwalk. (2021 March). City of Norwalk Municipal Code Section 17.08.100. Retrieved November 2021, from http://library.qcode.us/lib/norwalk_ca/pub/municipal_code/item/title_17-chapter_17_08-article_iii-17_08_100.
- City of Norwalk. (2020, April). City of Norwalk Zoning Map. Retrieved October, 2021, from <https://www.norwalk.org/home/showpublisheddocument/23979/637236043923570000>.

Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
III. AIR QUALITY —				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than significant impact.** The South Coast Air Quality Management District (SCAQMD), together with land use transportation planning assumption from the Southern California Association of Governments (SCAG), is responsible for formulating and implementing air pollution control strategies throughout the South Coast Air Basin, which includes the area in which the City is located. The SCAQMD 2016 Air Quality Management Plan (AQMP) contains measures to meet the Federal 24-hour standards for particulate matter less than 2.5 microns in diameter (PM 2.5), annual PM2.5 standards, and 1-hour ozone standards (SCAQMD, 2017). The 2016 AQMP control strategies were developed, in part, based on regional growth projections prepared by SCAG through 2040. Projects whose growth is consistent with the assumptions used in the 2016-2040 RTP/SCS will be deemed to be consistent with the 2016 AQMP because their growth has already been included in the growth projections utilized in the formulation of the control strategies in the 2016 AQMP. Thus, emissions from projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the 2016 AQMP would not jeopardize attainment of the air pollutant reduction goals identified in the AQMP.

The BMP would encourage increased bicycle ridership by proposing a recommended bicycle network that improves the safety of the current bicycle network and intermodal convenience and accessibility. The BMP identifies a network of bicycle facilities within the City as well as priority projects and implementation strategies to improve the safety of people bicycling in the City. The BMP also proposes programs and policies for the city to improving bicycling conditions. The BMP includes planned bikeway changes, with Class II bike lanes along major transportation corridors in the City, including segments along Firestone Boulevard and Alondra Boulevard, and Class I, II, and IV bike lanes along segments of San Antonio Drive, Norwalk Boulevard and Firestone Boulevard. Proposed BMP projects include new Class I, II, III and IV bike lanes along various street segments

as listed in the Project Description, construction of a connection/ramp to Foster Road and a shared-use sidewalk along Hoxie Avenue at the Metro Norwalk C Line (Green) Station, and the construction of shared-use sidewalks along portions of Rosecrans Avenue and Imperial Highway and bike/pedestrian bridges on Civic Center Avenue and Silverbow Avenue to facilitate bike/pedestrian movement through the City.

The implementation of BMP recommended project(s) may require minor and temporary construction activities for bike lane striping, sidewalk and bike/pedestrian bridges, and potentially street resurfacing, if needed. Construction equipment would be required to comply with control measures that limit emissions including the California Air Resources Board (CARB) Air Toxics Control Measure (ATCM) that limits heavy-duty diesel motor vehicle idling to five minutes at any location (Title 13 California Code of Regulations [CCR], Section 2485), the Truck and Bus regulation that reduces emissions of nitrogen oxides (NO_x), respirable particulate matter (PM10) and fine particulate matter (PM2.5) from diesel vehicles operating in California (13 CCR, Section 2025) and the In-Use Off-Road Diesel Fueled Fleets regulation that reduces emissions of NO_x, PM10 and PM2.5 from the installation of diesel particulate filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models (13 CCR, Section 2449). Furthermore, construction would be required to comply with SCAQMD rules and regulations, including Rule 403 for controlling emissions of fugitive dust, Rule 1143 for controlling emissions of volatile organic compounds (VOCs) from traffic coatings for lane striping, and Rules 1108 and 1108.1 for asphalt.

Implementation of BMP recommended improvements would enhance bicycling conditions in the City. As described above and in the Project Description, the BMP would be designed to connect to existing and other planned bikeways within and adjacent to the City to ensure that the proposed bikeway network fits seamlessly into other planned improvements in the City. The BMP would encourage bicycle activity through an expanded and improved bicycle network and provide for more convenient connections to public transit including the Metro Norwalk C Line (Green) Station, which would encourage non-motorized trips from residents, employees, and visitors in the City and assist in reducing mobile source air pollutant emissions. Implementation of the BMP would not include nor require the operation of new sources of air pollutant emissions. The 2016 AQMP includes transportation control strategies intended to reduce vehicle miles traveled (VMT) and resulting regional mobile source emissions. The majority of these strategies are to be implemented by cities, counties, and other regional agencies, such as SCAG and SCAQMD although some can be furthered by individual projects. Based on the above, implementation of improvements identified in the BMP would assist in reducing VMT and mobile source emissions and would not conflict with the applicable AQMP. Impacts would be less than significant.

- b) **Less than significant impact.** As discussed above, the BMP would be a planning document to help guide improvements to the bicycle network. The BMP includes new and expanded bike lanes, shared-use sidewalks, and bike/pedestrian bridges to facilitate bike/pedestrian movement through the City. Implementation of BMP recommended

- improvements may require minor and temporary construction activities. However, construction would be limited to small scale painting for the striping of bike lanes, small scale construction of several share-use sidewalks and bike/pedestrian bridges, and potentially street resurfacing in limited areas, if needed. No substantial demolition, mass grading, or excavation would be required. Construction would be required to comply with applicable CARB and SCAQMD rules and regulations to control air pollutant emissions, as described above. Compliance with CARB and SCAQMD rules and regulations would in particular control emissions of nonattainment pollutants, including VOCs and NO_x, which are ozone precursors, and particulate matter (PM₁₀ and PM_{2.5}). The BMP would not include nor require the operation of new sources of air pollutant emissions. Adoption of the BMP would encourage non-motorized trips from residents, employees, and visitors in the City and assist in reducing long-term mobile source air pollutant emissions. Based on the limited scale of construction emissions, reduced long-term mobile source emissions, and compliance with applicable emissions control rules and regulations, the BMP would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard and impacts would be less than significant.
- c) **Less than significant impact.** As discussed above, construction activities would be limited and small in scale and would be required to comply with applicable CARB and SCAQMD rules and regulations to control air pollutant emissions. Construction of the proposed improvements would also be relatively short in duration typically each lasting from a few days up to a few months. The BMP would not include nor require the operation of new sources of air pollutant emissions and would assist in reducing long-term mobile source emissions in the City. As discussed in the Project Description, the proposed BMP improvements would primarily occur within the existing right-of-way of different street segments in the City (as identified in the Project Description) with the exception of a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot that would require coordination with LA Metro and a proposed bike path along the train tracks that cross diagonally through the City that would require coordination with Southern Pacific. Since the proposed improvements would occur at various locations in the City, no specific sensitive receptor would be exposed to emissions from buildout of all projects recommended under the BMP. Based on the limited scale and relatively short-term duration of construction emissions, reduced long-term mobile source emissions, and compliance with applicable emissions control rules and regulations, the BMP would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.
- d) **Less than significant impact.** The projects implementing BMP recommended improvements may generate other emissions, such as those leading to odors, for short-term and temporary durations from the construction of proposed improvements. Such emissions may occur in limited quantities from the use of traffic coatings for lane striping and potentially from street resurfacing, which would generate VOC emissions. As discussed in b) above, construction would be required to comply with SCAQMD rules and regulations for controlling these emissions. The BMP would not include nor require the operation of

new sources of air pollutant emissions and would assist in reducing long-term mobile source emissions in the City. Based on the limited scale and relatively short-term duration of construction emissions, reduced long-term mobile source emissions, and compliance with applicable emissions control rules and regulations, the BMP would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and impacts would be less than significant.

References

South Coast Air Quality Management District (SCAQMD), Final 2016 Air Quality Management Plan, March 2017.

Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IV. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than significant impact with mitigation.** The City of Norwalk is fully urbanized and predominantly consists of developed and disturbed areas lacking natural vegetation, aside from landscaped areas characterized by ornamental trees, shrubs, and herbaceous plant species. A database review showed that the City is not overlain within U.S. Fish and Wildlife Service (USFWS)-designated Critical Habitat for any special-status plant or wildlife species (USFWS 2021a). Additionally, the California Natural Diversity Data Base (CNDDDB) or California Native Plant Society (CNPS) Rare Plant Inventory identified 19 special-status species being recorded within the Whittier USGS 7.5-minute quadrangle (CDFW 2021; CNPS 2021) as identified in **Table 4 and 5**. The landscaped and urban developed areas within the City likely provide marginally suitable habitat for a limited number of special-status wildlife species, including bat and avian species. BMP recommended bikeways and associated facilities are proposed to occur primarily within existing rights-of-way, and therefore, would not result in loss of habitat.

**TABLE 4
POTENTIALLY OCCURRING SPECIAL-STATUS WILDLIFE SPECIES**

Common Name Scientific Name	Sensitivity Status ¹	Preferred Habitat/Known Distribution ²
AMPHIBIANS		
Spadefoot Toads <i>Scaphiopodidae</i>		
western spadefoot <i>Spea hammondi</i>	Federal: None State: SSC Local: None	Mixed woodland, grasslands, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains. Prefers washes and other sandy areas with patches of brush and rocks. Rain pools or shallow temporary pools, which do not contain bullfrogs, fish, or crayfish are necessary for breeding. Perennial plants necessary for its major food-termites.
BIRDS		
Cuckoos & relatives <i>Cuculidae</i>		
western yellow-billed cuckoo <i>Coccyzus americanus occidentalis</i>	Federal: FT, BCC State: SE Local: None	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry nettles, or wild grape.
Swallows, Martins, & Saw-wings <i>Hirundinidae</i>		
bank swallow <i>Riparia riparia</i>	Federal: None State: ST Local: None	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.
True Owls <i>Strigidae</i>		
burrowing owl <i>Athene cunicularia</i>	Federal: BCC State: SSC Local: None	Inhabits coastal prairie, coastal scrub, Great Basin scrub, Mojavean desert scrub, Sonoran Desert scrub, annual and perennial grasslands, bare ground, and disturbed habitats characterized by low-growing vegetation. A subterranean nester dependent upon burrowing mammals, particularly the California ground squirrel.
Gnatcatchers <i>Poliophtilidae</i>		
coastal California gnatcatcher <i>Poliophtila californica californica</i>	Federal: FT State: SSC Local: None	Species is an obligate, permanent resident of coastal sage scrub habitats dominated by California sagebrush and flat-topped buckwheat, mainly on cismontane slopes below 1,500 feet in elevation. Low coastal sage scrub in arid washes, on mesas and slopes.
Vireos <i>Vireonidae</i>		
least Bell's vireo <i>Vireo bellii pusillus</i>	Federal: FE State: SE, SSC Local: None	Known to occur in riparian forest, scrub, and woodland habitats. Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2,000 feet. Highly territorial and nests primarily in willow, mule fat, or mesquite habitats.

Common Name Scientific Name	Sensitivity Status ¹	Preferred Habitat/Known Distribution ²
INVERTEBRATES		
Order Hymenoptera (ants, bees, & wasps)		
Insecta		
Crotch bumble bee <i>Bombus crotchii</i>	Federal: None State: SCE Local: None	Open grassland and scrub habitats that support potential nectar sources such as plants within the Fabaceae, Apocynaceae, Asteraceae, Lamiaceae, and Boraginaceae families.
MAMMALS		
Free-Tailed Bats		
Molossidae		
western mastiff bat <i>Eumops perotis californicus</i>	Federal: None State: SSC Local: None	Known to occur in habitat consisting of extensive open areas within dry desert washes, flood plains, chaparral, cismontane oak woodland, coastal scrub, open ponderosa pine forest, and grasslands. Roosts primarily in crevices in rock outcrops and buildings.
REPTILES		
Whiptails & relatives		
Teiidae		
coastal western whiptail <i>Aspidoscelis tigris stejnegeri</i>	Federal: None State: SSC Local: None	Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland and riparian areas. Ground may be firm soil, sandy, or rocky.

- ¹ Sensitivity Status
Federal (USFWS)
FE Federally Endangered
FT Federally Threatened
BCC Birds of Conservation Concern
State
SE State Endangered
SCE State Candidate as Endangered
SSC State Species of Special Concern

- ² Sources for Preferred Habitat
CDFW. 2021. California Natural Diversity Database (CNDDDB). RareFind, Version 5.0 (Commercial Subscription). Sacramento, California: CDFW, Biogeographic Data Branch. Available online at: <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>. Accessed on October 27, 2021.

TABLE 5
POTENTIALLY OCCURRING SPECIAL-STATUS PLANT SPECIES

Common Name Scientific Name	Sensitivity Status ¹	Flowering Period	Preferred Habitat/Known Distribution ²
Asteraceae (Sunflower Family)			
Coulter's goldfields <i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	Federal: None State: None Local: 1B.1	Feb.–Jun.	Salt-marsh, playas, vernal-pools, coastal; usually occurs in wetlands but occasionally in non-wetlands. Elevation range extends from 1-1,220 meters. Found in Orange, Riverside, Ventura, San Diego, and possibly Los Angeles, Kern and San Bernardino counties.

Common Name Scientific Name	Sensitivity Status¹	Flowering Period	Preferred Habitat/Known Distribution²
San Bernardino aster <i>Symphotrichum defoliatum</i>	Federal: None State: None Local: 1B.2	Jul.–Nov.	Near ditches, springs, and streams; cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, valley and foothill grassland (vernally mesic) Elevation range extends from 2-2,040 meters. Found in Los Angeles, Kern, Imperial, Riverside, San Bernardino, Orange, San Diego counties.
Chenopodiaceae (Goosefoot Family)			
Parish's brittlescale <i>Atriplex parishii</i>	Federal: None State: None Local: 1B.1	Jun.–Oct.	Shadscale scrub, alkali sinks, freshwater wetlands, wetland-riparian; playas, vernal pools. Elevation range extends from 25-1,900 meters. Found in Orange, Riverside, San Diego, and possibly Los Angeles and San Bernardino counties.
Convolvulaceae (Morning-glory Family)			
lucky morning-glory <i>Calystegia felix</i>	Federal: None State: None Local: 3.1	Mar.–Sep.	Meadows and seeps (sometimes alkaline), riparian scrub (alluvial); usually found in wetlands and marshes, but can be found in drier areas as well. Elevation range extends from 30-215 meters. Found in Los Angeles, Riverside, San Bernardino counties.
Crassulaceae (Stonecrop Family)			
many-stemmed dudleya <i>Dudleya multicaulis</i>	Federal: None State: None Local: 1B.2	Apr.–Jul.	Chaparral, coastal scrub, valley and foothill grassland often on clay soils. Elevation range extends from 15-790 meters. Found in Los Angeles, Orange, Riverside, San Bernardino, San Diego counties.
Juglandaceae (Walnut Family)			
Southern California black walnut <i>Juglans californica</i>	Federal: None State: None Local: 4.2	Mar.–Aug.	Chaparral, cismontane woodland, coastal scrub, riparian woodland; alluvial. Elevation range extends from 50-900 meters. Found in Los Angeles, Orange, Riverside, Santa Barbara, San Bernardino, San Diego, Ventura counties.
Liliaceae (Lily Family)			
Plummer's mariposa lily <i>Calochortus plummerae</i>	Federal: None State: None Local: 4.2	May–Jul.	Chaparral (openings), cismontane woodland, coastal scrub, valley and foothill grassland, granitic/rocky. Elevation range extends from 100- 1,700 meters. Found in Los Angeles, Orange, Riverside, San Bernardino, Ventura counties.
intermediate mariposa lily <i>Calochortus weedii</i> var. <i>intermedius</i>	Federal: None State: None Local: 1B.2	May–Jul.	Coastal scrub, chaparral, valley and foothill grassland on rocky soil and rocky outcrops. Elevation range extends from 105-855 meters. Found in Los Angeles, Orange, Riverside, San Bernardino counties.

Common Name Scientific Name	Sensitivity Status ¹	Flowering Period	Preferred Habitat/Known Distribution ²
Poaceae (True Grass Family)			
California Orcutt grass <i>Orcuttia californica</i>	Federal: FE State: SE Local: 1B.1	Apr.–Aug.	Vernal pools. Elevation range extends from 15-660 meters. Found in Los Angeles, Riverside, San Diego, Ventura counties.
Polemoniaceae (Phlox Family)			
prostrate vernal pool navarretia <i>Navarretia prostrata</i>	Federal: None State: None Local: 1B.1	Apr.–Jul.	Coastal sage scrub, wetland-riparian; occurs almost always under natural conditions in wetlands. Elevation range extends from 15-1,210 meters. Found in Los Angeles, Orange, Riverside, San Diego counties.

- ¹ Sensitivity Status
Federal
FE Federally Endangered
State
SE State Endangered
Local (California Rare Plant Ranks)
1B Plants rare, threatened, or endangered in California and elsewhere
3 Plants about which more information is needed, a review list
4 Plants of limited distribution, watch list

- ² Sources for Preferred Habitat
California. 2021. Information on Wild California Plants. Available online at: <https://www.calflora.org/>. Accessed on October 27, 2021.
CDFW. 2021. California Natural Diversity Database (CNDDDB). RareFind, Version 5.0 (Commercial Subscription). Sacramento, California: CDFW, Biogeographic Data Branch. Available online at: <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>. Accessed on October 27, 2021.

Throughout the City, trees, buildings, and structures, such as bridges, may provide limited roosting habitat for special-status bat species, including western mastiff bat (*Eumops perotis californicus*), which have been documented as occurring within the southeast corner of the City and project alignment (CDFW 2021). However, this bat species has a low potential to occur due to limited habitat, distance to natural areas and water sources for foraging, and high level of noise, nighttime lighting, and overall human activity. Special-status avian species, such as bank swallow (*Riparia riparia*), burrowing owl (*Athene cunicularia*), coastal California gnatcatcher (*Polioptila californica californica*), southwestern willow flycatcher (*Empidonax traillii extimus*), least Bell's vireo (*Vireo bellii pusillus*), and western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), are recorded in CNDDDB as occurring within or in the immediate vicinity of the City (CDFW 2021). Along with the lack of suitable habitat within the City, records for least Bell's vireo, bank swallow, and western yellow-billed cuckoo listed by CNDDDB as extirpated or presumed extirpated, making the potential unlikely for these species to occur (CDFW 2021). Limited suitable habitat for burrowing owl due to lack of agricultural fields or open grassland habitats near water sources, along with the high level of urban development within the City, make it unlikely for the species to be present. Coastal California gnatcatcher are obligate residents of coastal scrub habitat which is not present within the City; therefore, this species is unlikely to nest or forage within the City. Adoption and

implementation of the BMP would not result in long-term adverse effects on special-status wildlife species that occur in the region. Special-status plant species are not known to occur within the City boundary. Additionally, special-status plant species are not expected to occur due to the highly disturbed and developed natures of the City.

Generally, limited suitable bat and avian nesting habitat is present within the City due to the dominance of developed and disturbed areas. However, many avian and bat species are known to nest, forage, and roost within ornamental shrubs and trees planted as part of existing landscaping and man-made structures and buildings. Additionally, platforms or gaps within bridges associated with I-605, I-5, railroads, or the San Gabriel River provide potential suitable nesting for birds and roosting cavities for bats. Therefore, adoption of the BMP may affect nesting birds and roosting bats, as suitable habitat occurs for tree, shrub, and cavity-nesting special-status birds and bats within the City, and Mitigation Measures would be required prior to or during construction. Implementation of Mitigation Measure BIO-1 and BIO-2 would reduce potentially significant impacts to nesting birds and roosting bats during construction to less than significant.

Mitigation Measures:

BIO-1: Nesting Birds. Vegetation removal shall be conducted between September 1 and January 31, outside the typical nesting season for birds in the region. If vegetation removal must occur during the typical nesting season (February 1 – August 31), a qualified biologist shall conduct a pre-construction survey for active nests within areas that will be subject to vegetation removal, construction noise, and/or ground disturbances, including a 100 to 300-foot buffer around existing trees and landscaped areas, to identify any potential active nests. Buffer distances should be adjusted at the discretion of the biologist based on the location of the nest, species, and surrounding land uses. If no sign of nesting activity is observed, construction may proceed without potential impacts to nesting birds.

If an active nest is observed during the pre-construction clearance survey, an adequate buffer determined by the qualified biologist shall be established around the active nest depending on sensitivity of the species and proximity to construction activity and impact areas. Onsite construction monitoring may also be required to ensure that no direct or indirect impacts occur to the active nest or nesting activities. Construction activities shall be avoided within the buffer, unless otherwise approved by the monitoring biologist (e.g., vehicles could pass through buffer areas while jackhammering would be restricted). Buffers shall be clearly marked and defined to restrict certain activities where they could result in nest failure, and shall remain in place until nests are no longer active, as determined by the monitoring biologist.

BIO-2: Special-Status Bats. Prior to commencement of construction activities, a qualified biologist shall conduct a pre-construction bat survey where ground-disturbing, tree removal or construction noise exceeding 60dB activities are proposed, including and up to 300-foot buffer in areas where bat roosting may occur. If bats are determined to be roosting, the biologist shall determine whether a day roost (non-breeding) or maternity roost (lactating females and dependent young) is present. If a day roost is determined to be present within areas surveyed, the biologist shall ensure that direct mortality to roosting individuals will not occur. If a maternity roost is

determined to be present within 300 feet from the work areas, a qualified biologist shall determine whether construction activities are likely to disturb breeding activities and to determine an appropriate buffer size to prevent roost abandonment.

If direct disturbance to the maternity roost could occur, a Bat Exclusion Plan shall be prepared in consultation with CDFW and subsequently implemented after young have been weaned. At a minimum, the plan shall include avoidance and minimization measures to reduce potential impacts to breeding bats during construction activities and prescribed methods to safely and humanely evict bats from the roost subsequent to young bats roost dispersal to minimize any potential impacts.

- b) **No impact.** The City primarily consists of developed and disturbed areas that generally lack natural vegetation. There are likely limited natural communities in the City either composed of native or non-native vegetation that would likely be categorized as “disturbed”. While the San Gabriel River is present along the western edge of the City, it is channelized and concrete-lined lacking riparian vegetation or other sensitive natural communities and no construction is planned to occur within the river. No impacts to riparian or sensitive natural communities would occur.
- c) **Less than significant impact.** No wetland features are identified by the National Wetlands Inventory (NWI) as occurring within the City (USFWS 2021b). Surface flows from stormwater runoff are likely conveyed through portions of the City within storm drain channels or ditches. These channels are likely maintained and contain no vegetation; however, some of these channels may be considered jurisdictional “waters” and would be subject to federal and state regulation if they convey surface flows to the San Gabriel River. As tributaries to the San Gabriel River, a water of the U.S., these channels would also potentially be considered jurisdictional waters of the U.S., and waters of the State. If adoption of the BMP leads to alterations or discharges of fill material to waters of the U.S or State due to construction, permits from the U.S. Army Corps of Engineers (USACE) under Section 404, a water quality certification from the Los Angeles Regional Water Quality Control Board (RWQCB) under Section 401, and/or a Water Quality Certification or Waste Discharge Requirement (WDR) under the Porter Cologne Water Quality Act may be required. Additionally, California Department of Fish and Wildlife (CDFW) regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream, or lake which supports fish or wildlife. A notification of a Lake or Streambed Alteration Agreement (LSAA) must be submitted to CDFW for “any activity that may substantially change the bed, channel, or bank of any river, stream, or lake.” If adoption of the BMP and associated construction would avoid any alteration or discharge to existing surface channels, then no such permits would be required. Confirmation of the jurisdictional status of features would be required and permit applications submitted prior to construction. Required permits, including permits under Sections 401 and 404 of the Clean Water Act (CWA) and Streambed Alteration Agreement in accordance with Section 1600 of the California Fish and Game Code, would be required to be obtained prior to the start of construction activities, as applicable. Therefore, due to compliance with existing federal, state, and local requirements, adoption of the BMP and associated construction would result in a less than significant impact from project implementation.

- d) **Less than significant impact with mitigation.** The City is highly urbanized and predominantly developed with residential, commercial, and industrial uses. Additionally, it is entirely surrounded by developed lands and no conservation lands or wildlife corridors are identified as occurring nearby. Therefore, no impact would occur to wildlife movement as a result of BMP adoption or associated construction.

No known or expected native wildlife nursery sites occur in the City and no such resources would be affected by BMP adoption and associated construction. Therefore, no impact that would impede the use of native wildlife nursery sites would occur. The Migratory Bird Treaty Act (MBTA) is the domestic law that affirms, or implements, a commitment by the U.S. to four international conventions (with Canada, Mexico, Japan, and Russia) for the protection of a shared migratory bird resource. The MBTA makes it unlawful at any time, by any means, or in any manner to pursue, hunt, take, capture, or kill migratory birds. Under California Fish and Game Code Sections 3503, 3503.5, 3513, and 3800, a project operator is not allowed to conduct activities that would result in the taking, possessing, or destroying of any birds of prey; the taking or possessing of any migratory nongame bird as designated in the MBTA; the taking, possessing, or needlessly destroying of the nest or eggs of any raptors or nongame birds protected by the MBTA; or the taking of any nongame bird. The BMP would comply with the Migratory Bird Treaty Act and the California Fish and Game Code for the protection of avian nests and their young by implementing Mitigation Measure BIO-1.

- e) **Less than significant impact.** City of Norwalk Ordinance No. 21-1722 adopted under Norwalk Municipal Code Chapter 12.32 requires a permit for tree or shrub removal within public parks, grounds, streets, and other public areas. Caltrans land or Caltrans easements are exempt from City ordinances protecting trees. Therefore, if adoption of the BMP and associated construction results in damage or removal of trees and/or shrubs not within Caltrans right-of-way, a permit from the City of Norwalk Public Services Department would be required. Since compliance with the City's tree ordinance is required, a less than significant impact would occur.
- f) **No Impact.** The City is highly urbanized and not located within or adjacent to any habitat conservation plans or natural community conservation plan areas. Therefore, BMP adoption and associated construction would not conflict with provisions of an adopted natural community conservation plan or other approved local, regional, or state habitat conservation plan and no impact would occur.

References

Calflora. 2021. Information on Wild California Plants. Available online at: <https://www.calflora.org/>. Accessed on October 27, 2021.

California Department of Fish and Wildlife (CDFW). 2021. California Natural Diversity Database (CNDDDB) RareFind 5. CDFW's Electronic database, Sacramento, California. Accessed on October 27, 2021, at <https://www.dfg.ca.gov/biogeodata/cnddb>.

U.S. Fish and Wildlife Service (USFWS). 2021a. IPAC Information for Planning and Consultation. Accessed on October 27, 2021, at <https://ecos.fws.gov/ipac/>.

U.S. Fish and Wildlife Services (USFWS 2021b). 2021. National Wetland Inventory (NWI) Data Mapper. Accessed on October 27, 2021, at <https://www.fws.gov/wetlands/Data/Mapper.html>.

Cultural Resources

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than significant with mitigation incorporated.** A records search was conducted on December 20, 2021 at the California Historical Resources Information System - South Central Coastal Information Center (CHRIS - SCCIC) housed at California State University, Fullerton. The records search included the identification of previously recorded cultural resources within an 1/2-mile radius of the BMP recommended project area (study area). The records search indicated that a total of 23 built environment resources have been previously recorded within the study area. The 23 resources include 18 buildings, 4 structures and 1 district. No previously recorded archaeological resources have been documented within the study area or BMP recommended project area. One historic-period built environment resource (P-19-186110) is within a proposed BMP alignment. This resource is a portion of the Union Pacific Railroad (former Southern Pacific Railroad) and is eligible for listing in the National Register of Historic Places (NRHP) and in the California Register of Historical Resources (CRHR) under criterion A/1, for its association with the development of Los Angeles and the economy of Southern California, and under criterion B/2, for its association with the Big Four (Mark Hopkins, Collis P. Huntington, Leland Stanford, and Charles Crocker). Because the project is located in a highly urbanized context, an archaeological survey was not conducted.

In a letter dated November 22, 2021, the Native American Heritage Commission (NAHC) indicated that a Sacred Lands File (SLF) search conducted in connection with the BMP recommended project yielded negative results – meaning no sacred lands were identified. As a result of Assembly Bill 52 Native American outreach, one tribal group requested consultation and provided mitigation recommendations.

Implementation of the BMP recommended projects would enhance bicycling conditions in the City and may require minor and temporary construction activities for bike lane striping, sidewalk and bike/pedestrian bridges, and potentially street resurfacing, if needed. One built environment resource (P-19-186110) that is eligible for listing in the NRHP and CRHR is within the BMP project area, and therefore qualifies as a historical resource pursuant to CEQA Guidelines Section 15064.5(a). However, the proposed BMP alignment would be adjacent to the resource and the BMP recommended project would not alter or

otherwise modify this resource. The significance of the resource would not be materially impaired and the resource would continue to convey its historical significance upon project completion. Therefore, the BMP recommended project would not result in a substantial adverse change to this historical resource and impacts to this historical resource would be less than significant. In addition, no impacts to other built environment resources qualifying as historical resources would occur since the BMP recommended project does not propose to alter demolish or alter any buildings or structures.

No previously identified archaeological resources were identified within or in close proximity to the proposed BMP project area. The project area is heavily developed with previous disturbances anticipated to extend to varying depths. For instance, disturbances resulting from previous street, sidewalk, and landscaping construction are typically shallower than those resulting from bridge foundation and utility disturbances. Project areas and depths at which previous disturbances have not occurred could be sensitive for the presence of archaeological resources. One tribal group recommended monitoring be conducted during construction activities. Although no known archaeological resources qualifying as historical resources have been identified within the BMP recommended project area, there is the possibility that the project could encounter undisturbed areas that contain subsurface archaeological deposits that may qualify as historical resources. Therefore, project implementation has the potential to cause a substantial adverse change in the significance of a historical resource, however, with the incorporation of **Mitigation Measures CUL-1 through CUL-4**, potential impacts to unknown archaeological resources that could qualify as historical resources under CEQA would be reduced to **less than significant**.

Mitigation Measures

CUL-1: Retention of a Qualified Archaeologist. Prior to the start of ground-disturbing activities, the City shall retain a Qualified Archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (U.S. Department of the Interior 2012) to support the implementation of cultural resources mitigation measures.

CUL-2: Archaeological Resources Sensitivity Training. Prior to the start of ground-disturbing activities, the Qualified Archaeologist shall provide cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The City shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

CUL-3: Native American Monitoring. Native American monitoring shall be conducted for ground disturbing activities in areas or at depths with limited or no previous disturbances. Native American monitoring may be reduced or discontinued in coordination with the City and the Native American monitor based on observations of limited to no potential based on stratigraphy or evidence of previous disturbances. The Native American monitor shall be empowered to halt or redirect ground-disturbing

activities away from the vicinity of a discovery until the Qualified Archaeologist has evaluated the discovery and determined appropriate treatment. The Native American monitor shall keep daily logs detailing the types of activities that occurred and observations. Daily logs shall be submitted to the City on a weekly basis.

CUL-4: Unanticipated Discoveries. In the event of the unanticipated discovery of archaeological materials, the City shall immediately cease all work activities in the area (within approximately 50 feet) of the discovery until it can be evaluated by the Qualified Archaeologist. Construction shall not resume until the Qualified Archaeologist has conferred with the City on the significance of the resource and treatment has been implemented.

If it is determined that the discovered archaeological resource constitutes a historical resource or a unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall be prepared and implemented by the Qualified Archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. The City shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.

- b) **Less than significant with mitigation incorporated.** As noted above under Response (a), no known archaeological resources were identified within the BMP recommended project area as a result of the CHRIS-SCCIC records search. Although no known archaeological resources qualifying as unique archaeological resources have been identified within the BMP recommended project area, there is the possibility that ground disturbing activities extending into undisturbed areas and depths could encounter subsurface archaeological deposits that may qualify as unique archaeological resources. Therefore, project implementation has the potential to cause a substantial adverse change in the significance of a unique archaeological resource, however, with the incorporation of **Mitigation Measures CUL-1 through CUL-4** above, potential impacts to unknown archaeological resources that could qualify as unique archaeological resources under CEQA would be reduced to **less than significant**.
- c) **Less than significant with mitigation incorporated.** No known formal or informal cemeteries or other burial places are known to exist within the BMP recommended project area. However, because ground disturbing activities could occur in undisturbed areas and depths, it is possible that such activities could unearth, expose, or disturb previously unknown human remains. Implementation of **Mitigation Measure CUL-5** would reduce potential impact to unknown human remains to **less than significant**.

Mitigation Measures

CUL-5: Human Remains Discovery. If human remains are encountered, all work shall halt in the vicinity (within 50 feet) of the find and the Los Angeles County Coroner shall be contacted in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the NAHC shall be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by Assembly Bill 2641). The NAHC shall designate a Most Likely Descendent (MLD) for the remains per PRC Section 5097.98. Until the landowner has conferred with the MLD, the City shall ensure the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.

Energy

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
VI. ENERGY — Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than significant impact.** The BMP identifies proposed improvements to the City’s bicycle network. Implementation of individual projects identified in the BMP may require minor and temporary construction activities for these improvements. Construction is anticipated to be small-scale and would be limited to necessary construction of the proposed improvements that would improve the safety of the current bicycle network and improve intermodal convenience and accessibility. Construction would be required to comply with applicable CARB rules and regulations such as the ATCM that limits heavy-duty diesel motor vehicle idling to five minutes at any location (13 CCR, Section 2485). While the focus of this regulation is to reduce air pollutant emissions, the regulation results in co-benefits of transportation fuel savings from reducing unnecessary vehicle idling. The BMP does not include nor require the operation of new energy-consuming facilities. Adoption of the BMP would encourage non-motorized trips from residents, employees, and visitors in the City and assist in reducing long-term mobile source transportation fuel consumption. Based on the limited scale of construction activities, reduced long-term mobile source transportation fuel consumption, and compliance with applicable rules and regulations that would have co-benefits of transportation fuel savings, adoption of the BMP would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Impacts from BMP adoption would be less than significant.
- b) **No impact.** Implementation of the BMP would improve bicycling conditions in the City and proposed improvements are planned to connect to existing and other planned bikeways. The BMP would encourage bicycle activity through an expanded and improved bicycle network and provide for more convenient connections to public transit including the Metro Norwalk C Line (Green) Station, which would encourage non-motorized trips from residents, employees, and visitors in the City and assist in reducing mobile source transportation fuel consumption. Implementation of the BMP would not include nor require the operation of new energy-consuming facilities. The City is located within the jurisdiction of SCAG for regional transportation planning. On September 3, 2020, the SCAG Regional Council adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS)* also known as “Connect SoCal,” which is an update to the previous 2012-2035 RTP/SCS and 2016-2040 RTP/SCS

(SCAG, 2020). The 2020-2045 RTP/SCS includes goals and strategies intended to improve mobility and access to diverse destinations, provide more transportation choices, and reduce vehicular demand. Based on the proposed improvements identified in the BMP that would encourage bicycle activity through an expanded and improved bicycle network and provide for more convenient connections to public transit, which would improve mobility and access to destinations and transit options and reduce long-term mobile source transportation fuel consumption, adoption of the BMP would have no conflicts with or obstruct a state or local plan for renewable energy or energy efficiency. Adoption of the BMP would have no impacts with respect to this criterion.

References

Southern California Association of Governments (SCAG), 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, September 3, 2020.

Geology and Soils

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VII. GEOLOGY AND SOILS — Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil ¹ creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a.i) **No impact.** Seismically induced surface or ground rupture occurs when movement on a fault deep within the earth breaks through to the surface as a result of seismic activity. Fault rupture almost always follows preexisting faults, which are zones of weakness. The BMP planning area is not located within an Alquist-Priolo Earthquake Fault Zone (California Geologic Survey [CGS], 2021a). The Norwalk Safety Element identifies one potentially active fault, the Norwalk Fault, in the southeastern portion of the City. However, the fault is considered to have a very low probability of producing severe earthquakes due to its lack of seismic activity (City of Norwalk 1996). No other faults in the Plan Area are delineated in CGS mapping or City planning documents. Therefore, the BMP would not be subject to adverse effects from fault rupture. No impact would occur from adoption of the BMP.

¹ The CBC, based on the International Building Code and the now defunct Uniform Building Code, no longer includes a Table 18-1-B. Instead, Section 1803.5.3 of the CBC describes the criteria for analyzing expansive soils.

- a.ii) **Less than significant impact.** Although no active faults are located within the BMP area, the plan area is located in the seismically active Los Angeles Basin. There is the potential to be exposed to high-intensity ground shaking associated with earthquakes due to the number of active faults in the region. However, implementation of BMP projects is not anticipated to involve substantial construction, since the proposed bicycle facilities would be implemented primarily within existing roadway rights-of-way. Further, proposed bikeway projects implementing the BMP would be subject to individual project review and would be required to comply with geotechnical engineering standards during construction to ensure that people or structures are not exposed to hazards related to seismic ground shaking. Therefore, impacts of adoption of the BMP related to strong ground shaking would be considered less than significant.
- a.iii) **Less than significant impact.** Liquefaction is a form of earthquake induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. The BMP planning area is located in an area that is considered to have a low to moderate liquefaction potential (City of Norwalk 1996). The City would be required evaluate the potential for liquefaction at individual bikeway project sites during final design and construction stages. Bikeway improvement projects would be required be implemented in accordance with applicable seismic standards and building codes. Therefore, the adoption of the BMP would not expose people or structures to potential substantial adverse effects related to liquefaction and impacts would be less than significant.
- a.iv) **No impact.** Landslides are movements of a mass of rock, debris, or earth down a slope (USGS 2021). According to CGS Seismic Hazard Zone maps, the BMP area is not located within areas that are susceptible to landslides (CGS 2021b). No impact would occur from adoption of the BMP.
- b) **Less than significant impact.** The BMP recommends a network of bicycle facilities primarily within existing roadway rights-of-way. Due to the previously developed nature of the roadway system, it is not anticipated that the proposed bikeway would require substantial construction. However, in instances when bikeway improvement projects require excavation, grading, or other ground-disturbing activities, construction would have the potential to disturb and expose native soils to soil erosion. Bikeway improvement projects with ground-disturbing activities exceeding 1 acre would be required to comply with the *NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities* (Order 2009-0009-DWQ, NPDES No. CAS000002; as amended by Orders 2010-0014-DWQ and 2012-006-DWQ) (Construction General Permit). The Construction General Permit requires preparation and implementation of a stormwater pollution prevention plan (SWPPP), which involves the application of best management practices to control runoff from construction work sites. The best management practices would include, but would not be limited to, physical barriers to prevent erosion and sedimentation, construction of sedimentation basins, limitations on work periods during storm events, protection of stockpiled materials, and a variety of other measures to substantially reduce or prevent erosion from occurring during construction. Following construction activity, backfilling

- and minor grading would occur. With implementation of the site specific SWPPP and best management practices , impacts related to substantial soil erosion or loss of topsoil would be considered less than significant.
- c) **Less than significant impact.** As discussed above, adoption of the BMP would not result in adverse effects relating to liquefaction and landslides. Bikeway system improvements would be implemented primarily within existing rights-of-way, and would not involve substantial construction in undeveloped areas that would result in geologic hazards. The City would be required to comply with applicable seismic standards and building codes to further reduce the potential for geologic hazards during implementation of bikeway improvements. Therefore, impacts would be less than significant.
- d) **Less than significant impact.** The BMP recommends a network of bicycle facilities primarily within existing roadway rights-of-way and implementing projects are not anticipated to involve substantial construction that would expose people or structures to geologic hazards. Bikeway improvement projects that require excavation, grading, or similar ground-disturbing activities would be implemented in accordance with geotechnical engineering standards to ensure that exposure to hazards related to expansive soils are reduced. Therefore, impacts would be less than significant.
- e) **No impact.** The BMP does not include the installation or use of septic tanks or alternative wastewater disposal systems. Therefore, no construction or operational impacts associated with septic tanks or alternative wastewater disposal systems would occur.
- f) **Less than significant with mitigation incorporated.** A review of the Geologic map of the Whittier and La Habra quadrangles (western Puente Hills) Los Angeles and Orange Counties, California (Dibblee and Ehrenspeck 2001) was conducted to assess the potential for paleontological resources to occur within the BMP recommended project area. Geologic maps indicate that the majority of the BMP recommended project area is underlain by Holocene-age alluvial deposits (Qa). These sediments are too young to contain fossilized remains and shallow ground disturbance is not likely to encounter unique paleontological resources in areas underlain by these sediments. The remainder of the BMP recommended project area is underlain by Pleistocene-age alluvial deposits, which do have the potential to contain fossils. Ground disturbance in these areas have the potential to encounter unique paleontological resources. In the event that unique paleontological resources are encountered during ground disturbing activities, the resource could be directly or indirectly destroyed resulting in a significant impact under CEQA. No unique geologic features are known to occur within the project area. With the incorporation of **Mitigation Measures GEO-1**, potential impacts to unique paleontological resources and unique geologic features under CEQA would be reduced to **less than significant**.

Mitigation Measures.

GEO-1: Paleontological Resources Discovery. If a paleontological resource is discovered during construction, all Project-related ground disturbing activities within a 100-foot buffer around of the find shall be temporarily diverted to facilitate

evaluation of the discovery and the City shall be immediately notified of the find. Work shall be allowed to continue outside of the buffer area. The City shall retain a Qualified Paleontologist (meeting the standards of the Society for Vertebrate Paleontology (2010)) to assist with the discovery. At the Qualified Paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor should assist in removing rock samples for initial processing and evaluation of the find. All significant fossils shall be collected by the paleontological monitor and/or the qualified paleontologist. Collected fossils shall be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the LACM, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they should be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs should also be filed at the repository and/or school.

References

- California Geologic Survey (CGS), 2021a. Alquist Priolo Earthquake Fault Zones (Web Map). Available at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/apreports/>. Accessed November 10, 2021.
- California Geologic Survey (CGS), 2021b. Seismic Hazard Zone Web Map. Available at: <https://maps.conservation.ca.gov/cgs/DataViewer/>. Accessed November 10, 2021.
- City of Norwalk General Plan. Safety Element. February 29, 1996. Available at: <https://www.norwalk.org/home/showpublisheddocument/20045/636561304616800000>. Accessed November 10, 2021.
- Dibblee, T. W., & Ehrenspeck, H. E. 2001. *Geologic Map of the Whittier and La Habra Quadrangles (Western Puente Hills) Los Angeles and Orange Counties, California*. Map, Santa Barbara, CA; Dibblee Geological Foundation.
- U.S. Geological Survey (USGS), 2021. *What is a landslide and what causes one?* Available at: https://www.usgs.gov/faqs/what-a-landslide-and-what-causes-one?qt-news_science_products=0#qt-news_science_products. Accessed November 10, 2021.

Greenhouse Gas Emissions

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
VIII. GREENHOUSE GAS EMISSIONS —				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than significant impact.** BMP identifies proposed improvements to the City’s bicycle network. Implementation of individual projects recommended in the BMP may require minor and temporary construction activities for these improvements. Construction would be limited to necessary small-scale construction of the proposed improvements, which would improve the safety of the current bicycle network and improve intermodal convenience and accessibility. Construction would be required to comply with applicable CARB rules and regulations such as the ATCM that limits heavy-duty diesel motor vehicle idling to five minutes at any location (13 CCR, Section 2485), which would reduce air pollutant emissions, including GHG emissions, by reducing unnecessary vehicle idling. Construction-related GHG emissions would be temporary and would no longer be emitted upon completion of the improvements. The BMP would not include nor require the operation of new GHG-emitting facilities. Adoption of the BMP would encourage non-motorized trips from residents, employees, and visitors in the City and assist in reducing long-term mobile source GHG emissions. Based on the long-term benefit in reduced mobile source GHG emissions, the BMP would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and impacts would be less than significant.
- b) **No Impact.** As discussed above, the BMP identifies recommended projects that would best improve safety, meet biking demand, expand access, and connect activity centers. The City is located within the jurisdiction of SCAG for regional transportation planning. On September 3, 2020, the SCAG Regional Council adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS)* also known as “Connect SoCal,” which is an update to the previous 2012-2035 RTP/SCS and 2016-2040 RTP/SCS (SCAG, 2020). The 2020-2045 RTP/SCS includes goals and strategies intended to improve mobility and access to diverse destinations, provide more transportation choices, and reduce vehicular demand. The BMP recommended improvements would encourage bicycle and pedestrian activity through an expanded and improved bicycle network and provide for more convenient connections to public transit. Projects implementing BMP proposed improvements would improve mobility and access to destinations and transit options and reduce long-term mobile source transportation GHG

emissions. Adoption of the BMP would have no conflicts with and applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

References

Southern California Association of Governments (SCAG), 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, September 3, 2020.

Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IX. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than significant impact.** Construction activities for the BMP's proposed bikeway improvements would require equipment that uses hazardous materials such as petroleum fuels and oils. During construction, hazardous materials could accidentally be spilled or otherwise released into the environment and expose construction workers, the public, and/or the environment to potentially hazardous conditions. Construction activities that involve hazardous materials would be governed by several agencies, including the United States Environmental Protection Agency (USEPA), Los Angeles Department of Transportation (LADOT), Division of Occupational Safety and Health (Cal/OSHA), and Department of Toxic Substances Control (DTSC). Construction contractors would be required to implement best management practices for handling hazardous materials during construction activities, including following manufacturers' recommendations and regulatory requirements for: use, storage, and disposal of chemical products and hazardous materials used in construction; avoiding overtopping construction equipment fuel tanks; routine maintenance of construction equipment; and proper disposal of discarded containers of fuels and other chemicals.

Compliance with applicable federal, state, and local standards is required; therefore, construction impacts related to the transport, use, or disposal of hazardous materials or accidental release of hazardous materials would be considered less than significant.

The proposed bikeways are not anticipated to require substantial operation or maintenance activities involving the transport, use, or disposal of hazardous materials. However, some projects may require periodic maintenance of bikeways. Maintenance activities that include the use of equipment or vehicles at the proposed bikeways are required to comply with applicable federal, state, and local standards related to hazardous materials, and the City would be required to implement best management practices during operations. Therefore, impacts from adoption of the BMP would be less than significant.

- b) **Less than significant impact.** As described above, construction and maintenance of BMP recommended projects would involve the use of equipment or vehicles carrying hazardous materials, such as petroleum fuels and oils, in the Plan Area. Compliance with applicable federal, state, and local standards is required, and the City would be required to implement best management practices for handling hazardous materials. Therefore, impacts to the public or the environment related to the release of hazardous materials would be less than significant.
- c) **Less than significant impact.** The BMP proposes bikeway improvement projects that would not emit hazardous substances near schools. However, construction of the proposed bikeways would require equipment that uses hazardous materials such as fuels or oils. Compliance with applicable federal, state, and local standards is required, and the City would be required to implement best management practices for handling hazardous materials. Impacts from adoption of the BMP would be less than significant.
- d) **Less than significant impact.** Government Code Section 65962.5 requires CalEPA to develop and annually update the Hazardous Waste and Substances Sites (Cortese) List. The information contained in the Cortese List is provided by DTSC and other state and local government agencies. A review of the DTSC EnviroStor database did not indicate any hazardous waste facilities within the Plan Area (DTSC 2021). The State Water Resources Control Board (SWRCB) GeoTracker database identifies a total of 12 active hazardous materials sites within the Plan Area: three Cleanup Program Sites, eight Leaking Underground Storage Tank (LUST) sites, and one Military Cleanup Site (SWRCB 2021). Most of the bikeway improvement projects would be implemented within existing roadway rights-of-way and would not be located on any of these hazardous materials sites. In addition, the City would be required to conduct project-specific analyses to inform final design of each bikeway improvement project, taking into consideration any hazardous materials sites. In the event that hazardous materials are discovered during construction, compliance with applicable federal, state, and local standards for removal of hazardous materials is required. Therefore, adoption of the BMP would not pose a hazardous threat to the public or environment. Impacts would be less than significant.

- e) **No impact.** The BMP study area is not located within an airport land use plan or within 2 miles of an airport. Therefore, the proposed bikeway improvement projects would not result in impacts to public or worker safety the vicinity of a public or private airport. No impact would occur from adoption of the BMP.

- f) **Less than significant impact.** Implementation of proposed improvements identified in the BMP would provide alternative forms of evacuation in the event of emergencies and would not interfere with local emergency response plans. Construction of proposed bikeway improvement projects may require temporary lane closures that could have the potential to affect emergency response times. Individual projects would be evaluated at the project level once details are known. The City would be required to ensure that significant impacts on the circulation system would not occur during construction within existing rights-of-way. This would be achieved through compliance with local agency design and construction standards, and through implementation of traffic control plans in instances when lane closures, sidewalk closures, or similar interruptions to the local circulation system are required. Therefore, impacts would be less than significant.

- g) **No impact.** The proposed bikeway improvement projects would not be implemented in an area that is classified as a Very High Fire Hazard Severity Zone (VHFHSZ) by the California Department of Forestry and Fire Protection (CAL FIRE) (CAL FIRE 2012). Due to the highly urbanized nature of the BMP planning area, the proposed bikeway facilities projects would not result in new wildfire hazards. Therefore, the BMP would not have the potential expose people or structures to hazards related to wildlife fires from adoption of the BMP.

References

- California Department of Forestry and Fire Protection (CAL FIRE), 2012. Very High Fire Hazard Severity Zones in LRA Map – Los Angeles County. Available: <https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf>. Accessed November 12, 2021.
- California Department of Toxic Substances Control (DTSC), 2021. EnviroStor Database. Available at: <https://calepa.ca.gov/SiteCleanup/CorteseList/>. Accessed November 12, 2021.
- State Water Resources Control Board (SWRCB), 2021. GeoTracker Database. Available at: <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=norwalk+california>. Accessed November 12, 2021.
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Hydrology and Water Quality

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
X. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than significant impact.** The BMP recommends bikeway improvements primarily within existing rights-of-way. It is not anticipated that implementation of bikeway improvements on existing roadways would require substantial off-road construction. However, in instances when ground-disturbing activities are required, sediment and exposed soil would have the potential to erode and be transported to down-gradient areas, potentially resulting in water quality standard violations. Additionally, stormwater passing through bikeway construction sites has the potential to pick up construction-related chemicals, such as fuels or oils from construction equipment that may pass into the local stormwater collection system, impacting water quality. Projects implementing BMP recommended improvements would be required to prepare a project-specific SWPPP that would identify site-specific best management practices to control erosion, sediment, and other potential construction-related pollutants. Compliance with the SWPPP would maintain water quality in accordance with the Regional Water Quality Control Board (RWQCB) standards such that construction of proposed projects would not violate any water quality standards. In addition, the City would be required to conduct project-specific

- analyses to inform final design of each bikeway improvement project, taking into consideration applicable water quality standards. With implementation of site-specific SWPPPs and best management practices , and compliance with applicable regulations during project design, impacts related to water quality standards or waste discharge requirements would be less than significant.
- b) **No impact.** Implementation of bikeway improvements recommended in the BMP would occur primarily within existing roadways and would not significantly change hydrology patterns or decrease water quality. Further, the proposed bikeway improvements would not require substantial amounts of water that would deplete local groundwater supplies. No impact would occur from adoption of the BMP.
- c.i) **Less than significant impact.** Construction of the proposed bikeways would have the potential to temporarily alter the localized drainage pattern in the Plan Area in the event that ground-disturbing activities, such as grading and excavation, are required. Such alterations in the drainage pattern may temporarily result in erosion or siltation if substantial drainage is rerouted. However, as discussed above in Section X (a), implementation of project-specific SWPPPs during construction would minimize the potential for erosion or siltation through the implementation of best management practices . Therefore, impacts associated with substantial erosion or siltation would be less than significant.
- c.ii) **Less than significant impact.** As described above for Section X (c.i), ground-disturbing activities may be required during construction for some of the proposed bikeway projects. Such activities would contribute to temporary alterations in the localized drainage pattern, and would have the potential to increase the rate or amount of surface runoff if substantial drainage is rerouted. However, bikeway construction projects would be required to implement project-specific SWPPPs and best management practices in accordance with the Construction General Permit to minimize the potential for flooding. Once operational, the proposed bikeway improvements are not anticipated to substantially alter drainage patterns, as the projects would be implemented primarily within existing rights-of-way, and would not involve large structures or introduce substantial new impervious surfaces to the Plan Area. In addition, the City would be required to conduct project-specific analyses to inform final project designs, taking into consideration potential flooding impacts and applicable stormwater regulations. Therefore, impacts would be less than significant
- c.iii) **Less than significant impact.** The majority of the recommended bikeway projects in the BMP are not anticipated to require substantial construction, as the projects would be implemented primarily within existing roadways. Some bikeway improvements may be constructed off-road, resulting in slight alterations to existing drainage patterns in the Plan Area. However, proposed bikeway projects are not expected to occur outside the existing rights-of-way to the extent that they substantially increase the rate or amount of polluted runoff or exceed existing and planned stormwater systems during operations. Bikeway construction projects would be required to implement project-specific SWPPPs with best

- management practices to minimize impacts related to runoff in accordance with provisions of the Construction General Permit. In addition, the City would be required to conduct project-specific analyses to inform final project designs, taking into consideration stormwater drainage and applicable water quality standards. Therefore, impacts would be less than significant.
- c.iv) **Less than significant impact.** The majority of the proposed bikeway projects in the BMP are not anticipated to require substantial construction, as the projects would be implemented primarily within existing roadways. As described in Section X (c.ii) above, bikeway construction projects would be required to implement project-specific SWPPPs and best management practices in accordance with the Construction General Permit to minimize the potential for flooding. Once operational, the proposed bikeway improvements are not anticipated to substantially alter drainage patterns, as the projects would be implemented primarily within existing rights-of-way, and would not involve large structures or introduce substantial new impervious surfaces to the Plan Area. In addition, the City would be required to conduct project-specific analyses to inform final project designs, taking into consideration potential flooding impacts and applicable stormwater regulations. Therefore, project impacts related to flood flows would be less than significant.
- d) **Less than significant impact.** The western half of the Plan Area is located on land that is designated by the Federal Emergency Management Agency (FEMA) as a 500-year flood hazard area with reduced risk due to a levee (Zone X), which corresponds to areas that have moderate flood risk potential. The San Gabriel River channel at the western boundary of the Plan Area is the reason for Plan Area's Zone X designation, and the channel itself is designated as a 100-year flood hazard area contained in a channel (Zone A) (FEMA 2021). Potential inundation of the Plan Area would have the potential to release chemicals (such as those from fuels or oils from equipment) from the bicycle facilities projects during construction. As described in the above impacts, project-specific SWPPPs would be implemented to minimize the potential for pollutant runoff. In the event flooding/inundation occurs, compliance with the SWPPP would maintain water quality in accordance with the RWQCB standards such that construction of the proposed project would not violate any water quality standards. Therefore, impacts related to flooding and pollutant release would be less than significant.
- The City of Norwalk is not located near the ocean, nor is it located within a tsunami hazard area (CGS 2021c). There are no large landlocked bodies of water, such as harbors, bays, or lakes, in close proximity to the planning area that could expose the project site to impacts related to a seiche event. Therefore, no impact related to seiches or tsunamis would occur from adoption of the BMP.
- e) **No Impact.** The BMP identifies proposed improvements to the City's bicycle network. No other components are proposed that would require groundwater supplies or otherwise interfere with groundwater recharge. No impacts would occur from adoption of the BMP.

References

California Geological Survey (CGS), 2021c. Tsunami Hazard Area Web Map. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/. Accessed November 11, 2021.

Federal Emergency Management Agency (FEMA), 2021. FEMA Flood Map Service Center. Available at: <https://msc.fema.gov/portal/search?#searchresultsanchor>. Accessed November 11, 2021.

Land Use and Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XI. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No impact.** The BMP would be a program document to improve the bicycle network. The proposed improvements would primarily be located within existing right-of-way with some exceptions. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot and a proposed bike path along the train tracks that cross diagonally through the City. The BMP improvements have been designed to connect seamlessly to existing and other planned bikeways within and adjacent to the City. Therefore, adoption of the BMP would not physically divide an established community and no impact would result.
- b) **No impact.** The proposed project is the adoption of the BMP. The BMP offers improvement projects, programs, and policies intended to encourage biking throughout Norwalk. The BMP identifies facility needs that would enhance the safety and comfort of biking. Implementation of the bicycle projects identified in the BMP would be dependent on the availability of funding sources and would be subject to future environmental review on a case-by-case basis.

The Norwalk General Plan, adopted in 1996, is the primary planning document for Norwalk and serves to guide development in the City. The General Plan Circulation Element provides the policy framework for the regulation and development of transportation systems, balancing demands for moving people and goods within the City. The goals and policies related to bicycling of the Circulation Element generally strive to guide future development that ensures safe and efficient travel for both bicycles and vehicles and encourages alternative forms of transportation. Specifically, the BMP is consistent with the following Circulation Element goals:

- **Goal 5:** An efficient bicycle and pedestrian circulation system that encourages these alternative forms of Transportation.
- **Goal 6:** Ensure that development of Class II bike lanes provides for the safe and efficient travel of both bicycles and vehicular traffic.

Therefore, adoption of the BMP would not conflict with land use plans or policies and no project impacts would result.

Mineral Resources

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
XII. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No impact.** According to the most recent maps prepared by the CGS in accordance with the California Surface Mining and Reclamation Act (SMARA) of 1975, the Plan Area is mostly classified as MRZ-1. The MRZ-1 classification designates areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. The northernmost portion of the Plan Area is designated as MRZ-3: areas where mineral deposits are known to exist, but the significance of which are not known (DOC 1994). The BMP includes bikeway improvements primarily within existing rights-of-way and would not involve extraction of mineral resources. Therefore, adoption of the BMP would not result in the loss of availability of a known mineral resource.
- b) **No impact.** The BMP would be a program document to improve the bicycle network. Significant mineral resource deposits are not identified in the Plan Area by CGS mapping or in the City of Norwalk General Plan (DOC 1994; City of Norwalk 1996). Therefore, no impact would occur from adoption of the BMP

References

City of Norwalk. (1996). City of Norwalk General Plan. February 29, 1996. Retrieved October 2021 from <https://www.norwalk.org/home/showpublisheddocument/20041/636561304601230000>.

California Department of Conservation (DOC), 1994. Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California, Part II – Los Angeles County, Miller R. V., Open File Report 94-14. Plate 1B: Generalized Mineral Land Classification Map of Los Angeles County – South Half. Accessed November 19, 2021.

Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIII. NOISE — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than significant impact.** The BMP would be a program document to improve the bicycle network. Individual projects implementing recommended improvements may require minor and temporary construction activities for bike lane striping, sidewalk and bike/pedestrian bridges, and potentially street resurfacing, if needed. Section 9.04.150(E) of the City of Norwalk Municipal Code (CNMC) includes standards for construction activity, which limits the erection (including excavation), demolition, alteration, construction, or repair of any building other than between the hours of 7:00 a.m. and 6:00 p.m. or sunset, whichever is later. Implementation of the BMP recommended improvements could result in a temporary increase in ambient noise resulting from the use of construction equipment, any temporary increase in noise levels would cease upon completion of construction. Specific implementation projects would be subject to City review and would comply with the construction hours specified in Section 9.04.150(E). Furthermore, as discussed in the Project Description, the proposed BMP improvements would primarily occur within the existing right-of-way of different street segments in the City (as identified in the Project Description) with the exception of a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot that would require coordination with LA Metro and a proposed bike path along the train tracks that cross diagonally through the City that would require coordination with Southern Pacific. Since the proposed improvements would occur at various locations in the City, no specific sensitive receptor would be exposed to noise from buildout of all projects recommended under the BMP. The adoption of the BMP would not include nor require the operation of new sources of long-term noise. Based on the proposed project's conformance with City noise standards for short-term and temporary construction and the project's long-term benefit in reduced VMT reduced traffic-related roadway noise, the proposed project would not generation a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies and impacts would be less than significant.

- b) **Less than significant impact.** As discussed above, specific projects implementing BMP proposed improvements may require minor and temporary construction activities, but would comply with the construction hours specified in CNMC Section 9.04.150(E). Construction equipment, such as loaded trucks and dozers, may generate vibration; however, vibration intensive equipment such as pile drivers would not be required. In addition, the BMP does not recommend vibration intensive activities such as building demolition or mass excavation. Furthermore, since the recommended BMP improvements would occur at various locations in the City, no specific sensitive receptor would be exposed to vibration from buildout of all projects recommended in the BMP. The BMP would not include nor require the operation of new long-term vibration sources. Based on the above, adoption of the BMP would not result in the generation of excessive groundborne vibration or groundborne noise levels and impacts would be less than significant.
- c) **No impact.** The nearest public airport to the City is the Fullerton Municipal Airport, located approximately four miles to the southeast. Additionally, there are no private airstrips located within 2 miles. Therefore, the adoption of the BMP would have no impact related to public or private airport/airstrip noise levels.
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Population and Housing

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
XIV. POPULATION AND HOUSING — Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than significant impact.** The BMP would be a program level planning document that lays out the steps for the City to promote and enhance biking in the City. Bikeway improvement projects that would be implemented under the BMP would primarily be located within existing right-of-way and provide an alternative mode of transportation to existing and future residents and employees in the City that would not substantially induce population growth. The proposed BMP would be consistent with the City of Norwalk General Plan goals as identified above in Section XI, b. . Therefore, less than significant impacts would occur from adoption of the BMP.
- b) **No Impact.** The BMP would a program level planning document that lays out the steps for the City to promote and enhance biking in the City. The BMP bikeway improvements are proposed primarily within existing rights-of-way. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot and a proposed bike path along the train tracks that cross diagonally through the City. Therefore, adoption of the BMP would not displace existing people or housing and no impact would result from adoption of the BMP.

Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XV. PUBLIC SERVICES —				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a.i) **Less than significant impact.** The Los Angeles County Fire Department (LAFD) provides fire suppression and emergency medical services to the City of Norwalk. The BMP would be a program level planning document that lays out the steps for the City to promote and enhance biking in the City. The adoption of the BMP would primarily encourage bikeway improvements to provide transportation alternatives to existing and future residents and employees in the City. The BMP recommended improvement projects would include non-motorized trips from residents, employees, and visitors on a network of bicycle facilities within the City, primarily within existing rights-of-way. Such operational activities would not result in new fire hazards or an increased demand for fire services. Furthermore, specific implementing projects would be subject to City review and would be required to comply with the goals and policies under the City’s and the County’s General Plan, development codes, and other relevant regulatory documents. Therefore, adoption of the BMP would result in less than significant impacts.

a.ii) **Less than significant impact.** Police protection services in the City of Norwalk are provided by the Los Angeles County Sheriff’s Department (LASD). The BMP would be a program level planning document that lays out the steps for the City to promote and enhance biking in the City. The adoption of the BMP would primarily encourage bikeway improvements to provide transportation alternatives to existing and future residents and employees in the City. The Plan would not generate additional residents that would in turn result in the need for new or expanded police project services. Impacts from adoption of the BMP would be less than significant.

Construction and operation of recommended bikeway improvement projects would result in more people commuting on bikeways, however the activities are not anticipated to result in the need for additional police protection beyond what is already provided, as the BMP

- and its individual projects would be required to comply with the goals and policies under the City's and the County's General Plan, development codes, and other relevant regulatory documents. Impacts would be less than significant.
- a.iii) **No Impact.** The BMP would be a program level planning document that lays out the steps for the City to promote and enhance biking in the City. The adoption of the BMP would primarily encourage bikeway improvements to provide transportation alternatives to existing and future residents and employees in the City. The Plan would not generate additional residents that would in turn result in the need for new or expanded school facilities. No Impact on school facilities would occur from implementation of the BMP.
- a.iv) **Less than significant impact.** implementation of the BMP's recommended bikeway improvements would increase connections between existing recreational facilities and parks within the Plan Area, and could result in incremental increases in park use by existing residents. The BMP would be required to comply with the goals and policies under the City's General Plan, development codes, and other relevant regulatory documents to ensure that physical deterioration of existing parks does not occur as a result of the bikeway improvement projects. Further, the City is required to conduct project-specific analysis upon final design and incorporate measures, as necessary, to reduce impacts related to the physical deterioration of parks. Impacts from adoption of the BMP would be less than significant.
- a.v) **No Impact.** The Adoption of the BMP would not result in population or employment growth in the Plan Area or cause other demographic changes that would increase the demand for new or expanded services or public facilities. No impact would occur.
-

Recreation

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
XVI. RECREATION —				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than significant impact.** Adoption of the BMP would not substantially increase the demand for neighborhood or regional parks or other recreational facilities. The BMP identifies facility needs, recommended improvement projects (including priority projects), programs, and policies intended to encourage biking throughout Norwalk. Increased demand for recreational facilities is typically associated with population growth such as new housing or the generation of new jobs. As such, adoption of the BMP is not anticipated to result in substantial deterioration of these facilities impacts would be less than significant.
- b) **Less than significant impact.** Adoption of the BMP would not require the construction or expansion of recreational facilities beyond the recommended improvements to the bicycle network. The BMP identifies facility needs, recommended improvement projects (including priority projects), programs, and policies intended to encourage biking throughout Norwalk. Projects implementing BMP recommended improvements would be subject to City review would be required to comply with the goals and policies under the City’s development codes, and other relevant regulatory documents. Therefore, adoption of the BMP would result in less than significant impacts.

Transportation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVII. TRANSPORTATION — Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than significant impact.** The BMP would be a planning document to help guide improvements to the bicycle network. The BMP offers improvement projects, programs, and policies intended to encourage biking throughout Norwalk. The BMP identifies facility needs that would enhance the safety and comfort of biking. Implementation of the bicycle projects identified in the BMP would be dependent on the availability of funding sources and would be subject to future environmental review on a case-by-case basis. Individual projects to implement the BMP would be required to comply with the goals and policies under the City's General Plan, development codes, and other relevant regulatory documents. Therefore, adoption of the BMP would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
- b) **Less than significant impact.** The BMP would be a planning document to help guide improvements to the bicycle network. Adoption of the BMP would not directly create any transportation-related impacts. Specific implementation projects would be subject to environmental review and would provide expanded biking opportunities in the City as an alternative form of transportation to vehicles. Thereby, implementation of BMP improvement projects could reduce motor vehicle traffic, which would reduce vehicle miles traveled (VMT). Pursuant to CEQA Guidelines section 15064.3, subdivision (b), transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less than significant impact on transportation (OPR 2018). Therefore, impacts associated with adoption of the BMP would be less than significant.
- c) **Less than significant impact.** The BMP would be a planning document to help guide improvements to the bicycle network. The BMP proposes a bikeway network as shown above in **Error! Reference source not found.** The proposed bikeway network includes a focus on prioritizing low-volume, low-speed roadways for bike routes and bike boulevards throughout much of the City and providing high quality connections across major streets to connect the network. The recommended bicycle network establishes a set of bike lanes

and bike routes to serve both experienced bicyclists as well as less-experienced bicyclists. The BMP also recommends following national and statewide best design practices (such as FHWA and NACTO) when designing and implementing bikeways on City streets as well as separated bike paths. Furthermore, when specific bicycle projects are implemented, the City would conduct project-level review including CEQA analysis, as necessary. Therefore, no impacts associated with adoption of the BMP would be less than significant.

- d) **Less than significant impact.** The BMP would be a planning document to help guide improvements to the bicycle network. Implementation of proposed improvements identified in the BMP would provide alternative forms of evacuation in the event of emergencies and would not interfere with local emergency response plans. Construction of proposed bikeway improvement projects may require temporary lane closures that could have the potential to affect emergency response times. Individual projects would be evaluated at the project level once details are known. The City would be required to ensure that significant impacts on the circulation system would not occur during construction within existing rights-of-way. This would be achieved through compliance with local agency design and construction standards, and through implementation of traffic control plans in instances when lane closures, sidewalk closures, or similar interruptions to the local circulation system are required. Therefore, impacts would be less than significant.

References

Governor's Office of Planning and Research (OPR). Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018.

Tribal Cultural Resources

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
XVIII. TRIBAL CULTURAL RESOURCES —				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a.i and a.ii) **Less than significant with mitigation incorporated.** In a letter dated November 22, 2021, the Native American Heritage Commission (NAHC) indicated that a Sacred Lands File (SLF) search conducted in connection with the BMP recommended project yielded negative results – meaning no sacred lands were identified. The City notified four tribal groups in compliance with AB 52. One tribal group requested consultation and provided mitigation recommendations; however, no tribal cultural resources were identified. Ground disturbance in areas or at depths not previously disturbed have the potential to cause a substantial adverse change in the significance of a tribal cultural resource under either (a)(i) or (a)(ii), however, with the incorporation of **Mitigation Measures CUL-1 through CUL-4**, would be reduced to **less than significant**.

Mitigation Measures: CUL-1 through CUL-4

Utilities and Service Systems

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
XIX. UTILITIES AND SERVICE SYSTEMS —				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than significant impact.** The BMP proposes new and expanded bike lanes, shared-use sidewalks, and bike/pedestrian bridges to facilitate bike/pedestrian movement through the City. Construction at the proposed improvement sites would be minor and temporary in nature, and would not require substantial amounts of water, electric power, or natural gas. As discussed in Section X, *Hydrology and Water Quality*, construction of the proposed project would not result in stormwater runoff that exceeds existing drainage system capacities with implementation of project-specific SWPPPs and best management practices. Operation of the proposed project would include non-motorized trips from residents, employees, and visitors on a network of bicycle facilities within the City. The proposed project would not implement new structures requiring substantial amounts of water, electric power, or natural gas, and would not involve substantial new impervious surfaces or structures which could impact existing drainage patterns. However, the City would be required to conduct project-specific analyses to ensure that such impacts would not occur. Therefore, the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electrical power, natural gas, or telecommunications facilities. Impacts would be less than significant.
- b) **Less than significant impact.** The BMP may require minimal amounts of water during construction activities, as well as maintenance of related improvements for the proposed bikeway projects, such as landscaping. Any required water supplies would be provided by

- imported water trucks. No facilities are proposed that would require substantial water supplies. Impacts are considered less than significant.
- c) **No Impact.** Wastewater generated during construction would be collected within portable toilet facilities. All wastewater generated in portable toilets would be collected by a permitted portable toilet waste hauler and appropriately disposed of at an identified liquid-disposal station. Upon completion of construction activities, the proposed project would include non-motorized trips from residents, employees, and visitors on a network of bicycle facilities within the City, and would not involve any structures requiring wastewater treatment. Therefore, construction or expansion of water or wastewater facilities would not be required. No impact would occur.
- d) **Less than significant impact.** The majority of waste generated by the proposed project would occur during construction. However, construction would be limited to small scale painting for the striping of bike lanes, small scale construction of several shared-use sidewalks and bike/pedestrian bridges, and potentially street resurfacing in limited areas, if needed. No substantial demolition, mass grading, or excavation would be required. Disturbed soils, if any, would be dispersed on-site, and recyclable wastes would be taken to a nearby recycling facility in accordance with state and local regulatory standards related to solid waste. Any wastes that are not recyclable are required to be taken by a local waste service provider to be filled at a local landfill which has sufficient remaining capacity at the time of project implementation. As a result, the amount of waste generated during implementation of improvement projects is not anticipated to exceed nearby landfill serving capacities, or otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant.
- e) **Less than significant impact.** As described above, the proposed project would be served by recycling facilities that would be capable of accommodating minimal amounts solid waste generated at the improvement sites. Upon completion of construction, the network of bicycle facilities would be used for non-motorized trips from residents, employees, and visitors within the City. The proposed project would continue to comply with federal, state, and local regulations related to solid waste. Impacts would be less than significant.
-

Wildfire

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
XX. WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than significant impact.** The BMP would be a planning document to help guide improvements to the bicycle network. The proposed bikeway improvements would not be implemented in an area that is classified as a Very High Fire Hazard Severity Zone (VHFHSZ) by the California Department of Forestry and Fire Protection (CAL FIRE) (CAL FIRE 2012). Implementation of proposed improvements identified in the BMP would provide alternative forms of evacuation in the event of emergencies and would not interfere with local emergency response plans. Construction of proposed bikeway improvement projects may require temporary lane closures that could have the potential to affect emergency response times. Individual projects would be evaluated at the project level once details are known. The City would be required to ensure that significant impacts on the circulation system would not occur during construction within existing rights-of-way. This would be achieved through compliance with local agency design and construction standards, and through implementation of traffic control plans in instances when lane closures, sidewalk closures, or similar interruptions to the local circulation system are required. Therefore, impacts would be less than significant.
- b) **Less than significant impact.** The BMP would be a planning document to help guide improvements to the bicycle network. The proposed improvements would primarily be located within existing right-of-way with some exceptions. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot and a proposed bike path along the train tracks that cross diagonally through the City. The BMP improvements have been designed to connect seamlessly to existing and other planned bikeways within and adjacent to the City. The proposed bikeway improvement projects would not be implemented in an area that is classified as a Very High Fire Hazard Severity Zone (VHFHSZ) by the California Department of Forestry and Fire Protection

- (CAL FIRE) (CAL FIRE 2012). Due to the urbanized nature of the BMP planning area, the proposed bikeway improvements would not result in new or substantially increased wildfire fire risk to occupants in the area. Therefore, impacts would be less than significant.
- c) **Less than significant impact.** The BMP would be a planning document to help guide improvements to the bicycle network. The proposed bikeway improvement projects would not be implemented in an area that is classified as a Very High Fire Hazard Severity Zone (VHFHSZ) by the California Department of Forestry and Fire Protection (CAL FIRE) (CAL FIRE 2012). The Adoption of the BMP would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Due to the highly urbanized nature of the BMP planning area, the proposed bikeway improvements would not result in new or substantially increased wildfire fire risk. The proposed improvements would primarily be located within existing right-of-way with some exceptions. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot and a proposed bike path along the train tracks that cross diagonally through the City. The BMP improvements have been designed to connect seamlessly to existing and other planned bikeways within and adjacent to the City. Therefore, impacts would be less than significant.
- d) **Less than significant impact.** The proposed bikeway improvement projects would not be implemented in an area that is classified as a Very High Fire Hazard Severity Zone (VHFHSZ) by the California Department of Forestry and Fire Protection (CAL FIRE) (CAL FIRE 2012). Bikeway system improvements would be implemented primarily within existing rights-of-way, and would not involve substantial construction in undeveloped areas that would result in geologic hazards. The City would be required to comply with applicable seismic standards and building codes to further reduce the potential for geologic hazards during implementation of bikeway improvements. Therefore, impacts would be less than significant.

References

- California Department of Forestry and Fire Protection (CAL FIRE), 2012. Very High Fire Hazard Severity Zones in LRA Map – Los Angeles County. Available: <https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf>. Accessed November 12, 2021.

Mandatory Findings of Significance

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
XXI. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than significant with mitigation incorporated.** Bikeway improvement projects that would be implemented under the BMP would primarily be located within existing right-of-way within a developed urban environment. As discussed in Section IV), adoption of the BMP may affect nesting birds and roosting bats, as suitable habitat occurs for tree, shrub, and cavity-nesting special-status birds and bats within the City, and mitigation would be required prior to or during construction. Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce potentially significant impacts to nesting birds and roosting bats during construction to less than significant. With compliance with Mitigation Measures BIO-1 and BIO-2, the BMP would not result in impacts on biological resources that would have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animals

As discussed in Section V, one built environment resource (P-19-186110) that is eligible for listing in the NRHP and CRHR is within the BMP project area, and therefore qualifies as a historical resource pursuant to CEQA Guidelines Section 15064.5(a). However, the proposed BMP alignment would be adjacent to the resource and the BMP recommended project would not alter or otherwise modify this resource. The significance of the resource would not be materially impaired, and the resource would continue to convey its historical significance upon project completion. Therefore, the BMP recommended project would not result in a substantial adverse change to this historical resource and impacts to this historical resource would be less than significant. In addition, no impacts to other built

environment resources qualifying as historical resources would occur since the BMP recommended project does not propose to alter demolish or alter any buildings or structures. In the unlikely event that archaeological resources are encountered they may qualify as historical resources pursuant to CEQA. With the incorporation of Mitigation Measures CUL-1 through CUL-4, potential impacts to archaeological resources would be reduced to a less than significant level. Therefore, the BMP would not eliminate important examples of the major periods of California history or prehistory and impacts would be less than significant with mitigation incorporated.

- b) **Less than significant with mitigation incorporated.** A cumulative impact would occur if the BMP would result in an incrementally considerable contribution to a significant cumulative impact in consideration of past, present, and reasonably foreseeable future projects for each resource area. As indicated above, there are a number of environmental issues areas for which the BMP would have no impact. These issues include agricultural and forestry resources, land use, and mineral resources. For these issue areas, as the BMP would have no impact, the BMP would also not contribute to a cumulatively significant impact.

The BMP would result in a less than significant impact in certain environmental issue areas but because of the location and nature of the BMP, the BMP would not contribute to a cumulatively significant impact. However, the BMP could contribute to cumulatively significant impacts when considered together with other past, present, or reasonably foreseeable future projects in the vicinity of the study area for those areas in which a potentially significant impact has been identified. However, with implementation of Mitigation Measures BIO-1, BIO-2, CUL-1 through CUL-5, and GEO-1, the BMP would be reduced to less than significant impacts. With implementation of mitigation measures, the BMP would not result in an incrementally considerable contribution to a significant cumulative impact. Therefore, with implementation of mitigation measures, a less than significant cumulative impact would occur.

- c) **Less than significant impact.** Adoption of the BMP would not cause substantial adverse effects on human beings. The BMP would be a program level planning document that lays out the steps for the City to promote and enhance biking in the City. In addition to expanding the bicycle network, one of the primary goals of the BMP is to improve safety for bicyclists that would have a beneficial impact on human beings. Implementation of recommended bicycle improvement projects would be subject to City review for compliance with City design and construction standards. Therefore, adoption of the BMP would result in less than significant impacts.

