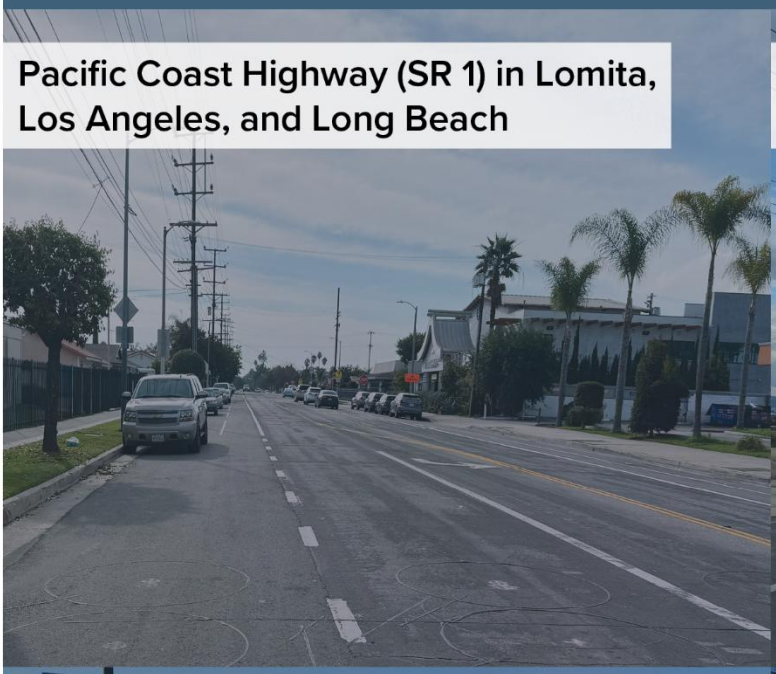
PLANNING FOR MAIN STREETS

Existing Conditions Report

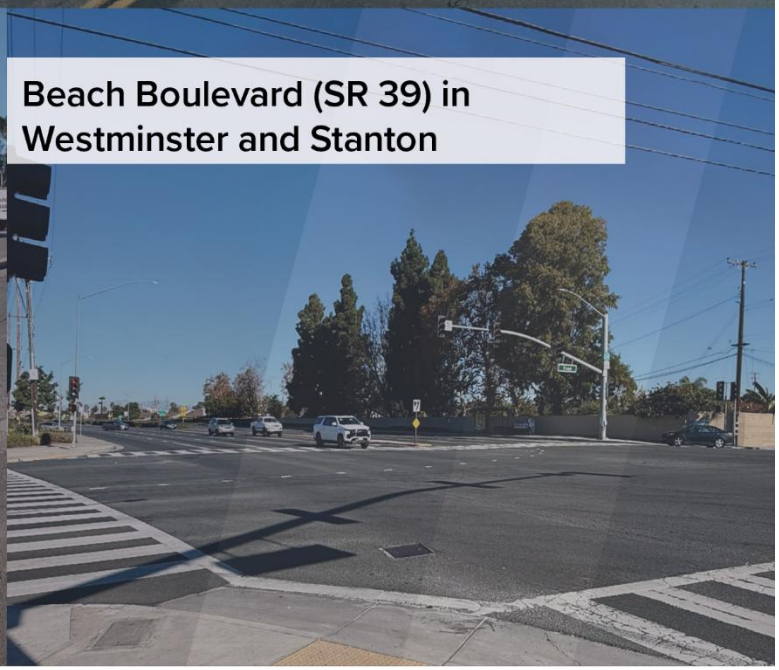
February 2026



Pacific Coast Highway (SR 1) in Lomita, Los Angeles, and Long Beach

Waterman Avenue (SR 18) in San Bernardino

Main Street/1st Street/Brawley Avenue (SR 86) in Brawley



Beach Boulevard (SR 39) in Westminster and Stanton

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List of Exhibits

Glossary

85th Percentile Speed: The 85th percentile represents the speed at or below which 85 percent of vehicles are traveling. It is used to describe typical upper-end operating speeds along a corridor. In this report, the 85th percentile speeds were observed in Replica.

Class I Bike Path: A facility with exclusive right-of-way for bicyclists and pedestrians, separated from the roadway.

Class II Bike Lane: A bike facility that is designated by striping and signage.

Class III Bike Route: A route for bicyclists on streets shared with low vehicular speeds. Bike routes are established by placing bike route signs and optional shared roadway markings (sharrows).

Class IV Cycle Track: A bike facility that is exclusively used by cyclists and is physically separated from motor traffic with vertical features like grade separation, flexible posts, inflexible barriers, or on-street parking.

Priority Equity Community: SCAG denotes a census tract as a Priority Equity Community one of two ways:

1. There is a concentration above the county average of **both** low-income households **and** people of color.
2. There is a concentration above the county average of **either** low-income households **or** people of color, and of four or more of the following seven criteria:

    a. Vulnerable ages (older adults over 65 years old and children under 18 years old).
    b. People with disabilities (people with one or more of six types of difficulties: i.e., hearing, vision, cognitive, ambulatory, self-care, and independent living).
    c. People with limited English proficiency.
    d. Limited vehicle and transit access (households with more members than vehicles owned that are not within a census tract that intersects with a High Quality Transit Corridor).
    e. People without a high school diploma.
    f. Single parent households.
    g. Housing cost-burdened households (households spending 30 percent or more of their household income on housing- or rent-related costs).

Regional High Injury Network (HIN): Stretches of roadways where the highest concentrations of collisions result in fatal or serious injuries on the transportation network. SCAG developed its first regional HIN in 2018 and updated it in 2022.

Land Use Types

Low-intensity Commercial: This land use designation is usually found along major arterial streets with small-scale commercial development. Examples of permitted uses include administrative services, cultural services, educational facilities, retail, and post offices among others.

Residential Suburban: This land use type is typically used for single-family dwellings located in lower-density neighborhoods.

Residential Urban: This land use type is typically used for a variety of single- and multi-family housing types in higher-density neighborhoods.

1 Introduction

Project Background

The Planning for Main Streets project is a regional effort led by SCAG, in partnership with Caltrans and local jurisdictions, to reimagine state highway corridors that also function as community main streets. Through this project, SCAG and its partners aim to address transportation inequities, improve safety and mobility for all users, and align infrastructure with everyday needs of residents, workers, and visitors.

This project includes planning, conceptual design, and community engagement to envision safer, more accessible, and vibrant streetscapes. By collaborating with Caltrans Districts, local jurisdictions, community organizations, and the public, the project will identify feasible improvements and implementation strategies that promote equity, health, and sustainability in the region. The goals of this project are to:

- Improve safety and accessibility for all modes of transportation;
- Enhance quality of life in equity-priority communities;
- Align state highway design with local community needs;
- Foster local support and ownership of project outcomes; and
- Develop grant-ready design concepts to support future funding opportunities.

About the Corridors

The project aims to transform four state route (SR) corridors into people-centered places that balance transportation needs with community well-being. The four corridors are:

- **SR 1 (Pacific Coast Highway or PCH) from Pennsylvania Avenue to Harbor Avenue/I-710 ramps in Caltrans District 7:** A major freight and commuter corridor serving Lomita, Los Angeles (Harbor City and Wilmington), and Long Beach. High traffic volumes from nearby ports and freeways create safety and congestion challenges for residents, businesses, and transit riders.
- **SR 18 (Waterman Avenue) from Arrowhead Road to 30th Street in Caltrans District 8:** This corridor is a gateway to recreation destinations like Lake Arrowhead and the San Bernardino National Forest. The corridor connects homes, schools, and businesses but faces daily traffic pressures.
- **SR 86 (Main Street/1st Street/Brawley Avenue) from Las Flores Drive to Legion Road in Caltrans District 11:** This corridor is a vital gateway to the city center for residents, regional travelers, and local transit routes.
- **SR 39 (Beach Boulevard) from Starr Street to Hazard Avenue in Caltrans District 12:** This heavily traveled corridor is lined with retail centers and office parks and intersects with SR 22 ramps. Multiple Orange County Transportation Authority bus routes travel on this key north-south travel corridor.

About This Report

The purpose of the Existing Conditions Report is to document demographic, land use, mobility, and public health characteristics along each study corridor as well as a half-mile area of influence around each corridor, which is collectively called the study area for this report. The analysis will help identify key challenges and opportunities and inform recommendations to transform each corridor into a community main street.

The **community section** discusses six criteria that are considered in SCAG's Priority Equity Community designation: age, people living with a disability, race/ethnicity, people with limited English proficiency, number of vehicles per household, and housing burden. SCAG denotes a census tract as a Priority Equity Community[1] one of two ways:

1. There is a concentration above the county average of **both** low-income households **and** people of color; or
2. There is a concentration above the county average of **either** low-income households **or** people of color, and of four or more of the following seven criteria:
    a. Vulnerable ages (older adults over 65 years old and children under 18 years old).
    b. People with disabilities (people with one or more of six types of difficulties: i.e., hearing, vision, cognitive, ambulatory, self-care, and independent living).
    c. People with limited English proficiency.
    d. Limited vehicle and transit access (households with more members than vehicles owned that are not within a census tract that intersects with a High Quality Transit Corridor).
    e. People without a high school diploma.
    f. Single parent households.
    g. Housing cost-burdened households (households spending 30 percent or more of their household income on housing- or rent-related costs).

The **land use section** discusses key destinations, land uses, trip origins and destinations, and employment density for each corridor. The transportation section covers commute modes and times, average daily traffic, speeds, the high injury network (HIN), crashes over a five-year period, sidewalks, bicycling facilities, and transit services.

Lastly, the **public health section** reviews asthma rates and existing tree canopy in each study area to align with the Caltrans' *Main Street Guide* goal of improving public health. Environmental factors such as exposure to vehicle traffic and outdoor air pollution affect air quality, which can trigger asthma attacks. Tree canopy coverage is important for improving air quality, as well as providing shade for people walking, biking, and waiting at bus stops. A guideline known as the "3-30-300 rule" in urban forestry recommends that every person should be able to see three trees from their home, school, or workplace; every neighborhood should have 30 percent tree canopy cover; and every person should have access to a public green space within 300 meters of their home.[2]

[1] Southern California Association of Governments. (2024). *Connect SoCal 2024: Equity Analysis Technical Report.* https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-equity-analysis-final-040424.pdf

[2] Konijnendijk, C.C. (2023) Evidence-based guidelines for greener, healthier, more resilient neighbourhoods: Introducing the 3–30–300 rule. J. For. Res. 34, 821–830. https://doi.org/10.1007/s11676-022-01523-z

Key Findings for SR 1

- The SR 1 corridor is a major east-west route and is classified as a principal arterial in Lomita, a Boulevard II in Los Angeles, and a regional corridor in Long Beach. The SR 1 study corridor is approximately 6.5 miles long and has three travel lanes in each direction with two-way left-turn lanes.
- The corridor carries an average daily traffic volume of 40,000 vehicles and the posted speed limit is 45 miles per hour (mph).
- The segment of SR 1 east of Belle Porte Avenue in Los Angeles is part of SCAG's Regional HIN. Between 2020 and 2024, 98 injury crashes within 250 feet of the SR 1 study corridor (25 percent) were fatal or resulted in serious injuries.
- In the five-year period, 77 pedestrian- and 26 bicyclist-involved injury crashes occurred on the study corridor, representing 19 percent and seven percent of all injury crashes, respectively. Most of these crashes occurred in the evening from 6 p.m. to midnight.
- Most of SR 1 has sidewalks on both sides. No sidewalks exist between the Dominguez Channel and Terminal Island Freeway in Long Beach, and sidewalks are one side of the street between Coil Avenue and Goodrich Avenue and between Vermont Avenue and Solimar Way in Los Angeles.
- SR 1 is currently designated as a Class III bike route from Terminal Island Freeway in Long Beach to the eastern end of the corridor.
- The areas between Belle Porte Avenue and Marigold Avenue in the city of Los Angeles, between Figueroa Street and Avalon Boulevard in the city of Los Angeles, and between Webster Avenue and Harbor Avenue in the city of Long Beach have the highest concentration of trip origins and destinations per day.
- About 82 percent of the study area's population resides in a Priority Equity Community. The SR 1 study area has a higher population density, slightly younger residents, a lower percentage of people with disabilities, a greater proportion of residents of color, a greater proportion of households with limited English proficiency, and a smaller percentage of zero-vehicle households compared to the cities of Lomita, Los Angeles, and Long Beach overall.

Key Findings for SR 18

- SR 18, which is approximately two miles long, is classified as a major arterial with two travel lanes in each direction and a center left turn lane. The city of San Bernardino has identified SR 18 as a potential truck route as part of their General Plan Update.
- The corridor carries an average daily traffic volume between 5,000 and 30,000 vehicles, and the posted speed limit ranges from 40 to 55 miles per hour.
- SR 18 is part of SCAG's Regional HIN. Between 2020 and 2024, six crashes within 250 feet of the study corridor were fatal or resulted in serious injuries, representing seven percent of all injury crashes.
- Over the five-year period, the SR 18 study corridor had six pedestrian-involved and two bicyclist-involved injury crashes, representing seven percent and two percent of all injury crashes, respectively. Most of these crashes occurred in the evening from 6 p.m. to midnight.

