# TOOLBOX ELEMENTS SUMMARY TABLE

| MODE OF TRAVEL | TOOLBOX ELEMENT LOCAL/REGIONAL PROJECT | | AFFECTED SEGMENTS | PROJECT GOALS | | | | | COST RANGE | COORDINATION NEEDED |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | TRANSIT | ACTIVE TRANSPORTATION | VEHICULAR TRAVEL | SAFETY | NEIGHBORHOOD CONNECTIVITY | | |
| **TRANSIT** | Bus stops and stations amenities | L | 123456 | ▲ | △ | -- | △ | △ | $ | UPOB |
| | First/last mile improvements at major stops | L | 234 | ▲ | △ | -- | △ | △ | $ | UPOB |
| | Transit signal priority treatments | R | 234 | ▲ | △ | -- | △ | △ | $$$ | UPOB |
| | Transit preferential treatments | R | 234 | ▲ | △ | -- | △ | △ | $$$$ | UPOB |
| | Dedicated transit lanes (for BRT) | R | 234 | ▲ | △ | -- | △ | △ | $$ | UPOB |
| **PEDESTRIAN** | Close gaps in sidewalk network | L | 1356 | -- | ▲ | -- | △ | △ | $$ | UPB |
| | High-visibility crosswalks | L | 123456 | -- | △ | -- | ▲ | -- | $ | - |
| | Realigned crosswalks at freeway ramps | R | 234 | -- | △ | ▽ | ▲ | -- | $ | U |
| | Pedestrian countdown signal heads | L | 123456 | -- | △ | -- | ▲ | -- | $$ | - |
| | Sidewalk amenities | L | 123456 | -- | △ | -- | ▲ | -- | $ | UPB |
| | Remove sidewalk obstructions | L | 23456 | -- | ▲ | -- | △ | △ | $ | UPO |
| | Pedestrian scrambles | L | 12456 | -- | ▲ | -- | △ | △ | $ | - |
| | Pedestrian refuge islands | L | 12456 | -- | △ | △ | ▲ | △ | $$$ | UP |
| | Corner/sidewalk bulbs | L | 123456 | ▲ | △ | -- | △ | △ | $$ | UPOB |
| | Mid-block signalized pedestrian crossings | L | 123456 | ▲ | △ | -- | △ | △ | $$ | U |
| | On-street parking or loading zones | R | 123456 | ▽ | -- | ▽ | △ | ▲ | $ | UB |
| **BICYCLE** | Bike on sidewalk treatments | L | 123456 | -- | ▲ | -- | ▼ | △ | $ | UPB |
| | Close gaps in bicycle network (on parallel streets) | L | 123456 | -- | ▲ | -- | ▼ | △ | $ | UPB |
| | Bicycle preferential treatments | L | 123456 | ▽ | △ | △ | ▲ | △ | $ | UP |
| | Protected bike lanes (on Beach Boulevard) | R | 123456 | | △ | △ | ▲ | △ | $$$ | OB |
| **VEHICLES** | On-street parking or loading zones removal | L | 1456 | △ | △ | △ | ▽ | ▽ | $ | B |
| | Advanced traffic signal timing/ITS | R | 123456 | ▲ | △ | -- | △ | △ | $$$$ | U |
| | Consolidate mid-block unsignalized intersections | L | 123456 | △ | -- | ▲ | △ | -- | $$ | UPB |
| | Access management | L | 123456 | ▲ | △ | ▲ | △ | -- | $ | PB |
| | Active traffic management | R | 123456 | △ | △ | -- | △ | △ | $$$$ | U |
| | Pedestrian bridges | L | 1234 | △ | △ | ▲ | △ | △ | $$$ | UPB |
| | Adjust interchange ramp locations/ configurations | R | 234 | -- | △ | ▽ | ▲ | -- | $$$ | UPB |
| | Alternative intevrsection configurations | R | 123456 | ▽ | ▽ | ▲ | △ | -- | $$$$$ | UPB |

*See legend on next page

# SUMMARY TABLE LEGEND

## Toolbox Element

**L** - Local

**R** - Regional

## Affected Segments

**1** - Pacific Coast Highway to Yorktown Avenue

**2** - Yorktown avenue to McFadden Avenue

**3** - McFadden Avenue to La Palma Avenue

**4** - La Palma Avenue to Malvern Avenue

**5** - Malvern Avenue to Imperial Highway

**6** - Imperial Highway to Whittier Boulevard

## Project Goals

▲: Primary benefit

△: Minor/secondary benefit

--: No impact/benefit

▽: Minor/secondary impact

▼: Substantial impact

## Cost Range

**$** - Low Cost ($0 to $500,000)

**$$** - Low/Medium Cost ($500,001 to $1,000,000)

**$$$** - Medium Cost ($1,000,001 to ($2,000,000)

**$$$$** - Medium/High Cost ($2,000,001 to ($500,000,000)

**$$$$$** - High Cost (>$5,000,000)

## Coordination Needed

**U** - May affect utilities and would require coordination with various utility providers

**P** - May require additional right-of-way and would require coordination with adjacent private property owners

**O** - May affect transit and would require coordination with OCTA

**B** - May affect access and operations of business along the corridor and would require coordination with adjacent businesses