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Appendix A

Draft Bicycle Master Plan



NORWALK BICYCLE MASTER PLAN



NORWALK BICYCLE MASTER PLAN

Prepared for:



City of Norwalk
12700 Norwalk Boulevard
Norwalk, CA 90650

Prepared by:



Kittelsson & Associates, Inc.
750 The City Dr S, Suite 410
Orange, CA 92868

Project Manager:
Michael Sahimi
Senior Planner

Project Principal:
Tim Erney
Senior Principal Planner

January 2022



ACKNOWLEDGMENTS

Thank you to the numerous residents, groups, and other stakeholders that helped develop this plan.

BICYCLE ADVISORY COMMITTEE AND OTHER CONSULTED STAKEHOLDER GROUPS

California Department of Transportation (Caltrans)
Gateway Cities Council of Governments (Gateway Cities COG)
Little Lake City School District
Los Angeles County Bicycle Coalition (LACBC)
Los Angeles County Department of Public Health
Los Angeles County Metropolitan Transportation Authority (LA Metro)
Metropolitan State Hospital
Norwalk-La Mirada Unified School District
St. Linus Catholic Church
Whittier City School District

CITY OF NORWALK

John Ramirez, AICP, Community Development Director
Jill Ann Arabe, AICP, Development Services Manager
Manraj G. Bhatia, PhD, AICP, Senior Planner
Raymond Velasco, PE, Principal Engineer
Stacey Morales, Assistant Planner
Glen Kau, PE, City Engineer
Derek Donnell, Manager of Transit Operations
Mark Goodman (formerly Interim Planning Manager at the City of Norwalk)
Monica Rodriguez (formerly Senior Planner at the City of Norwalk)
Jennifer Perez, Mayor
Tony Ayala, Vice Mayor
Rick Ramirez, City Councilmember
Margarita L. Rios, City Councilmember
Ana Valencia, City Councilmember

CONSULTANT TEAM

Tim Erney, AICP, PTP, CTP, Kittelson & Associates, Inc.
Michael Sahimi, AICP, Kittelson & Associates, Inc.
Paul Martin, Mark Thomas & Company, Inc.
Tamseel Mir, Environmental Science Associates
Renee Longman, AICP, LEED-AP, Environmental Science Associates

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EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

The City of Norwalk has prepared a citywide Bicycle Master Plan (BMP) which establishes the City's vision and comprehensive approach to improving biking in Norwalk. This document lays out the steps for the City to promote and enhance biking in Norwalk.

The BMP serves to improve biking throughout the city, as improved biking conditions support healthy living, transit connections, and the ability to travel without a car. Improved facilities such as bike lanes enhance access to and experiences of biking and also provide more opportunities for local, recreational movement. Whether biking home from school or biking to the San Gabriel River Trail, active modes such as biking make up a portion of everyone's travel. Improvements to bicycle facilities offer an opportunity to enhance travel experiences for all travelers, inclusive of any age or ability.

A comprehensive action plan, the BMP offers improvement projects, programs, and policies intended to encourage biking throughout Norwalk. This Plan identifies facility needs that will enhance the safety and comfort of biking for every resident, employee, and visitor of Norwalk.

This executive summary provides an overview of key BMP content and recommendations and can serve as a standalone document for City Use.

This plan is organized into the following chapters:

- **Introduction:** Provides the project background, relationship to other plans and policies, and describes the BMP vision, goals, and objectives.
- **Biking in Norwalk Today:** Details existing biking conditions in Norwalk, including mode share, demographics, biking levels, destinations, existing bike facilities, programs, and barriers to biking in the city.
- **Community Engagement:** Summarizes the community engagement process and feedback received through workshops, Bicycle Advisory Committee (BAC) meetings, and an online survey.
- **Recommended Bicycle Network:** Discusses the recommended bikeways, key intersections, key bike parking locations, and priority project information.
- **Recommended Programs and Policies:** Summarizes recommended programs and policies to improve biking conditions and encourage biking, with additional information and references for key topic areas.
- **Funding and Implementation:** Provides an overview of potential funding sources, identifies implementation timelines, and includes recommended performance measures for tracking and evaluating progress toward plan implementation over time.

PLAN VISION AND GOALS

The City of Norwalk BMP is guided by the following vision: *The City of Norwalk will increase bicycling by being a place where residents, visitors, and employees can safely bike to local and regional destinations. The City will provide convenient and safe places to bike and create a more welcoming and encouraging environment for cyclists, improving the community's health, and cultivating its identity.*

The goals and objectives to achieve this vision are as follows:



ACCESSIBILITY

Provide safe, direct, and comfortable bike routes.

Developing a network of direct and comfortable bike facilities allows bicyclists of all ages and abilities to bike to key locations within and outside the city, helping increase the number of bike trips taken for work, school, recreation, and shopping.

- Improve local biking connectivity between the City's neighborhoods and local destinations such as retail and schools.
- Improve connectivity to regional facilities and destinations.
- Remove or mitigate barriers to bicycling in the City.
- Improve biking connections to transit stations.
- Develop a network that serves bicyclists of all ages and abilities.



SAFETY

Improve safety for bicyclists.

Creating a safer environment for people biking can help reduce both the frequency and severity of bicycle-involved crashes and injuries. Methods to address safety can include engineering improvements, enforcement, and education.

- Improve bicyclists' perception of safety while using Norwalk's circulation network.
- Reduce conflicts between bikes and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations.
- Develop and implement safety education programs for cyclists.
- Partner with law enforcement to equitably enforce safety laws for all road users. Improve safety for students using local roads to bike to and from local schools.



ENCOURAGEMENT

Promote biking and encourage people to bike in Norwalk, improving community health and identity.

A welcoming and friendly biking environment invites more people to bike and can result in improved community health due to increased physical activity. Encouraging residents to bike between areas of the city through improved connectivity can also help foster a sense of local identity.

- Provide end-of-trip bike facilities such as bike parking at key destinations.
- Partner with schools and local organizations to encourage biking.
- Use the City's resources, such as social media channels, to promote biking.
- Facilitate bike connectivity to recreational destinations such as parks and trails.
- Incorporate bike-oriented wayfinding into the City's transportation network.

BIKING IN NORWALK TODAY

Establishing the baseline biking conditions in the City informed the recommendations developed for the BMP. Baseline conditions were documented based on new data collection as well as site visits across the city.

EXISTING MODE SHARE

Approximately 0.6% of Norwalk residents commute to work via bicycle; this is lower than the countywide rate of 0.8% but higher than its neighbors. In addition, 5% of households in Norwalk do not own a car and depend on other modes of transportation (such as bicycling, walking, or taking transit) to reach their destinations; this is comparable to neighboring cities but lower than the county as a whole, where 8.8% of households do not own a car. This data suggests that Norwalk residents are more car-dependent than residents in the county as a whole. Norwalk exhibits higher levels of bicycle commuting compared to its neighbors, while the percentage of households in Norwalk without vehicles is generally similar to neighboring cities.

EXISTING BICYCLE NETWORKS

Existing bike lanes within the City of Norwalk are shown in Figure 1. There are a limited number of bikeways in and around the city at this time and the network is generally disconnected. Disconnected facilities may end at an intersection, leaving a bicyclist to travel in mixed traffic for the remainder of their trip. This lack of connectivity can discourage people from biking.

Transit-supportive bicycle connectivity to transit is currently incomplete. Bike access to the LA Metro C Line (Green Line) Station is generally limited, as is bike connectivity between the LA Metro C Line (Green Line) and Metrolink Stations.

Other planned bikeways within the City of Norwalk are shown in Figure 2. These bikeways are being proposed as part of planning efforts separate from this BMP. They are being included in the BMP's assumed baseline conditions to be consistent with these efforts and to

ensure that the BMP's proposed bikeway network fits seamlessly into other planned improvements in the city; they are combined with existing bikeways to form the baseline network that this BMP builds upon. In particular, bikeways have been proposed in the city as part of other planning efforts: the Firestone Boulevard improvement project, Caltrans I-605 ramp redesign, Alondra Active Transportation Improvement Project, and the Heart of Norwalk Plan.

BARRIERS TO BIKING

Based on the data collection effort and site visits, existing barriers to biking in Norwalk or implementing bikeway projects consist of the following:

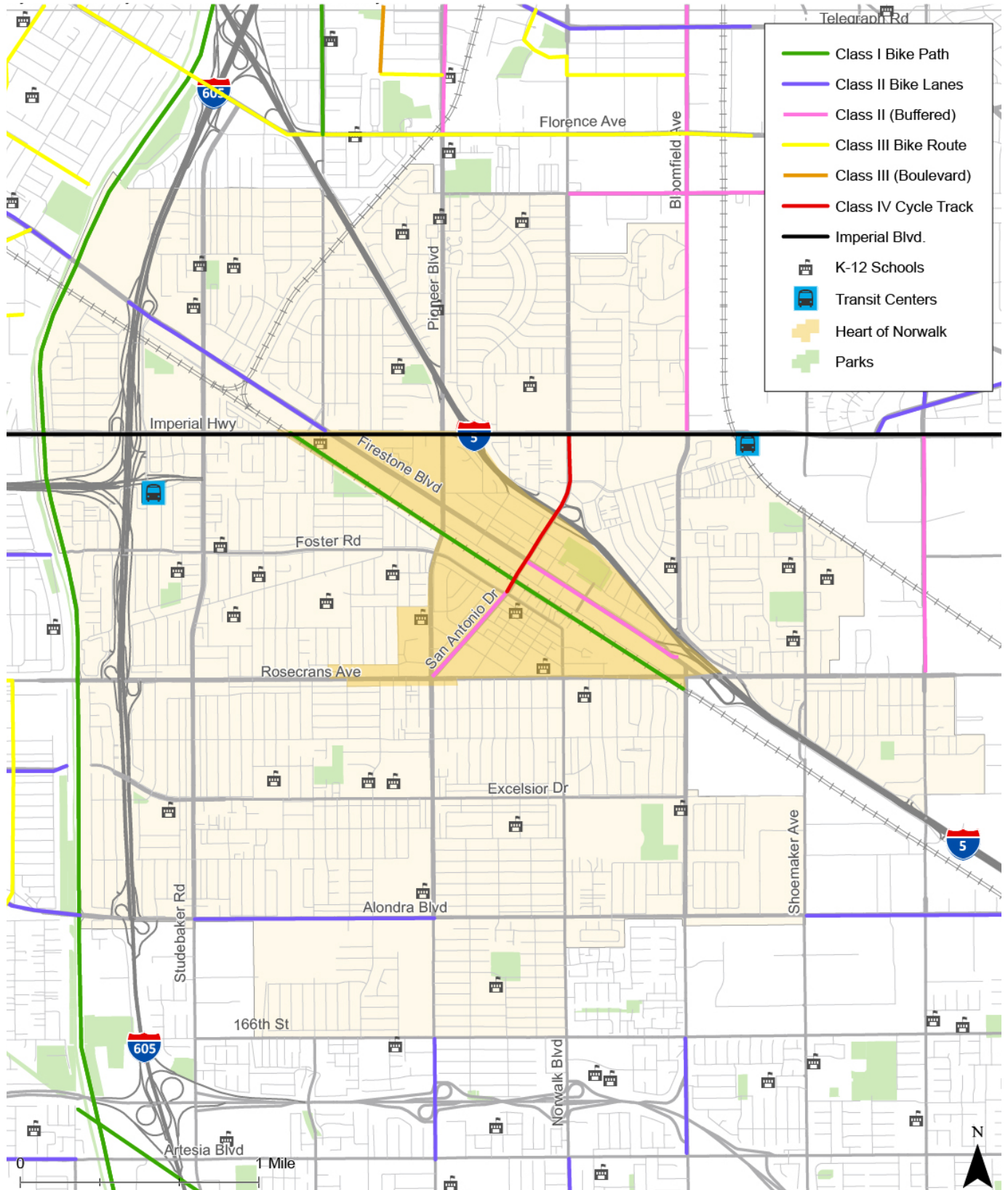
- A history of bicyclist-involved collisions along major roadways
- A lack of comfortable and safe bicycle facilities
- Lack of a connected network for biking
- Uncomfortable roadway facilities that are oriented towards vehicular travel
- Freeway ramps and overpasses
- Lack of transit accessibility
- Railroad tracks
- On-street parking
- Retail parking lots

FIGURE 1. EXISTING BIKEWAY NETWORK



EXECUTIVE SUMMARY

FIGURE 2. OTHER PLANNED BIKEWAYS





Community Engagement

Community outreach was a vital part of the BMP development process to ensure the plan identifies community needs and provides useful and implementable recommendations that the community supports. Given the challenges for traditional public outreach due to the ongoing COVID-19 pandemic, the City conducted a fully virtual outreach process to achieve meaningful and useful public engagement while safeguarding public health and safety. The BMP’s community outreach process is illustrated in the diagram below.

Five different virtual community outreach strategies were used to engage with the public and relevant stakeholders:

- **Community workshops:** Four virtual workshops were held to receive input on existing conditions and elicit feedback on plan recommendations.
- **Focused stakeholder meetings:** Given that City-sponsored pop-up events were on hold due to COVID-19, focused meetings with stakeholder groups were held to obtain additional feedback.
- **Bicycle Advisory Committee (BAC) meetings:** The City established a BAC and conducted two meetings with the following agencies and groups: California Department of Transportation (Caltrans), Gateway Cities Council of Governments (Gateway Cities COG), Little Lake City School District, Los Angeles County Bicycle Coalition (LACBC), Los Angeles County Department of Public Health, Los Angeles County Metropolitan Transportation Authority (LA Metro), Metropolitan State Hospital, Norwalk-La Mirada Unified School District, and Whittier City School District.
- **Website and social media outreach:** The City hosted information about the project on a dedicated project webpage on the City’s website, advertised workshops through social media channels, and sent emails to a database of individuals and stakeholders.
- **Online survey and map:** A comprehensive online survey was conducted to gather input from community members on their experience biking in Norwalk, key biking destinations, and other information that would help in the development of the BMP. In addition to the survey questions, respondents were able to use an online map to provide additional location-specific comments.

There were a number of common comments through the workshops and survey:

- Add bikeways on streets with lower vehicle volumes, such as Foster Road, Excelsior Drive, and Mapledale Street, as well as lower-speed residential streets.
- Better bike access to the San Gabriel River Trail.
- Improve bike access to the LA Metro C Line (Green Line) Station, with a new access point via Foster Road.
- Need for bike parking at key destinations such as retail.
- Concerns and barriers to biking including major streets with high traffic volumes, limited connectivity from side streets, and on-street parking and driveways.

Recommended Bicycle Network

Based on the findings of existing conditions and constraints analysis as well as feedback obtained through the public outreach process, the BMP provides a recommended network of bicycle facilities, categorized into four classes.

- **Class I Bikeway (Bike Path):** Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).
- **Class II Bikeway (Bike Lane):** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane) and the bike lane could be adjacent to on-street parking.
- **Class III Bikeway (Bike Route):** A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows). An enhanced bike route, known as a bicycle boulevard, can include traffic calming treatments to slow down vehicles.

- **Class IV Bikeway (Separated Bike Lane):** Also known as a cycle track or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A cycle track can be one-way or two-way.

The recommended bikeway network is shown in Figure 3. This network includes a focus on prioritizing low-volume, low-speed roadways for bike routes and bike boulevards throughout much of the city and providing high quality connections across major streets to connect the network. The recommended bicycle network establishes a set of bike lanes and bike routes to serve both experienced bicyclists and less-experienced bicyclists.

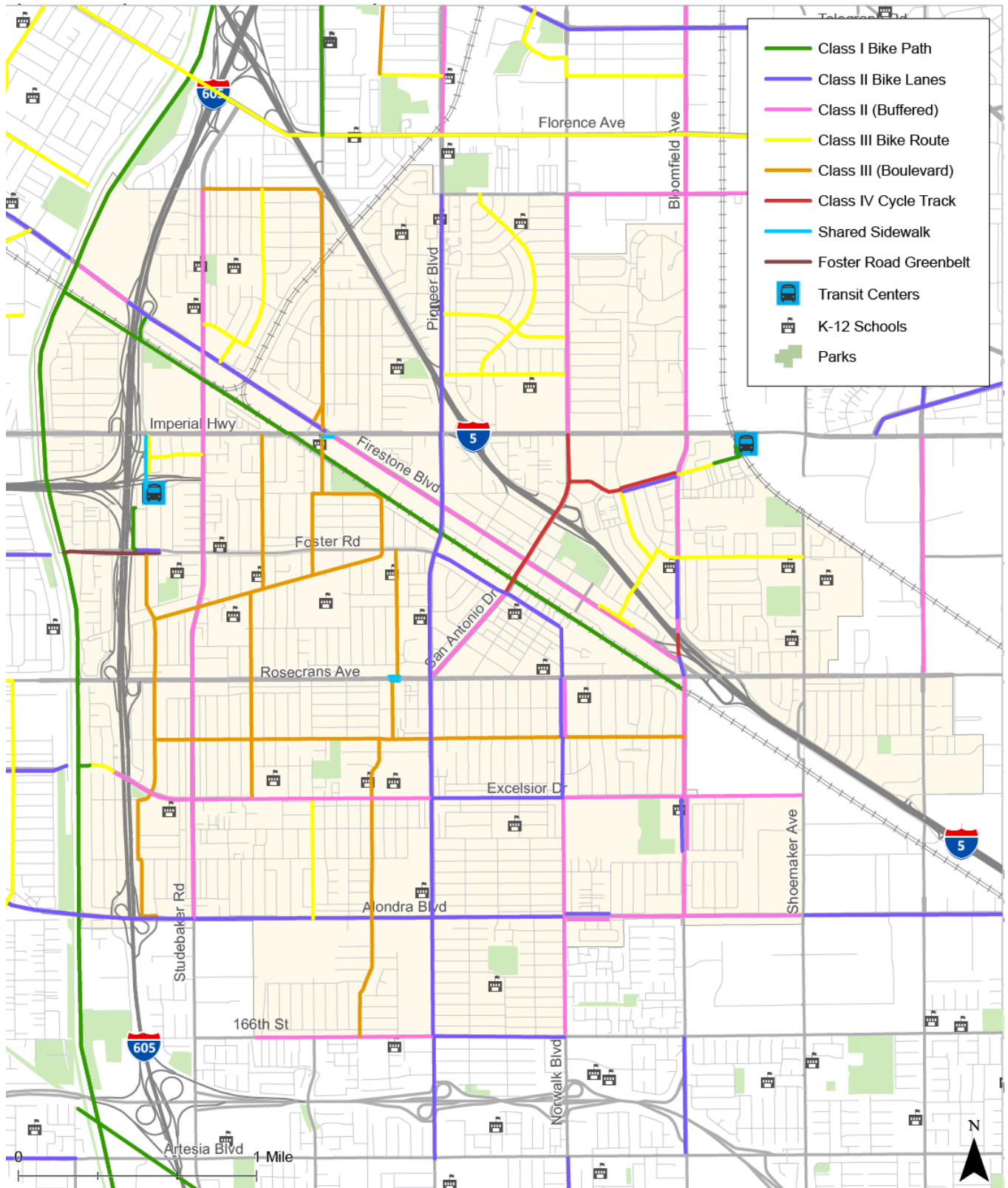
The BMP also highlights key intersections for biking in the city, recognizing that designing bikeways with appropriate intersection treatments to reduce conflicts and increase user comfort is essential to developing a low-stress, safe network of bikeway facilities. Key intersections in the city consist of three types:

- Bike lanes crossing channelized free-right turn freeway on-ramps – these locations can benefit from green conflict zone markings to carry the bike lane through channelized turn lanes.
- Bike boulevards crossing arterial roads at locations where cross-traffic is uncontrolled – these locations can benefit from controls such as pedestrian hybrid beacons (PHB) and rectangular rapid flashing beacons (RRFB).
- Bike paths crossing roads at locations where cross-traffic is uncontrolled – these locations can benefit from marked crosswalks and PHB/RRFB controls.

The BMP also identifies land uses that are candidates for improved bike parking: schools, parks and recreation centers, retail centers, medical centers, and major employment centers such as City Hall.

NORWALK BICYCLE MASTER PLAN

FIGURE 3. RECOMMENDED BIKEWAY NETWORK



PRIORITY PROJECTS

Based on the findings of existing conditions and constraints analysis, as well as feedback obtained through the public outreach process, 23 bikeway projects were identified to define the proposed citywide bikeway network.

To identify the projects that would best improve safety, meet biking demand, expand access, and connect activity centers, recommended projects were prioritized using a framework that aligned with the BMP’s goals and developed based on the technical analysis and outreach conducted earlier in the plan process. The evaluation was conducted using 12 criteria under the following categories:

- Connectivity
- Bicyclist Comfort and Safety
- Multimodal Operations
- Other/Supplemental

Of the 23 distinct projects making up the recommended bikeway network, 12 were designated at priority projects based on this prioritization process. The priority projects are mapped in Figure 4.

As part of the prioritization process, additional information was prepared for each of the 12 priority projects for use by the City to obtain funding to implement the priority network (for example, included in state active transportation grant applications). The priority projects, estimated average weekday daily users, annual vehicle miles traveled (VMT) reductions, total greenhouse gas (GHS) emissions reductions, and planning-level construction cost estimates are provided in Table 1. Note, cost estimates include a 25% contingency.

TABLE 1. PRIORITY BIKEWAY PROJECTS

Rank	Project	Average Weekday Daily Users	Average Annual VMT Reduced	Lifetime GHG Emissions Reductions (MTCO2e)	Construction Cost Estimate
1	Leibacher Avenue/Dumont Avenue Bike Boulevard	430	219,000	87	\$102,500
2	Cecilia Street/Orr and Day Road/Leffingwell Road Bike Boulevard	130	66,000	26	\$238,800
3	Rail-Adjacent Bike Path	2,290	1,169,000	462	\$7,182,500
4	Foster Road Bike Lanes	420	215,000	86	\$750,000
5	Bloomfield Avenue Bike Lanes	540	274,000	109	\$4,782,900
	Fairford Avenue/Elmcroft Avenue/ Gridley Road Bike Boulevard	50	26,000	10	\$125,000
	Volunteer Avenue/Foster Road/ Silverbow Avenue Bike Route	140	72,000	29	\$91,300
8	Excelsior Drive Bike Lanes	520	267,000	106	\$3,509,400
	Flallon Avenue/Jersey Avenue/ Maidstone Avenue Bike Boulevard	100	53,000	21	\$128,800
10	Norwalk Metro C/Green Line Station Bike Path	1,950	991,000	392	\$225,000
	Mapledale Street Bike Boulevard	80	42,000	17	\$138,800
	Civic Center Drive Bike Lanes/ Metrolink Connection	780	396,000	158	\$4,193,800

FIGURE 4. PRIORITY PROJECTS



Recommended Programs and Policies

In addition to physical improvements, the BMP includes programs, policies, and strategies that the City can employ to improve bicycling conditions. The recommendations are divided into the following categories, each of which consists of several topic areas:

- Infrastructure and Operations
- Evaluation and Planning
- Funding
- Implementation
- Education and Enforcement

TABLE 2. RECOMMENDED PROGRAMS, POLICIES, AND STRATEGIES

Category	Topic Area	Recommendations
INFRASTRUCTURE AND OPERATIONS	Bikeway Design	Follow national and statewide best design practices (such as FHWA and NACTO) when designing and implementing bikeways on City streets as well as separated bike paths.
	Intersections, Crossings, and Barriers	Coordinate with Caltrans to improve bicycle accommodations at freeway ramps, bridges, and underpasses, including as part of future I-605 improvements.
		Ensure that bikeway projects are accompanied by appropriate treatments at intersections to ensure safe crossings for cyclists.
	Bike Parking	Follow national and statewide best design practices (such as FHWA and NACTO) for safe and comfortable intersections and crossings for bikes.
		Update City bike parking requirements so that they meet the need for short/long term parking and the various land uses in the city.
		Ensure that new development fulfills Municipal Code requirements for bike parking.
		Conduct an inventory of bike parking at City properties as well as destinations such as retail centers, which would be updated regularly and mapped on the City's website.
		Provide sufficient bicycle parking that is secure and easy to access at City-owned destinations such as parks and government buildings.
	Signage/Wayfinding	Continue to monitor trends in micromobility technologies and the potential need to update code requirements to address bikeshare and scootershare needs.
		As new bikeways are implemented in the City, explore opportunities to simultaneously incorporate bike-oriented wayfinding along such corridors.
Construction Zones	Develop and implement a wayfinding program to guide bicyclists to transit stations, the San Gabriel River Trail, and other destinations.	
	Create guidance for accommodating bicyclists in construction zones in the city.	

NORWALK BICYCLE MASTER PLAN

Category	Topic Area	Recommendations
EVALUATION AND PLANNING	Roadway Configuration	<p>Continue to explore opportunities to reconfigure City streets to accommodate bicycle infrastructure, such as the recent Foster Road Reconfiguration Project.</p> <p>Ensure that BMP recommendations are included in street rehabilitation and modification projects, such as resurfacing, restriping, or lane reconfiguration.</p>
	Data Collection	<p>Require pedestrian and bicycle counts as part of the traffic impact analysis data collection that is required of private development projects as well as City-led projects.</p> <p>Conduct monitoring and reporting of bicycling levels, bike project implementation, and bicycle collisions and trends every other year.</p>
	Community Input	<p>Consult the community through surveys and community meetings every other year to obtain their input on ongoing BMP implementation and biking conditions.</p>
FUNDING	Funding Sources	<p>Continue to monitor federal, state, and regional funding opportunities to augment local funds to implement recommended BMP bikeways; monitor LA Metro, SCAG, and Caltrans grant funding requirements and opportunities for grant assistance and actively pursue grant funding from these agencies.</p> <p>In order to be competitive for LA Metro grant assistance and funding, bring the City of Norwalk into compliance with Metro Complete Streets Policy 6.2 through either adopting a General Plan Circulation Element compliant with the 2008 Complete Streets Act, adopting a Complete Streets Policy, or adopt a City Council Resolution endorsing complete streets.</p> <p>Add priority BMP projects to the City's Capital Improvement Program.</p>
IMPLEMENTATION	Easements and Acquisitions	<p>Develop language for implementing easements and rail right-of-way paths.</p> <p>Negotiate with Southern Pacific Railroad to obtain an easement and rights to install a path along the railroad right-of-way between the San Gabriel River Trail and Bloomfield Avenue.</p>
	Rapid and Interim Facilities	<p>Review local and regional agencies' strategies for rapid network implementation and interim design treatments to adopt an approach for the City of Norwalk.</p>
	Inter-Agency Coordination	<p>Coordinate with Norwalk Transit, LA Metro, and Long Beach Transit on bikeway improvements near local bus stops.</p> <p>Collaborate with LA Metro and Caltrans to improve bicyclist accessibility in and around the Norwalk C Line Station; collaborate with Metrolink to improve access to the Norwalk/Santa Fe Springs Station.</p> <p>Collaborate with adjacent cities to ensure that planned improvements at jurisdictional boundaries continue to align.</p> <p>Continue to participate in and monitor the progress of the Gateway Cities Council of Governments (GCCOG) Imperial Corridor Complete Street Evaluation and Master Plan Study and incorporate its findings and recommendations into this plan.</p>

Category	Topic Area	Recommendations
EDUCATION AND ENFORCEMENT	Safety and Education	Work with school districts in the City to develop a Norwalk Safe Routes to School Program.
		Implement a citywide safety education campaign using social and physical media, such as safety campaign materials developed by SCAG.
		Work with local school district staff to develop a school safety education campaign to educate community members and students on safe biking and driving in school zones.
	Enforcement	Facilitate coordination between law enforcement and local school staff and parents to develop strategies to reduce vehicle speeding around schools, as well as biking-related enforcement strategies such as educational diversion programs.
		Update the City's Municipal Code (which forbids biking on sidewalks) to allow sidewalk biking along the segment of Rosecrans Avenue as designated in this plan as part of the Fallon Avenue/Jersey Avenue/Maidstone Avenue bike boulevard.

Funding and Implementation

To support the implementation of the proposed bicycle network and programs, the BMP provides an overview of potential funding sources, identifies implementation timelines, and includes recommended performance measures for tracking and evaluating progress toward plan implementation over time.

FUNDING SOURCES

Relevant funding sources are listed in Table 3.

TABLE 3. FUNDING SOURCES

Federal Funding Sources	State Funding Sources	Regional Funding Sources
FHWA RAISE Grants	Active Transportation Program Sustainable Transportation Planning Grant Highway Safety Improvement Program (HSIP) Local Road Safety Plan (LRSP) Funding Systemic Safety Analysis Report Program (SSARP) California Office of Traffic Safety (OTS) Grants Affordable Housing and Sustainable Communities (AHSC) Program	TDA Article 3 SCAG Sustainable Communities Program Los Angeles Metro Open Streets Grant Funding Los Angeles Metro Local Return Program

NEAR-TERM (FIVE-YEAR) IMPLEMENTATION

The near-term implementation plan consists of the following ten projects, which is a subset of the priority projects that in addition to achieving City objectives, are also implementable within the next five years, contingent upon funding availability. This is due to these projects generally being within City right-of-way and under City control (while allowing for some individual site-specific jurisdictional coordination such as Caltrans ramp intersections along City streets).

- Bloomfield Avenue Bike Lanes
- Foster Road Bike Lanes
- Excelsior Drive Bike Lanes
- Mapledale Street Bike Boulevard
- Civic Center Drive Bike Lanes/
Metrolink Connection
- Leibacher Avenue/Dumont Avenue Bike Boulevard
- Fairford Avenue/Elmcroft Avenue/
Gridley Road Bike Boulevard
- Fallon Avenue/Jersey Ave/Maidstone
Avenue Bike Boulevard
- Cecilia Street/Orr and Day Road/
Leffingwell Road Bike Boulevard
- Volunteer Avenue/Foster Road/
Silverbow Avenue Bike Route

PERFORMANCE MEASURES

The BMP includes performance measures which the City can track to evaluate progress toward plan implementation over time while being tied back to BMP goals. Recommended performance measures organized under the BMP goals are as follows:

Goal 1 Accessibility: Provide safe, direct, and comfortable bike routes

- Bicycle network completion
- Amount of people that can bike to transit
- New bicycle connections

Goal 2 Safety: Improve safety for bicyclists

- Number of fatal or serious injury crashes involving a person biking
- Number of biking related citations

Goal 3 Encouragement: Promote biking and encourage people to bike in Norwalk, improving community health and identity

- Number of people biking
- Number of outreach events held



01

INTRODUCTION



INTRODUCTION

The City of Norwalk Bicycle Master Plan (BMP) establishes the City's vision and comprehensive approach to improving biking in Norwalk. This document lays out the steps for the City to promote and enhance biking in Norwalk.

The BMP serves to improve biking throughout the city. Improving biking conditions supports healthy living, transit connections, and the ability to travel without a car. Creating a safe and comfortable network for biking through the implementation and improvement of biking facilities enhances access to opportunity for every person, providing new ways to access employment, education, shopping, recreation, and other destinations. Whether biking home from school or biking to the San Gabriel River Trail, active modes such as biking have the potential to make up a portion of everyone's travel. Improvements to bicycle facilities offer an opportunity to enhance travel experiences for all travelers, inclusive of any age or ability.

A comprehensive action plan, the BMP offers improvement projects, programs, and policies intended to encourage biking throughout Norwalk. This Plan identifies facility needs that will enhance the safety and comfort of biking for every resident, employee, and visitor of Norwalk.

Project Background

The City of Norwalk developed this BMP to identify bicyclist needs across the city, develop a set of goals and actions to address those needs, and create a bikeway network that provides safe and comfortable facilities to encourage biking in the city. At this time, the bikeway network within Norwalk is limited to bike lanes along Foster Road as well as the San Gabriel River Trail along the western edge of the city. However, the City's relatively flat topography along with its fixed-rail transit stations and other destinations provide an opportunity to create a rich bikeway network throughout the city.

The City of Norwalk has an estimated population of 102,773 covering approximately 9.75 square miles.¹ It is located in the Gateway Cities region in southeastern Los Angeles County, bordered by the Cities of Santa Fe Springs, Cerritos, Artesia, Bellflower, and Downey. Norwalk's road facilities range from local neighborhood streets to major freeways. Interstate 605 (I-605) and Interstate 5 (I-5) each bisect the city, while Interstate 105 (I-105) terminates in the western portion of the city. The City's roadway network is generally gridded, consisting of residential neighborhoods with commercial uses along arterial roads.

Information regarding the City's existing transportation conditions and patterns is provided in Chapter 2 of this report.

1 US Census Bureau 2020 Decennial Census

Relationship to Other Plans and Policies

This plan considers and strives to work in conjunction with recent and ongoing local and regional mobility efforts. Relevant bicycle-related policies and plans include those published by the City of Norwalk, Gateway Cities Council of Governments (GCCOG), and the Los Angeles County Metropolitan Transportation Authority (LA Metro), as well as state and federal regulations and plans as summarized below.

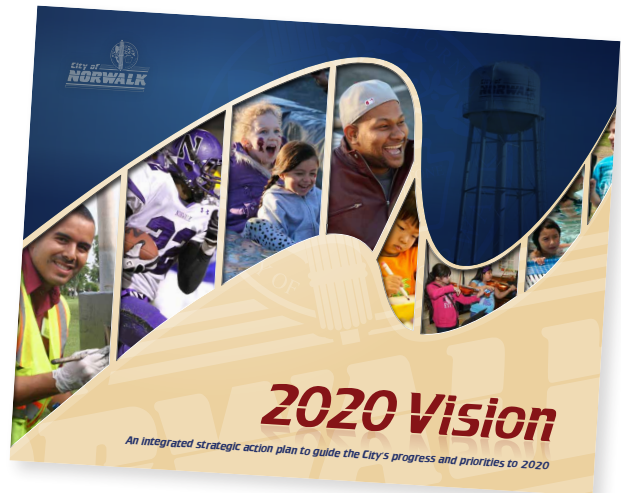
LOCAL AND REGIONAL Norwalk General Plan Circulation Element

The current Norwalk General Plan, adopted in 1996, is the primary planning document for Norwalk and serves to guide development in the city. The General Plan Circulation Element provides the policy framework for the regulation and development of transportation systems, balancing demands for moving people and goods within the city. The goals and policies related to bicycling of the Circulation Element generally strive to guide future development that ensures safe and efficient travel for both bicycles and vehicles and encourages alternative forms of transportation. Specifically, the development of this BMP supports the following Circulation Element goals:

- Goal 5: An efficient bicycle and pedestrian circulation system that encourages these alternative forms of Transportation.
- Goal 6: Ensure that development of Class II bike lanes provides for the safe and efficient travel of both bicycles and vehicular traffic.

2020 Vision Strategic Action Plan

In 2013, the City adopted the City of Norwalk 2020 Vision Strategic Action Plan, with core strategies, objectives, actions, and progress indicators to guide the community up until 2020. One of the plan's core strategies was to modernize and expand operational infrastructure, in order to ensure reliable, efficient, and sustainable community resources including transportation facilities. Among its objectives and actions, the plan includes identifying locations to construct bicycling and walking paths, which is supported by the development of this BMP.



Heart of Norwalk Plan

The City of Norwalk is currently developing the Heart of Norwalk Plan, which presents a vision for the future of San Antonio Village and the Firestone Corridor that is based on community values, knowledge, and ideas. The plan covers aspects such as residential, retail, office, and industrial development as well as transportation, public streets, and open spaces. As part of the Heart of Norwalk Plan, the City is proposing bikeways along sections of San Antonio Drive, Norwalk Boulevard, Firestone Boulevard, and the rail right-of-way. The bikeway recommendations from the Heart of Norwalk Plan are being included in the BMP to be consistent with this effort and to ensure that the BMP's proposed bikeway network fits seamlessly into other planned improvements in the city.

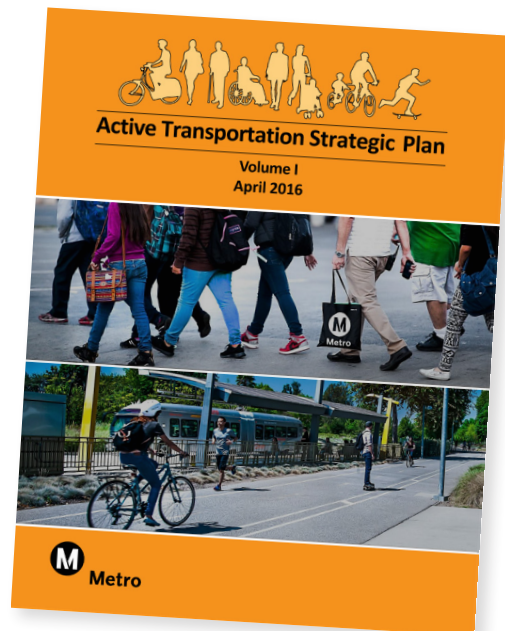
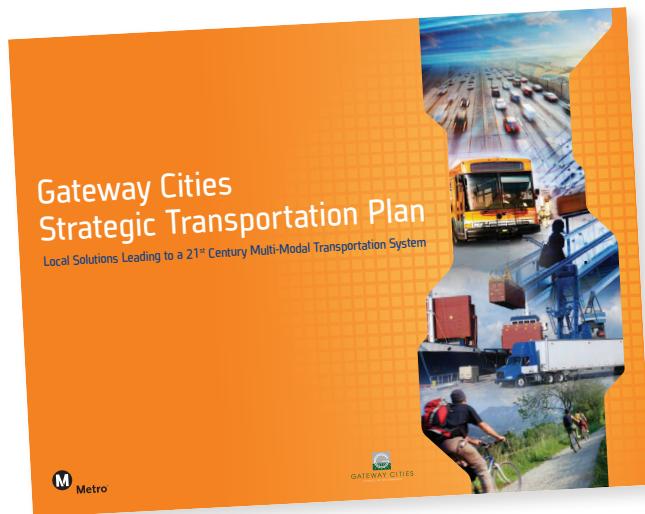
Gateway Cities Council of Governments (GCCOG) Strategic Transportation Plan Active Transportation Element

The GCCOG Strategic Transportation Plan (STP), published in March 2016, is intended to coordinate transportation infrastructure among member agencies, neighboring jurisdictions, and other regional agencies. The STP is the first strategic multimodal assessment of all planned and proposed improvements within the Gateway Cities. The STP's Active Transportation Element is meant to manage the regional active transportation network, provide more transportation options, and improve quality of life by making bicycling and walking safer and easier.

The Active Transportation Element envisions a complete regional system of bikeways and recommends 55 regionally significant bicycle projects. The significant bikeway projects that pass through Norwalk are along the following corridors: Alondra Boulevard, Bloomfield Avenue, Firestone Boulevard, and Imperial Highway. This BMP includes bikeway improvements that further the COG's recommendations.

LA Metro Active Transportation Strategic Plan

The LA Metro Active Transportation Strategic Plan (ATSP), published in April 2016, aims to enhance access to transit stations and develop a regional network for people who choose to take transit, walk, and/or bike. It serves as a roadmap for local cities and other stakeholders to identify improvements to implement in their communities. The ATSP includes a recommended countywide active transportation network consisting of the regional active transportation network and first/last mile active transportation improvements to over 650 major transit station areas in Los Angeles County. This BMP provides bikeway improvements which support the ATSP's countywide active transportation network and support first/last mile access to transit stations.



GCCOG Imperial Corridor Complete Street Evaluation and Master Plan Study

GCCOG is currently conducting the Imperial Corridor Complete Street Evaluation and Master Plan Study in order to create a multi jurisdictional master plan for the entirety of the Imperial Highway corridor running through Lynwood, South Gate, Downey, Norwalk, Santa Fe Springs, La Mirada, and unincorporated Los Angeles County. The BMP's bikeways recommendations acknowledge this ongoing regional study and its potential for further recommended improvements through the City of Norwalk.

Southern California Association of Governments Regional Transportation Plan

The Southern California Association of Governments (SCAG) 2020 -2045 Regional Transportation Plan (RTP) serves as the overarching vision for the majority of Southern California over the next two and a half decades. Developed in close partnership with the region's 191 cities, six counties, and tribal governments, the RTP includes investments in public transportation, bike paths, and pedestrian improvements to allow the region to meet and exceed greenhouse gas reduction targets. Primary objectives of the RTP include promoting walking, biking, and other forms of active transportation, also aligning with the objectives of the BMP.



STATE

California Bicycle Transportation Act

California Streets and Highways Code section 890-894.2 is known as the California Bicycle Transportation Act. This legislation, adopted in 1994, establishes the responsibilities of state and local agencies regarding bicycle safety, signage, traffic control, right-of-way, and other matters related to non-motorized transportation. The California Bicycle Transportation Act establishes minimum efforts in data collection and planning that local governments must accomplish to remain compliant with state law. The legislation seeks “to establish a bicycle transportation system designed and developed to achieve the functional commuting needs of the employee, student, businessperson, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and to have the capacity to accommodate bicyclists of all ages and skills.”

A city or county government may complete a bicycle transportation plan pursuant to section 891.2 for their project to be considered by the California Department of Transportation (Caltrans) for funding. In cooperation with county and city governments, Caltrans establishes minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. Caltrans also establishes uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and alert pedestrians and motorists of the presence of bicyclists on bikeways and on roadways where bicycle travel is permitted. The BMP establishes Norwalk's plan for a bicycle transportation system consistent with the Bicycle Transportation Act and Caltrans standards.

Caltrans Deputy Directive 64

On March 6, 2001, Caltrans adopted Deputy Directive 64 (DD-64), a policy directive related to non-motorized travel that applies to state highways. The directive reads:

“[Caltrans] fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products.”

In support of this directive, Assembly Concurrent Resolution No. 211, which became effective in 2002, encourages local jurisdictions to implement the policies in the directive when constructing transportation projects. In 2008, Caltrans issued DD-64-R1, which supersedes DD-64. DD-64-R1 reiterates the policy to provide for all travelers of all ages and abilities in all activities and products on the state highway system and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system. The BMP directly supports this policy directive by understanding the needs of bicyclists and suggesting projects, programs, and policies to meet their needs.

California Complete Street Act of 2008

The California Complete Streets Act of 2008 (AB 1358) requires Cities and Counties to include in the circulation elements of their general plans policies and programs supporting the development of a well-balanced, connected, safe, and convenient

multimodal transportation network. This network should consist of complete streets, which are designed and constructed to serve all users of local streets and highways, regardless of individuals' age or ability, or whether they are driving, walking, bicycling, or taking transit. The network should allow for all users to travel effectively by motor vehicle, foot, bicycle, and transit to reach key destinations within their community and the larger region. The BMP supports this Act by improving the ease and accessibility of bicycle facilities and connecting those improvements with local destinations and travel patterns.

FEDERAL

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency. The United States Access Board has created accessibility guidelines for public rights-of-way. The guidelines address various issues and accessibility challenges that are highly relevant to the ATP, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

Vision and Goals

The City of Norwalk has developed a vision and a set of goals for the BMP and achieve a comprehensive citywide bikeways network that meets community needs.



VISION

The City of Norwalk BMP is guided by the following vision:

The City of Norwalk will increase bicycling by being a place where residents, visitors, and employees can safely bike to local and regional destinations. The City will provide convenient and safe places to bike and create a more welcoming and encouraging environment for cyclists, improving the community's health, and cultivating its identity.

GOALS AND OBJECTIVES

The goals and objectives to achieve this vision are as follows:



Goal 1 Accessibility

Provide safe, direct, and comfortable bike routes. Developing a network of direct and comfortable bike facilities allows bicyclists of all ages and abilities to bike to key locations within and outside the city, helping increase the number of bike trips taken for work, school, recreation, and shopping.

- Improve local biking connectivity between the City's neighborhoods and local destinations such as retail and schools.
- Improve connectivity to regional facilities and destinations.
- Remove or mitigate barriers to bicycling in the City
- Improve biking connections to transit stations.
- Develop a network that serves bicyclists of all ages and abilities.



Goal 2 Safety

Improve safety for bicyclists. Creating a safer environment for people biking can help reduce both the frequency and severity of bicycle-involved crashes and injuries. Methods to address safety can include engineering improvements, enforcement, and education.

- Improve bicyclists' perception of safety while using Norwalk's circulation network.
- Reduce conflicts between bikes and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations.
- Develop and implement safety education programs for cyclists.
- Partner with law enforcement to equitably enforce safety laws for all road users. Improve safety for students using local roads to bike to and from local schools.



Goal 3 Encouragement

Promote biking and encourage people to bike in Norwalk, improving community health and identity. A welcoming and friendly biking environment invites more people to bike and can result in improved community health due to increased physical activity. Encouraging residents to bike between areas of the city through improved connectivity can also help foster a sense of local identity.

- Provide end-of-trip bike facilities such as bike parking at key destinations.
- Partner with schools and local organizations to encourage biking.
- Use the City's resources, such as social media channels, to promote biking.
- Facilitate bike connectivity to recreational destinations such as parks and trails.
- Incorporate bike-oriented wayfinding into the City's transportation network.



02

**BIKING IN
NORWALK TODAY**



BIKING IN NORWALK TODAY

This chapter examines the existing biking conditions in Norwalk, including travel patterns, existing facilities and programs, barriers to biking, and the expected baseline future conditions. This chapter summarizes work and research completed to establish the baseline biking conditions in the City, which in turn informed the recommendations developed for the BMP. The full existing conditions analysis deliverables are provided in this report’s appendices.

Mode Share and Demographics

According to the 2019 US Census American Community Survey (ACS) 5-year Estimate, approximately 0.6% of Norwalk residents commute to work via bicycle; this is lower than the countywide rate of 0.8%. In addition, 5% of households in Norwalk do not own a car and depend on other modes of transportation (such as bicycling, walking, or taking transit) to reach their destinations; in comparison,

8.8% of households countywide do not own a car. This data suggests that Norwalk residents are more car-dependent than residents in the county as a whole.

These statistics for neighboring cities are shown in Table 4. As shown in the table, Norwalk exhibits higher levels of bicycle commuting compared to its neighbors, with the exception of Artesia. The percentage of households in Norwalk without vehicles is similar to Artesia, Bellflower, and Santa Fe Springs but higher than Cerritos and Downey.

According to the ACS, while men make up 55% of the city’s employed population, over ten times as many men commute by bicycle than women, representing a gender imbalance in access and/or willingness to bike in Norwalk. Research shows that the lack of adequate cycling infrastructure in the US is one of the largest reasons women choose not to bike, and that they would bike more if the amount of protected bike lanes were increased.²

TABLE 4. LOCAL BIKE COMMUTING AND VEHICLE OWNERSHIP STATISTICS

Location	Percent Commuting on Bike	Households without Vehicles
City of Norwalk	0.6%	5.0%
City of Artesia	2.7%	5.4%
City of Bellflower	0.5%	5.9%
City of Cerritos	0.1%	3.0%
City of Downey	0.4%	3.7%
City of Santa Fe Springs	0.3%	5.8%
Los Angeles County	0.8%	8.8%

Source: 2019 US Census American Community Survey 5-year Estimate

2 Dill, Jennifer; Goddard, Tara; Monsere, Christopher; and McNeil, Nathan, "Can Protected Bike Lanes Help Close the Gender Gap in Cycling? Lessons from Five Cities" (2014). Urban Studies and Planning Faculty Publications and Presentations. <http://archives.pdx.edu/ds/psu/16603>

In the City of Norwalk, 24% of the population is under 18 years old and 12% of the population is over 65, which is generally consistent with the countywide data. Both of these age groups represent a population that may have limited access to a motor vehicle or limited mobility.

Existing Biking Levels

Bike counts provide a baseline understanding of how people are already getting around Norwalk by bike. In turn, counts help inform the BMP by providing an understanding of residents, employees, and visitors' general biking patterns and areas of the City that may require additional focus for improvements based on demand. As part of the City's ongoing Firestone Boulevard improvement project, bicycle counts were recently collected along Firestone Boulevard between Imperial Highway and I-605/Hoxie Avenue during the weekday morning (7:00 AM – 9:00 AM) and weekday evening (4:00 PM – 6:00 PM) peak periods. These counts were supplemented with additional bicycle counts for this BMP taken at 17 intersections during the weekday morning (7:00 AM – 9:00 AM), weekday evening (4:00 PM – 6:00 PM), Saturday midday (12:00 PM – 2:00 PM), and/or Sunday morning (7:00 AM – 9:00 AM) periods.

Weekday AM peak period bike volumes are shown in Figure 5. As shown in the figure, higher bicycle volumes were counted at arterial intersections compared to other locations such as near rail transit stations and high schools.

Weekday PM peak period bike volumes are shown in Figure 6. Noticeably higher bicycle volumes were counted when compared to the weekday AM period.

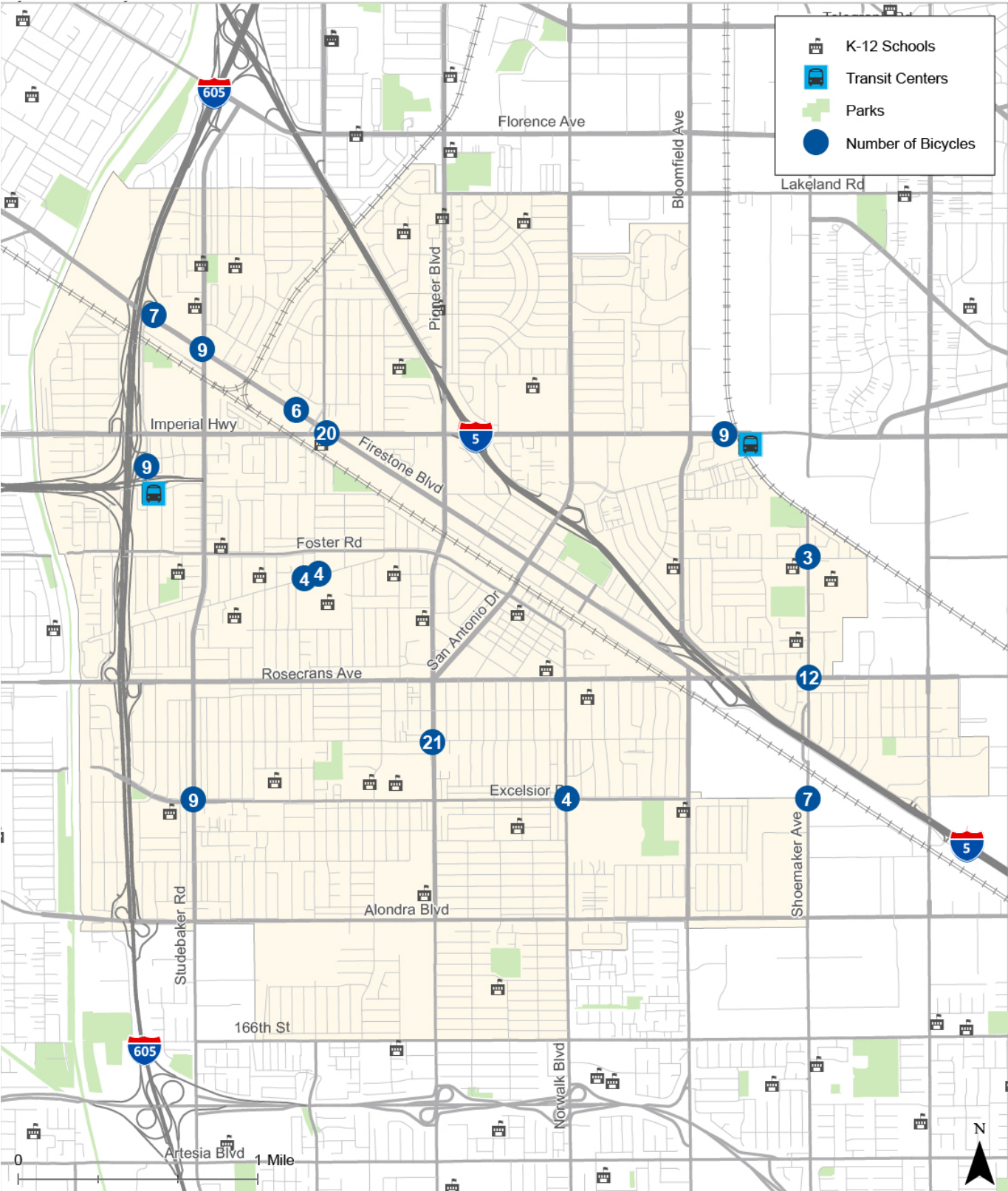
Saturday midday period bike volumes are shown in Figure 7. Data was collected at two locations during this period: the intersection of Pioneer Boulevard/Rosecrans Avenue/San Antonio Drive and the intersection of San Antonio Drive/Firestone Boulevard. Midday Saturday biking levels in this area were comparable to those observed during the weekday PM period.

Sunday morning peak period bike volumes are shown in Figure 8. Bicycle counts were collected at several locations adjacent to the San Gabriel River Trail access points along the western edge of the city. The highest biking volumes were counted at Firestone Boulevard and at Rosecrans Avenue, followed by Foster Road (along the Foster Road Greenbelt).



Source By Northwalker - Own work, CC0, <https://commons.wikimedia.org/w/index.php?curid=30762331>

FIGURE 5. WEEKDAY AM BIKE VOLUMES



NORWALK BICYCLE MASTER PLAN

FIGURE 6. WEEKDAY PM BIKE VOLUMES



FIGURE 7. SATURDAY MIDDAY BIKE VOLUMES



FIGURE 8. SUNDAY MORNING BIKE VOLUMES



Existing Biking Destinations

The city’s land uses are primarily single family residential. Commercial land uses are primarily along Firestone Boulevard, Imperial Highway Pioneer Boulevard, Rosecrans Avenue, and San Antonio Drive.

Key destinations for cyclists in Norwalk include schools, transit stations, parks, retail, and medical centers, as shown in Figure 9 and documented below. These destination types are important to individuals who are reliant on transit and active transportation, including youth, seniors, and people with disabilities. Each destination type has unique needs shaped by their surrounding physical environment and the groups they serve.

- **Schools:** There are nearly 30 schools within the city boundaries – eight private schools, 16 elementary schools, four middle schools, three high schools, and an adult school. Cerritos College is also partially within the City limits.
- **Transit Stations:** The City of Norwalk has two transit stations – the Metro C Line (Green Line) Station and the Norwalk/Santa Fe Springs Metrolink Station. There are few bicycle facilities connecting to the two stations, and no bicycle facilities connecting between the two stations.
- **Parks:** Parks and recreation centers are provided throughout the city. In addition to the several neighborhood parks in the city, the Norwalk Arts and Sports Complex, located on Clarkdale Avenue, includes a recreation center with open space, a skate park, a museum, an aquatics pavilion, and a community center with events and classes for all ages.
- **Retail Centers:** Key shopping areas in the city are located around the following intersections – Pioneer Boulevard/Rosecrans Avenue/San Antonio Drive, Norwalk Boulevard/Imperial Highway, Studebaker

Road/Firestone Boulevard, Studebaker Road/Rosecrans Avenue, and Norwalk Boulevard/Civic Center Drive. Retail access is generally not street-facing, which means bicyclists and pedestrians must navigate parking lots to access these establishments.

- **Medical Centers:** Norwalk has two major hospitals – Coast Plaza on Foster Road and Studebaker Road and Metropolitan State Hospital at Norwalk Boulevard and Imperial Highway. In addition, there are a number of medical centers and clinics throughout the city.
- **Major Employment Centers:** The City of Norwalk has a few clusters of employment centers in addition to schools and medical plazas. In particular, City Hall is located near the courthouse and sheriff’s station on Civic Center Drive. A large industrial district is located in Santa Fe Springs, just outside of the City boundary to the east. This area has warehouses, distribution centers, and industrial suppliers.
- **San Gabriel River Trail:** The San Gabriel River Trail borders the City of Norwalk to the west. The San Gabriel River Trail runs from Azusa to Seal Beach. Within Norwalk, there are access points at Firestone Boulevard, Imperial Highway, Foster Road, Rosecrans Avenue, and Alondra Boulevard.



FIGURE 9. KEY DESTINATIONS



Existing Bicycle Networks

This section discusses existing on-street bikeways, off-street bikeways, and other bicycle facilities within the city and includes a discussion of their features and conditions. This information is based on an infrastructure inventory conducted in the early stages of the plan development process.

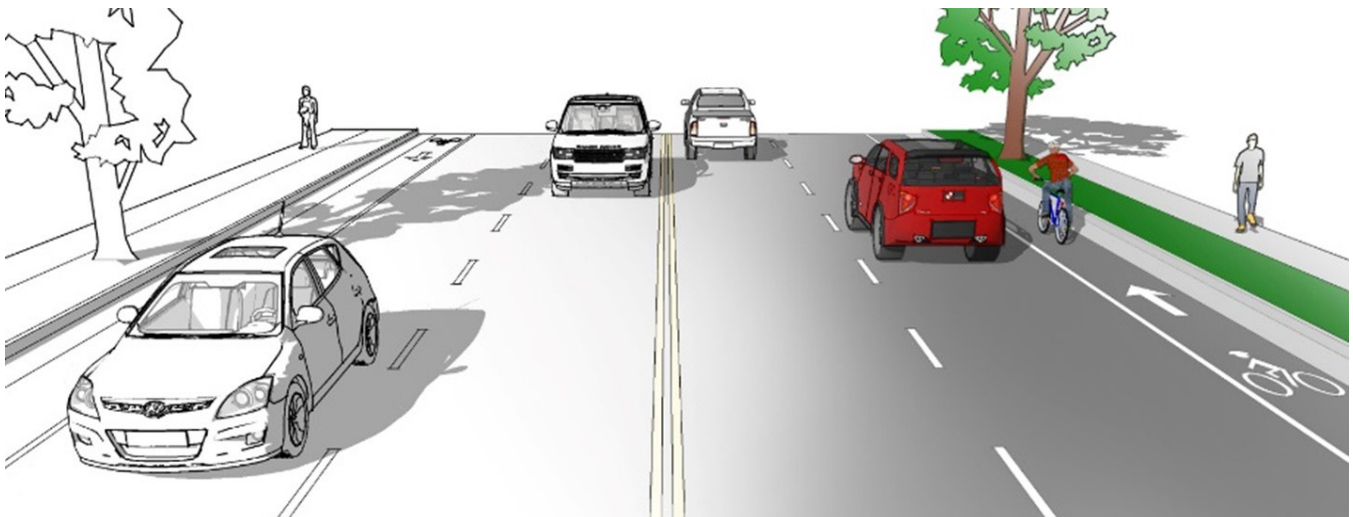
EXISTING ON-STREET AND OFF-STREET BIKEWAYS

Bikeways are categorized into four types, as described and depicted in illustrations below.

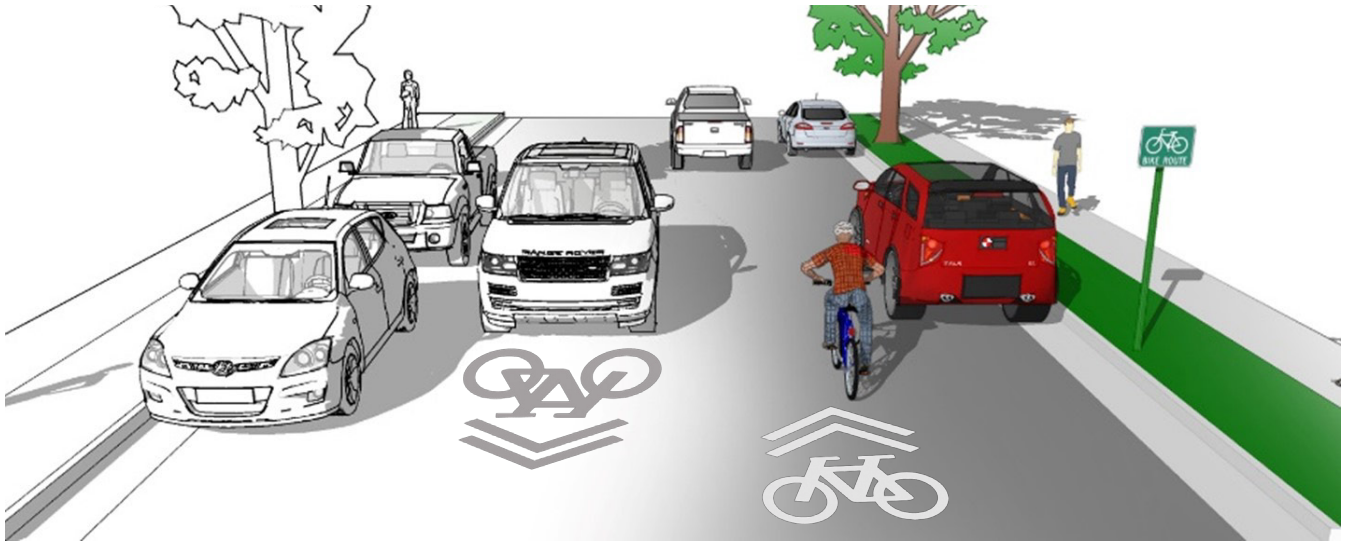
Class I Bikeway (Bike Path): Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).



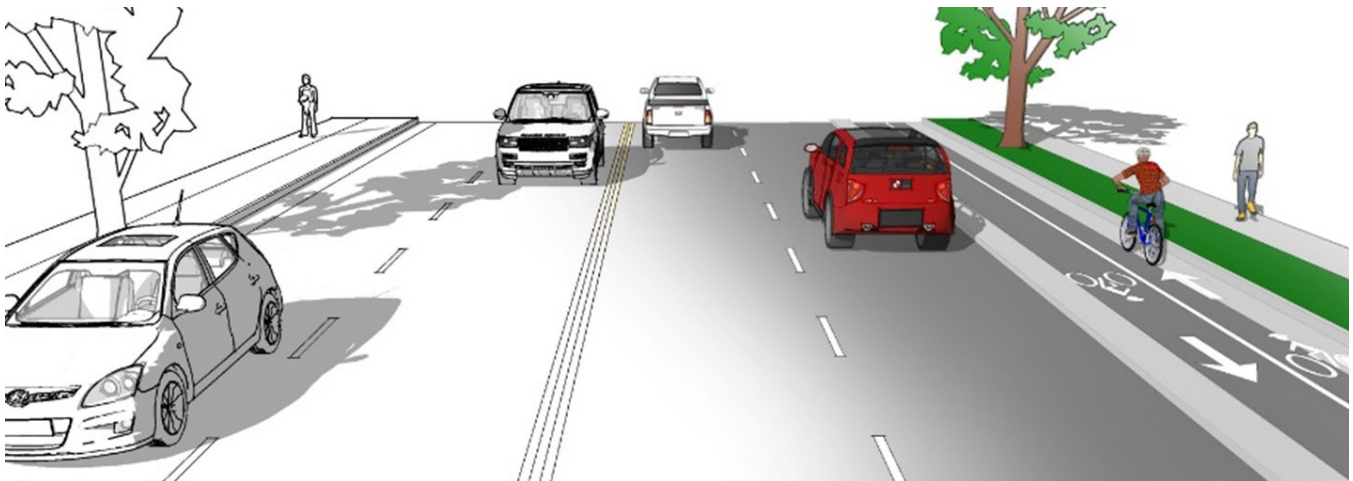
Class II Bikeway (Bike Lane): A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane) and the bike lane could be adjacent to on-street parking.



Class III Bikeway (Bike Route): A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows, pictured below). An enhanced bike route, known as a bicycle boulevard, can include traffic calming treatments to slow down vehicles.



Class IV Bikeway (Separated Bike Lane): Also known as a cycle track or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A cycle track can be one-way or two-way.



BIKING IN NORWALK TODAY

Existing bike lanes within the City of Norwalk are shown in Figure 10, with photos provided on the following page. The existing bikeways in the City are described below:

- A 3.5-mile segment of the San Gabriel River Trail borders the City of Norwalk to the west. The San Gabriel River Trail is a 35-mile Class I facility that runs from the cities of Azusa to Seal Beach. Adjacent to the city, the trail has access points at Firestone Boulevard, Imperial Highway, Foster Road, Rosecrans Avenue, and Alondra Boulevard.
- The Foster Road Greenbelt, which serves as a walking and biking connection to the San Gabriel River Trail, divides Foster Road and starts approximately 900 feet west of Studebaker Road. The greenbelt consists of a path that is ten feet wide and includes amenities such as shaded trees and benches.
- There are Class II bicycle lanes along Foster Road from Pioneer Boulevard to Halcourt Avenue (at the Foster Road Greenbelt). As part of the Foster Road bike lanes project, a road reconfiguration was implemented between Pioneer Boulevard and Studebaker Road to remove one vehicular travel lane in each direction and install a two-way left-turn lane. Between Studebaker Road and Halcourt Avenue, travel lanes were narrowed to accommodate parking-adjacent bike lanes. The bike lanes are adjacent to on-street parking along some portions of Foster Road.
- The Silverbow Avenue pedestrian bridge provides connectivity over the I-5 freeway, facilitating bicycle and pedestrian access between the Civic Center area and Firestone Boulevard.

There are a limited number of bikeways in and around the city at this time, and the network is generally disconnected. Facilities may end at an intersection, leaving a bicyclist to travel in mixed traffic for the remainder of their trip. This lack of connectivity can discourage people from biking.

There are also a number of bike lanes and bike routes that run along or terminate at the City boundaries, listed below and shown in Figure 10:

- Class II bike lanes on Studebaker Road south of Alondra Boulevard in the City of Cerritos
- Class II bike lanes on Bloomfield Avenue south of Alondra Boulevard in the City of Cerritos
- Class II bike lanes on Bloomfield Avenue north of Imperial Highway between the cities of Norwalk and Santa Fe Springs
- A Class III bike route along Lakeland Road between Pioneer Boulevard and Norwalk Boulevard between the cities of Norwalk and Santa Fe Springs

The bike lanes in and around Norwalk generally do not include additional safety features such as green paint, flexible posts, and painted buffers.

FIGURE 10. EXISTING BIKEWAY NETWORK



BIKING IN NORWALK TODAY



**San Gabriel
River Trail**



**Foster Road
Greenbelt**



**Parking-
Adjacent Bike
Lanes on
Foster Road**

ACCESSIBILITY AND SUPPORTING INFRASTRUCTURE AT TRANSIT STATIONS

Transit facilities are key destinations for bicycle users and the provision of connections to transit stations is an important step in improving transit accessibility; convenient access to transit is a key part of a citywide bicycle master plan. Providing biking facilities to and from transit helps bridge the first-mile/last-mile issue by providing door-to-door transit connections rather than stop-to-stop connections. It can also expand the reach of transit without the need for a car. Bicyclist strategies can include providing bikeways to stations and providing secure bike parking for short-term and long-term storage at stations.

The City of Norwalk is served by several transit agencies, providing both bus and rail service: LA Metro, Norwalk Transit System, Long Beach Transit, and Metrolink. The bus routes that provide service to and from Norwalk can be accessed at the city’s transit centers – the Metro C Line (Green Line) Station adjacent to I-605 and the Norwalk/Santa Fe Springs Metrolink Station on Imperial Highway, within both the cities of Norwalk and Santa Fe Springs. Accessibility between these two transit stations by bike is limited since there are no east-west bikeways along Imperial Highway or other roads to connect the stations; photos of existing conditions are provided below.

The LA Metro C line (formerly Green Line) is a light rail line that runs between the cities of Norwalk and Redondo Beach in the median of the I-105 freeway. The Norwalk station also serves as a hub for LA Metro, Norwalk Transit, and Long Beach Transit bus service with several bus bays. While the station provides bike parking (48 bike rack spaces and 40 bike lockers), bike access to the station is generally limited. The only access point is Hoxie Avenue to the north of the station, which does not have bike lanes and is shared with inbound/outbound buses as well as vehicles accessing the adjacent freeway ramps. The sidewalk is also

narrow with several blockages such as signs and utility boxes. There is no bike access to the south (through the parking lot); although there are gates into the parking lot along Foster Road, they are locked at this time.

Metrolink provides heavy-rail, regional transit service to the counties of Los Angeles, San Bernardino, Orange, Ventura, Riverside, and San Diego. The Orange County Line and the 91/Perris Valley Line serve the Norwalk/Santa Fe Springs Metrolink Station. Bike parking at the station consists of six bike rack spaces and eight bike lockers. While bike access to the station is limited due to the lack of bike lanes along Imperial Highway and Bloomfield Avenue, bicyclists within the station are able to utilize a dedicated bike/ pedestrian path (ranging from 11 to 12.5 feet wide) through the parking lot to avoid conflicts with buses and automobiles.



Hoxie Avenue north of C Line Station



Metrolink Station bike/pedestrian pathway

OTHER PLANNED BIKEWAY IMPROVEMENTS

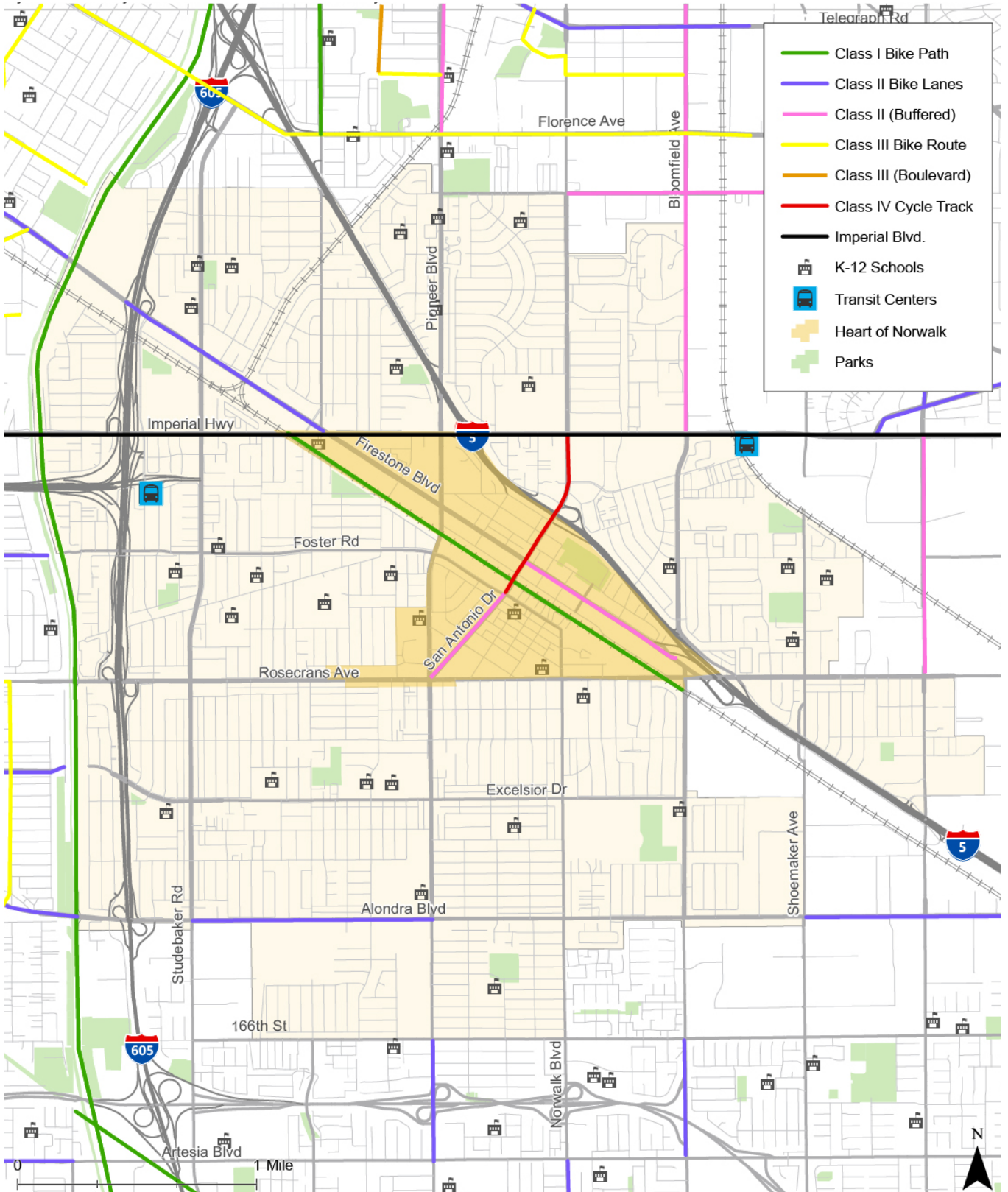
Other planned bikeways within the City of Norwalk are shown in Figure 11. These bikeways are being proposed as part of planning efforts separate from this BMP. However, they are being included in the BMP's assumed baseline conditions to be consistent with these efforts and to ensure that the BMP's proposed bikeway network fits seamlessly into other planned improvements in the city. The following bikeways have been proposed in the city as part of other planning efforts:

- **Firestone Boulevard Bike Lanes:** The ongoing Firestone Boulevard improvement project has proposed Class II bike lanes along the segment between Imperial Highway and the I-605 northbound ramps/Hoxie Avenue, achieved through the removal of on-street parking. Separately, Caltrans is planning to install bike lanes along Firestone Boulevard between the I-605 northbound ramps/Hoxie Avenue and I-605 southbound ramps as part of its redesign of that segment.
- **Alondra Boulevard Bike Lanes:** As part of the Alondra Active Transportation Improvement Project, the City will construct Class II bike lanes in both directions between Studebaker Road and Pioneer Boulevard within the existing right-of-way. This project will also include pedestrian improvements and a safety zone planter to separate bicyclists and pedestrians from the road.
- **Heart of Norwalk:** As part of the ongoing Heart of Norwalk project, the City is proposing four bikeways in the study area shown in Figure 11. Three bikeways would be achieved by reducing automobile travel lanes or parking: Class II buffered bike lanes on San Antonio Drive between Pioneer Boulevard and Foster Road, Class IV protected bike lanes on San Antonio Drive/Norwalk Boulevard between Foster Road and Imperial Highway, and Class II buffered bike lanes on Firestone Boulevard between San Antonio Drive and Bloomfield Avenue. The plan also includes a Class I path along the rail right-of-way between Imperial Highway and Bloomfield Road.

In addition, GCCOG is currently conducting the Imperial Corridor Complete Street Evaluation and Master Plan Study in order to create a multi-jurisdictional master plan for the entirety of the corridor running through Lynwood, South Gate, Downey, Norwalk, Santa Fe Springs, La Mirada, and unincorporated Los Angeles County. Note, improvements have not been proposed at this time.

Anticipated bikeways outside the city are also shown in Figure 11, based on respective jurisdictions' bicycle or active transportation plans.

FIGURE 11. OTHER PLANNED BIKEWAYS



Existing Programs

Existing City programs and policies to encourage biking are described below. These include existing code requirements and policies related to biking-supportive facilities such as bike parking.

- **Bicycle Lockers:** The City of Norwalk offers bicycle lockers for rent to all bus riders at the Metrolink Station. Bicycle locker rentals are \$24.00 for a six (6) month rental plus a \$20.00 refundable security lock deposit. The lockers are located on the west side and east side of the Metrolink Station on Imperial Highway.
- **Nonresidential Development Standards:**
 - Nonresidential development of 25,000 ft² or more shall provide a display case displaying transportation information located where the greatest number of employees are likely to see it. This information should include, but not limited to, current local/regional transit and bicycle routes serving the area, telephone numbers for referrals on transportation information, and a list of facilities available for carpoolers, vanpoolers, bicyclists, transit riders, and pedestrians at the site.
 - Nonresidential development of 50,000 ft² or more should provide bicycle racks or other secure bicycle parking. A bicycle facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather.
 - Nonresidential development of 100,000 ft² or more should provide safe and convenient access from the external circulation system to bicycle parking facilities on site.
- **Residential Development Standards:** Bike racks shall be provided at the facility where a single room occupancy unit is located. Bike racks shall accommodate one bicycle for every three units.



Barriers to Biking

This section details existing barriers to a safe and comfortable biking network. Barriers to biking can take several forms such as perceived lack of safety, streets with high vehicle volumes and speeds, a lack of separation between vehicles and other modes, and a lack of dedicated biking facilities which reduce opportunities for direct routes to destinations. These can create conditions that are unfavorable to biking and can increase a bicyclist's level of stress while using those facilities. The barriers and needs discussed in this section informed the recommended biking improvements in this BMP.

BICYCLE COLLISIONS

Biking-related crash history data in Norwalk was collected for the ten-year period from 2010 through 2019 to document crash characteristics or locations that should be the focus of improved active transportation facilities in the City. The data were obtained from the UC Berkley Transportation Injury Mapping System (TIMS). TIMS is an online database of multimodal collision reports provided by Caltrans and by local enforcement agencies. A detailed collision analysis is provided in the appendix to this plan, with key safety findings summarized below.

- 4% of bike collisions in the city were fatal or severe injury collisions, which is lower than the countywide rate of 9%.
- Almost 90% of bicycle collisions occurred at intersections, where there are more conflicts with motor vehicle traffic than at other locations along roadways.
- Fatal and severe bicycle collisions were generally located along major roadways, with collision hotspots observed at locations where at least two major roadways intersected.

A bicycle high injury network (HIN) was developed, constituting the worst performing street locations based on severity and frequency of collisions. As shown in Figure 12, the HIN covers most of the major roadways in the city and includes the access points to the Metrolink and C Line stations and runs adjacent to several schools. The HIN is primarily up of major roadways with high vehicle speeds and volumes and accounts for almost 60% of bicycle collisions. Approximately 55% of fatal and severe injury bicycle collisions occurred on the HIN.

PHYSICAL BARRIERS TO BIKING IN NORWALK

There are several physical barriers to biking in Norwalk. These barriers can hinder biking access to the destinations mentioned above and should be addressed by bicycle facilities improvements to

support safe and comfortable travel in the city. Barriers to cycling and/or to implementing bicycle facilities are documented below, with site visit photos on the following page.