- Transit service is limited with bus stops for two transit routes, OmniTrans Route 6 and Mountain Transit Route 6, in the study area. OmniTrans Route 6 has 60-minute frequencies and Mountain Transit Route 6 makes four pick-up-only trips up the mountain and four drop-off-only trips down the mountain.
- Most of the study corridor has sidewalks on the west side of the street, but sidewalks exist on both sides of the road in limited areas, primarily near schools and parks, such as Parkside Elementary School, Golden Valley Middle School, and Wildwood Park.
- No bicycle facilities exist on the study corridor, but there is an existing Class II bike lane on Parkdale Drive that intersects the study corridor.
- The area bounded by Mountain View Avenue, 42nd Street, SR 18, and Parkdale Avenue has the highest trip origins and destinations with over 30,000 trips per day.
- About 79 percent of the study area's population resides in a Priority Equity Community. Compared to the city of San Bernardino as a whole, the SR 18 study area has a higher population density, a slightly older demographic, a higher percentage of people with disabilities, a smaller proportion of residents of color, a smaller proportion of households with limited English proficiency, and a smaller percentage of zero-vehicle households.

Key Findings for SR 86

- SR 86, which is approximately two miles long, is a minor arterial that typically has two travel lanes in each direction and is designated as a main truck route in the city of Brawley.
- The corridor carries an average daily traffic volume between 4,000 and 15,000 vehicles and the posted speed limits range between 45 and 55 mph.
- Between 2020 and 2024, four crashes within 250 feet of the study corridor were fatal or resulted in serious injuries, representing 22 percent of all injury crashes.
- In the five-year period, three bicyclist-involved and two pedestrian-involved injury crashes occurred on the study corridor, representing 17 percent and 11 percent of all injury crashes, respectively. All occurred in the early hours of the morning or in the evening between 6 p.m. and 6 a.m.
- Most of the SR 86 corridor does not have sidewalks, particularly in the segment from I Street to Panno Street.
- No bicycle facilities exist on SR 86, but a Class II bike lane intersects with the SR 86 study corridor at Western Avenue and Malan Street.
- Transit service is limited along the corridor. Four Imperial Valley Transit routes run along the SR 86 corridor – Routes 2, 22, 41, and the Gold Line – but none have bus stops directly on SR 86. The nearest bus stops to the corridor are located approximately 400 to 750 feet away.
- The highest concentration of trip origins and trip destinations are in the same location in the study area, which is the area bounded by Western Avenue, Malan Street, Imperial Avenue, B Street, and the study area limits. This area generates over 30,000 trip origins and destinations each per day, likely because of the concentration of schools, government offices, and multi-family land use in this area.

- One percent of the study area's population resides in a Priority Equity Community. Compared to the city of Brawley overall, the SR 86 study area has a higher population density, a slightly older demographic, a higher percentage of people with disabilities, a smaller proportion of residents of color, a smaller proportion of households with limited English proficiency, and a higher percentage of zero-vehicle households.

Key Findings for SR 39

- The SR 39 study corridor, which is approximately 4.5 miles long, is classified as a principal arterial with four travel lanes in each direction. There is a median along the corridor that is about 17 feet wide. The median is narrower, about four to seven feet wide, in areas that have a left turn pocket.
- The corridor carries an average daily traffic volume between 20,000 and 40,000 vehicles, and the posted speed limit is 40 mph.
- The entirety of the SR 39 study corridor is on SCAG's Regional HIN. Of the 546 injury crashes, 11 percent were fatal or resulted in serious injuries from 2020 to 2024 (61 crashes).
- There were 77 pedestrian-involved and 68 bicyclist-involved injury crashes on the study corridor, representing 14 percent and 12 percent of all injury crashes, respectively. Most of the crashes occurred in the evening from 6 p.m. to midnight.
- The sidewalk network is generally well-connected in the study corridor. There are sidewalks on both sides for much of the corridor, besides between 21st and 23rd Streets in Westminster, where there are only sidewalks on the east side of the street.
- There are currently no bicycle facilities on SR 39, and the existing bike facilities in the study area mostly do not cross or connect with SR 39.
- Orange County Transportation Authority Routes 29 and 529 serve the entirety of the study corridor. Both run at roughly 30-minute frequencies, but Route 29 operates daily whereas Route 529 only operates on weekdays.
- The highest concentration of trip origins and destinations in the study area is the area bounded by SR 39, Cerritos Avenue, Fern Avenue, and Starr Street in Stanton, which has between 75,000 and 100,000 trip origins per day per square mile.
- The entire study area is considered a Priority Equity Community. The SR 39 study area has a higher population density, a larger proportion of residents of color, a greater proportion of households with limited English proficiency, and a higher percentage of zero-vehicle households compared to the cities of Stanton and Westminster overall, but has a very similar age distribution and percentage of people with disabilities.

Comparative Findings Across Corridors

- Among the four corridors, the SR 1 study area has the highest proportion of people who take transit, bicycle, or walk to work. However, this percentage is still fairly low at six percent. Driving alone is the primary commute mode across all four corridors.
- The SR 39 study area has the highest proportion of zero-vehicle households (10 percent), followed by the SR 86 study area (nine percent).

- A portion of each study corridor is part of SCAG's Regional HIN, and in some cases, the whole corridor is part of the Regional HIN.
- Between 2020 and 2024, the SR 39 study corridor had the greatest number of crashes per mile within 250 feet of the corridor with approximately 121 crashes per mile, followed by the SR 1 study corridor with about 62 crashes per mile.
- For all four corridors, the greatest proportion of bicyclist- and pedestrian-involved crashes occurred between 6 p.m. and midnight.
- SR 1 has the most transit services of the four corridors. By contrast, SR 18 and SR 86 do not have any transit stops directly along the respective corridors.
- Most of the sidewalk network is built out along SR 1 and SR 39. However, SR 18 and SR 86 either have a sidewalk on only one side of the street or no sidewalks along the corridors.
- Across all corridors, there are plans from local jurisdictions and Caltrans to continue to expand the bicycle network.
- Among the four corridors, the SR 39 study area has the smallest proportion of younger residents under 18 years old and the greatest proportion of older adults aged 65 years or older.

2 Pacific Coast Highway (SR 1) from Lomita to Long Beach

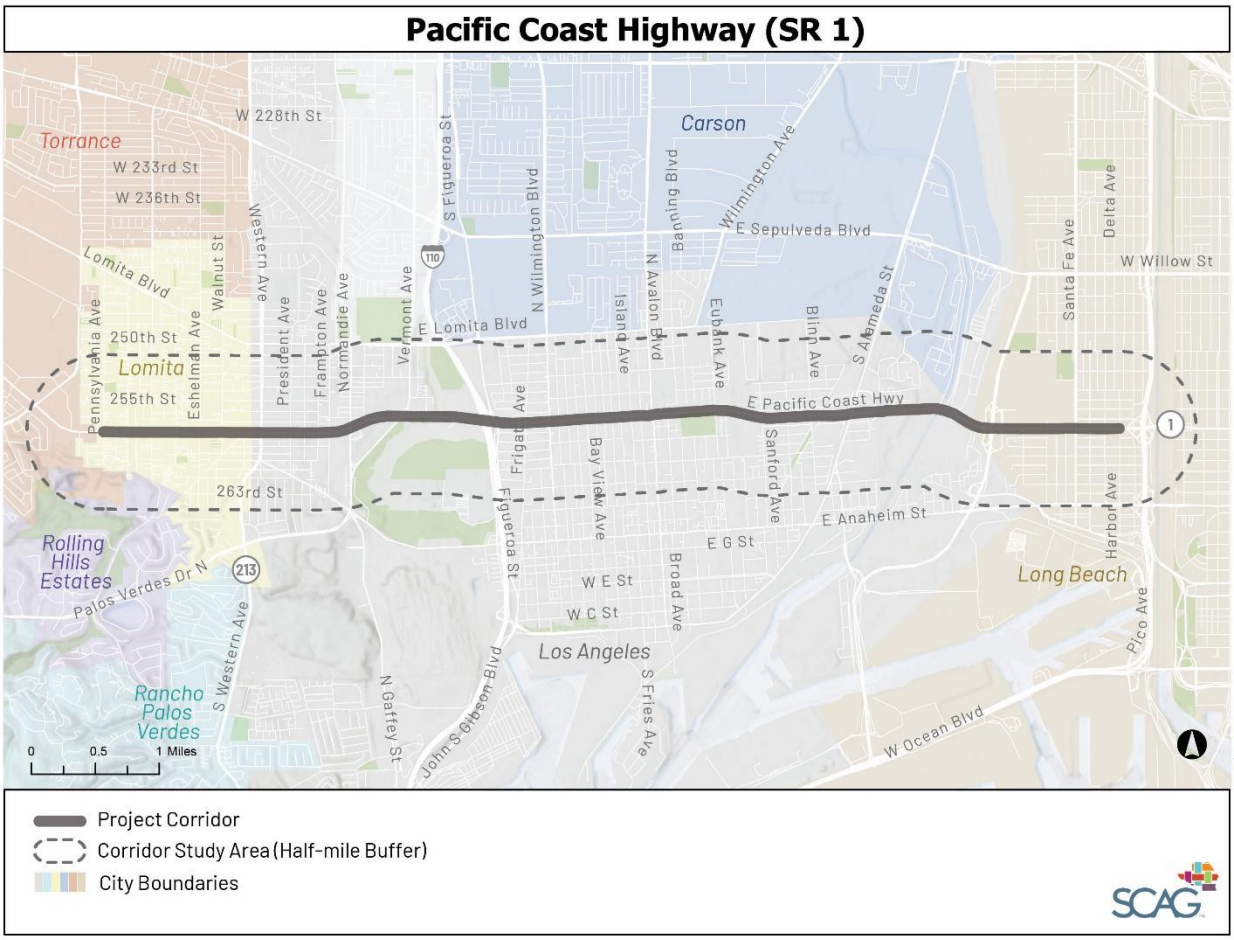
Study Corridor

The study corridor for Caltrans District 7 is SR 1 (also known as Pacific Coast Highway or PCH) from Pennsylvania Avenue in the city of Lomita to Harbor Avenue/I-710 ramps in the city of Long Beach. The corridor, which is approximately 6.5 miles long, also crosses through the city of Los Angeles (LA). SR 1 links the downtown areas of Lomita, Harbor City, and Wilmington and runs through the industrial zones of Wilmington and Long Beach.

This section of SR 1 is one of LA County's busiest corridors for vehicular and freight traffic due to its proximity to the ports of LA and Long Beach, I-710, SR 103, and I-110. Multiple transit agencies also operate along the study corridor, including the Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation (LADOT), Long Beach Transit, and Torrance Transit.

This report considers the half-mile area of influence around the study corridor, herein called the SR 1 study area, to better understand the community, land use, and transportation network context. As shown in Exhibit 1, the SR 1 study area extends to Crenshaw Boulevard in the west; 251st Street, Don Street, and West Hill Street in the north; Golden Avenue in the east; and past Anaheim Street, Opp Street, and 263rd Street in the south.

Exhibit 1 SR 1 Study Area



Corridor Highlights

- The SR 1 corridor is a major east-west route and is classified as a principal arterial in Lomita, a Boulevard II in Los Angeles, and a regional corridor in Long Beach. The SR 1 study corridor is approximately 6.5 miles long and has three travel lanes in each direction with two-way left-turn lanes.
- The corridor carries an average daily traffic volume of 40,000 vehicles and the posted speed limit is 45 miles per hour (mph).
- The segment of SR 1 east of Belle Porte Avenue in Los Angeles is part of SCAG's Regional HIN. Between 2020 and 2024, 98 injury crashes within 250 feet of the SR 1 study corridor (25 percent) were fatal or resulted in serious injuries.
- In the five-year period, 77 pedestrian- and 26 bicyclist-involved injury crashes occurred on the study corridor, representing 19 percent and seven percent of all injury crashes, respectively. Most of these crashes occurred in the evening from 6 p.m. to midnight.