- **Lack of comfortable and safe bicycle facilities:** Given the lack of bicycle facilities, bicyclists must share the road with vehicles or share sidewalks with pedestrians to get to destinations within the city or regional destinations such as the San Gabriel River Trail. Those facilities which do exist may not be comfortable for most riders.
- **Lack of a connected network for biking:** While there are some biking facilities currently in the city, they do not provide a connected network. Therefore, people who wish to bike may not have a consistent, comfortable end-to-end trip between their origin and destination.
- **Uncomfortable, vehicle-oriented facilities:** The primary transportation network in the city consists of arterial roads with an emphasis on vehicles. Arterial roads tend to have higher speeds than local streets and serve a large number of vehicles (often tens of thousands per day). These facilities create stressful conditions which could discourage bicycling. In addition, some intersections (including along Firestone Boulevard) are skewed with wide right-turn lanes. In particular, the intersection of Pioneer Boulevard, Rosecrans Avenue, and San Antonio Drive (a five-legged intersection with a wide footprint) is in the



Intersection of Pioneer Boulevard, Rosecrans Avenue, and San Antonio Drive

BIKING IN NORWALK TODAY

middle of the city; its size and configuration make maneuvers such as left turns difficult on a bike.

- **Freeway ramps and overpasses:** Three freeways surround the city, which means that bicyclists must often pass at least one to enter or exit the city. Ramps can be a barrier for bicyclists to cross, most significantly at the free-right turn at the I-605 ramps. It should be noted that these facilities are under Caltrans jurisdiction, which must be addressed when planning bicycle facilities at these locations. In addition, freeway overpasses are dark, noisy, and uncomfortable for bicyclists and can also serve as a constraint to implementing bike lanes along intersecting arterials.
- **Lack of transit accessibility:** Bicycle access to the two transit stations is generally limited. At the Norwalk/Santa Fe Springs Metrolink Station, there are no bikeways on Imperial Highway. At the Metro C Line (Green Line) Station, there are no bike facilities on Imperial Highway and on Hoxie Avenue, where bicyclists must also navigate freeway ramps and buses; there is also no access from the south side of the station on Foster Road. In addition, there are no bikeways connecting these two transit stations, which serve as hubs for multiple bus routes.
- **Railroad tracks:** Two sets of freight/passenger rail tracks run through the city and cross streets at-grade, serving as a physical barrier and safety concern for bicyclists.
- **On-street parking:** The presence of on-street parking on some roads such as Firestone Boulevard could serve as a barrier to implementing bike lanes if adjacent homeowners or businesses oppose reallocating curb-to-curb width to bike lanes.
- **Retail parking lots:** Retail centers are generally surrounded by parking lots (as opposed to being street adjacent) meaning that bicyclists must navigate parking spaces and drive aisles to access stores and other establishments. In addition, there are frequent parking lot driveways along arterials that serve as conflict zones for bicyclists.



I-605 on-ramp at Rosecrans Avenue

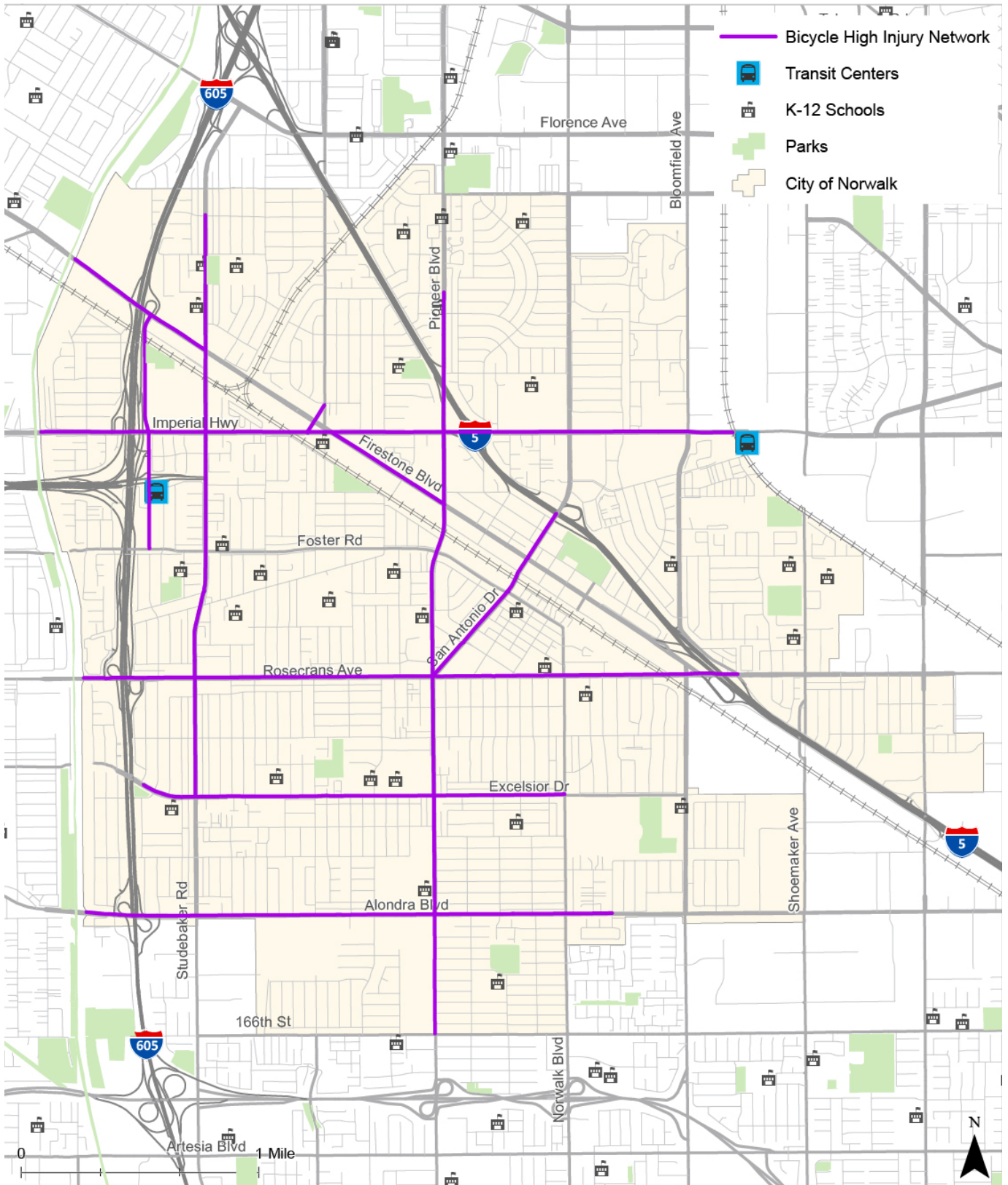


I-605 overpass at Rosecrans Avenue



Railroad crossing at Orr and Day Road

FIGURE 12. BICYCLE HIGH INJURY NETWORK



03

**COMMUNITY
ENGAGEMENT**



COMMUNITY ENGAGEMENT

Community outreach was a vital part of the BMP development process to ensure the plan identifies community needs and provides useful and implementable recommendations that the community supports. Comprehensive community input included a multifaceted outreach effort to learn more about transportation habits in Norwalk, establish route preferences, and ascertain levels of comfort with different facility types and location-specific treatments. This chapter summarizes the BMP’s outreach strategy, including the findings and community feedback.

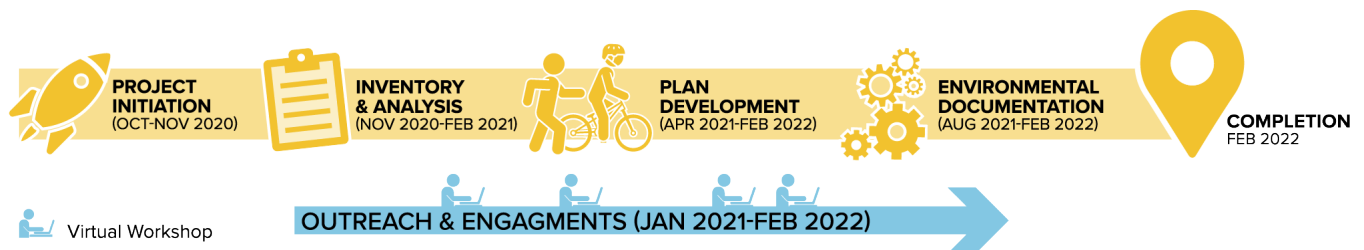
Given the challenges for traditional public outreach due to the ongoing COVID-19 pandemic, the City conducted a fully virtual outreach process to achieve meaningful and useful public engagement while safeguarding public health and safety.

Overview

The purpose of the community outreach process was to share information about the development of the BMP, solicit feedback from the community, and provide a transparent decision-making process. As noted previously, the COVID-19 pandemic presented a challenge to traditional in-person community engagement. Creating alternative virtual or socially distant engagement strategies was critical to achieve an equivalent level of community outreach.

Overall, five different virtual community outreach strategies were used to engage with the public and relevant stakeholders: virtual community workshops, focused stakeholder meetings, Bicycle Advisory Committee (BAC) meetings, website and social media outreach, and an online survey and map.

The flowchart below highlights engagement activities as part of the overall BMP development process.



VIRTUAL COMMUNITY WORKSHOPS

Two virtual community workshops were held over Zoom early in the planning process. They were advertised on the City’s website and social media platforms and with emails to stakeholder groups.

The first community workshop was held on Thursday, February 25, 2021. The purpose of the workshop was to introduce the project to the community and obtain feedback on existing bicycling conditions in the City, including the use of virtual boards for commenting (screenshot provided below). The second community workshop was held on Thursday, April 15, 2021. The purpose of the workshop was to obtain input on the types of improvements attendees would support or oppose implementing in their community. A combined total of 29 people attended these two preliminary workshops. Feedback obtained through these workshops is summarized below.

- Participants wanted to see bike lanes on streets such as Excelsior Drive, Norwalk Boulevard (northern section) and San Antonio Drive, Mapledale Street, Imperial Highway, Firestone Boulevard, Pioneer Boulevard, Studebaker Road, and Rosecrans Avenue. They also indicated interest in bike facilities in the southwestern portion of the city and along safer residential roads, bike parking near retail and Cerritos College, and access to the Metro C Line Station from Foster Road.
- Concerns and barriers to biking included major streets with high traffic volumes, limited connectivity from side streets, and on-street parking and driveways.
- Key destinations included City Hall, the sports complex, neighboring cities, Cerritos College, the San Gabriel River Trail, parks, schools, Town Center, and the Metro C Line Station and Metrolink Station



Virtual Commenting Board – February 2021 Workshop

- Desired improvements included bike route wayfinding signage, protected bike lanes and river trail access along Excelsior Drive, bike routes on low-volume residential streets with safe intersection crossings, strategies to slow down vehicles, removing traffic lanes on certain roads, improved access to the Metro C Line Station, safety education, and bike lanes along Mapledale Street, Norwalk Boulevard, and Bloomfield Avenue.

Two additional virtual workshops were held in October 2021 to elicit feedback on the draft set of bikeway recommendations. Participants indicated support for the draft recommendations, and reiterated the need to pair physical bikeway recommendations with safety and education programs.

FOCUSED STAKEHOLDER WORKSHOPS

Focused meetings with stakeholder groups were held to obtain additional feedback.

A meeting with Norwalk-La Mirada Unified School District (NLMUSD) and Little Lake City School District (LLCSD) staff was held on Wednesday, April 28, 2021. The meeting focused on ways to improve bicycle accessibility to local schools. A second meeting with district staff was held in September 2021. Additionally, a meeting with St. Linus Church parishioners/staff was held on Thursday, May 20, 2021.

Feedback received during these meetings included the following:

- The City should focus on Excelsior Drive due the presence of several schools combined with high vehicle speeds.
- Crossing intersections can be a challenge for students and parents.

- Other candidates for bike improvements include Foster Road, Mapledale Street, San Antonio Drive, Norwalk Boulevard from Rosecrans Avenue to Alondra Boulevard, and Bloomfield Avenue from Imperial Highway to I-5 and again south of Rosecrans Avenue.
- Use traffic calming strategies to slow vehicles down near schools.
- The BMP should education and encouragement strategies.
- Connections to parks and trails should be provided.
- Bicyclists need safe and secure bike parking, including at schools.
- Impacts to parking should be monitored.

BICYCLE ADVISORY COMMITTEE MEETINGS

To solicit feedback during the BMP development process, the City and project team established a Bicycle Advisory Committee (BAC), a collection of stakeholders representing various agencies and community groups. BAC members included individuals from the following agencies and organizations:

- California Department of Transportation (Caltrans)
- Gateway Cities Council of Governments (Gateway Cities COG)
- Little Lake City School District
- Los Angeles County Bicycle Coalition (LACBC)
- Los Angeles County Department of Public Health
- Los Angeles County Metropolitan Transportation Authority (LA Metro)
- Metropolitan State Hospital
- Norwalk-La Mirada Unified School District
- Whittier City School District

COMMUNITY ENGAGEMENT

The first virtual BAC meeting occurred on February 18, 2021. In addition to obtaining general feedback from BAC members, the meeting included a virtual “walkshop” of critical locations in the city to obtain suggestions and feedback on conditions and improvements; an example of a site visit sheet is provided below. Key BAC feedback from the first meeting is summarized below:

- Separated/protected bike lanes are preferred, with more definition and colored pavement to raise awareness of bicyclists.
- There are few side-street alternatives for biking in the city.
- Access to schools is important.
- Provide bicyclist/pedestrian access to the Metro C Line Station from Foster Road.
- Provide a side-street connection to the Metrolink Station as opposed to Imperial Highway.
- Bicycle boulevards on local streets can serve as an alternative to bike lanes when faced with physical constraints along major arterial roadways.

A second virtual meeting was held in September 2021 to elicit feedback on the draft set of bikeway recommendations. The BAC members that participated in the second meeting were generally supportive of the draft bikeway network; however, issues were raised with allowing sidewalk riding for a short segment of Imperial Highway to access the Metrolink station. This led to an update to the draft network to instead include a bicycle bridge from Civic Center Drive to the Metrolink Station.



Green Line Station Area Walkshop Observations

WEBSITE AND SOCIAL MEDIA OUTREACH

Throughout the BMP development process, the City of Norwalk hosted information about the project on a dedicated project webpage on the City’s website. The project webpage contained general information about the project, a link to the online survey, and announcements regarding upcoming public workshops. The City’s website landing page also included a flyer and link to the project webpage. In addition to the project website, the City’s social media accounts (Facebook, Instagram, and Twitter) were used to announce workshops and the project survey.



Fall 2021 Workshops Flyer and Website Graphic



EMAILS

To supplement the online outreach, the City sent emails to a database of 100 individuals who had expressed interest during the BMP development process, as well as emails to the following stakeholder groups:

- Door of Hope Youth and Family Resource Center
- Elks Lodge
- Little Lake City School District
- Los Angeles County Bicycle Coalition (LACBC)
- Los Angeles County Supervisor Janice Hahn (4th District)
- Norwalk Chamber of Commerce
- Norwalk City Councilmembers
- Norwalk-La Mirada Adult School
- Norwalk-La Mirada Unified School District
- Pat’s 605 Cyclery/ Pat’s Family Cycling Center
- Sindhu Center
- Solterra at Civic Center
- Soroptimist International of Norwalk/Santa Fe Springs
- Soroptimist Village
- St. John of God Church
- St. Linus Catholic Church
- Whittier City School District
- Whittier Union High School District

ONLINE SURVEY AND MAP

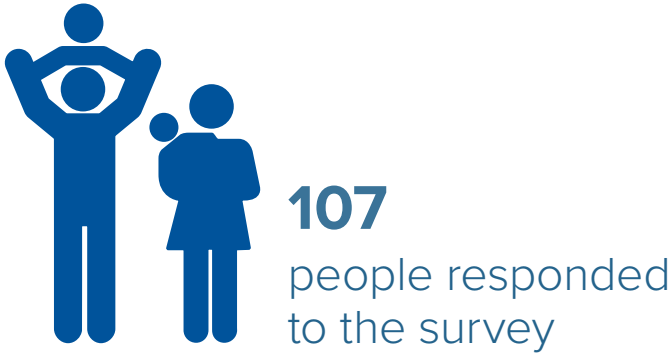
From February 2021 through May 2021, a comprehensive online survey was conducted to gather input from community members on their experience biking in Norwalk, key biking destinations, and other information that would help in the development of the BMP. In addition to the survey questions, respondents were able to use an online map to provide additional location-specific comments. The survey was available in both English and Spanish. In total, 107 survey responses were collected.

Findings and Community Feedback

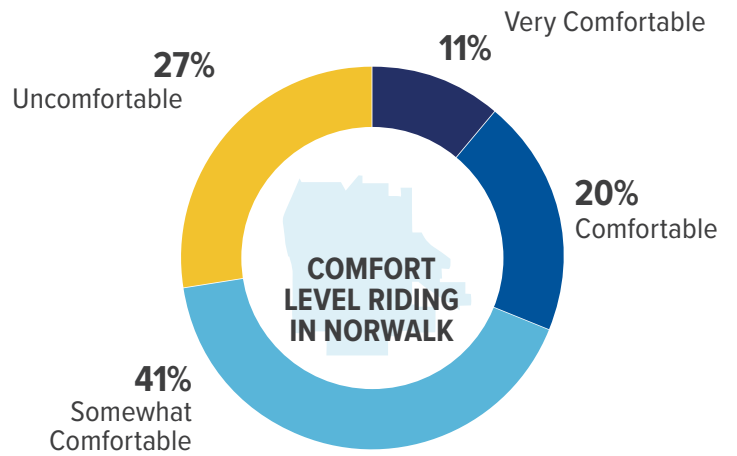
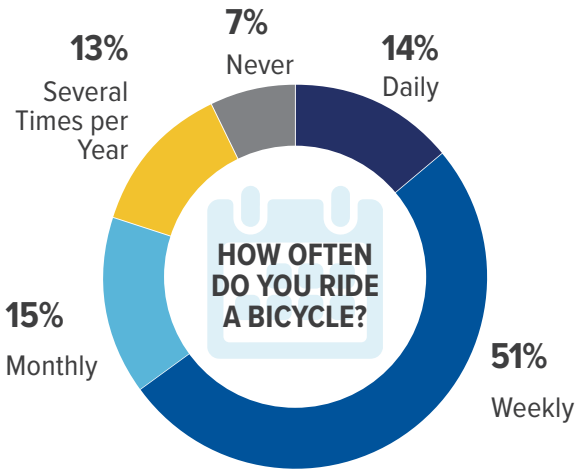
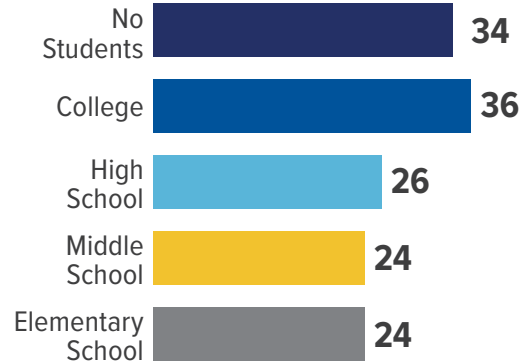
Feedback was collected throughout the multiple virtual workshops and meetings; feedback collected during these individual events was summarized in the preceding section. In addition, the online survey and map provided valuable insights into the public's preferences for bicycle improvements in the city and supplemented the input collected during the BMP outreach events. Survey responses are illustrated in the following infographics, with specific feedback summarized below:

- Respondents were asked to identify their least favorite places or streets to bike. Most of the major corridors through Norwalk were identified. Specifically, Rosecrans Avenue, Imperial Highway, and Pioneer Boulevard were most often mentioned.
 - When asked to identify their favorite places or streets to bike, many respondents said the San Gabriel River Trail. Respondents also listed residential streets with lower vehicle volumes, such as Foster Road and Excelsior Drive.
 - Respondents stated a desire for more bike lanes. People specifically wanted bike lanes that provide better connections to the San Gabriel River Trail, the Metro C Line Station, and the town square.
 - Respondents wanted better bike access to various destinations including the San Gabriel River Trail, the Metro C Line Station, the Norwalk Transit Center, local schools and universities, and town square and other retail destinations.
- In addition to the survey questions, respondents were able to use an online map to provide additional location-specific comments. Feedback generally aligned with what was provided through the open survey questions. In total, 87 comments were provided on the map, with the most common categories summarized below:
- Improve bike access to the Metro C Line Station with new access points. The current connection via Imperial Highway and Hoxie Avenue is uncomfortable. The majority of comments focused on access via Foster Road, but a few comments also indicated support for access directly from Studebaker Road. (18 comments)
 - Add bike lanes on San Antonio Drive/northern segment of Norwalk Boulevard (e.g., connect to Civic Center or Norwalk Arts & Sports Complex/NASC). (10 comments)
 - Extend the new Foster Road bike lanes and other improvements east of Pioneer Boulevard, or general comments in support of the Foster Road bike lanes and/or greenbelt. (9 comments)
 - Improve bike access to/from Cerritos College (e.g., bike lanes on Studebaker Road or Alondra Boulevard). (8 comments)
 - Add bike facilities and/or improve conditions along Rosecrans Avenue. (6 comments)
 - Add bike facilities and/or improve conditions along Excelsior Drive, including improving connectivity to the San Gabriel River Trail. (6 comments)
 - Add bike lanes or a path along Firestone Boulevard, including improving connectivity to the river trail. (6 comments)

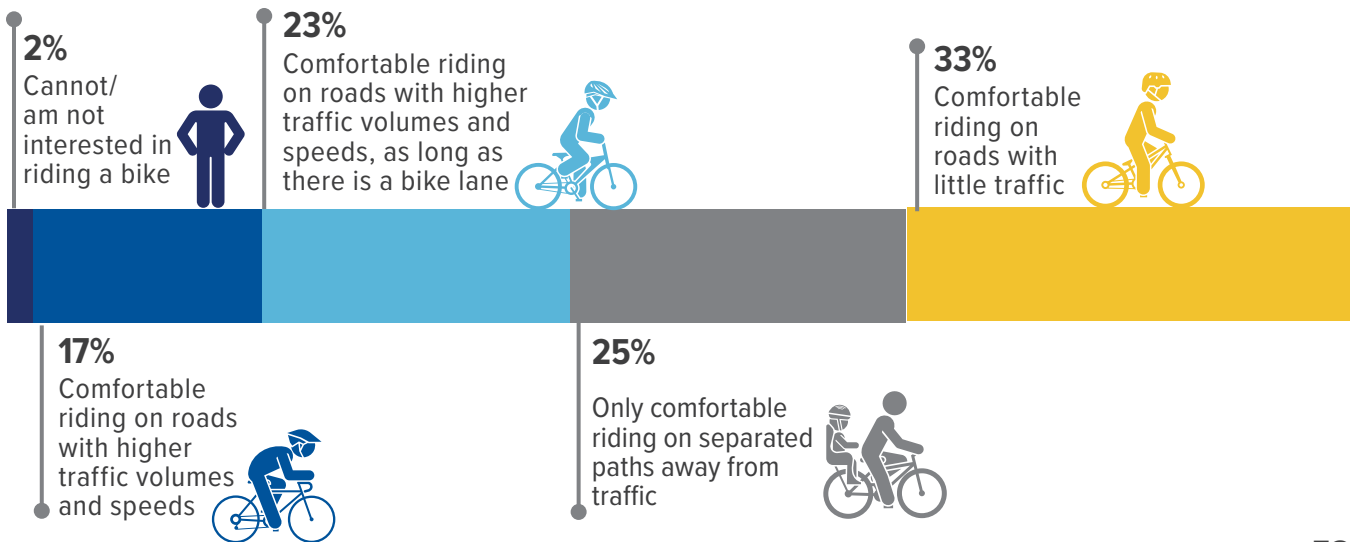
FIGURE 13. ONLINE SURVEY RESPONSES



MEMBERS OF THE HOUSEHOLD THAT ATTEND SCHOOL



HOW WOULD YOU CHARACTERIZE YOUR BIKING ABILITY

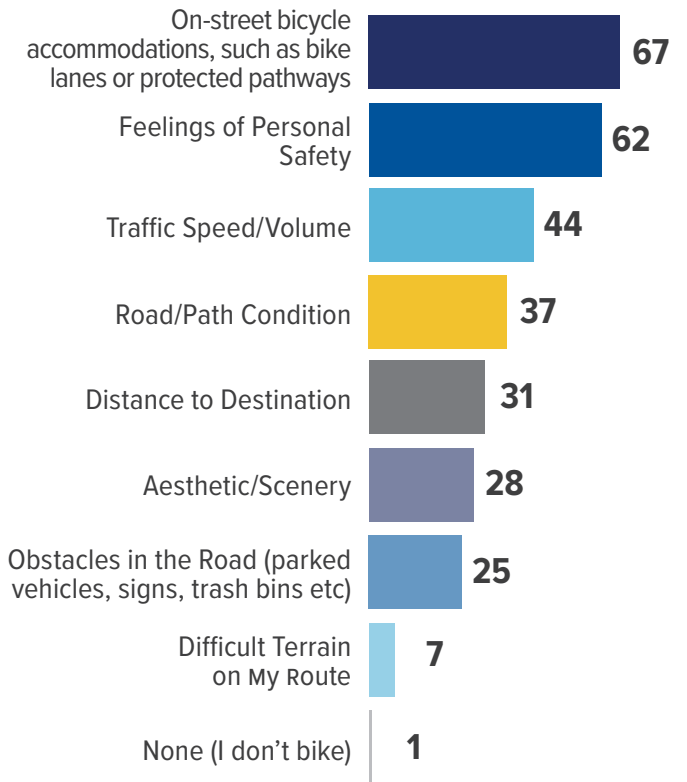


COMMUNITY ENGAGEMENT

TRIP PURPOSE



TOP FACTORS WHEN CHOOSING A BIKE ROUTE



TOP REASONS FOR NOT BIKING MORE FREQUENTLY:



City Lacks bicycle infrastructure (Lanes, trails, etc)



Lack of safe and secure bicycle parking at my destination



I feel unsafe



Said the addition of bike infrastructure/ parking or other amenities at a destination increase the likelihood of riding your bike

04

**RECOMMENDED
BICYCLE NETWORK**



RECOMMENDED BICYCLE NETWORK

This chapter presents the recommended citywide bicycle network. This network represents the City's vision for biking in Norwalk, with new and improved facilities to create safe and comfortable connections to key destinations for users of all ages and abilities. The recommendations in this chapter were developed based on the findings of existing conditions and constraints analysis, as well as feedback obtained through the public outreach process. They have also been designed to fit into existing and other planned bikeways within and adjacent to the city.

Recommended Bicycle Improvements

Safe and comfortable bikeways in Norwalk can help create a biking environment that accommodates users of all comfort levels. The recommended network includes a range of biking facilities that provide safe bicycle connections to neighborhoods and destinations in Norwalk.

RECOMMENDED BIKEWAYS

The recommended bikeway network is shown in Figure 14 and detailed in this section. This network includes a focus on prioritizing low-volume, low-speed roadways for bike routes and bike boulevards throughout much of the city and providing high quality connections across major streets to connect the network. The recommended bicycle network establishes a set of bike lanes and bike routes to serve both experienced and less-experienced bicyclists. This combination of facilities for experienced and less-experienced riders will help the City construct a bikeways network that connects neighborhoods and key destinations for bicyclists of

all ages and abilities. This approach takes advantage of Norwalk's neighborhood streets running parallel to major roadways to establish lower stress routes. Connecting neighborhoods to schools and shopping centers through parallel low-vehicle-speed routes helps facilitate commute and household-supporting bicycle trips. Such connections also create new opportunities and linkages for recreational riding along on-street facilities and for access to the San Gabriel River Trail and transit stations.

Class III bike routes and bike boulevards include vehicle speed management as an important element of design, since vehicles and bicyclists share a travel lane. Along the recommended bike boulevards, vehicle speed management can be achieved through physical traffic calming measures, traffic diversion, advisory signs, and striping, as well as education and enforcement programs aimed at managing vehicle speeds. In addition, bike boulevards should include intersection treatments at arterial road intersections where cross-traffic does not stop, such as pedestrian hybrid beacons (PHB) and rectangular rapid flashing beacons (RRFB). Also, given the interlinked network of bike boulevards that may occasionally deviate at offset intersections, bike boulevards should include bicycle-oriented wayfinding signage to guide bicyclists along the appropriate roads and to desired destinations.

The recommended Class I bike paths in this section would also require crossing improvements such as crosswalks and PHB/RRFB, especially when crossing arterial roads at uncontrolled locations.

For the recommended Class II and Class IV facilities, high quality intersection treatments, such as bike boxes or protected intersections, should be provided at major streets. Focused improvements such as green conflict zone markings would also be required for bicyclists to safely navigate freeway on-ramps along the City's roadways. While Class II buffered bike lanes are recommended along several corridors and roadway segments in the city instead of Class IV protected bike lanes due to the presence of closely-spaced driveways, inconsistent curb-to-curb-widths, and the desire to maintain consistent bikeway types along a corridor, the City may choose to implement Class IV facilities with low cost flexible posts along specific sections if deemed feasible during final design and implementation.

Foster Road

The recommended network includes continuing the parking-adjacent bike lanes east of Pioneer Road to Foster Road's endpoint at Norwalk Boulevard. This would require implementing a similar road diet project, removing two travel lanes and adding a center turn lane in order to fit in bike lanes. This would be appropriate given that similar roadway characteristics and volumes are present along Foster Road east of Pioneer Boulevard, and would serve to bridge a gap to the Heart of Norwalk planning area.

To improve connectivity between Foster Road and the Metro C Line Station, recommendations include working with LA Metro and Caltrans to reopen the existing pedestrian gate (that is currently closed) to bike traffic. The gated opening is approximately 550 feet west of Halcourt Avenue. Also installing bike lanes along Foster Road between Halcourt Avenue and the opening will accommodate bike access to and from the station. This would require narrowing the travel lanes along this section of Foster Road from 14 feet to 10 feet. A curb ramp and connection to the greenbelt should also be provided at this location.

Access to Metro C Line Station

To safely accommodate bicyclists to the station from Foster Road, the recommended network includes working with Caltrans and LA Metro to implement a Class I bike path along the western edge of the Metro C Line Station parking lot to connect from Foster Road to the bus bays and sidewalks within the station property. The bike path may require the reduction of 1 to 2 parking spaces but otherwise can be implemented within a non-landscaped area.

There are also two options for accommodating bike access to the station from the north:

- Implement Class III bike routes on Lyndora Street and on Leibacher Avenue, to allow bicyclists to bypass Imperial Highway and Hoxie Avenue; this would require providing pedestrian-sized openings in the wall at the northwest and southwest corners of Leibacher Avenue.
- Widen the sidewalk on the eastern side of Hoxie Avenue between Imperial Highway and the I-105 ramps to allow shared bicyclist and pedestrian use.

Civic Center Drive

Civic Center Drive runs from Norwalk Boulevard to Bloomfield Avenue, before continuing east and terminating at a cul-de-sac outside the Norwalk Transit System maintenance yard. A bikeway along this street would provide a connection to retail and institutional destinations and bridge a gap between proposed bike lanes along Norwalk Boulevard and Bloomfield Avenue. Given the low volume of traffic, the City should implement a road diet between Norwalk Boulevard and Bloomfield Avenue, reducing the number of lanes from 5 to 3. Class IV separated bike lanes should be installed in both directions. Given that on-street parking exists along the south side of Civic Center Drive between Volunteer Avenue and Bloomfield Avenue, parking-adjacent Class II bike lanes should be implemented in the eastbound direction for that section. East of Bloomfield Avenue, the City should implement a Class III bike route until

the cul-de-sac. At this location, there is an opportunity to provide bicycle access to the Metrolink Station, which is especially important given that a bikeway along Imperial Highway is not being recommended at this time. The City should work with Metrolink to install a Class I bike path from the cul-de-sac to the station's platform. This would require an elevated bike path (or a bike bridge) for a portion of the path, given that the bus maintenance yard forms a barrier to direct access.

Excelsior Drive

Excelsior Drive can serve as an important east-west corridor for bikes, given its relatively low traffic volumes and the presence of schools. Based on feedback received during the outreach process, this roadway can benefit from removing travel lanes to install buffered Class II bike lanes. There should also be a new low-stress connection to the San Gabriel River Trail. Specific segments of Excelsior Drive are discussed below:

- Between Shoemaker Avenue and Norwalk Boulevard, reduce the number of travel lanes from 4 lanes to 3 lanes (1 travel lane in each direction with a center turn lane). Implement Class II buffered bike lanes.
- Between Norwalk Boulevard and Pioneer Boulevard, speeds are lower and there are already three lanes with on-street parking. Reduce travel lanes to 10 feet and implement parking-adjacent Class II bike lanes.
- Between Pioneer Boulevard and Piuma Avenue, reduce the number of travel lanes from 4 lanes to 3 lanes (1 travel lane in each direction with a center turn lane). Implement Class II buffered bike lanes.
- Between Piuma Avenue and Domart Avenue, implement a Class III bike route with sharrow markings.
- In order to get bicyclists from Excelsior Drive to the river trail, install a bike path in the green area (City property) to connect to the bike trail.

Alondra Boulevard

Implementing bike lanes along the full extent of Alondra Boulevard would ensure the City's current plans for Class II bike lanes between Studebaker Road and Pioneer Boulevard is part of a longer connected corridor and would get bicyclists to destinations such as the river trail. Specific segments of Alondra Boulevard are discussed below:

- Between Shoemaker Avenue and Madris Avenue, Class II buffered bike lanes should be implemented given the wide outer lanes in both directions.
- Between Madris Avenue and Norwalk Boulevard, a buffered bike lane should be implemented in the eastbound direction given the wide outer lane. In the westbound direction, given the presence of on-street parking, parking-adjacent bike lanes should be implemented instead. Some minor median reduction may be required on the north side.
- Between Norwalk Boulevard and Pioneer Boulevard, given the presence of on-street parking, parking-adjacent bike lanes should be implemented. This may require very minor median reductions.
- Between Studebaker Road and Leibacher Avenue, standard Class II bike lanes should be installed given the constrained curb-to-curb width. This would require median reductions and narrowing travel lanes.
- Between Leibacher Avenue and the San Gabriel River Trail, standard Class II bike lanes should be installed. This would require narrowing the median.

166th Street

Given the low volumes along 166th Street, this road is an opportunity to reduce the number of travel lanes to implement bike lanes. However, any reductions in vehicular capacity would require coordination with adjacent jurisdictions.

- Between Norwalk Boulevard and Pioneer Boulevard, the number of travel lanes should be reduced from 4 to 3 (one lane in each direction plus a center two-way left-turn lane). Given the presence of on-street parking, parking-adjacent Class II bike lanes should be implemented.
- Between Pioneer Boulevard and Mapes Avenue, the number of lanes should be reduced from 5 to 3, (one lane in each direction plus a center two-way left-turn lane. Class II buffered bike lanes should be installed; along the south side of this segment, the eastbound buffered bike lanes would be parking-adjacent.
- Between Mapes Avenue and Elmcroft Avenue, the number of travel lanes should be reduced from 4 to 3; Class II buffered bike lanes should be installed.

Bloomfield Avenue

Implementing bike lanes along Bloomfield Avenue can help improve access to the Metrolink station and also connect residents to existing and planned bike lanes in adjacent cities. A mix of standard, buffered, and protected bike lanes can be implemented along this street, as detailed below.

- Between Imperial Highway and Goller Avenue/Foster Road, buffered bike lanes should be implemented due to the wide outer lanes.

- Between Goller Avenue/Foster Road and Markdale Avenue, parking-adjacent bike lanes should be implemented, which require narrowing lanes from approximately 11 feet and 20 feet to 10 feet and potentially slightly reducing the median width.
- The area around the I-5 ramps requires multiple treatments to ensure bicyclist can safely navigate while also acknowledging the constrained geometries. Between Markdale Avenue and the first ramp, buffered bike lanes can be installed due to the wide outer lanes. Between that ramp and Firestone Boulevard, the City should work with Caltrans to installed Class IV protected bike lanes. This would consist of a raised bikeway in place of the existing sidewalks, with the sidewalks pushed out in place of existing hardscape; this would provide bicyclists with safe passage through the dark, constrained underpass. Between Firestone Boulevard and Rosecrans Avenue, standard bike lanes should be installed.
- Between Rosecrans Avenue and Excelsior Drive, buffered bike lanes should be implemented due to the wide outer lanes.
- Between Excelsior Drive and Molette Street, parking-adjacent bike lanes should be installed due to the presence of on-street bike lanes; this would require slightly reducing the median on the west side. In the northbound direction, buffered bike lanes can be installed by removing the northbound on-street parking spaces. This parking was observed to be under-utilized and does not direct serve residential uses.
- Between Molette Street and Alondra Boulevard, buffered bike lanes can be implemented due to the wide outer lanes.

Norwalk Boulevard

Norwalk Boulevard is split into two distinct northern and southern sections.

Along the northern section, which runs from Lakeland Road to Imperial Highway, the City should install buffered bike lanes. This can be implemented due to the wide outer lanes. South of Imperial Highway, Norwalk Boulevard gradually changes to San Antonio Drive and crosses I-5; the Heart of Norwalk plan includes recommendations for that segment.

Norwalk Boulevard's southern section runs from Foster Road to 166th Street. Given the relatively low traffic volumes, this roadway can benefit from removing travel lanes to install bike facilities, as detailed below:

- Between Foster Road and Rosecrans Avenue, the Foster Road design should be continued by implementing a similar road diet project, removing two travel lanes and adding a center turn lane in order to fit in parking-adjacent bike lanes.
- Between Rosecrans Avenue and Mapledale Street, the City should implement a road diet, reducing the number of travel lanes from 3 to 2 (removing the second northbound lane). A parking-adjacent bike lane should be installed in the southbound direction, and a buffered bike lane in the northbound direction.
- Between Mapledale Street and Excelsior Drive, the number of lanes should be reduced from 4 to 3 (including a center turn lane) and travel lanes reduce from 11 feet to 10 feet, in order to install parking-adjacent bike lanes.
- Between Excelsior Drive and 166th Street, the number of lanes should be reduced from 4 to 3 (including a center turn lane) in order to install parking-adjacent buffered bike lanes.

Firestone Boulevard

The planned bike lane segments along Firestone Boulevard as part of other ongoing planning efforts (between I-605 and Imperial Highway, and between San Antonio Drive and Bloomfield Avenue) would be disconnected and would not provide bicyclists with an uninterrupted path of travel. The City should include bike lanes between these planned segments. Recommended bikeways along Firestone Boulevard are detailed below.

- Between Imperial Highway and San Antonio Drive, buffered bike lanes should be installed by removing on-street parking. Note, on-street parking removal has already been proposed as part of separate planning efforts along other sections of Firestone Boulevard. However, the City should conduct stakeholder outreach when implementing a bikeway along this segment to inform local businesses and other stakeholders of potential issues and solutions.
- Between I-605 and the San Gabriel River Trail, buffered bike lanes should be installed. This would require some median reduction, as well as the elimination of the second westbound left-turn lane into the shopping center. Effects on inbound shopping center traffic can be addressed by extending the length of the single left-turn lane, cutting into the existing landscaped median; effects on intersection operations should be studied further during final design and implementation.

Rail-Adjacent Bike Path

The Heart of Norwalk project proposes a Class I path along the rail right-of-way between Imperial Highway and Bloomfield Road. Given that similar dimensions existing northwest of the study area, the BMP's recommended network includes a bike path along the rail right-of-way from Imperial Highway to the San Gabriel River Trail. While there may be sufficient space for a path, this would require coordination with Southern Pacific Railroad. However, continuing the planned path northwest to the river trail would improve bike access to both the San Gabriel River Trail and the Heart of Norwalk area. A short bike path is also proposed along the west side of Hoxie Avenue between the rail path and the planned Firestone Boulevard bike lanes.

Mapledale Street

Mapledale Street can serve as an important east-west corridor for bikes, given its relatively low traffic volumes and proximity to Rosecrans Avenue. With these conditions, Mapledale Street should be converted to a Class III bike boulevard, with sharrow markings as well as traffic calming treatments to slow down east-west vehicular traffic along this street.

Other Bike Routes and Bike Boulevards

Several other bike routes and bike boulevards are recommended to both bridge gaps and provide low-stress alternatives to biking on arterial roads, as shown in Figure 14 and detailed below.

- Given that bike lanes along Studebaker Road may be infeasible in the near-term, bike boulevards along Cecilia Street, Orr and Day Road, Ratliffe Street, Jersey Avenue, Gridley Road, and Leffingwell Road can provide bicyclists connectivity to Studebaker Road and destinations near Imperial Highway and Foster Road.
- North-south bike boulevards along connected streets such as Leibacher Avenue, Dumont Avenue, Fairford Avenue, Elmcroft Avenue, Fallon Avenue, and Jersey Avenue can provide alternatives to building bike lanes along Studebaker Road and Pioneer Boulevard (given their constraints).
- Class III bike routes along Fairford Avenue, Dune Street, and Elmcroft Avenue can provide designated access to Studebaker Road and Firestone Boulevard in the northwest portion of the city.
- Bike routes along Bombardier Avenue, Allard Street, and Crewe Street can provide near-term alternatives to biking along Pioneer Boulevard and Imperial Highway.
- Bike routes along Foster Road (east of Silverbow Avenue), Silverbow Avenue, and Volunteer Avenue can link Civic Center Drive and Bloomfield Avenue to the existing pedestrian bridge over the I-5 freeway, which can then connect to the Heart of Norwalk area with bike routes to Firestone Boulevard.

Long-Term Bike Lane Projects

Both Pioneer Boulevard and Studebaker Road serve as key north-south corridors and could accommodate bicyclist access to important destinations. For example, bike lanes on Studebaker Road would improve bicyclist access to the Metro C Line Station and Cerritos College; bike lanes along Pioneer Boulevard would improve bicyclist access to the Heart of Norwalk. However, both roads are characterized by substantial constraints to implementing bike lanes. These include:

- Presence of goods movement trucks
- Constrained curb-to-curb width
- Infeasibility of removing travel lanes due to high traffic volumes
- Infeasibility of removing on-street parking due to high demand
- Presence of truck route along Pioneer Road

Bike lanes and buffered bike lanes could be implemented on these segments, but would require expensive treatments such as median removal/reduction and accompanying utility, pole, and tree

relocation. Therefore, bike facilities on these two roads are recommended as potential long-term projects, due to their importance as north-south corridors. However, in the near-term, north-south bike connectivity in that area can be facilitated by bike routes and bike boulevards on parallel, low-volume local roads (as outlined above).

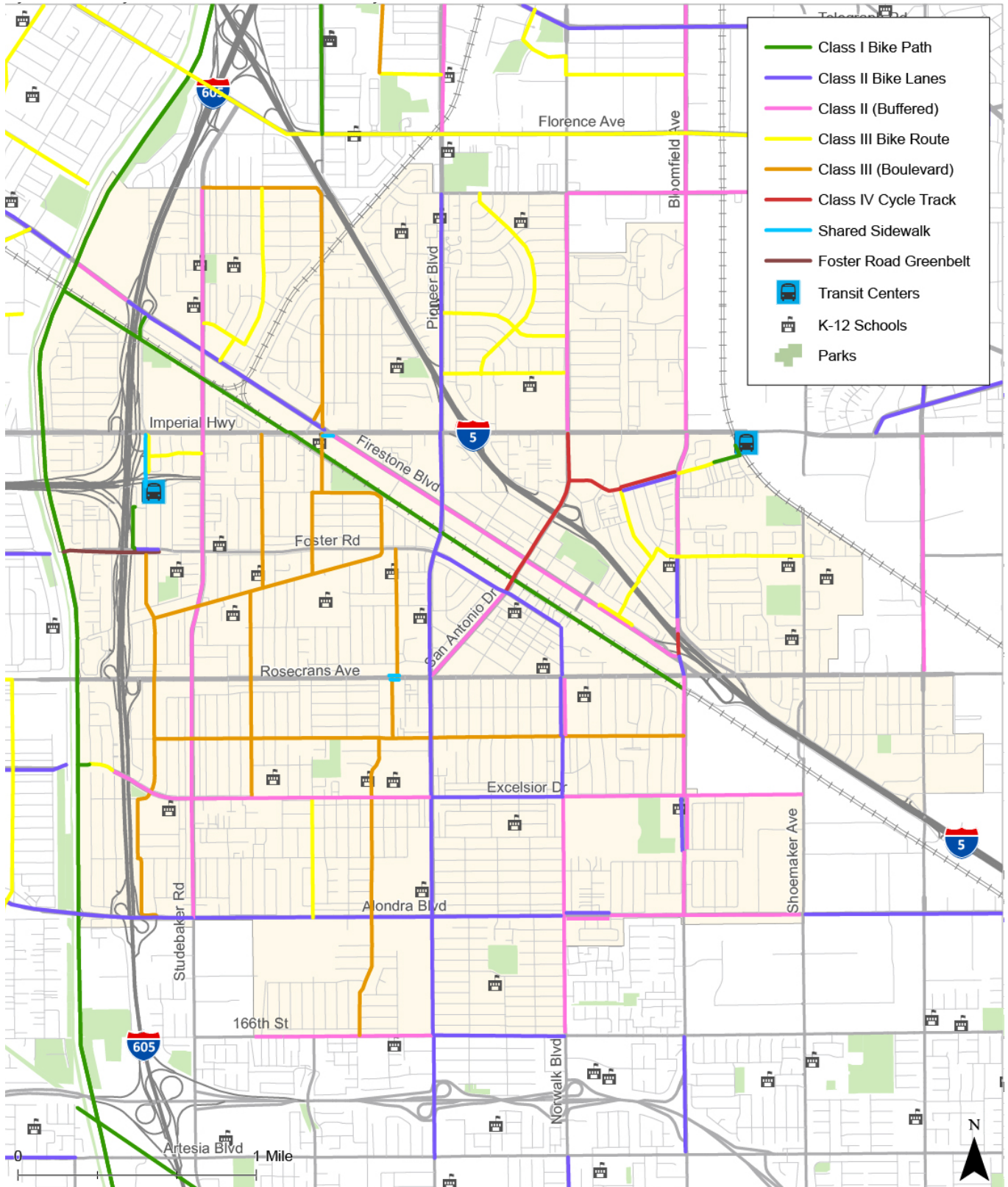
Imperial Highway and Rosecrans Avenue

Imperial Highway faces significant constraints to implementing bike lanes or other bike facilities. In addition, it is a regional corridor and it may not be feasible to implement piecemeal bikeways, including along the segment through Norwalk. Therefore, it is recommended that the City continue to monitor and participate in GCCOG's planning and incorporate the Imperial Corridor Complete Street Evaluation and Master Plan Study recommendations (once completed) into the City's BMP.

Rosecrans Avenue similarly faces physical constraints and other issues such as vehicle speeds and volumes. As an alternative to Rosecrans Avenue, bikeways have been proposed on parallel roads such as Mapledale Street and Excelsior Drive.



FIGURE 14. RECOMMENDED BIKEWAY NETWORK



KEY INTERSECTIONS

Intersection design for bicyclists is an important focal point for the development of a citywide bikeway network. Designing bikeways with appropriate intersection treatments to reduce conflicts and increase user comfort is essential to developing a low-stress, safe network of bikeway facilities. Adequate sight distance should be maintained for all street crossings and driveway access points. Pavement color treatments help highlight conflict points on the approach to and through the intersection, and they further define the bikeway relative to the vehicle travel lanes. Large intersections with high vehicle activity and complex movements can be intimidating for people bicycling and these intersections should be designed to make visible potential conflicts and improve comfort for all users. Additional guidance and references for intersection and crossing design are provided in Chapter 5 (Recommended Programs and Policies).

The majority of intersections along the recommended bikeway network consist of signalized arterial roadway intersections along bike lanes or stop-controlled residential streets along bike routes and boulevards. However, there are a number of intersections which would require special considerations during the final design process due to factors such as unique geometries or a lack of traffic controls.

Key intersections fall under the following categories, as shown in Figure 15:

- Bike lanes crossing channelized free-right turn freeway on-ramps – these locations can benefit from green conflict zone markings to carry the bike lane through channelized turn lanes.
- Bike boulevards crossing arterial roads at locations where cross-traffic is uncontrolled – these locations can benefit from controls such as pedestrian hybrid beacons (PHB) and rectangular rapid flashing beacons (RRFB).

- Bike paths crossing roads at locations where cross-traffic is uncontrolled – these locations can benefit from marked crosswalks and PHB/RRFB controls.

KEY LOCATIONS FOR BIKE PARKING

Frequent and functional bike parking allows people biking to know that there will be somewhere to safely store their bike when they arrive at their destination. Increasing the amount of secure and reliable bike parking can reduce the occurrence of bike theft and may even incentivize more people to bike.

This plan recommends that the City update City bike parking requirements so that they meet the need for short/long-term bicycle parking and the various land uses in the city, while also ensuring that sufficient bike parking is provided at City properties as well as key biking destinations such as retail centers. Additional guidance and references for designing and supplying adequate bike parking is provided in Chapter 5 (Recommended Programs and Policies).

Figure 9 highlights key destinations in the City that are candidates for improved bike parking. Locations that the City should study and improve include:

- Public schools
- Parks and recreation centers
- Retail centers
- Medical centers
- Major employment centers such as City Hall

FIGURE 15. KEY INTERSECTIONS



Priority Projects

All the projects identified in this plan play a role in creating a connected and safe network for people biking in and through Norwalk. However, certain projects will provide more benefit in terms of helping improve safety, meeting biking demand, expanding access, and connecting activity centers. To identify the projects that will help to achieve these benefits, the recommended projects were prioritized using a prioritization framework that aligned with the BMP’s goals and developed based on the technical analysis and outreach conducted earlier in the plan process. This section details the methodology and results, including additional information pertaining to each priority project.

METHODOLOGY

The evaluation criteria developed for this project was based on the City’s goals as well as needs expressed during the public outreach process. The criteria were divided into four categories:

- Connectivity
- Bicyclist Comfort and Safety
- Multimodal Operations
- Other/Supplemental

The recommended citywide network was divided into 23 distinct projects, and 12 metrics in total were used to rate each project. In addition, a weight of low, medium, or high was applied to each metric, based on the relative importance of the criterion when compared to the City’s goals and objectives. The prioritization metrics and descriptions are provided in Table 5.

TABLE 5. PRIORITIZATION METRICS

Category	Metric	Why Metric is important	Weight
CONNECTIVITY	Connectivity to San Gabriel River Trail	Residents want connection to trail; Aligns with Plan goals	High
	Connectivity to Norwalk Metro C Line (Green) Line Station or Metrolink Station	Residents want connection to transit; Aligns with Plan goals	High
	Connectivity to Key Destinations	Residents want connections to key destinations including schools and Town Square; Aligns with Plan goals	High
	Connectivity to Existing Bike Facilities (in Norwalk or neighboring municipalities)	Aligns with Plan goals	Medium
BICYCLIST COMFORT AND SAFETY	Facility Type	Residents cite lack of bikeways; residents stated desire for separation from vehicles; Aligns with Plan goals	High
	Bicyclist Safety	Aligns with Plan goals; Contributes to perception of safety and comfort	High
	Improvement along Bicyclist High Injury Network	Prioritizes facilities on roads with high number of bike crashes and severity	Medium
MULTIMODAL OPERATIONS	Transit Operations	Contributes to perception of safety and comfort	Low
	Effects on Vehicles	Feasibility; Helps with public and stakeholder approval	Medium
OTHER	Right-of-Way	Feasibility	Medium
	Cross-Jurisdictional Coordination	Feasibility	Low
	Priority Network Completion/Bridges Key Gap	Ensure complete priority network	High

PRIORITY PROJECTS FOR IMPLEMENTATION

Based on the weighted scores for each project, the following 12 projects are designated as priority projects for the city that balance and fulfill the various priority criteria, and are highlighted in Figure 16. The projects below have been ranked by priority score – some projects share a rank due to having identical prioritization scores.

1. Leibacher Avenue/Dumont Avenue Bike Boulevard
2. Cecilia Street/Orr and Day Road/Leffingwell Road Bike Boulevard
3. Rail-Adjacent Bike Path
4. Foster Road Bike Lanes
5. Bloomfield Avenue Bike Lanes
5. Fairford Avenue/Elmcroft Avenue/Gridley Road Bike Boulevard
5. Volunteer Avenue/Foster Road/Silverbow Avenue Bike Route
8. Excelsior Drive Bike Lanes
8. Fallon Avenue/Jersey Ave/Maidstone Avenue Bike Boulevard
10. Norwalk Metro C Line (Green Line) Station Bike Path
10. Mapledale Street Bike Boulevard
10. Civic Center Drive Bike Lanes/Metrolink Connection

Detailed prioritization analysis matrices are provided in the appendix to this plan.

As part of the prioritization process, additional information was prepared for each of the 12 priority projects, to supplement project descriptions provided earlier in this chapter. This information can be utilized by the City to obtain funding to implement the priority network (for example, included in state active transportation grant applications). The following information is provided for each priority project below:

- Average weekday daily users for each priority project were estimated using the California Air Resources Board (CARB) GHG reduction quantification spreadsheet tool. This tool was developed as part of the State’s GHG reduction programs to estimate the vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions reductions for projects receiving state grant funding, such as active transportation projects. These reductions are estimated using factors such as facility type, facility length, adjacent roadway volumes, and number of activity centers within walking and biking distance of the proposed facility.
- Annual VMT reductions and total GHG reductions for the life of the project were also estimated for each priority project using the CARB spreadsheet tool. The tool estimates annual VMT reductions using the average daily trip estimates and average trip lengths for bicycle and pedestrian trips. The annual VMT reductions are then converted to net GHG emission reductions in terms of metric tons of carbon dioxide equivalent (MTCO_{2e}); this represents the total GHG reduction for the life of the project assuming a 15- to 20-year design life based on the facility type.
- Planning-level construction cost estimates were prepared for the construction of each priority project. Note, cost estimates include a 25% contingency.
- A typical cross-section is provided to illustrate each priority project at the street level. Note, these cross-sections are meant to illustrate example locations along each corridor and are not intended to illustrate conditions along the entirety of each corridor. For on-street bike lane cross-sections, the provided dimensions are based on existing curb-to-curb widths and do not include other City right-of-way such as sidewalks and landscaping. In addition, bike routes and bike boulevards do not include changes to travel lane widths but include parking lane markers for illustrative purposes.

RECOMMENDED BICYCLE NETWORK

FIGURE 16. PRIORITY PROJECTS



Leibacher Avenue/Dumont Avenue Bike Boulevard

TYPE(S) OF IMPROVEMENT: Bike boulevard (with traffic calming improvements)

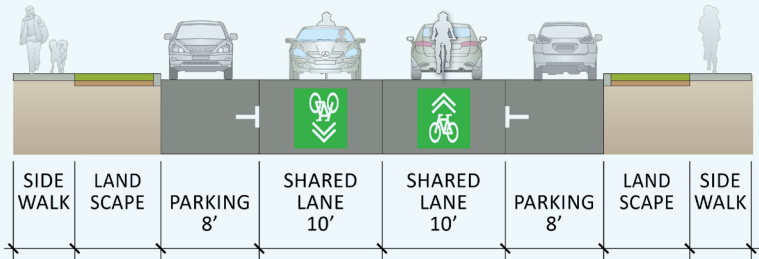
AVERAGE WEEKDAY DAILY USERS: 430 users

AVERAGE ANNUAL VMT REDUCED: 219,000 miles

LIFETIME GHG EMISSION REDUCTIONS: 87 MTCO_{2e}

COST ESTIMATE: \$102,500

EXAMPLE CROSS-SECTION:



Cecilia Street/Orr and Day Road/Leffingwell Road Bike Boulevard

TYPE(S) OF IMPROVEMENT: Bike boulevard (with traffic calming improvements)

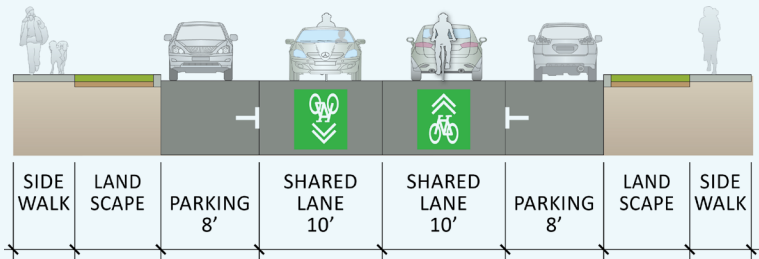
AVERAGE WEEKDAY DAILY USERS: 130 users

AVERAGE ANNUAL VMT REDUCED: 66,000 miles

LIFETIME GHG EMISSION REDUCTIONS: 26 MTCO_{2e}

COST ESTIMATE: \$238,800

EXAMPLE CROSS-SECTION:



Rail-Adjacent Bike Path

TYPE(S) OF IMPROVEMENT: Bike path

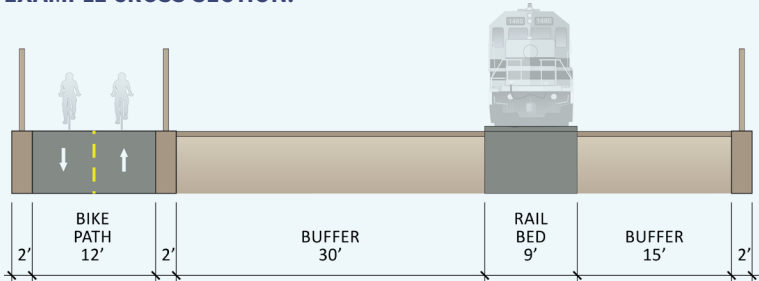
AVERAGE WEEKDAY DAILY USERS: 2,290 users

AVERAGE ANNUAL VMT REDUCED: 1,169,000 miles

LIFETIME GHG EMISSION REDUCTIONS: 462 MTCO_{2e}

COST ESTIMATE: \$7,182,500

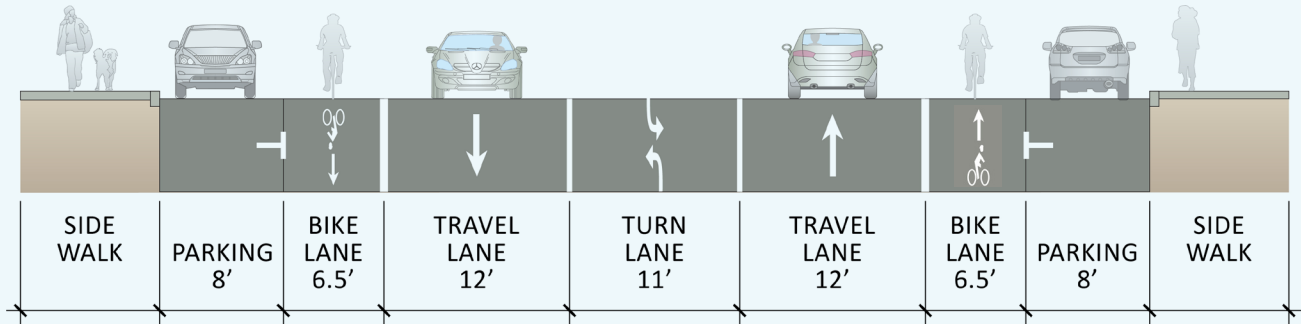
EXAMPLE CROSS-SECTION:



RECOMMENDED BICYCLE NETWORK

Foster Road Bike Lanes

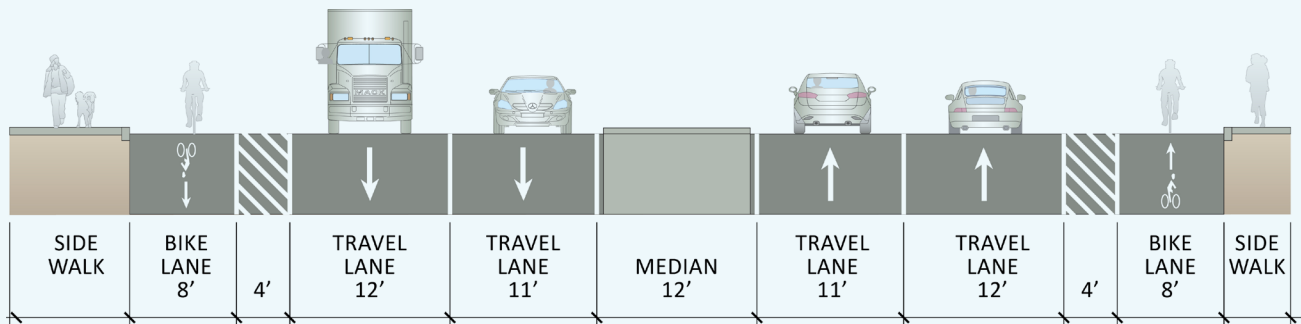
TYPE(S) OF IMPROVEMENT:	Bike lanes	LIFETIME GHG EMISSION REDUCTIONS:	86 MTCO _{2e}
AVERAGE WEEKDAY DAILY USERS:	420 users	COST ESTIMATE:	\$750,000
AVERAGE ANNUAL VMT REDUCED:	215,000 miles		
EXAMPLE CROSS-SECTION:			



Note, the user, VMT, GHG, and cost estimates for the Foster Road bike lanes are for the facilities proposed as part of this plan and exclude the existing bike lanes between Halcourt Avenue and Pioneer Boulevard. The example cross-section is based on the curb-to-curb width between Pioneer Boulevard and San Antonio Drive.

Bloomfield Avenue Bike Lanes

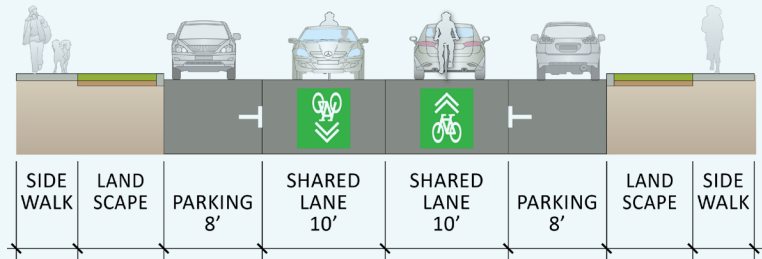
TYPE(S) OF IMPROVEMENT:	Bike lanes, buffered bike lanes, and separated bike lanes	LIFETIME GHG EMISSION REDUCTIONS:	109 MTCO _{2e}
AVERAGE WEEKDAY DAILY USERS:	540 users	COST ESTIMATE:	\$4,782,900
AVERAGE ANNUAL VMT REDUCED:	274,000 miles		
EXAMPLE CROSS-SECTION:			



Fairford Avenue/Elmcroft Avenue/Gridley Road Bike Boulevard

TYPE(S) OF IMPROVEMENT:	Bike boulevard (with traffic calming improvements)
AVERAGE WEEKDAY DAILY USERS:	50 users
AVERAGE ANNUAL VMT REDUCED:	26,000 miles
LIFETIME GHG EMISSION REDUCTIONS:	10 MTCO _{2e}
COST ESTIMATE:	\$125,000

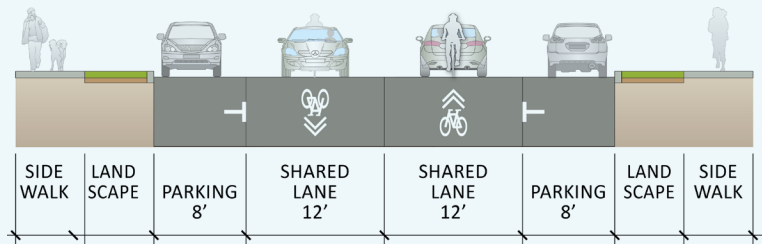
EXAMPLE CROSS-SECTION:



Volunteer Avenue/Foster Road/Silverbow Avenue Bike Route

TYPE(S) OF IMPROVEMENT:	Bike route (connected to Silverbow Avenue pedestrian bridge)
AVERAGE WEEKDAY DAILY USERS:	140 users
AVERAGE ANNUAL VMT REDUCED:	72,000 miles
LIFETIME GHG EMISSION REDUCTIONS:	29 MTCO _{2e}
COST ESTIMATE:	\$91,300

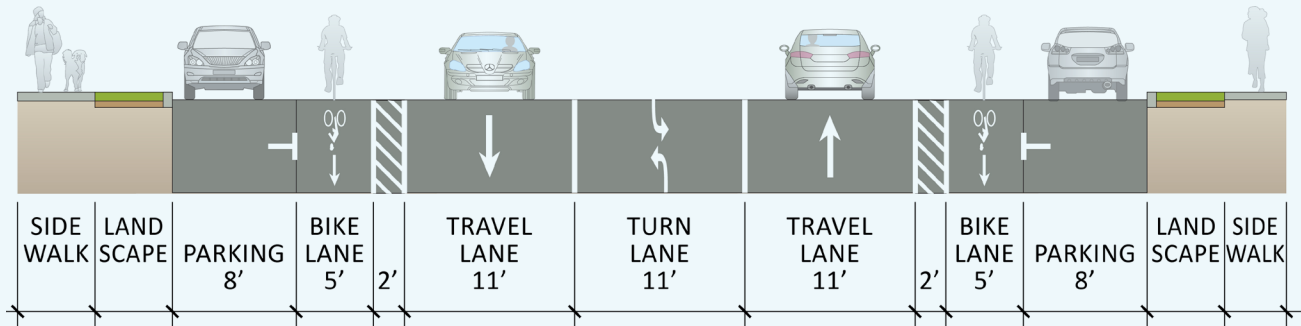
EXAMPLE CROSS-SECTION:



RECOMMENDED BICYCLE NETWORK

Excelsior Drive Bike Lanes

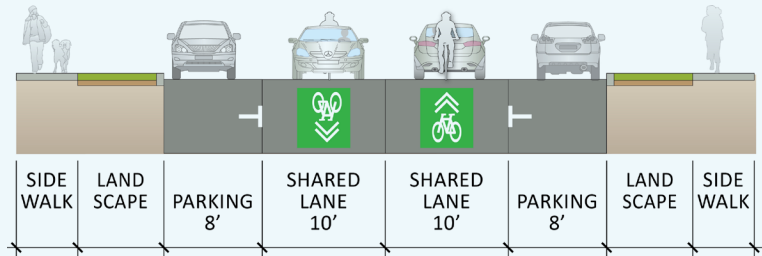
TYPE(S) OF IMPROVEMENT:	Bike lanes, buffered bike lanes, and bike route and path connection to San Gabriel River Trail	LIFETIME GHG EMISSION REDUCTIONS:	106 MTCO _{2e}
AVERAGE WEEKDAY DAILY USERS:	520 users	COST ESTIMATE:	\$3,509,400
AVERAGE ANNUAL VMT REDUCED:	267,000 miles		
EXAMPLE CROSS-SECTION:			



Flallon Avenue/Jersey Avenue/Maidstone Avenue Bike Boulevard

TYPE(S) OF IMPROVEMENT:	Bike boulevard (with traffic calming improvements)
AVERAGE WEEKDAY DAILY USERS:	100 users
AVERAGE ANNUAL VMT REDUCED:	53,000 miles
LIFETIME GHG EMISSION REDUCTIONS:	21 MTCO _{2e}
COST ESTIMATE:	\$128,800

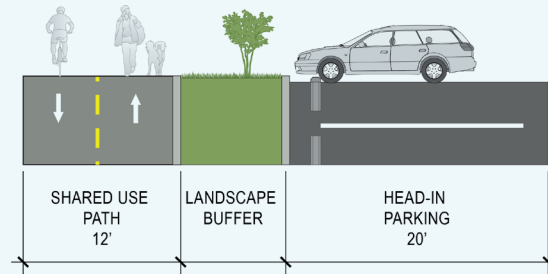
EXAMPLE CROSS-SECTION:



Norwalk Metro C Line (Green Line) Station Bike Path

TYPE(S) OF IMPROVEMENT:	Bike path
AVERAGE WEEKDAY DAILY USERS:	1,950 users
AVERAGE ANNUAL VMT REDUCED:	991,000 miles
LIFETIME GHG EMISSION REDUCTIONS:	392 MTCO _{2e}
COST ESTIMATE:	\$225,000

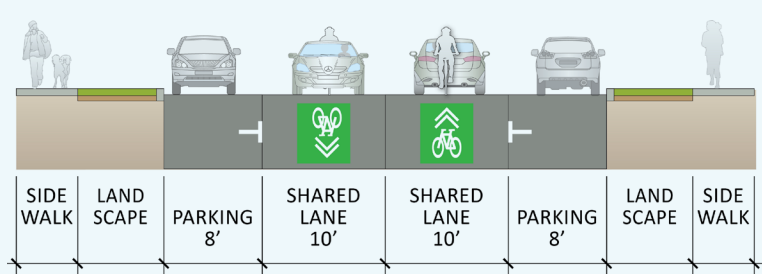
EXAMPLE CROSS-SECTION:



Maple Dale Street Bike Boulevard

TYPE(S) OF IMPROVEMENT:	Bike boulevard (with traffic calming improvements)
AVERAGE WEEKDAY DAILY USERS:	80 users
AVERAGE ANNUAL VMT REDUCED:	42,000 miles
LIFETIME GHG EMISSION REDUCTIONS:	17 MTCO _{2e}
COST ESTIMATE:	\$138,800

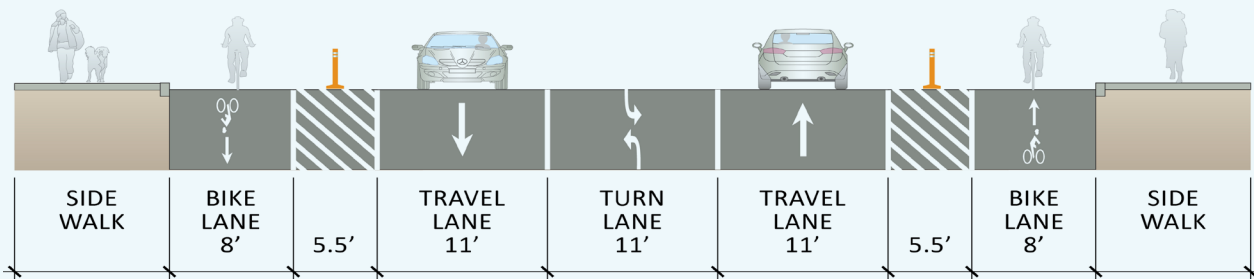
EXAMPLE CROSS-SECTION:



Civic Center Drive Bike Lanes/MetroLink Connection

TYPE(S) OF IMPROVEMENT:	Bike lane, separated bike lanes, and bike route and path/bridge connection to MetroLink Station	LIFETIME GHG EMISSION REDUCTIONS:	158 MTCO _{2e}
AVERAGE WEEKDAY DAILY USERS:	780 users	COST ESTIMATE:	\$4,193,800
AVERAGE ANNUAL VMT REDUCED:	396,000 miles		

EXAMPLE CROSS-SECTION:



CONCEPT DESIGNS

This section presents five conceptual designs for key projects intended to improve biking in Norwalk, as well as to assist in future grant funding applications and project development. These concepts illustrate key connections in the priority network that could greatly enhance multi-modal activity and help address key barriers in the City.

The five locations are illustrated below:

- Intersection of Leibacher Avenue and Leffingwell Road bike boulevards
- Intersection of Foster Road bike lanes, Foster Road Greenbelt, and C Line Station bike path
- Intersection of Bloomfield Avenue and Excelsior Drive buffered bike lanes
- Intersection of rail-adjacent and Hoxie Avenue bike paths
- Intersection of Bloomfield Avenue buffered bike lanes and Civic Center Drive bike lane, separated bike lane, and bike route

FIGURE 17. LEIBACHER AVENUE/LEFFINGWELL ROAD CONCEPT



FIGURE 18. FOSTER ROAD/C LINE STATION CONCEPT

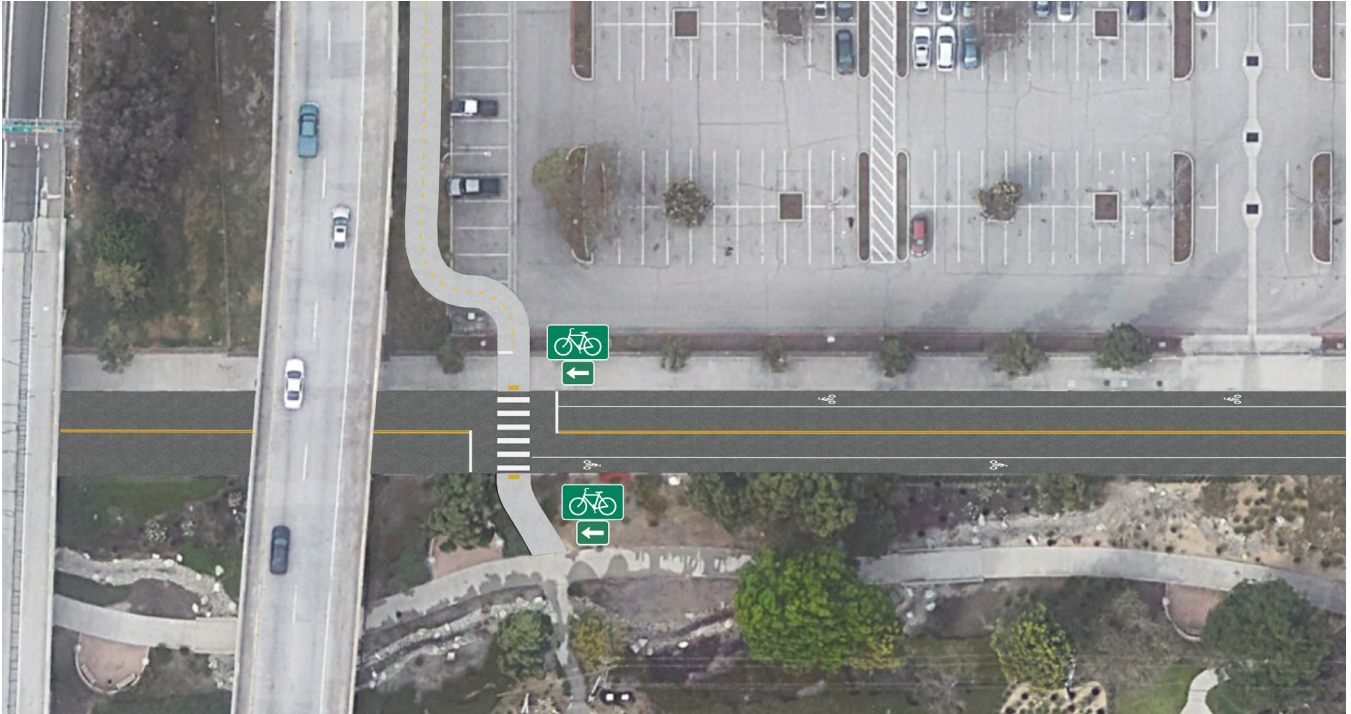


FIGURE 19. BLOOMFIELD AVENUE/EXCELSIOR DRIVE CONCEPT

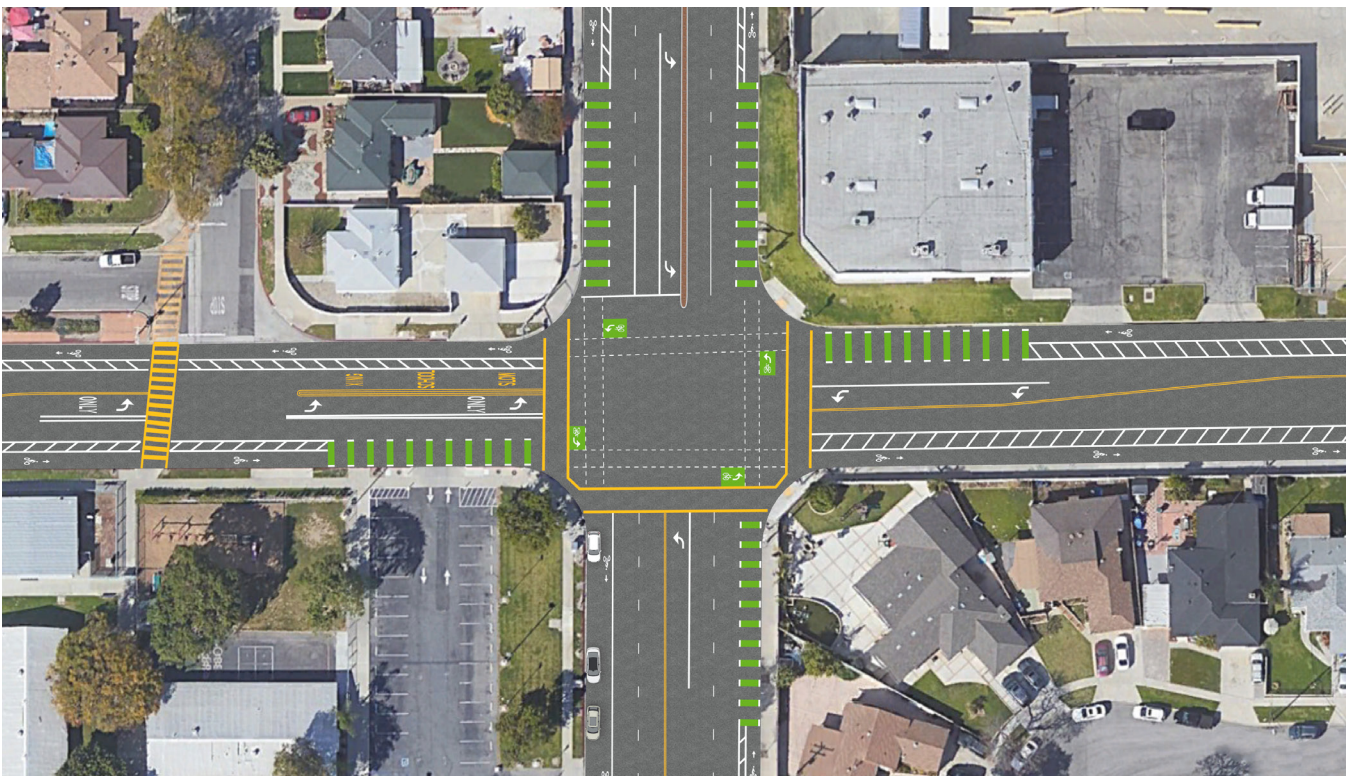


FIGURE 20. RAILROAD TRACKS/HOXIE AVENUE CONCEPT



FIGURE 21. BLOOMFIELD AVENUE/CIVIC CENTER DRIVE CONCEPT



05

**RECOMMENDED
PROGRAMS
AND POLICIES**



RECOMMENDED PROGRAMS AND POLICIES

In addition to the recommended infrastructure improvements for the bicycle network, the City can employ programs, policies, and strategies to improve bicycling conditions, as listed in Table 6. The elements discussed in this chapter were developed based on information obtained from the City, the Bicycle Advisory Committee (BAC), and the public through workshops and the online survey.