- Most of SR 1 has sidewalks on both sides. No sidewalks exist between the Dominguez Channel and Terminal Island Freeway in Long Beach, and sidewalks are one side of the street between Coil Avenue and Goodrich Avenue and between Vermont Avenue and Solimar Way in Los Angeles.
- SR 1 is currently designated as a Class III bike route from Terminal Island Freeway in Long Beach to the eastern end of the corridor.
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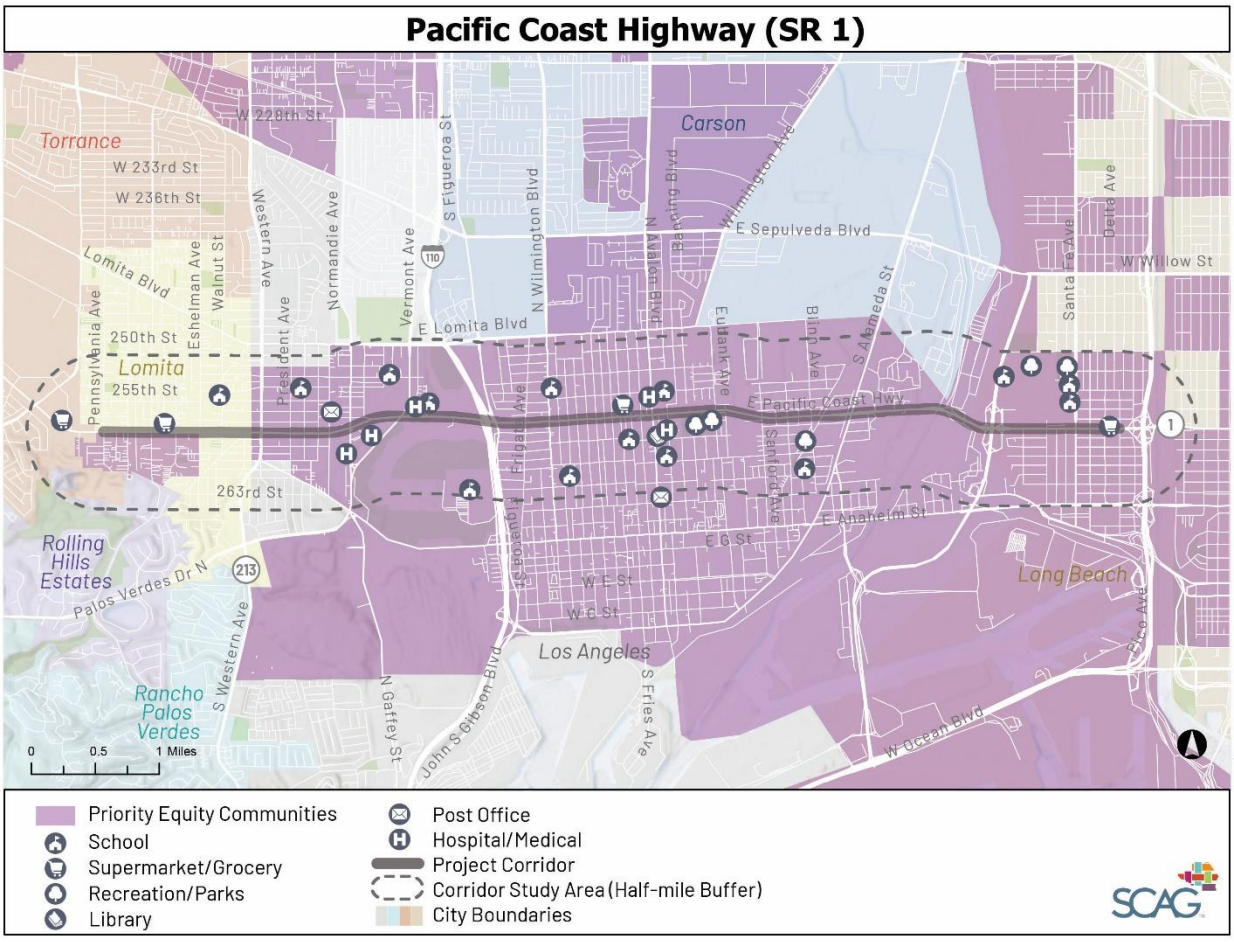
- About 82 percent of the study area's population resides in a Priority Equity Community. The SR 1 study area has a higher population density, slightly younger residents, a lower percentage of people with disabilities, a greater proportion of residents of color, a greater proportion of households with limited English proficiency, and a smaller percentage of zero-vehicle households compared to the cities of Lomita, Los Angeles, and Long Beach overall.

Community

The SR 1 study area contains a population of 62,802 people, representing approximately one percent of the total population for the cities of Lomita, LA, and Long Beach. Within the study area, 51,184 people live in Priority Equity Communities, 82 percent of the study area's population (Exhibit 2). Most Priority Equity Communities in the study area are in the cities of LA and Long Beach.

Compared to the cities of Lomita, LA, and Long Beach overall, the SR 1 study area has a higher population density, a slightly younger demographic, a lower percentage of people with disabilities, a greater proportion of residents of color, a greater proportion of households with limited English proficiency, and a smaller percentage of zero-vehicle households.

Exhibit 2 SCAG Priority Equity Communities within SR 1 Study Area



Source: SCAG

POPULATION DENSITY

The SR 1 study area has a population density with 13 residents per acre, which is in line with the density of the three cities overall. The greatest population density is concentrated in three main portions of the study area from west to east:

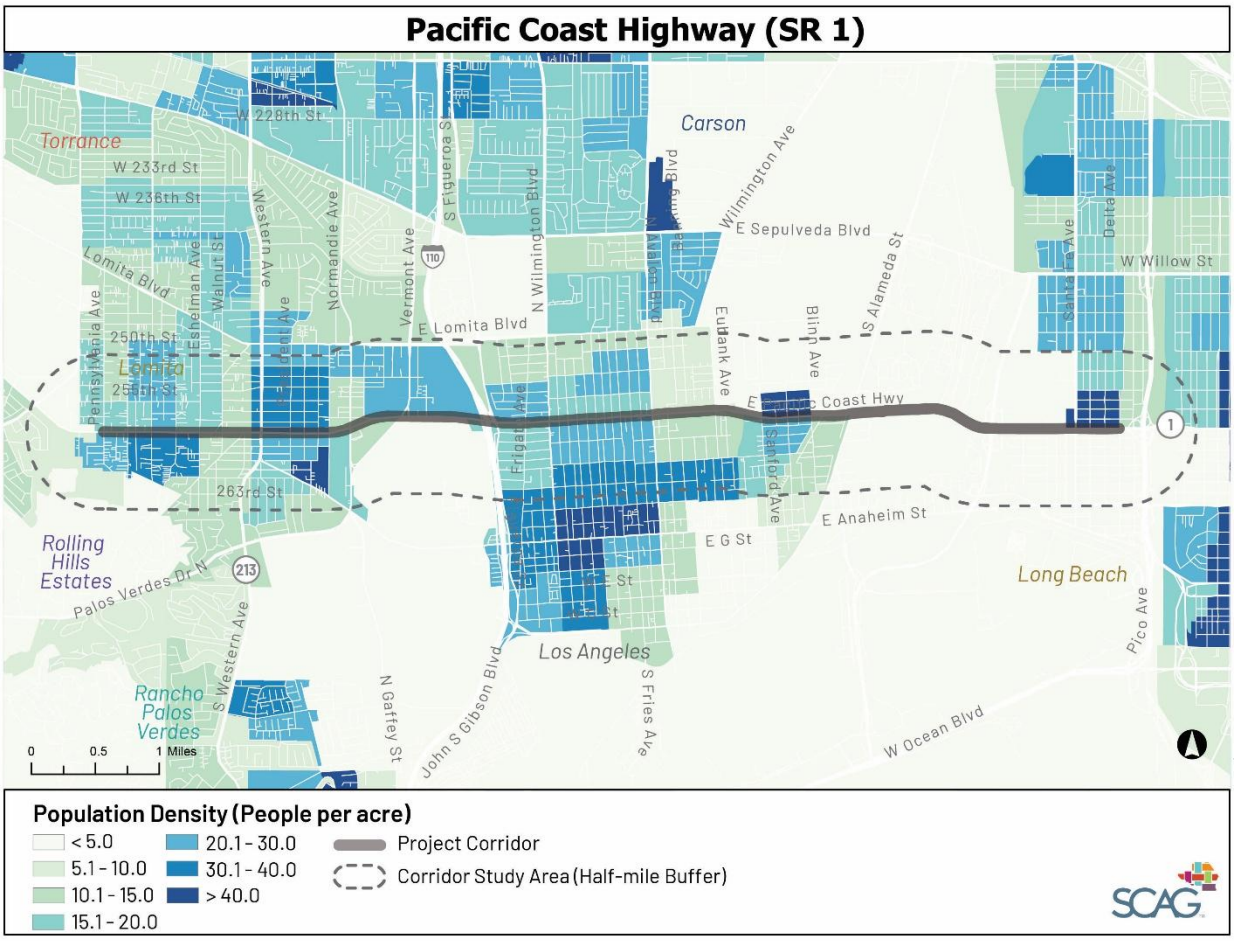
- The portion south of 259th Street, west of Frampton Avenue, northeast of Anaheim Street, and east of President Avenue in Los Angeles.
- The portion north of SR 1, east of Sanford Avenue, west of Blinn Avenue, and south of Cruces Street in Los Angeles.
- The portion north of SR 1, east of Cota Avenue, west of Harbor Avenue, and south of 20th Street in Long Beach.

PEOPLE LIVING WITH A DISABILITY

According to the U.S. Census, seven percent of residents in the SR 1 study area live with a disability, which is a lower percentage than the cities of Lomita, LA, and Long Beach overall (eight percent). People living

with a disability may not be able to drive alone and may rely on transit services or their social networks to get to the places they need to go.

Exhibit 3 Population Density of SR 1 Study Area

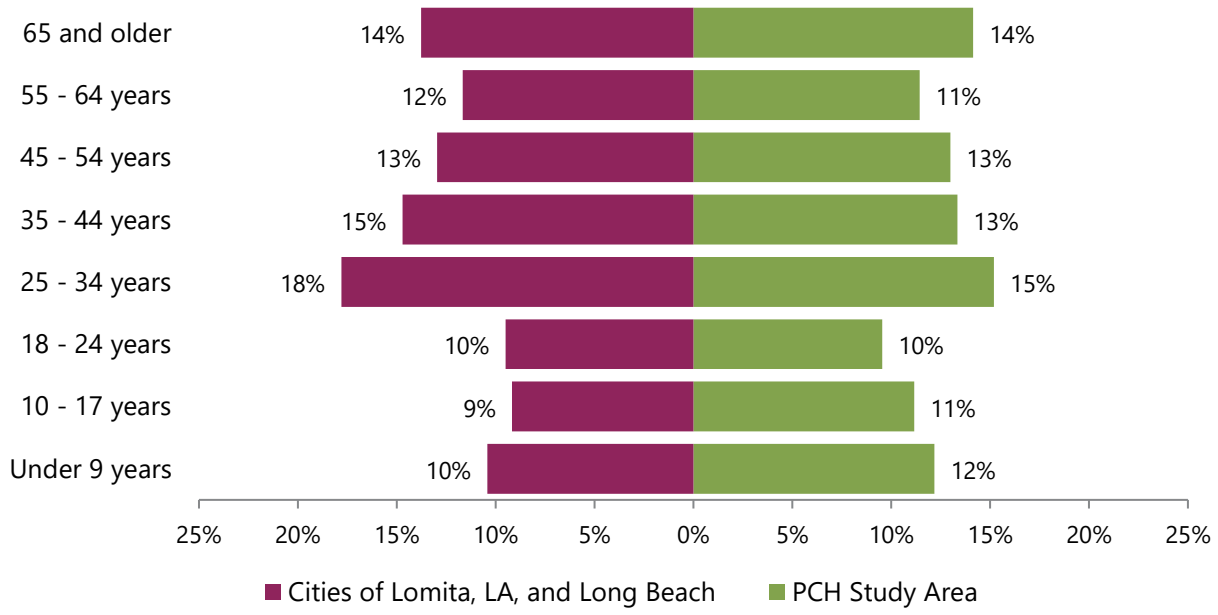


Source: ACS 5-Year Estimates from 2019 to 2023

AGE

The SR 1 study area has more younger residents than the cities of Lomita, LA, and Long Beach overall. About 23 percent of people living in the SR 1 study area are under 18 years old compared to 20 percent of the three cities' residents. However, the proportion of older adults aged 65 or older are similar between the study area and the three cities.

Exhibit 4 Age Distribution of Study Area Compared to Cities of Lomita, LA, and Long Beach

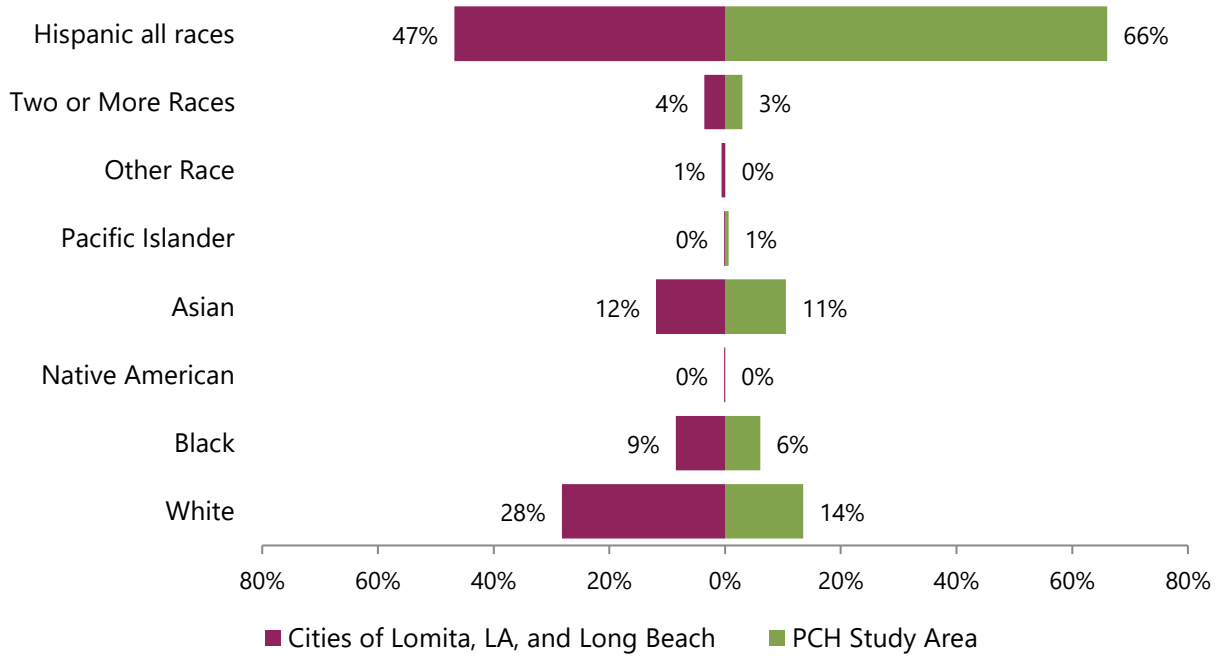


Source: ACS 5-Year Estimates from 2019 to 2023, Table B01001

RACE AND ETHNICITY

More residents of color reside in the SR 1 study area compared to the cities of Lomita, LA, and Long Beach. Overall, 87 percent of study area residents are non-White, which is 15 percentage points higher than the share of non-White residents for the three cities overall. This difference is primarily driven by the higher proportion of Hispanic residents in the SR 1 study area (66 percent), as the study area is relatively underrepresented in Asian and Black residents.

Exhibit 5 Distribution of Race/Ethnicity of Study Area Compared to Three LA County Cities



Source: ACS 5-Year Estimates from 2019 to 2023, Table B03002

LIMITED ENGLISH PROFICIENCY

About 16 percent of households in the SR 1 study area speak a language other than English, with 12 percent of households primarily speaking Spanish and three percent of households speaking an Asian Pacific language. The percentage of limited English-speaking households is higher in the SR 1 study area than the cities of Lomita, LA, and Long Beach overall (13 percent), but the variety of languages is slightly different. About two percent of households in the three cities primarily speak another Indo-European language, whereas only one percent of households in the SR 1 study area do.

VEHICLE OWNERSHIP

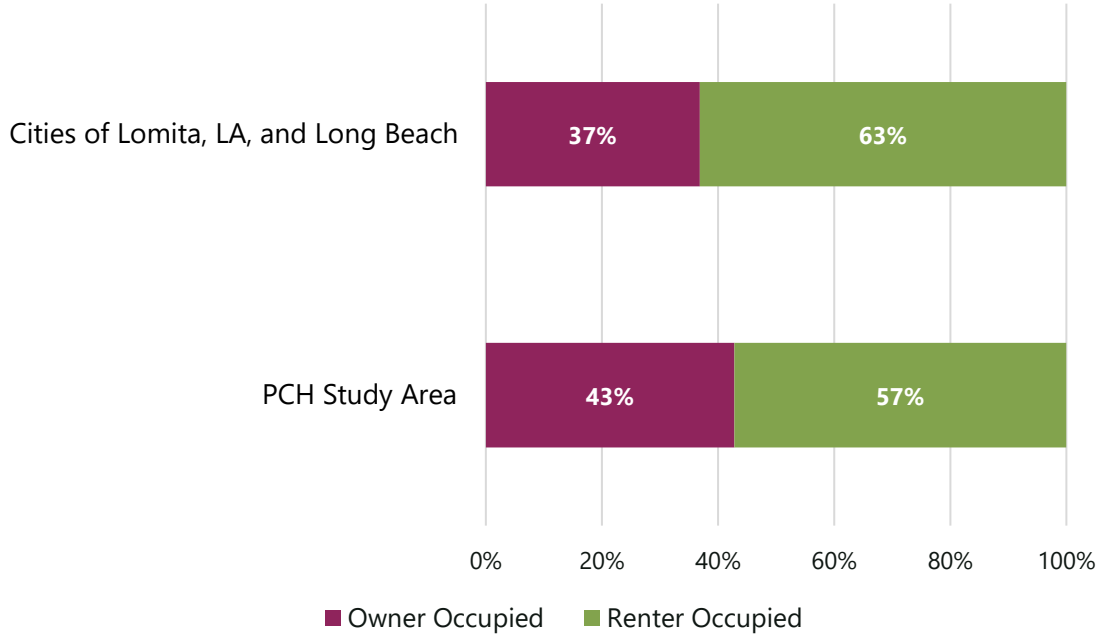
Most households in the SR 1 study area have at least one or two vehicles available (35 percent). However, eight percent of households have no vehicle available. The proportion of zero-vehicle households is lower in the SR 1 study area compared to the three cities (12 percent).

HOUSING AFFORDABILITY

Of the 19,652 households in the SR 1 study area, more people rent (57 percent) compared to people who own a home (43 percent), which loosely follows the proportional mix of the three cities (Exhibit 6).

Housing costs were mixed for renters. In 2025, rent represented less than one-third of household income for 44 percent of renter-occupied households. However, rent was over half of their income for 24 percent of renters. By contrast, housing costs were fairly uniform for most homeowners: housing costs represented less than a third of the household income for 68 percent of owner-occupied households in the study area.

Exhibit 6 Home Ownership of Study Area Compared to Cities of Lomita, LA, and Long Beach



Source: ACS 5-Year Estimates from 2019 to 2023, Table B25003

Land Use

COMMUNITY DESTINATIONS

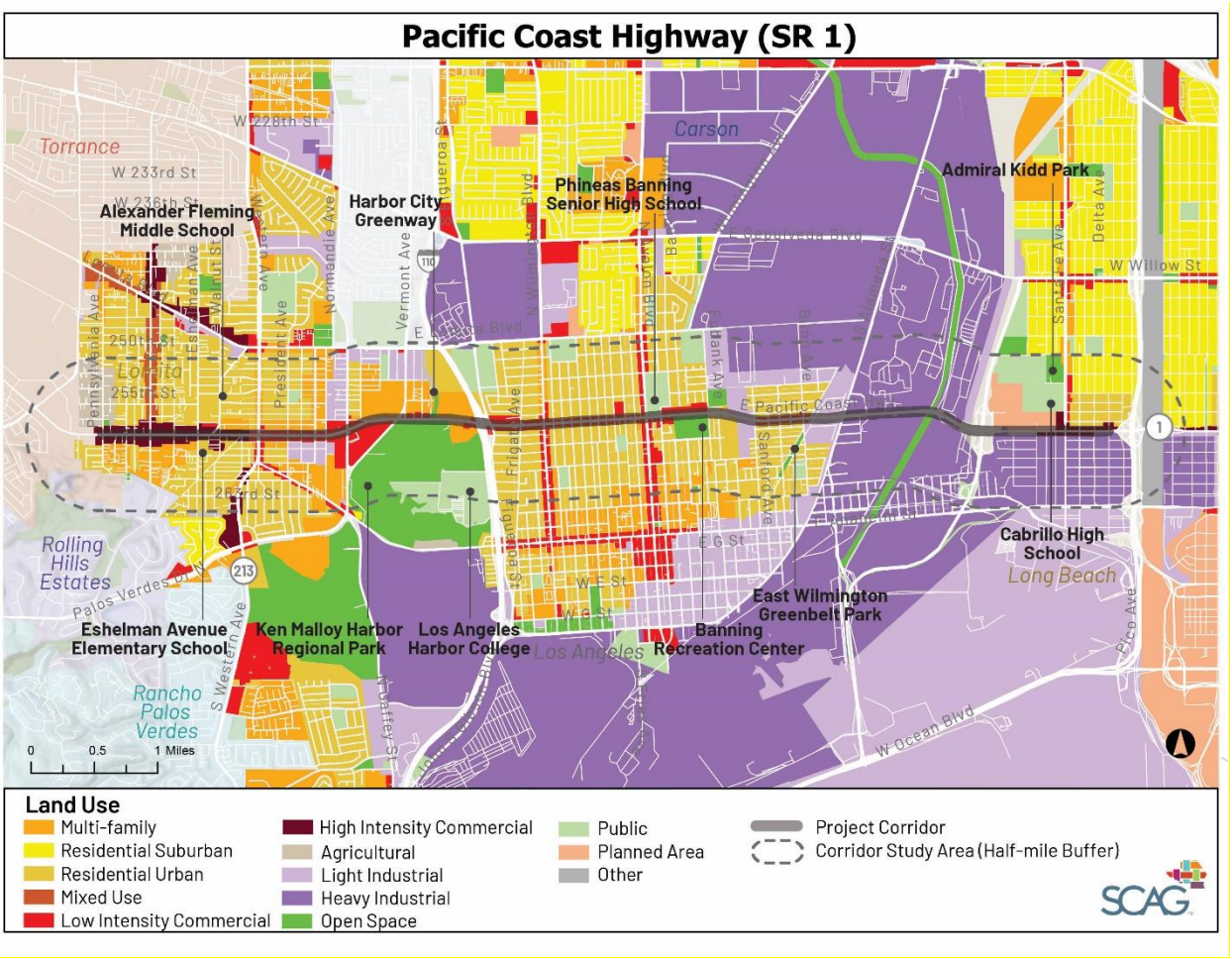
The SR 1 study area has a mix of land uses. The corridor is primarily lined with commercial areas such as the downtown areas of Lomita, Habor City, and Wilmington and strip malls filled with restaurants and shopping stores.

Most of the land uses east of Alameda Street consist of low-, medium-, and high-density residential buildings (Exhibit 7). Most of the land uses west of Alameda Street consist of light and heavy industrial buildings and freight areas. Public facilities in the study area, from east to west, include:

- Alexander Fleming Middle School
- Eshelman Avenue Elementary School
- Ken Malloy Harbor Regional Park
- Los Angeles Harbor College
- Harbor City Greenway
- Phineas Banning Senior High School
- Banning Recreation Center
- East Wilmington Greenbelt Park
- Cabrillo High School

- Admiral Kidd Park

Exhibit 7 Land Uses Along and Around SR 1



Source: California Office of Land Use and Climate Innovation, California Statewide Zoning South

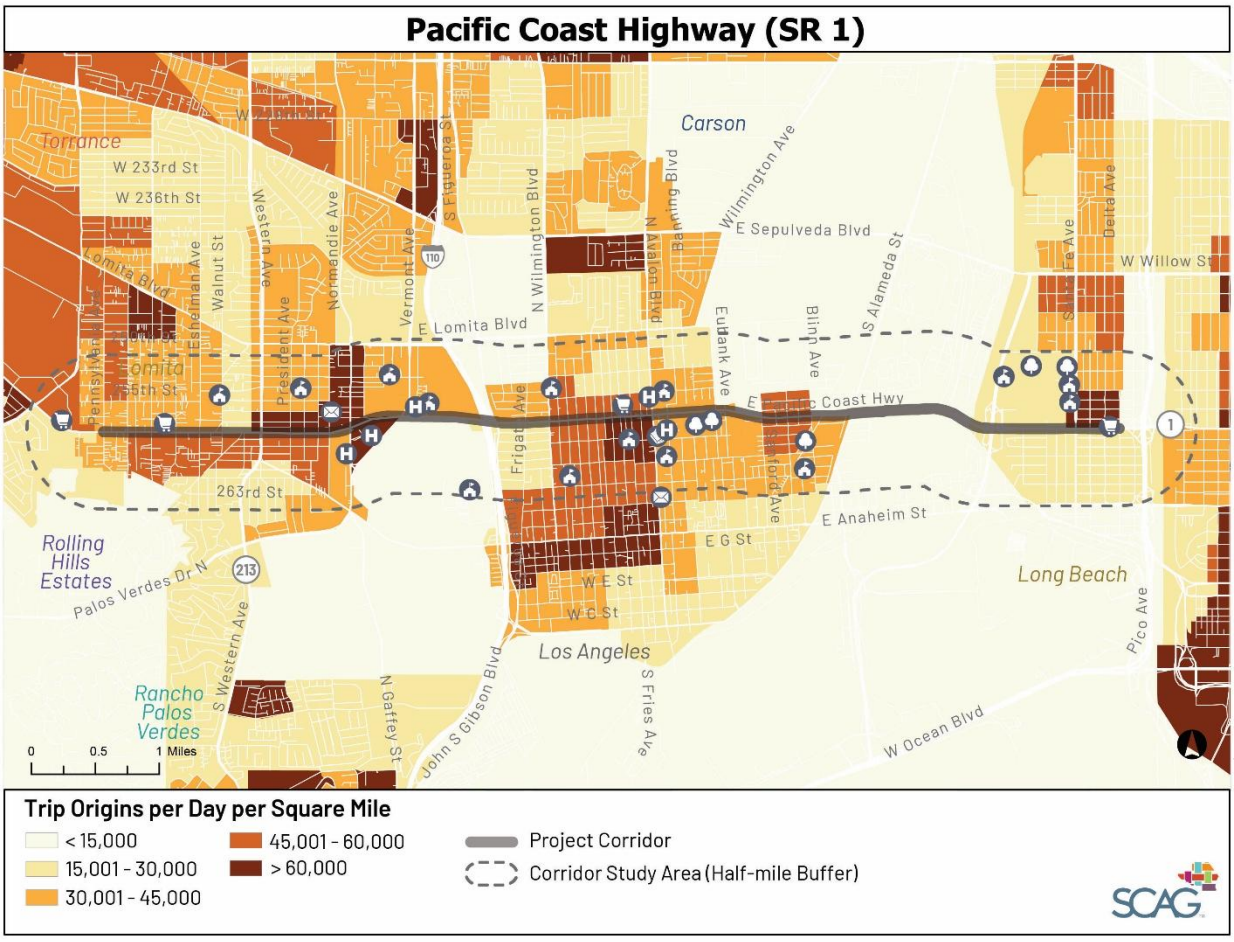
TRIP ORIGINS AND DESTINATIONS

The areas with the highest concentration of trip origins and destinations per day include (Exhibit 8 and Exhibit 9):

- Between Belle Porte Avenue and Marigold Avenue in the city of Los Angeles.
- Between Figueroa Street and Avalon Boulevard in the city of Los Angeles.
- Between Webster Avenue and Harbor Avenue in the city of Long Beach.