The recommendations are divided into the following categories, each of which consists of several topic areas:

- Infrastructure and Operations
- Evaluation and Planning
- Funding
- Implementation
- Education and Enforcement

TABLE 6. RECOMMENDED PROGRAMS, POLICIES, AND STRATEGIES

Category	Topic Area	Recommendations
INFRASTRUCTURE AND OPERATIONS	Bikeway Design	Follow national and statewide best design practices (such as FHWA and NACTO) when designing and implementing bikeways on City streets as well as separated bike paths.
	Intersections, Crossings, and Barriers	Coordinate with Caltrans to improve bicycle accommodations at freeway ramps, bridges, and underpasses, including as part of future I-605 improvements.
		Ensure that bikeway projects are accompanied by appropriate treatments at intersections to ensure safe crossings for cyclists.
		Follow national and statewide best design practices (such as FHWA and NACTO) for safe and comfortable intersections and crossings for bikes.
	Bike Parking	Update City bike parking requirements so that they meet the need for short/long term parking and the various land uses in the city.
		Ensure that new development fulfills Municipal Code requirements for bike parking.
		Conduct an inventory of bike parking at City properties as well as destinations such as retail centers, which would be updated regularly and mapped on the City's website.
		Provide sufficient bicycle parking that is secure and easy to access at City-owned destinations such as parks and government buildings.
	Continue to monitor trends in micromobility technologies and the potential need to update code requirements to address bikeshare and scootershare needs.	

NORWALK BICYCLE MASTER PLAN

Category	Topic Area	Recommendations
INFRASTRUCTURE AND OPERATIONS	Signage/Wayfinding	<p>As new bikeways are implemented in the City, explore opportunities to simultaneously incorporate bike-oriented wayfinding along such corridors.</p> <hr/> <p>Develop and implement a wayfinding program to guide bicyclists to transit stations, the San Gabriel River Trail, and other destinations.</p>
	Construction Zones	<p>Create guidance for accommodating bicyclists in construction zones in the city.</p>
EVALUATION AND PLANNING	Roadway Configuration	<p>Continue to explore opportunities to reconfigure City streets to accommodate bicycle infrastructure, such as the recent Foster Road Reconfiguration Project.</p> <hr/> <p>Ensure that BMP recommendations are included in street rehabilitation and modification projects, such as resurfacing, restriping, or lane reconfiguration.</p>
	Data Collection	<p>Require pedestrian and bicycle counts as part of the traffic impact analysis data collection that is required of private development projects as well as City-led projects.</p> <hr/> <p>Conduct monitoring and reporting of bicycling levels, bike project implementation, and bicycle collisions and trends every other year.</p>
	Community Input	<p>Consult the community through surveys and community meetings every other year to obtain their input on ongoing BMP implementation and biking conditions.</p>
FUNDING	Funding Sources	<p>Continue to monitor federal, state, and regional funding opportunities to augment local funds to implement recommended BMP bikeways; monitor LA Metro, SCAG, and Caltrans grant funding requirements and opportunities for grant assistance and actively pursue grant funding from these agencies.</p> <hr/> <p>In order to be competitive for LA Metro grant assistance and funding, bring the City of Norwalk into compliance with Metro Complete Streets Policy 6.2 through either adopting a General Plan Circulation Element compliant with the 2008 Complete Streets Act, adopting a Complete Streets Policy, or adopt a City Council Resolution endorsing complete streets.</p> <hr/> <p>Add priority BMP projects to the City's Capital Improvement Program.</p>
		Easements and Acquisitions
IMPLEMENTATION	Rapid and Interim Facilities	<p>Review local and regional agencies' strategies for rapid network implementation and interim design treatments to adopt an approach for the City of Norwalk.</p>

RECOMMENDED PROGRAMS AND POLICIES

Category	Topic Area	Recommendations
IMPLEMENTATION	Inter-Agency Coordination	Coordinate with Norwalk Transit, LA Metro, and Long Beach Transit on bikeway improvements near local bus stops.
		Collaborate with LA Metro and Caltrans to improve bicyclist accessibility in and around the Norwalk C Line Station; collaborate with Metrolink to improve access to the Norwalk/Santa Fe Springs Station.
		Collaborate with adjacent cities to ensure that planned improvements at jurisdictional boundaries continue to align.
		Continue to participate in and monitor the progress of the Gateway Cities Council of Governments (GCCOG) Imperial Corridor Complete Street Evaluation and Master Plan Study and incorporate its findings and recommendations into this plan.
EDUCATION AND ENFORCEMENT	Safety and Education	Work with school districts in the City to develop a Norwalk Safe Routes to School Program.
		Implement a citywide safety education campaign using social and physical media, such as safety campaign materials developed by SCAG.
		Work with local school district staff to develop a school safety education campaign to educate community members and students on safe biking and driving in school zones.
	Enforcement	Facilitate coordination between law enforcement and local school staff and parents to develop strategies to reduce vehicle speeding around schools, as well as biking-related enforcement strategies such as educational diversion programs.
		Update the City's Municipal Code (which forbids biking on sidewalks) to allow sidewalk biking along the segment of Rosecrans Avenue as designated in this plan as part of the Flallon Avenue/Jersey Avenue/Maidstone Avenue bike boulevard.

Key Topic Areas

While all of the above referenced policies, programs, and strategies are important for improving the bicycling environment in Norwalk, the following key topic areas and recommendations have been developed as a starting point:

BIKEWAY DESIGN

Bikeway design is a rapidly evolving area of roadway design, and a number of national and statewide guidance documents are now available with varying update cycles and frequencies. The City of Norwalk should adopt and utilize these design standards as it moves forward the infrastructure projects, continually referencing them for updated information as newer versions are released.



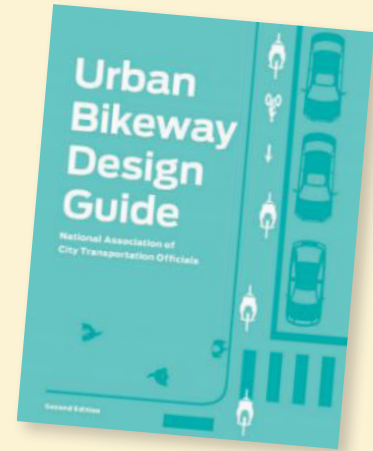
Best Practice Resources for Bikeway Design

URBAN BIKEWAY DESIGN GUIDE

National Association of City Transportation Officials (NACTO) | 2014

NACTO is comprised of the transportation departments of many major and mid-sized US cities. This is an alternative to other available design guides from NACTO and contains more guidance on innovative bikeway designs than any other source. Guidelines found in the Urban Bikeway Design Guide sometimes provide additional bikeway design options than those found in the AASHTO guide (described below), although they are mostly in agreement. NACTO also offers a number of other free best practice and design guides which may be useful as the City works to meet its current and future transportation needs.

The Urban Bikeway Design Guide may be viewed for free at: <https://nacto.org/publication/urban-bikeway-design-guide/>.

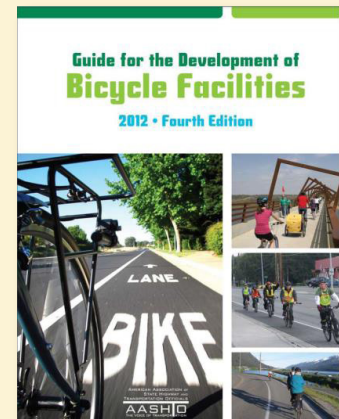


GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES

American Association of State Highway and Transportation Officials (AASHTO) | 2012

AASHTO is a nonprofit, nonpartisan body representing state transportation departments. AASHTO's Guide for the Development of Bicycle Facilities is a widely used bikeway planning and design tool. This guidebook was last published in 2012. It does not contain guidance on some bicycle facility types and treatments that are widely in use by transportation agencies such as protected bike lanes. A revision that will include the latest in bicycle facility design and contextual guidance is in process.

The 2012 version is available for purchase at: <http://transportation.org>.

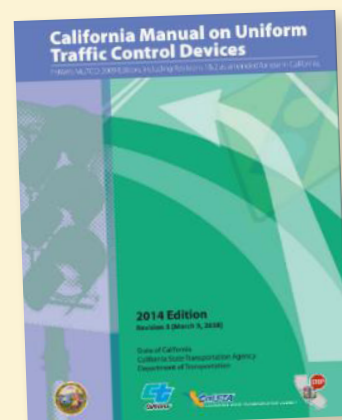


CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

California Department of Transportation | 2018

The California Manual on Uniform Traffic Control Devices (CA-MUTCD) defines the standards used by road managers in California to install and maintain traffic control devices on all public streets, highways, and bikeways. The CA-MUTCD was last published by the California Department of Transportation in 2018. It includes the 2014 edition with four rounds of revisions. Its main contributions to bikeway design are the provision of signage and striping standards. Design Information Bulletin 89 (DIB-89) provides information of the design for separated bikeways in California.

The CA-MUTCD is available for free download at: <https://dot.ca.gov/programs/traffic-operations/camutcd>

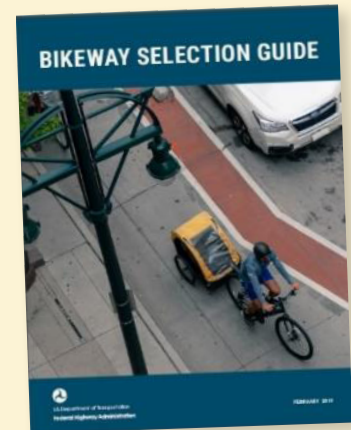


BIKEWAY SELECTION GUIDE

Federal Highway Administration (FHWA) | 2019

The Bikeway Selection Guide provides guidance for selecting bicycle facilities based on existing roadway context and intended design users. It provides step-by-step information for planners and engineers seeking to implement the appropriate bikeway for a specific context.

The Bikeway Selection Guide is available for free download at: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwas18077.pdf



CROSSING & INTERSECTION DESIGN

Street intersections and driveways are principal conflict points for bicyclists. As a result, improving street crossings to increase the predictability and visibility of bicyclists is a key principle for improving intersections. Intersections should be designed to provide visibility for all users and to create a consistent, predictable environment where the movements of people walking, biking, or driving are intuitive to other road users as they approach or enter the intersection. In addition to this over-arching approach to improving safety and comfort at intersections, the following more specific principles should be considered when implementing bike facilities at intersections:

- Reduce vehicular turn speed to improve driver yielding by reducing turn radii, installing hardened centerlines, or eliminating right turns on red.
- Minimize the intersection footprint to be as compact as possible.
- Make bikes more visible by setting back the bikeway crossing, installing early stop lines for drivers, and building raised bikeway crossings.
- Separate bikes from vehicles or give bike priority by installing protected or dedicated intersections, letting bikes move past stopped vehicles while waiting for a signal, and implementing bike signals.



Bike Box
Credit: NACTO

Sample Crossing and Intersection Treatments

There are many ways to address crossing and intersection issues. The following examples reflect potential solutions to concerns raised by Norwalk residents in the outreach process or to issues uncovered in the analysis phase of this project.

MAJOR STREET CROSSINGS

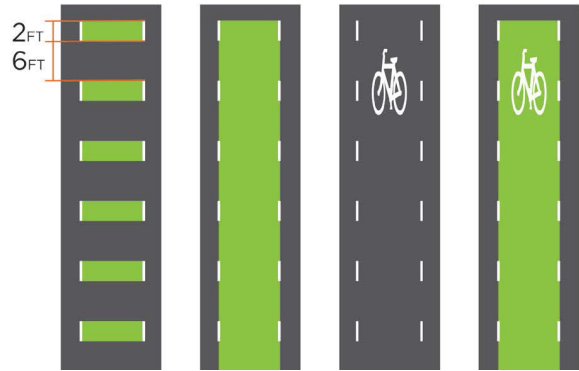
Norwalk has a network of minor streets, many of which are already comfortable to bike on. However, concerns arise when people are required to cross a major street. Some potential interventions include the following, which are also illustrated in accompanying images:

- **Bike Boxes at Signalized Intersections** allow bicyclists to get ahead of the vehicle queue when the light is red. By placing bicyclists in front of cars, they are able to travel through the intersection earlier, thus reducing potential conflicts with turning vehicles.
- **Intersection Crossing Markings** or “cross-bikes” operate similar to a crosswalk and show the intended path of travel for a bicyclist through the intersection. They indicate to drivers the prioritization of bicyclists and a need to watch for bicyclists crossing the street.
- **Through Bike Lanes** can be used where a bike lane approaches a right-turn lane to allow bicyclists to correctly position themselves to travel through the intersection, avoiding conflicts with turning vehicles. The bike lane is placed between the through vehicle lane and the right turn lane.
- **Hybrid or Active Warning Beacons** can facilitate the crossing of a busy street where a conventional signal is not warranted due to traffic volumes.

SIGNALIZATION

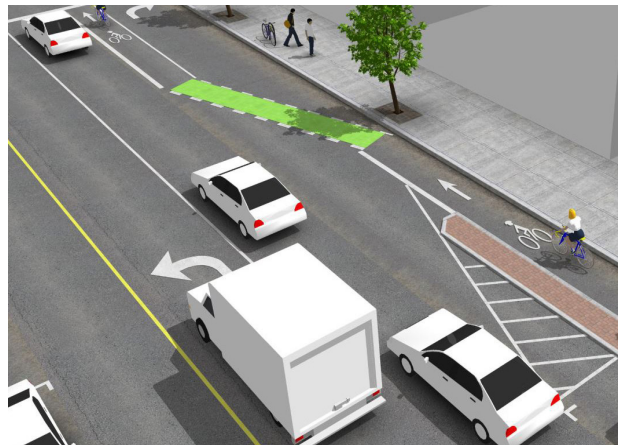
Signals provide an opportunity to mitigate conflicts between people who walk, bike, and drive. Some signal options include:

- **Bike Signal Heads** are used in conjunction with existing conventional traffic signals or hybrid beacons. They provide guidance for all road users at intersections where bicyclists follow different traffic patterns, such as where bicycle only movements, leading bicycle intervals, and other bicycle specific signal phases and timing strategies are present.
- **Signal Phasing** can be used to prioritize bicycle movements through an intersection to reduce conflict potential. Some options include protected bike phases, where vehicular turns across the bikeway are prohibited, leading bike intervals, where people on bikes are allowed to enter the intersection a few seconds before drivers, and bike-only phases.



Bike Crossing Markings

Credit: Adapted by Kittelson & Associates, Inc. from FHWA Separated Bike Lane Planning and Design Guide



Through Bike Lane

Credit: NACTO



Pedestrian Hybrid Beacon (PHB)

Credit: FHWA

RECOMMENDED PROGRAMS AND POLICIES

- Bicycle Push Buttons are used for bicycle detection at signalized intersections. Bicycle detection is used at actuated signals to alert the signal controller of bicycle crossing demand on a particular approach. Bicycle detection occurs either through the use of push-buttons or by automated means (e.g., in-pavement loops, video, microwave, etc.).

PROTECTED AND DEDICATED INTERSECTIONS

These types of intersections provide physical separation between people who bike and drivers, helping to reduce the potential for conflicts.

- Protected Intersections include the use of corner refuge islands to set the bicyclist back from parallel vehicular traffic and manage vehicle turning movements. They should be designed to allow enough room for a cyclist to wait at a red light.
- Dedicated Intersections can be installed when there is not enough space for a protected intersection but where there is still a desire to provide some separation between drivers and bicyclists and to reduce turning speeds. They employ techniques like corner wedges and hardened centerlines to slow down drivers.



Bike Signal

Credit: NACTO



Protected Intersection

Credit: People for Bikes



Best Practice Resources for Crossing and Intersection Design

In addition to the guidance listed in the Bikeway Design section, the following guidance is aimed specifically at creating safe and comfortable intersections and crossings for people who bike:

DON'T GIVE UP AT THE INTERSECTION

National Association of City Transportation Officials (NACTO) | 2014

Expanding on the Urban Bikeway Design Guide, *Don't Give Up at the Intersection* provides detailed guidance on intersection design treatments intended to reduce conflicts between people who drive, bike, and walk. It covers infrastructure such as protected and dedicated intersections, minor street crossings, and signalization strategies.

Don't Give up at the Intersection may be viewed for free at: <https://nacto.org/publication/dont-give-up-at-the-intersection/>



INTERCHANGE CROSSINGS

Interchanges are complex intersections that require special design considerations to ensure that people who bike can cross the on- or off-ramp movements safely. The following obstacles common to interchanges can create uncomfortable and unsafe environments for bicyclists:

- Crossings of free-flow motor vehicle movements
- Exposure to higher-speed traffic
- Weaving movements across a bicyclist's path of travel and other traffic
- Designs which require circuitous travel paths which may result in routing confusion
- Multi-stage crossings or transitions which can increase travel time or delay
- Long crossings which increase exposure, potentially trapping bicyclists where signal timing cannot accommodate bicyclists traveling on the roadway
- Bicycle facilities with constrained widths adjacent to higher-speed traffic
- Requiring bicyclists to operate with pedestrians in crosswalks and other shared facilities

Where interchanges accommodate high volumes of vehicles and allow motorists' operating speeds to exceed 25 to 30 mph, only experienced bicyclists may feel able or willing to navigate in shared lanes or bicycle lanes at these locations. Crossings of uncontrolled high-speed ramps, merging, and weaving areas can present safety problems for people biking, resulting in people avoiding the intersection. In locations where alternative routes are not available or practical, these locations become major barriers to biking.

A variety of crossing treatments can be used to enhance the comfort and safety of pedestrians and bicyclists at interchanges. Traffic signals with bicycle phases or timing to accommodate bicyclists, adjustments to signal phasing, PHBs, RRFBs, raised crosswalks, median refuge islands, advance yield/stop lines, and other pavement markings, such as extensions of bike lanes through intersections, can all be used at interchanges to improve crossings for pedestrians and bicyclists.

While interchanges act as critical crossings for the City's bicycling network, they are owned and operated by Caltrans. Therefore, the City should coordinate directly with Caltrans to implement interchange projects, including providing comments and review of plans and projects.



Best Practice Resources for Interchange Crossing Design

RECOMMENDED DESIGN GUIDELINES TO ACCOMMODATE PEDESTRIANS AND BICYCLES AT INTERCHANGES

Institute of Transportation Engineers | 2014

NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) 07-25: GUIDE FOR PEDESTRIAN AND BICYCLE SAFETY AT ALTERNATIVE INTERSECTIONS AND INTERCHANGES

Transportation Research Board. | Forthcoming

BIKE PARKING

In support of the improvements with the bikeway network, the City should invest in more bike parking around schools and near key destinations to ensure people biking have a secure place to lock their bike. For locations where bicyclists are likely to leave their bike for an extended period, more secure bike parking such as bike lockers are recommended (see photo). For shorter-term parking locations, bike racks that allow for proper two-point locking are sufficient. Bike racks should be placed in highly visible locations within close proximity to the entrances of destinations.



Long Term Bike Parking

Alongside the installation of bike parking at destinations, the City should consider an education program to encourage and educate bicyclists on proper locking of their bicycles. These programs help bicyclists recognize unsecure bike parking and can reduce the occurrence of bike theft.



Best Practice Examples and Resources for Bike Parking

ESSENTIALS OF BIKE PARKING

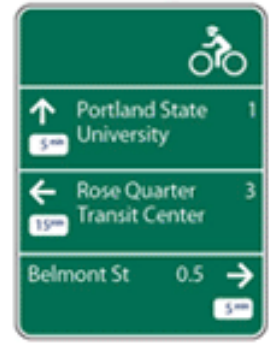
Association of Pedestrian and Bicycle Professionals | 2015

BIKE WAYFINDING

A bicycle wayfinding program would help bicyclists successfully navigate between key destinations, such as the Norwalk/Santa Fe Springs Metrolink Station, LA Metro C Line Station, schools, parks, and the San Gabriel River Trail. By providing direction to cyclists, the City would not only provide clear direction to access key destinations across the city with time or distance estimates, but wayfinding signs would also help make the bikeway network more apparent to current or potential cyclists. Wayfinding programs typically entail a map of the bike network and/or suggested bike routes, as well as signs and pavement markings providing clear direction for bicyclists to key destinations and attractions.



Oakland, CA



Concept



Portland Metro Cities, OR



Best Practice Examples and Resources for Bike Wayfinding

Many cities and regions prefer to develop their own wayfinding guidance, including branding. The NACTO Urban Bikeway Design Guide includes a section titled Bike Route Wayfinding Signage and Markings System which synthesizes key elements of bike wayfinding.

FUNDING ELIGIBILITY

Projects intended to create safe and comfortable facilities and networks for biking are generally very competitive for grant funding. However, in order to be eligible for some grant assistance and funding, especially that available from LA Metro, the City must be brought into compliance with Metro Complete Streets Policy 6.2, which requires compliance with the 2008 California Complete Streets Act. Additionally, another competitive grant program, the Highway Safety Improvement Program (HSIP), which is administered by Caltrans, will require agencies to have an adopted Local Road Safety Plan (LRSP) or its equivalent to be eligible for funding.

The 2008 California Complete Streets Act

The California Complete Streets Act of 2008 (AB 1358) requires cities and counties to include in the circulation elements of their general plans policies and programs supporting the development of a well-

balanced, connected, safe, and convenient multimodal transportation network. This network should consist of complete streets, which are designed and constructed to serve all users of local streets and highways, regardless of individuals' age, ability, or travel mode.

LRSP Requirement for HSIP Funding

HSIP Cycle 11 (in 2022) and beyond will require an LRSP or its equivalent, such as a Systemic Safety Analysis Report (SSAR) or Vision Zero Action Plan, to be adopted by any agency wishing to apply for funding. LRSPs create a framework for local agencies to systemically identify and analyze safety problems and recommended safety improvements. They are intended to foster a collaborative process and result in a prioritized list of proactive improvements and actions to safety challenges.



Best Practice Resources for Funding Eligibility

COMPLETE STREETS: BEST POLICY AND IMPLEMENTATION PRACTICES.

American Planning Association | 2010

<https://www.planning.org/publications/report/9026883/>

LOCAL ROADWAY SAFETY PLAN (LRSP) AND SYSTEMIC SAFETY ANALYSIS REPORT PROGRAM (SSARP)

Caltrans.

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans>

TRAIL EASEMENTS & RIGHTS OF WAY

Trails provide a low-stress, off-street facility for people who walk and bike and can provide key connections between destinations. In Norwalk, one potential and desirable trail connection is along the railroad right-of-way between the San Gabriel River Trail and Bloomfield Avenue. Building a trail in rail right-of-way comes with a variety of considerations, such as safety and liability considerations, that can only be resolved by working with the railroad company. Coordination

with Southern Pacific Railroad or other private property owners will be important in implementing this and other potential connections. For example, new development should include trail-oriented principles to provide active transportation and greenway connections separate from motor vehicle access points. To help implement these trails, the City should develop language for implementing easements and private property paths.



Best Practice Resources for Trail Easements & Right of Way

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA) DESIGN CRITERIA MANUAL

SCRRA/MetroLink | 2021

https://metrolinktrains.com/globalassets/about/engineering/scrra_design_criteria_manual.pdf

FHWA RECREATIONAL TRAILS PROGRAM

https://www.fhwa.dot.gov/environment/recreational_trails/guidance/manuals.cfm

RAILS TO TRAILS CONSERVANCY TRAIL-BUILDING TOOLBOX

<https://www.railstotrails.org/build-trails/trail-building-toolbox/>

URBAN LAND INSTITUTE: ACTIVE TRANSPORTATION AND REAL ESTATE: THE NEXT FRONTIER

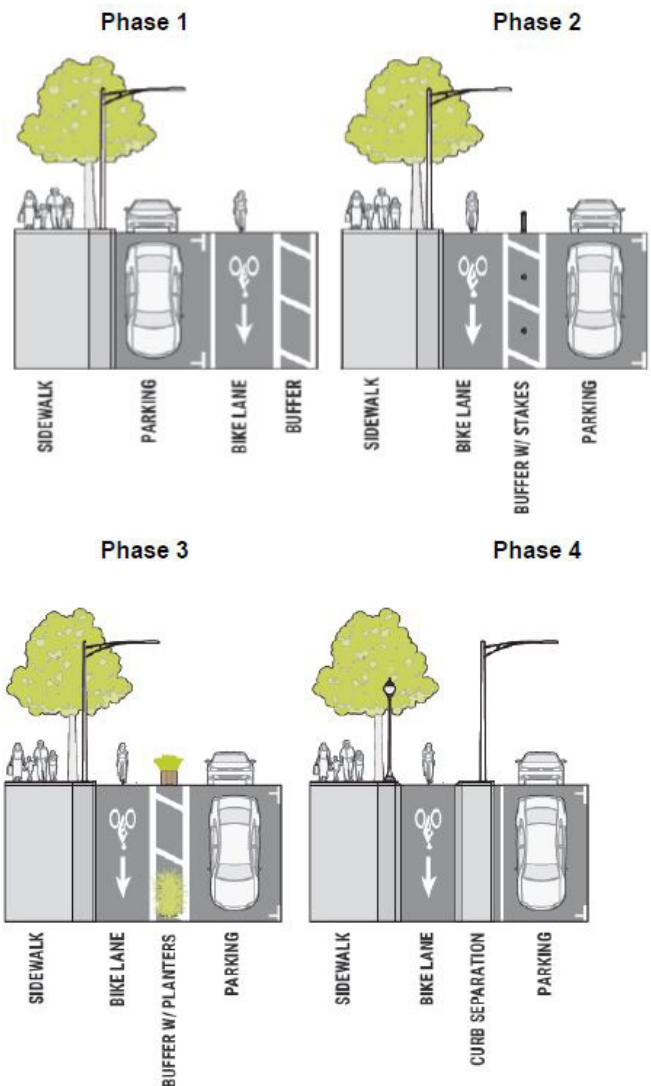
The Urban Land Institute | 2016

<http://uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-Next-Frontier.pdf>

RAPID AND INTERIM FACILITIES

The primary goal of rapid network implementation projects is to build out a low-stress bikeway network using lower-cost installation options. Facilities such as Class IV separated bikeways can be implemented rapidly at low-cost with parking-protected bikeways or with striping and bollards. The graphic to the right shows how Class IV facilities can evolve over time, starting with low-cost materials and ending with full concrete separation over time. This provides jurisdictions with the rapid implementation opportunity for more miles of bikeway while locating funding for more permanent streetscape design elements over time.

Many local jurisdictions have started to develop strategies and standards for rapid network implementation. The City of Norwalk can build on these strategies as well as the bikeway design best practice standards mentioned previously to develop a strategy for rapid network implementation and interim design treatments that fits the local context and needs.



Best Practice Resources for Rapid Implementation of Bikeways

TACTICAL URBANIST'S GUIDE TO MATERIALS AND DESIGN

The Street Plans Collaborative & Knight Foundation | 2016

tacticalurbanismguide.com

INCORPORATING ON-ROAD BICYCLE NETWORKS INTO ROAD RESURFACING PROJECTS

FHWA | 2016

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf

RAPID IMPLEMENTATION PROGRAM

City of Bellevue, WA

<https://bellevuewa.gov/city-government/departments/transportation/planning/pedestrian-and-bicycle-planning/pedestrian-bicycle-implementation-initiative/rapid-implementation-plan>

PEOPLE FOR BIKES QUICK BUILDS FOR BETTER STREETS

https://prismic-io.s3.amazonaws.com/peopleforbikes/c421f116-acfc-451c-aae7-16ed4349e33e_quick-builds-for-better-streets.pdf

BETTER BIKEWAY SJ

City of San Jose

<https://nacto.org/wp-content/uploads/2018/07/Better-Bikeway-San-Jose.pdf>

2019 THREE-YEAR PAVING PLAN

City of Oakland

<https://www.oaklandca.gov/projects/2019-paving-plan>

SAFE ROUTES TO SCHOOLS AND SAFE ROUTES TO TRANSIT

Many people live within walking or biking distance from their school or a transit stop. The City should implement a citywide education and encouragement program to inform people about biking and walking routes. This program could be supplemented with targeted enforcement efforts to reduce bicyclists- and

pedestrian-involved conflicts with vehicles along key biking and walking routes to transit or schools. Safe Routes to School and Safe Routes to Transit programs are opportunities to create fun and social activities for school children and transit riders while helping to improve their health and well-being.



Best Practice Resources for Safe Routes to School and Transit

SAFE ROUTES TO SCHOOL PARTNERSHIP

<https://saferoutespartnership.org/>

OUTREACH AND EDUCATION

Outreach and education programs can help to improve safety for all users of the transportation system. These can take the form of marketing, partnerships with schools or businesses, and other elements.

Marketing & SCAG's Go Human Campaign

Currently, SCAG is in the midst of a community outreach and advertising campaign, Go Human, with the goals of reducing traffic collisions in Southern California and encouraging people to walk and bike more. In addition to hosting workshops and events, SCAG has prepared outreach and education materials that local cities can use. Cities can request materials from SCAG which can be co-branded with both SCAG and local agency logos for distribution. Materials include physical signs as well as social media graphics and flyers (see photo for an example).



SCAG Go Human Bus Stop Advertisement



Best Practice Resources for Outreach and Education

GO HUMAN CAMPAIGN

Southern California Association of Governments (SCAG)

<https://scag.ca.gov/go-human>

SCAG GO HUMAN ADVERTISING CAMPAIGN

SCAG

<https://scag.ca.gov/join-advertising-campaign>

06

**FUNDING AND
IMPLEMENTATION**



FUNDING AND IMPLEMENTATION

The BMP's infrastructure and programmatic recommendations provide strategies and actions to assist Norwalk in improving citywide biking conditions. Based on financial realities, implementation of the proposed bicycle network and programs will occur over time, dependent on available funding sources. This chapter provides an overview of potential funding sources, identifies implementation timelines, and includes recommended performance measures for tracking and evaluating progress toward plan implementation over time.

Funding Sources

To implement the Bicycle Master Plan, the City will need to identify additional funding sources beyond the general fund. Most funding for the improvements recommended in the BMP are likely to come from federal, state, and regional grant programs. These grant programs are often competitive and will require the City to compete against other municipalities for funding. To help determine the most competitive grants, the most common federal, state, and regional grant funding programs have been summarized below.

FEDERAL FUNDING SOURCES

FHWA RAISE Grants

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant program provides federal grant funding for capital projects that have a significant impact at the national, regional, or metropolitan level. Previously known as Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER), the program was first created in the 2009 Recovery

Act. RAISE grant projects improve infrastructure to a state of good repair, implement safety improvements, connect communities and people to jobs and services, or anchor economic revitalization and job growth in communities. RAISE grants are competitive at the national level.

STATE FUNDING SOURCES

Active Transportation Program

Caltrans' California Active Transportation Program consolidated multiple existing federal and state funding sources into a single program aimed at encouraging increased use of active transportation in the state. The program seeks to increase the proportion of active transportation trips, increase safety and mobility for non-motorized users, and provide a broad range of projects to benefit active transportation users. Active Transportation Program calls for project cycles are released biennially during even years, with funding adopted the following year.

Sustainable Transportation Planning Grant

With the passage of Senate Bill (SB1), the Road Repair and Accountability Act of 2017, Caltrans grant funding has expanded as provided in the Sustainable Transportation Planning Grant program. In particular, the Sustainable Communities competitive and formula grants are relevant as potential funding sources for this project. The Sustainable Communities grant program funds local and regional multimodal projects that advance the region's SCS goals, contribute to greenhouse gas (GHG) reduction goals, and align with grant program objectives. Up to \$1 million is available per agency, and a 20% local match is required.

Highway Safety Improvement Program (HSIP)

The HSIP is a federal-aid program to states for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. In California, Caltrans' Division of Local Assistance (DLA) manages the local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means. To be eligible for HSIP grant funds, local agencies must have an adopted LRSP or equivalent. HSIP calls for project cycles are released biennially during odd years, with funding adopted the following year.

Local Road Safety Plan (LRSP) Funding

The California Transportation Commission (CTC) issued a call for applications from local agencies for funding to assist in the development of a Local Road Safety Plan (LRSP). An LRSP provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The funds will be awarded to the applicants on a "first come first serve" basis. There is no application deadline. Caltrans will continue to accept applications as long as the funding is available.

Systemic Safety Analysis Report Program (SSARP)

The SSARP grant funding was established in 2016 to assist local agencies in performing safety analyses and preparing projects to pursue HSIP and other safety program grant applications. Jurisdictions can select their own focus for the safety analysis, provided it is consistent with the State Highway Safety Plan's goals. The first two rounds of funding were awarded in 2016 and 2017. Future funding rounds have not been announced at this time.

California Office of Traffic Safety (OTS) Grants

The California OTS provides grant funding to improve safety with a focus on planning, data records, education, enforcement, and encouragement efforts. Grants are typically released on an annual basis, with applications due in January.

Affordable Housing and Sustainable Communities (AHSC) Program

The AHSC grant program is administered by the California Strategic Growth Council and seeks to fund land-use, housing, transportation, and land preservation projects that support infill and compact development while also reducing greenhouse gas emissions. Projects eligible for AHSC funding must increase accessibility to affordable housing, employment centers, and key destinations through low-carbon transportation that reduce vehicle miles traveled. These projects may include transit-oriented development, integrated connectivity, or rural innovation projects.

REGIONAL FUNDING SOURCES TDA, Article 3

Transportation Development Act, Article 3 funds are used by cities within Los Angeles County for the planning and construction of bicycle and pedestrian facilities. By ordinance, LA Metro is responsible for administering the program and establishing its policies.

TDA, Article 3 funds are allocated annually on a per capita basis to both cities and the County of Los Angeles. Local agencies may either draw down these funds or place them on reserve. Agencies must submit a claim form to Metro by the end of the fiscal year in which they are allocated.

SCAG Sustainable Communities Program

The SCAG Sustainable Communities Program (formerly known as Compass Blueprint Grant Program) serves as a resource for local municipalities looking to enhance non-motorized transportation infrastructure under the principles of mobility, livability, prosperity, and sustainability in ways that enable implementation of the regional SCS. To date, SCAG has allocated over \$12.9 billion for non-motorized transportation. SCAG grants are available in three categories, including active transportation.

Los Angeles Metro Open Streets Grant Funding

The Open Streets Grant Funding is open to all city and Councils of Government offices within Los Angeles County. The goals of the Open Streets Grant Program are to provide opportunities for

- Riding transit, walking, and riding a bike, possibly for the first time.
- Encouraging future mode shift to more sustainable transportation modes.
- Civic engagement to foster the development of multi-modal policies and infrastructure at the city/community level.

In the most recent Open Streets Grant funding cycle, there was over \$1 million in available funding.

Los Angeles Metro Local Return Program

The Proposition A, Proposition C and Measure R and Measure M Local Return programs are four one-half cent sales tax measures to finance transit development countywide. A portion of these funds are earmarked for the Local Return Programs to be used by cities and the County of Los Angeles in developing and/or improving local transportation infrastructure.

Near-Term (Five Year) Implementation

To implement projects rapidly, the City's near-term investments should focus on those projects that have been designated as priority projects that balance connectivity, bicyclist comfort and safety, multimodal operations, and feasibility. However, near-term implementation should also be focused on the priority projects that are generally within City right-of-way and under City control (while allowing for some individual site-specific jurisdictional coordination such as Caltrans ramp intersections along City streets).

The near-term implementation plan consists of the following priority projects subset, contingent upon funding availability:

- Bloomfield Avenue Bike Lanes
- Foster Road Bike Lanes
- Excelsior Drive Bike Lanes
- Mapledale Street Bike Boulevard
- Civic Center Drive Bike Lanes/ Metrolink Connection
- Leibacher Avenue/Dumont Avenue Bike Boulevard
- Fairford Avenue/Elmcroft Avenue/ Gridley Road Bike Boulevard
- Flallon Avenue/Jersey Ave/Maidstone Avenue Bike Boulevard
- Cecilia Street/Orr and Day Road/ Leffingwell Road Bike Boulevard
- Volunteer Avenue/Foster Road/ Silverbow Avenue Bike Route

Long-Term Implementation

Long-term implementation should focus on projects that are anticipated to be costlier, require significant jurisdictional coordination, or are less likely to bridge a key gap in the citywide network (as determined by the project prioritization analysis). Long-term implementation projects are divided into three tiers.

Tier 1: The first tier of long-term implementation projects consists of priority projects that balance connectivity, bicyclist comfort and safety, and multimodal operations, but are not within City right-of-way or under City control and would therefore require significant coordination with other agencies. These include:

- Rail-Adjacent Bike Path (requires coordination with Southern Pacific Railroad)
- Norwalk Metro C/Green Line Station Bike Path (requires coordination with Caltrans and LA Metro)

Tier 2: The second tier of long-term implementation projects consists of projects that are within City right-of-way but did not score high enough in the prioritization analysis to be designated as priority projects, including:

- Norwalk Boulevard (South) Bike Lanes
- Norwalk Boulevard (North)/San Antonio Drive Bike Lanes
- Alondra Boulevard Bike Lanes
- 166th Street Bike Lanes
- Metro C Line (Green Line) Station Northern Connection (Option #1 Shared Sidewalk)

- Metro C Line (Green Line) Station Northern Connection (Option #2 Bike Routes)
- Firestone Boulevard Bike Lanes
- Fairford Avenue/Elmcroft Avenue Bike Routes
- Bombardier Avenue/Allard Street/Crewe Street Bike Routes




Tier 3: The third tier of long-term implementation projects consists of projects that while within City right-of-way are characterized by severe constraints. These projects would require expensive corridor treatments such as median removal/reduction and accompanying utility, pole, and tree relocation. Tier 3 projects are:

- Studebaker Road Bike Lanes
- Pioneer Boulevard Bike Lanes

Performance Measures




The performance measures presented in Table 7 will be used to evaluate progress toward plan implementation over time. All performance measures are tied back to goals proposed in the Goals and Action section. For more information on performance measures, including additional potential measures, data collection techniques, and tracking methodology as well as examples of agencies using these measures, please see the FHWA's Guidebook for Developing Pedestrian & Bicycle Performance Measures (2016), available at: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/

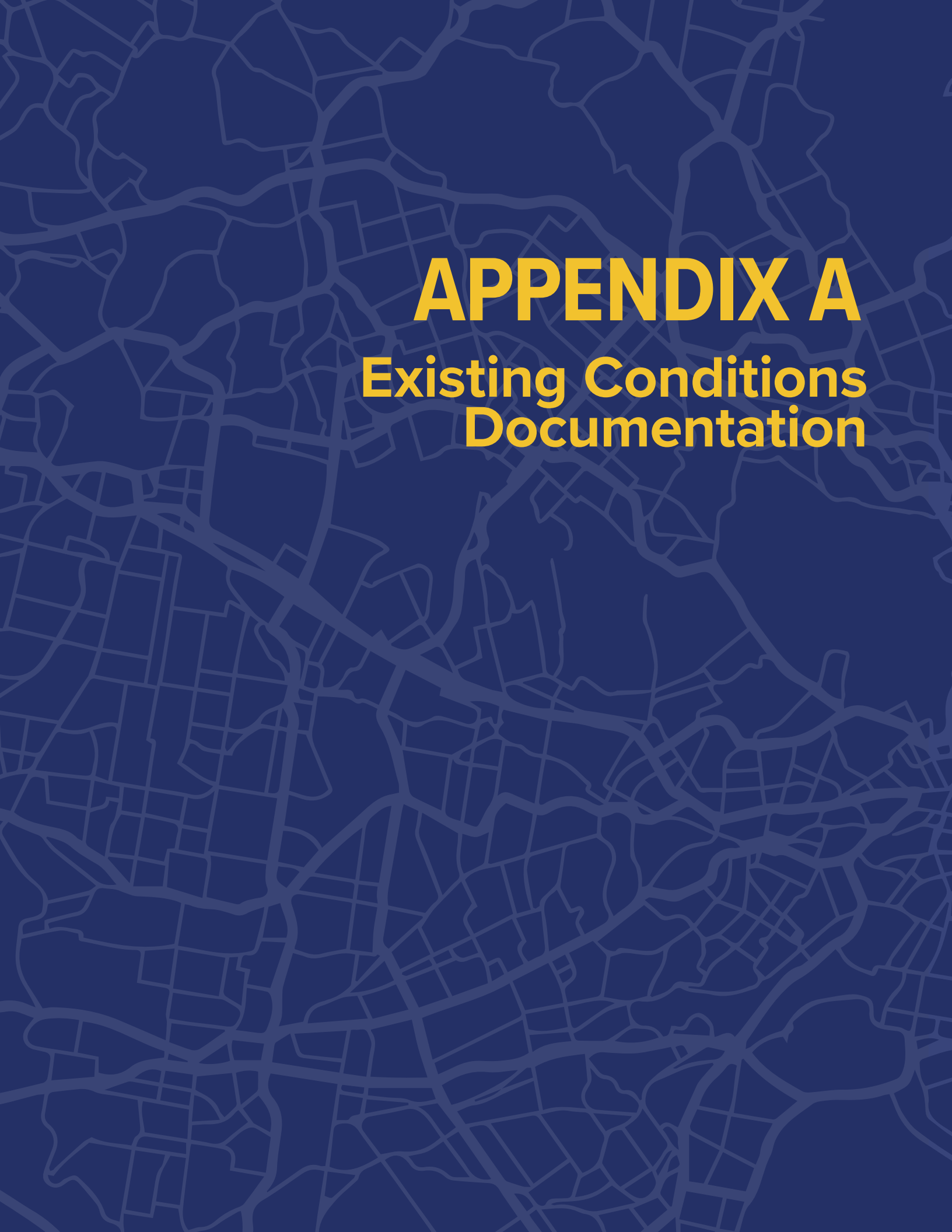
TABLE 7. BMP PERFORMANCE MEASURES

Goal	Performance Measure	Measurement
 <p>ACCESSIBILITY</p>	Bicycle network completion	Miles of Class I paths installed
		Miles of Class II bicycle lanes installed
		Miles of Class III bicycle routes or boulevards installed
		Miles of Class II buffered or Class IV protected bike lanes installed
		Number of secure bike racks or lockers installed
	Amount of people that can bike to transit	Percent of population within a 2-mile network biking distance to a transit stop
	New bicycle connections	Number of new opportunities to cross barriers
 <p>SAFETY</p>	Number of fatal or serious injury crashes involving a person biking	Number of fatal or serious injuries of people biking over five-year period
	Number of biking related citations	Number of common traffic violations assigned motor vehicles that affect people biking. These include failure to yield to pedestrians or bicyclists, turning, driving under the influence, driving distracted, speeding, running a red light/sign, and passing a bicyclist too slowly.
 <p>ENCOURAGEMENT</p>	Number of people biking	Bicycle commute mode share (ACS five-year estimates)
	Number of outreach events held	Number of outreach events held

As the City implements its bike network, the additional measurements in Table 8 may be considered. These measurements require more robust data collection efforts but can provide a more complete picture of how the bicycle network is supporting the City in meeting its transportation needs.

TABLE 8. POTENTIAL FUTURE PERFORMANCE MEASURES

Goal	Performance Measure	Measurement
 ACCESSIBILITY	Access to jobs	Percent of jobs accessible within a 30-minute bike ride on the built bike network. These measurements can be reported in terms of job type (sectors) to offer more detail.
	Transportation-disadvantaged population served	Percent of transportation-disadvantaged population within 1/2-mile bicycling distance to on-street bicycle facility or within a 2-mile bicycling distance to an off-street bicycle facility.
 SAFETY	Volume	Bicycle volumes at key locations on the bike network.
	User perceptions	On-site or city-wide user surveys that assess user comfort and perception on bike network.
 ENCOURAGEMENT	Physical activity	Number of biking trips per day or week or average minutes of physical activity attributable to biking per day per capita. Note: requires a household survey.
	Job creation	Number of jobs created by constructing projects – measure the direct number of temporary construction jobs created.
	Retail impacts	Sales tax receipts – sales tax data provide an objective and consistent method for tracking how much spending takes place within a given study area. Measuring sales before and after a project is constructed may indicate how transportation investment impacted retail sales.



APPENDIX A

Existing Conditions Documentation

MEMORANDUM

December 18, 2020

Project #24828

To: Monica Rodriguez – City of Norwalk
From: Tim Erney & Michael Sahimi – Kittelson & Associates, Inc.
RE: Norwalk Bicycle Master Plan – Inventory of Existing Regional and Local Plans (Task 2.1)

Kittelson & Associates, Inc. (Kittelson) is preparing the Bicycle Master Plan (BMP) for the City of Norwalk, California. As part of the existing conditions analysis and background review being conducted to support the BMP's development, this memorandum documents relevant local and regional plans. This includes policies that are pertinent to the BMP's development, as well as existing and planned bikeways in and around Norwalk. This memo is organized into the following sections:

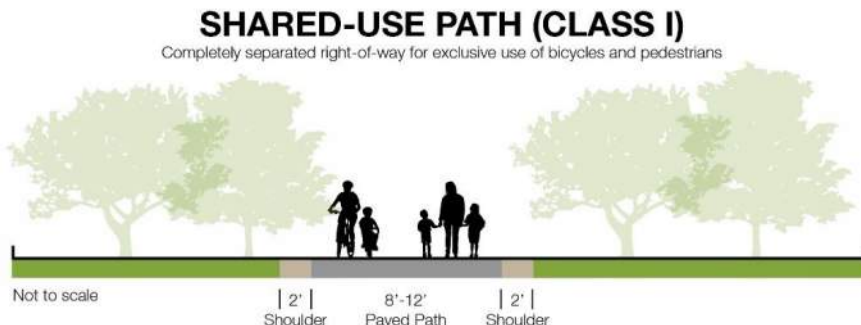
- Existing Bicycle Network
- Local Plans and Policies
- Regional Plans and Policies
- Adjacent Jurisdiction Plans
- Next Steps

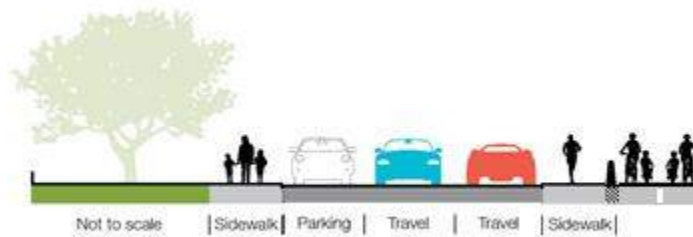
The information provided in this memorandum will help shape the BMP's visioning and goalsetting. This memo will document bicycle facilities that are already planned in the city, which will serve as the future baseline for the BMP. In addition, it will provide information on bicycle projects that are planned in adjacent cities to help ensure cross-jurisdictional consistency in facilities.

EXISTING BICYCLE NETWORK

Bikeways are categorized into four types, as described and depicted in illustrations below. Note that while the graphics include typical widths for the various facilities, the exact configuration of a bike facility can vary depending on its location and local preferences.

- **Class I Bikeway (Bike Path).** Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).

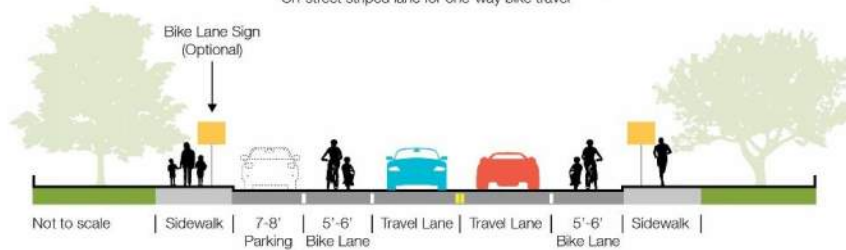




- Class II Bikeway (Bike Lane).** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane) and the bike lane could be adjacent to on-street parking.

BICYCLE LANE (CLASS II)

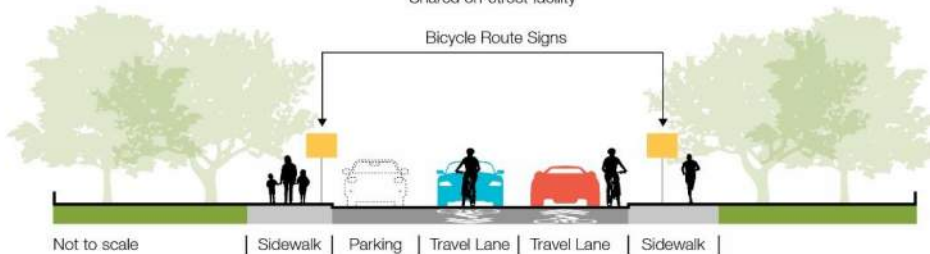
On-street striped lane for one-way bike travel



- Class III Bikeway (Bike Route).** A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows, pictured below). An enhanced bike route, known as a bicycle boulevard, can include traffic calming treatments to slow down vehicles.

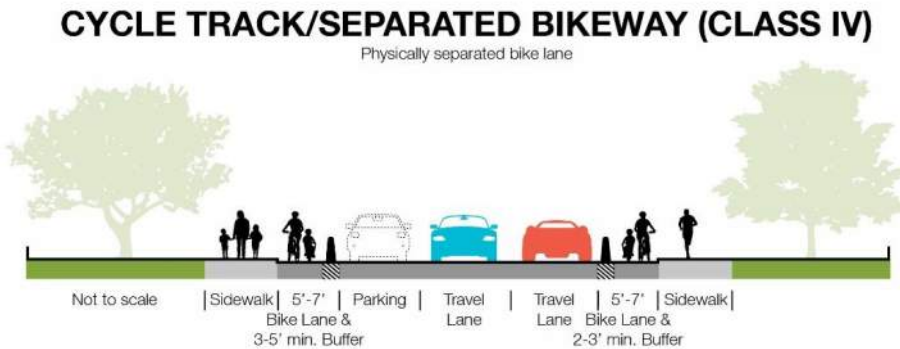
BICYCLE ROUTE (CLASS III)

Shared on-street facility



Sharrow marking

- Class IV Bikeway (Separated Bike Lane).** Also known as a cycle track or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A cycle track can be one-way or two-way.

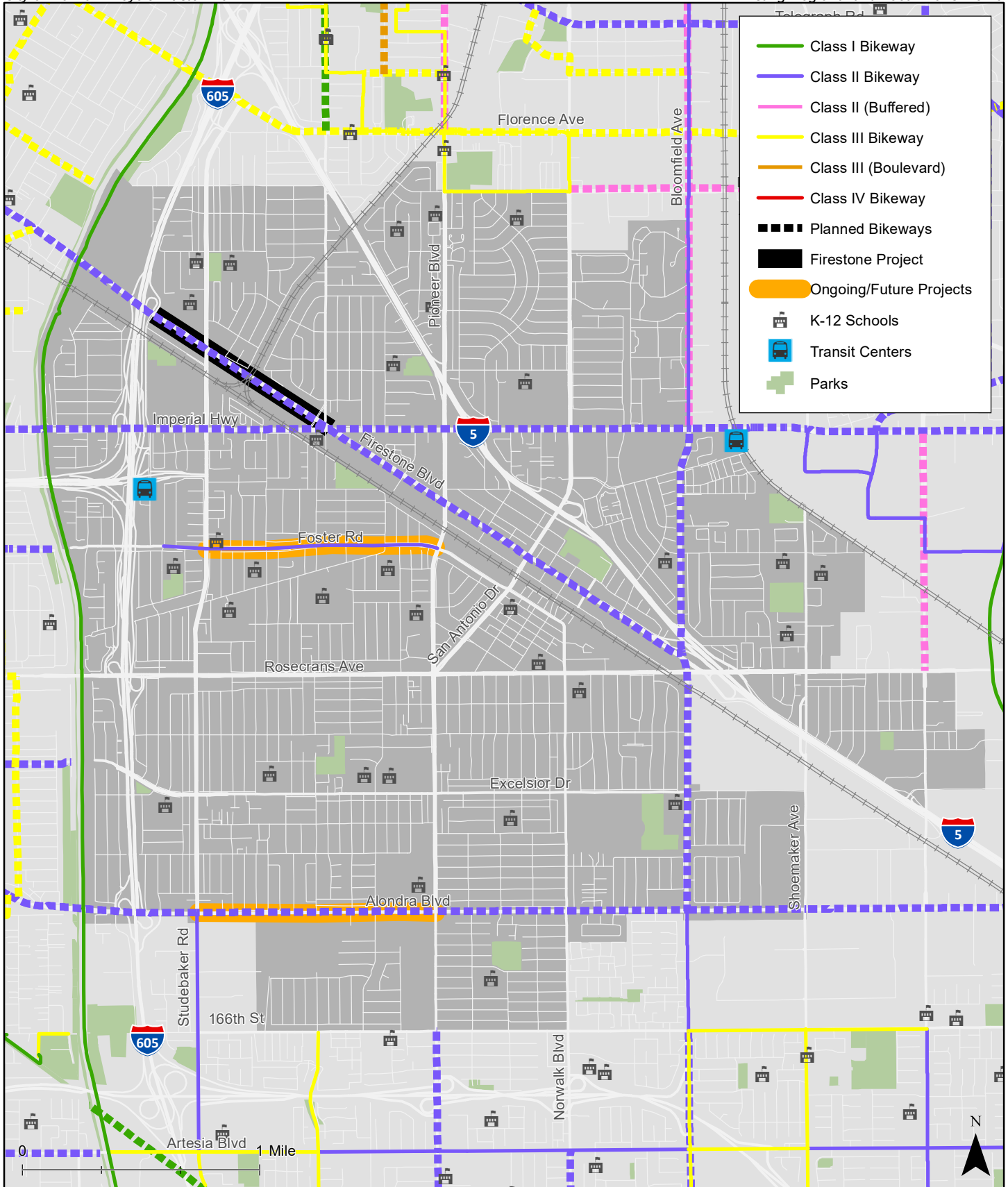


Existing bikeways in and around Norwalk are shown in Figure 1. The information in this map is based on the Southern California Association of Governments (SCAG) shapefile of existing and planned bikeways in the region (dated June 29, 2020 and regularly updated based on local agency feedback) and a Google Earth review. This information will be verified with fieldwork as part of Task 2.2 (Inventory of Existing Street Conditions and Bike Lanes).

As shown in the figure, there are currently no bikeways within the city. However, a number of bikeways run along the city limits:

- The San Gabriel River Trail (a Class I bicycle path), between Norwalk and Downey/Bellflower
- Class II bike lanes along Bloomfield Avenue north of Imperial Highway, between Norwalk and Santa Fe Springs
- A Class III bike route along Lakeland Road between Pioneer Boulevard and Norwalk Boulevard between Norwalk and Santa Fe Springs

In addition, Class II bike lanes along Studebaker Road and Bloomfield Avenue in Cerritos terminate at Norwalk's southern city limits.



Existing and Planned Bikeways
Norwalk, California

Figure
1

LOCAL PLANS AND POLICIES

Planned bikeways within the city are also shown in Figure 1. The City of Norwalk does not have an existing BMP or active transportation plan (ATP). However, the City did prepare a proposed bicycle routes map (last updated in 2010) which identifies several streets with proposed Class III bicycle routes, such as Foster Road, Alondra Boulevard, Excelsior Drive, and Studebaker Road.

Given that the City does not have an existing adopted BMP or ATP, planned bikeways in the city shown in Figure 1 are based on the Gateway Cities Council of Governments (GCCOG) Strategic Transportation Plan (STP) Active Transportation Element (March 2016), which will be discussed in more detail in the Regional Plans and Policies section of this memo. In addition, the ongoing Firestone Boulevard improvement project has proposed Class II bike lanes along the segment between Imperial Highway and Interstate 605 (I-605). The City also has two ongoing or planned Class II bike lane projects along Foster Road and Alondra Boulevard (between Studebaker Road and Pioneer Boulevard).

Norwalk General Plan Circulation Element

The current Norwalk General Plan, adopted in 1996, is the primary planning document for Norwalk and serves to guide development in the city. The General Plan Circulation Element provides the policy framework for the regulation and development of transportation systems, balancing demands for moving people and goods within the city. Table 1 includes the Circulation Element goals and policies related to bicycling.

Table 1: Circulation Element Bicycling Goals and Policies

Goals	Corresponding Policies
<p>Goal 5: An efficient bicycle and pedestrian circulation system that encourages these alternative forms of transportation.</p>	<p>Policy 5.1: Require proposed developments, whenever feasible, to dedicate easements for Class I bikeways and to provide additional right-of-way for Class II bike lanes in the project vicinity on all major roadways or other roadways where deemed appropriate.</p> <p>Policy 5.2: Support and coordinate the development and maintenance of City bikeways in conjunction with the City's Bikeway Plan, the County of Los Angeles Master Plan of bikeways and the bikeway plans of neighboring jurisdictions.</p> <p>Policy 5.3: Consider retrofitting traffic signal installations to include bicycle push buttons and where feasible use a modified quadruple loop (Caltrans Type D) signal detection design to allow for bicycle activation of the signal.</p> <p>Policy 5.4: Preserve existing pedestrian walkways, Class II bicycle lanes and wide curb lanes by not modifying, altering or restriping any roadway, which currently has either a pedestrian walkway, Class II bicycle lane or enough right-of-way to accommodate a pedestrian walkway or Class II bicycle lane, in a manner which would not provide for pedestrian walkways, Class II bicycle lanes, or a minimum curb-lane width of 17 feet, except in cases of emergency or an extraordinary case. Any such extraordinary case will be reviewed by the City on a case by case basis and approved only if there are no feasible alternatives and the extraordinary circumstances outweigh the concerns relative to pedestrian and bicycle safety and the need to provide adequate transportation alternatives.</p> <p>Policy 5.5: Encourage the provision of showers, changing rooms and an accessible and secure area for bicycle storage at all new and existing developments and public places.</p>
<p>Goal 6: Ensure that development of Class II bike lanes provides for the safe and efficient travel of both bicycles and vehicular traffic.</p>	<p>Policy 6.1: Develop bicycle lanes to a minimum width of five feet from the longitudinal separation line which occurs between the gutter and roadway for areas which prohibit on-street parking, where feasible.</p> <p>Policy 6.2: At intersections with designated right-turn lanes, the bicycle lane should be moved from being next to the curb to being located between the designated right-turn lane and the first through travel lane well before the intersection begins. Additionally, sufficient width, minimum of 14 feet, should be maintained for the right turn lane to accommodate those bicycles making a right turn.</p> <p>Policy 6.3: At intersections with designated left turn lanes, an area with the minimum of four feet should be provided for bicycle travel between the last through travel lane and the first designated left turn lane, when feasible.</p> <p>Policy 6.7: Maintain adequate roadway width to safely accommodate bicycle traffic during roadway construction activities.</p>

Source: City of Norwalk Circulation Element, 1996

2020 Vision Strategic Action Plan

In 2013, the City adopted the City of Norwalk 2020 Vision Strategic Action Plan, with core strategies, objectives, actions, and progress indicators to guide the community up until 2020. The six core focus areas consisted of:

- Public Safety
- Fiscal Management
- Economic Development
- Customer Service and Technology
- Collaboration, Communications, and Staff Development
- Facilities and Operations Infrastructure

One of the plan's core strategies was to modernize and expand operational infrastructure, in order to ensure reliable, efficient, and sustainable community resources including transportation facilities. Among its objectives and actions, the plan includes identifying locations to construct bicycling and walking paths; the plan does not refer to on-street bicycle facilities.

REGIONAL PLANS AND POLICIES

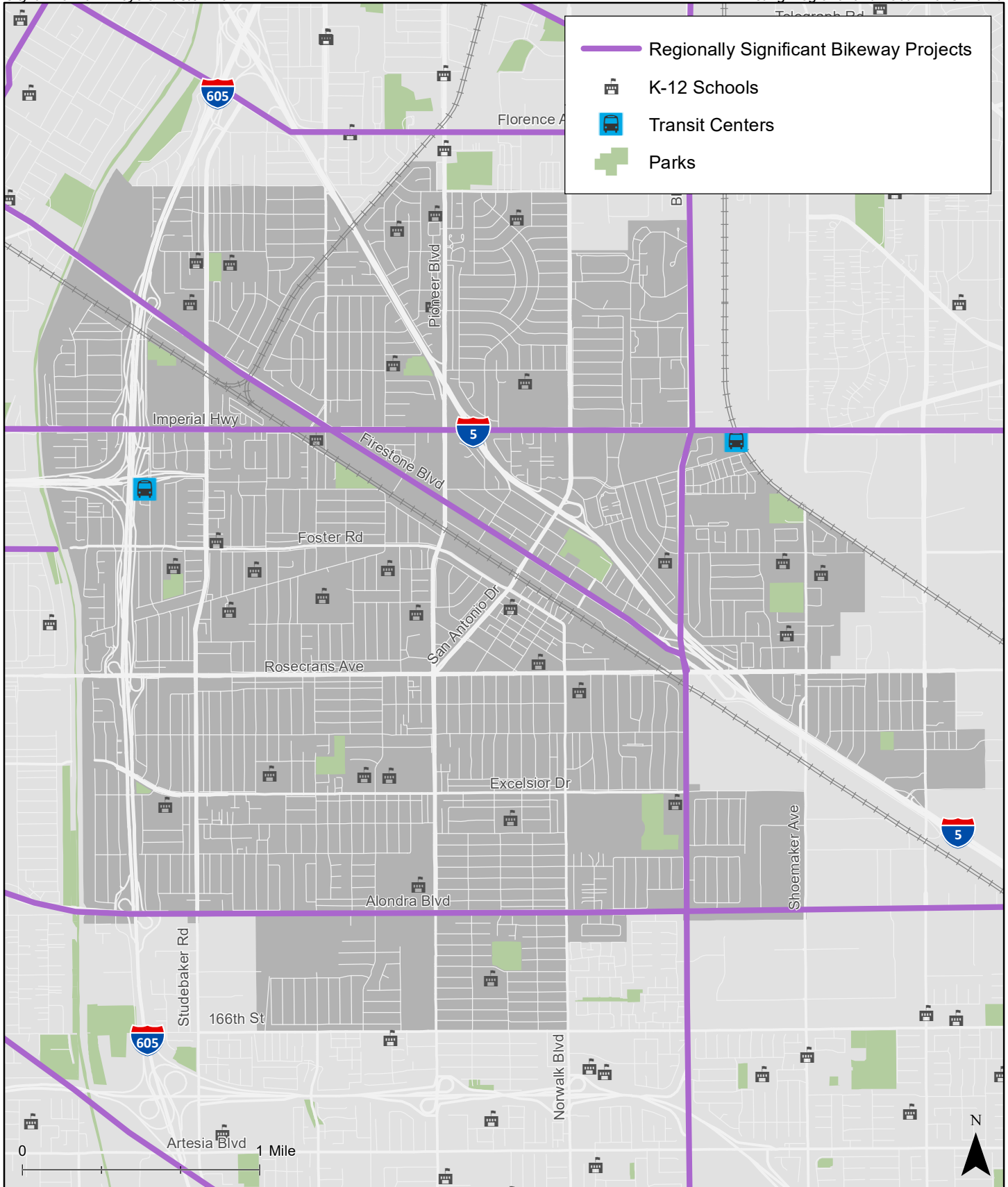
Relevant bicycle-related policies and plans include those published by GCCOG and by the Los Angeles County Metropolitan Transportation Authority (LA Metro).

GCCOG Strategic Transportation Plan Active Transportation Element

The Gateway Cities Council of Governments is a joint powers authority representing 27 cities and several unincorporated county areas in southeast Los Angeles County and the Port of Long Beach. It serves as a cooperative agency that enables government agencies and public authorities to work together on issues where jurisdictions overlap.

The GCCOG STP, published in March 2016, is intended to coordinate transportation infrastructure among member agencies, neighboring jurisdictions, and other regional agencies. The STP is the first strategic multimodal assessment of all planned and proposed improvements within the Gateway Cities. The STP's Active Transportation Element is meant to manage the regional active transportation network, provide more transportation options, and improve quality of life by making bicycling and walking safer and easier.

The Active Transportation Element envisions a complete regional system of bikeways and recommends 55 regionally significant bicycle projects. The significant bikeway projects that pass through Norwalk are shown in Figure 2 and detailed in Table 2.



**Regionally Significant Bikeway Projects
Norwalk, California**

Figure
2

Table 2: Regionally Significant Bikeway Projects in Norwalk

Name	Potential Facility	Benefits	Challenges
Alondra Blvd. Bikeway	Class II/III	Connects to existing river bike paths, numerous schools and parks, and an existing bike lane in Compton. It also improves bike accessibility to Cerritos College, commercial districts, and a few employment clusters.	This project may require modifications to on-street parking or vehicular capacity, and additional attention to connections with Class I bikeways and conflicts at freeway ramps. Raised medians are present in several sections.
Bloomfield Ave. Bikeway	Class II/III	Connects to existing river bike paths, numerous schools and parks, and planned bike lanes. It also improves bike accessibility to the Norwalk/Santa Fe Springs Metrolink Station and employment areas in Norwalk and Santa Fe Springs, and through access at SR 91.	This project may require modifications to on-street parking or vehicular capacity, and additional attention to freeway crossings, particularly at I-5 via Rosecrans Ave. Raised medians are present in several sections. This project crosses planned transit ROW.
Firestone Blvd. Bikeway	Class II/III	Connects to existing river bike paths, numerous schools and parks, and a planned bike lane to the west. It also improves bike accessibility to the Norwalk/Santa Fe Springs Metrolink Station and retail districts.	This project may require modifications to on-street parking or vehicular capacity, and additional attention to connections with Class I bikeways. High volumes and conflict zones near freeway ramps (I-710, I-605, and I-5) also pose challenges. Raised medians are present in several sections.
Imperial Hwy. Bikeway	Class II/III	Connects to existing river bike paths, numerous schools and parks, and existing/proposed bike facilities. It also improves bike accessibility to retail areas and through access at I-710, I-605, and I-5.	This project may require modifications to on-street parking or vehicular capacity, and additional attention to conflicts at freeway crossings. Raised medians are present in several sections.

Source: GCCOG STP Active Transportation Element, 2016

The purpose of highlighting these bikeways is to assist cities in exploring the feasibility and implementation of regionally significant bikeways: GCCOG does not require cities pursue these specific corridors and facility types. For each bikeway, the STP appendices include additional information such as connectivity to schools, open space, and existing facilities, as well as potential alternative routes should these recommendations not be feasible based on further study.

In addition to the regional bikeway projects, the Active Transportation Element includes a series of policy issues and priorities to support a broader regional goal of increased bicycling:

- **Regional Coordination:** Coordinate between jurisdictions and agencies when planning and implementing projects, and integrate with major transit hubs.
- **Increased Connectivity:** Improve connectivity to local and regional destinations such as transit stations, with strategies such as first/last mile transit connectivity.¹
- **Expand Active Transportation Support Programs:** Support bicycling with programs such as improved enforcement and educational or promotional programs.

LA Metro Active Transportation Strategic Plan

The LA Metro Active Transportation Strategic Plan (ATSP), published in April 2016, aims to enhance access to transit stations and develop a regional network for people who choose to take transit, walk, and/or bike. It serves as a roadmap for local cities and other stakeholders to identify improvements to implement in their communities. The ATSP includes a recommended countywide active transportation network consisting of the regional active transportation network and first/last mile active transportation improvements to over 650 major transit station areas in Los Angeles County.

The proposed regional active transportation network within and around Norwalk, which is intended to serve as a series of facilities comfortable for all ages and abilities, is shown in Figure 3. Three of the ATSP facilities in Norwalk overlap with GCCOG's regionally significant bikeways: Imperial Highway, Firestone Boulevard, and Bloomfield Avenue.

In addition to the regional active transportation network, the ATSP identifies significant station area locations, including two within Norwalk and one adjacent to Norwalk, as shown in Figure 3: Norwalk/Santa Fe Springs Transportation Center, Norwalk Green Line Station, and Cerritos College (which is located within both Norwalk and Cerritos and serves as a stop for several bus lines). According to the ATSP, all three locations are classified as "somewhat urban and less walkable." While the ATSP has not identified specific first/last mile access routes and recommendations for each station, it provides guidance on relevant strategies based on LA Metro's First/Last Mile Strategic Plan and Planning Guidelines (March 2014) and case studies based on typical transit station typologies; local jurisdictions should utilize these guidelines to identify opportunities for improving first/last mile connectivity around these stations.

¹ This refers to the first and last portion of a transit user's trip, where they must walk or bike between the transit stop or station and their origin or destination.



**Regional Active Transportation Network
Norwalk, California**

**Figure
3**

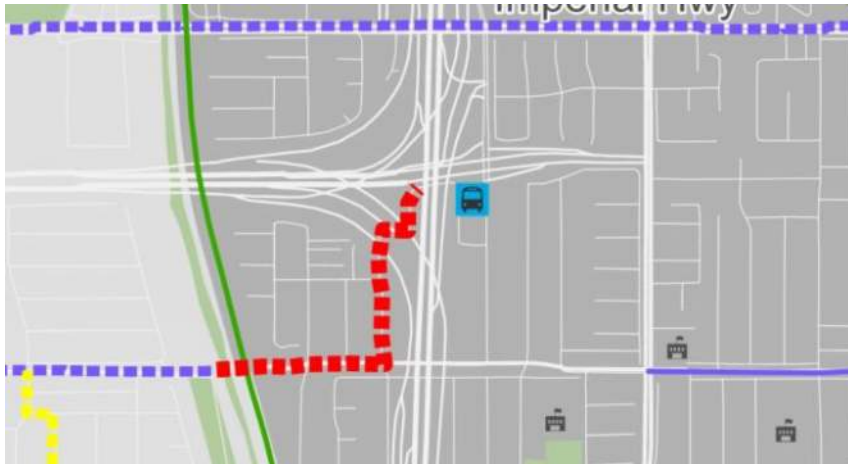
ADJACENT JURISDICTION PLANS

Planned bikeways in the jurisdictions surrounding Norwalk area are also provided in Figure 1. This information is based on the SCAG shapefile of existing and planned bikeways, updated as needed to reflect various jurisdictions' BMPs or ATPs.

The following sources were available to review for adjacent planned bikeways:

- County of Los Angeles Bicycle Master Plan (March 2012) – for unincorporated areas of Los Angeles County
- Bellflower-Paramount Bike & Trail Master Plan (September 2016)
- City of Cerritos Bikeways Map (updated August 2018)
- Santa Fe Springs Active Transportation Plan (November 2020)

As part of its recommended bikeway network, the Bellflower-Paramount Bike & Trail Master Plan includes a recommended bike route between the San Gabriel River Trail and the Norwalk Greenline Station, along Foster Road and Flatbush Avenue. This is shown in the image below. The plan identified a need to improve bicycle connectivity to the station. The plan acknowledges that this recommendation is within another jurisdiction (City of Norwalk and LA Metro) and would require cross-jurisdictional coordination to implement; given this, the bike route recommendation is not shown in Figure 1 of this memo.



BMPs or ATPs were not available for the following jurisdictions:

- City of Downey: The Downey Bicycle Master was prepared in 2016. However, it is not available online and the City is awaiting a response and electronic copy from the City of Downey.
- City of Artesia: The City of Artesia has recently begun preparing its ATP; information on planned bikeways is not available at this time.

For these two cities, Figure 1 relies upon the information in the SCAG shapefile and in the GCCOG STP Active Transportation Element. The City will continue to coordinate with these jurisdictions and update assumptions as new information is made available through the BMP process. This will ensure that the Norwalk BMP's planned bikeways will be consistent with those of adjacent jurisdictions.

NEXT STEPS

The information provided in this memorandum will be used to shape the BMP's visioning and goalsetting and will help ensure the BMP's planned network will reflect existing and proposed bikeways outside of and connecting to Norwalk.

As part of Task 2.2, Kittelson will conduct fieldwork that will include verifying the existing bikeways presented in this memorandum. In addition, the City will continue to coordinate with nearby jurisdictions to ensure updated information and planned facilities are incorporated into the BMP process.

MEMORANDUM

December 18, 2020

Project #24828

To: Monica Rodriguez – City of Norwalk

From: Tim Erney, Michael Sahimi, and Joceline Suhaimi – Kittelson & Associates, Inc.

RE: Norwalk Bicycle Master Plan – Review of 10-Year Bicycle Collision History (Task 2.3)

Kittelston & Associates, Inc. (Kittelston) is preparing the Bicycle Master Plan (BMP) for the City of Norwalk, California. As part of the existing conditions analysis and background review being conducted to support the BMP's development, this memorandum documents the most recent ten years (2010-2019) of bicycle collisions in the city, including collision trends and a spatial analysis of bicycle collision locations. The spatial analysis includes the identification of the city's bicycle high injury network (HIN). This memo is organized into the following sections:

- Data Sources and Scope of Analysis
- Citywide Collision Trends
- Spatial Analysis
- Summary and Next Steps
- Attachment 1: Bicycle High Injury Network Approach and Methodology

This analysis is intended to identify bicycle collision trends and issues, and the results of this analysis will serve as an input to developing the BMP and prioritizing bicycle projects.

DATA SOURCES AND SCOPE OF ANALYSIS

Kittelston obtained the ten most recent years of reported fatal and injury collision data involving bicyclists and pedestrians from Berkeley's Transportation Injury Mapping System (TIMS) for January 2010 through December 2019; TIMS is an online database of multimodal collision reports provided by Caltrans and by local enforcement agencies. Collisions in this database include conflicts between two or more vehicles, bicyclists, and/or pedestrians that result in a fatality and/or injury; the TIMS database does not include collisions that only result in property damage. Kittelson also used a Caltrans roadway shapefile to develop the roadway network used for the spatial analysis.

Collisions

The analysis included fatal and injury pedestrian and bicycle collisions of the following severity levels, in descending order of severity: fatal, severe injury, other visible injury, and complaint of pain injury. A collision is classified based on the most severe outcome among any parties involved in the collision. Collisions were geocoded to the subject intersections or the relevant locations along roadways based on the information provided in the collision database.

Street Network

The analysis evaluated collisions that occurred on public streets within the city, excluding freeway mainlines (e.g., Interstates 5, 105, and 605) but including ramp terminus intersections.

CITYWIDE COLLISION TRENDS

As part of the review of bike collision history, available variables in the collision data were analyzed to identify any citywide trends. Bicycle collisions were analyzed for any trends based on the following characteristics:

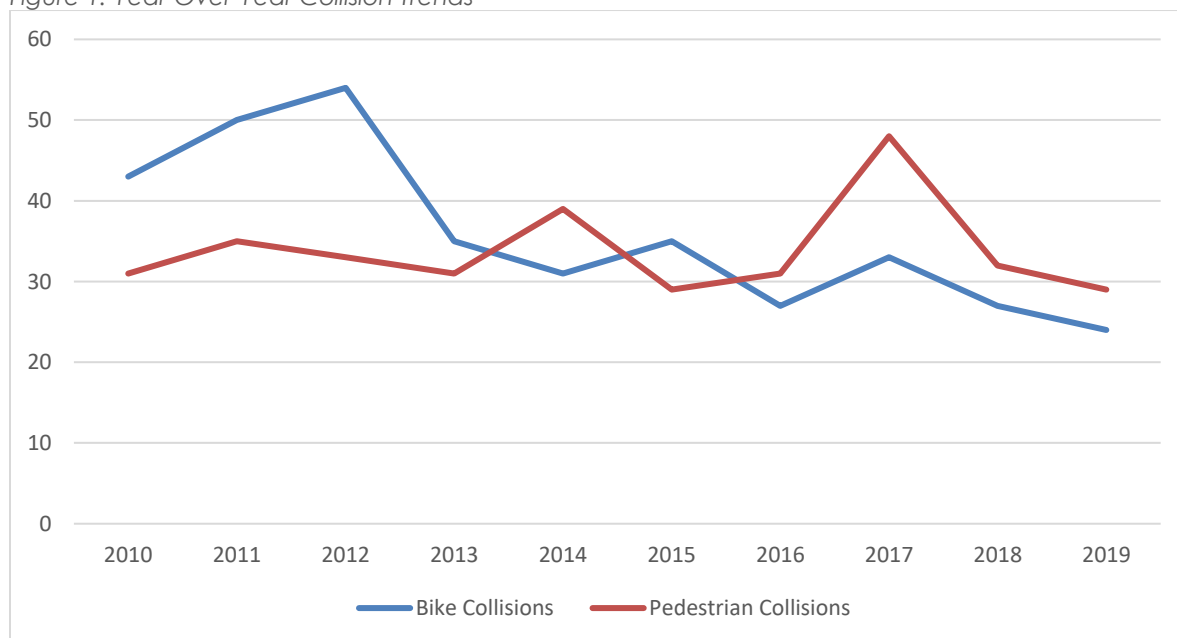
- Temporal characteristics (year over year)
- Collision severity
- Location characteristics (intersection versus roadway segment collisions)
- Collision types
- Primary collision factors cited by reporting officers
- Age and gender of bicyclists involved in collisions

Where noteworthy, pedestrian findings are also included for comparison purposes.

Year-Over-Year Trends

Figure 1 presents the year-over-year trends for bicycle collisions in the city. As shown in the figure, bicycle collisions in the city have generally decreased since 2012, decreasing from 54 collisions to 24 collisions. In comparison, pedestrian collisions during that same period have remained relatively steady, except for a spike in pedestrian collisions in 2017.

Figure 1: Year-Over-Year Collision Trends



Source: TIMS; Kittelson, 2020

Collision Severity

Table 1 presents bicycle collisions by severity. As shown in the table, 4% of bike collisions in the city were fatal or severe injury collisions. In comparison, 16% of pedestrian collisions were fatal or severe injury collisions during that same time period.

Table 1: Bicycle and Pedestrian Collisions by Severity

Collision Severity	Bicycle Collisions	Bicycle Collision Share	Pedestrian Collisions	Pedestrian Collision Share
Fatal	4	1%	20	6%
Injury (Severe)	9	3%	33	10%
Injury (Other Visible)	153	43%	146	43%
Injury (Complaint of Pain)	193	53%	139	41%
Total	359	100%	338	100%

Source: TIMS; Kittelson, 2020

Intersection Crashes

Table 2 presents bicycle collisions based on location. Intersection collisions are defined as those reported to have occurred within a 250-foot influence area of an intersection. All other crashes are considered segment crashes. As shown in the table, most bicycle collisions occurred at intersections, where there are more conflicts with motor vehicle traffic than at other locations along roadways.

Table 2: Bicycle Collisions by Location and Severity

Location	Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Total Reported	Share of Total Reported
Intersection	3	8	135	174	320	89%
Segment	1	1	18	19	39	11%
Total Reported	4	9	153	193	359	100%

Source: TIMS; Kittelson, 2020

Collision Types

A majority of bicycle collisions (67%) were broadside collisions, followed by sideswipe collisions (7%). However, when examining only fatal and severe injury bicycle collisions, broadside collisions only accounted for 38% and sideswipe collisions accounted for 8%. This is due to the fact that head-on collisions make up a significant percentage of fatal and severe injury bicycle collisions (23%) despite accounting for only 3% of total bicycle collisions.

Primary Collision Factors

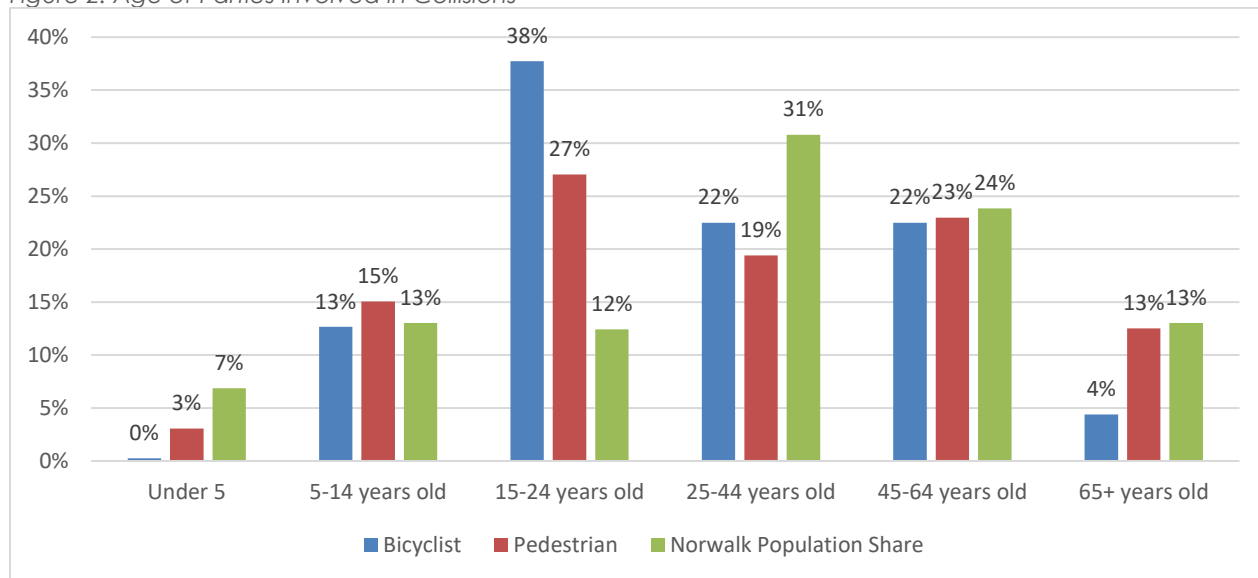
Primary Collision Factors (PCFs) are defined as the primary cause of a collision (as reported by an officer). PCFs are aggregated and provided in the data based on the section of the California Vehicle Code the reporting officer records. Among bicycle collisions in the city, the following PCFs were the most frequently cited:

- **Wrong side of the road (40%):** At least one party was operating on the wrong side of the road when the collision occurred.
- **Automobile right-of-way violation (18%):** One of several California Vehicle Violation codes regarding a failure to yield right-of-way to oncoming traffic. This PCF may be an action on the part of the bicyclist or the motorist involved.
- **Traffic signals and signs (12%):** Failure to obey restrictions presented by traffic signals, signs, or other traffic controls.
- **Improper turning (9%):** Motorist committed a hazardous violation while turning.

Age and Gender

Figure 2 presents the ages of people walking or biking involved in collisions compared to the share of the city's population. Note that age data was available for 99% of bicyclists and 98% of pedestrians involved in collisions. This comparison reveals that people between 15 and 24 years of age appear overrepresented in both bicycle and pedestrian collisions. In particular, they represent 38% and 27% of bicyclists and pedestrians involved in collisions, compared to 12% of the city's population. Similarly, people between 25 and 44 years of age are underrepresented among pedestrian and bicyclist collisions; they represent 22% and 19% of bicyclists and pedestrians involved in collisions, respectively, but account for 31% of the city's population.

Figure 2: Age of Parties Involved in Collisions



Source: TIMS; ACS 2019 1-Year Estimates; Kittelson, 2020

Additionally, reported gender was available for 94% of bicyclists involved in collisions. The available data show that men represent 65% of bicyclists involved in collisions while accounting for 51% of the city's population, according to the US Census American Community Survey (ACS).

SPATIAL ANALYSIS

As part of the review of bike collision history, spatial trends were analyzed to identify any areas or locations of concern. This consists of a review of bicycle collision hot spots and the development of a bicycle HIN.

Collision Locations and Hotspots

Geocoded bicycle collisions are shown in Figure 3. Based on a review of the data, bicycle collision hotspots (locations with higher than average collision rates) include the following intersections:

- Studebaker Road/Firestone Boulevard
- Hoxie Avenue/Imperial Highway
- Studebaker Road/Imperial Highway
- Firestone Boulevard/Imperial Highway
- Pioneer Boulevard/Imperial Highway
- Volunteer Avenue/Imperial Highway
- Pioneer Boulevard/Foster Road
- Studebaker Road/Rosecrans Avenue
- Crossdale Avenue/Rosecrans Avenue
- Pioneer Boulevard/Rosecrans Avenue/San Antonio Drive (five-legged intersection)
- Rosecrans Avenue/Brink Avenue
- Pioneer Boulevard/Lindale Street
- Studebaker Road/Alondra Boulevard
- Alondra Boulevard/Maidstone Avenue (next to Excelsior High school)

Fatal and severe bicycle collisions are generally located along arterial roadways.

For comparison purposes, geocoded pedestrian collisions are shown in Figure 4; pedestrian collisions are more widespread in the city, with fatal and severe injury pedestrian collisions along residential streets such as Fairford Avenue, Fallon Avenue, and Elaine Avenue.

Bicycle High Injury Network

Figure 5 shows the bicycle HIN that was developed using the methodologies described in the attachment to this memo. The HIN constitutes the worst performing street locations based on severity and frequency of collisions. As shown in the figure, the HIN covers most of the major roadways in the city and includes the access points to the Metrolink and Greenline stations and runs adjacent to several schools.

Table 3 provides the extents of the bicycle high injury network. As shown in the table, the HIN is made up entirely of arterial roadways with the exception of Hoxie Avenue which is a collector road.

Table 3: Bicycle High Injury Network Roadways

Roadway	Extents
Firestone Boulevard	Western City Limit to Studebaker Road
Firestone Boulevard	Imperial Highway to Pioneer Boulevard
Hoxie Avenue	Firestone Boulevard to Foster Road
Orr and Day Drive	Gettysburg Drive to Imperial Highway
Studebaker Road	Hermes Street to Excelsior Drive
Imperial Highway	City Limits
Rosecrans Avenue	Western City Limits to Firestone Boulevard
Excelsior Drive	I-605 to Norwalk Boulevard
Alondra Boulevard	Western City Limit to Madris Avenue
Pioneer Boulevard	Tina Street to Southern City Limit
San Antonio Drive	I-5 to Rosecrans Avenue

Source: TIMS; Kittelson, 2020

General road characteristics of the bicycle HIN include the following:

- Approximately 91% of the bicycle HIN mileage consists of roads with speed limit of 40 miles per hour, with the remainder of the HIN having speeds limits of 35 or 45 miles per hour.
- Almost 100% of the HIN has four or more vehicular through lanes.

Overall, almost 60% of the bicycle collisions occurred on the 18.5 miles of roadway that make up the HIN, which includes the majority of arterial roadway mileage in the city but a small percentage of overall roadway mileage when taking minor and residential streets into account. About 55% of fatal and severe injury bicycle collisions occurred on the HIN.

SUMMARY AND NEXT STEPS

The main findings from this analysis are listed below:

- Bicycle collisions in the city have generally decreased 2012, decreasing from 54 collisions in 2012 to 24 collisions in 2019.
- Between 2010 and 2019, 4% of bike collisions in the city were fatal or severe injury collisions.
- 89% of bicycle collisions occurred at intersections.
- A majority of bicycle collisions were broadside collisions, followed by sideswipe collisions. Head-on collisions made up a significant percentage of fatal and severe injury bicycle collisions.
- Among bicycle collisions, the most frequently cited PCFs were wrong side of the road, automobile right-of-way violation, traffic signals and signs, and improper turning.
- People between 15 and 24 years of age are overrepresented in both bicycle and pedestrian collisions.
- The bicycle HIN accounts for 58% of bicycle collisions and 54% of fatal and severe injury bicycle collisions.
- 91% of the bicycle HIN mileage has a speed limit of 40 miles per hour, and almost 100% of the bicycle HIN mileage has at least four vehicular through lanes.

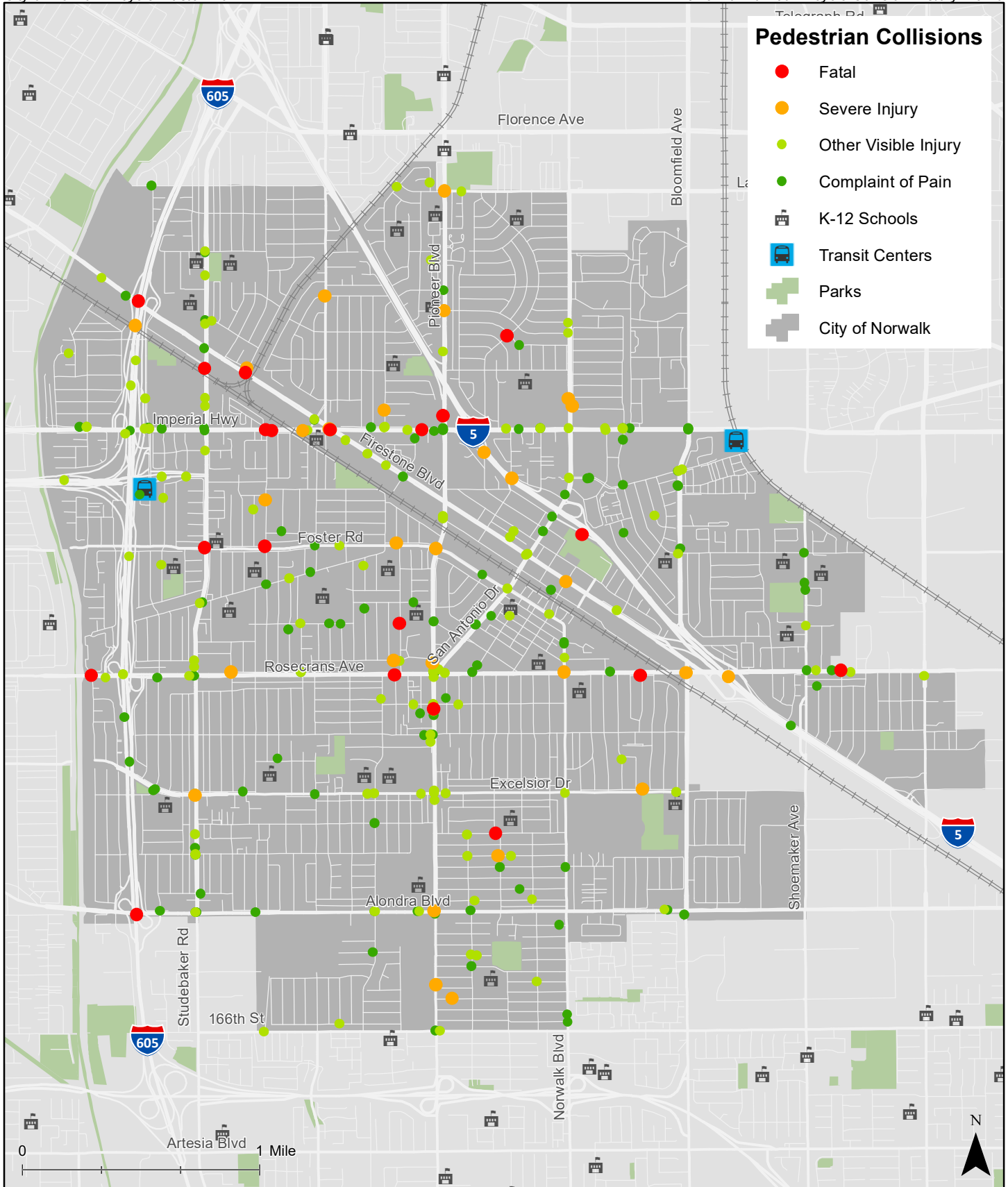
- The HIN covers most of the major roadways in the city and includes the access points to the Metrolink and Greenline stations and runs adjacent to several schools.

The findings in this collision analysis and the bicycle HIN will be carried forward as inputs into the BMP development and network prioritization. In addition, the collision trends and hot spots will be noted in public outreach materials and during workshops to obtain public input on priority locations for bicycle-oriented improvements.



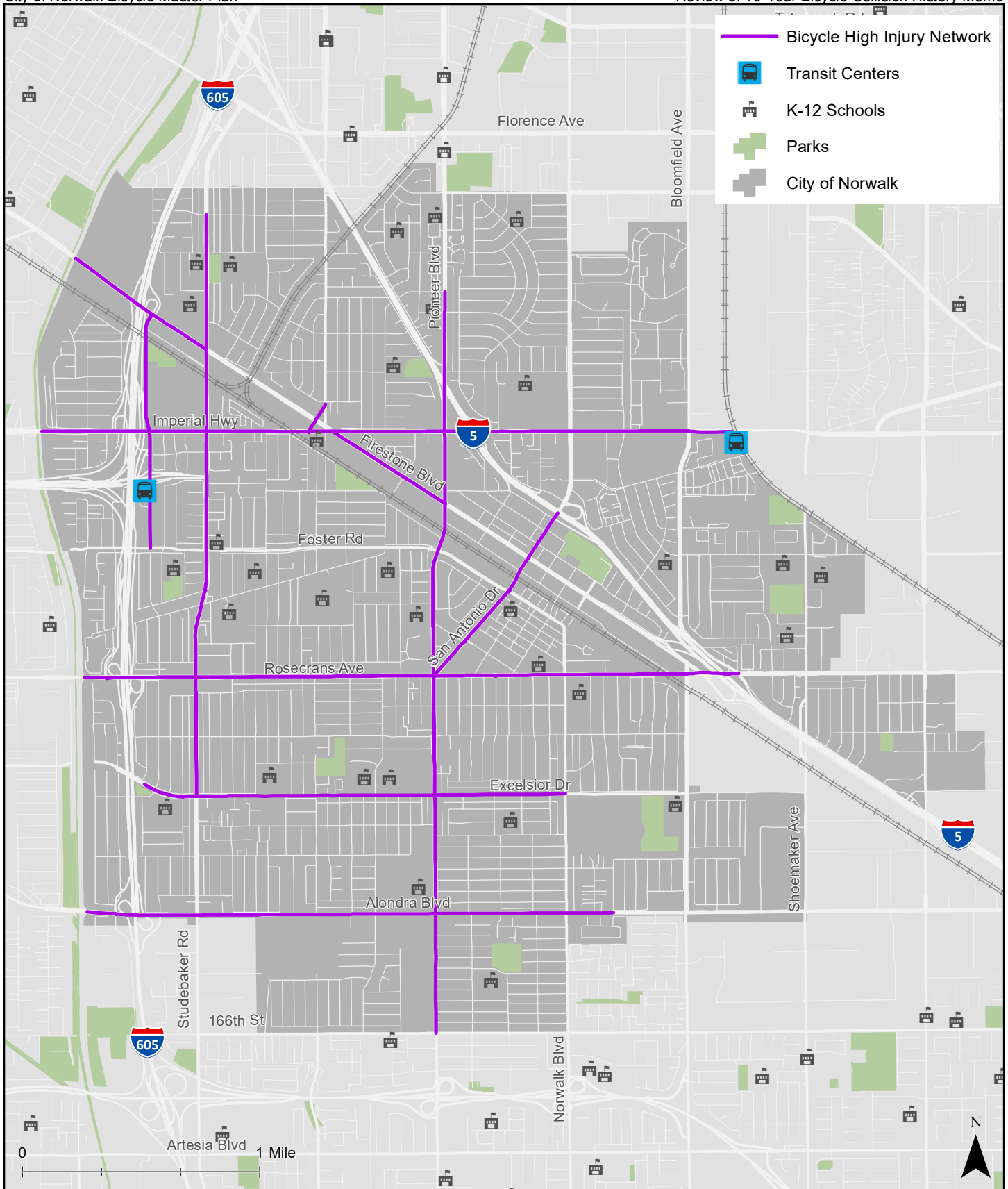
**Bicycle Collisions, 2010-2019
Norwalk, California**

**Figure
3**



**Pedestrian Collisions, 2010-2019
Norwalk, California**

Figure
4



**Bicycle High Injury Network
Norwalk, California**

**Figure
5**

Attachment 1: Bicycle High Injury Network Approach and Methodology

Analysis Steps

The following steps describe the basic analysis approach to identifying the bicycle HIN.

1. Establish the HIN database (collisions and roadway network).
2. Evaluate the frequency and severity of reported collisions using Equivalent Property Damage Only (EPDO, also known as collision severity score) screening and sliding window methodology from the Highway Safety Manual (American Association of State Highway Transportation Officials, 2010) with severity weighting as detailed below.
3. Select approximately the top 20% of roadways with the most severe calculated EPDO collision severity scores to be included in the HIN.
4. Where applicable, extend gaps between portions of the identified HIN provided the roadway characteristics are uniform.

Collision Severity Score

Kittelson used an equivalent property damage only (EPDO) performance measure, also known as a collision severity score, which assigns weighting factors to collisions by severity relative to property damage only (PDO) collisions. Note, PDO collisions were not included in this analysis since they are primarily collisions that do not involve vulnerable travel modes such as walking or biking.

For this analysis, the following weights were assigned, based on Kittelson's experience applying this methodology to similar transportation networks:

- **Fatal and severe injury collisions:** 10 equivalent PDOs
- **Visual injury or complaint of pain (moderate and minor injury) collisions:** 5 equivalent PDOs

The weighting factors intentionally weigh fatal and severe injuries equally to recognize that the difference between a severe injury collision versus a fatal collision are often more of a function of the individuals involved than the circumstances of the collision.

The collision severity score is calculated by multiplying each collision severity total by its associated weight and summing the results, using the following formula:

$$\text{Collision Severity Score} = (\text{Fatal weight} * \# \text{ of fatal collisions}) + (\text{severe injury weight} * \# \text{ of severe injury collisions}) + (\text{other visible injury weight} * \# \text{ of other visible injury collisions}) + (\text{complaint of pain injury weight} * \# \text{ of complaint of pain injury weight collisions})$$

The collision severity score is annualized by dividing the score by the number of years of collision data (ten) used in the analysis.

Resulting Network

Kittelson performed a network screening to calculate the collision severity score for one-mile sliding window segments throughout the city.

Sliding Window Methodology

As part of geocoding the collision data, Kittelson segmented the street network into one-mile segments, incrementing the segments by one-tenth (1/10) of a mile. The collision severity score was calculated per increment of each segment as the script "slides" along each street in the network. It includes intersections as part of the analysis. By evaluating individual road increments multiple times, the sliding window methodology minimizes inaccurate collision reporting locations and identifies the windows with the highest collision severity scores. This methodology helps to identify portions of roadways with the greatest potential for safety improvements. Kittelson aggregated the results, based on their collision severity scores and via visual inspection of the results, into continuous corridors that make up the bicycle HIN.

Technical Memorandum

February 12, 2021

Project# 24848

To: Monica Rodriguez, City of Norwalk
From: Tim Erney and Michael Sahimi, Kittelson & Associates, Inc.
RE: Norwalk Bicycle Master Plan – Inventory of Existing Street Conditions and Bike Lanes (Task 2.2)

INTRODUCTION

Kittelison & Associates, Inc. (Kittelison) is preparing the Bicycle Master Plan (BMP) for the City of Norwalk, California. As part of the existing conditions analysis and background review being conducted to support development of the BMP, this memorandum documents the current roadway network and conditions throughout the city and includes an analysis of barriers to bicycle accessibility. This memo is organized into the following sections:

- Existing Bicycle Conditions
- Existing Transit Facilities
- Existing Vehicular Facilities
- Land Use and Destinations
- Barriers to Biking in Norwalk
- Anticipated Future Background Conditions

The information provided in this memorandum will help provide context for the BMP. This memo documents bicycle facilities that exist around the city, providing potential connection points to the region. In addition, it will provide information on existing barriers to cycling in the city (including to transit and key destinations) that should be addressed by the BMP.

EXISTING BICYCLING CONDITIONS

In order to understand the existing conditions for bicyclists and potential bicyclists in the city, this section documents the existing bicycle facilities in and around the city. In addition, mode share and volume data are presented to illustrate existing bicycling levels in the city.

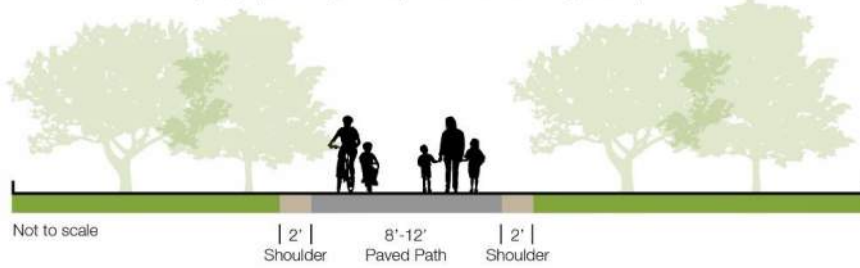
Existing Bicycle Facilities

Bicycle facilities are categorized into four types, as described and depicted in illustrations below. Note that while the graphics include typical widths for the various facilities, the exact configuration of a bike facility can vary depending on its location and the jurisdiction's preferences.

- **Class I Bikeway (Bike Path).** Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).

SHARED-USE PATH (CLASS I)

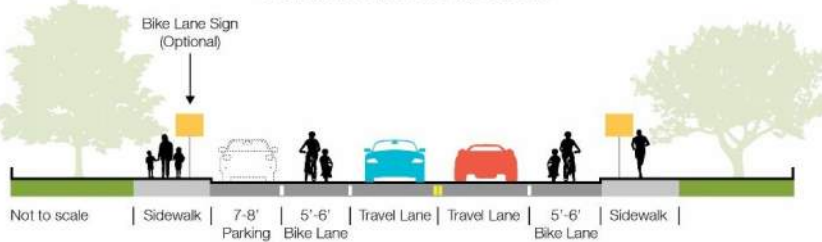
Completely separated right-of-way for exclusive use of bicycles and pedestrians



- **Class II Bikeway (Bike Lane).** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (also known as a Buffered Bike Lane), and the bike lane could be adjacent to on-street parking.

BICYCLE LANE (CLASS II)

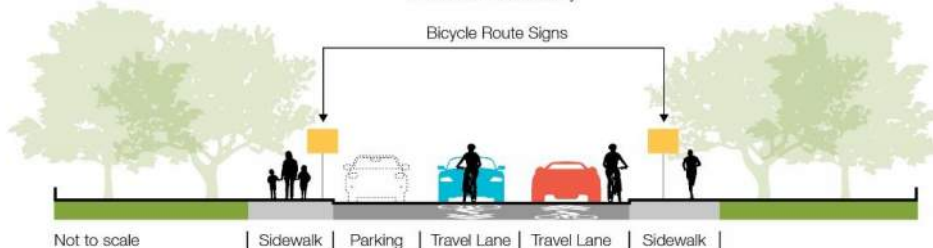
On-street striped lane for one-way bike travel



- **Class III Bikeway (Bike Route).** A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be designated using shared-lane markings (also known as sharrows, pictured below). An enhanced bike route, known as a bicycle boulevard, can include traffic calming treatments to slow down vehicles.

BICYCLE ROUTE (CLASS III)

Shared on-street facility



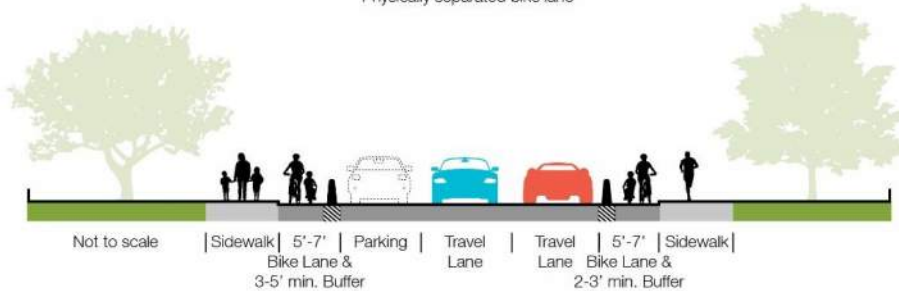


Sharrow marking

- **Class IV Bikeway (Separated Bike Lane).** Also known as a cycle track or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A cycle track can be one-way or two-way.

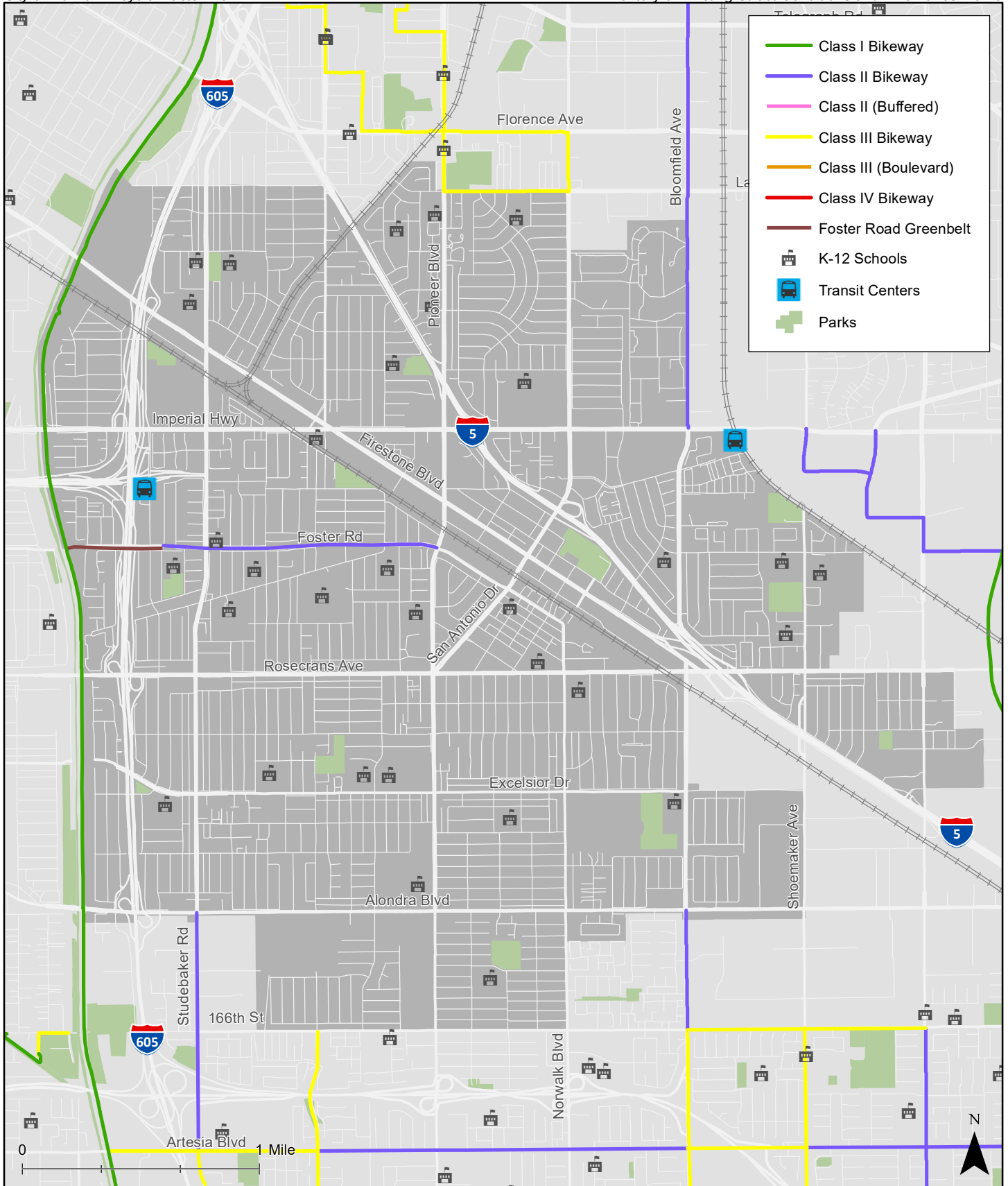
CYCLE TRACK/SEPARATED BIKEWAY (CLASS IV)

Physically separated bike lane



Existing bikeways in and around Norwalk are shown in Figure 1. The information in this map is based on the Southern California Association of Governments (SCAG) shapefile of existing and planned bikeways in the region (dated June 29, 2020 and regularly updated based on local agency feedback) and verified with a site visit. As shown in the figure, there are a limited number of bikeways in and around the city at this time, as listed below:

- A 3.5-mile segment of the San Gabriel River Trail borders the City of Norwalk to the west. The San Gabriel River Trail is a 35-mile Class I facility that runs from Azusa to Seal Beach. Adjacent to the city, the trail is approximately eight feet wide, with access points at Firestone Boulevard, Imperial Highway, Foster Road, Rosecrans Avenue, and Alondra Boulevard.
- The Foster Road Greenbelt, which serves as a walking and biking connection to the San Gabriel River Trail, divides Foster Road and starts approximately 900 feet west of Studebaker Road. The greenbelt consists of a path that is ten feet wide and includes amenities such as shaded trees and benches.
- Class II bicycle lanes have recently been installed along Foster Road from Pioneer Boulevard to Halcourt Avenue (at the Foster Road Greenbelt). As part of this project, a road reconfiguration was implemented between Pioneer Boulevard and Studebaker Road to remove one vehicular travel lane in each direction and install a two-way left-turn lane. Other improvements included new sidewalks, ADA-compliant ramps, pedestrian safety lighting, landscaping, and flashing stop signs. Between Studebaker Road and Halcourt Avenue, travel lanes were narrowed to accommodate parking-adjacent bike lanes. The bike lanes are adjacent to on-street parking along some portions of Foster Road and are generally five feet wide (with one short segment that is ten feet wide).

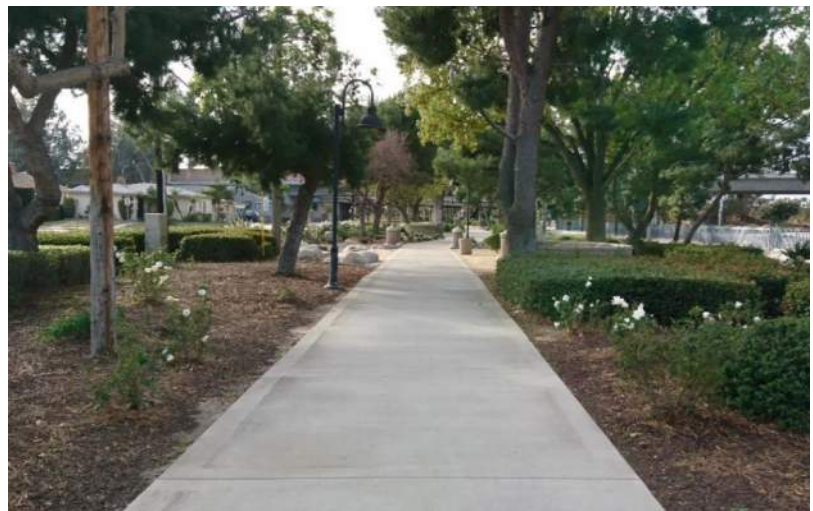


Existing Bikeways
Norwalk, California

Figure
1



San Gabriel River Trail



Foster Road Greenbelt



New Parking-Adjacent Bike Lanes on Foster Road

There are also a number of bike lanes and bike routes that run along or terminate at the City boundaries, listed below and shown in Figure 1.

- Class II bike lanes (approximately 5.5 feet wide) on Studebaker Road south of Alondra Boulevard in the City of Cerritos
- Class II bike lanes (approximately eight feet wide) on Bloomfield Avenue south of Alondra Boulevard in the City of Cerritos
- Class II bike lanes (approximately five feet wide) on Bloomfield Avenue north of Imperial Highway between the cities of Norwalk and Santa Fe Springs
- A Class III bike route along Lakeland Road between Pioneer Boulevard and Norwalk Boulevard between the cities of Norwalk and Santa Fe Springs

The bike lanes in and around Norwalk generally do not include additional safety features such as green paint, flexible posts, and painted buffers.

Mode Share and Demographics

According to the 2019 US Census American Community Survey 5-year Estimate, approximately 0.6% of Norwalk residents commute to work via bicycle; this is lower than the countywide rate of 0.8%. In addition, 5% of households in Norwalk do not own a car and depend on other modes of transportation (such as bicycling, walking, or taking transit) to reach their destinations; in comparison, 8.8% of households countywide do not own a car. This data suggests that Norwalk residents are more car-dependent than residents in the county as a whole. These statistics for neighboring cities are shown in Table 1. As shown in the table, Norwalk exhibits higher levels of bicycle commuting compared to its neighbors, excluding Artesia. The percentage of households in Norwalk without vehicles is similar to Artesia, Bellflower, and Santa Fe Springs but higher than Cerritos and Downey.

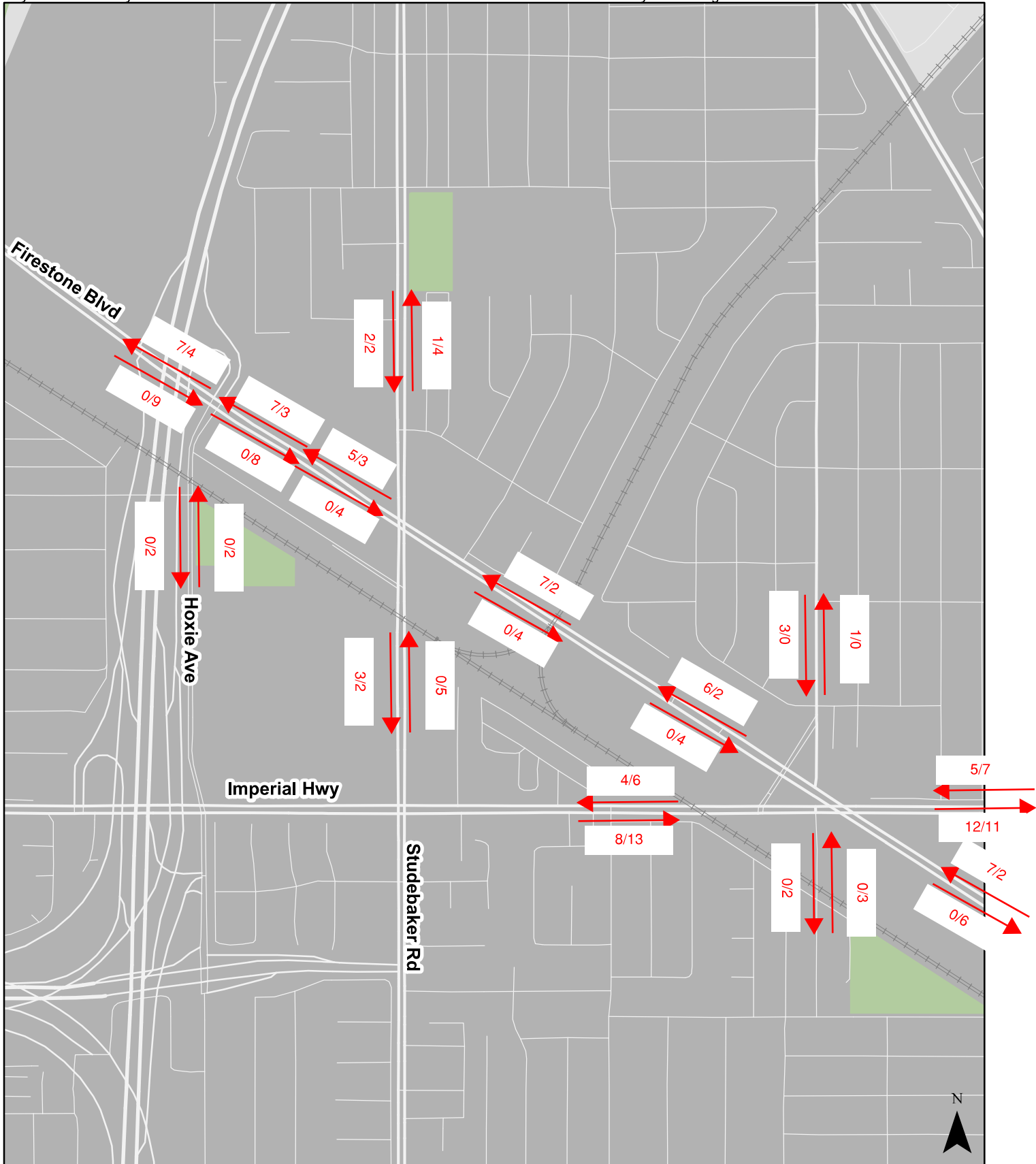
Table 1: Local Bike Commuting and Vehicle Ownership Statistics

Location	Percent Commuting on Bike	Households without Vehicles
City of Norwalk	0.6%	5.0%
Los Angeles County	0.8%	8.8%
City of Artesia	2.7%	5.4%
City of Bellflower	0.5%	5.9%
City of Cerritos	0.1%	3.0%
City of Downey	0.4%	3.7%
City of Santa Fe Springs	0.3%	5.8%

Source: 2019 US Census American Community Survey 5-year Estimate

While men make up 55% of the city's employed population, over ten times as many men commute by bicycle than women, representing a gender imbalance in access and/or willingness to bike in Norwalk.

In the City of Norwalk, 24% of the population is under 18 years old, and 12% of the population is over 65. In comparison, on a countywide basis, 22% of the population is under 18 and 13% of the population is over 65. The city's population is slightly younger than the population of the county as a whole. Both of these age groups represent a population that may have limited access to a motor vehicle or limited mobility.



**Bicycle Volumes (AM/PM)
Norwalk, California**

Figure
2

Existing Bike Volumes

As part of the data collection efforts for this project, counts will be collected at up to 12 key locations to assess existing bicycling activity throughout the city. However, due to the ongoing COVID-19 pandemic and its effects on travel behavior (such as K-12 school closures), counts collected at this time may not be representative of normal travel patterns. Therefore, bike counts have been postponed to a later time when schools are anticipated be back in session or retail establishments have opened.

Bicycle counts were recently collected along Firestone Boulevard between Imperial Highway and I-605/Hoxie Avenue as part of the ongoing Firestone Boulevard improvement project. Weekday AM peak period (7:00 AM – 9:00 AM) and PM peak period (4:00 PM – 6:00 PM) bicycle counts collected for this study are shown Figure 2. During the weekday AM peak period, bicyclists tend to travel northbound, with no bicyclists observed traveling southbound towards Imperial Highway. During the weekday PM peak period, bicyclist travel patterns shift, with more southbound travel as well as eastbound and westbound travel.

EXISTING TRANSIT FACILITIES

Transit facilities are key destinations for bicycle users, and it is important to bridge the first/last mile gap to connect bicycle facilities to transit stops to improve connectivity within the city and throughout the region. The City of Norwalk is served by several transit agencies, providing both bus and rail service: LA Metro, Norwalk Transit System, Long Beach Transit, and Metrolink. Existing transit routes and stops are shown in Figure 3.

Bus

Three transit agencies provide bus service in the city: LA Metro, Norwalk Transit, and Long Beach Transit. LA Metro charges \$1.75 per ride while Long Beach Transit and Norwalk Transit charge \$1.25 per ride. All three agencies have discounts for various groups such as students and seniors. Local bus routes and weekday service are detailed in Table 2. All of the routes in Table 2 also provide service on weekends except for LA Metro Route 128, NTS Route 3, and NTS Route 5.

Table 2: Local Bus Routes (Weekday Service)

Agency	Route	Headways (minutes, peak period)		Operating Hours	2019 Ridership (average daily)
		AM	PM		
LA Metro	111 (Norwalk Station/LAX)	20	20	5:00 AM to 12:00 AM	14,858
	115 (Playa del Rey/Norwalk)	20	30	4:15 AM to 12:30 AM	13,980
	120 (Aviation/Whittwood Center)	60	60	5:00 AM to 12:30 AM	3,598
	125 (El Segundo/Norwalk Station)	40	40	5:00 AM to 9:00 PM	4,476
	128 (Compton Station/Cerritos Towne Center)	60	60	6:30 AM to 8:30 PM	1,057
Norwalk Transit System	1 (Rio Hondo/Bellflower)	30	30	5:30 AM to 10:00 PM	1,054
	2 (Greenline Station/ Gridley/183rd St.)	37	37	6:00 AM to 7:30 PM	713

	3 (Gateway Plaza/ Norwalk/166th St.)	60	60	5:30 AM to 7:30 PM	120
	4 (Imperial Hwy./Metrolink Station/Green Line Station)	15	15	4:15 AM to 11:00 PM	837
	5 (Rosecrans Ave./ Greenline Station)	45	45	5:00 AM to 7:30 PM	193
	7 (Green Line Station/ El Monte Station)	40	40	4:00 AM to 9:00 PM	1,018
Long Beach Transit	173 (PCH/Studebaker Rd.)	15	15	5:00 AM to 11:00 PM	N/A

Sources: <https://www.metro.net/riding/schedules/>; <https://isotp.metro.net/MetroRidership/Index.aspx>; <https://www.norwalk.org/city-hall/departments/norwalk-transit-system-nts/fares-schedules>; https://ridelbt.com/wp-content/uploads/2020/10/OCT20_Route_Map-2.pdf; accessed December 2020. NTS ridership data provided by City staff.

Nearly all bus stops in the city were observed to provide both a signpost and a bench; a majority also have a shelter and a trash can. In addition to local bus stops, the bus routes providing service to and from Norwalk can be accessed at the city's transit centers, which are detailed below.

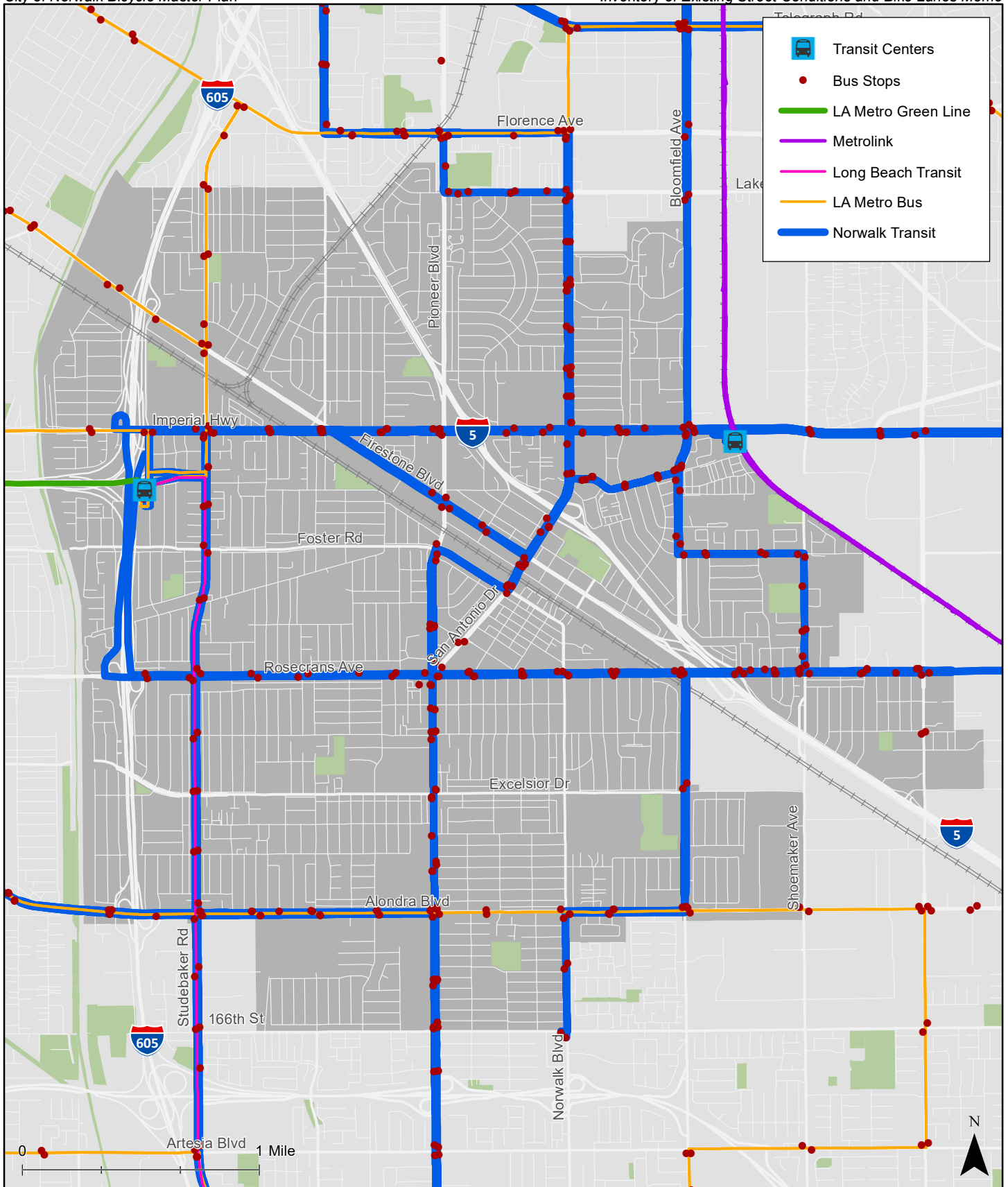
Rail

The City of Norwalk has two rail stations: the LA Metro C Line (Green Line) Station adjacent to I-605 and the Norwalk/Santa Fe Springs Metrolink Station on Imperial Highway, within both the cities of Norwalk and Santa Fe Springs.

The C line is a light rail line that runs between Norwalk and Redondo Beach in the median of the I-105 freeway. It operates with approximately 12-minute headways from 4:00 AM to 8:00 PM and 20-minute headways from 8:00 PM to 12:30 AM on weekdays; on weekends, headways are 15 to 20 minutes throughout the day. In 2019, it had an estimated weekday daily ridership of 29,287. This station also serves as a hub for LA Metro, Norwalk Transit, and Long Beach Transit bus service with several bus bays. While the station provides bike parking (48 bike rack spaces and 40 bike lockers), bike access to the station is generally limited. The only access point at this time is Hoxie Avenue to the north of the station, which does not have bike lanes and is shared with inbound/outbound buses as well as vehicles accessing the adjacent freeway ramps. There is no bike access to the south (through the parking lot), as the gates along Foster Road are locked at this time.

Metrolink provides heavy-rail, regional transit service to the counties of Los Angeles, San Bernardino, Orange, Ventura, Riverside, and San Diego. The Orange County Line and the 91/Perris Valley Line serve the Norwalk/Santa Fe Springs Metrolink Station; Norwalk Transit route 4 buses also stop at the bus bays at this station. Bike parking at the station consists of six bike rack spaces and eight bike lockers. While bike access to the station is limited due to the lack of bike lanes along Imperial Highway and Bloomfield Avenue, bicyclists within the station are able to utilize a dedicated bike/pedestrian path (ranging from 11 to 12.5 feet wide) through the parking lot to avoid conflicts with buses and automobiles.

Accessibility between these two transit stations by bike is limited since there are no east-west bikeways along Imperial Highway or other roads to connect the stations.



**Existing Transit Service
Norwalk, California**

**Figure
3**



Hoxie Avenue north of Green Line Station



Metrolink Station bike/pedestrian pathway

EXISTING VEHICULAR FACILITIES

The City of Norwalk's existing circulation network is generally dominated by vehicular facilities, including many arterial streets that are designated truck routes (Figure 4). A summary of the major vehicular facilities within the City of Norwalk is provided below. This information includes average daily traffic (ADT) data that were collected in 2017. Roadway classifications (per the City's General Plan) are included. In addition, detailed information such as the number of travel lanes, curb-to-curb width, median presence, speed limit, and on-street parking were collected via Google Earth review in December 2020 and January 2021 and provided as Attachment 1.

Firestone Boulevard is a principal arterial with four to six travel lanes and a two-way left-turn lane in some areas. It runs diagonally from the city's northwestern boundary to the southeast, The speed limit is 40 to 45 miles per hour (mph) with an Average Daily Traffic (ADT) ranging from 20,000 to 30,000 vehicles. It is a designated truck route.

Imperial Highway is an east-west principal arterial with six travel lanes and a two-way left-turn lane or concrete planted median. The speed limit is 40 mph with an ADT ranging from 38,000 to 48,000 vehicles. It is a designated truck route.

Rosecrans Avenue is an east-west principal arterial with four to five travel lanes and includes a two-way left-turn lane or a concrete planted median in some sections. The speed limit is 40 mph and lowers to 25 mph in school zones. It is a designated truck route. The ADT ranges from 20,000 to 33,000 vehicles.

San Antonio Drive is a principal arterial with four to five travel lanes. It runs diagonally from the I-5 to the five-legged intersection at Pioneer Boulevard/Rosecrans Avenue. It is a designated truck route with a speed limit of 35 to 40 mph and an ADT of 32,000 vehicles.

Alondra Boulevard is an east-west principal arterial with four to six travel lanes and a concrete planted median in some sections. The speed limit is 40 mph, and the ADT ranges from 21,000 to 31,000 vehicles. It is a designated truck route.

Norwalk Boulevard is a north-south principal arterial north of San Antonio Drive and a minor arterial south of Foster Road. It has four to six travel lanes and a speed limit of 35 to 45 mph. North of San Antonio Drive, it is a designated truck route. The ADT ranges from 20,000 to 30,000 north of San Antonio Drive and 10,000 to 16,000 south of Foster Road.

Pioneer Boulevard is a north-south minor arterial north of Rosecrans Avenue and a principal arterial south of Rosecrans Avenue. It has four travel lanes. The speed limit is 40 mph, and it is a designated truck route. The ADT ranges from 15,000 to 25,000 vehicles.

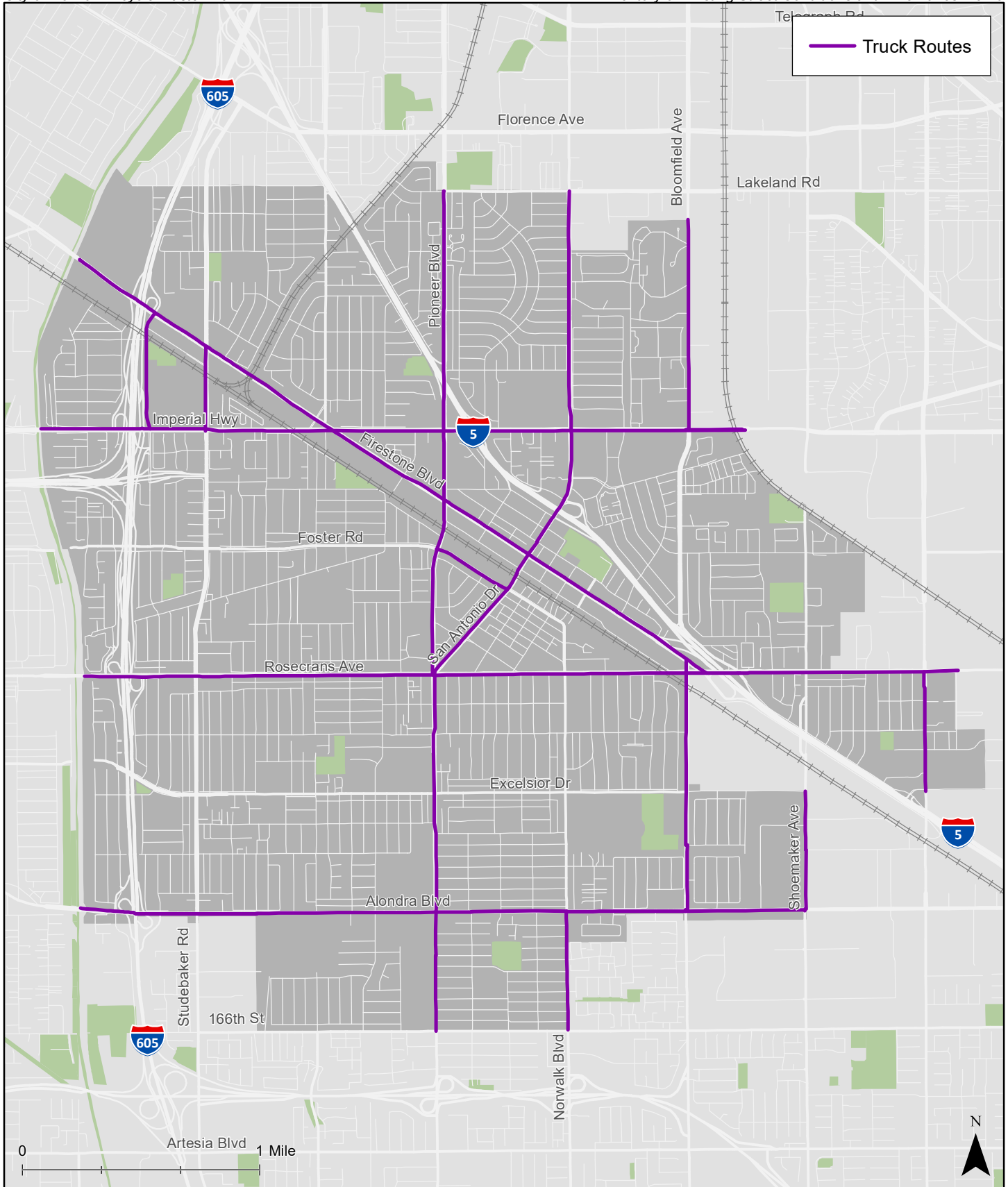
Foster Road is an east-west minor arterial with four travel lanes and includes frontage roads that provide access to residential areas. The speed limit is 35 to 40 mph and lowers to 25 mph in school zones. The ADT ranges from 8,000 to 10,000 vehicles. It is a truck route between San Antonio Drive and Pioneer Boulevard.

Excelsior Drive is an east-west minor arterial with two to four travel lanes and a two-way left-turn lane in some sections. The speed limit is 35 to 40 mph and lowers to 25 mph in a school zone. The ADT ranges from 9,000 to 11,000 vehicles.

Studebaker Road is a north-south minor arterial with four travel lanes and a concrete median. The speed limit is 40 miles per hour, and it is a designated truck route between Firestone Avenue and Imperial Highway. The ADT ranges from 19,000 to 35,000 vehicles.

Bloomfield Avenue is a north-south minor arterial with four lanes in each direction and a two-way left-turn lane in some segments. The speed limit is 40 to 45 mph and it is a designated truck route north of Imperial Highway and south of Firestone Boulevard. The ADT ranges from 11,000 to 18,000 vehicles.

In addition, three freeways run through the city: I-5, I-605, and I-105. There are several on- and off-ramps at these freeways' intersections with arterial roadways in the city, which fall under Caltrans jurisdiction. There are ramps at Alondra Boulevard, Rosecrans Avenue, Studebaker Road, Hoxie Avenue, Imperial Highway, Firestone Boulevard, San Antonio Drive/Norwalk Boulevard, and Carmenita Road. The I-605 on-ramps at Firestone Boulevard, Imperial Highway, Rosecrans Avenue, and Alondra Boulevard include free right turns where entering vehicles do not need to stop or yield. The I-5 expansion project is in progress, during which some of its ramps have been temporarily closed or reconfigured.



**Truck Routes
Norwalk, California**

Figure
4

LAND USE AND DESTINATIONS

The city's land uses are primarily single family residential, as shown in Figure 5. Commercial land uses are primarily along Firestone Boulevard, Imperial Highway Pioneer Boulevard, Rosecrans Avenue, and San Antonio Drive.

Key destinations for cyclists in Norwalk include schools, transit stations, parks, retail, and medical centers, as shown in Figure 6 and documented below. These destination types are important to individuals who are reliant on transit and active transportation, including youth, seniors, and people with disabilities.

SCHOOLS

The city of Norwalk has nearly 30 schools within the city boundaries: eight private schools, 16 elementary schools, four middle schools, three high schools, and an adult school. Cerritos College is also partially within the City limits.

TRANSIT STATIONS

The city of Norwalk has two transit stations: the LA Metro C (Green) Line Station and the Norwalk/Santa Fe Springs Metrolink Station. There are no bicycle facilities connecting the two transit stations.

PARKS

Parks and recreation centers are provided throughout the city. In addition to the several neighborhood parks in the city, the Norwalk Arts and Sports Complex, located on Clarkdale Avenue, includes a recreation center with open space, a skate park, a museum, an aquatics pavilion, and a community center with events and classes for all ages.

RETAIL CENTERS

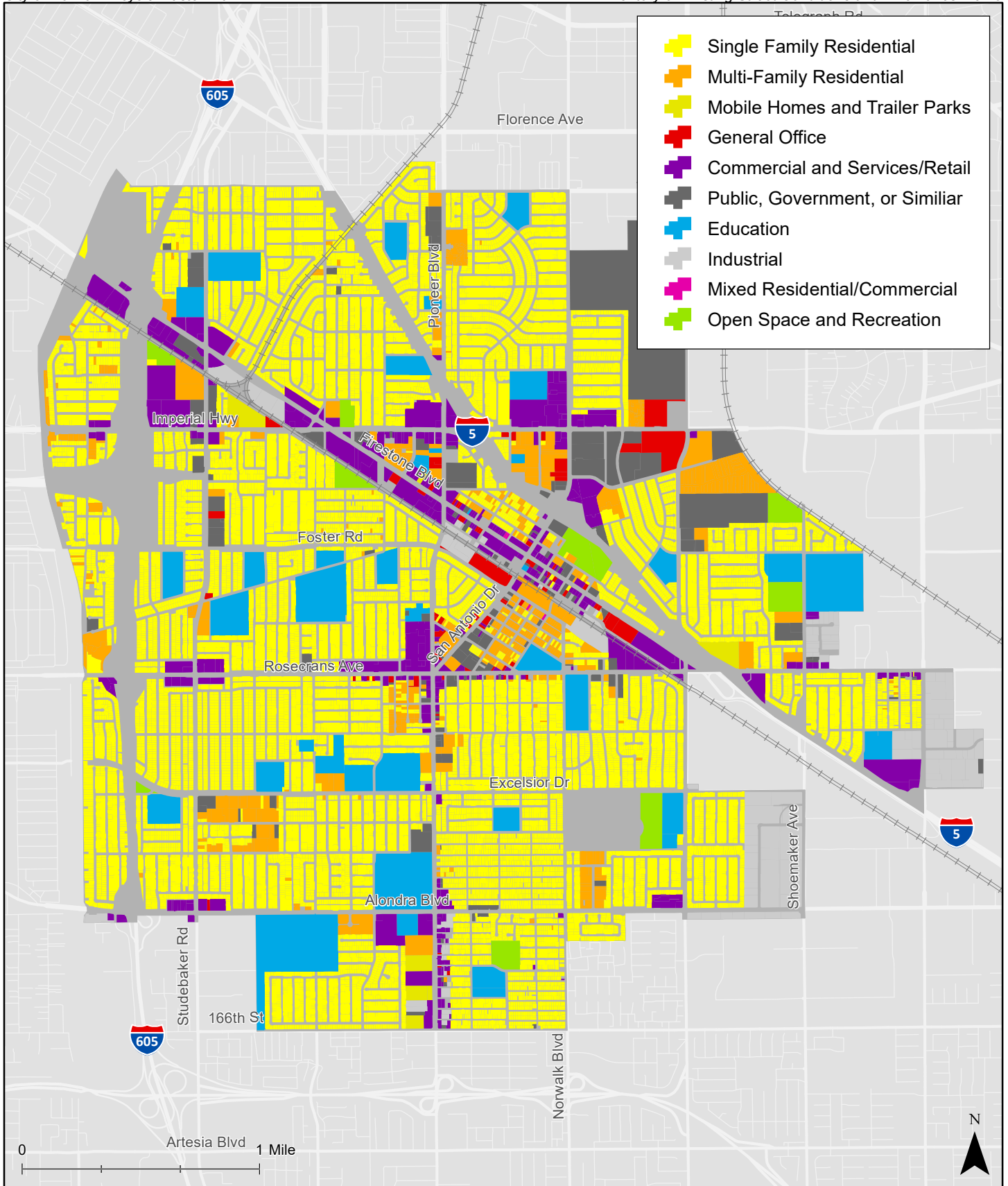
Key shopping areas in the city are located around the following intersections:

- Pioneer Boulevard/Rosecrans Avenue/San Antonio Drive
- Norwalk Boulevard/Imperial Highway
- Studebaker Road/Firestone Boulevard
- Studebaker Road/Rosecrans Avenue
- Norwalk Boulevard/Civic Center Drive

Retail is generally not street-facing; bicyclists and pedestrians must navigate parking lots to access these establishments.

MEDICAL CENTERS

Norwalk has two major hospitals: Coast Plaza on Foster Road and Studebaker Road and Metropolitan State Hospital at Norwalk Boulevard and Imperial Highway. In addition, there are a number of medical centers and clinics throughout the city.



Existing Land Uses
Norwalk, California

Figure
5



**Key Destinations
Norwalk, California**

Figure
6

MAJOR EMPLOYMENT CENTERS

The City of Norwalk has a few clusters of employment centers in addition to schools and medical plazas. In particular, City Hall is located near the courthouse and sheriff's station on Civic Center Drive. A large industrial district is located in Santa Fe Springs, just outside of the City boundary to the east. This area has warehouses, distribution centers, and industrial suppliers.

BARRIERS TO BIKING IN NORWALK

As documented in the existing conditions inventory, the primary barrier to cycling in Norwalk is the lack of dedicated bicycle facilities throughout the city. Barriers to cycling and/or to implementing bicycle facilities are documented below.

- **Lack of bicycle facilities:** Given the lack of bicycle facilities, bicyclists must share the road with vehicles or share sidewalks with pedestrians to get to destinations within the city or regional destinations such as the San Gabriel River Trail.
- **Uncomfortable, vehicle-oriented facilities:** The primary transportation network in the city consists of arterial roads with an emphasis on vehicles. Arterial roads tend to have higher speeds than local streets and serve a large number of vehicles (often tens of thousands per day). These facilities create stressful conditions which could discourage bicycling. In addition, some intersections (including along Firestone Boulevard) are skewed with wide right-turn lanes. The intersection of Pioneer Boulevard, Rosecrans Avenue, and San Antonio Drive (a five-legged intersection with a wide footprint) is in the middle of the city; its size and configuration makes maneuvers such as left turns difficult on a bike.
- **Freeway ramps and overpasses:** Three freeways surround the city, which means that bicyclists must often pass at least one to enter or exit the city. Ramps can be a barrier for bicyclists to cross, most significantly at the free-right turn at the I-605 ramps. It should be noted that these facilities are under Caltrans jurisdiction, which must be addressed when planning bicycle facilities at these locations. In addition, freeway overpasses are dark, noisy, and uncomfortable for bicyclists and can also serve as a constraint to implementing bike lanes along intersecting arterials.
- **Lack of transit accessibility:** Bicycle access to the two transit stations is generally limited. At the Norwalk/Santa Fe Springs Metrolink Station, there are no bikeways on Imperial Highway (which is built out). At the (C) Green Line Station, there are no bike facilities on Imperial Highway and on Hoxie Avenue, where bicyclists must also navigate freeway ramps and buses; there is also no access from the south side of the station on Foster Road. In addition, there are no bikeways connecting these two transit stations, which serve as hubs for multiple bus routes.
- **Rail lines:** Two sets of freight/passenger rail tracks run through the city and cross streets at-grade. In addition to serving as a physical barrier to bicycling, these tracks and associated safety concerns need to be addressed should any bikeways be planned to bisect them.
- **On-street parking:** The presence of on-street parking on some roads such as Firestone Boulevard could serve as a barrier to implementing bike lanes if adjacent homeowners or businesses oppose reallocating curb-to-curb width to bike lanes.
- **Retail parking lots:** Retail centers are generally surrounded by parking lots (as opposed to being street facing) meaning that bicyclists must navigate parking spaces and drive aisles to access stores and other establishments. In addition, there are frequent parking lot driveways along arterials that serve as conflict zones for bicyclists.
- **I-5 expansion project:** This project is in progress and has resulted in recent changes to the I-5 ramp configurations within the city. As this project is completed and conditions near the ramps and freeway frontages are finalized, this BMP's recommendations must be flexible to ensure implementation remains feasible.



Intersection of Pioneer Boulevard, Rosecrans Avenue, and San Antonio Drive



I-605 on-ramp at Rosecrans Avenue



I-605 overpass at Rosecrans Avenue



Railroad crossing at Orr and Day Road

However, there are also several opportunities to implement bikeways in the city. For example, streets such as Bloomfield Avenue have wide outside travel lanes which can be narrowed to install dedicated bike lanes. In addition, the recent Foster Road roadway reconfiguration project shows that there can be support for reallocating street spaces on streets with excess vehicular capacity that travel through residential areas.



Wide outer vehicle lane on Bloomfield Avenue

ANTICIPATED FUTURE BACKGROUND CONDITIONS

This section includes a review of anticipated changes to the circulation network and land uses in the city, to ensure that recommendations made during the BMP process are compatible with future baseline conditions.

Planned Transportation Network

Anticipated changes to the transportation network in the city are shown in Figure 7 and discussed below:

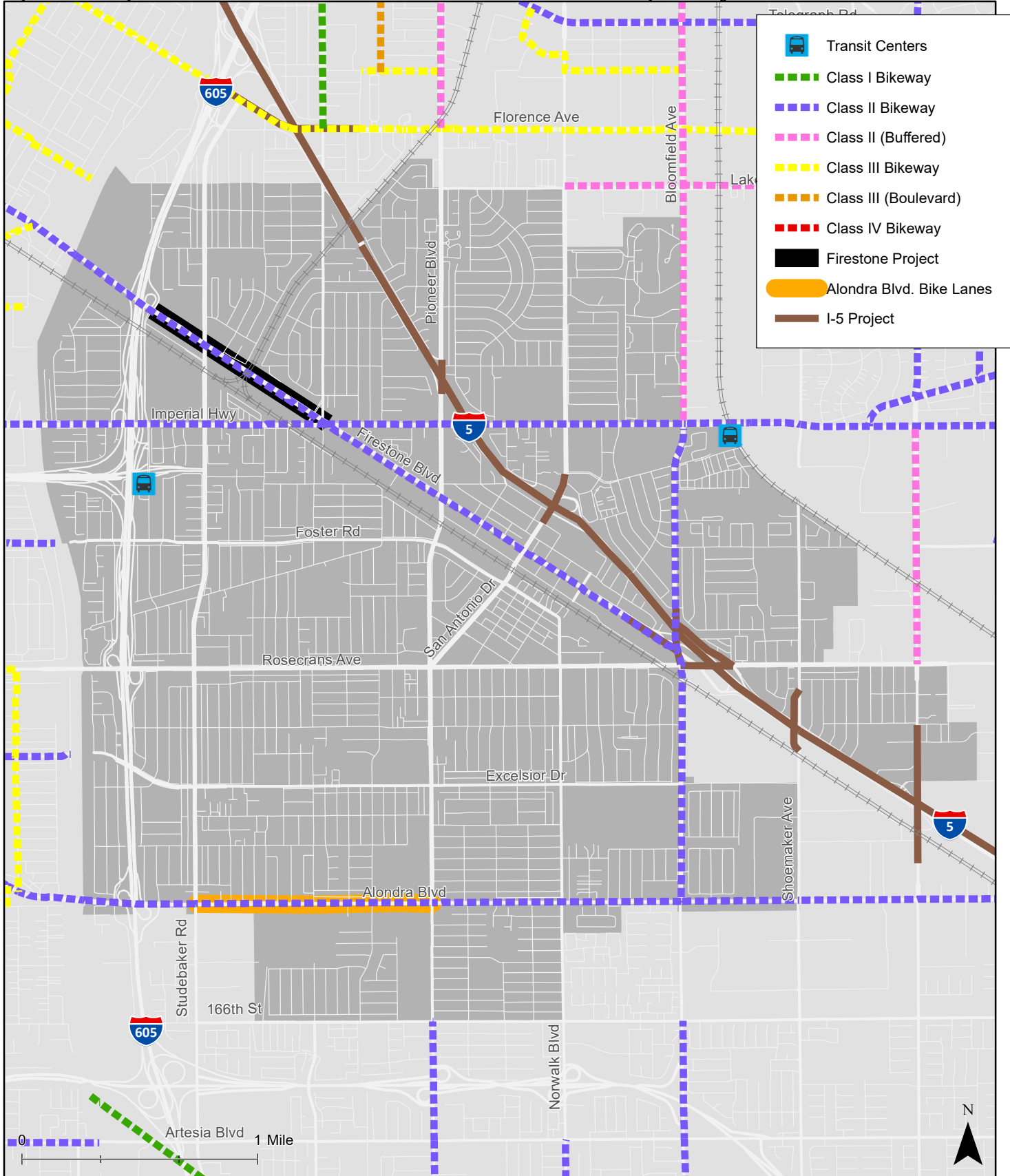
- **Bikeways:** Planned bikeways are shown in Figure 7. These bikeways are based on information provided in the Gateway Cities Council of Governments (GCCOG) Strategic Transportation Plan (STP) Active Transportation Element (March 2016), County of Los Angeles Bicycle Master Plan (March 2012), Bellflower-Paramount Bike & Trail Master Plan (September 2016), City of Cerritos Bikeways Map (August 2018), Santa Fe Springs Active Transportation Plan (November 2020), and Southern California Association of Governments (SCAG) shapefile of existing and planned bikeways in the region (June 2020). In particular, the following two projects are planned:
 - **Firestone Boulevard Bike Lanes:** The ongoing Firestone Boulevard improvement project has proposed Class II bike lanes along the segment between Imperial Highway and I-605, achieved through the removal of on-street parking.
 - **Alondra Boulevard Bike Lanes:** As part of the Alondra Active Transportation Improvement Project, the City will construct Class II bike lanes in both directions between Studebaker Road and Pioneer Boulevard within the existing right-of-way. This project will also include pedestrian improvements and a safety zone planter to separate bicyclists and pedestrians from the road.
- **I-5 Project:** Caltrans has invested approximately \$2 billion to improve segments along I-5 between the Orange County line and I-605 (San Gabriel River Freeway) to enhance safety, add traffic lanes, encourage ride sharing through new high-occupancy vehicle (HOV) lanes, decrease surface street traffic, and help improve air quality. Projects include HOV lanes, mixed-flow lanes, interchange modifications, pedestrian overcrossings, and frontage road modifications. Within the city, improvements have been made and are continuing to be made at Carmenita Road, Florence Avenue, Pioneer Boulevard/Imperial Highway, Rosecrans Avenue/Bloomfield Avenue, and Valley View Avenue, as shown in Figure 7.
- **LA Metro 2020 Long Range Transportation Plan (LRTP):** According to the 2020 LRTP, planned transit improvements include the C/Green Line extension to Torrance, which would extend the range of the C/Green Line westward. This project is anticipated to be completed in 2030. The LRTP also includes the C/Green Line eastern extension into Norwalk; however, this project is anticipated to be completed in 2057, which is beyond the range of the LRTP.

Planned Land Uses

Planned land uses according to the City's current General Plan are shown in Figure 8. As shown in the figure, land uses in the city will continue to be predominantly single family residential. Major changes to land use in the city are not anticipated, although there are several parcels which switch from industrial to commercial/retail, from industrial to office, and from single family residential to multi-family residential along Firestone Boulevard, San Antonio Drive, and Imperial Highway.

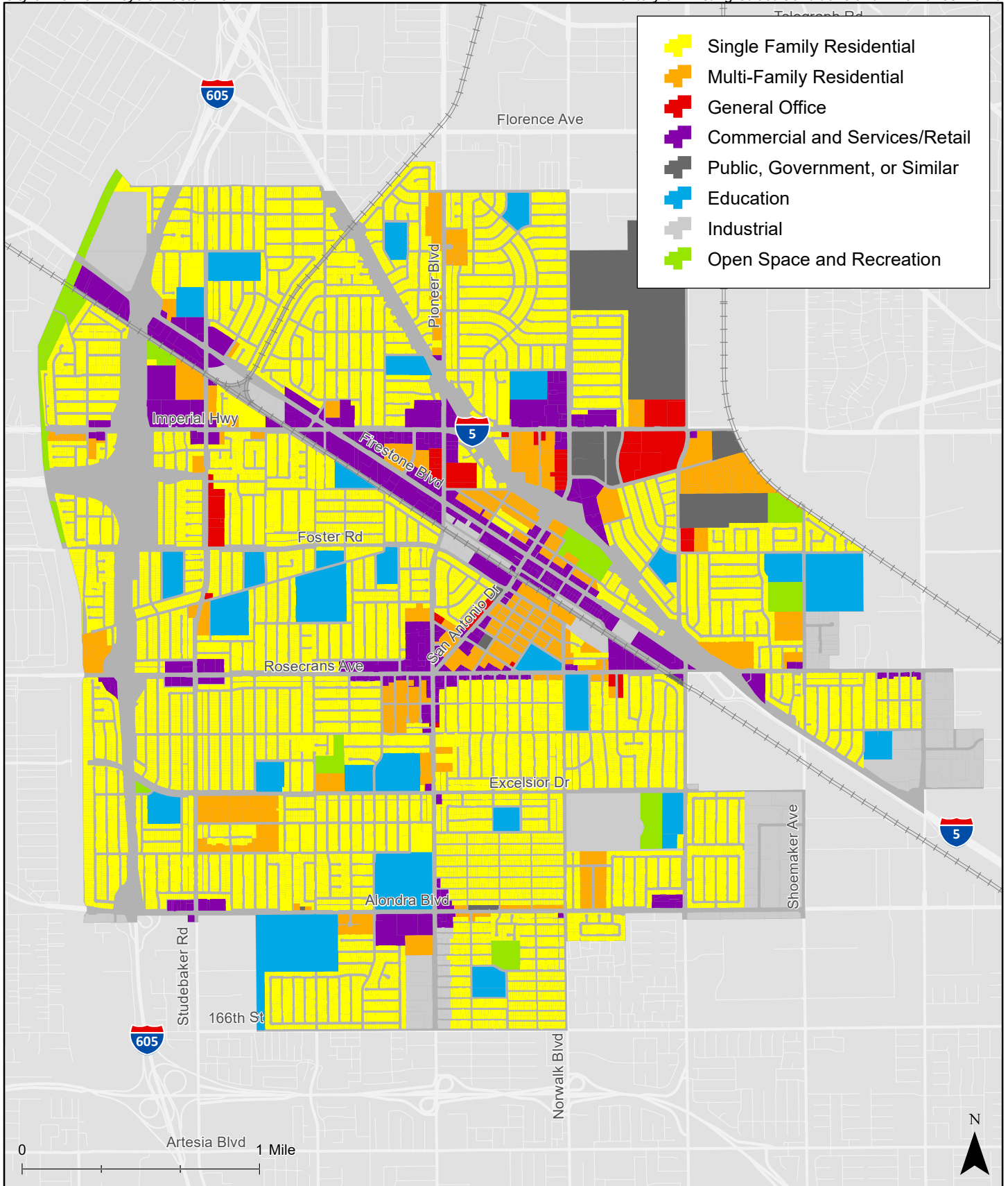
The Southern Youth Correctional Reception Center and Clinic, which was located on the east side of Bloomfield approximately 800 feet south of Civic Center Drive, permanently closed in early 2012. It is anticipated that the

site will be redeveloped with office and multi-family residential uses, per the General Plan's land use designations for the site.