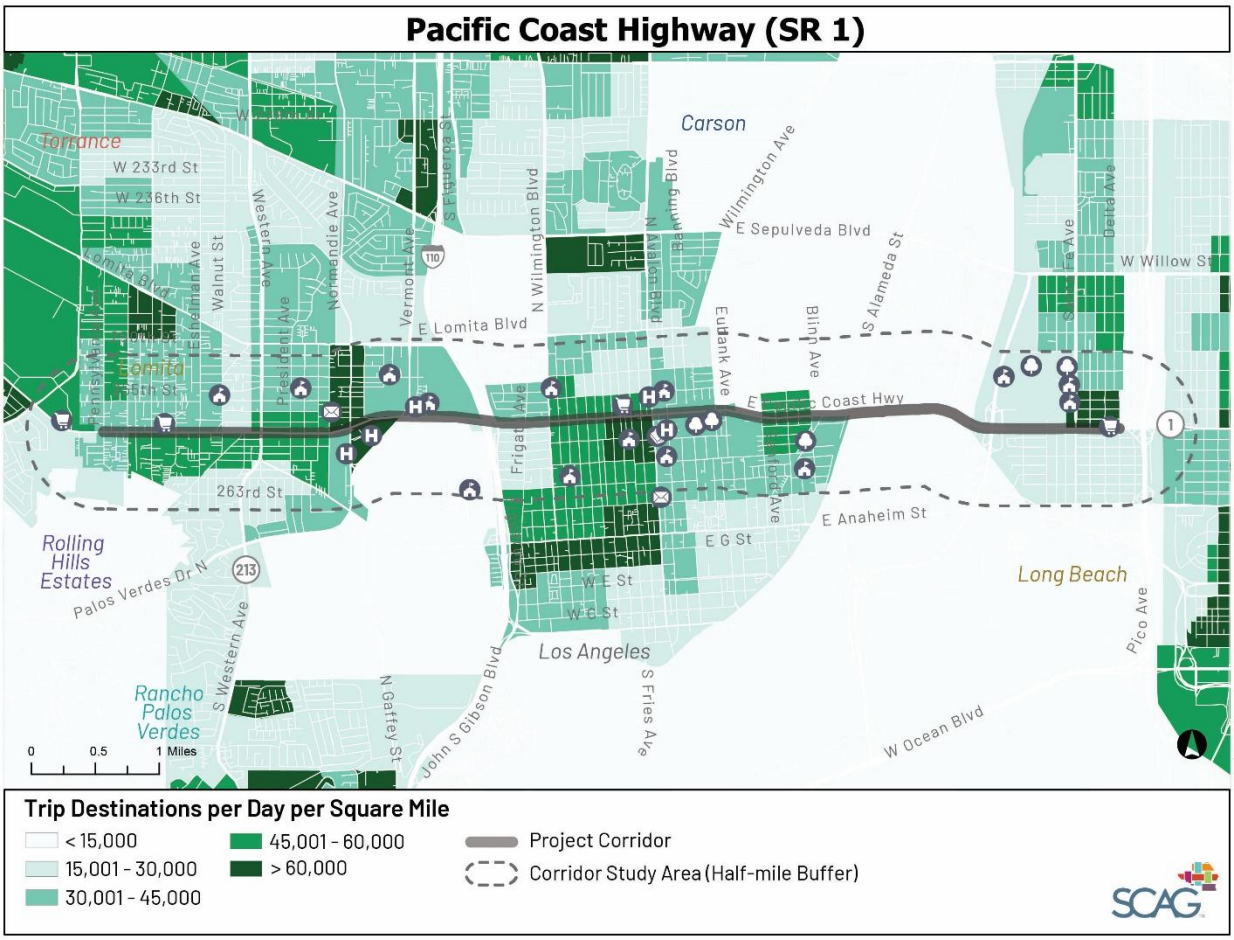
Trip generation is likely higher in these areas due to popular key destinations which include grocery stores, medical centers, schools, and parks.

Exhibit 8 Trip Origins in SR 1 Study Area



Source: Replica, 2025

Exhibit 9 Trip Destinations in SR 1 Study Area



Source: Replica, 2025

EMPLOYMENT

The health care and social assistance sector has the greatest share of jobs in the SR 1 study area, which aligns with the top job sector in the cities of Lomita, LA, and Long Beach overall. However, the employment sectors begin to diverge from there. Manufacturing, accommodation, and food services have a greater proportion of rotation shift work jobs in the SR 1 study area, whereas educational services, information, professional, scientific, and technical services have a greater share of jobs in the three cities.

Exhibit 10 Top Five Job Sectors in SR 1 Study Area Compared to Three LA County Cities

SR 1 Study Area		Cities of Lomita, Los Angeles, and Long Beach	
Job Sector	**Percent**	**Job Sector**	**Percent**
Health Care and Social Assistance	29%	Health Care and Social Assistance	19%
Manufacturing	11%	Educational Services	10%

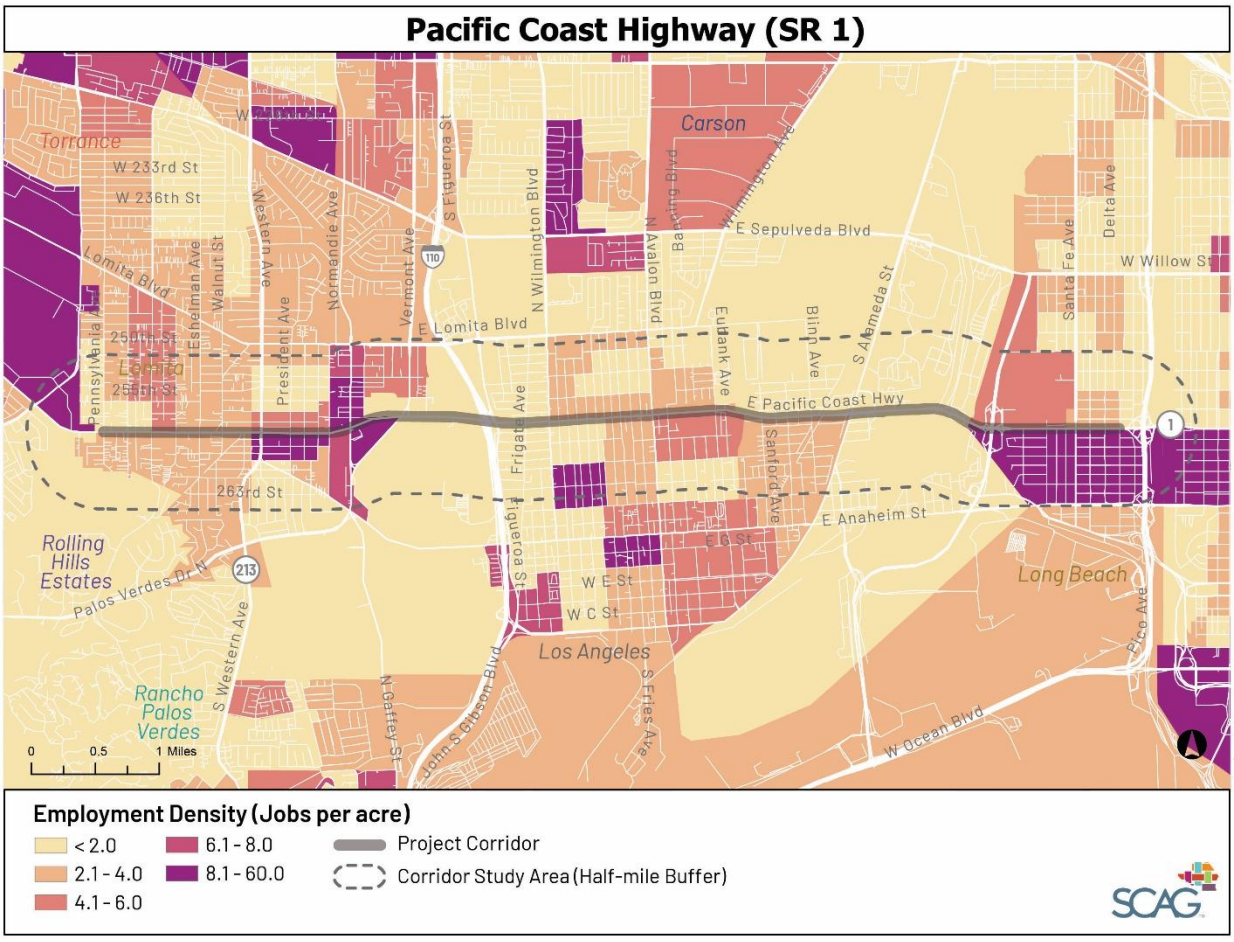
SR 1 Study Area		Cities of Lomita, Los Angeles, and Long Beach	
Job Sector	**Percent**	**Job Sector**	**Percent**
Accommodation and Food Services	9%	Information	9%
Construction	8%	Professional, Scientific, and Technical Services	9%
Retail Trade	8%	Accommodation and Food Services	8%

Source: U.S. Census Bureau, LEHD Origin-Destination Employment Statistics (LODES), 2022

Employment density is highest in four main portions of the study area (Exhibit 11):

- The portion south of SR 1, east of Normandie Avenue, and northwest of Vermont Avenue in Los Angeles. Employers in this area include health care facilities like Kaiser Permanente South Bay Medical Center and Fresensius Medical Care, industrial centers like DeCuir Machine, Inc., hotels like Rose Inn, Travelodge, Unik Motel, Horizon Inn, Stay Inn Motel, Harbor Inn, and various restaurants.
- The portion east of Cayuga Avenue, west of McCoy Avenue, and up to study area limits in Los Angeles. Employers in this area include health care facilities like Kaiser Permanente South Bay Medical Center and Fresensius Medical Care, industrial centers like DeCuir Machine, Inc., hotels like Rose Inn, Travelodge, Unik Motel, Horizon Inn, Stay Inn Motel, Harbor Inn, and various restaurants.
- The portion south of SR 1, west of Wilmington Boulevard, east of Alameda Boulevard, and up to study area limits in Los Angeles. Employers in this area include the Gulf Avenue STEAM Elementary School and Magnet Center, Fries Avenue Elementary School, and Banning Museum.
- The portion between SR 103 and study area limits in Los Angeles and Long Beach. Employers include trucking and industrial companies like Fast Lane Transportation Inc, American Portable Storage, and ERS Industrial Cleaning Equipment.

Exhibit 11 Employment Density of SR 1 Study Area



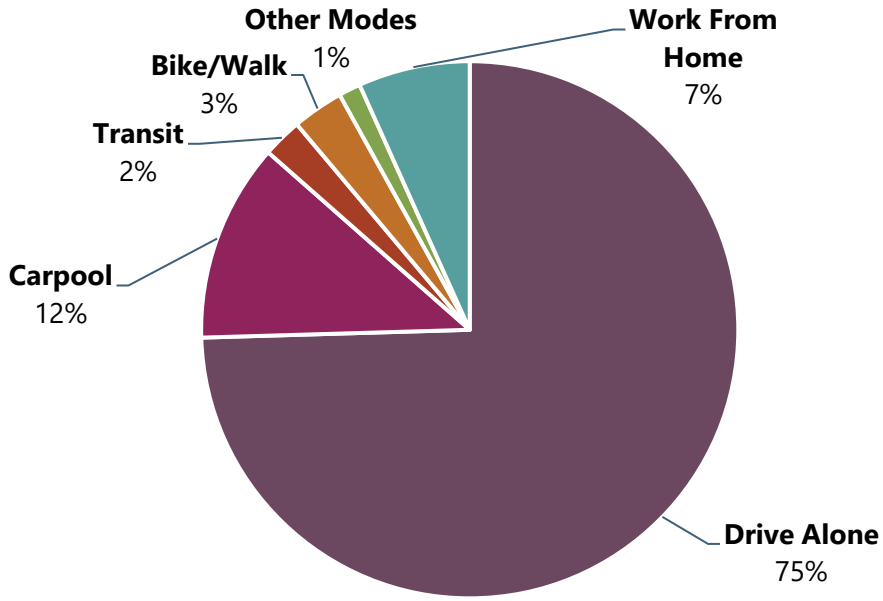
Source: U.S. Census Bureau, LEHD Origin-Destination Employment Statistics (LODES), 2022

Transportation

COMMUTE MODE AND DURATION

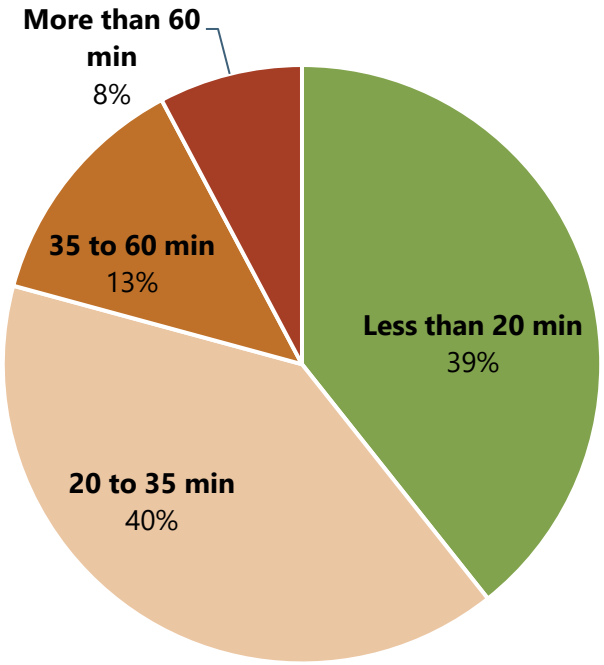
Nearly three quarters of commuters residing in the study area drive alone to work, and 12 percent of commuters carpool (Exhibit 12). However, the SR 1 study area has the highest proportion of people who take transit, bike, or walk to work among the four corridors (six percent). As shown in Exhibit 13, most commuters residing in the SR 1 study area travel 35 minutes or less to work.