Planned Transportation Network
Norwalk, California

Figure
7



- Single Family Residential
- Multi-Family Residential
- General Office
- Commercial and Services/Retail
- Public, Government, or Similar
- Education
- Industrial
- Open Space and Recreation

**Planned Land Uses
Norwalk, California**

**Figure
8**

Number	Street Name	Begin	End	Centerline Distance (miles)	Curb to Curb Width (feet)	Raised Median Yes or No?	Number of Thru Lanes	On Street Parking Yes or No?	Posted Speed (mph)	Type	Note	Column1
1	Firestone Blvd	San Gabriel River/ City Limit	Bloomfield Ave		100 (City Limit -Target), 95 (to Hoxie), 90 (to Elmcorft), 85 (Stater Bros- Imperial), 95 (to Envision Norwalk Auto Service), 80 (to Caliber Collision), 90 (to Pioneer), 75 (to Silverbow), 80 (to Saddleback Square), 90 (to Private Party Lounge), 70 (to Bloomfield)	yes except Clarkdale-Norwalk, Paddision-Kalnor	6 (City Limit- Target), 2EB+3WB (Target-Freeway Ramp), 4 (Freeway Ramp-Elmcorft), 3EB+2WB (Elmcorft-Imperial), 4 (Imperial-Woods), 3EB+2WB (Woods-Wells Fargo Bank), 4 (Bank-Hotel Saddleback), 2EB (Hotel-Bloomfield)	yes	45 (City Limit-Pioneer), 40 (to Bloomfield)	Major		
2	Firestone Blvd	Bloomfield Ave	Rosecrans Ave	0.2	40	no	1EB+2WB	no	15	Minor		
3	Imperial Hwy	San Gabriel River	Bloomfield Ave	2.7	75 (City Limit-510' EB), 85 (to Curtis and King), 80 (to Domart), 85 (to Flatbush), 105 (to underpass), 90 (to 150' East of sidewalk line), 80 (to KFC), 90 (to Imperial Barber Shop), 80 (to 135' West of sidewalk line), 90 (to Studebaker), 80 (to 235' West of raised median), 90 (to Fairford), 85 (to Orr and Day), 80 (to Firestone), 90 (to 30' East of raised median), 80 (to Woods), 90 (to 125' west of raised median), 100 (to Pioneer), 110 (to underpass), 95 (to 145' East of raised median/Paddision), 80 (to Kalnor), 90 (to 165' West of raised median/Norwalk Blvd), 80 (to 120' West of raised median/Norwalk), 90 (to 120' East of raised median/Avenida Manuel), 80 (to 180' West of raised median/Bloomfield),	yes except Benfield-Fairford, Orr & Day-Orr & Day, Pioneer-Imperial	6 (City Limit- Flatbush), 3EB+2WB (to Hoxie), 6 (to Bloomfield)	no	40	Major		
4	Rosecrans Ave	San Gabriel River	Best Ave	3.7	50-100 (Fwy 605), 88 (to Dumont), 80 (to Leibacher), 82 (to 190' east of Leibacher), 93 (to Crossdale), 76 (to 190' east of Sylvanwood), 78 (to Jersey), 80 (to Front), 84 (to Bloomfield), 118-115 (to Firestone), 80 (to Shoemaker)	yes except City Limit Flatbush	4 (City Limit-Fwy 605), 2EB+3WB (to Crossdale), 4 (to Flallon), 2EB+3WB (to Arlee), 4 (to Fwy 5), 2EB+3WB(to Best)	yes except City Limit-Studebaker, Bloomfield-Seaforth, Cameo-Shoemaker, Dinah-Best	40 (City Limit-Devlin), 35 (to Funston), 25 (to Cameo), 40 (to Best)	Major		
5	Alondra Blvd	San Gabriel River	Shoemaker Ave		74-92 (City Limit/San Gabriel River-Leibacher), 84 (to Gridley), 82 (to 380' east of Maidstone), 84 (to Norwalk), 82 (to Belshire), 84 (to Shoemaker)	yes	3 (City Limit-150' West of Studebaker), 2EB+3WB (to 300' East of Studebaker), 2 (to Shoemaker)	yes except City Limit-Graystone, to EB 400' East of Elaine, WB Maidstone-380' East of Pioneer, Norwalk-Mandris EB, Madris-Shoemaker	40	Major	Studebaker to Pioneer: proposed Class II bike lanes, improve sidealk, remove 12 tress, install 24 ped safety lights, resurface and widen sidewalk, add 2 ADA ramps, install safety zone separate bkie/ped form the road	info from document <i>Alondra ATP draft PES</i> sent by Arturo and Michael Sahimi
7	San Antonio Dr	Santa Ana Fwy	Rosecrans Ave	0.9	130 (I-5 NB Ramps to I-5 SB Ramps), 80 (to Pine), 78 (to Sycamore), 76 (to Orange), 80 (to Rosecrans)	yes	6 (under the Santa Ana Fwy overpass, 3NB+2SB (to Olive), 4 (to Sproul), 2NB+3SB (to 130' north of Foster), 4 (to Orange), 2NB+3SB (to Rosecrans)	yes except Santa Ana Fwy-Olive, Firestone-Foster, SB Foster-Pine	40 except Santa Ana Fwy-Olive	Major		
12	Pioneer Blvd	Lakeland Rd	Rosecrans Ave	2	76 (Lakeland-Crewe), 80 (to Imperial), 80 (to Front), 75 (to Brimley), 78 (to 160' north of Rosecrans), 82 (to Rosecrans)	yes	4 (Lakeland-Crewe), 2NB+1SB (to overpass), 1NB+2SB (to Imperial), 4 (to Brimley), 2NB+3SB (to 160' north of Rosecrans), 4 (to Rosecrans)	yes except Crewe-250' south of Imperial, Union-railraod track, SB railroad track-Foster, SB Brimley-Rosecrans	40 (Lakeland-Brimley), 25 (to Orange, 40 (to Rosecrans)	Minor		
8	Pioneer Blvd	Rosecrans Ave	166th St	1.5	80 (Rosecrans-Excelsior), 78 (to Hopland), 80 (to Nava), 82 (to Hayford), 84 (to 160th), 80 (to 166th)	yes	4	yes exept Rosecrans-NB 160' north of Pioneer, SB Pioneer-Mapledale, SB Ferina-Alondra	40 (Rosecrans-Molette), 25 (to Nava), 40 (to 166th)	Major		
9	Carmenita Rd	Rosecrans Ave	Santa Ana Fwy	0.5	81 (Rosecrans-Mapledale), 84 (to 500' north of Excelsior), 95-112 (to Excelsior), 125 (Santa Ana Fwy)	no except Rosecrans-310' south of Rosecrans, Excelsior-Santa Ana Fwy	4 (Rosecrans-100' south of Rosecrans), 3NB+2SB (to Mapoledale), 6 (to Santa Ana Fwy)	no except SB Rosecrans-Mapledale	40	Major		
10	Studebaker Rd	Cecilia St	Alondra Blvd	3.1	80 (Cecilia-Kenney), 78 (to Firestone), 80 (to Littchen), 78 (to Tonibar), 80 (to 330' south of Leffingwell), 78 (Van Ruiten), 94 (to Rosecrans), 92 (to Liggett), 76 (Mapledale), 78 (to Excelsior), 80 (to Hayford), 84 (to Alondra)	yes	4	yes except SB Hayford-Alondra	40 (Cecilia-350' north of Kenney), 25 (to Dune), 40 (to 300' north of Excelsior, 25 (to Ferina), 40 (to Alondra)	Minor		
11	Orr and Day Rd	Cecilia St	Imperial Hwy	1	40 (Cecilia-Cresson), 48 (to Elizabeth), 56 (to Beaty), 40 (to Gettysburg), 44-90 (to the fork), 30 (to Firestone)	no	2	yes except Gettysburg-Imperial	35	Minor		

13	Bloomfield Ave	650ft south Lakeland Rd	70ft south of Alondra Blvd	3	78 (City Limit/Lakeland-Imperial), 84-80 (Imperial-Civiv Center), 78 (to Firestone), 99 (to Rosecrans), 80 (to railroad track), 82 (to Alondra)	yes except City limit/Lakeland Rd-Imperial Hwy	4	no except Goller-Markdale, Excelsior-Molette	45 (Lakeland-Imperial), 40 (to Dante), 25 (to 630' South of Foller), 40 (to Excelsior), 25 (to Molette), 40 (to Alondra)	Minor	
14	Shoemaker Ave	Railroad track at Zimmerman Park	Firestone Blvd	0.9	64 (Railroad track-Foster), 62-60 (to Tom White Way), 60 (to Rosecrans), 62 (to overpass entrance), 46 (to porkchop), 40 (to Firestone Blvd)	no	2 (Railroad track-Foster), 4 (to Liggett), 2 (to Firestone Blvd)	yes except SB Belfair-220' North of Rosecrans, to Rosecrans, to Liggett, SB Liggett-overpass entrance	25 (Foster-Belfair), 30 (to Firestone Blvd)	Minor	
15	Shoemaker Ave	Excelsior Dr	Alondra Blvd	0.5	64	no	4	no	40	Minor	
6	Norwalk Blvd	Lakeland Rd	I-5 Freeway	1.3	78 (Lakeland-Shy), 76 (to Crewe), 78 (to Everest), 82 (to 170' north of Imperial), 93 (to Imperial), 80 (to Civic Center), 90 (to Adoree)	yes	4 (Lakeland-Everest), 3SB+2NB (to Gettysburg), 6 (to Imperial), 2NB+3SB (to 100' south Norwalk), 6 (to 200' south of Civic Center), 4 (to Adoree), 3NB+2SB (to Santa Ana Fwy)	no	45 (Lakeland-Cyclops), 40 (to Imperial), 35 (to Santa Ana Fwy)	Major	
16	Norwalk Blvd	Sproul St	Front St	0.1	40	no	2	yes	n/a	Minor	
18	Norwalk Blvd	Foster Rd	166th St	1.7	64 (Foster-Sheridan), 60 (to Rosecrans), 44 (to Lindale), 43 (to Mapledale), 56 (to Excelsior), 64 (to 166th)	no	4 (Foster-Walnut), 1SB+2NB (to Mapledale), 4 (to 166th St)	yes except Sheridan-Rosecrans, SB Rosecrans-Mapledale, 130' South of Nava-Alondra, NB 160th-166th	35 (Foster-Rosecrans), 25 (to Mapledale), 40 (to Alondra), 45 (to 166th St)	Minor	
17	Foster Rd	Curtis and King Rd	Norwalk Blvd	2	29 (Curtis and King-Lefloss North), 60 (to Studebaker), 56 (to Gridley), 60 (to Leffingwell-Jersey), 56 (to Pioneer), 62 (to Arlee), 64 (to Norwalk)	no	2 (Curtis and King-Pioneer), 4 (to Kalnor), 1EB+2WB (to Funston), 4 (to Norwalk)	Yes west of Studebaker, no between Studebaker and Fairford, yes between Fairford and Jersey, no east of Jersey to San Antonio, yes east of San Antonio.	30 (Curtis and King-Behrens), 25 (to Studebaker), 35 (to Pioneer), 40 (to San Antonio), 35 (east of San Antonio)	Minor	Revised to account for City "Foster-Striping.pdf" plans.
19	Excelsior Dr	Domart Ave	Bloomfield Ave	2.5	28 (Domart-Flatbush), 60 (to Piuma), 65 (to Lefloss), 56 (to Studebaker), 66 (to Elmcroft), 68 (to Graystone), 63 (to Pioneer), 56 (to Norwalk), 64 (to 160' east of Norwalk), 60 (to Dartmoor), 58 (to Bloomfield)	no	2 (Domart-Piuma), 2EB+1WB (to Fwy 605), 4 (to Pioneer), 2 (Norwalk), 2EB+1WB (to Thornlake), 4 (to Seaforth), 1EB+2WB (to Wheatstone), 3 (to Dartmoor), 2EB+1WB (to Bloomfield)	yes except EB Domart-Piuma, Piuma to Dumont, WB Dumont-Leibacher, Leibacher-Studebaker, WB Studebaker-Elmcroft, WB Corby-Pioneer, Thornlake-Bloomfield	35 (Domart-Dumont), 25 (to Allingham), 40 (to Sylvanwood), 35 (to Gard), 25 (to Jersey), 35 (to Norwalk), 40 (to Seaforth), 25(to Bloomfield)	Minor	
20	166th St	Elmcroft Ave	Norwalk Blvd	1.3	52 (Elmcroft-Mapes), 64 (to Pioneer), 62 (to Parkside), 64 (to Norwalk)	no	4	no except Harvest-Jersey, Pioneer-Norwalk	40 (Elmcroft-Maidstone), 25 (to Alburts), 35 (to Parkside), 40 (to Norwalk)	Minor	
21	Lakeland Rd	Pioneer Blvd	Norwalk Blvd	0.5	38	no	2	yes except NB Zeus-210' West of Fulton	35, 25 school zone	Minor	



APPENDIX B
Community
Engagement Summary
Memo and Materials

MEMORANDUM

November 9, 2021

Project #24828

To: Monica Rodriguez – City of Norwalk
From: Michael Sahimi – Kittelson & Associates
RE: Norwalk Bicycle Master Plan - Community Engagement Summary

Kittelson & Associates, Inc. (Kittelson) is preparing the Bicycle Master Plan (BMP) for the City of Norwalk, California. To inform the development of the draft bicycle network and policies/programs, four strategies were used to engage the community and relevant stakeholders and gather feedback. This feedback will inform the recommendations as part of the BMP. The strategies are as follow:

- Bicycle Advisory Committee
- Online Survey
- Virtual Workshops
- Stakeholder Specific Webinars

This document summarizes feedback received during this initial phase of the public outreach. Additional information regarding the community engagement strategy is provided in the *Community Outreach Plan* (January 2021).

BICYCLE ADVISORY COMMITTEE

The Bicycle Advisory Committee (BAC) is a collection of stakeholders representing various agencies and community groups. Members of the BAC consist of the following:

- Caltrans
- Gateway Cities Council of Governments (GCCOG)
- Los Angeles County Metropolitan Transportation Authority (LA Metro)
- Los Angeles County Bicycle Coalition (LACBC)
- City of Norwalk / Norwalk Transit System (NTS)
- Metropolitan State Hospital
- Norwalk-La Mirada Unified School District
- Little Lake City School District
- Whittier City School District
- Los Angeles County Sheriff's Office
- City of Norwalk Engineering Division
- Los Angeles County Department of Public Health

The first BAC meeting occurred on February 18, 2021. In addition to obtaining general feedback from BAC members, the meeting included a “walkshop” of critical locations in the city to obtain suggestions and feedback on conditions and improvements. Given the ongoing COVID-19 pandemic, this meeting was conducted virtually.

General comments made during the meeting include the following:

- Children generally do not bike to school, due to major intersections and parental concerns.
- A small population of K-12 students and staff bike to school.
- Separated/protected bike lanes are preferred, with more definition and colored pavement to raise awareness of bicyclists.
- There are few side-street alternatives for biking in the city. There are primarily major roads with high speeds. Physical barriers are preferred, with a high level of protection on major streets.
- Access to schools is important.
- There are several locations with bike conflicts in the City. This includes Imperial Highway, which carries large numbers of commercial traffic through several cities. The City noted that LA Metro offered money for Imperial Highway bike lanes, but several Cities declined the offer.

Location-specific feedback and suggestions include the following:

- **Pioneer/Rosecrans/San Antonio intersection:** You currently must cross as a pedestrian; the northbound approach is intimidating since a bicyclist would have to take a lane. Signage should be added, as well as green bike boxes with bike signals. There is a church to the north, which is a potential biking destination.
- **Green Line Station:** A southern access for bicyclists and pedestrians is needed; it would improve connectivity from the river trail. Access via Imperial Highway is very uncomfortable for bicyclists. Gates on Foster were originally closed to vehicles due to traffic impacts on local streets; consider adding bike/pedestrian gates.
- **Metrolink Station:** A side-street connection (if possible) is preferable, due to Imperial Highway being uncomfortable with little room for bikes.
- **Bloomfield (south of Civic Center):** There is a planned TOD on the east side of Bloomfield. The TOD plans are conceptual at this time, but there may be opportunities to connect bike lanes on Bloomfield to this planned development. The BMP should share such opportunities.
- **Bloomfield/Firestone/Rosecrans intersections (near I-5):** There are several vacant parcels of land in this area where the intersections converge. They are zoned C-3, owned by the City, and would potentially be commercial development.

The LA Metro representative was unable to attend the meeting and provided feedback through email and summarized below:

- A bike/pedestrian connection to the Green Line station from Foster Road may face regulatory barriers but would likely not be controversial compared to other methods to improve access to the station.
- There are infrastructure barriers to bike connectivity in the city: three freeways with interchanges and ramps, multiple railways, and arterial streets that are narrow and high speed.
- Bike lanes on major arterials may be infeasible due to lack of bicyclists' comfort, little room (without vehicle lane removals), and fast-moving traffic.
- Addressing collision hot spots should be the highest priority, but the BMP should also look at countermeasures other than bike infrastructure.
- The BMP should also address safety in terms of gang violence and similar issues, in addition to safety from cars.
- Bicycle boulevards on local streets can be used to connect communities when faced with physical constraints on major arterials.

The Metropolitan State Hospital (MSH) representative was unable to attend the meeting and provided feedback through an online map, summarized below:

- There are few safe, rideable, and complete street options to get to/and from MSH.

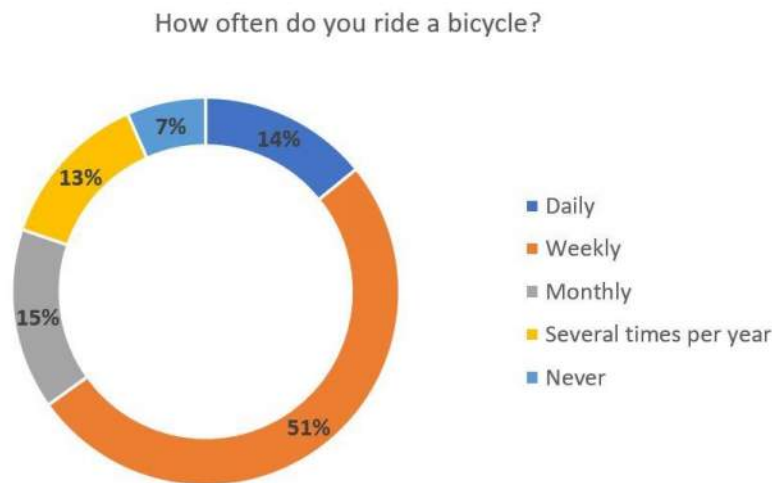
- Santa Fe Springs/Bloomfield and Florence are avoided due to the railroad undercrossing slopes, which often have broken glass.
- Painter/Carmenita is avoided since it lacks marked bikeways and has fast-moving and heavy traffic.
- Greenleaf/Shoemaker and Lakeland both have at-grade railroad crossings, which are more comfortable for biking, and have some marked bikeways. But the bikeways are not consistently present, and the road becomes narrow with large trucks traveling fast.
- While biking on sidewalks isn't legal, it is often the only safe choice.

ONLINE SURVEY

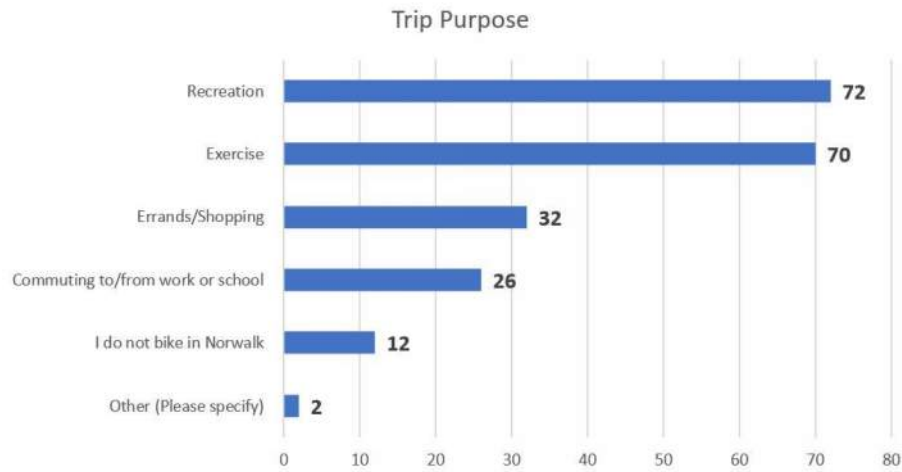
Starting in February 2021, an online survey was posted on the City's website and social media accounts to allow community members to provide information on their experience biking in Norwalk, key biking destinations, and other information that would help in the development of the BMP. The survey was available in both English and Spanish, and was closed to response in May 2021. In total, 107 people responded to the survey. The results of the survey are summarized below.

Survey Responses

Nearly two thirds of respondents ride a bicycle once a week or more. Only 7% said they never ride a bicycle.



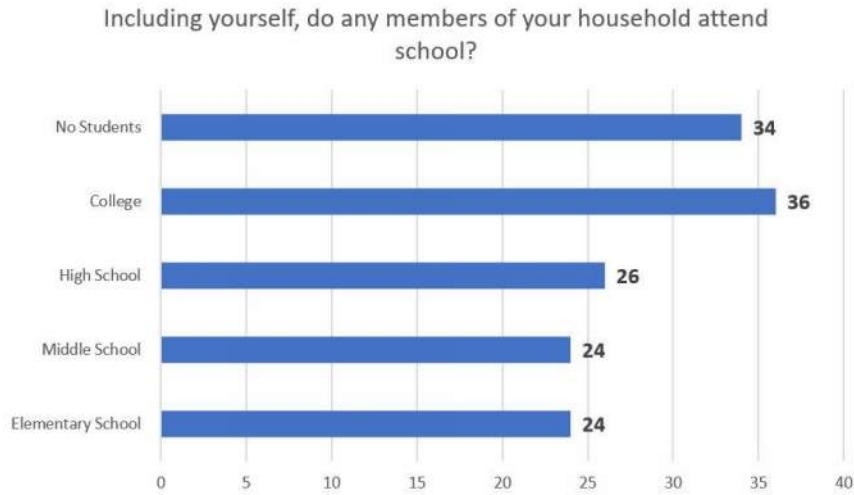
Recreation and exercise are the most common trip purposes when biking. A smaller group of respondents bike for errands/shopping or for commuting.



When asked to describe their biking ability, a third of respondents are comfortable biking on low-volume streets. A quarter of respondents stated they are only comfortable riding on separated paths. Another quarter of respondents stated they are comfortable riding a bike on roads with higher traffic volumes and speeds, as long as there is a bike lane.

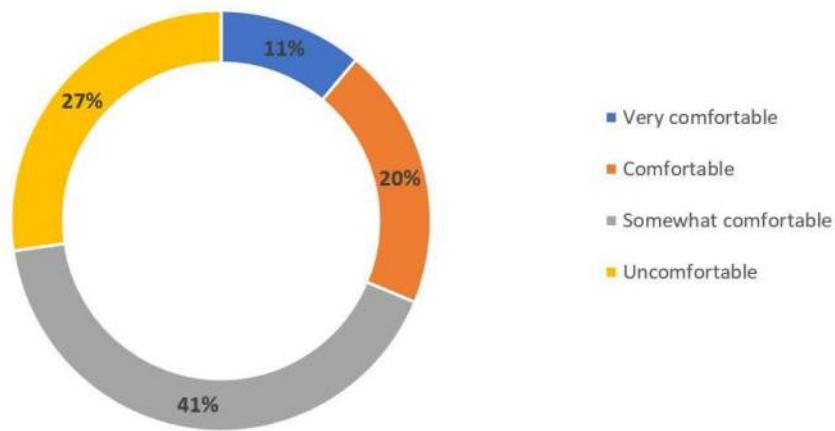


Most respondents have at least one household member attending school. There is an even distribution among high school, middle school, and elementary school students. A slightly higher number of respondents or themselves or have a household member in college. Only 34 respondents do not have any students in their households.



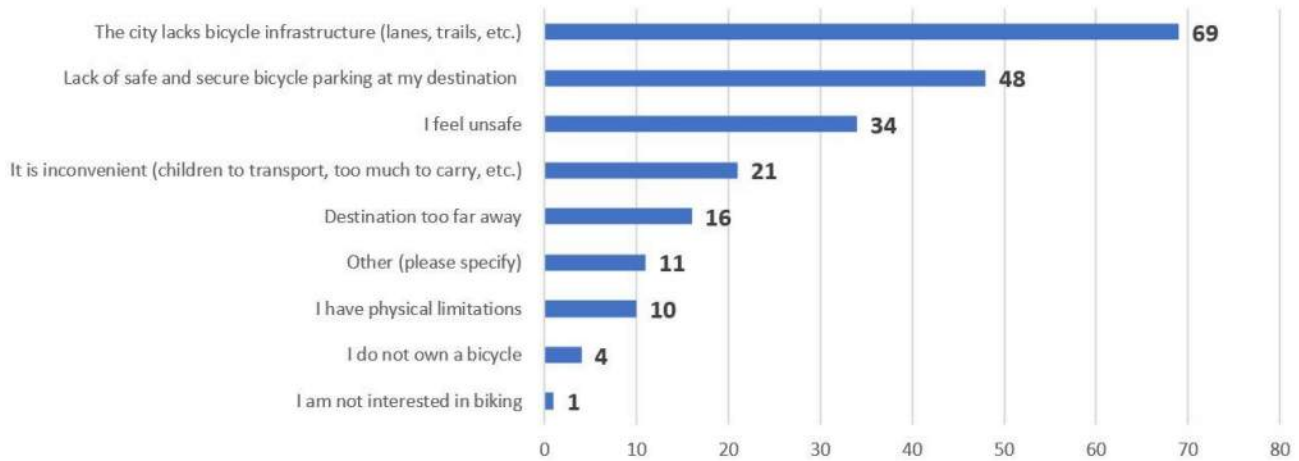
Almost a third of respondents are comfortable or very comfortable riding a bike in Norwalk. The remaining respondents are only somewhat comfortable or uncomfortable.

Describe your comfort level riding a bike in Norwalk



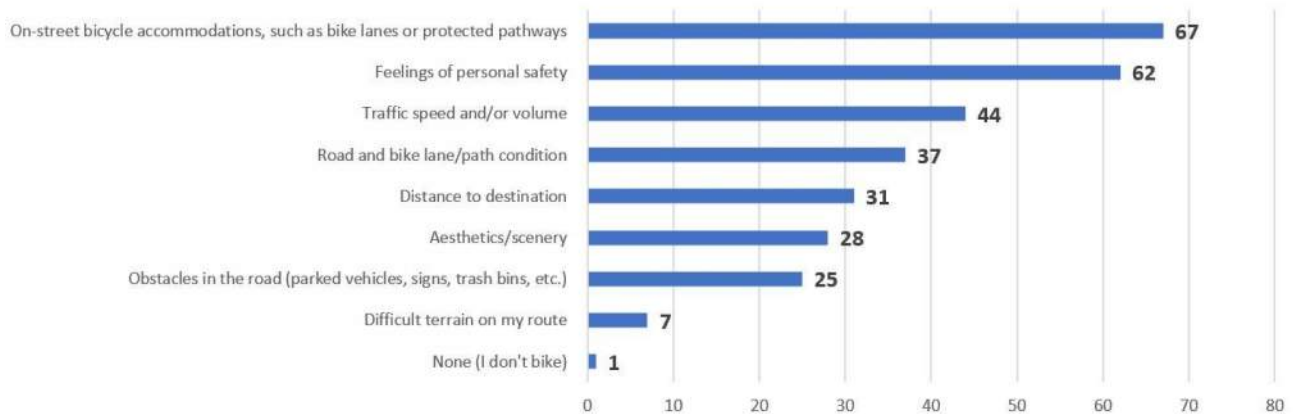
The top reason cited for not biking in Norwalk more frequently is a lack of bicycle infrastructure in the city. The second most common reason is a lack of safe and secure bicycle parking at destinations, and the third most common reason is a general sense of feeling unsafe.

Top Reasons for Not Biking More Frequently



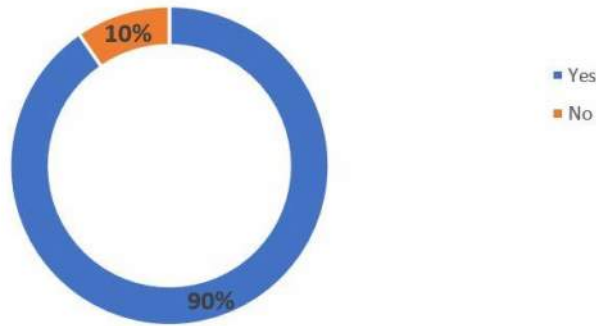
The top two factors respondents consider when choosing a biking route are the presence of bicycle facilities and feelings of personal safety. This finding corresponds with the top reasons why people do not bike more frequently. Traffic speed and/or volume is also a significant factor in choosing a bike route in the city.

Top Factors When Choosing A Bike Route



90% of respondents said more bike infrastructure and/or bicycle parking at destinations would likely increase the chance they ride their bike. This matches previous results and suggests that emphasizing dedicated bicycle infrastructure will likely have a large effect on how often people bike in Norwalk.

Would the addition of bike infrastructure/parking or other amenities at a destination increase the likelihood of you riding your bike?



Respondents were asked to identify their least favorite places or streets to bike. Most of the major corridors through Norwalk were identified. Rosecrans Avenue, Imperial Highway, and Pioneer Boulevard were mentioned most often. All three are divided roadways with a center median. Rosecrans Avenue and Imperial Highway are east-west corridors that travel through Norwalk and provide key access to Interstate 605. The Norwalk Green Line Metro Station is accessible off of Imperial Highway. Pioneer Boulevard is a north-south street in the middle of Norwalk and provides access to commercial activity downtown. The intersection of Rosecrans Avenue and Pioneer Boulevard is a five-leg intersection that multiple respondents identified as a problem intersection.

When asked to identify their favorite places or streets to bike, many respondents said the San Gabriel River Trail. Respondents also listed residential streets with lower vehicle volumes, such as Foster Road and Excelsior Drive.

Respondents were asked if they had any thoughts about challenges or locations they would like to see addressed. The most common suggestion was a desire for more bike lanes. People specifically want bike lanes that provide better connections to the San Gabriel River Trail, the Metro Green Line Station, and town square.

Respondents were also asked which destinations they currently access or wish they could access by bike. Respondents want better bike access to various destinations including the San Gabriel River Trail, the Metro Green Line Station, the Norwalk Transit Center, local schools and universities, and town square and other retail destinations.

Online Map

In addition to the survey questions, respondents were able to use an online map to provide additional location-specific comments. Feedback generally aligned with what was provided through the open survey questions. 87 comments were provided on the map, summarized below. Comments generally fell into the following categories:

- Improve bike access to the Green Line Station with new access points. The current connection via Imperial Highway and Hoxie Avenue is uncomfortable. The majority of comments focused on access via Foster Road, but a few comments also indicated support for access directly from Studebaker Road. (18 comments)
- Add bike lanes on San Antonio Drive/northern segment of Norwalk Boulevard (e.g., connect to Civic Center or NASC). (10 comments)

- Extend the new Foster Road bike lanes and other improvements east of Boulevard, or general comments in support of the Foster Road bike lanes and/or greenbelt. (9 comments)
- Improve bike access to/from Cerritos College (e.g., bike lanes on Studebaker Road or Alondra Boulevard). (8 comments)
- Add bike facilities and/or improve conditions along Rosecrans Avenue. (6 comments)
- Add bike facilities and/or improve conditions along Excelsior Drive, including improving connectivity to the San Gabriel River Trail. (6 comments)
- Add bike lanes or a path along Firestone Boulevard, including improving connectivity to the river trail. (6 comments)
- Add bike lanes or improve conditions on Pioneer Boulevard south of Rosecrans Avenue. (4 comments)
- Improve Alondra Boulevard connectivity to the river trail). (4 comments)
- Add bike facilities along the southern section of Norwalk Boulevard. (2 comments)
- Storm drains on some streets such as Imperial Highway form an unsafe barrier to biking. (1 comment)
- Improve bike connectivity to Norwalk High School. (1 comment)
- Add bike wayfinding/signage for destinations in the city. (1 comment)
- Install secure bike racks at retail locations, including small corner stores, to make it easier to use a bike for a quick pick up. (1 comment)
- Improve bike connectivity between Green Line and Metrolink stations. (1 comment)
- Add bike lanes on Bloomfield Avenue. (1 comment)

VIRTUAL WORKSHOP #1

The first community workshop was held on Thursday, February 25, 2021. Given the ongoing COVID-19 pandemic, the workshop was held virtually over Zoom. The City shared the workshop information and registration link on its website and social media platforms, and Kittelson shared it with stakeholder groups. Eight members of the public attended the workshop.

The purpose of the workshop was to introduce the project to the public and obtain feedback on existing bicycling conditions in the City. The workshop included a few preliminary questions for attendees:

- 86% lived in the city and 14% worked in the city
- Approximately 55% biked daily or weekly
- Approximately 85% felt uncomfortable or somewhat uncomfortable biking in the city
- Approximately 70% rode bicycles for recreation, 55% for exercise, and 45% for errands/shopping
- In terms of BMP focus areas, 100% supported safety, 75% supported accessibility, and 38% supported education and encouragement programs

The workshop was framed around three sets of questions. These questions and response highlights are provided below.

Where would you like to see bike facilities? What type?

- Excelsior Drive
- Norwalk Boulevard (northern section) and San Antonio Drive
- Mapledale Street
- Bike parking near retail and Cerritos college
- Imperial Highway
- Firestone Boulevard
- Pioneer Boulevard
- Studebaker Road

- Rosecrans Avenue (with barrier for bikes)
- Southwestern portion of city
- Local residential roads (since they feel safer)
- Access to the Green Line Station from Foster Road

Where do you have concerns about biking? What are some barriers to biking?

- Avoid major streets with high traffic volumes
- Imperial Highway and Rosecrans Avenue have difficult conditions for biking
- Side-streets provide limited north-south or east-west connectivity
- Cars parked on the street and near driveways/intersections, blocking visibility

What destinations do you currently bike to? Where would you like to bike?

- City Hall
- Sports complex
- To neighboring cities
- Cerritos college
- River Trail
- Pat's 605 Cyclery
- Ramona school
- River Trail
- Parks
- Town Center
- Green Line Station and Metrolink Station

VIRTUAL WORKSHOP #2

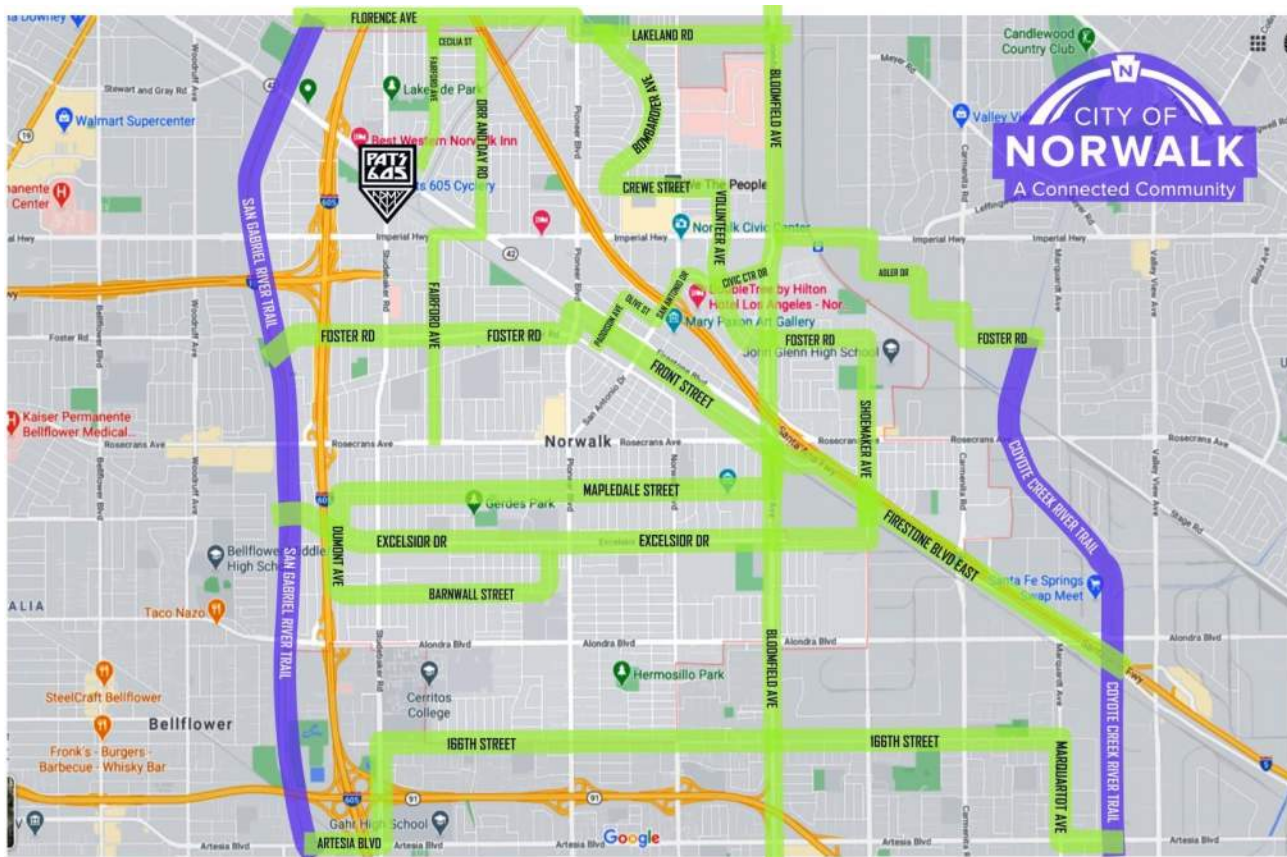
The second community workshop was held on Thursday, April 15, 2021. Similar to the first workshop, it was held virtually over Zoom and was advertised on the City's website and social media platforms and with stakeholder groups. 21 members of the public attended the workshop.

The purpose of the workshop was to obtain input on the types of improvements attendees would support or oppose implementing in their community. Comments received during the workshop are summarized below:

- Bike route wayfinding signage should be implemented.
- Excelsior is a prime candidate for adding protected bike lanes. Vehicle lanes could be removed (similar to Foster Road) or narrowed. It currently provides informal access to the San Gabriel River Trail. That access point should be investigated (for property ownership) and potentially improved.
- Consider bike lanes on Mapledale Street and protected bike lanes on Norwalk Boulevard and Bloomfield Avenue.
- Most participants would be comfortable using buffered bike lanes on major streets, but that would lessen if children would be involved.
- Parking-adjacent bike lanes were not considered favorable by some participants.
- While bike routes with sharrows on low-volume residential streets were supported, there should be a way to safely cross unsignalized intersections at major streets.
- In terms of route selection, people tend to utilize the route that is perceived to be the safest and with less car traffic.
- Traffic should be slowed down with strategies such as traffic circles, reduced vehicle lanes, and medians. Visually narrow the roadway to slow down cars.

- Most participants viewed the recent bike lanes project on Foster Road favorably.
- Strategies such as reducing vehicle capacity on certain roads were generally supported (but context-specific).
- The City of Cerritos improved its San Gabriel River Trail access points. The City of Norwalk should investigate this process and potential coordination with the County of Los Angeles.
- Bike access to the Green Line Station should be improved. This can include access from the north (via Imperial Highway and Hoxie Avenue) or from the east (via Studebaker Road).
- The BMP should also include non-infrastructure recommendations such as safety education for bicyclists and drivers.
- Consider bicycle- and pedestrian-oriented lighting in underpasses.
- Consider redesigning the intersection of Studebaker Road and Adoree Street, near the Coast Plaza Hospital.
- The BMP should consider the effects of truck traffic.

After the workshop, a participant with Pat's 605 Cyclery shared a map with their recommended bike routes to avoid main streets and the disruption of vehicle traffic. That map is provided below.



FOCUSED MEETINGS WITH STAKEHOLDER GROUPS

Given that City-sponsored pop-up events have been on hold due to COVID-19, the project team led focused meetings with stakeholder groups to obtain additional feedback.

School District Staff

A meeting with Norwalk-La Mirada Unified School District (NLMUSD) and Little Lake City School District (LLCSD) was held on Wednesday, April 28, 2021. The meeting focused on ways to improve bicycle accessibility to local schools. Feedback received during this meeting is summarized below.

- The City should focus on Excelsior Drive, since there are several schools along that street. E.g., install protected bike lanes. Drivers are currently driving too fast.
- Elementary school students tend not to ride bikes to perceived lack of safety. Middle school students do bike.
- Crossing Studebaker Road can be a challenge, so some parents drive their students to school even if they live within biking distance. Some sort of crossing facility should be installed at Studebaker Road right outside of Lakeside Middle School. Vehicle speeds along Studebaker should also be reduced.
- Other candidates for bike improvements include Foster Road, Mapledale Street, San Antonio Drive, and Norwalk Boulevard (from Rosecrans Avenue to Alondra Boulevard).
- Traffic calming techniques such as traffic circles and additional stop signs and traffic lights should be used to slow cars down. One example location is Bombardier Street, where cars drive too fast. Another example is Lakeland Road near Little Lake Park. Cars also drive fast on Excelsior Drive and on Orr and Day Road (which students use to get to school).
- Bloomfield Avenue from Imperial Highway to I-5 and again south of Rosecrans should be improved.
- High parking demand in neighborhoods due to multigenerational families.
- The BMP should include education and encouragement, and joint efforts with business owners and community leaders.
- Promote biking along the San Gabriel River Trail, but ensure people's safety.

St. Linus Church

A meeting with St. Linus Church parishioners/staff was held on Thursday, May 20, 2021. St. Linus Church is located at 13915 Shoemaker Avenue, between Rosecrans Avenue and Foster Road. Feedback received during this meeting is summarized below.

- Provide connections to parks, trails, and schools.
- Protected bike lanes are preferred, when compared to standard bike lanes.
- Bicyclists want to avoid conflicts with people walking.
- Helmet-wearing should be encouraged.
- The perception of safety along the San Gabriel River Trail is important.
- The city needs safe and secure bike parking, including at schools.
- Specific roads that need bike lanes include Bloomfield Avenue to the City of Cerritos.
- Key shopping destinations (via bike) include Target and Stater Brothers on Imperial Highway.
- On-street residential parking is a big issue due to a lot of multifamily housing in the city. On the other hand, there seems to be ample parking at shopping centers.
- There is interest in a new diagonal railroad-adjacent path.
- Between the two choices, shared lanes on Mapledale Street are preferred to bike lanes on Rosecrans Avenue.
- Shoemaker Avenue does not seem like a busy street and it connects to the church and nearby school.
- The preferred bike connection to the River Trail is at Excelsior Drive.

ADDITIONAL FEEDBACK

Over the course of the outreach effort, the following feedback was received through email:

- Email #1
 - Would prefer bike lanes on major streets.
 - There is a lack of bike parking.
 - Studebaker Road is unsafe for biking and sidewalk riding is necessary. That road or that area needs biking improvements.
- Email #2
 - The City should make clear its approach to parking issues where bike lanes might be installed.
 - Likes parking-adjacent bike lanes.
 - Bike racks should be installed in the city, with lighting and visible locations.
 - An educational outreach program should be created.
 - The public and businesses should be educated to increase their support.
- Email #3
 - Would prefer minor street and residential street bike lanes only, and to avoid bike lanes on heavily trafficked roads such as Imperial Highway and Rosecrans Avenue.



Bike Norwalk

*The City of Norwalk is developing its first
Bicycle Master Plan!*

We want your input on how we can make biking safer
and more comfortable in Norwalk.

Let us know what you think about biking in Norwalk
using our survey and interactive map:

tinyurl.com/NorwalkBike

En español: tinyurl.com/NorwalkBikeEs

For more information, please email
mrodriguez@norwalkca.gov



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For more information, please email
mrodriguez@norwalkca.gov

Register for our first virtual
community workshop
Thursday, February 25
4:00 PM to 5:30 PM
[tinyurl.com/
NorwalkBMPWorkshop](https://tinyurl.com/NorwalkBMPWorkshop)



¡La Ciudad de Norwalk está desarrollando su primer Plan Maestro de Bicicletas!

Bike Norwalk

Queremos su opinión acerca de que podemos hacer en Norwalk para que montar en bicicleta sea más seguro y cómodo.

Cuéntanos lo que piensas sobre montar bicicleta en Norwalk a través de la encuesta online y mapa digital: tinyurl.com/NorwalkBikeEs

Para obtener más información, contáctanos por correo electrónico: mrodriguez@norwalkca.gov

Regístrate a nuestro primer taller virtual programado para el día **Jueves 25 de Febrero**, de **4:00 pm a 5:30 pm**:
tinyurl.com/NorwalkBMPWorkshop



Bike Norwalk

*The City of Norwalk is developing its first
Bicycle Master Plan!*

We want your input on the type of biking improvements you want to see in Norwalk.

Register for our second virtual community workshop

Thursday, April 15

6:00 PM to 7:00 PM

tinyurl.com/NorwalkBike2

Let us know what you think about biking in Norwalk using our survey and interactive map: tinyurl.com/NorwalkBike

For more information, please email
mrodriguez@norwalkca.gov



*The City of Norwalk is developing
its first Bicycle Master Plan!*

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Bike Norwalk

*The City of Norwalk is developing its first
Bicycle Master Plan!*

We want your input on the biking improvements
that are being included in the plan.

There are two chances to participate! Register for
one of our upcoming virtual workshops.

Wednesday, October 6 from 4:30 PM to 6:00 PM
Register here: tinyurl.com/NorwalkBMP1

Thursday, October 7 from 6:00 PM to 7:30 PM
Register here: tinyurl.com/NorwalkBMP2

For more information, please email
SMorales@norwalkca.gov



*The City of Norwalk is developing
its first Bicycle Master Plan!*

Bike Norwalk

We want your input on the biking improvements that are being included in the plan.

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Wednesday, October 6

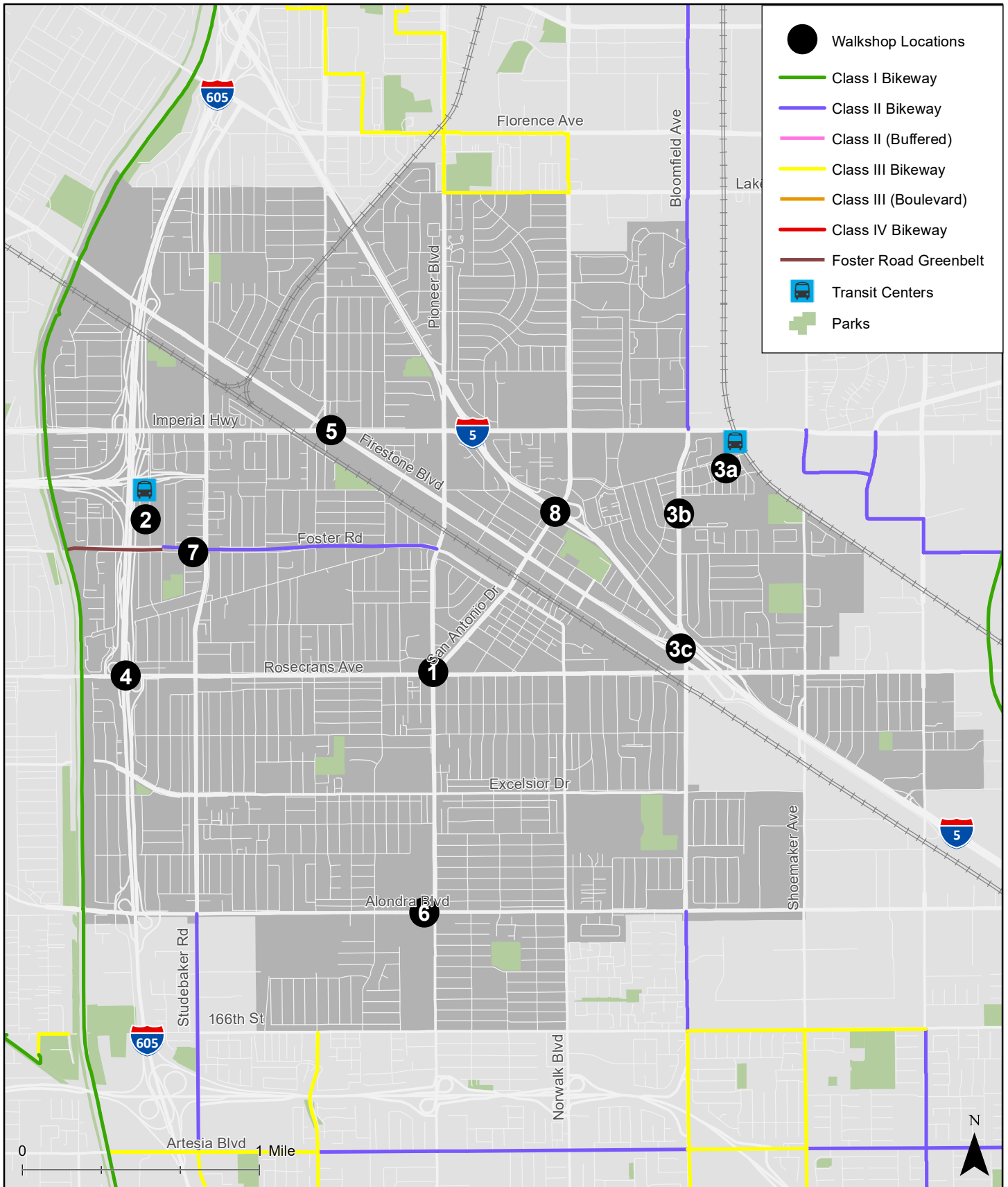
4:30 PM to 6:00 PM

Register here: tinyurl.com/NorwalkBMP1

Thursday, October 7


6:00 PM to 7:30 PM

Register here: tinyurl.com/NorwalkBMP2



Walkshop Locations



 Not to Scale
North

Notes :



1. Pioneer Blvd. | Rosecrans Ave. | San Antonio Dr. Intersection



 Not to Scale
North

Notes :



2. Green Line Station Area



Not to Scale

Notes :



3a. Metrolink Station Area



Access points to/from
cul-de-sacs

Future development
location

Wider outer
vehicle lanes and
potentially high speeds




Not to Scale

Notes :



3b. Bloomfield Ave.




 Not to Scale
North

Notes :



**3c. Bloomfield Ave. | Firestone Blvd. |
Rosecrans Ave. Intersection**

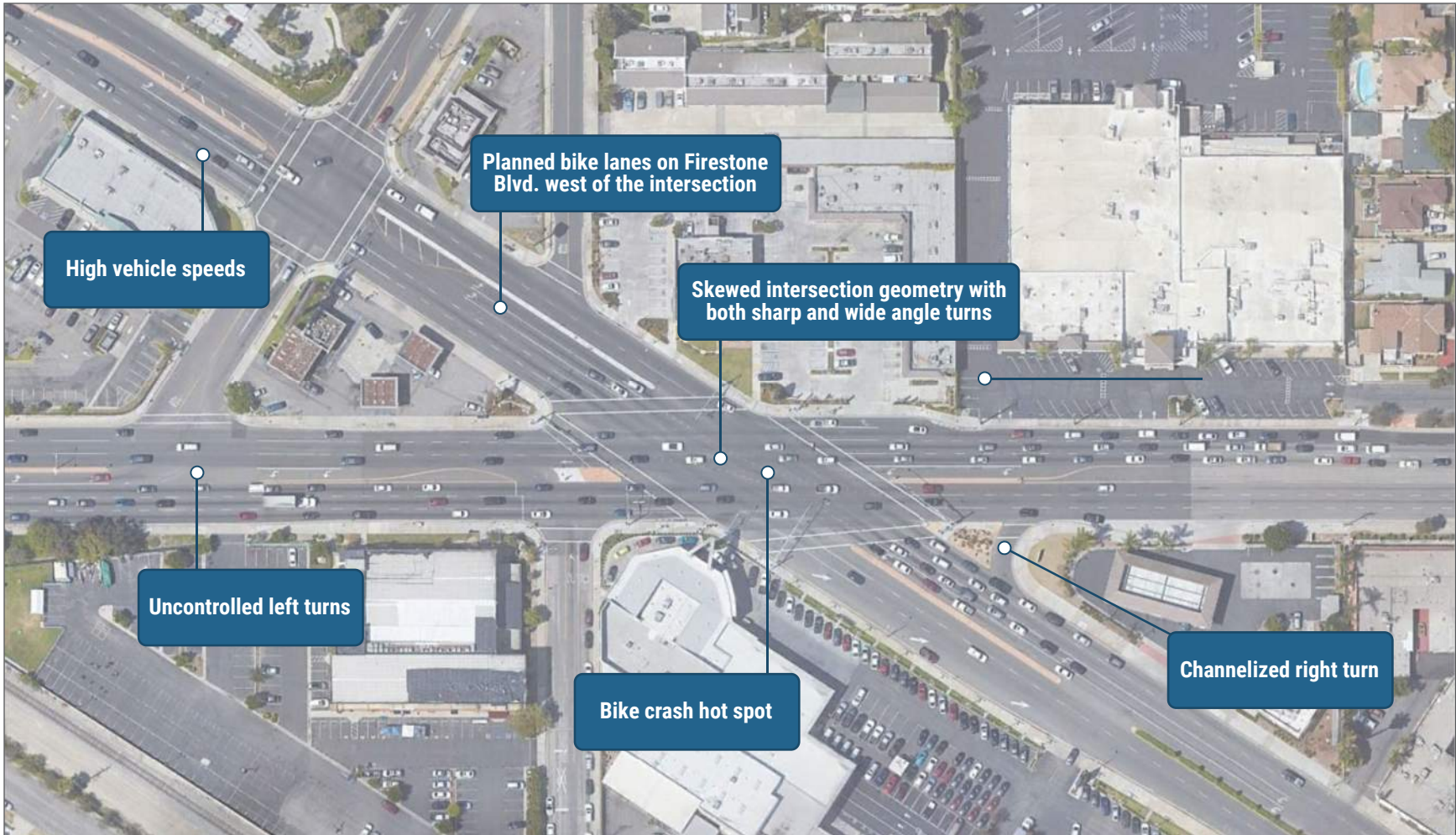



 Not to Scale
North

Notes :



4. Rosecrans Ave. | I-605 | San Gabriel River Trail Area

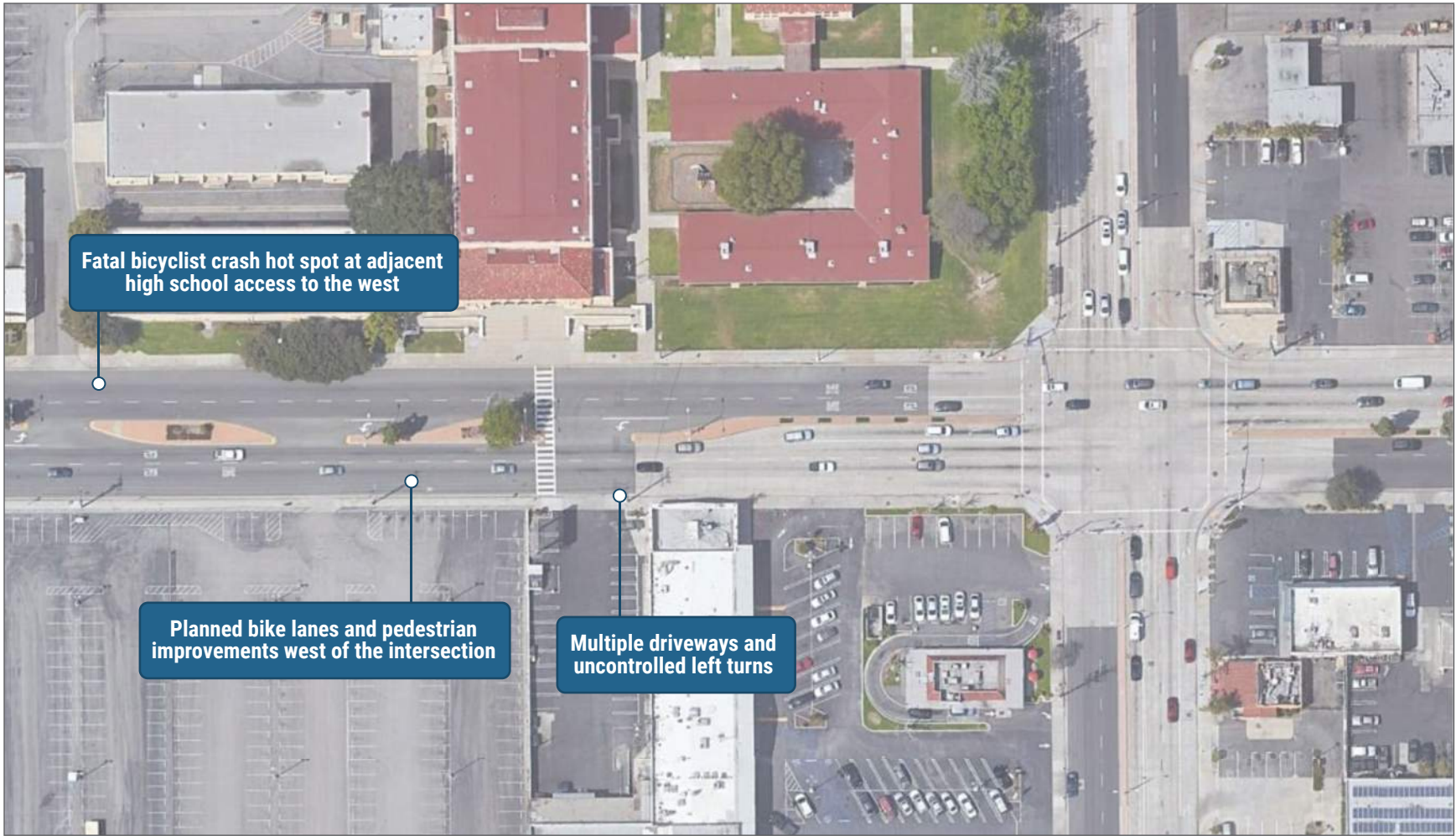



 Not to Scale
North

Notes :



5. Imperial Hwy. | Firestone Blvd. Intersection




 Not to Scale
North

Notes :



6. Alondra Blvd. | Pioneer Blvd. Intersection





 Not to Scale
 North

Notes :



7. Foster Rd. | Studebaker Rd. Intersection



 Not to Scale
North

Notes :



8. Norwalk Blvd. | I-5

Where would you like to see bike facilities?

What type?

Norwalk Boulevard and Imperial -- bike lanes connecting to City events at the City Hall lawn, near Norwalk Library

bike lanes on pioneer and san antonio, to the sports complex

Mapledele is congested

Bike lanes on southwest part of city. Safer on local roads

Excelsior is wider. Access to Cerritos College.

Need more bike parking (e.g. near retail like Dollar Tree).

Ramona School -- uphill (through Excelsior) with lots of trucks and industry. Bike lanes on Excelsior.

Bike lanes to parks and Towne Center, towards the riverbed (Excelsior).



Where do you have concerns about biking?

What are some barriers to biking?

Avoid Rosecrans, due to traffic. Needs a barrier for bikes. Take Maple instead.

Studebaker/Rosecrans liquor store -- cars parked on street, need to ride sidewalk

Major streets with high volumes

Tree roots issue on the road on Foster Road near Green Line Station.

Major streets have a lot of cars. Don't like riding in lanes.

No north-south and east-west connectivity on side streets, need to cross major streets.

Existing bike parking aren't great, hard to get to, improperly installed. Difficult to use. By the Home Depot (Alondra/Studebaker), Cerritos College.

Imperial (from Trail to Station) is difficult to use.



What destinations do you currently bike to?

Where would you like to bike?

To neighboring cities.

Artesia and Foster to River Trail

Cerritos, Gridley Road

Pats/605 Cycles, on Studebaker

Hard to walk to Green Line station from Imperial. People park on Studebaker and get towed. Access from Foster Road.



Where would you like to see bike facilities?
What type?

Connection to parks and schools

Not a fan of biking with cars. Would prefer protected bike lanes.

People want to be free from harassment and people walking.

Helmet wearing.

Where do you have concerns about biking?
What are some barriers to biking?

Currently biking to parks and trails

Perception of safety along San Gabriel River Trail.

Example: Whittier is an good example of lighting -- "Whittier Greenway Trail." Comfortable, people walk with families and exercise. Exercise/workout machines.

Bike parking. People looking for safe and secure bike parking.

School used to have bike parking. (Removed because no one used it)

Specific streets for bike lanes: Bloomfield to Cerritos

Also: Brea.

Would prefer shared lanes on Mapledale (instead of bike lanes on Rosecrans.

What destinations do you currently bike to?
Where would you like to bike?

Shopping -- Imperial Hwy (Target and Stater Bros)

Would like new RR track trail connecting to other trails. But there are safety concerns.

Firestone and Rosecrans would

 Preferred connection to River Trail was Excelsior (through green area)

Shoemaker is not busy. Connects to church and school

City of Davis is good example. Healthy, exercise encouraged.

Residential parking is a big issue, hard to find. A lot of multifamily.

There's ample parking at shopping centers.



Norwalk Bicycle Master Plan



The City of Norwalk is developing a Bicycle Master Plan (BMP) with the goal of improving biking throughout the city. The plan will establish goals, policies, and programs to make Norwalk a more friendly city for biking and to provide improved bicycle connections to nearby cities and key destinations.

Your feedback will help inform the types of improvements that the bike plan will include. At the end of the survey there is an online map where you can provide comments about specific locations.

Please check the project website for future updates here:
<https://tinyurl.com/NorwalkBikeMasterPlan>

If you have any questions about the survey or the project, please contact Monica Rodriguez at mrodriguez@norwalkca.gov. If you would like to receive project updates, please provide your e-mail address below.

1) Email address:

Please answer the questions below to help us understand more about your bicycling behavior.

2) How often do you ride a bicycle?

- Daily
- Weekly
- Monthly
- Several times per year
- Never

3) What is the purpose for most of your bike trips? Select all that apply.

- Commuting to/from work or school
- Errands/Shopping
- Recreation
- Exercise
- I do not bike in Norwalk
- Other (Please specify): _____

4) How would you characterize your biking ability? Choose the response that best fits:

- I cannot ride a bike/I am not interested in biking
- I am only comfortable riding on separated paths away from traffic
- I am comfortable riding a bike on roads with little traffic (e.g., quiet neighborhood streets)
- I am comfortable riding a bike on roads with higher traffic volumes and speeds, as long as there is a bike lane
- I am comfortable riding a bike just about anywhere

5) Including yourself, do any members of your household attend school? Select all that apply.

- Elementary School
- Middle School
- High School
- College
- No Students

Please answer the following questions below to help us understand more about your current bicycling experience in Norwalk.

6) In general, which best describes your current level of comfort with biking in Norwalk?

- Very comfortable
- Comfortable
- Somewhat comfortable
- Uncomfortable

7) Which of the following statements best describes what prevents you from biking more frequently? Select all that apply:

- I feel unsafe
- It is inconvenient (children to transport, too much to carry, etc.)
- Destination too far away
- I have physical limitations
- The city lacks bicycle infrastructure (lanes, trails, etc.)
- Lack of safe and secure bicycle parking at my destination
- I do not own a bicycle
- I am not interested in biking
- Other (please specify): _____*

8) What are your top three factors when choosing a bike route?

- Traffic speed and/or volume
- On-street bicycle accommodations, such as bike lanes or protected pathways
- Feelings of personal safety
- Distance to destination
- Aesthetics/scenery
- Road and bike lane/path condition
- Obstacles in the road (parked vehicles, signs, trash bins, etc.)
- Difficult terrain on my route
- None (I don't bike)
- Other (please specify): _____*

9) On a scale from 1 to 5 with 1 meaning not at all, please rate the impact of crime on preventing you from walking or biking in the community.

10) Would the addition of bike infrastructure/parking or other amenities at a destination increase the likelihood of you riding your bike?

Yes

No

11) What are your LEAST favorite places or streets to bike? Please note specific streets or destinations.

12) What are your favorite places or streets to bike? Please note specific streets or destinations.

13) Do you have any thoughts about challenges or locations you would like to see addressed?

14) What destinations in Norwalk do you currently access or wish you could access by biking?

The following questions are optional and will only be used by the City to assess the response rate.

15) What is your home zip code?

16) Your relationship with Norwalk (select all that apply)

I live here

I work here

I visit here

I go to school here

Other (please specify): _____ *

17) Your age

Under 18

18-24

25-34

35-44

45-54

55-64

65+

18) Your gender

Male

Female

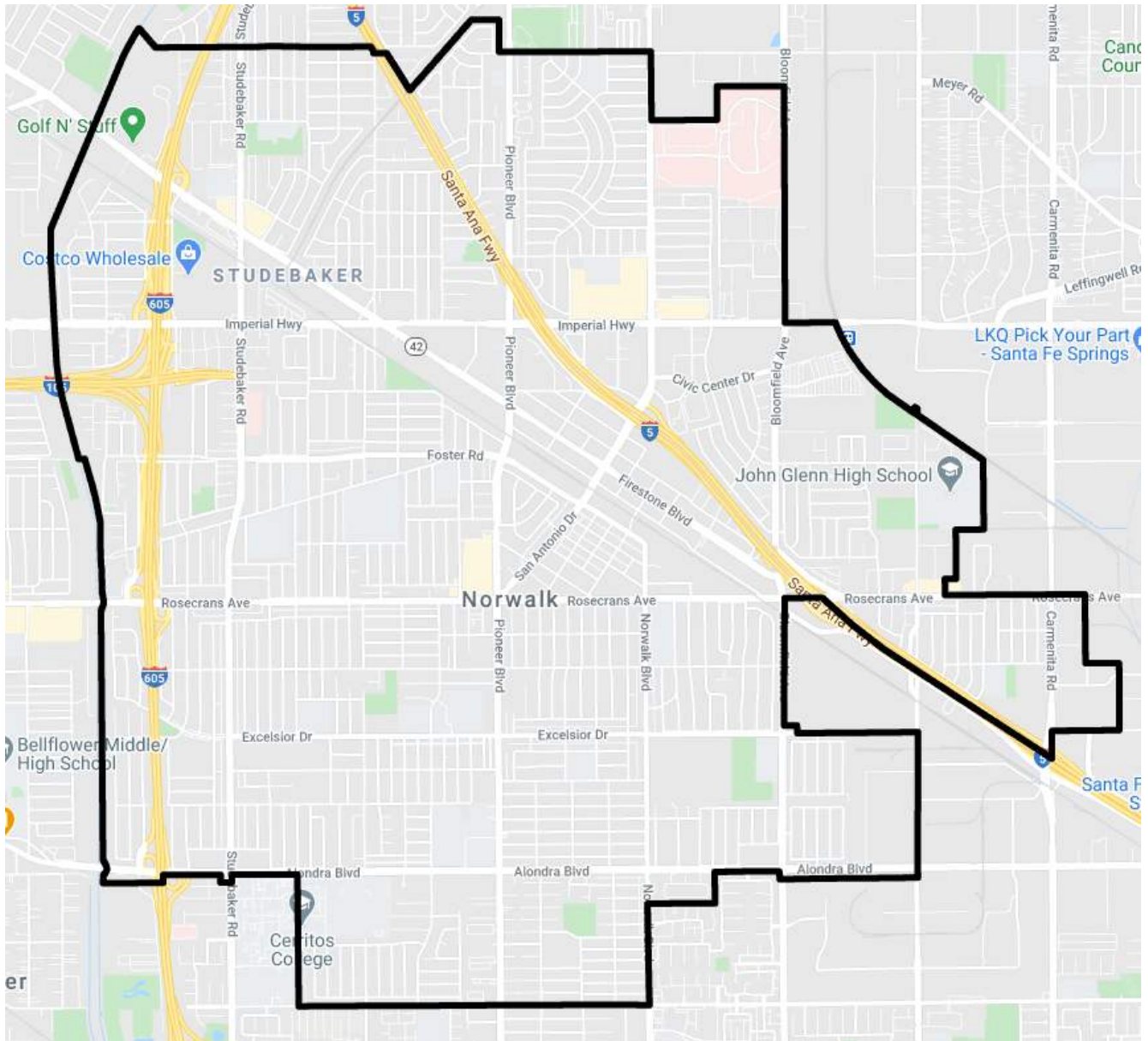
Non-binary

Other

I prefer not to answer

Thank You!

Thank you for your responses! Please use the map below if you would like to provide comments about specific locations.



Plan Maestro de Bicicletas de la Ciudad de Norwalk



La Ciudad de Norwalk está desarrollando un Plan Maestro de Bicicletas (PMB) con el objetivo de mejorar la infraestructura para bicicletas en toda la ciudad. El plan establecerá metas, políticas y programas para hacer de Norwalk una ciudad más amigable y segura para montar en bicicleta y para proporcionar mejores rutas a ciudades cercanas y destinos clave.

Sus comentarios ayudarán a informar los tipos de mejoras que incluirá el Plan Maestro. Al final de la encuesta, encontrará un mapa digital donde usted podrá proporcionar comentarios relacionados a ubicaciones específicas en la ciudad.

Por favor consulte el portal web del proyecto para ver la información más reciente aquí: <https://tinyurl.com/NorwalkBikeMasterPlan>

Si tiene alguna pregunta sobre la encuesta o el proyecto en general, comuníquese con Monica Rodríguez al correo electrónico mrodriguez@norwalkca.gov. Si desea recibir actualizaciones del proyecto, proporcione su dirección de correo electrónico a continuación.

1) Correo electrónico:

Por favor responda las preguntas a continuación para ayudarnos a entender sobre sus hábitos relacionados al uso de la bicicleta.

2) ¿Con que frecuencia usted monta en bicicleta?

- A diario
- Semanalmente
- Mensualmente
- Varias veces al año
- Nunca

3) ¿Cual es el propósito de la mayoría de sus viajes en bicicleta? Seleccione todas las respuestas que apliquen:

- Transportarme desde/hacia el trabajo o la escuela
- Recados/Compras
- Recreacion
- Ejercicio
- Yo no monto Bicicleta en Norwalk
- Otra (por favor especificar): _____

4) ¿Como caracterizaría su habilidad para montar en bicicleta? Elija la respuesta que mejor se ajuste:

- Yo no puedo montar en bicicleta/No me interesa montar en bicicleta
- Solo me siento cómodo conduciendo en un sendero separado, lejos del tráfico vehicular
- Me siento cómodo conduciendo una bicicleta en calles con poco trafico vehicular (por ejemplo, calles residenciales)
- Me siento cómodo conduciendo una bicicleta en calles con mayor volumen de trafico y altas velocidades, siempre y cuando exista un carril para bicicletas
- Me siento cómodo conduciendo una bicicleta en cualquier lugar

5) incluyéndose a usted, algún miembro de su hogar asiste a la escuela? Seleccione todas las que apliquen.

- Escuela Primaria
- Escuela Media
- Escuela Secundaria / Preparatoria
- Universidad
- No hay estudiantes

Por favor responda las preguntas a continuación para ayudarnos a entender sobre su experiencia actual montando bicicleta en Norwalk.

6) En general, cual describe mejor su nivel de confort al montar bicicleta en Norwalk?

- Muy comodo Algo comodo
 Comodo Incomodo

7) Cual de las siguientes afirmaciones describe mejor la(s) razón(es) que le impide montar en bicicleta con mas frecuencia? Seleccione todas las opciones que apliquen.

- Me siento inseguro
 Es inconveniente (tengo que transportar niños, demasiado para cargar, etc.)
 Mi destino final es demasiado lejos
 Tengo limitaciones físicas
 La ciudad carece de infraestructura para bicicletas (senderos, ciclorutas, etc.)
 Falta de instalaciones seguras para parquear bicicletas en mi destino final
 No tengo una bicicleta
 No me interesa montar en bicicleta
 Otra (por favor especificar): _____*

8) Cuales son los tres factores principales que considera al elegir una ruta para montar bicicleta?

- Volumen de tráfico vehicular y/o velocidades
 Infraestructura para bicicletas en la calle, como carriles para bicicletas o senderos protegidos
 Sensación de seguridad
 Distancia al destino final
 Estética/paisaje
 Las condiciones de la calle o el carril de bicicleta/sendero
 Obstáculos en la via (vehículos estacionados, señalización, canastos de basura)
 Terreno/geografía difícil en mi ruta
 Ninguna (yo no monto bicicleta)
 Otra (por favor especificar): _____*

9) En la escala del 1 al 5, donde 1 significa absolutamente nada, por favor califique el impacto de cualquier actividad criminal/sospechosa en la incidencia que usted salga a caminar o montar bicicleta en la comunidad.

10) Una mejor infraestructura para bicicletas/parqueadero de bicicletas y otras comodidades en su destino final aumentarían las probabilidades de que usted monte en bicicleta?

Sí

No

11) En su opinión, cuáles son los lugares o calles MENOS agradables/cómodas para montar en bicicleta? Por favor indique las calles o destinos específicos.

12) En su opinión, cuáles son los lugares o calles preferidas para montar en bicicleta? Por favor indique las calles o destinos específicos.

13) Tiene alguna idea sobre los retos mas importantes o locaciones específicas que usted le gustaría fueran abordados por el Plan Maestro?

14) Que destinos en Norwalk usted actualmente accede o le gustaría poder acceder en bicicleta?

Las siguientes preguntas son opcionales y solamente serán utilizadas por la Ciudad para evaluar la efectividad de la encuesta.

15) ¿Cuál es su código postal?

16) Su vínculo con Nowalk (seleccione todas las opciones que apliquen)

Yo vivo aquí

Yo trabajo aquí

Yo visito la ciudad

Yo voy a la escuela aquí

Otra (por favor especificar): _____*

17) Su edad

Menor de 18

18-24

25-34

35-44

45-54

55-64

65+

18) Su genero

Masculino

Femenino

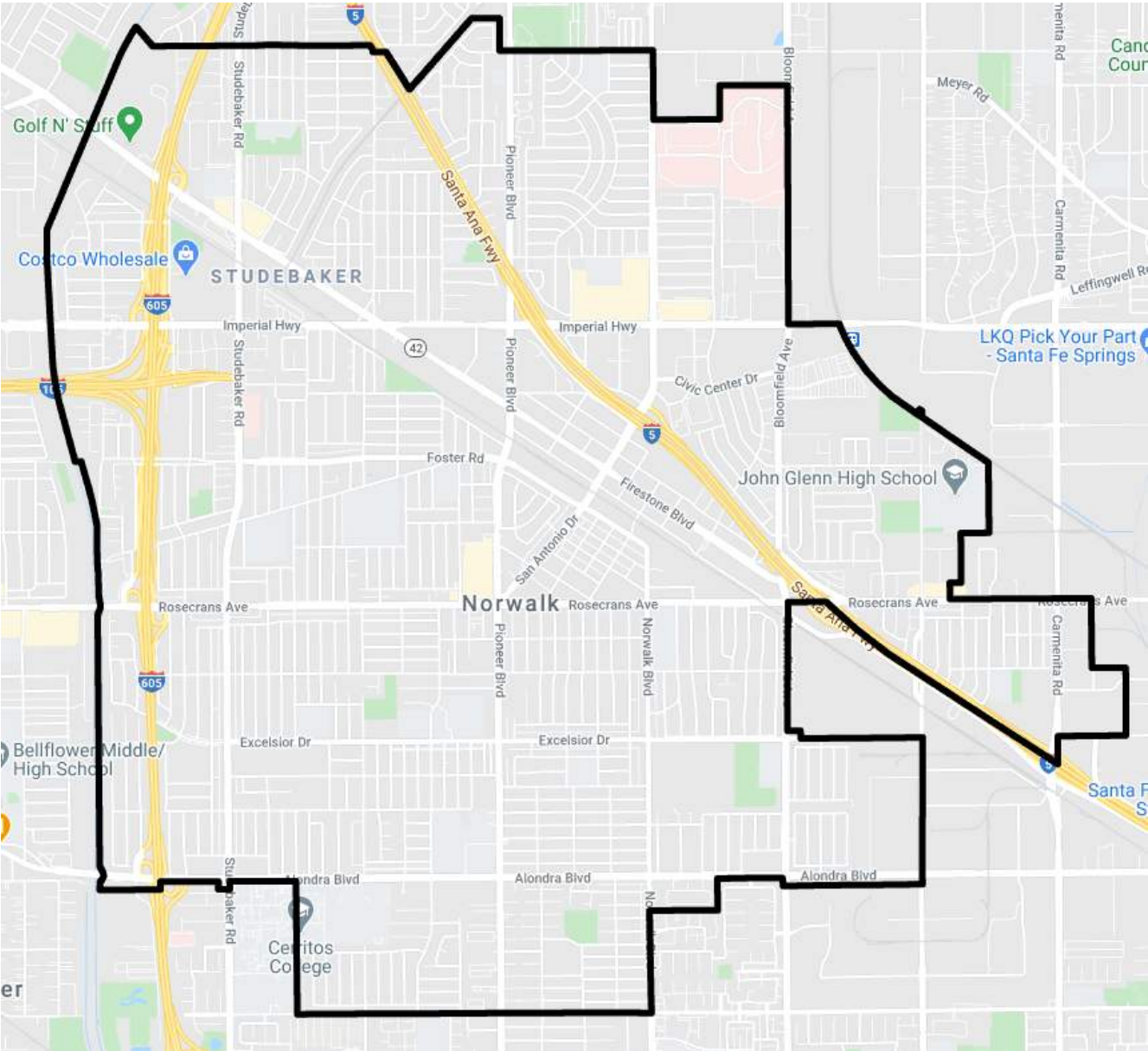
No-binario

Otro


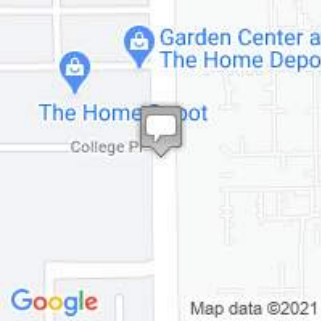

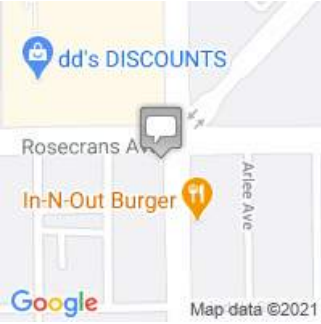

Prefiero no responder


¡Gracias!

¡Gracias por sus respuestas! Por favor utiliza el mapa que se encuentra justo debajo si le gustaría proporcionar comentarios con relacion a locaciones específicas.