Exhibit 12 Commute Modes for Residents Along SR 1 Study Corridor



Source: ACS 5-Year Estimates from 2019 to 2023, Table B08301

Exhibit 13 Travel Time to Work for Residents Along SR 1 Study Corridor



Source: ACS 5-Year Estimates from 2019 to 2023, Table B08303

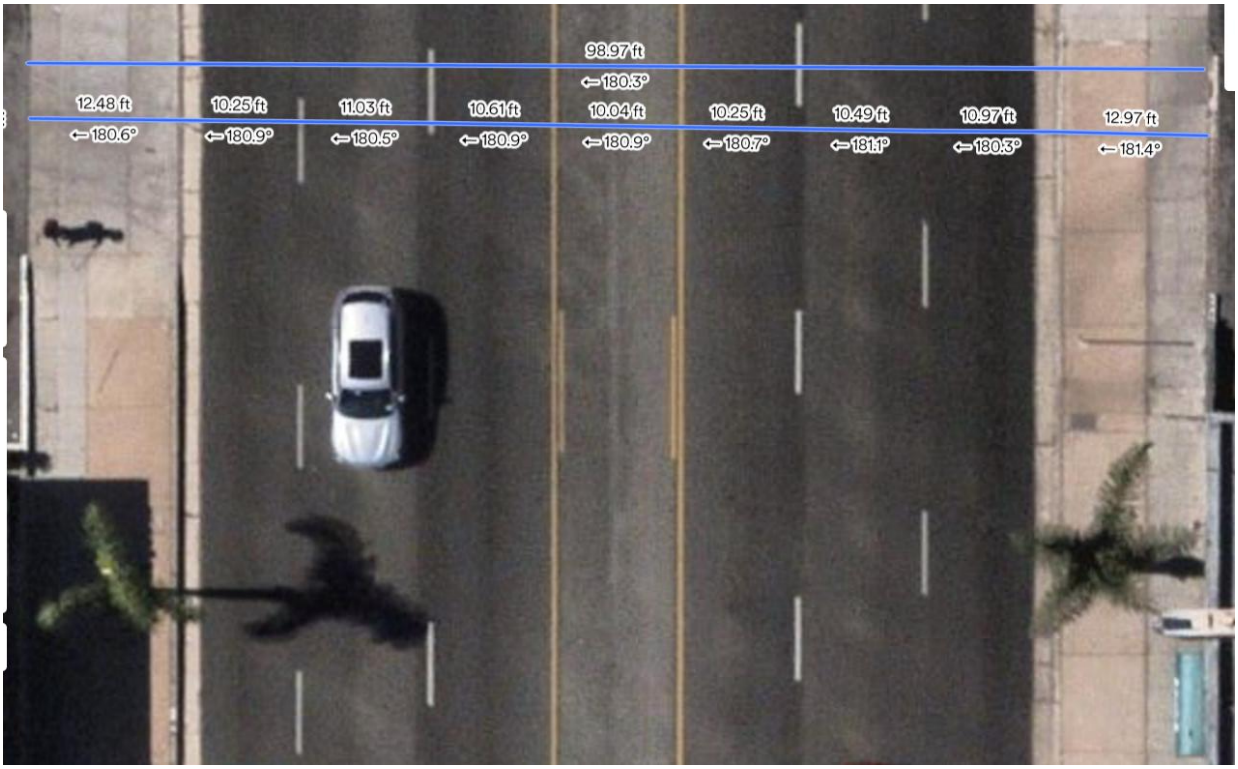
DRIVING AND TRANSPORTATION SAFETY ON SR 1

SR 1 is a major east-west route and is classified as a principal arterial in Lomita, a Boulevard II in LA, and a regional corridor in Long Beach. Each city defines their roadway classification as follows:

- In the city of Lomita, a principal arterial typically consists of two to three travel lanes in each direction and a raised or painted median with a center turn lane. Posted speed limits typically range from 35 to 45 mph.
- In the city of LA, a Boulevard II typically consists of two to three travel lanes in each direction and has a target operating speed of 35 mph.
- In the city of Long Beach, a Regional Corridor typically consists of four to eight travel lanes. The preferred speed limit is not listed in Long Beach's mobility element does not list the preferred speed limit but emphasizes that a Regional Corridor is designed for intraregional and intercommunity mobility.

Exhibit 14 represents a typical cross section of the corridor, with three travel lanes in each direction (about 10 to 11 feet wide per lane), a 10-foot-wide two-way left-turn lane, and sidewalks on both sides (about 12.5 to 13 feet wide per side). Roadway widths vary between 97 and 100 feet.

Exhibit 14 SR 1 Cross Section, Midblock Between Walnut Street and Cayuga Avenue, Facing East



Source: Nearmap

The corridor carries an average daily traffic volume of up to 40,000 vehicles (Exhibit 16). Traffic volumes tend to be higher on the western portion of the SR 1 study corridor. The corridor has a posted speed limit of 45 mph and the 85th percentile speeds observed on the corridor are as such, from west to east:

- 85th percentile speeds were generally low on the SR 1 corridor between Pennsylvania Avenue in Lomita to Western Avenue in Los Angeles, with most segments operating below 40 mph.
- 85th percentile speeds began to increase between Western and Broad Avenues in Los Angeles, typically ranging between 35 and 45 mph.
- 85th percentile speeds were consistently above 40 mph from Broad Avenue to Coil Avenue in Los Angeles.
- The corridor's highest operating speeds were between Coil Avenue in Los Angeles and Judson Avenue in Long Beach, with 85th percentile speeds reaching up to 57 mph.
- Speeds were lower between Judson and Harbor Avenues in Long Beach, with 85th percentile speeds between 35 and 45 mph.

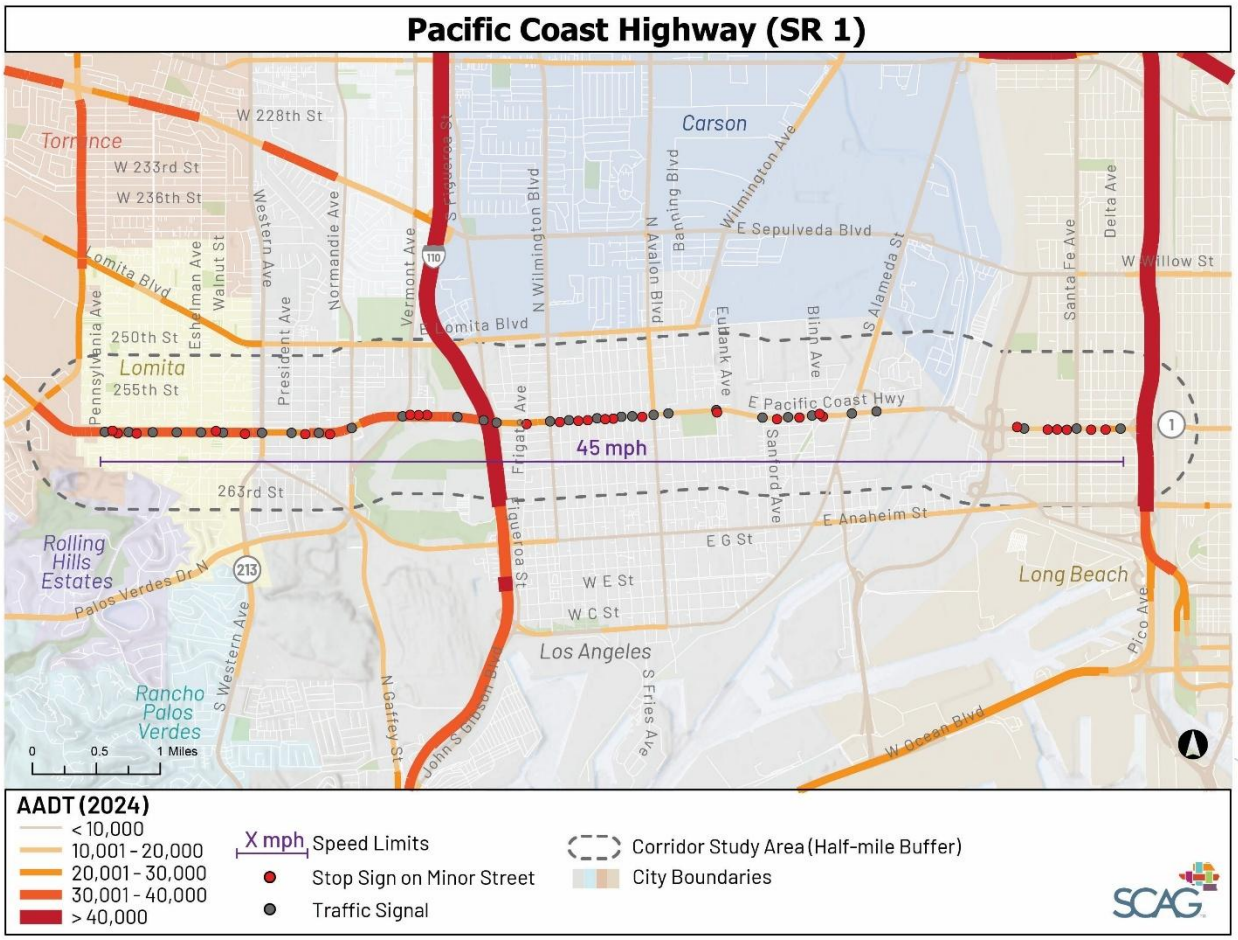
SR 1 is a major freight corridor, carrying goods to and from the Ports of LA and Long Beach. The average daily truck traffic collected at specific intersections in the SR 1 study area are included in

Exhibit 17. The intersection at Terminal Island Freeway (SR 103) shows highest truck volumes, with approximately 7,000 trucks per day traveling in each direction along SR 1 at this location. This intersection accounts for roughly 50 percent of the total truck traffic observed across these four intersections, likely reflecting SR 103's role as the most direct access route to the Port of Long Beach. The intersection at Long Beach Freeway (I-710) also accommodates a high volume of truck traffic, with approximately 6,800 trucks per day in the eastbound direction only. This pattern is consistent with the corridor's location east of the Port of Long Beach, as trucks are likely using SR 1 to access or depart the port.

Exhibit 15 SR 1 Near Santa Fe Avenue in Long Beach (Facing East)

Source: Nelson\Nygaard

Exhibit 16 Annual Average Daily Traffic on SR 1 Study Corridor



Source: Replica, 2025

Exhibit 17 Truck Annual Average Daily Traffic at Select Locations on SR 1 Study Corridor

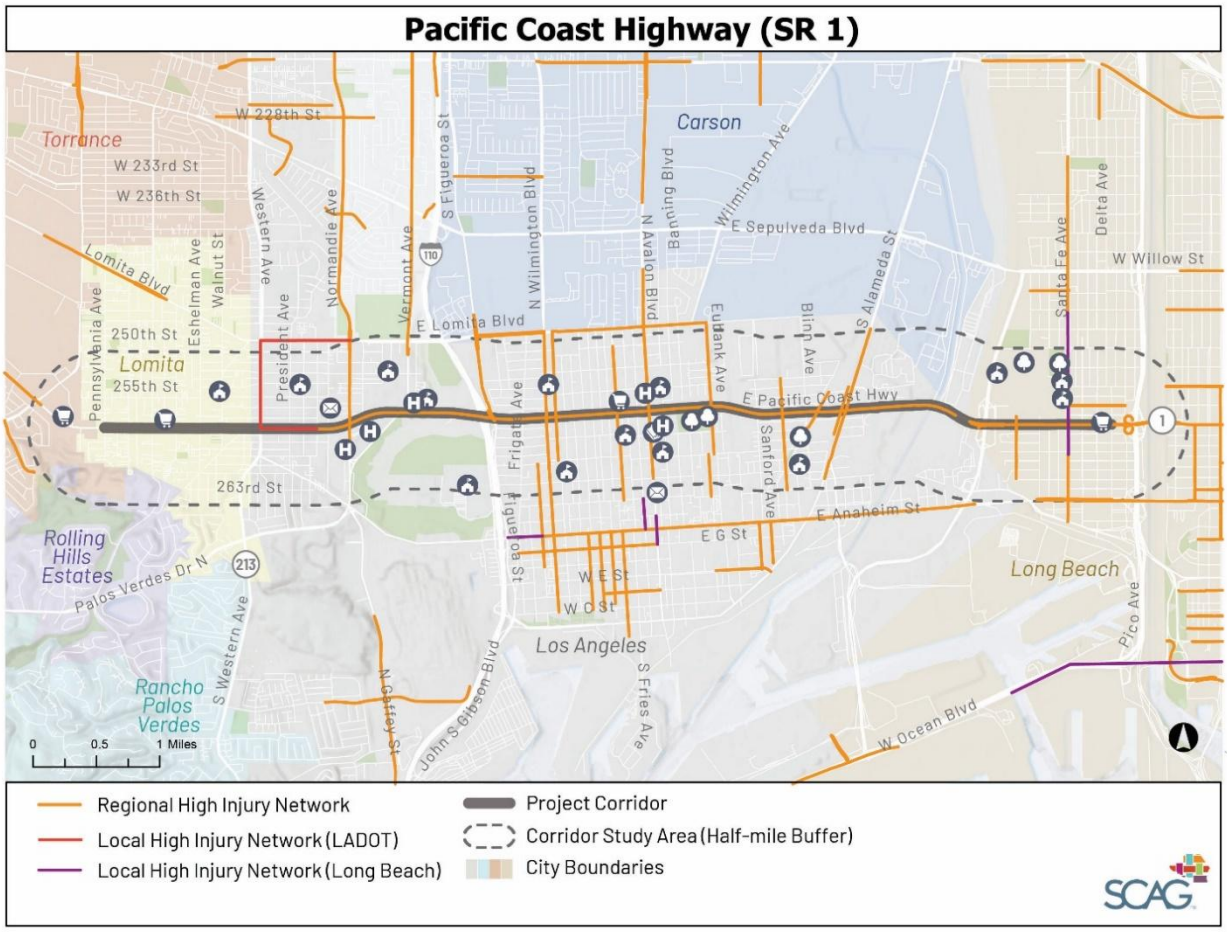
Intersection	Location of Counter	Annual Average Daily Truck Traffic
Long Beach Freeway, Route 710	East	6,847
	West	2,258
Terminal Island Freeway, Route 103	East	7,401
	West	6,908
Harbor Freeway, Route 110	East	2,862
	West	1,890
Western Avenue, Route 213	East	2,702