Norwalk Bike Master Plan

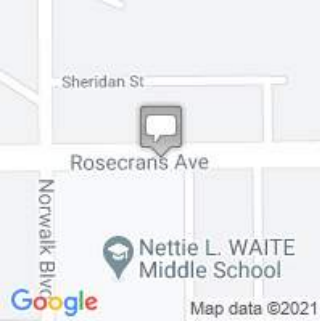
1.  Added February 09 2021
This whole sidewalk needs to be repaired, aside from not being suitable for biking, you can't even walk on it.
Liked 0 times
2.  **Monica Conde | mnkconde@hotmail.com | 3237129583**, Added February 09 2021
Cerritos College. Not only can one save money in parking but also improve health.
Liked 2 times
3.  **Monica Conde | mnkconde@hotmail.com | 3237129583**, Added February 09 2021
Create a path to NASC. I have taken classes myself, sign up my daughter for classes, we also use the pool for the summer and i know many other people do. It would be nice to arrive on our bike.
Liked 2 times
4.  **Monica Conde | mnkconde@hotmail.com | 3237129583**, Added February 09 2021
Arriving to a Norwalk staple (Norwalk Town Center) would be nice. I can see families riding their bike in a hot summer day to end at Norwalk Town Center to get Frozen yogurt or enjoy a movie.
Liked 3 times
5.  **Luis | luis.sosa@gmail.com | 3109458383**, Added February 09 2021
Create a bike path starting from imperial at the very minimum to ride all the way to Cerritos College.
Liked 3 times

6.  Added February 10 2021

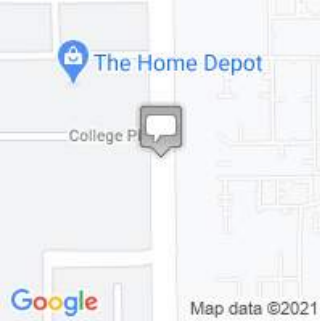
Please address condition of shopping center and homeless activity allowed there. My children were harassed by homeless people allowed to live outside of prior shoe store at both RC Burgers and 711. The shopping center itself is unkept and constantly covered with graffiti. As of late, adult advertising vehicle is allowed to park there daily and food trucks have established themselves there at night.

Liked 1 time
7.  **Maricela Jauregui | mjauregui28@hotmail.com | 7605627582**, Added February 17 2021


New River park to San Gabriel River! We love this little path way. It is kept up and maintained weekly.

Liked 2 times
8.  **Robert Marquez | hba1022@yahoo.com | 8184895246**, Added February 18 2021

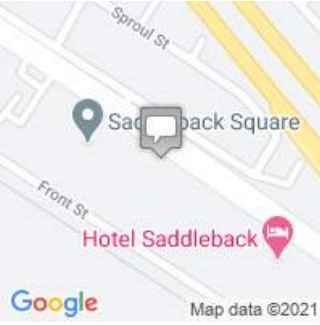
Bike lane on Rosecrans from city limits east to west. A bike lane going north to south on a major street

Liked 2 times
9.  Added February 24 2021

Bike lanes surrounding cerritos college would be great for the community and traffic. There could be a bike lane going down Alondra which could encourage people to go down to local businesses.


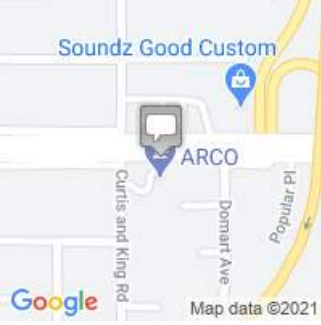
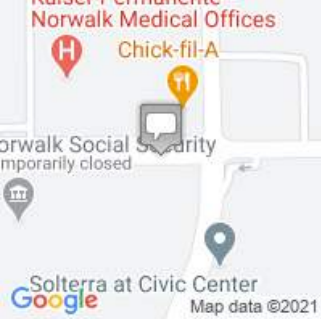
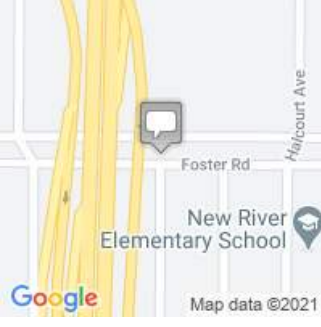
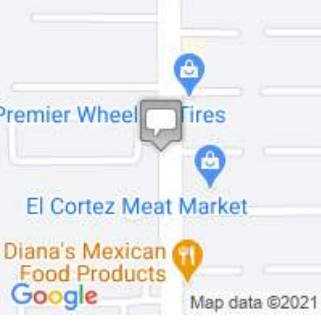
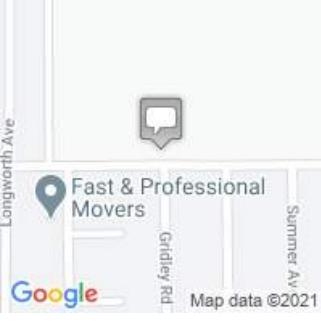
Liked 3 times
10.  Added February 26 2021


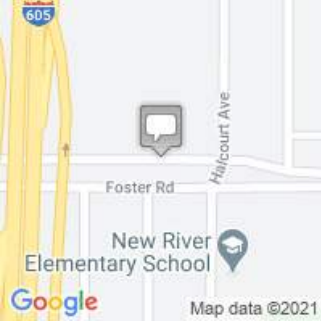
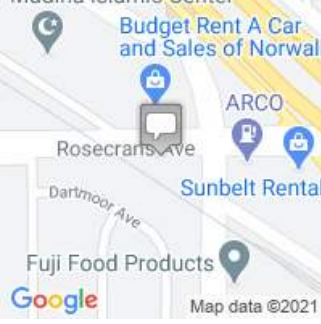



A bike lane along Bloomfield Ave between Imperial Blvd. & Alondra


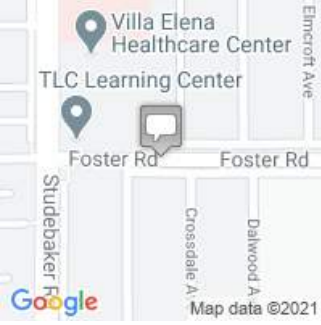
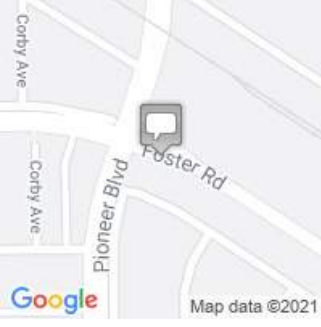



Liked 1 time
11.  Added February 26 2021

Protected bike lane from Pioneer to Bloomfield

Liked 1 time

12.  Added February 26 2021
Bike lane connecting NASC to Paddison the Norwalk Library on Imperial and/or Paddison Square
Liked 0 times
13.  Added February 26 2021
Imperial Hwy is the only way to get to the Green Line Station from the San Gabriel River Trail. But Imperial is very busy and it can be uncomfortable to ride on the street. If riding on the sidewalk, the configuration of the sidewalk and driveway at the Arco is awkward/dangerous.
Liked 2 times
14.  Added February 26 2021
Would be nice to have bike connectivity between Metro Green Line Station and Metrolink Station.
Liked 2 times
15.  Added February 26 2021
Green Line Station should be accessible by bike from Foster Road. Foster Road has a nice entrance/exit from the San Gabriel River Trail, has a nice green belt, and has much less cars than Imperial Hwy.
Liked 4 times
16.  Added March 01 2021
Parked cars, cars coming out of driveways, and high volume of cars makes biking on the road uncomfortable.
Liked 0 times
17.  Added March 18 2021
I believe funds should be allocated to fix the streets first as they are bad. My neighborhood has not had a resurface of the streets for many years. The city council should really look at the priorities. I take safe streets over a bike lane that it has been proven is a waste of tax dollars.
Liked 1 time

18.  Added April 07 2021
Bike lanes down Norwalk Blvd.
Liked 2 times
19.  Added April 07 2021
I would much rather access the metro by bike through an entrance here at Foster Rd. Rather than ride through Rosecrans/imperial Hwy and pass through freeway-entrance traffic. Bike lanes down Foster Rd. from eastern part of Norwalk would also be nice
Liked 4 times
20.  Added April 07 2021
I live 4 blocks from this liquor store and frequent it often for small items i need. If there was a bike rack outside this store I would ride my bike to it. Instead I jump in my car for a 2 min. ride because I have nowhere to park and lock my bike. I think that would be a good strategy overall: to locate public bike racks at small corner stores like this one where we go pick up small everyday items.
Liked 0 times
21.  **Micycle | Turning | 123fake@gmail.com**, Added April 10 2021
Access to the green line station is not safe for bikes or pedestrians. A safe entrance from Studebaker is needed. This could connect via Studebaker to new foster bike lanes. Need to design with high visibility and secure isolation from freeway traffic here. The guard rail here gets smashed every month it seems at 105 exit.
Liked 2 times
22.  **Micycle | Turning | 123fake@gmail.com**, Added April 10 2021
The Excelsior Riverbed exit could be a grand entrance to Norwalk. With a separate horse trail, bike riders could exit the riverbed and ride across Norwalk on the route we all take for the light Traffic. Nice connection to Holifield park.
Liked 4 times
23.  **Micycle | Turning | 123fake@gmail.com**, Added April 10 2021
Getting from Foster to the AMC20 is difficult. Could be a tree shaded path through front street and passing Norwalk Recreation center here. Safe route under the 5 fwy bridge and to the theater. Safer than riding on this part of San Antonio which has high traffic.
Liked 1 time

24.  **Micycle | Turning | 123fake@gmail.com, Added April 10 2021**
 The Foster greenbelt is Norwalk's finest Gem. All new Norwalk bike ways should use this design. Please bring back the colorful flowers here. The Agave type plants are sharp and not attractive. The roses were so beautiful, and smell wonderful on bike rides. People love walking and biking though this special place.
 Liked 1 time
25.  **Micycle | Turning | 123fake@gmail.com, Added April 10 2021**
 Imagine riding in the bike land under colorful trees and smelling the fragrant California flowers and sages here. This part of the foster greenbelt could use more trees and shade. The new median paths here are on the plain side. Taller plantings between bike path and sidewalk. A wonderful avenue of greenery.
 Liked 0 times
26.  **Micycle | Turning | 123fake@gmail.com, Added April 10 2021**
 A tree shaded path of California forest could connect the Senior Living center to the Norwalk High stadium. Warm lights make the California rocks sparkle as the bikes pedal by. Bicycle access to San Antonio from foster riverbed exit. Gentle curve to this road opens upon our beautiful water tower and farm equipment.
 Liked 0 times
27.  **Micycle | Turning | 123fake@gmail.com, Added April 10 2021**
 Bike access to Cerritos college from the riverbed is difficult here. This section could present a colorful garden path entrance to our keystone City. Connecting through to the median spaces at Dumont ave. to Alondra Plaza, the cars at the freeway exit could see a beacon for Norwalk bike accessibility. Could be the starting place for bike happenings - monthly bike ride meet ups. The Norwalk bike loop.
 Liked 3 times
28.  **Micycle | Turning | 123fake@gmail.com, Added April 10 2021**
 Bike riders from the riverbed could use a tree shaded path to visit local business and college events. California native flowers wave to cars and cyclists as they enter our keystone City. Our beautiful trees cool us on our summer rides.
 Liked 0 times
29.  **Micycle | Turning | 123fake@gmail.com, Added April 10 2021**
 Riding between Foster and Civic center is difficult. This should be the main bike entrance to the Civic Center from Foster. Make a beautiful tree lined greenbelt across from Shoeteria. Connect the senior apartments all the way up to Civic center. Use land from the fwy remodel to make a layered California native garden to greet us on our ride to the Library.
 Liked 1 time

30.  **Micycle | Turning | 123fake@gmail.com**, Added April 10 2021
 This block could use a bike lane. Riding back from the Town Square taking Van Ruiten to Sylvanwood has less traffic than Rosecrans. This block between Sylvanwood and Harvest is a bottleneck before the wide open median down Rosecrans. Riding on the sidewalk you will encounter pedestrians. Cars drive fast on this part of Rosecrans.
 Liked 1 time
31.  **Micycle | Turning | 123fake@gmail.com**, Added April 10 2021
 This could be a beautiful greenbelt. Imagine taking a summer ride to the Town Square under the shade of the trees here. Beautiful flowers swaying in the wind as you pedal by. on the foot path between you and Rosecrans people walking their dogs and wave hello.
 Liked 0 times
32.  **Eric Andrada | theandradafamily@gmail.com** | Added April 10 2021
 Unsafe area for non-vehicular traffic. Side walk is too narrow.
 Liked 1 time
33.  **Eric Andrada | theandradafamily@gmail.com** | Added April 10 2021
 Improve infrastructure to/from Norwalk Green Line
 Liked 2 times
34.  **Jesse Flores | floresjsse@gmail.com | 5623567476**, Added April 11 2021
 I would like to see an entrance to the Metro station from Foster Road, as it would be safer compared to entering via Imperial Highway (where there are no bike lanes). It would also allow for a connection from the San Gabriel Riverbed to the Metro light rail system, which could allow more commuters to arrive to the station by bike rather than by car.
 Liked 3 times

35. **Micycle | Turning | 123fake@gmail.com, Added April 12 2021**



Please Do not put an entrance to the Green Line station here. An entrance on Studebaker@105fwy would be better for cyclists and pedestrians. Having a rear escape route into this neighborhood makes parking lot security difficult. Great opportunity for a nice bike trail connecting foster@studebaker to the green line station via stuidebaker@105. The median planter path going up Studebaker from foster has nice shade trees and is a traffic protected side road. We want more shade trees on our bike routes. However, the berries from these trees make the painted sidewalk there slippery for bikes. The sidewalk corner entrance here is a dangerous mess. A curb drop off, tie wire dead center with the top of the ramp, and telephone pole blocking any clear bike path on to the planter median. Is that a walk signal for bikes on this corner? This could be a grand north extension of the foster greenbelt ending at the Green line station. The people want a better entrance to the green line station. They made a foot trail along the wall parallel to Adoree st. This is where the Norwalk green line trail should begin. Could have a green tie in with the old Norwalk community garden on the opposite corner. A good excuse to remodel that fwy exit also. Lots of crashes in to that building. Bee Green, Ride to Metro.

Liked 1 time

36. **Micycle | Turning | 123fake@gmail.com, Added April 12 2021**



This land should be the start of the Norwalk Green Line trail. A Tree shaded bike path connecting the station parking lot to Studebaker. Patrol car width access path will be necessary. There was someone living in a tent on the other side of this fwy ramp a while back. People have made a foot path here already. I think there is an orange tree back there. Really want this to be wilderness trail like, but I have security concerns. A simple tree shaded 2 lane bike path with dirt walking trail will do. Maybe some of those iron arch fences they used on the foster trail behind DD Johnston school on the freeway side barrier. This path will need to be lower that it is currently, or increase the height of the wall. People try to jump the wall because walking out to Studebake on the side of the freeway is dangerous. Not sure if the home owners here would be mad if the City moved this wall out taking away some street parking on Adoree. This is where people sit in their cars and smoke/drink. Always plastic containers and blunt wraps on the street here. The trumpet flowers on this block wall are nice to look at though.

Liked 2 times

37. **Micycle | Turning | 123fake@gmail.com, Added April 12 2021**



This corner is a mess for Bikes and pedestrians. This map shows a path straight through to the frontage road, but if you took that path, you would hit your head on a tension wire and drop of a steep curb. That's if you avoided the telephone pole. The median planter path here has nice shade trees and raised planters with some benches. The berries from these trees make the painted sidewalk slippery for bikes. This frontage road is a calm ride once you get past the corner. Nice and cool on a summer day This corner could be a beautiful entrance to this median planter path. Lots of cars park on this strip during the day. I think they ride the bus/train from here. There is a bus stop on this median, but not where this map shows it. it is father up near the middle of the frontage road. closest to this corner is right across foster. Good opportunity to improve this corner and make it more accessible and attractive. You bike past this corner coming from the riverbed, through the original greenbelt, and across to the new foster bike path.

Liked 0 times

38. **Micycle | Turning | 123fake@gmail.com, Added April 12 2021**



A Bike path from the Green Line station could connect to Studebaker here, and to the foster bike path to the south along this planter median. Push the wall out into Adoree st. making one side of the street no parking anytime. Make the bike/walking path lower, or wall taller. Tall shade trees for visibility. Please no agave style plants here. Colors, smells, and shade for all bike path plants. Norwalk Green line trail - like el Dorado nature center trails, but for bikes. This corner could be a California native sage garden with some nice boulders and butterflies gliding across the bike path.

Liked 0 times

39. **Micycle | Turning | 123fake@gmail.com**, Added April 12 2021



The street is in poor condition here. lots of humps in the asphalt under this tree. If your decide not to ride on the greenbelt trail here riding in the street is somewhat dangerous due to the road condition.

Liked 0 times

40. **Micycle | Turning | 123fake@gmail.com**, Added April 12 2021



Connecting the Senior Living centers of Norwalk to the foster bike and walking trail could make a safe and beautiful exercise route for active seniors. From san Antonio@Orange st, north all the way to the civic center. A bike path along san Antonio connects the town square to the Library and shopping. A well-lit bike/walking path through the core of Norwalk with colorful flowers, lots of shade, wonderful smells, and neighbors waving hello.

Liked 1 time

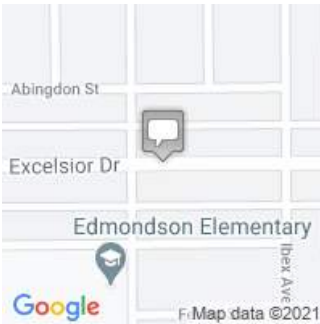
41. **Scott | scotnmary@aol.com** | Added April 13 2021



There should be a sidewalk and a bike lane on both sides of this 'ramp'. The only legal way to walk or ride to the Metro station is on the east side of Hoxie coming south from Imperial. Only one sidewalk and no bike lanes. How do you expect folks to get to the train? The lot is always full of cars! This was a poor design from the start. It's currently part of the 105 so they don't want folks going through the area. But the freeway could 'start' at Hoxie making it possible for bikers and walkers. Less traffic going this way than up on Imperial. I've ridden my bike many times to the train to go somewhere but the ride is always crazy. Wouldn't take much planning to fix. Not part of this - But Metro needs to add more cars to each train. Thee are the same 4 cars per train they had in the early 1990's when the train first opened. If they want more folks on the trains add more trains so it's not so crowded. Needed even more after covid19.

Liked 0 times

42. Added April 13 2021



Bike lane on Excelsior

Liked 1 time

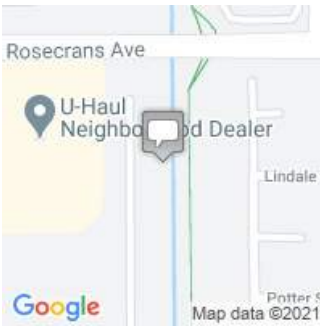
43. **Adham Ahmed | aadham16@gmail.com | 5625520900**, Added April 13 2021



A bike lane here would be great for students and citizens to have safe access to college from riverbed. Especially since this is a high traffic area with lots of pot holes (far right road when if entering 605 North)

Liked 0 times

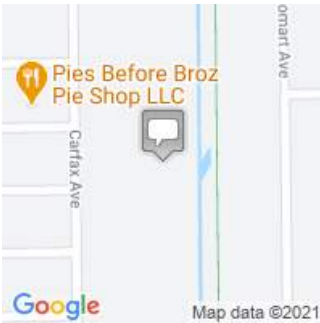
44. **Yesenia Chaidez | 3y3sign@gmail.com | 5625691007, Added April 14 2021**



I would enjoy seeing a safe space for wildlife and plants near the riverbed. I normally do not cycle or stop around this area, because it is ugly & dead. I normally enjoy seeing the horses around this area, but the other side is empty and lifeless. I wish there were some interesting things to stop and look at, be flowers, trees or art. I normally try to ride away and fast through this location, which is sad, because I live not that far away. I rather ride next to traffic going down towards Cerritos College, to get away from this location, when I ride to Longbeach.

Liked 0 times

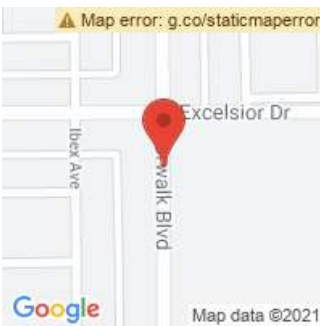
45. **Yesenia Chaidez | 3y3sign@gmail.com | 5625691007, Added April 14 2021**



I would enjoy seeing a safe space for wildlife and plants near the riverbed. I normally do not cycle or stop around this area, because it is ugly & dead. I normally enjoy seeing the horses around this area, but the other side is empty and lifeless. I wish there were some interesting things to stop and look at, be flowers, trees or art. I normally try to ride away and fast through this location, which is sad, because I live not that far away. I rather ride next to traffic going down towards Cerritos College, to get away from this location, when I ride to Longbeach.

Liked 0 times

46. **Micycle | Turning | 123fake@gmail.com, Added April 15 2021**



From Excelsior South, a simple bike path should extend toward Seal Beach on Norwalk Blvd. Artesia has a bike lane here that would connect. Please do not use Artesia's design for bike lanes on Norwalk Blvd. The lanes there are notchy and the green paint makes it hard to stop without sliding in emergencies. Never do what Artesia did to pioneer blvd. please. Something simple here, similar to Forster's design behind Norwalk High (single lane with with white lane stripe, no green fill). While the super fund site here next to Holifield Park could be used as a nice green belt trail, the long established reputation of one way street neighborhoods of norwalk don't really make people want to ride through this area. But, this is a good path to the Cerritos Towne center Walmart. Norwalk does not have a Walmart anymore for the same reason we do not have a Ralphs. For that same reason, we should not put an entrance to the green line parking lot on Foster rd., use Studebaker @ 105 please. Simple bike lane here , good street lights.

Liked 0 times

47. **Micycle | Turning | 123fake@gmail.com, Added April 15 2021**



Please Do not put an entrance to the Green Line station on Foster Rd. This Homeless camp is one of many reasons why easy access from the riverbed trail is a challenge for all adjacent Norwalk businesses and services. Always has been. All redesigns at riverbed exits need to incorporate high visibility design and good lighting.

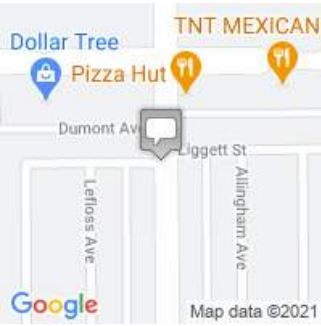
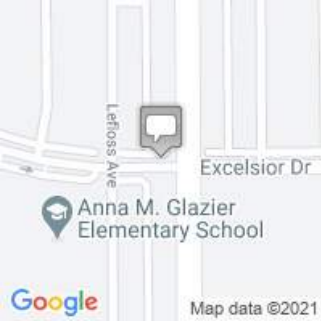
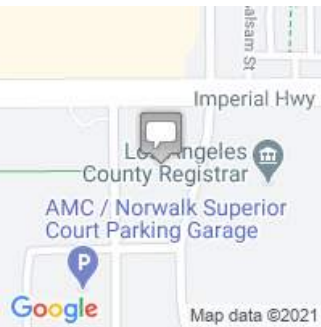


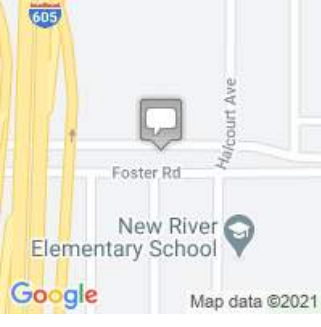
Liked 0 times

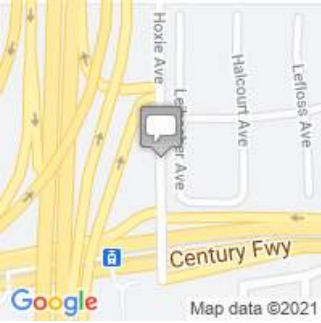


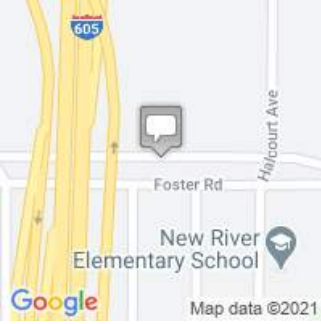


48. **Micycle | Turning | 123fake@gmail.com, Added April 15 2021**



What do you think about removing this bridge? The traffic from the Anarchy bar at night is unpleasant. Its always been a sketchy place even in the day. More broken glass here in the 2010's+ than in the 90's for sure, and that was a lot. We used to slide down the slope here on cardboard because the paint covering up the tagging was so thick and smooth, so fun! Nice to have access over the riverbed here, but it is a magnet for having fun doing hoodrat stuff with friends. Haven't seen a lot of bike traffic across this bridge.

Liked 0 times

49.  **Micycle | Turning | 123fake@gmail.com, Added April 15 2021**
 Studebaker is narrow here even for cars (you can tell by the parked cars that get rear-ended frequently). When I ride from here to Cerritos college I take the sidewalk, or use Lefloss Ave. (or alley) from Liggett St. to Hayford St. Because I don't feel comfortable riding on Studebaker. The only way I would like to see a bike lane here on Studebaker is if the center median's width is reduced while keeping the beautiful trees. Otherwise please make it more attractive to use the riverbed to travel north/south in Norwalk. Enhance the Alondra riverbed exit toward Cerritos college. Design us beautiful east/west greenbelts on Excelsior and Alondra for biking and walking.
 Liked 0 times
50.  **Micycle | Turning | 123fake@gmail.com, Added April 15 2021**
 There is potential for a beautiful greenbelt here on Excelsior Dr. These planter islands, all the way down to Gridly Rd., could make a nice tree shaded garden path for people to ride through and walk on. Good path for the school kids to ride/walk home as well. Could be a nice, safe, high visibility exercise trail for Excelsior neighborhood residents. Excelsior Dr. connects many parks and schools that this greenbelt could serve. It also connects to our riverbed.
 Liked 0 times
51.  **Micycle | Turning | 123fake@gmail.com, Added April 15 2021**
 The Bike Norwalk Plan should connect the Foster greenbelt to the Norwalk Library. Give us a safe bike path from Foster Rd. @ San Antonio Dr. to our civic center. Proved beautiful tree shaded bike and walking paths that our citizens can exercise and explore on. We want shade, color, and smells from the plants on our bike paths.
 Liked 0 times
52.  **Micycle | Turning | 123fake@gmail.com, Added April 15 2021**
 The electrical box here blocks the sidewalk when biking. Does not feel safe to ride in the street here. Please make a two way bike path across the street that connects to the riverbed. There needs to be a better path of travel here for bikes going to and from Cerritos College. Greenbelt path from the riverbed to Greystone ave. using the planter medians on the north side of Alondra here. Shade, color, and smells for all bike path plants. No cactus or agave type plants please.
 Liked 0 times
53.  **Micycle | Turning | 123fake@gmail.com, Added April 15 2021**
 Bring the flowers back to Foster. The desert plants are not attractive to ride past here. Used to ride by here just to see the red, pink, and white roses. Smelled wonderful too.
 Liked 0 times
54.  **Added April 16 2021**
 Opening up a driveway here is important to increase access to the Green Line Station. I live along Leibacher Ave and the closed gate forces every one walking to take a 1 mile detour. I would like to walk but this forces me to drive a mile and pay for parking when I live next door. This would be life changing and greatly improve safety. Imperial Highway is very unsafe to walk or bike.
 Liked 2 times

55.  Added April 16 2021
Terrible place to walk and bike. Very pedestrian unfriendly.
Liked 2 times
56.  Added April 16 2021
This bridge is important for Bellflower residents. Foster Rd is much safer to bike on than Imperial Hwy or Rosecrans.
Liked 1 time
57.  Added April 16 2021
Please add medians with trees and convert the bike lane into a protected bike lane
Liked 0 times
58.  Added April 16 2021
I would like to see an entrance to the Green Line station on Foster Rd to give residents access to the train. I know some neighbors who can't drive so they are forced to take a bus to the station which adds 20 minutes to each commute in the morning and evening.. Some residents have expressed security concerns but I use the green line station every day even during the pandemic and there's always LA County sheriffs patrolling the lot.They watch both east and west parking lots carefully.
Liked 1 time
59.  Added April 16 2021
Opening up the gate to Foster Rd would be one of the most cost effective ways to accomplish the goals of this plan. It would increase safety, the number of people biking and walking in the city, and connect to important biking and walking paths (Foster Rd & San Gabriel River)
Liked 2 times
60.  **Dan Klaffke | dan@klaffke.com | 5628642874, Added April 17 2021**
Eleven years ago I proposed to Metro a bicycle path from the Green Line parking lot to the San Gabriel River trail. Such a path could follow along the 105 connector to the river without having to cross any street. I even went to meetings in downtown Los Angeles at the Metro building to talk to them about this idea.
At that time I was working in Compton and lifted my bicycle over the Green Line fence each day to go to and from work.
Liked 0 times

61. **Micycle | Turning | 123fake@gmail.com**, Added April 20 2021



Please connect the Green Line Station to Studebaker Rd. from here, Not at the back of the parking lot into that foster neighborhood.

This connection can be a nice tree shaded path for bikes and pedestrians.

The new path can link to the tree shaded side road on Studebaker leading south to Foster Rd. Smoother transition for Cyclists from Rail to Bike Route. For walking, this is a better experience than riding/walking through the long parking lot. More possible shade and we won't have to travel up and out onto Imperial Hwy. to get out to Studebaker/Foster anymore. This part of imperial is narrow for cyclists and the side walk is chunky.

Liked 0 times

62. **Micycle | Turning | 123fake@gmail.com**, Added April 20 2021



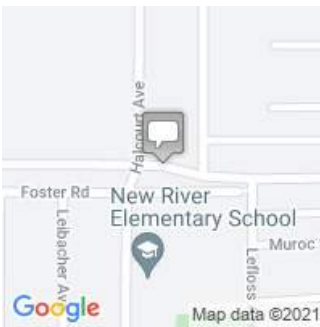
The sidewalk here on Imperial Hwy is a chunky ride and a trip hazard. If you are not comfortable riding on the street here when you exit from the Green Line Station, the sidewalk is also sketchy.

Open planter beds in the sidewalk with no plants in them. Multiple sidewalk repairs with uneven joints. Not smooth to ride or walk on. The wall plants sometimes overgrow and narrow your path when avoiding the holes/cracks/poles.

Not a comfortable entrance/exit to Norwalk from the green Line Station. The Station is designed to mainly be accessible by bus/car, not bike/walking, possibly for security reasons. I think the original access gates into this adjacent neighborhood now locked or walled up.

Liked 0 times

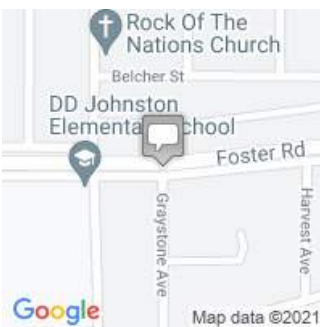
63. **Micycle | Turning | 123fake@gmail.com**, Added April 20 2021



The pine trees close to the Bike path are beautiful here. I rode by this morning and there was a faint smell of Bougainvillea flowers and pine sap in the air. More fragrant plantings would be a good landscape design for all Norwalk bike paths. Sages, colorful California native flowers like orange poppies, yellow flowering sun/daisy bushes, red bark Manzanita, and those tall white poppies that are planted at the water pump station rock garden on Leffingwell/Halcourt. The large Agava style plants don't add much for shade or smells, and seem dangerously sharp to be near bike routes and schools.

Liked 0 times

64. **Micycle | Turning | 123fake@gmail.com**, Added April 20 2021



I wish the plants on this Bike Path had more color and smells. The current plants look generic like a Home depot special and don't celebrate the design of this path.

A California Natives trail walk would be a wonderful Norwalk experience here. Colorful flowers and butterfly gardens attract Bike riders and morning walkers. After school walks home are and adventure in mini gardens with names of the native flowers listed on signs. Signing birds and swaying trees can make this Bike/walking trail part of Norwalk's Gold.

More planting on the Bike lane side of the path would add to the experience of riding through here. These bottle brush bushes are sharp when you rub against them. California sages and yellow sun/daisy bushes would be nicer and still drought tolerant. Color, Shade, and smells. No spiky green things.

Liked 0 times

65. **Micycle | Turning | 123fake@gmail.com**, Added April 20 2021



Riding through this part of Foster is much more comfortable with the new bike lane. One less car lane hasn't affected my car travel time, that I can tell. Having the Bike lane outside the parked cars makes the parked cars feel more protected.

This block is tight on trash day. The narrow lots here squeeze the parking spots closer, so there is no space to put the Trash cans in the parking lane at front/rear of cars. looks like people put their Trash cans farther into the road, now the bike lane, so the Trash Truck can reach. I think this New Bike lane may have really helped loosen this compact block, for riders and residents.

Liked 0 times

66. **Micycle | Turning | 123fake@gmail.com**, Added April 20 2021



Foster Rd. needs to be resurfaced from the Riverbed (Curtis and King Rd.) all the way to Pioneer Blvd. at least, maybe even to San Antonio Dr. Chunks missing, loose rocks in Bike lane, and the rough/cracked asphalt rattles your handle bars.

Please keep the bike lane stripes simple like they are now when you repave this special road. Simple white lane stripes, no green painted patches or solid fills. Paint is slippery for Bike tires. Just simple, inexpensive lines. Maybe a City of Norwalk Keystone here and there with the miles to City Hall/Civic Center on the Bike Route. 2.5 miles from Foster Rd. Riverbed exit/entrance, down foster, left on San Antonio Dr. end at Civic Center. Passes by Norwalk High, the Water Tower and Front St.. The Scenic Route.

Liked 0 times

67. **Micycle | Turning | 123fake@gmail.com**, Added April 20 2021



Bike Lanes connecting the Civic Center to Foster Rd. would complete the scenic Norwalk Bike route.

San Antonio Dr. is too narrow for a bike lane while having 3 traffic lanes here. This could be solved by turning this corner (Firestone at San Antonio -north) into a right turn only lane, and make this section of road only 2 lanes back to the fwy. The new housing being build in this area would benefit from traffic calming by taking a lane out. It would also make store front parking easier here. The sidewalks are wide in these old town blocks and could be more approachable if parking was easier/safer. A bike lane here would give space to parked cars and give a safe lane for new residents to bike in.

The wide sidewalks on both sides, and narrow center island make finding the extra space for a bike lane difficult. Taking from the sidewalks takes the old town charm from this area. The new housing close to the freeway would suffer most from sidewalk narrowing as their door step is almost on the sidewalk already.

Liked 1 time

68. **Micycle | Turning | 123fake@gmail.com**, Added April 20 2021



Adding a bike lane here should include closing a traffic lane. Give more sidewalk and curb side parking to these new apartments.

Liked 0 times




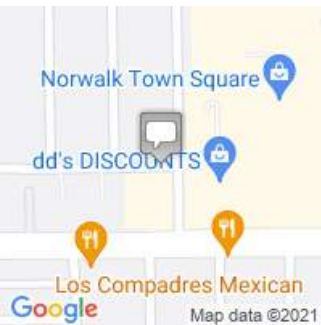
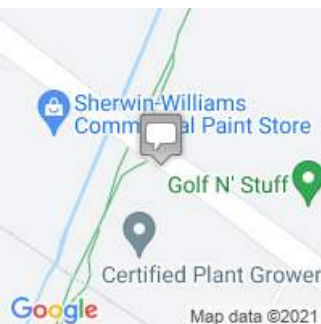
69. **Micycle | Turning | 123fake@gmail.com**, Added April 20 2021





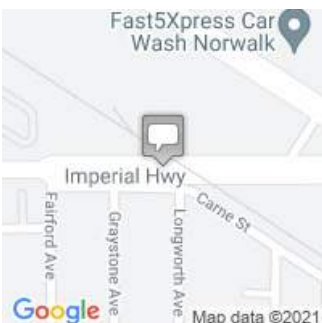



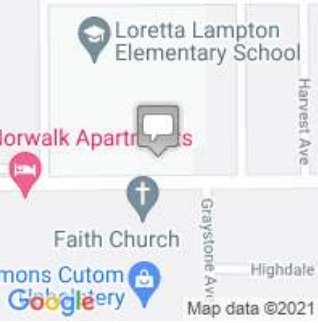
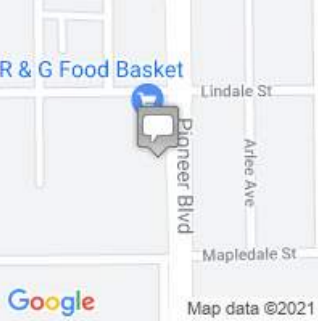

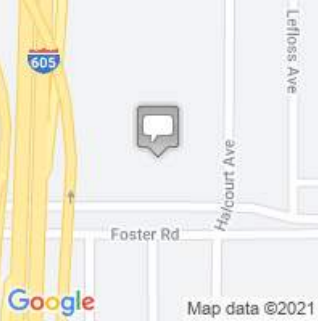
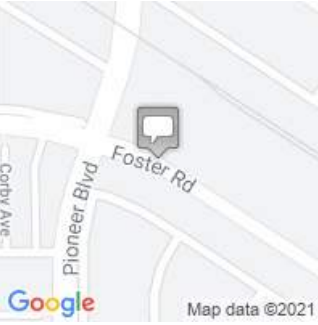
This Corner Could be a Garden entrance to the City of Norwalk. You exit the freeway and see people riding in the bike lane past a colorful garden. The sign beneath the trees says City of Norwalk Scenic Bike path.

Instead of looking at this old parking lot, we could see a useful bike path with a garden pit stop to be proud of. You would roll your windows down when you drive/ride by to smell the flowers. Beautiful Norwalk. Could be a place for dog walks also.

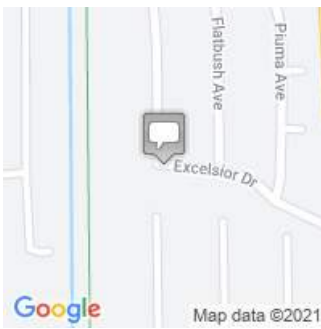
Liked 0 times

70.  **Micycle | Turning | 123fake@gmail.com, Added April 20 2021**
- The shade from the trees is nice on this side of the Foster Rd. Riding Bikes going toward San Antonio is nicer than the return trip. The trees directly under the low power lines are short, but their shade is good for Bike rides.
- A Bike lane here may help protect parked cars and slow traffic. The wide sidewalk could be a walking path from the Norwalk Senior center to the new Norwalk High School Sports center. Upgraded lighting and planter beds will improve the riding experience and security.
- Liked 0 times
71.  **Micycle | Turning | 123fake@gmail.com, Added April 20 2021**
- Where this Bike path intersects with the horse trail it is difficult to ride across. It transitions to dirt at the horse trail and back to concrete on the other side. The dirt level gets low and makes a lip that is hard to roll over. Needs a thicker crossing lane for bikes. There is a curb across, but it is thin and dangerous to ride across. In the past the dirt was level and more compact. Also those sticker plants that give you flat tires grow here often.
- Liked 0 times
72.  **Micycle | Turning | 123fake@gmail.com, Added April 20 2021**
- The entrance to Norwalk High from Foster Rd. Bike path should be more grand. Trees in the swimming pool parking lot. No park the lot side of the street and make a Tree shaded bike lane there looping around the lot from Gridley Rd. to McRae ave.
- A Bike Route Loop here could be fun and start school traditions, like Bike Happenings or bike parades.
- Liked 0 times
73.  **Micycle | Turning | 123fake@gmail.com, Added April 20 2021**
- I like riding down Van Ruiten St., instead of Rosecrans here. The large trees shade the road and the traffic is calm. its a great back way to the Norwalk Town Square.
- Liked 0 times
74.  **Micycle | Turning | 123fake@gmail.com, Added April 20 2021**
- We appreciate the new sidewalk here. It connects the Riverbed Bike trail to the Target store. This used to be a hard dirt path with tall curbs that made riding Bikes through here difficult. The street here used to have lots of trash/rocks that you don't want to roll your tires through. Nice and clean now.
- This is the northernmost Norwalk Riverbed access point. Next exit is Wilderness park. This exit is special for bike riders because we use it to get to golf n' stuff, Stonewood Mall/Downey landing, and Norwalk target and Stater Bros market.
- Liked 0 times

75.  **Micycle | Turning | 123fake@gmail.com, Added April 20 2021**
 There could be space for a bike lane on Firestone Blvd. in this block because the curbs are red on both sides of the street. There is Norwalk Public art here at Hoxie ave. (the Horse sculptures), and our car dealerships are on this strip. Firestone Blvd. Connects the Riverbed, golf n stuff, to our Grocery Stores and Norwalk Sports Complex.
 With improved Bike access under the freeway, a bike route could connect the Riverbed trail to the public art at the Imperial Hwy. and Firestone Blvd. crossing. The Firestone Bridge is a unique Norwalk feature. The trees are nice there and with the higher view you can see the snow packed mountains and railroad tracks.
 Liked 0 times
76.  **Micycle | Turning | 123fake@gmail.com, Added April 20 2021**
 You have to bike in the traffic here because there is no sidewalk on one side and the other side is very narrow. Maybe we could trade some center median/divider width for more sidewalk and bike lanes?
 There is land to make a flat path connecting through Ringwood ave. over the rail tracks, toward Orr and Day Rd., But riding on top of the bridge is the main appeal for a Firestone route, ride wise, in my opinion. Also the extra traffic into the neighborhood may not be wanted by residents.
 Liked 0 times
77.  **Micycle | Turning | 123fake@gmail.com, Added April 20 2021**
 It would be neat to ride on a wooden boardwalk over the Firestone bridge. A two way Bike path over the railroad tracks passing through the tall pine trees.
 Liked 0 times
78.  **Micycle | Turning | 123fake@gmail.com, Added April 20 2021**
 If they Built Apartments here at Maidstone Ave. and Alondra Blvd. (old indoor swapmeet land), A Bike lane along Alondra would give good access to Cerritos College.
 Liked 0 times
79.  **Micycle | Turning | 123fake@gmail.com, Added April 20 2021**
 The Hill under the railroad tracks on Imperial Hwy. is fun to ride down (and up). Unfortunately, The storm drains used in the street here are dangerous to ride over, making you ride on the sidewalk, or fully in the traffic lane. The metal drains catch your tire in it's bars and it sticks out into the lane past the curb/gutter line.
 Fun to ride down this hill and take a right on Firestone Blvd., passing Norwalk Toyota. Would be safer if the lane under the bridge was wider and without the metal drains.
 Liked 0 times

80.  **Micycle | Turning | 123fake@gmail.com, Added April 20 2021**
 Safer to ride on the sidewalk through this section of Excelsior Dr. The sidewalk ramps are also fun and swoopy. People drive faster between Pioneer and Gridley. Simple bike lane outside of parked cars could calm traffic and make a safer bike route toward Holifield Park.
 Liked 0 times
81.  **Added April 23 2021**
 Bike lane through excelsior to river bed and to Bloomfield would be nice and there is space to make it one lane
 Liked 0 times
82.  **Added April 23 2021**
 Lots of biking happens through pioneer from Alondra to rosecrans, lost of commuters ride through here. Would be nice to add a bike lane where apartments/homes are on pioneer
 Liked 0 times
83.  **Added April 23 2021**
 Would be nice to have a bike lane from this plaza to cerritos college to increase business
 Liked 0 times
84.  **Added May 11 2021**
 Almost impossible to get to the Metro Green Line without a car or bus. Please add more entrances for people walking and biking to the train station.
 Liked 0 times
85.  **Added May 11 2021**
 Please extend Foster Rd Bike lanes
 Liked 0 times

86. **Robert Garcia | rgtgag@netzero.net | Added May 13 2021**



Improvements are needed from Excelsior Drive to the SGRT, bikers need to get off their bikes and walk to the riverbed.

Liked 0 times

87. **Robert Garcia | rgtgag@netzero.net | Added May 13 2021**



Need a bike lane on Rosecrans from the City boundary on the west to the City boundary on the east, this would connect the San Gabriel River Trail to the Los Coyotes River Trail (or close to it).

Liked 0 times

Report for Norwalk Bicycle Master Plan

Norwalk Bicycle Master Plan

2.How often do you ride a bicycle?

Value	Percent	Count
Daily	14.40%	15
Weekly	51.00%	53
Monthly	15.40%	16
Several times per year	12.50%	13
Never	6.70%	7
Totals		104

3.What is the purpose for most of your bike trips? Select all that apply.

Value	Percent	Count
Commuting to/from work or school	25.00%	26
Errands/Shopping	29.80%	31
Recreation	69.20%	72
Exercise	66.30%	69
I do not bike in Norwalk	11.50%	12
Other (Please specify)	1.90%	2

Other (Please specify) Count

Enjoy biking trails for recreational & exercise purposes but don't do so, so often in my local neighborhood in Norwalk; occasionally and very limited since I don't feel as safe to do so around there because of heavy traffic & no protected bike routes	1
I don't but would like to	1
Totals	2

4.How would you characterize your biking ability? Choose the response that best fits:

Value	Percent	Count
I cannot ride a bike/I am not interested in biking	1.90%	2
I am only comfortable riding on separated paths away from traffic	26.00%	27
I am comfortable riding a bike on roads with little traffic (e.g., quiet neighborhood streets)	31.70%	33
I am comfortable riding a bike on roads with higher traffic volumes and speeds, as long as there is a bike lane	23.10%	24
I am comfortable riding a bike just about anywhere	17.30%	18
Totals		104

5.Including yourself, do any members of your household attend school? Select all that apply

Value	Percent	Count
Elementary School	23.30%	24
Middle School	23.30%	24
High School	24.30%	25
College	34.00%	35
No Students	33.00%	34

6.In general, which best describes your current level of comfort with biking in Norwalk?

Value	Percent	Count
Very comfortable	11.30%	11
Comfortable	19.60%	19
Somewhat comfortable	42.30%	41
Uncomfortable	26.80%	26
Totals		97

7. Which of the following statements best describes what prevents you from biking more f

Value	Percent	Count
I feel unsafe	33.70%	33
It is inconvenient (children to transport, too much to carry, etc.)	21.40%	21
Destination too far away	16.30%	16
I have physical limitations	10.20%	10
The city lacks bicycle infrastructure (lanes, trails, etc.)	68.40%	67
Lack of safe and secure bicycle parking at my destination	46.90%	46
I do not own a bicycle	4.10%	4
I am not interested in biking	1.00%	1
Other (please specify)	11.20%	11

Other (please specify)	Count
Also roller-skate but have to go to neighboring cities to do it safely (i.e. Cerritos, Long Beach)	1
I don't own a bike rack for my car	1
I get lazy sometimes	1
Irresponsible drivers. Distracted drivers.	1
Not used as a main source of transportation	1
Poor lighting the farther you move away from Norwalk city hall.	1
Also, stores don't have biking posts or security for bikes.	1
Roads and even side walks can cause heavy damage to my road bike. As well as not enough space for bikes and cars to coexist.	1
Time of day I need to travel (rush hour and or darkness)	1
Would prefer to ride a bike off the streets and only on bike paths created just for biking.	1
safe routes to norwalk attractions	1
work	1
Totals	11

8. What are your top three factors when choosing a bike route?

Value	Percent	Count
Traffic speed and/or volume	43.90%	43
On-street bicycle accommodations, such as bike lanes or protected pathways	66.30%	65
Feelings of personal safety	62.20%	61
Distance to destination	31.60%	31
Aesthetics/scenery	27.60%	27
Road and bike lane/path condition	36.70%	36
Obstacles in the road (parked vehicles, signs, trash bins, etc.)	24.50%	24
Difficult terrain on my route	7.10%	7
None (I don't bike)	1.00%	1

Other (please specify)	Count
Totals	0

9. On a scale from 1 to 5 with 1 meaning not at all, please rate the impact of crime on preve

ResponseID	Response
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9	3
12	4
13	2
15	3
16	1
18	4
19	4
20	3
21	1
22	2
23	3
24	3
25	4
26	3
27	5
28	4
29	5
31	3
32	3
33	3
35	3
36	3
37	4
39	4
41	5
43	1
45	1
51	1
52	2
56	6
59	1
60	3
61	5
62	5
63	2
64	3
65	2
66	2
67	3
68	1
69	3
74	3
77	5
78	4 on the Riverbed during the week to commute to work.
79	2
80	2
81	5
82	1
83	3
84	5
85	3
88	3
90	5
92	2
93	2
94	2
95	2
96	1
97	3
98	1
99	1
100	3
101	3 1/2

102	3
104	1
106	2
107	1
108	2
109	3
111	4
115	1
116	4
117	3
119	2
120	1
121	1
122	1
123	1
124	1
125	2
126	3
127	3
128	4
129	2
130	3
131	5
132	4
133	4
139	4
142	2

10. Would the addition of bike infrastructure/parking or other amenities at a destination increase the number of people who bike to that destination?

Value	Percent	Count
Yes	90.20%	83
No	9.80%	9
Totals		92

11. What are your LEAST favorite places or streets to bike? Please note specific streets or intersections.

ResponseID	Response
8	Firestone Imperial Studebaker
9	Pioneer and Rosecrans intersection, Studebaker Rd. By the 105 exit
12	main roads like firestone, imperial. too much traffic
13	Pioneer blvd
15	Rosecrans
16	Close to freeway entrance, Studebaker intersections with Alondra, Rosecrans, Imperial
18	Excelsior, between Bloomfield/Norwalk, one ways, pioneer blvd, 5 points
19	Norwalk Blvd
20	Pioneer Blvd, Imperial Hwy, Alonda at Studebaker
21	Main streets, no bike lanes
22	Rosecrans Ave
23	Pioneer/rosecrans/San Antonio intersection
24	Firestone and imperial
25	Any street or major roads
26	Imperial hwy, pioneer blvd, rosecrans, bloomfield, carmenita
27	Pioneer Blvd and any area closer to the 91 freeway. The area seems most neglected from city funding and there's poor lighting.
28	pioneer and Norwalk blvd
29	Imperial highway

- 31 Heavy traffic streets
Studebaker road. Make long bike lanes from Firestone to
- 32 Alondra.
- 33 Studebaker Road
Norwalk BLVD. heading towards Rosecrans, because the side walk is in bad shap on one side, and the other is very narrow. I would ride on the street, but a lot of unsafe
- 35 driving in that area
- 36 Norwalk blvd pioneer
I enjoy riding at the river beds. However, the homeless camps allowed to establish there make it so that I do not bike unless a male is also available to accompany me
- 37 and my children.
- 39 Pioneer Blvd
- 41 Imperial Hwy
- 43 Alondra/Rosecranse to San Gabriel Riverbed trail
- 45 Pioneer &166th
- 51 None
- 52 Rosecranes and Studabaker
- 56 Norwalk Bl
- 59 Imperial
- 60 n/a
All of them we have only Foster Rd with a bike lane. And for parking bikes, we have way too many homelessness,
- 61 they will steal the bikes.
Anywhere passing near Front street or Firestone because of all the homeless hanging around. Near train
- 62 tracks homeless hang out there too
Rosecrans from 605 to San Antonio. San Antonio from
- 63 Rosecrans to Imperial.
Rosecrans near 605 and 5 Fwy & Imperial Hwy,
- 64 Telegraph Rd & Florence
- 65 Pioneer Blvd from 166th st to Imperial, and Norwalk Blvd
- 68 Pioneer Blvd.
Firestone Blvd b/c of the high volume of traffic, motels & the homeless. Pioneer Blvd. for similar reasons. I don't
- 69 feel comfortable not having protected bike lanes
- 74 Riverbed, Studebaker, Norwalk Blvd. & Pioneer blvd.
Studebaker or major streets because there are no bike
- 78 lanes.
Rosecrans from Carmanita to Shoemaker due to lack of
- 79 bike lane or shoulder
- 80 Big streets, like Rosecrans
- 81 Imperial Highway, Rosecrans Ave.
- 82 All Main Streets
Alondra Blvd between Maidstone and Bloomfield. It's dark and sketchy. Hate riding on pioneer by R&G market off mapledale and pioneer. Too many druggies and
- 83 homeless there
- 84 Pioneer
- 85 Norwalk blvd
5 Points intersection.I feel like I would get run over at that
- 88 intersection
studebaker from foster greenbelt to alondra. also every riverbed exit other than foster. That green belt is a Norwalk gem. Please remove agava type plants there,
- 90 flowers would be so lovely there again.
- 92 Firestone, Imperial, Studebaker
- 93 Anywhere along Imperial Highway
- 94 Imperial Hwy, Firestone Blvd
Rosecrans Ave. due to traffic and little room between
- 95 traffic lanes and parked cars

- 96 Most major streets in Norwalk
Norwalk blvd and Excelsior street after Norwalk, heading
- 97 towards Dolland Elementary
Firestone & Rosecrans are both very busy with little/no
- 98 bike lanes
I got hit once on the intersection 166th and Norwalk Blvd,
I typically avoid Rosecrans and Alondra because of crazy
drivers and use Excelsior Blvd to get to San Gabriel
- 99 River Trail
- 100 Na
- 101 Rosecrans
- 102 The riverbed biketrail
- 104 Alondra, Rosecrans
- 106 Imperial Hwy/Access to Green Line
- 107 studebaker rd
- 108 Imperial Highway
Five points, rosecrans, pioneer blvd from Alondra
- 109 towards city hall, anywhere close to the 5 freeway
- 111 On sidewalks...
- 116 hj
- 117 stairs

- 119 I don't like crowded places. It's very inconvenient to ride
- 120 Busy streets
- 121 Busy streets
- 122 Busy streets
- 123 Busy streets
- 124 The river
Rosecrans Avenue to the SGRT or LCRT, a dedicated
bike lane along Rosecrans would allow for a connection
between the SGRT and LCRT and would complete a
- 142 loop.

12. What are your favorite places or streets to bike? Please note specific streets or destinations

ResponseID	Response
	Pioneer Blvd. and Norwalk Blvd. but heading west towards Santa Fe Springs to make my way to the biking 9 trail next to the SFS Park Dollison Dr along the 5 freeway, open, but would like
12	better lighting
13	River Bed
15	Residential
16	River Bed, Excelsior
18	residential areas. Mapledale/bloomfield/Norwalk
19	El Dorado Park in LB or The Beach Bike Path in LB
21	San Gabriel/ Coyote Creek Bike Trails
22	Excelsior Ave
24	Foster
25	Beach, el dorado park
26	San Gabriel riverbed
27	Norwalk City Hall/ Norwalk Library area. I tend to bike more in Cerritos since it is a little more bike friendly and has a little bit more visibility and is aesthetically pleasing.
28	the beach
29	San gabriel river trail
31	Bike trail, L. A River
32	Riverbed.
33	Foster Rd. But too much traffic and no bike lane I like biking on the bike lane on Norwalk Blvd. heading
35	towards artesia

36 Neighborhood st
37 N/A
39 Excelsior Blvd
41 Orange County Cities
43 The riverbed trail to Seal Beach
45 Gerdes Park
51 Cerritos college campus
52 The Riverbed and path from near New River Park
56 Foster Rd
59 Bike Path on river
60 beach
61 Foster Road between Pioneer to San Gabriel River
62 Parks not located in Norwalk.
64 Lakeland Rd
Excelsior drive to the river bank or to shoemaker, Gridley
65 st, town square, parks
The Civic Center area along Bloomfield Ave .& the
neighborhood/river trail entrance on Foster Rd &
69 Studebaker
74 Foster Rd.
78 Residential Streets because they are safer.
Rosecrans from Beach Blvd to Carmanita—I work at Los
Alisos MS. I also love to ride all over La Mirada and
79 Fullerton where they have lots of bike lanes.
80 around smaller, residential streets
81 Shoemaker Ave, Carmenita
82 605 bikeway and my neighborhooc
83 Running and bike paths in bellflower and Whittier
84 Bloomfield
85 Bloomfield Excelsior
foster greenbelt. foster riverbed entrance/exit.
Improvements to riverbed exits and their connection to
Norwalk attractions would improve bike penetration into
the City. Make all riverbed exits like foster, and connect
90 to civic center and square.

93 Along Foster Road, leading to the San Gabriel Riverbed
94 San Gabriel River bikepath
95 San Gabriel River Bike trail.
96 San Gabriel Bike Trail
Pioneer and Excelsior going to the riverbed. Not much
97 traffic and has a park. The path needs better lighting
The bike lane on Bloomfield is great, although there is
98 more road debris than I would like.

100 Na
101 zens tea house, tj maxx, Cerritos, long beach
102 Foster greenbelt
Excelsior, Studebaker (these can be better with bike
104 lanes)
106 San Gabriel River Bike Path
107 San Gabriel River path
108 San Gabriel River trail
109 Excelsior, Bloomfield
111 The San Gabriel Bike Trail
116 hkh
117 On the way to school
119 10902 Firestone Boulevard 06
120 The sea
121 The sea
122 The sea
123 The sea
124 A country lane free of motor vehicles
142 Riverbed to Seal Beach

13. Do you have any thoughts about challenges or locations you would like to see address

ResponseID	Response
8	Firestone between Studebaker and Orr and Day
9	No specific thoughts but bike lanes and places to park
12	bikes in shopping centers would be a big help
13	bike paths and more bike lanes on major streets
15	Street parking on major streets
16	Bike lanes on Foster Rd.
18	riverbed entrance from Excelsior.
19	we don't have enough bike lanes anywhere. one bike
20	lane on foster rd is nothing.
23	I would love a Norwalk, Foster, Studebaker, 166th with
24	Excelsior to cut short.
25	Access to Green Line Station from San Gabriel River
26	Trail. Freeway crossings. Bloomfield seems to have
27	space for bike lanes.
28	Choose locations that have the space, long beach city
29	selected some areas that were too tight and removed a
30	car lane
31	More bike friendly routes or bike lanes
32	I am not in favor of bike paths created plain major roads.
33	Keep biking to parks and bike paths.
34	Bikes lane that go towards the river beds.
35	Either expanding and redoing sidewalks to accommodate
36	bikes and people or adding biking lanes on street. I would
37	like for Pioneer St. to be one of the locations to receive
38	attention as it runs along all of Norwalk. It can get you
39	from Santa Fe Springs all the way to the Artesia/Cerritos
40	area within 20 minutes.
41	None
42	Imperial highway and pioneer
43	No.
44	Would be amazing to have a bike lane from imperial
45	highway on Studebaker and ride all the way to Cerritos
46	mall. The problem is there are way too many cars parked
47	on the street in some areas and no bike lane.
48	River beds homeless camps. Homeless camps in and
49	around railroad tracks (Orr and Day and Maidstone Ave)
50	and along 605 freeway.
51	Alondra
52	Any educational area (I.e, schools/colleges) still open,
53	will have a high value of traffic added, including
54	bike/pedestrian traffic.
55	Pioneer & Rosecrans to be able to bike to the town
56	Square
57	No bike lane because they increase traffic and remove
58	parking.
59	no
60	Roscrans
61	n/a
62	More secure bike lanes like in Long Beach and
63	Downtown LA
64	Sidewalks in the neighborhoods are not bike friendly
65	many don't even have wheelchair access when having to
66	cross a street within the neighborhood
67	Bike lanes and repair to smooth surfaces

I have never seen bike lanes in Norwalk and that is my biggest challenge. There are cars parked on main streets which puts cyclists right next to oncoming traffic. There is a lack of awareness on cyclists rights on the road. Another challenge is lighting in the city, there is very limited lighting in the areas that lead to the river beds. The safest place to ride in Norwalk is on sidewalks. Challenge with cars parked on the streets blocking the view of bikes crossing. Would like to see bike racks at the main shopping centers. The town center area would be a great place to start
65
74 Painting bike lanes down Studebaker

I get that our major streets are not easily conducive to easily putting bike lanes in but I would think that the major streets that don't have curb parking would be an easy way to start. And then if it could branch off into the 78 streets running North/South, that would be awesome.

Mainly adding a bike lane for Rosecrans from Carmanita to shoemaker or a safe alternate route—Imperial Hwy is 79 worse, and Alondra has too many big trucks.

Dedicated or blocked off bike lanes. Wider roadways to accommodate cyclists. Dedicated cyclist crossing

81 buttons at street lights.

82 No so long as you keep this homeless off the sidewalks

83 Front street

84 Blocked view

85 Riverbed

5 Points-it's confusing as it is. So clear bike lanes would 88 help.

Biking from foster greenbelt to amc 20 is difficult after you pass pioneer. Good opportunity to make a route near front street? foster/leffingwell is a special part of norwalk, 90 school cluster..

92 Firestone between Orr and Day and Studebaker

I think the Metro Green (C) Line Norwalk Station should have an entrance on Foster road for cyclists, as it'll offer a safer route to the light rail system rather than individuals having to try and enter via Imperial Highway (which has no bike lanes) or via the 105 freeway

93 shoulder from Studebaker Road.

Shopping and biking don't mix well for me, too much stuff 94 to carry

Excelsior Drive access to the S G River bike trail is in desparate need of improvement. Poor signage, no improved path to access and persistent large mud

95 puddles from irrigation.

Lawlessness on the bike trail. A woman was killed north of Imperial by a motorcycle rider on the trail. Too many 96 motorcycles on the trail.

Areas near the riverbed need better maintenance and lighting. Norwalk and Excelsior has no sidewalk going 97 towards the park

I would like to see a dedicated bike lane on Excelsior. It 98 seems wide enough to accomodate it.

idk some kind of awareness campaign or crash course commercial reminding entitled drivers of their

99 responsibility when operating a vehicle?

100 Having dedicated backlinks may increase traffic creating safer spaces for wildlife "bees" and plants &

101 more art

More patrols at the end of foster rd leading to the
102 riverbed. Lots of druggies and sketchy people

More bike access towards cerritos college and additional
riverbed bike entries would be helpful. Establishing a full
104 bike route thru out Excelsior could help
Improve access to the Green Line Station with access
106 from Foster Rd
107 more trees and bike paths
108 Green Line Station to San Gabriel River path

Challenge when cars are parked too close to curb, they
are unable to see pedestrians or cyclists crossing
109 sidewalks, people racing on the street/not following signs
111 Signage/Cycling-Friendly Laws
112 Norwalk Metro Green Line Station
116 hkh
117 Increase protection measures
124 Put a fence along the river
I would like to see bike lanes on streets that provide
142 access to the existing river trails (SGRT and LCRT)

14. What destinations in Norwalk do you currently access or wish you could access by bike

ResponseID	Response
8	Green line station
9	No specific destination
12	a bike path from park to park would be nice
13	Grocery stores
15	Foster Rd. Riverbed at the end of Excelsior should have a
16	designated bike entrances Norwalk Metro Station (green line) it is very hard to get
18	to.
19	Cerritos College, NASC Green Line Station, Metrolink Station, Civic Center, San Gabriel River Trail at Alondra Blvd, former H-Mart on
20	Pioneer.
21	San Gabriel/Coyote Creek Bike Trails
22	Paddison Square Bike lanes to metrolink and green line, riding paths that
23	go across the city, downtown norwalk
24	Norwalk town square
25	None.
26	Imperial hwy I wish I could get to the new Planet Fitness that was added near the 5 freeway, but I feel unsafe and there's
27	not infrastructure motivating biking.
28	San Gabriel
29	Imperial highway and pioneer blvc Cerritos college bike lane around school and Norwalk
32	high school I wish I could ride on studebaker from imperial all the way
33	to Cerritos Auto Square or Cerritos College I wish I could more safely access Norwalk city hall and the areas around there. Additionally, I wish I could feel safer around Five Points with a bike. Currently I wouldn't
35	feel comfortable parking my bike there I would like a biking path along the corridor in and around
37	the neighborhood closest to Lakeside Middle School
41	River trail

43 The college and the riverbed.
45 Town Square
51 Every where is accessible
I can't think of any. I like to bike away from cars hence
52 why we use the Riverbed
56 From Norwalk Bl to Foster Rd to S.G riverbed
59 train station
60 none
Everything is accessible by riding sidewalk ONLY. Street
61 is NOT safe.
If norwalk had a nice bike path surrounded by lush
62 greens would be nice

65 River bank, Norwalk town square, adult school, northgate
68 Firestone Blvd.

Paddison Square on Imperial Ave. from Firestone, the
Northgate plaza, Chick Fil A plaza, a path that connects
69 to the Norwalk Square and to Alondra off of Bloomfield
74 Pioneer blvd/Foster Rd
I'm trying to drive less, so I commute once a week to
work which is 5 miles from my house. I am also trying to
take care of local errands on my bike, like grocery
78 shopping or small shopping centers.

Los Alisos Middle School, NLMUSD District Office, also if
we could take bikes into businesses while shopping—I
79 don't want to leave my \$6000 eBike outside unattended.
Just my home going to Cerritos or Whittier via
81 Shoemaker, Rosecrans, and Carmenita.
82 I can go just about any where I want on my bike
83 AMC theater, Norwalk square
84 Excelsior drive
85 Market
I park at the metro station and take the train to work. If
there was a bike lane down Foster Rd with an entrance
to the Metro Station I wouldnn't take my car, I would bike
88 to the metro
No one wants to ride anywhere east, or south of
Rosecrans and Studebaker. Not safe side streets. Heavy
traffic otherwise. Making riverbed exits on Excelsior,
Alondra, imperial. Rosecrans would attract bike traffic
90 from riverbed bike trail.
92 Norwalk Green Line Station
93 Metro Green (C) Line Norwalk Station
94 Would like to go to restaurants
I typically use only the S G River bike trail at this time.
95 Better east / west travel routes really needed.
96 Just about anywhere in town. Too few bike lanes

There are few areas in Norwalk that are bicycle friendly.
We bike in our neighborhood and will venture out mostly
towards cerritos because traffic is lighter and paths exist.
So we'll head to the cerritos town center following the
97 path along the housing along Alondra and Bloomfield.
I own Goodies Uniforms on Firestone so I frequently ride
98 to/from Goodies.
99 Riverbed
101 Cerritos Mall, riverbed near Rosecrans
102 Amc theatres ,target,norwalk square
Riverbed, Cerritos, more access to grocery stores as
104 well
106 Norwalk Green Line Station

- 107 Norwalk transit center
- 108 No easy access to Green Line from the South
Cerritos college from pioneer to Alondra, town square,
- 109 northgate, sports complex, library
While intercity is nice, improve the bike path
- 111 infrastructure as well.
- 112 Norwalk Metro Green Line Station
- 116 adea
- 119 Gibbs College
- 124 The farm
- 142 Foster Rd Greenbelt

15.What is your home zip code?

ResponseID	Response
8	90650
9	90650
12	90650
13	90650
15	90650
16	90650
18	90650
19	90650
20	90650
21	90650
22	90650
23	90659
24	90650
25	90650
26	90650
27	90650
28	90650
29	90650
31	90650
33	90650
35	90650
36	90650
37	90650
39	90650
41	90638
43	90650
45	90650
51	90650
52	90650
56	90650
59	91011
61	90650
62	90650
63	90713
64	90814
65	90650
66	90650
67	90650
68	90650
69	90650
74	90650
77	90650
78	90650
79	92933
80	90650
81	90650
82	90650

83	90650
84	90650
85	90650
88	90650
90	90650
92	90650
93	90650
94	90650
95	90650
96	90650
97	90650
98	90601
99	90650
100	90650
101	90650
102	90650
104	90650
106	90650
107	95035
108	90650
109	90650
111	90650
116	88201
117 Norwalk	
119	90650
120	6854
121	44857
122	44857
123	6851
124	6851
125	50211
126	6851
127	6854
128	6854
129	6854
130	6851
131	6851
132	6851
133	6854
134	6854
135	6854
136	6851
137	6851
138	6854
142	90650

16.Your relationship with Norwalk (select all that apply)

Value	Percent	Count
I live here	75.00%	72
I work here	26.00%	25
I visit here	9.40%	9
I go to school here	4.20%	4
Other (please specify)	4.20%	4

Other (please specify)	Count
I have spent all my life in Norwalk and have never moved outside of	1
I was born here	1
Parent's still resided in Nowalk and I visit regularly over the weeker	1
Way to reach the river trail	1
Totals	4

17. Your age

Value	Percent	Count
18-24	20.00%	19
25-34	23.20%	22
35-44	30.50%	29
45-54	13.70%	13
55-64	8.40%	8
65+	4.20%	4
	Totals	95

18. Your gender

Value	Percent	Count
Male	46.30%	44
Female	47.40%	45
I prefer not to answer	6.30%	6
	Totals	95

Report for Plan Maestro de Bicicletas de la Ciudad de Norwalk

Plan Maestro de Bicicletas de la Ciudad de Norwalk

2.¿Con que frecuencia usted monta en bicicleta?

Value	Percent	Count
Semanalmente	50.00%	1
Varias veces al año	50.00%	1
Totals		2

3.¿Cual es el propósito de la mayoría de sus viajes en bicicleta?

Seleccione todas las respuestas que apliquen:

Value	Percent	Count
Recados/Compras	50.00%	1
Ejercicio	50.00%	1

Otra (por favor especificar) Count

Totals 0

4.¿Como caracterizaría su habilidad para montar en bicicleta? Elija la respuesta que mejor se ajuste:

Value	Percent	Count
Me siento cómodo conduciendo una bicicleta en calles con poco trafico vehicular (por ejemplo, calles residenciales)	100.00%	2
Totals		2

5.incluyéndose a usted, algún miembro de su hogar asiste a la escuela? Seleccione todas las que apliquen.

Value	Percent	Count
Escuela Secundaria / Preparatoria	50.00%	1
Universidad	100.00%	2

6. En general, cual describe mejor su nivel de confort al montar bicicleta en Norwalk?

Value	Percent	Count
Comodo	50.00%	1
Incomodo	50.00%	1
Totals		2

7. Cual de las siguientes afirmaciones describe mejor la(s) razón(es) que le impide montar en bicicleta con mas frecuencia? Seleccione todas las opciones que apliquen.

Value	Percent	Count
Me siento inseguro	50.00%	1
La ciudad carece de infraestructura para bicicletas (senderos, ciclorutas, etc.)	100.00%	2
Falta de instalaciones seguras para parquear bicicletas en mi destino final	100.00%	2

Otra (por favor especificar)	Count
Totals	0

8. Cuales son los tres factores principales que considera al elegir una ruta para montar bicicleta?

Value	Percent	Count
Volumen de tráfico vehicular y/o velocidades	50.00%	1
Infraestructura para bicicletas en la calle, como carriles para bicicletas o senderos protegidos	100.00%	2
Sensación de seguridad	50.00%	1
Estética/paisaje	50.00%	1
Las condiciones de la calle o el carril de bicicleta/sendero	50.00%	1
Obstáculos en la via (vehículos estacionados, señalización, canastos de basura)	50.00%	1

Otra (por favor especificar)	Count
Totals	0

9. En la escala del 1 al 5, donde 1 significa absolutamente nada, por favor califique el impacto de cualquier actividad criminal/sospechosa en la incidencia que usted salga a caminar o montar bicicleta en la comunidad.

ResponseID	Response
3	3
4	5

10. Una mejor infraestructura para bicicletas/parqueadero de bicicletas y otras comodidades en su destino final aumentarían las probabilidades de que usted monte en bicicleta?

Value	Percent	Count
Sí	100.00%	2
Totals		2

11. En su opinión, cuáles son los lugares o calles MENOS agradables/cómodas para montar en bicicleta? Por favor indique las calles o destinos específicos.

ResponseID	Response
3	Imperial O norwalk
4	canal del rio San Gabriel

12. En su opinión, cuáles son los lugares o calles preferidas para montar en bicicleta? Por favor indique las calles o destinos específicos.

ResponseID	Response
3	Parques
4	foster

13. Tiene alguna idea sobre los retos mas importantes o locaciones específicas que usted le gustaría fueran abordados por el Plan Maestro?

ResponseID	Response
3	Si
4	homeless

14. Que destinos en Norwalk usted actualmente accede o le gustaría poder acceder en bicicleta?

ResponseID	Response
3	Tiendas de comida

15.¿Cuál es su código postal?

ResponseID	Response
3	90650
4	90650

16.Su vínculo con Nowalk (seleccione todas las opciones que apliquen)

Value	Percent	Count
Yo vivo aquí	100.00%	2

Otra (por favor especificar)	Count
Totals	0

17.Su edad

Value	Percent	Count
45-54	50.00%	1
55-64	50.00%	1
Totals		2

18.Su genero

Value	Percent	Count
Masculino	100.00%	2
Totals		2



APPENDIX C

Project Vision, Goals, and Objectives Memo

Technical Memorandum

November 9, 2021

Project# 24828

To: Monica Rodriguez – City of Norwalk,
From: Michael Sahimi – Kittelson & Associates, Inc.
RE: Norwalk Bicycle Master Plan - Vision, Goals, and Objectives

INTRODUCTION

Kittelison and Associates, Inc. (Kittelison) and the City of Norwalk are developing a Bicycle Master Plan (BMP) to improve biking conditions throughout the city. This document outlines Kittelison's recommended framework for the BMP's vision, goals, and objectives to help the City implement the recommended network and programs and to help encourage more biking in the City.

This framework was informed by the existing conditions analysis and community outreach through the online survey and virtual workshops. The vision statement identifies the long-term, aspirational goal for biking in Norwalk, supported by the goals and objectives to achieve the vision.

VISION

The City of Norwalk will increase bicycling by being a place where residents, visitors, and employees can safely bike to local and regional destinations. The City will provide convenient and safe places to bike and create a more welcoming and encouraging environment for cyclists, improving the community's health and cultivating its identity.

GOALS AND OBJECTIVES

Goal 1.0 Accessibility: Provide safe, direct, and comfortable bike routes.

Developing a network of direct and comfortable bike facilities allows bicyclists of all ages and abilities to bike to key locations within and outside the city, helping increase the number of bike trips taken for work, school, recreation, and shopping.

OBJECTIVES

- Improve local biking connectivity between the City's neighborhoods and local destinations such as retail and schools.
- Improve connectivity to regional facilities and destinations.
- Remove or mitigate barriers to bicycling in the City.
- Improve biking connections to transit stations.

- Develop a network that serves bicyclists of all ages and abilities.

Goal 2.0 Safety: Improve safety for bicyclists.

Creating a safer environment for people biking can help reduce both the frequency and severity of bicycle-involved crashes and injuries. Methods to address safety can include engineering improvements, enforcement, and education.

OBJECTIVES

- Improve bicyclists' perception of safety while using Norwalk's circulation network.
- Reduce conflicts between bikes and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations.
- Develop and implement safety education programs for cyclists.
- Partner with law enforcement to equitably enforce safety laws for all road users. Improve safety for students using local roads to bike to and from local schools.

Goal 3.0 Encouragement: Promote biking and encourage people to bike in Norwalk, improving community health and identity.

A welcoming and friendly biking environment invites more people to bike and can result in improved community health due to increased physical activity. Encouraging residents to bike between areas of the city through improved connectivity can also help foster a sense of local identity.

OBJECTIVES

- Provide end-of-trip bike facilities such as bike parking at key destinations.
- Partner with schools and local organizations to encourage biking.
- Use the City's resources, such as social media channels, to promote biking.
- Facilitate bike connectivity to recreational destinations such as parks and trails.
- Incorporate bike-oriented wayfinding into the City's transportation network.



APPENDIX D
Recommendations
Memos

Technical Memorandum

October 4, 2021

Project# 24828

To: Stacey Morales – City of Norwalk
From: Michael Sahimi – Kittelson & Associates, Inc.
RE: Norwalk Bicycle Master Plan – Recommended Bikeways (FINAL)

Introduction

Kittelson and Associates, Inc. (Kittelson) and the City of Norwalk are developing a Bicycle Master Plan (BMP) to improve biking conditions throughout the city. This document outlines the proposed bikeways to be included in the BMP, for City review. This network was developed based on the results of the existing conditions and constraints analysis as well as feedback obtained through the public outreach process.

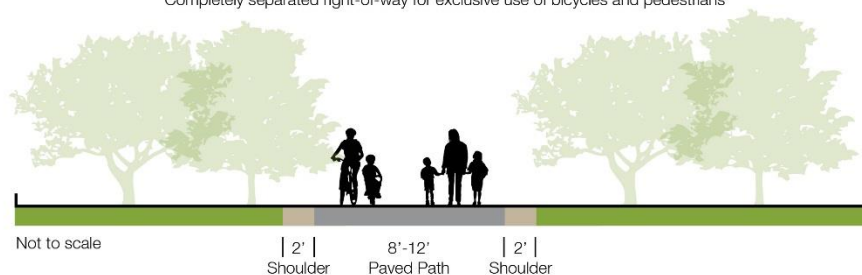
Types of Bikeways

Bicycle facilities are categorized into four types, as described and depicted in illustrations below. Note that while the graphics include typical widths for the various facilities, the exact configuration of a bike facility can vary depending on its location and the jurisdiction's preferences.

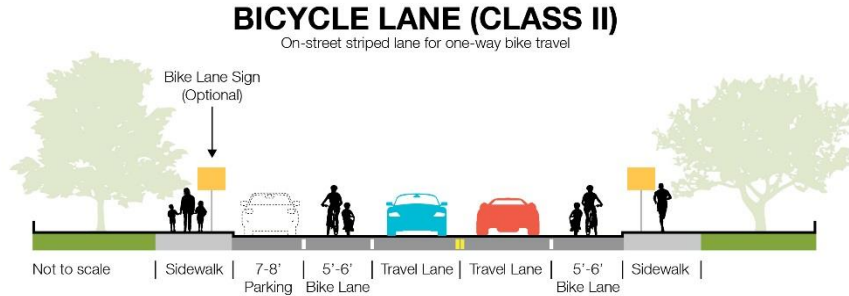
- **Class I Bikeway (Bike Path).** Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).