Source: Caltrans, 2022

The segment of SR 1, east of Belle Porte Avenue in Los Angeles, is part of SCAG's Regional HIN, which identifies the corridors that carry a higher risk of injury (Exhibit 18). For the full SR 1 study corridor, there were 400 injury crashes within 250 feet of the corridor between 2020 and 2024 (Exhibit 19). Key findings regarding crashes are as follows:

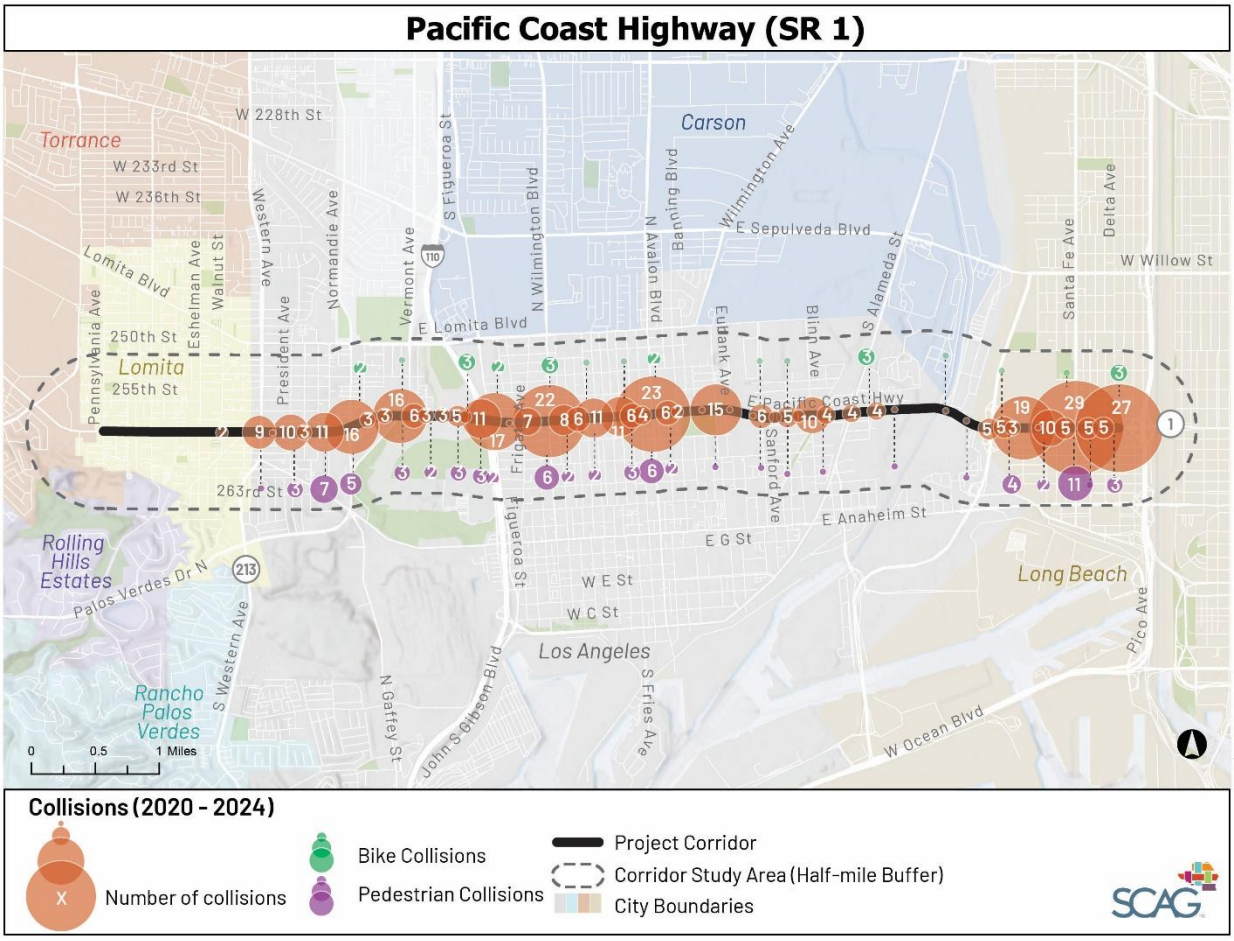
- The highest concentration of injury crashes was at the intersection of SR 1 and Santa Fe Avenue.
- Of the 400 injury crashes, 25 percent were fatal or resulted in serious injuries (98 crashes).
- Of the 400 injury crashes, 19 percent involved pedestrians (77 crashes), with the highest concentration of pedestrian-involved crashes at Santa Fe Avenue.
- Of the 400 injury crashes, seven percent involved bicyclists. The 26 bicyclist-involved crashes were more evenly distributed throughout the corridor.
- Most bicyclist- and pedestrian-involved crashes occurred in the late evening from 6 p.m. to midnight (Exhibit 20).
- The top two collision factor violations for all bicyclist- and pedestrian-involved crashes were as follows (Exhibit 21):
    - Pedestrian violations, defined as pedestrians not following traffic rules, such as crossing against the light or crossing at locations without designated crosswalks.
    - Pedestrian right-of-way, where motor vehicles make a maneuver without yielding to pedestrians' right-of-way.

Exhibit 18 Regional High Injury Network



Source: SCAG

Exhibit 19 Crashes on SR 1 Study Corridor



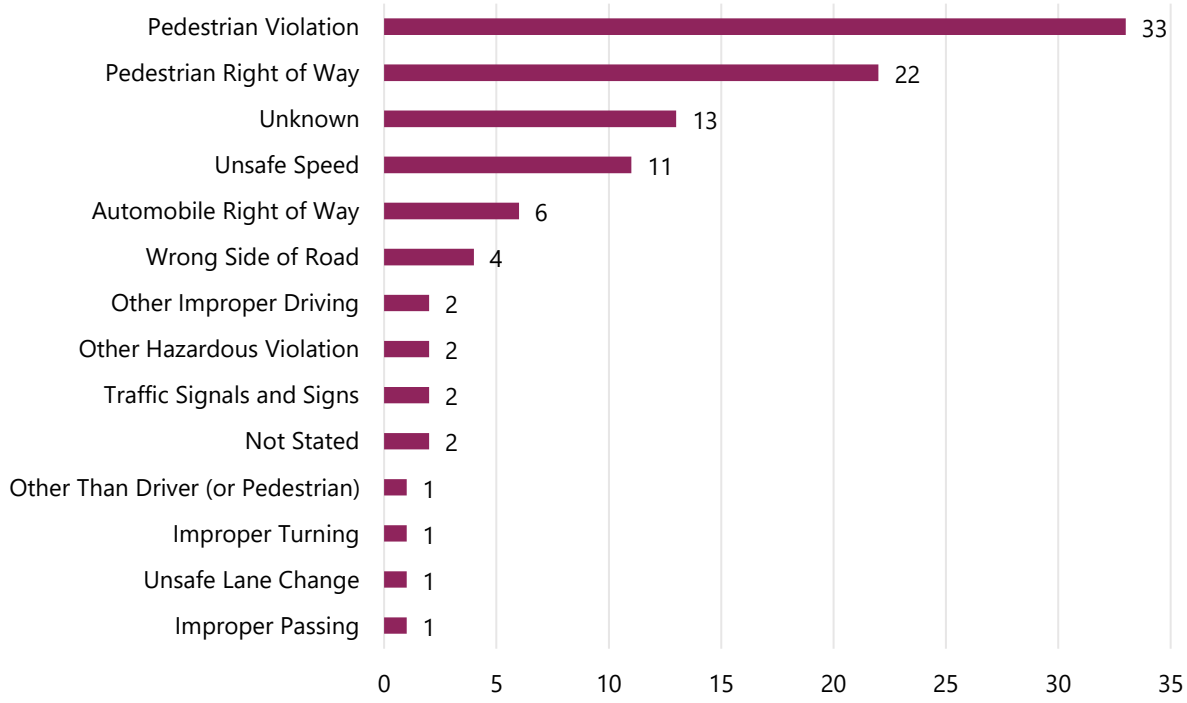
Source: TIMS, 2020 - 2024

Exhibit 20 Time of Day of Bicyclist- and Pedestrian-Involved Crashes Along SR 1 Study Corridor

Time of Day	Bicyclist- and Pedestrian-Involved Crashes
Midnight to 5:59 a.m.	22
6 a.m. to 9:59 a.m.	9
10 a.m. to 1:59 p.m.	8
2 p.m. to 5:59 p.m.	16
6 p.m. to midnight	46

Source: TIMS, 2020 - 2024

Exhibit 21 Primary Collision Factor Violation Category for Bicyclist- and Pedestrian-Involved Crashes



Source: TIMS, 2020 - 2024

WALKING ON SR 1

Most of the SR 1study corridor has sidewalks on both sides; the entire part of the SR 1 study corridor within Lomita city limits has a complete sidewalk network. Notably, no sidewalks exist between the Dominguez Channel and Terminal Island Freeway on the eastern part of the study corridor in Long Beach. Sidewalks are limited to one side of the street between Coil Avenue and Goodrich Avenue and between Vermont Avenue and Solimar Way in Los Angeles (Exhibit 22). Observationally, the SR 1 corridor does not appear to have pedestrian-scale lighting. Cobra-head street lighting appears at regular intervals.

The following pedestrian projects are currently proposed by the cities along the SR 1 study area to improve pedestrian safety and connectivity along SR 1.

- The *City of Long Beach CX3 Pedestrian Plan* recommends Complete Street type improvements along SR 1, which includes a road diet, enhanced crosswalks, bulb-outs, and transit improvements.
- *The City of Lomita Bicycle and Pedestrian Master Plan* recommends leading pedestrian intervals at three intersections along the study corridor: Pennsylvania Avenue, Narbonne Avenue, and Eshelman Avenue.
- The *South Bay Local Travel Network Improvements* recommends traffic calming features on Eshelman Avenue, which intersects with the study corridor.
- The *Los Angeles City Planning Wilmington-Harbor City Community Plan* recommends midblock pedestrian crossings, curb extensions, seating, landscaping, shade trees, reverse angled parking,

and pedestrian lighting in Harbor City's commercial center, located between Normandie Avenue and Western Avenue on SR 1.

Exhibit 22 Existing Sidewalk Network on SR 1

Source: California Department of Transportation District 7 Active Transportation Plan

Exhibit 23 Sidewalk Along SR 1 Near Eubank Avenue in Los Angeles (Facing East)

Source: Nelson\Nygaard

BIKING ON SR 1

A Class III bike route runs along the SR 1 study corridor from Terminal Island Freeway in Long Beach to the eastern end of the corridor (Exhibit 24). The city of LA is planning a Class II bike lane for the portion of the SR 1 study corridor in their jurisdiction. Many existing bicycle facilities intersect with or connect to the SR 1 study corridor:

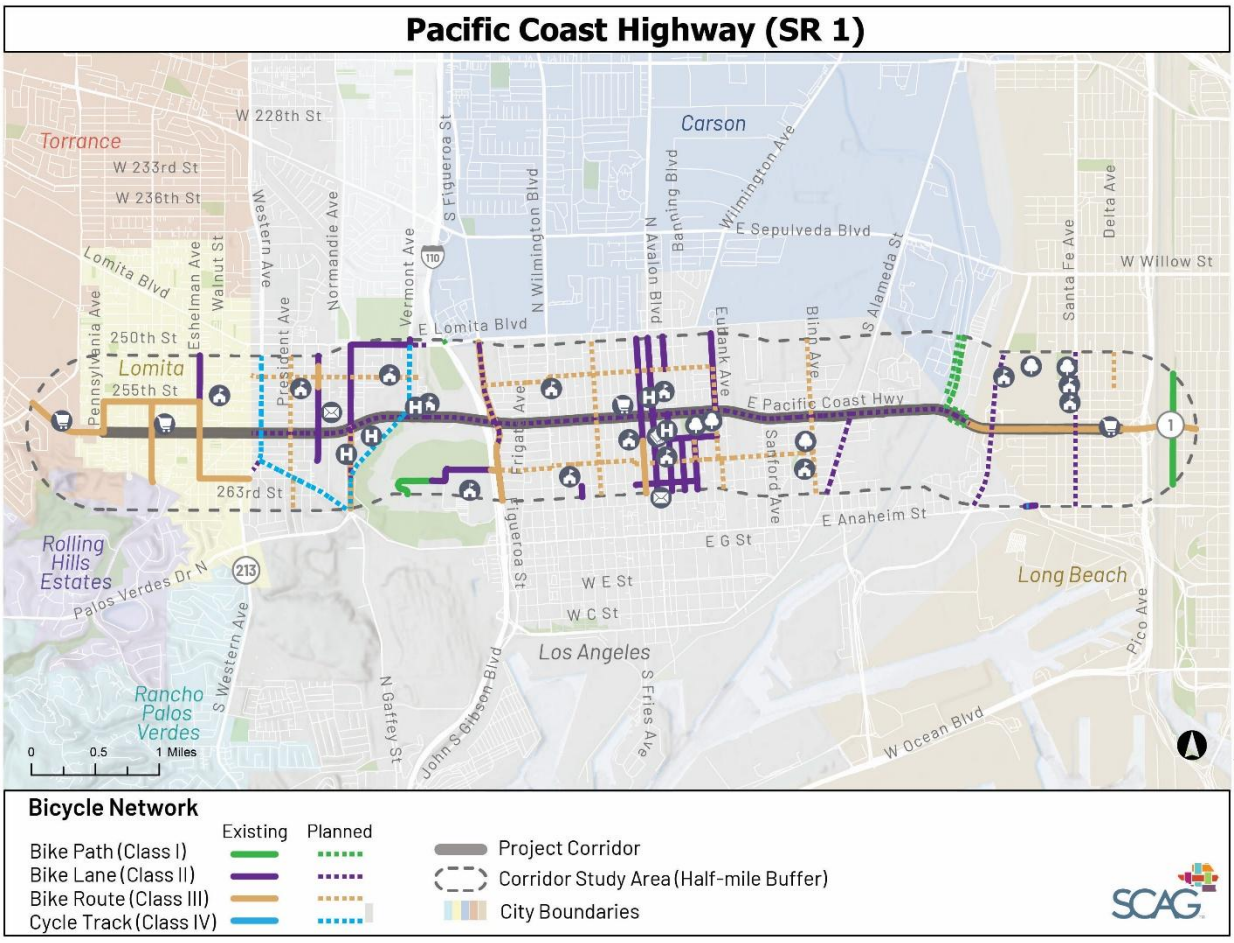
- Class III bike routes on Pennsylvania Avenue, Narbonne Avenue, and Eshelman Avenue in the city of Lomita.
- Class II bike lanes on Belle Porte Avenue, Normandie Avenue, Figueroa Street, Marino Avenue, Avalon Boulevard, Broad Avenue, and Eubank Avenue in the city of LA.