SHARED-USE PATH (CLASS I)

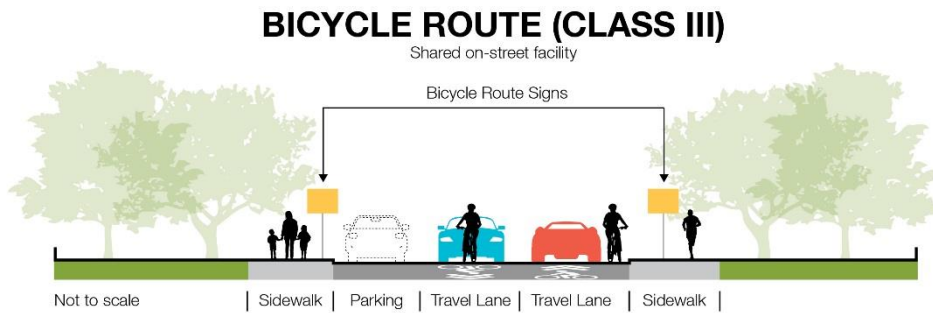
Completely separated right-of-way for exclusive use of bicycles and pedestrians



- **Class II Bikeway (Bike Lane).** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (also known as a Buffered Bike Lane), and the bike lane could be adjacent to on-street parking.



- **Class III Bikeway (Bike Route).** A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be designated using shared-lane markings (also known as sharrows, pictured below). An enhanced bike route, known as a bicycle boulevard, can include traffic calming treatments to slow down vehicles.

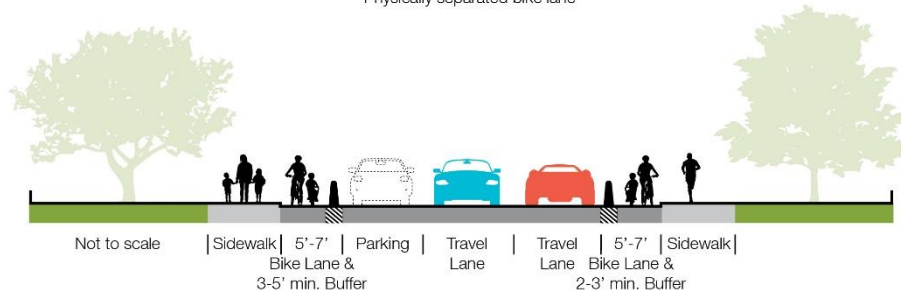


Sharrow marking

- **Class IV Bikeway (Separated Bike Lane).** Also known as a cycle track or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A cycle track can be one-way or two-way.

CYCLE TRACK/SEPARATED BIKEWAY (CLASS IV)

Physically separated bike lane



Existing Bikeways

Existing bikeways in and around Norwalk are shown in Figure 1. As shown in the figure, there are a limited number of bikeways in and around the city at this time, as listed below:

- A 3.5-mile segment of the San Gabriel River Trail borders the City of Norwalk to the west. The San Gabriel River Trail is a 35-mile Class I facility that runs from Azusa to Seal Beach. Adjacent to the city, the trail is approximately eight feet wide, with access points at Firestone Boulevard, Imperial Highway, Foster Road, Rosecrans Avenue, and Alondra Boulevard.
- The Foster Road Greenbelt, which serves as a walking and biking connection to the San Gabriel River Trail, divides Foster Road and starts approximately 900 feet west of Studebaker Road. The greenbelt consists of a path that is ten feet wide and includes amenities such as shaded trees and benches.
- Class II bicycle lanes have recently been installed along Foster Road from Pioneer Boulevard to Halcourt Avenue (at the Foster Road Greenbelt). As part of this project, a road reconfiguration was implemented between Pioneer Boulevard and Studebaker Road to remove one vehicular travel lane in each direction and install a two-way left-turn lane. Other improvements included new sidewalks, ADA-compliant ramps, pedestrian safety lighting, landscaping, and flashing stop signs. Between Studebaker Road and Halcourt Avenue, travel lanes were narrowed to accommodate parking-adjacent bike lanes. The bike lanes are adjacent to on-street parking along some portions of Foster Road and are generally five feet wide (with one short segment that is ten feet wide).

Planned Bikeways

Anticipated changes to the bikeway network outside the City are shown in Figure 2. These bikeways are based on information provided in the Gateway Cities Council of Governments (GCCOG) Strategic Transportation Plan (STP) Active Transportation Element (March 2016), County of Los Angeles Bicycle Master Plan (March 2012), Bellflower-Paramount Bike & Trail Master Plan (September 2016), City of Cerritos Bikeways Map (August 2018), Santa Fe Springs Active Transportation Plan (November 2020), and Southern California Association of Governments (SCAG) shapefile of existing and planned bikeways in the region (June 2020).

Planned bikeways within the City of Norwalk are also shown in Figure 2. These bikeways are being proposed as part of planning efforts separate from this BMP. They are being included in the BMP to be consistent with these efforts and to ensure that the BMP's proposed bikeway network fits seamlessly into other planned improvements in the city. The following bikeways have been proposed in the city:

- **Firestone Boulevard Bike Lanes:** The ongoing Firestone Boulevard improvement project has proposed Class II bike lanes along the segment between Imperial Highway and the I-605 northbound ramps/Hoxie Avenue, achieved through the removal of on-street parking. Separately, Caltrans is planning to install bike lanes along Firestone Boulevard between the I-605 northbound ramps/Hoxie Avenue and I-605 southbound ramps as part of its redesign of that segment.
- **Alondra Boulevard Bike Lanes:** As part of the Alondra Active Transportation Improvement Project, the City will construct Class II bike lanes in both directions between Studebaker Road and Pioneer Boulevard within the existing right-of-way. This project will also include pedestrian improvements and a safety zone planter to separate bicyclists and pedestrians from the road.
- **Heart of Norwalk:** As part of the ongoing Heart of Norwalk project, the City is proposing four bikeways in the study area shown in Figure 2. Three bikeways would be achieved by reducing automobile travel lanes or parking: Class II buffered bike lanes on San Antonio Drive between Pioneer Boulevard and Foster Road, Class IV protected bike lanes on San Antonio Drive/Norwalk Boulevard between Foster Road and Imperial Highway, and Class II buffered bike lanes on Firestone Boulevard between San Antonio Drive and Bloomfield Avenue. The plan also includes a Class I path along the rail right-of-way between Imperial Highway and Bloomfield Road.

In addition, the Gateway Cities Council of Governments (GCCOG) is currently conducting the Imperial Corridor Complete Street Evaluation and Master Plan Study in order to create a multijurisdictional master plan for the entirety of the corridor running through Lynwood, South Gate, Downey, Norwalk, Santa Fe Springs, La Mirada, and unincorporated Los Angeles County.

Proposed BMP Bikeways

The proposed BMP bikeways are shown in Figure 3 and detailed in this section. The proposed bikeways were developed based on based on the results of the existing conditions and constraints analysis as well as feedback obtained through the public outreach process. They have also been designed to fit into existing and other planned bikeways within and adjacent to the city.

FOSTER ROAD

At this time, the Foster Road Greenbelt runs between Halcourt Avenue and the San Gabriel River Trail. The City recently installed parking-adjacent bike lanes along Foster Road between Halcourt Avenue and Pioneer Road.

The BMP's draft network includes continuing the parking-adjacent bike lanes east of Pioneer Road to Foster Road's endpoint at Norwalk Boulevard. This would require implementing a similar road diet project, removing two travel lanes and adding a center turn lane in order to fit in bike lanes. This would be appropriate given that similar roadway characteristics and volumes are present along Foster Road east of Pioneer Boulevard, and would serve to bridge a gap to the heart of Norwalk.

To improve connectivity between Foster Road and the C/Green Line Station, the City should work with LA Metro and Caltrans to open the existing pedestrian opening (that is currently closed) to bike traffic. The gated opening is approximately 550 feet west of Halcourt Avenue. The City should also install bike lanes along Foster Road between Halcourt Avenue and the opening, in order to accommodate bike access to and from the station. This would require narrowing the travel lanes along this section of Foster Road to 10 feet. A curb ramp and connection to the greenbelt should also be provided at this location.

CIVIC CENTER DRIVE

Civic Center Drive runs from Norwalk Boulevard to Bloomfield Avenue, before continuing east and terminating at a cul-de-sac outside the Norwalk Transit System maintenance yard. A bikeway along this street would provide a connection to retail and institutional destinations and bridge a gap between proposed bike lanes along Norwalk Boulevard and Bloomfield Avenue. Given the low volumes, the City should implement a road diet between Norwalk Boulevard and Bloomfield Avenue, reducing the number of lanes from 5 to 3. Class IV separated bike lanes should be installed in both directions. Given that on-street parking exists along the south side of Civic Center Drive between Volunteer Avenue and Bloomfield Avenue, parking-adjacent Class II bike lanes should be implemented in the eastbound direction for that section. East of Bloomfield Avenue, the City should implement a Class III bike route until the cul-de-sac. At this location, there is an opportunity to provide bicycle access to the Metrolink Station, which is especially important given that a bikeway along Imperial Highway is not being recommended at this time (more on that later in this memo). The City should work with Metrolink to install a Class I bike path from the cul-de-sac to the station's platform. This would require an elevated bike path (or a bike bridge) for a portion of the path, given that the bus maintenance yard forms a barrier to direct access.

EXCELSIOR DRIVE

Excelsior Drive can serve as an important east-west corridor for bikes, given its relatively low volumes and the presence of schools. Based on feedback received during the outreach process, this roadway can benefit from removing travel lanes to install buffered Class II bike lanes. There can also be a new low-stress connection to the San Gabriel River Trail. Specific segments of Excelsior Drive are discussed below:

- Between Shoemaker Avenue and Norwalk Boulevard, reduce the number of travel lanes from 4 lanes to 3 lanes (1 travel lane in each direction with a center turn lane). Implement Class II buffered bike lanes.
- Between Norwalk Boulevard and Pioneer Boulevard, speeds are lower and there are already three lanes with on-street parking. Reduce travel lanes to 10 feet and implement parking-adjacent Class II bike lanes.
- Between Pioneer Boulevard and Piuma Avenue, reduce the number of travel lanes from 4 lanes to 3 lanes (1 travel lane in each direction with a center turn lane). Implement Class II buffered bike lanes.
- Between Piuma Avenue and Domart Avenue, implement a Class III bike route with sharrow markings.
- In order to get bicyclists from Excelsior Drive to the river trail, install a bike path on the green area to connect to the bike trail. The City indicated that this green area is City property.

ALONDRA BOULEVARD

The City is currently designing Class II bike lanes in both directions between Studebaker Road and Pioneer Boulevard within the existing right-of-way. This project will also include pedestrian improvements and a safety zone planter to separate bicyclists and pedestrians from the road.

Implementing bike lanes along the full extent of Alondra Boulevard would ensure the City's existing project is part of a longer connected corridor and would get bicyclists to destinations such as the river trail. Specific segments of Alondra Boulevard are discussed below:

- Between Shoemaker Avenue and Madris Avenue, Class II buffered bike lanes can be implemented given the wide outer lanes in both directions.
- Between Madris Avenue and Norwalk Boulevard, a buffered bike lane can be implemented in the eastbound direction given the wide outer lane. In the westbound direction, given the presence of on-

street parking, parking-adjacent bike lanes should be implemented instead. Some minor median reduction may be required on the north side.

- Between Norwalk Boulevard and Pioneer Boulevard, given the presence of on-street parking, parking-adjacent bike lanes should be implemented. This may require very minor median reductions.
- Between Studebaker Road and Leibacher Avenue, standard Class II bike lanes should be installed given the constrained curb-to-curb width. This would require median reductions and narrowing travel lanes.
- Between Leibacher Avenue and the San Gabriel River Trail, standard Class II bike lanes should be installed. This would require narrowing the median.

166TH STREET

Given the low volumes along 166th Street, this road is an opportunity to reduce travel lanes to implement bike lanes. The City of Artesia has indicated support for such an approach, given that this roadway segment is also within their City limits. However, any reductions in vehicular capacity would require coordination with the jurisdictions at either end of the roadway segment.

- Between Norwalk Boulevard and Pioneer Boulevard, the number of travel lanes should be reduced from 4 to 3. Given the presence of on-street parking, parking-adjacent Class II bike lanes should be implemented.
- Between Pioneer Boulevard and Mapes Avenue, the number of lanes should be reduced from 5 to 3. Class II buffered bike lanes should be installed; along the south side of this segment, the eastbound buffered bike lanes would be parking-adjacent.
- Between Mapes Avenue and Elmcroft Avenue, the number of travel lanes should be reduced from 4 to 3; Class II buffered bike lanes should be installed.

BLOOMFIELD AVENUE

Implementing bike lanes along Bloomfield Avenue can help improve access to the Metrolink station and also connect residents to existing and planned bike lanes in adjacent cities. A mix of standard, buffered, and protected bike lanes can be implemented along this street, as detailed below.

- Between Imperial Highway and Goller Avenue/Foster Road, buffered bike lanes can be implemented due to the wide outer lanes.
- Between Goller Avenue/Foster Road and Markdale Avenue, parking-adjacent bike lanes should be implemented, which require narrowing lanes to 10 feet and potentially slightly reducing the median width.
- The area around the I-5 ramps require multiple treatments to ensure bicyclist can safely navigate while also acknowledging the constrained geometries. Between Markdale Avenue and the first ramp, buffered bike lanes can be installed due to the wide outer lanes. Between that ramp and Firestone Boulevard, the City should work with Caltrans to installed Class IV protected bike lanes. This would consist of a raised bikeway in place of the existing sidewalks, with the sidewalks pushed out in place of existing hardscape; this would provide bicyclists with safe passage through the dark, constrained underpass. Between Firestone Boulevard and Rosecrans Avenue, standard bike lanes should be installed.
- Between Rosecrans Avenue and Excelsior Drive, buffered bike lanes can be implemented due to the wide outer lanes.
- Between Excelsior Drive and Molette Street, parking-adjacent bike lanes should be installed due to the presence of on-street bike lanes; this would require slightly reducing the median on the west side. In the northbound direction, buffered bike lanes can be installed by removing the northbound on-street parking. This parking looks to be under-utilized and not serving residential uses.

- Between Molette Street and Alondra Boulevard, buffered bike lanes can be implemented due to the wide outer lanes.

NORWALK BOULEVARD

Norwalk is split into two distinct northern and southern sections. Along the northern section, which runs from Lakeland Road to Imperial Highway, the City should install buffered bike lanes. This can be implemented due to the wide outer lanes. South of Imperial Highway, Norwalk Boulevard gradually changes to San Antonio Drive and crosses I-5; the Heart of Norwalk plan includes recommendations for that segment.

Norwalk Boulevard's southern section runs from Foster Road to 166th Street. Given the relatively low volumes, this roadway can benefit from removing travel lanes to install bike facilities, as detailed below:

- Between Foster Road and Rosecrans Avenue, the Foster Road design should be continued by implementing a similar road diet project, removing two travel lanes and adding a center turn lane in order to fit in parking-adjacent bike lanes.
- Between Rosecrans Avenue and Mapledale Street, the City should implement a road diet, reducing the number of travel lanes from 3 to 2 (removing the second northbound lane). A parking-adjacent bike lane should be installed in the southbound direction, and a buffered bike lane in the northbound direction.
- Between Mapledale Street and Excelsior Drive, the number of lanes should be reduced from 4 to 3 (including a center turn lane) and travel lanes reduce to 10 feet, in order to install parking-adjacent bike lanes.
- Between Excelsior Drive and 166th Street, the number of lanes should be reduced from 4 to 3 (including a center turn lane) in order to install parking-adjacent buffered bike lanes.

FIRESTONE BOULEVARD

As stated earlier in this memo, several bike way segments are planned along Firestone Boulevard:

- The ongoing Firestone Boulevard improvement project has proposed Class II bike lanes along the segment between Imperial Highway and the I-605 northbound ramps/Hoxie Avenue, achieved through the removal of on-street parking.
- Caltrans is planning to install bike lanes along Firestone Boulevard between the I-605 northbound ramps/Hoxie Avenue and I-605 southbound ramps as part of its redesign of that segment.
- As part of the ongoing Heart of Norwalk project, the City is proposing Class II buffered bike lanes on Firestone Boulevard between San Antonio Drive and Bloomfield Avenue, achieved by removing travel lanes.

These segments are disconnected and do not provide bicyclists with an uninterrupted path of travel. The City should include bike lanes between these planned segments. Recommended bikeways along Firestone Boulevard are detailed below.

- Between Imperial Highway and San Antonio Drive, buffered bike lanes should be installed by removing on-street parking. Note, on-street parking removal has already been proposed as part of separate planning efforts along other sections of Firestone Boulevard.
- Between I-605 and the San Gabriel River Trail, buffered bike lanes should be installed. This would require some median reduction, as well as the elimination of the second westbound left turn lane into the shopping center. Effects on inbound shopping center traffic can be addressed by extending the length of the single left-turn lane.

LONG-TERM BIKE LANE PROJECTS

Both Pioneer Boulevard and Studebaker Road serve as key north-south corridors and would accommodate bicyclist access to important destinations. For example, bike lanes on Studebaker Road would improve bicyclist access to the C/Green Line Station and Cerritos College; bike lanes along Pioneer Boulevard would improve bicyclist access to the Heart of Norwalk. However, both roads are characterized by severe constraints to implementing bike lanes. These include:

- Presence of goods movement trucks
- Constrained curb-to-curb width
- Infeasibility of removing travel lanes due to high traffic volumes
- Infeasibility of removing on-street parking due to high demand

Bike lanes could still be implemented on these segments, but would require expensive treatments such as median removal and accompanying utility, pole, and tree relocation. Therefore, we recommended proposing bike facilities on these two roads as potential long-term projects, to highlight their importance as north-south corridors. However in the near-term, north-south bike connectivity in that area can be facilitated by bike routes and bike boulevards on parallel, low-volume local roads, which is detailed in the next section.

Along Studebaker Road, parking-adjacent buffered bike lanes could be implemented by changes along the corridor. The median would need to be substantially narrowed to approximately 4 feet, with transitions to introduce left-turn pockets and remove parking at intersection approaches and departures. This would require relocating light poles and trees.

Along Pioneer Road, similar treatments would need to be required to install bike lanes, although median reductions would be less stringent (usually between 8-10 feet wide). Travel lanes would also need to be narrowed to 10 feet. However, Pioneer Road is a truck route and there is on-street parking, so installing comfortable bike lanes may not be feasible without vehicular capacity or parking reductions.

OTHER RECOMMENDED BIKEWAYS

Other recommended bikeways in the city are detailed below. This section also focuses on the recommended bike routes and bike boulevards in the city.

RAIL-ADJACENT BIKE PATH

As detailed earlier in this memo, the ongoing Heart of Norwalk project proposes a Class I path along the rail right-of-way between Imperial Highway and Bloomfield Road. Given that similar dimensions existing northwest of the study area, we recommend also proposing a bike path along the rail right-of-way from Imperial Highway to the San Gabriel River Trail. While there may be sufficient space for a path, this would require coordination with the relevant agencies. However, continuing the planned path northwest to the river trail would improve bike access to both the San Gabriel River Trail and the Heart of Norwalk.

A short bike path is also proposed along the west side of Hoxie Avenue between the rail path and the planned Firestone Boulevard bike lanes.

IMPERIAL HIGHWAY

GCCOG is currently conducting the Imperial Corridor Complete Street Evaluation and Master Plan Study in order to create a multijurisdictional master plan for the entirety of Imperial Boulevard running through

Lynwood, South Gate, Downey, Norwalk, Santa Fe Springs, La Mirada, and unincorporated Los Angeles County.

Imperial Highway faces significant constraints to implementing bike lanes or other bike facilities. In addition, it is a regional corridor and it may not be feasible to implement piecemeal bikeways, including along the segment through Norwalk. Therefore, we recommend that the City continue to monitor and participate in GCCOG's planning, and incorporate the master plan's recommendations (once completed) into the City's BMP.

ACCESS TO C/GREEN LINE STATION

The C/Green Line Station is a key destination in the City and was a common topic raised during outreach events. As detailed earlier in this memo, we recommend adding bike lanes along Foster Road between Halcourt Avenue and the station. We also recommend working with LA Metro and Caltrans to open the existing pedestrian opening approximately 550 feet west of Halcourt Avenue (that is currently closed) to bike traffic.

However, once bicyclists are inside the station, they must still navigate a large parking lot between Foster Road and the bus bays and trains. To safely accommodate bicyclists, we recommend that the City work with Caltrans and LA Metro to implement a Class I bike path along the western edge of the parking lot to connect from Foster Road to the bus bays and internal sidewalks. The bike path may require the reduction of 1 to 2 parking spaces but otherwise can be implemented within a non-landscaped area.

Bike access should also be accommodated from the north, for bicyclists coming to and from Imperial Highway or Studebaker Road. One option is to implement Class III bike routes on Lyndora Street and on Leibacher Avenue, to allow bicyclists to bypass Imperial Highway and Hoxie Avenue; this would require providing pedestrian-sized openings in the wall at the northwest and southwest corners of Leibacher Avenue. To bridge the final gap to and from the station, the eastern sidewalk along Hoxie between the two I-105 ramps should be widened to allow shared bicyclist and pedestrian use.

Should the bike route option along Lyndora Street and Leibacher Avenue not be feasible due to the proposed pedestrian openings, a more expensive option would be to widen the sidewalk on the eastern side of Hoxie Avenue between Imperial Highway and the I-105 ramps to allow shared bicyclist and pedestrian use. The sidewalk would need to be widened since it is currently very narrow and blocked by several fixed objects. However, this option would require substantial relocation of traffic signals, utility boxes, and signs.

MAPLEDALE STREET

Mapledale Street can serve as an important east-west corridor for bikes, given its relatively low volumes and proximity to Rosecrans Avenue. This roadway was mentioned several times during workshops and in the online survey. Given the low volumes and speeds, Mapledale Street should be converted to a Class III bike boulevard, with sharrow markings as well as traffic calming treatments to slow down east-west vehicular traffic along this street. Traffic calming can also serve to discourage cut-through traffic through neighborhoods. The presence of traffic signals at each arterial intersection means that bicyclists traveling along Mapledale Street are able to cross traffic safely.

OTHER BIKE ROUTES AND BIKE BOULEVARDS

Several other bike routes and bike boulevards are proposed to both bridge gaps and provide low-stress alternatives to biking on arterial roads, as shown in Figure 3 and detailed below.

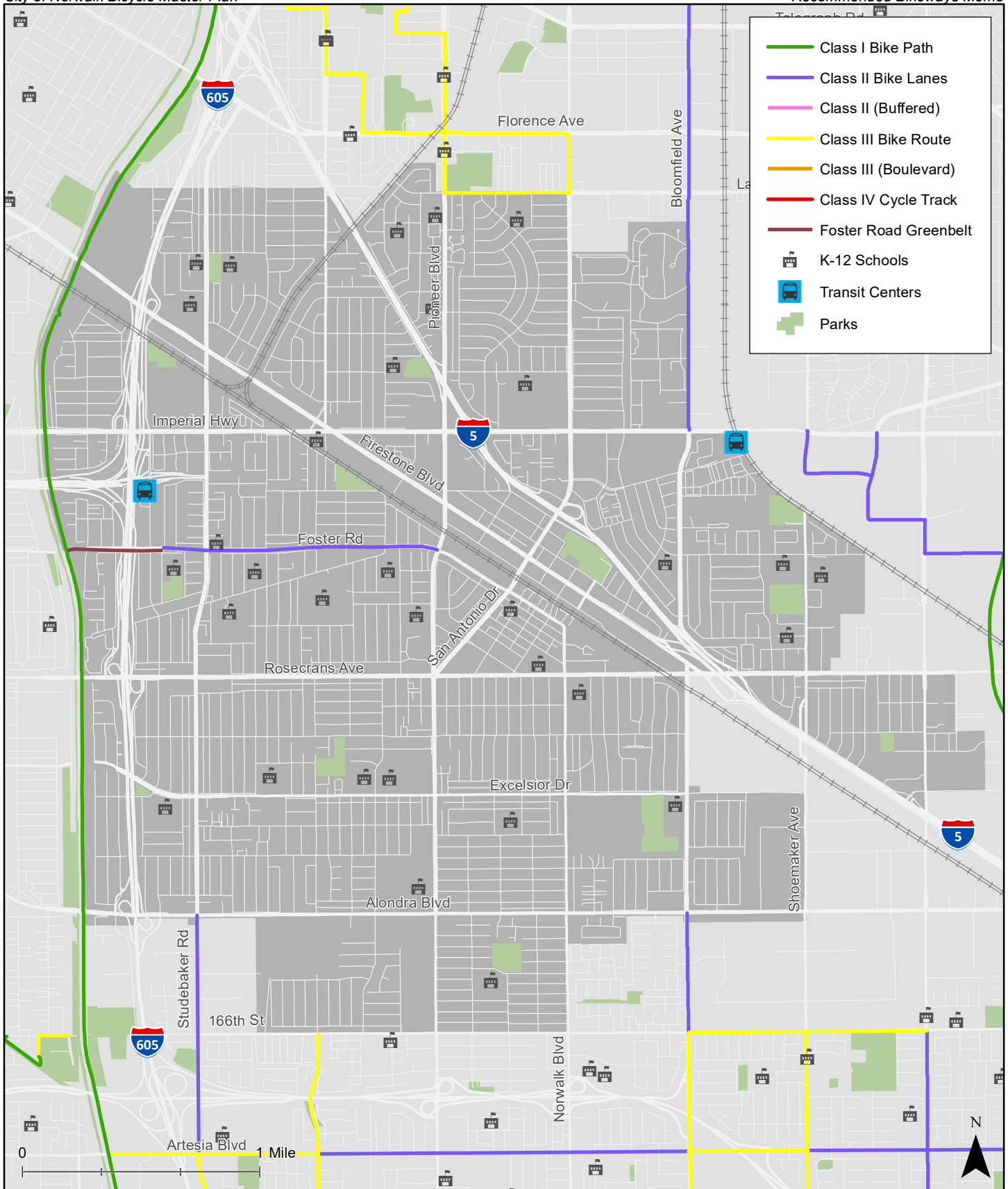
Given that bike lanes along Studebaker Road may be infeasible in the near-term, bike boulevards could be implemented on low-volume and low-speed residential roads to provide north-south connectivity for bicyclists in the area. For example, a bike boulevard traveling along Cecilia Street and Orr and Day Road can continue along local roads such as Ratliffe Street, Jersey Avenue, Gridley Road, and Leffingwell Road to provide bicyclists connectivity to Studebaker Road and destinations near Imperial Highway and Foster Road. Other north-south bike boulevards along connected streets such as Leibacher Avenue, Dumont Avenue, Fairford Avenue, Elmcroft Avenue, Fallon Avenue, and Jersey Avenue provide alternatives to building bike lanes along Studebaker Road and Pioneer Boulevard (given their constraints).

Other bike routes can help provide ways for bicyclists to navigate gaps in connectivity:

- Class III bike routes along Fairford Avenue, Dune Street, and Elmcroft Avenue can provide designated access to Studebaker Road and Firestone Boulevard in the northwest portion of the city.
- Bike routes along Bombardier Avenue, Allard Street, and Crewe Street can provide near-term alternatives to biking along Pioneer Boulevard and Imperial Highway.
- Bike routes along Foster Road (east of Silverbow Avenue), Silverbow Avenue, and Volunteer Avenue can link Civic Center Drive and Bloomfield Avenue to the existing pedestrian bridge over the I-5 freeway, which can then connect to the heart of Norwalk with bike routes to Firestone Boulevard.

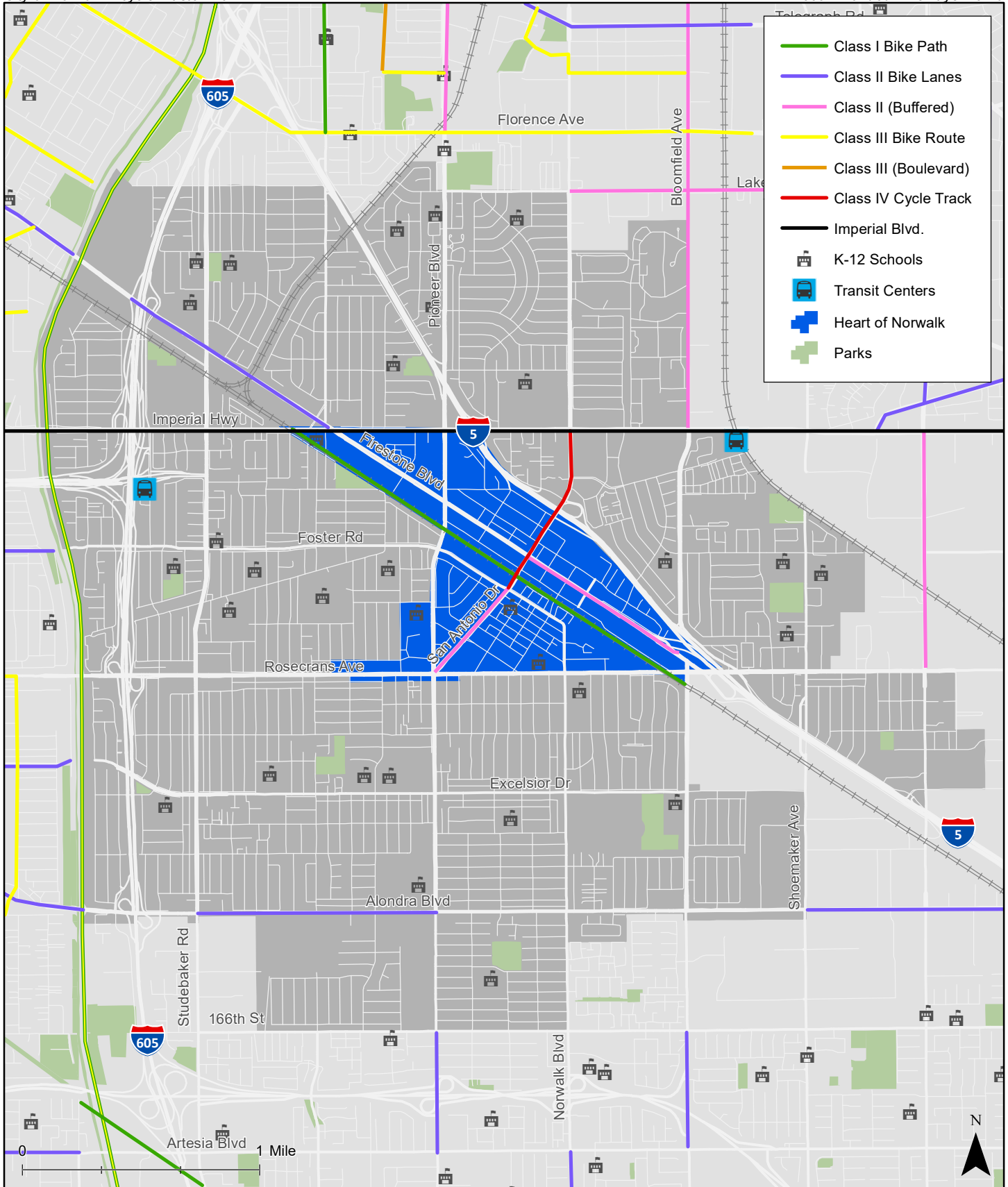
Next Steps

Once the City reviews these recommended bikeways, Kittelson will present these recommendations to the Bicycle Advisory Committee and the public before finalizing the network, developing the subset of priority projects, and preparing the Draft BMP.



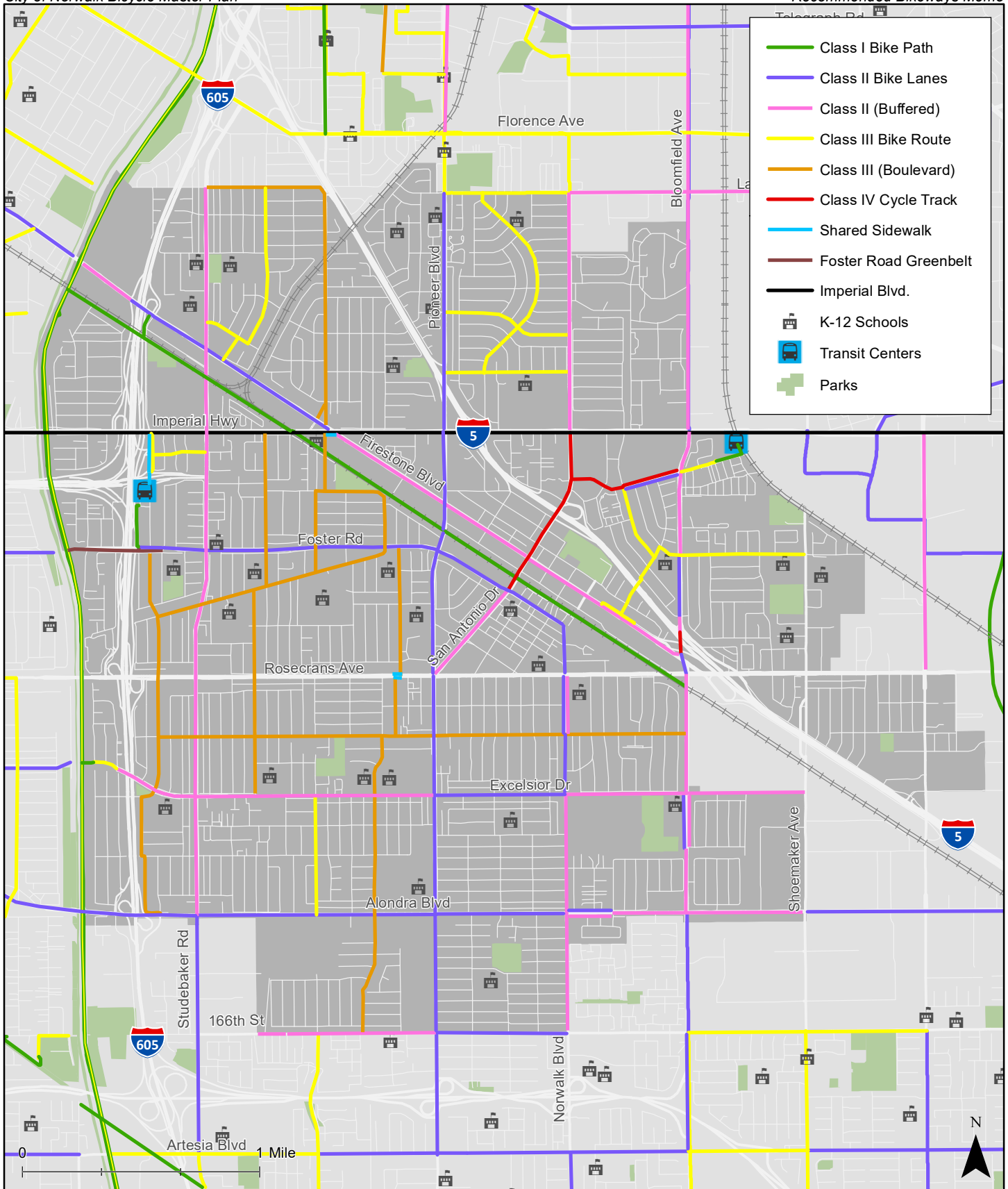
Existing Bikeways
Norwalk, California

Figure
1



Other Planned Bikeways
Norwalk, California

Figure
2



**Recommended Bikeway Network
Norwalk, California**

**Figure
3**

Technical Memorandum

July 12, 2021

Project# 24828

To: Stacey Morales – City of Norwalk

From: Michael Sahimi – Kittelson & Associates, Inc.

RE: Norwalk Bicycle Master Plan – Recommended Programs and Policies

Kittelson and Associates, Inc. (Kittelson) and the City of Norwalk are developing a Bicycle Master Plan (BMP) to improve biking conditions throughout the city. The BMP will include recommended and priority near-term and long-term infrastructure projects to close bicycle gaps and address deficiencies in the network, improve access to schools, increase connectivity across barriers and conflict points, provide first/last mile connections to rail and bus transit, and enhance safety and comfort for people walking and biking in the city.

In addition to recommending physical bicycle improvements, the BMP will also include recommended programs and policies that the City can employ to improve bicycling conditions in Norwalk (such as education and safety campaigns) as well as allow the City to better implement the BMP's recommended bike facilities.

The draft recommended programs and policies matrix is attached to this memo, developed based on information obtained from the City, the Bicycle Advisory Committee (BAC), and the public through workshops and the online survey. The recommendations are divided into the following categories, each of which consists of several topic areas:

- Infrastructure and Operations
 - Intersections, Crossings, and Barriers
 - Bikeway Design
 - Bike Parking
 - Signage/Wayfinding
 - Construction Zones
- Evaluation and Planning
 - Roadway Configuration
 - Data Collection
 - Community Input
- Funding
 - Funding Sources
- Implementation
 - Easements and Acquisitions
 - Rapid and Interim Facilities
 - Inter-Agency Coordination
- Education and Enforcement
 - Safety and Education
 - Enforcement

After the City's review, the recommended programs and policies will be shared with the BAC before being incorporated into the Admin Draft BMP.

Table 1: Recommended Programs and Policies

Category	Topic Area	Recommendations
Infrastructure and Operations	Intersections, Crossings, and Barriers	Coordinate with Caltrans to improve bicycle accommodations at freeway ramps, bridges, and underpasses, including as part of future I-605 improvements.
		Ensure that bikeway projects are accompanied by appropriate treatments at intersections to ensure safe crossings for cyclists.
		Follow national and statewide best design practices (such as FHWA and NACTO) for safe and comfortable intersections and crossings for bikes.
	Bikeway Design	Follow national and statewide best design practices (such as FHWA and NACTO) when designing and implementing bikeways on City streets as well as separated bike paths.
	Bike Parking	Update City bike parking requirements so that they meet the need for short/long term parking and the various land uses in the city.
		Ensure that new development fulfills Municipal Code requirements for bike parking.
		Conduct an inventory of bike parking at City properties as well as destinations such as retail centers, which would be updated regularly and mapped on the City's website.
		Provide sufficient bicycle parking that is secure and easy to access at City-owned destinations such as parks and government buildings.
	Signage/Wayfinding	Continue to monitor trends in micromobility technologies and the potential need to update non-vehicular parking requirements such as parking for bikeshare and scootershare.
		As new bikeways are implemented in the City, explore opportunities to simultaneously incorporate bike-oriented wayfinding along such corridors.
Construction Zones	Develop and implement a wayfinding program guide bicyclists to transit stations, the San Gabriel River Trail, and other destinations.	
	Create guidance for accommodating bicyclists in construction zones in the city.	
Evaluation and Planning	Roadway Configuration	Continue to explore opportunities to reconfigure City streets to accommodate bicycle infrastructure, such as the recent Foster Road Reconfiguration Project.
		Ensure that BMP recommendations are included in street rehabilitation and modification projects, such as resurfacing, restriping, or lane reconfiguration.
	Data Collection	Require pedestrian and bicycle counts as part of the traffic impact analysis data collection that is required of private development projects as well as City-led projects.
		Conduct bi-yearly monitoring and reporting of bicycling levels, bike project implementation, and bicycle collisions and trends.
Community Input	Consult the community through bi-yearly surveys and community meetings to obtain their input on ongoing BMP implementation and biking conditions.	

Category	Topic Area	Recommendations
Funding	Funding Sources	Continue to monitor federal, state, and regional funding opportunities to augment local funds to implement recommended BMP bikeways; monitor LA Metro, SCAG, and Caltrans grant funding requirements and opportunities for grant assistance and actively pursue grant funding from these agencies.
		In order to be competitive for LA Metro grant assistance and funding, bring the City of Norwalk into compliance with Metro Complete Streets Policy 6.2 through either adopting a General Plan Circulation Element compliant with the 2008 Complete Streets Act, adopting a Complete Streets Policy, or adopt a City Council Resolution endorsing complete streets.
		Add priority BMP projects to the City's Capital Improvement Program.
Implementation	Easements and Acquisitions	Develop language for implementing easements and rail right-of-way paths.
		Negotiate with Southern Pacific Railroad to obtain an easement and rights to install a path along the railroad right-of-way between the San Gabriel River Trail and Bloomfield Avenue.
	Rapid and Interim Facilities	Review local and regional agencies' strategies for rapid network implementation and interim design treatments to adopt an approach for the City of Norwalk.
	Inter-Agency Coordination	Coordinate with Norwalk Transit, LA Metro, and LB Transit on bikeway improvements near local bus stops.
		Collaborate with LA Metro and Caltrans to improve bicyclist accessibility in and around the Norwalk Green/C Line Station; collaborate with Metrolink to improve access to the Norwalk/Santa Fe Springs Station.
		Collaborate with adjacent Cities to ensure that planned improvements at jurisdictional boundaries continue to align.
		Continue to participate in and monitor the progress of the Gateway Cities Council of Governments (GCCOG) Imperial Corridor Complete Street Evaluation and Master Plan Study and incorporate its findings and recommendations into this plan.
Education and Enforcement	Safety and Education	Work with school districts in the City to develop a Norwalk Safe Routes to School Program.
		Implement a citywide safety education campaign using social and physical media, such as safety campaign materials developed by SCAG.
		Work with local school district staff to develop a school safety education campaign to educate community members and students on safe biking and driving in school zones.
	Enforcement	Facilitate coordination between law enforcement and local school staff and parents to develop strategies to reduce vehicle speeding around schools, as well as biking-related enforcement strategies such as educational diversion programs.
		Update the City's Municipal Code (which forbids biking on sidewalks) to allow sidewalk at locations designated in this plan.



APPENDIX E

Project Prioritization Methodology and Results

Technical Memorandum

November 11, 2021

Project# 24828

To: Stacey Morales – City of Norwalk
From: Michael Sahimi – Kittelson & Associates, Inc.
RE: Norwalk Bicycle Master Plan – Project Prioritization Methodology

Kittelson and Associates, Inc. (Kittelson) and the City of Norwalk are developing a Bicycle Master Plan (BMP) to improve biking conditions throughout the city. The BMP will include recommended and priority near-term and long-term infrastructure projects to close bicycle gaps and address deficiencies in the network, improve access to schools, increase connectivity across barriers and conflict points, provide first/last mile connections to rail and bus transit, and enhance safety and comfort for people walking and biking in the city.

Once the recommended bikeway network is developed, Kittelson will develop a list of priority projects for the BMP. The BMP will include additional funding and implementation information, concept plans, and cost estimates for these priority projects. To aid in this prioritization, the attached table outlines the proposed criteria and metrics that will be used in the prioritization process. The proposed metrics in the attached table have been developed to reflect the BMP's goals and objectives, City priorities, and input received through community outreach.

The draft prioritization methodology includes the following categories and metrics:

- **Connectivity**
 - Connectivity to San Gabriel River Trail
 - Connectivity to Norwalk Metro C (Green) Line Station or Metrolink Station
 - Connectivity to Key Destinations
 - Connectivity to Existing Bike Facilities (in Norwalk or neighboring municipalities)
- **Bicyclist Comfort and Safety**
 - Facility Type
 - Bicyclist Safety
 - Improvement along Bicyclist High Injury Network
- **Multimodal Operations**
 - Transit Operations
 - Effects on Vehicles
- **Other**
 - Right-of-Way
 - Cross-Jurisdictional Coordination

The attached table also includes the proposed weight to be used in assessing each metric, in order to reflect the BMP's priorities.

Table 1: Recommended Prioritization Metrics

Category	Metric	Measurement/Scale	Why Metric is important	Weight
Connectivity	Connectivity to San Gabriel River Trail	Low/Medium/High; High - direct connections, Medium - indirect connection/bikeway covers most but not all of the trip, Low - little to no connection	Residents want connection to trail; Aligns with Plan goals	High
	Connectivity to Norwalk Metro C (Green) Line Station or Metrolink Station	Low/Medium/High; High - directly connect or very closely connects, Medium - indirect connection, Low - little to no connection	Residents want connection to transit; Aligns with Plan goals	High
	Connectivity to Key Destinations	Low/Medium/High; High - connections to multiple key destinations such as recreation, parks, retail, bus stops, and schools, Medium - connections to 2-3 destinations, Low - Limited or no connections	Residents want connections to key destinations including schools and Town Square; Aligns with Plan goals	High
	Connectivity to Existing Bike Facilities (in Norwalk or neighboring municipalities)	Low/Medium/High; High - connections to multiple bike paths, lanes, and/or routes, Medium - connections to one bike facility, Low - no connections	Aligns with Plan goals	Medium
Bicyclist Comfort and Safety	Facility Type	Low/Medium/High; High - Class I bike path, or separated bike lanes on arterial road, or any facility on non-arterial road, Medium - buffered bike lanes on arterial, Low - standard bike lanes on arterial	Residents cite lack of bikeways; residents stated desire for separation from vehicles; Aligns with Plan goals	High
	Bicyclist Safety	Low/Medium/High, based on (a) vehicle speed limits (less than or equal to 30mph, or greater than 30mph), (b) intersection control types along the corridor for conflicting traffic, (c) vehicle volumes (less than or equal to 30k ADT, or greater than 30k ADT), (d) presence of driveways and/or on-street parking	Aligns with Plan goals; Contributes to perception of safety and comfort	High
	Improvement along Bicyclist High Injury Network	Y/N; Yes - facility is on or adjacent to an HIN roadway, No - not on or adjacent to HIN	Prioritizes facilities on roads with high number of bike crashes and severity	Medium

Category	Metric	Measurement/Scale	Why Metric is important	Weight
Multimodal Operations	Transit Operations	Negative, neutral, positive scale considering the following: (a) overlap with transit stops, (b) potential conflict points with transit vehicles	Contributes to perception of safety and comfort	Low
	Effects on Vehicles	Y/N; Yes - Vehicle capacity is not affected or volumes are below capacity and removing a travel lane will have minimal impact AND no parking is removed or parking is removed in low-demand areas, No - Lane removal is proposed and may result in unacceptable or worsen traffic operations, or parking is removed in areas with high demand, or vehicular access points are removed	Feasibility; Helps with public and stakeholder approval	Medium
Other	Right-of-Way	Low/Medium/High; High - No or minimal right-of-way acquisition is required and facility can generally be implemented within the existing roadway curb-to-curb width, Medium - Facility can be implemented within the existing curb-to-curb but may require modifications to medians; Low - substantial right-of-way acquisition is required along the bikeway	Feasibility	Medium
	Cross-Jurisdictional Coordination	Low/Medium/High; High - No or minimal coordination required with other agencies such as adjacent Cities, Caltrans, or LA Metro, Medium - Coordination required with adjacent Cities, Low - Substantial coordination is required with regional agencies such as LA Metro or Caltrans.	Feasibility	Low

Project ID	Priority Score	Bike Master Plan Projects				Length		Roadway Characteristics		BMP Proposed Facility
		Project Name	Segment	From	To	Ft	Mi	Existing bike facilities	Other planned bike facilities	Facility Type/Class
03	21	Bloomfield Ave Bike Lane	Bloomfield Ave	Imperial Hwy	Foster Rd	2,732	0.52			Class II Buffered
			Bloomfield Ave	Foster Rd	Markdale Ave	1,347	0.26			Class II (Parking Adjacent)
			Bloomfield Ave	Markdale Ave	Firestone Blvd	321	0.06			Class II Buffered
			Bloomfield Ave	Firestone Blvd	Firestone Blvd	510	0.10			Class IV
			Bloomfield Ave	Firestone Blvd	Rosecrans Ave	419	0.08			Class II
			Bloomfield Ave	Rosecrans Ave	Excelsior Dr	2,643	0.50			Class II Buffered
			Bloomfield Ave	Excelsior Dr	Molette St	1,172	0.22			Class II (Parking Adjacent) on west side; Class II Buffered on east side
			Bloomfield Ave	Molette St	Alondra Blvd	1,422	0.27			Class II Buffered
04	21.5	Foster Rd Bike Lane	Foster Rd	Norwalk Blvd	Pioneer Blvd	3,192	0.60			Class II (Parking Adjacent)
			Foster Rd	Pioneer Blvd	Halcourt Ave	6,075	1.15	Class II (Parking Adjacent)		no change
			Foster Rd	Halcourt Ave	Behrens Ave	514	0.10			Class II
			Foster Rd	Halcourt Ave	San Gabriel River Trail	2,080	0.39	Greenway		Connection/ramp to Foster Road at Green Line Station
09	20.5	Excelsior Dr Bike Lane	Excelsior Dr	San Gabriel River Trail	Domart Ave	276	0.05			Class I
			Excelsior Dr	Domart Ave	Piuma Ave	514	0.10			Class III
			Excelsior Dr	Piuma Ave	Pioneer Blvd	7,201	1.36			Class II Buffered (Parking Adjacent)
			Excelsior Dr	Pioneer Blvd	Norwalk Blvd	2,891	0.55			Class II (Parking Adjacent)
			Excelsior Dr	Norwalk Blvd	Shoemaker Ave	5,308	1.01			Class II Buffered
10	20	Mapledale St Bike Boulevard	Mapledale St	Leibacher Ave	Bloomfield Ave	11,725	2.22			Class III (Bike Boulevard)
11	20	Civic Center Dr / Metrolink Connection	Civic Center Drive	Norwalk Blvd	Volunteer Ave	1,170	0.22			Class IV
			Civic Center Drive	Volunteer Ave	Bloomfield Ave	1,262	0.24			Class IV on north side; Class II (Parking Adjacent) on southside
			Civic Center Drive	Bloomfield Ave	End (cul de sac)	867	0.16			Class III
			Civic Center Drive	Bloomfield Ave (cul de sac)	Norwalk/Santa Fe Springs Metrolink Station	668	0.13			Class I (with bike/ped bridge)
12	24	Rail-Adjacent Bike Path	Rail-Adjacent	Bloomfield Avenue	Imperial Hwy	10,384	1.97		Class I (Heart of Norwalk)	no change
			Rail-Adjacent	Imperial Highway	San Gabriel River Trail	5,866	1.11			Class I
			Hoxie Ave	Firestone Blvd	Railroad Tracks	501	0.09			Class I
14	20	Norwalk Metro C Line (Green) Station Bike Path	Norwalk Metro C Line (Green) Station Parking Lot	Foster Rd	Norwalk Metro C Line (Green) Station Bus Bay	976	0.18			Class I
16	25	Leibacher Ave/Dumont Ave Bike Boulevard	Leibacher Ave/Dumont Ave	Foster Rd	Alondra Blvd	8,619	1.63			Class III (Bike Boulevard)
18	21	Fairford Ave/Elmcroft Ave/Gridley Rd Bike	Fairford Ave	Imperial Hwy	Leffingwell Rd	3,372	0.64			Class III (Bike Boulevard)
			Ave/Elmcroft	Leffingwell Rd	Excelsior Dr	4,546	0.86			Class III (Bike Boulevard)
			Ave/Gridley Rd Bike	Gridley Rd	Excelsior Dr	2,601	0.49			Class III
19	20.5	Flallon Ave/Jersey Ave/Maidstone Ave Bike Boulevard	Flallon Ave	Foster Rd	Rosecrans Ave	2,793	0.53			Class III (Bike Boulevard)
			Rosecrans Ave	Flallon Ave	Flallon Ave	120	0.02			Shared-Use Sidewalk
			Flallon Ave	Rosecrans Ave	Mapledale St	1,293	0.24			Class III (Bike Boulevard)
			Jersey Ave/Maidstone Ave	Mapledale St	166th St	6,650	1.26			Class III (Bike Boulevard)
			Cecilia St/Orr and Day Rd	Studebaker Rd	Ratliffe St	9,299	1.76			Class III (Bike Boulevard)
20	24.5	Cecilia St/Orr and Day Rd/Leffingwell Rd Bike Boulevard	Ratliffe St	Gridley Rd	Jersey Ave	1,694	0.32			Class III (Bike Boulevard)
			Gridley Rd	Ratliffe St	Leffingwell Rd	1,792	0.34			Class III (Bike Boulevard)
			Jersey Ave	Ratliffe St	Foster Rd	1,065	0.20			Class III (Bike Boulevard)
			Leffingwell Rd	Foster Rd	Leibacher Ave	5,279	1.00			Class III (Bike Boulevard)
			Imperial Hwy	Firestone Blvd	Orr and Day Rd	95	0.02			Shared-Use Sidewalk
			Volunteer Ave	Civic Center Dr	Silverbow Ave	1,708	0.32			Class III
			Goller Ave/Foster Rd	Silverbow Ave	Shoemaker Ave	3,254	0.62			Class III
22	21	Silverbow Ave Bike Route	Silverbow Ave	Goller Ave	Firestone Blvd (Frontage Street)	1,736	0.33	Bike/ped bridge over I-5		Class III (over bike/ped bridge)
			Firestone Blvd (Frontage Street)	North Entrance	South Entrance	878	0.17			Class III

Project ID	Priority Score	Bike Master Plan Projects				Length		Roadway Characteristics					BMP Proposed Facility	Connectivity				Bicyclist Comfort and Safety				Multimodal Operations				Other		Supplemental										
		Project Name	Segment	From	To	Ft	Mi	Posted Speed	AADT	Included on HIN?	Existing bike facilities	Other planned bike facilities		Connection to San Gabriel River Trail		Connection to Norwalk Metro C (Green) Line Station or Metrolink Station		Connectivity to Key Destination		Connectivity to Existing Bike Facilities		Facility Type		Bicyclist Safety		Improvement along HIN		Transit Operations		Minimal Effects on Vehicles		Right-of-Way		Cross-Jurisdictional Coordination		Priority Network Completion/Bridges/Key Gap		
														Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade
01	18	Studebaker Rd Bike Lane											Medium	Indirect N/S connection, close to trail	High	Almost direct N/S connection to Metro C line	High	Connects to multiple retail, schools, one hospital, and one park	High	Direct connection to existing bike facilities on Studebaker and Foster	Medium	Buffered bike lane on arterial road	Medium	high speed; controls; low volume; parking and driveways	Yes	Road is on HIN	Negative	Overlap with multiple transit lines and stops from Norwalk Transit and Long Beach Transit	No	Parking removal on arterial	Low	Substantial median modifications	Low	Coordination w/ Caltrans at I-105 ramps	No			
		Studebaker Rd	Cecilia St	150 feet south of Alondra Blvd	16,396	3.11	40	25,187	Yes			Class II Buffered (Parking Adjacent)																										
02	15	Pioneer Blvd Bike Lane											Low	Little to no connection, far from trail (bikers would make most of trip on other facility)	Medium	Indirect N/S connection in the middle between Metro C line and Metrolink	High	Connects to multiple retail and schools	High	Direct connection to existing facilities on Pioneer Blvd and Foster Rd	Low	Standard bike lane on arterial	Medium	high speed; controls; low volume; parking and driveways	Yes	Road is on HIN	Negative	Overlap with transit route and stops from Norwalk Transit	Yes	no changes	Low	Substantial median modifications	High	No or minimal coordination	No			
		Pioneer Blvd	Lakeland Rd	166th St	18,627	3.53	40	19,246	Yes			Class II (Parking Adjacent)																										
		Bloomfield Ave Bike Lane											Low	Little to no connection, far from trail (bikers would make most of trip on other facility)	High	Almost direct N/S connection to Metrolink	Medium	Connects to a couple schools and one park	High	Direct connection to existing facilities on Bloomfield (both ends)	Medium	Buffered and standard bike lane on arterial	High	high speed; controls; low volume; some parking	No	Road is not on HIN	Negative	Overlap with transit route and stops from Norwalk Transit	Yes	Minimal parking removal at low-demand location	Medium	May require some slight median reductions	Low	Coordination w/ Caltrans at I-5 ramps	Yes	Bridges key gap in priority network in order for it to be complete. Provides north/south connectivity in eastern part of city. Also connects to...		
		Bloomfield Ave	Imperial Hwy	Foster Rd	2,732	0.52	40	15,328	No			Class II Buffered																										
		Bloomfield Ave	Foster Rd	Markdale Ave	1,347	0.26	40	11,144	No			Class II (Parking Adjacent)																										
		Bloomfield Ave	Firestone Blvd	Firestone Blvd	510	0.10	40	11,144	No			Class IV																										
		Bloomfield Ave	Firestone Blvd	Rosecrans Ave	419	0.08	40	11,144	No			Class II																										
		Bloomfield Ave	Rosecrans Ave	Excelsior Dr	2,643	0.50	40	16,839	No			Class II Buffered																										
		Bloomfield Ave	Excelsior Dr	Mollette St	1,172	0.22	40	16,839	No			Class II (Parking Adjacent) on west side; Class II Buffered on east side																										
		Bloomfield Ave	Mollette St	Alondra Blvd	1,423	0.27	40	18,013	No			Class II Buffered																										
		Foster Rd Bike Lane											High	Direct E/W connection	High	Almost direct E/W connection to Metro C line	High	Connects to several schools, one park, and the San Gabriel River Trail	High	Direct connection to existing facilities on Foster and San Gabriel River Trail	Low	Standard bike lane on arterial	Medium	high speed; controls; low volume; parking	No	Road is not on HIN	Neutral	Little to no overlap with route/stops	Yes	Lane removal does not result in unacceptable V/C	High	High	No or minimal coordination	No				
		Foster Rd	Imperial Hwy	San Gabriel River Trail	2,080	0.39	N/A	N/A	No			Greenway																										
		Foster Rd	Pioneer Blvd	Halcourt Ave	6,075	1.15	35	9,547	No			Class II (Parking Adjacent)																										
		Foster Rd	Halcourt Ave	Behrens Ave	514	0.10	30	9,547	No			Class II																										
		Foster Rd	Halcourt Ave	San Gabriel River Trail	2,080	0.39	N/A	N/A	No			Class II																										
		Foster Rd	Rosecrans Ave	Rosecrans Ave	1,020	0.19	35	10,079	No			Class II (Parking Adjacent)																										
		Norwalk Blvd (South) Bike Lane											Low	Little to no connection, far from trail (bikers would make most of trip on other facility)	Low	Little to no connection; Far from both stations (bikers would make most of trip on other facility)	Medium	Connects to one school and one park	Low	No connection to existing facility	Low	Standard bike lane on arterial	Medium	high speed; controls; low volume; parking	No	Road is not on HIN	Neutral	Little to no overlap with route/stops	No	Lane removal results in unacceptable V/C on one segment	High	High	No or minimal coordination	No				
		Norwalk Blvd (South)	Mapledale St	Excelsior Dr	1,310	0.25	35*	11,504	No			Class II Buffered on east side																										
		Norwalk Blvd (South)	Mapledale St	Excelsior Dr	1,324	0.25	40	12,709	No			Class II (Parking Adjacent)																										
		Norwalk Blvd (South)	Excelsior Dr	166th St	5,230	0.99	40-45	15,743	No			Class II Buffered (Parking Adjacent)																										
		Norwalk Blvd (North) Bike Lane											Low	Little to no connection, far from trail (bikers would make most of trip on other facility)	Medium	Indirect N/S connection, close to Metro C line	High	Connects to multiple schools and retail	Medium	Connection to existing facility on Norwalk Blvd	Medium	Buffered bike lane on arterial road	Low	high speed; controls; low volume; some	Yes	Most of the road segments are on the HIN	Negative	Overlap with transit route and stops from Norwalk Transit	Yes	no changes	High	High	No or minimal coordination	No				
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	5,260	1.00	40-45	22,215	No			Class II Buffered																										
		Norwalk Blvd (North)/San Antonio Dr Bike Lane											Low	Little to no connection, far from trail (bikers would make most of trip on other facility)	Medium	Indirect N/S connection, close to Metro C line	High	Connects to multiple schools and retail	Medium	Connection to existing facility on Norwalk Blvd	Medium	Buffered bike lane on arterial road	Low	high speed; controls; low volume; some	Yes	Most of the road segments are on the HIN	Negative	Overlap with transit route and stops from Norwalk Transit	Yes	no changes	High	High	No or minimal coordination	No				
		Norwalk Blvd (North)/San Antonio Dr	Imperial Hwy	Foster Rd	3,901	0.74	35-40	30,478	Yes			Class IV																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes			Class II Buffered																										
		Norwalk Blvd (North)	Imperial Hwy	Foster Rd	2,472	0.47	40	13,960	Yes																													



APPENDIX F

Priority Project User, VMT, and GHG Estimates



APPENDIX G

Priority Project Cost Estimates

Norwalk Bicycle Master Plan



MARK THOMAS

SUMMARY OF PROJECT COST ESTIMATE

		<u>Current Year Cost</u>	<u>Escalated Cost (2025)*</u>
TOTAL CONSTRUCTION COST		\$ 21,468,800	\$ 23,459,537
TOTAL RIGHT OF WAY COST		\$ 0	\$ 0
TOTAL CAPITAL OUTLAY COSTS		\$ 21,468,800	\$ 23,459,600
DESIGN	PA/ED (12.5%)	\$ 2,683,600	\$ 2,932,500
	PS&E (17.5%)	\$ 3,757,100	\$ 4,105,500
	RIGHT OF WAY	\$ 0	\$ 0
	CONSTRUCTION MGMT (20%)	\$ 4,293,800	\$ 4,692,000
CM	TOTAL DELIVERY COST	\$ 10,734,500	\$ 11,730,000
TOTAL PROJECT COST		\$ 32,203,300	\$ 35,189,600

Notes:

The cost estimates exclude the following items:

- a. Roadway pavement rehab or slurry seal
- b. Americans with Disabilities Act (ADA) improvements
- c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)

*Assumes escalation of 3% per year. No adjustments in escalation for time between design and construction were made.

Norwalk Bicycle Master Plan



MARK THOMAS

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
IMPERIAL HWY TO FOSTER RD					
1	CLASS II	MI	0.52	\$125,000	\$65,000
2	MEDIAN RE-CONSTRUCTION	LF	2732.00	\$350	\$956,200
3	TREE REMOVAL	EA	15.00	\$2,500	\$37,500
4	TREE REPLACEMENT	EA	15.00	\$1,500	\$22,500
5	BUFFERED BIKE LANE ADDITION TO EXISTING CLASS II	MI	0.52	\$50,000	\$26,000
6	CLASS II TRAFFIC SIGNAL MODIFICATION (DETECTION)	EA	1.00	\$50,000	\$50,000
SUBTOTAL=					\$1,158,000
FOSTER RD TO MARKDALE AVE					
7	CLASS II (PARKING ADJACENT)	MI	0.26	\$150,000	\$39,000
8	MEDIAN RE-CONSTRUCTION	LF	1347.00	\$350	\$471,450
9	TREE REMOVAL	EA	20.00	\$2,500	\$50,000
10	TREE REPLACEMENT	EA	20.00	\$1,500	\$30,000
11	CLASS II TRAFFIC SIGNAL MODIFICATION (DETECTION)	EA	2.00	\$50,000	\$100,000
SUBTOTAL=					\$691,000
MARKDALE AVE TO FIRESTONE BLVD					
12	CLASS II	MI	0.06	\$100,000	\$6,000
13	BUFFERED BIKE LANE ADDITION TO EXISTING CLASS II	MI	0.06	\$50,000	\$3,000
SUBTOTAL=					\$9,000
FIRESTONE BLVD TO FIRESTONE BLVD					
14	CLASS IV	MI	0.10	\$3,000,000	\$300,000
15	CLASS IV TRAFFIC SIGNAL MODIFICATION	EA	2.00	\$500,000	\$1,000,000
SUBTOTAL=					\$1,300,000
FIRESTONE BLVD TO ROSECRANS AVE					
16	CLASS II	MI	0.08	\$100,000	\$8,000
17	CLASS II TRAFFIC SIGNAL MODIFICATION (DETECTION)	EA	1.00	\$50,000	\$50,000
SUBTOTAL=					\$58,000
ROSECRANS AVE TO EXCELSIOR DR					
18	CLASS II	MI	0.50	\$150,000	\$75,000
19	BUFFERED BIKE LANE ADDITION TO EXISTING CLASS II	MI	0.50	\$50,000	\$25,000
20	CLASS II TRAFFIC SIGNAL MODIFICATION (DETECTION)	EA	1.00	\$50,000	\$50,000
SUBTOTAL=					\$150,000
EXCELSIOR DR TO MOLETTE ST					
21	CLASS II (PARKING ADJACENT ON WEST)	MI	0.22	\$62,500	\$13,750
22	MEDIAN RE-CONSTRUCTION	LF	1172.00	\$285	\$334,020
23	CLASS II (BUFFERED ON EAST)	MI	0.22	\$50,000	\$11,000
24	BUFFERED BIKE LANE ADDITION TO EXISTING CLASS II	MI	0.22	\$50,000	\$11,000
SUBTOTAL=					\$369,770
MOLETTE ST TO ALONDRA BLVD					
25	CLASS II	MI	0.27	\$100,000	\$27,000
26	BUFFERED BIKE LANE ADDITION TO EXISTING CLASS II	MI	0.27	\$50,000	\$13,500
27	CLASS II TRAFFIC SIGNAL MODIFICATION (DETECTION)	EA	1.00	\$50,000	\$50,000
SUBTOTAL=					\$90,500
GRAND TOTAL					
SUBTOTAL=					\$3,826,270
CONTINGENCY (25%) =					\$956,600
GRAND TOTAL =					\$4,782,900

Notes:

- The cost estimates exclude the following items:
- a. Roadway pavement rehab or slurry seal
 - b. Americans with Disabilities Act (ADA) improvements
 - c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)

Norwalk Bicycle Master Plan



MARK THOMAS

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
NORWALK BLVD TO PIONEER BLVD					
1	CLASS II (PARKING ADJACENT)	MI	0.60	\$125,000	\$75,000
2	CLASS II TRAFFIC SIGNAL MODIFICATION (DETECTION)	EA	2.00	\$50,000	\$100,000
SUBTOTAL=					\$175,000
PIONEER BLVD TO HLACOURT AVE (Existing Condition - No Change)					
SUBTOTAL=					\$0
HALCOURT AVE TO BEHRENS AVE					
3	CLASS II	MI	0.10	\$100,000	\$10,000
SUBTOTAL=					\$10,000
SAN GABRIEL RIVER TRAIL					
4	CONNECTION / RAMP (CLASS I)	MI	0.39	\$1,000,000	\$390,000
5	BIKE CROSSING	EA	1.00	\$25,000	\$25,000
SUBTOTAL=					\$415,000
GRAND TOTAL					
SUBTOTAL=					\$600,000
CONTINGENCY (25%) =					\$150,000
GRAND TOTAL =					\$750,000

Notes:

- The cost estimates exclude the following items:
- a. Roadway pavement rehab or slurry seal
 - b. Americans with Disabilities Act (ADA) improvements
 - c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)

Norwalk Bicycle Master Plan



MARK THOMAS

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
SAN GABRIEL RIVER TRAIL TO DOMART AVE					
1	CLASS I	MI	0.05	\$1,250,000	\$62,500
SUBTOTAL=					\$63,000
DOMART AVE TO PIUMA AVE					
2	CLASS III	MI	0.10	\$50,000	\$5,000
SUBTOTAL=					\$5,000
PIUMA AVE TO PIONEER BLVD					
3	CLASS II (PARKING ADJACENT)	MI	1.36	\$125,000	\$170,000
4	BUFFERED BIKE LANE ADDITION TO EXISTING CLASS II	MI	1.36	\$50,000	\$68,000
5	CLASS II TRAFFIC SIGNAL MODIFICATION (DETECTION)	EA	3.00	\$50,000	\$150,000
SUBTOTAL=					\$388,000
PIONEER BLVD TO NORWALK BLVD					
6	CLASS II (PARKING ADJACENT)	MI	0.55	\$3,000,000	\$1,650,000
7	CLASS IV TRAFFIC SIGNAL MODIFICATION	EA	1.00	\$500,000	\$500,000
SUBTOTAL=					\$2,150,000
NORWALK BLVD TO SHOEMAKER AVE					
8	CLASS II	MI	1.01	\$100,000	\$101,000
9	BUFFERED BIKE LANE ADDITION TO EXISTING CLASS II	MI	1.01	\$50,000	\$50,500
10	CLASS II TRAFFIC SIGNAL MODIFICATION (DETECTION)	EA	1.00	\$50,000	\$50,000
SUBTOTAL=					\$201,500
GRAND TOTAL					
SUBTOTAL=					\$2,807,500
CONTINGENCY (25%) =					\$701,900
GRAND TOTAL =					\$3,509,400

Notes:

The cost estimates exclude the following items:

- a. Roadway pavement rehab or slurry seal
- b. Americans with Disabilities Act (ADA) improvements
- c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)

Norwalk Bicycle Master Plan



MARK THOMAS

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
LEIBACHER AVE TO BLOOMFIELD AVE					
1	CLASS III	MI	2.22	\$50,000	\$111,000
SUBTOTAL=					\$111,000
GRAND TOTAL					
SUBTOTAL=					\$111,000
CONTINGENCY (25%) =					\$27,800
GRAND TOTAL =					\$138,800

Notes:

The cost estimates exclude the following items:

- a. Roadway pavement rehab or slurry seal
- b. Americans with Disabilities Act (ADA) improvements
- c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)

Norwalk Bicycle Master Plan



MARK THOMAS

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
NORWALK BLVD TO VOLUNTEER AVE					
1	CLASS IV	MI	0.22	\$2,500,000	\$550,000
2	CLASS IV TRAFFIC SIGNAL MODIFICATION	EA	4.00	\$50,000	\$200,000
SUBTOTAL=					\$750,000
VOLUNTEER AVE TO BLOOMFIELD AVE					
3	CLASS IV (NORTH)	MI	0.24	\$1,000,000	\$240,000
4	CLASS II (PARKING ADJACENT ON SOUTH SIDE)	MI	0.24	\$50,000	\$12,000
5	CLASS IV TRAFFIC SIGNAL MODIFICATION	EA	1.00	\$50,000	\$50,000
SUBTOTAL=					\$302,000
BLOOMFIELD AVE TO END (CUL DE SAC)					
6	CLASS III	MI	0.16	\$50,000	\$8,000
SUBTOTAL=					\$8,000
BLOOMFIELD (CUL DE SAC) TO NORWALK/SANTA FE SPRINGS METROLINK STATION					
7	CLASS I (WITH PED/BRIDGE)	MI	0.13	\$1,500,000	\$195,000
8	UTILITY IMPACTS	LS	1.00	\$1,000,000	\$1,000,000
9	PARKING STRUCTURE IMPACT	LS	1.00	\$1,000,000	\$1,000,000
10	PARKING STALL IMPACTS	LS	1.00	\$100,000	\$100,000
SUBTOTAL=					\$2,295,000
GRAND TOTAL					
SUBTOTAL=					\$3,355,000
CONTINGENCY (25%) =					\$838,800
GRAND TOTAL =					\$4,193,800

Notes:

The cost estimates exclude the following items:

- a. Roadway pavement rehab or slurry seal
- b. Americans with Disabilities Act (ADA) improvements
- c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)

Norwalk Bicycle Master Plan



MARK THOMAS

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
BLOOMFIELD AVE TO IMPERIAL HWY (EXISTING NO CHANGE)					
SUBTOTAL=					\$0
IMPERIAL HWY TO SAN GABRIEL RIVER TRAIL					
1	CLASS I	MI	1.11	\$1,500,000	\$1,665,000
2	SOIL REMEDIATION	MI	1.11	\$1,000,000	\$1,110,000
3	BRIDGE	SF	4200.00	\$600	\$2,520,000
SUBTOTAL=					\$5,295,000
FIRESTONE BLVD TO RAILROAD TRACKS					
4	CLASS I	MI	0.09	\$1,500,000	\$135,000
5	RETAINING WALL	LF	501.00	\$450	\$225,450
6	SOIL REMEDIATION	MI	0.09	\$1,000,000	\$90,000
SUBTOTAL=					\$451,000
GRAND TOTAL					
SUBTOTAL=					\$5,746,000
CONTINGENCY (25%) =					\$1,436,500
GRAND TOTAL =					\$7,182,500

Notes:

- The cost estimates exclude the following items:
- a. Roadway pavement rehab or slurry seal
 - b. Americans with Disabilities Act (ADA) improvements
 - c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)

Norwalk Bicycle Master Plan



MARK THOMAS

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
FOSTER RD TO NORWALK METRO C LINE (GREEN) STATION BUS BAY					
1	CLASS I	MI	0.18	\$1,000,000	\$180,000
SUBTOTAL=					\$180,000
GRAND TOTAL					
SUBTOTAL=					\$180,000
CONTINGENCY (25%) =					\$45,000
GRAND TOTAL =					\$225,000

Notes:

The cost estimates exclude the following items:

- a. Roadway pavement rehab or slurry seal
- b. Americans with Disabilities Act (ADA) improvements
- c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)

Norwalk Bicycle Master Plan



MARK THOMAS

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
FOSTER RD TO ALONDRA BLVD					
1	CLASS III	MI	1.63	\$50,000	\$81,500
SUBTOTAL=					\$82,000
GRAND TOTAL					
SUBTOTAL=					\$82,000
CONTINGENCY (25%) =					\$20,500
GRAND TOTAL =					\$102,500

Notes:

- The cost estimates exclude the following items:
- a. Roadway pavement rehab or slurry seal
 - b. Americans with Disabilities Act (ADA) improvements
 - c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)

Norwalk Bicycle Master Plan



MARK THOMAS

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
IMPERIAL HWY TO LEFFINGWELL RD					
1	CLASS III	MI	0.64	\$50,000	\$32,000
SUBTOTAL=					\$32,000
LEFFINGWELL RD TO EXCELSIOR DR					
2	CLASS III	MI	0.86	\$50,000	\$43,000
SUBTOTAL=					\$43,000
EXCELSIOR DR TO ALONDRA BLVD					
3	CLASS III	MI	0.49	\$50,000	\$24,500
SUBTOTAL=					\$25,000
GRAND TOTAL					
SUBTOTAL=					\$100,000
CONTINGENCY (25%) =					\$25,000
GRAND TOTAL =					\$125,000

Notes:

The cost estimates exclude the following items:

- a. Roadway pavement rehab or slurry seal
- b. Americans with Disabilities Act (ADA) improvements
- c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)

Norwalk Bicycle Master Plan



MARK THOMAS

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
FOSTER RD TO ROSECRANS AVE					
1	CLASS III	MI	0.53	\$50,000	\$26,500
SUBTOTAL=					\$27,000
FLALLON AVE TO FLALLON AVE					
2	CLASS III	MI	0.02	\$50,000	\$1,000
SUBTOTAL=					\$1,000
ROSECRANS AVE TO MAPLEDALE ST					
3	CLASS III	MI	0.24	\$50,000	\$12,000
SUBTOTAL=					\$12,000
MAPLEDALE ST TO 166TH ST					
4	CLASS III	MI	1.26	\$50,000	\$63,000
SUBTOTAL=					\$63,000
GRAND TOTAL					
SUBTOTAL=					\$103,000
CONTINGENCY (25%) =					\$25,800
GRAND TOTAL =					\$128,800

Notes:

- The cost estimates exclude the following items:
- a. Roadway pavement rehab or slurry seal
 - b. Americans with Disabilities Act (ADA) improvements
 - c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)

Norwalk Bicycle Master Plan



MARK THOMAS

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
STUDEBAKER RD TO RATLIFF ST					
1	CLASS III	MI	1.76	\$50,000	\$88,000
SUBTOTAL=					\$88,000
GRIDLEY RD TO JERSEY AVE					
2	CLASS III	MI	0.32	\$50,000	\$16,000
SUBTOTAL=					\$16,000
RATLIFF ST TO LEFFINGWELL RD					
3	CLASS III	MI	0.34	\$50,000	\$17,000
SUBTOTAL=					\$17,000
RATLIFF ST TO FOSTER RD					
4	CLASS III	MI	0.20	\$50,000	\$10,000
SUBTOTAL=					\$10,000
FOSTER RD TO LEIBACHER AVE					
5	CLASS III	MI	1.00	\$50,000	\$50,000
SUBTOTAL=					\$50,000
FIRESTONE BLVD TO ORR AND DAY RD					
6	CLASS III	MI	0.20	\$50,000	\$10,000
SUBTOTAL=					\$10,000
GRAND TOTAL					
SUBTOTAL=					\$191,000
CONTINGENCY (25%) =					\$47,800
GRAND TOTAL =					\$238,800

Notes:

The cost estimates exclude the following items:

- a. Roadway pavement rehab or slurry seal
- b. Americans with Disabilities Act (ADA) improvements
- c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)

Norwalk Bicycle Master Plan



MARK THOMAS

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CIVIL CENTER DR TO SILVERBOW AVE					
1	CLASS III	MI	0.32	\$50,000	\$16,000
SUBTOTAL=					\$16,000
SILVERBOW AVE TO SHOEMAKER AVE					
2	CLASS III	MI	0.62	\$50,000	\$31,000
SUBTOTAL=					\$31,000
GOLLER AVE TO FIRESTONE BLVD (FONTAGE STREET)					
3	CLASS III	MI	0.33	\$50,000	\$16,500
SUBTOTAL=					\$17,000
NORHT ENTRANCE TO SOUTH ENTRANCE					
4	CLASS III	MI	0.17	\$50,000	\$8,500
SUBTOTAL=					\$9,000
GRAND TOTAL					
SUBTOTAL=					\$73,000
CONTINGENCY (25%) =					\$18,300
GRAND TOTAL =					\$91,300

Notes:

- The cost estimates exclude the following items:
- a. Roadway pavement rehab or slurry seal
 - b. Americans with Disabilities Act (ADA) improvements
 - c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)

Bike Path type		COST	UNIT
Class I – Off-Street bike/ped paved trail			
	Low Complexity	\$1,000,000	MILE
	Medium Complexity	\$1,250,000	MILE
	High Complexity	\$1,500,000	MILE
	New Traffic Signal	\$500,000	EA
	Soil Remediation (likely along railroad)	\$1,000,000	MILE
Class II – On-Street Bike Lanes			
	Low Complexity	\$100,000	MILE
	Medium Complexity	\$125,000	MILE
	High Complexity	\$150,000	MILE
	Class II Traffic Signal Modification Costs (detection)	\$50,000	EA
	Buffered Bike Lane Addition to Existing Class II	\$50,000	MILE
Class III – Bike Boulevard		\$50,000	MILE
Class IV – Separated Bikeway (separated by raised vertical element such as median)			
	Low Complexity	\$2,000,000	MILE
	Medium Complexity	\$2,500,000	MILE
	High Complexity	\$3,000,000	MILE
	Class IV Traffic Signal Modification Costs	\$500,000	EA