Upcoming projects to improve bicyclist and pedestrian safety include the city of Lomita's aforementioned traffic calming efforts along Eshelman Avenue, which will encompass the intersection of Eshelman Avenue and SR 1. Other bicycle projects include:

- East of the SR 1 study corridor, Caltrans District 7 and the city of Long Beach are developing the *State Route 1 Class IV Bikeway Project* along SR 1 from the Long Beach Traffic Circle to east of I-710. The project is considering two alternatives, a Class IV protected bikeway or a sidewalk-level bikeway, with construction anticipated to begin between 2029 and 2032.
- The *City of Los Angeles Mobility Plan 2035* recommends constructing Class II bicycle lanes on SR 1 in LA's city boundaries to connect bicycle facilities in the cities of Long Beach and Lomita.

- The *City of Lomita Bicycle and Pedestrian Master Plan* recommends removal of one travel lane per direction of SR 1 and the addition of a six-feet buffered Class II bike lane from the eastern to western city limits.
- The *Narbonne South Pipe Replacement Project* is located in Lomita, south of the study corridor. The project, which is in the planning phase, will resurface pavement along Narbonne Avenue and add a Class II bike lane.

Exhibit 24 Existing and Proposed Bicycle Network on SR 1

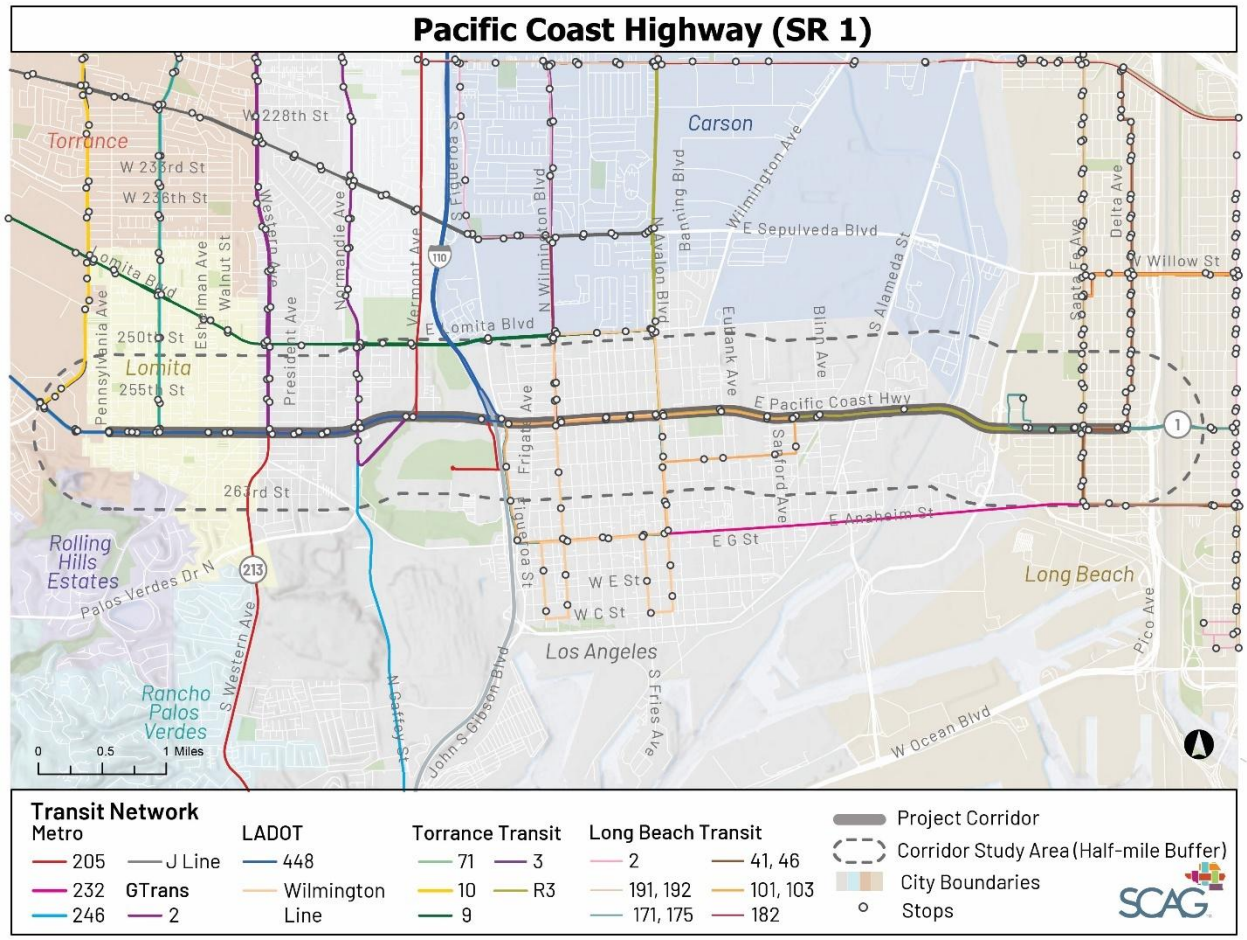


Source: Los Angeles County, Department of Public Works

TAKING TRANSIT ON SR 1

Multiple transit operators run along and around the study corridor which include Metro, GTrans, LADOT, Torrance Transit, and Long Beach Transit (Exhibit 25). Details about each transit operator and route are shown in Exhibit 26.

Exhibit 25 Transit Routes Along SR 1



Source: LADOT, LA Metro, Long Beach Transit, Torrance Transit

Exhibit 26 Transit Provider and Route Information Along SR 1

Transit Provider	Service Areas	Route Name	Route Frequencies
Metro	Provides services in Los Angeles County	Route 205	About every 30 minutes during weekdays About every 60 minutes during weekends
		Route 232	About every 25 minutes during weekdays About every 30 minutes during weekends
		Route 246	About every 30 minutes during weekdays and weekends
		J Line	About every 10 minutes during weekdays and weekends

Transit Provider	Service Areas	Route Name	Route Frequencies
GTrans	Provides services in Gardena and some Los Angeles County neighborhoods	Route 2	Every 15 minutes during weekdays Every 30 minutes during weekends
LADOT	Provides services in the city of Los Angeles, including localized services in neighborhoods, long distance trips for commuters, and acts as a feeder to the Metro system	Commuter Express 448	Every 15 minutes during commuter morning and afternoon periods on weekdays
		Wilmington Counterclockwise Line	Every 20 minutes during weekdays and weekends
Torrance Transit	Primarily serves the South Bay region including the cities of Torrance, Redondo Beach, Hermosa Beach, Carson, Gardena, Hawthrone, Inglewood, El Segundo, Lawndale, Lomita, Compton, Wilmington, Harbor City, Los Angeles, and unincorporated Los Angeles County	Route 3	About every 20 to 30 minutes during weekdays and weekends
		Route R3	About every 20 to 30 minutes during weekday morning and afternoon commute periods No weekend service
		Route 5	About every 30 to 60 minutes during weekdays About 90 minutes during Saturdays No service during Sundays
		Route 9	About every 60 minutes during weekdays and Saturdays No Sunday service
		Route 10	About every 60 minutes during weekdays and weekends
Long Beach Transit	Provides services in southeast Los Angeles County and northwest Orange County	Route 2	About every 45 minutes during weekdays and Saturdays No Sunday service
		Route 41	About every 10 minutes during weekdays About every 15 minutes during weekends
		Route 101	About every 45 minutes during weekdays About every 60 minutes during weekends
		Route 102	About every 60 minutes during weekdays No weekend service
		Route 171	About every 15 minutes during weekdays About every 45 minutes during weekends
		Route 175	About every 15 minutes during weekdays About every 45 minutes during weekends

Transit Provider	Service Areas	Route Name	Route Frequencies
		Route 182	About every 60 minutes during weekdays and weekends
		Route 191	About every 30 minutes during weekdays About every 60 minutes during weekends
		Route 192	About every 30 minutes during weekdays About every 60 minutes during weekends

Public Health

ASTHMA RATES

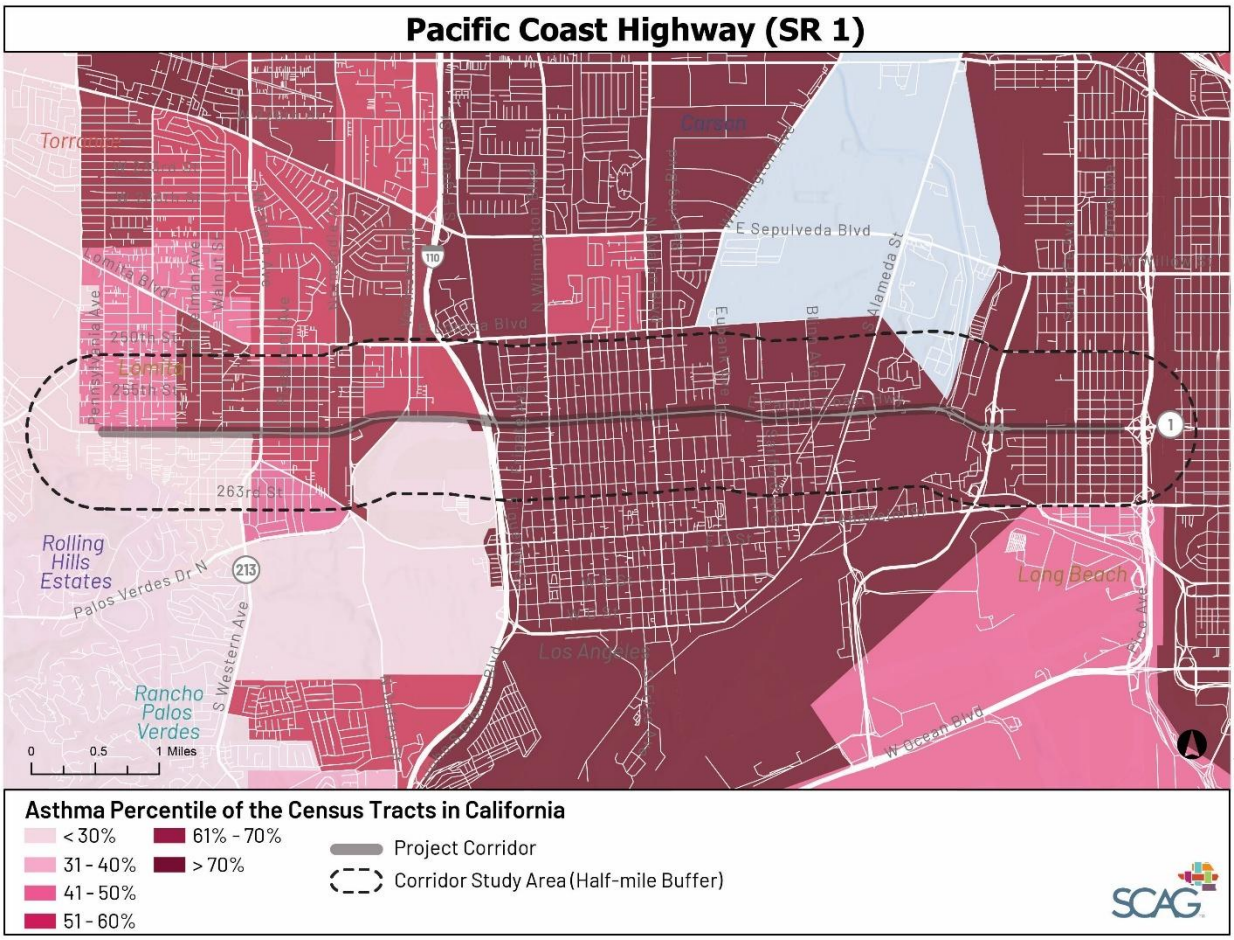
Asthma rates differ between the western and eastern portions of the SR 1 study area (Exhibit 27). Asthma rates are higher in the study area's census tracts east of the I-110 freeway, which have an asthma rate higher than 70 percent of the census tracts statewide. The sections of the study area in Lomita and Long Beach have similar asthma rates to the cities of Lomita and Long Beach overall, respectively. However, the section of the study area in Los Angeles has lower asthma rates compared to the city of Los Angeles overall.

TREE CANOPY

Most of the study area has below 15 percent tree canopy cover, which is not optimal for people walking, biking, or waiting for transit. However, two sections of the study area are close to achieving 30 percent canopy cover: the neighborhood east of Western Avenue and southwest of Anaheim Street to the study area limits and the neighborhood north of SR 1 and east of the LA River to the study area limits. A small section in the city of Lomita south of SR 1 that has over 30 percent canopy cover, but this area is predominantly the Rolling Hills Country Club.

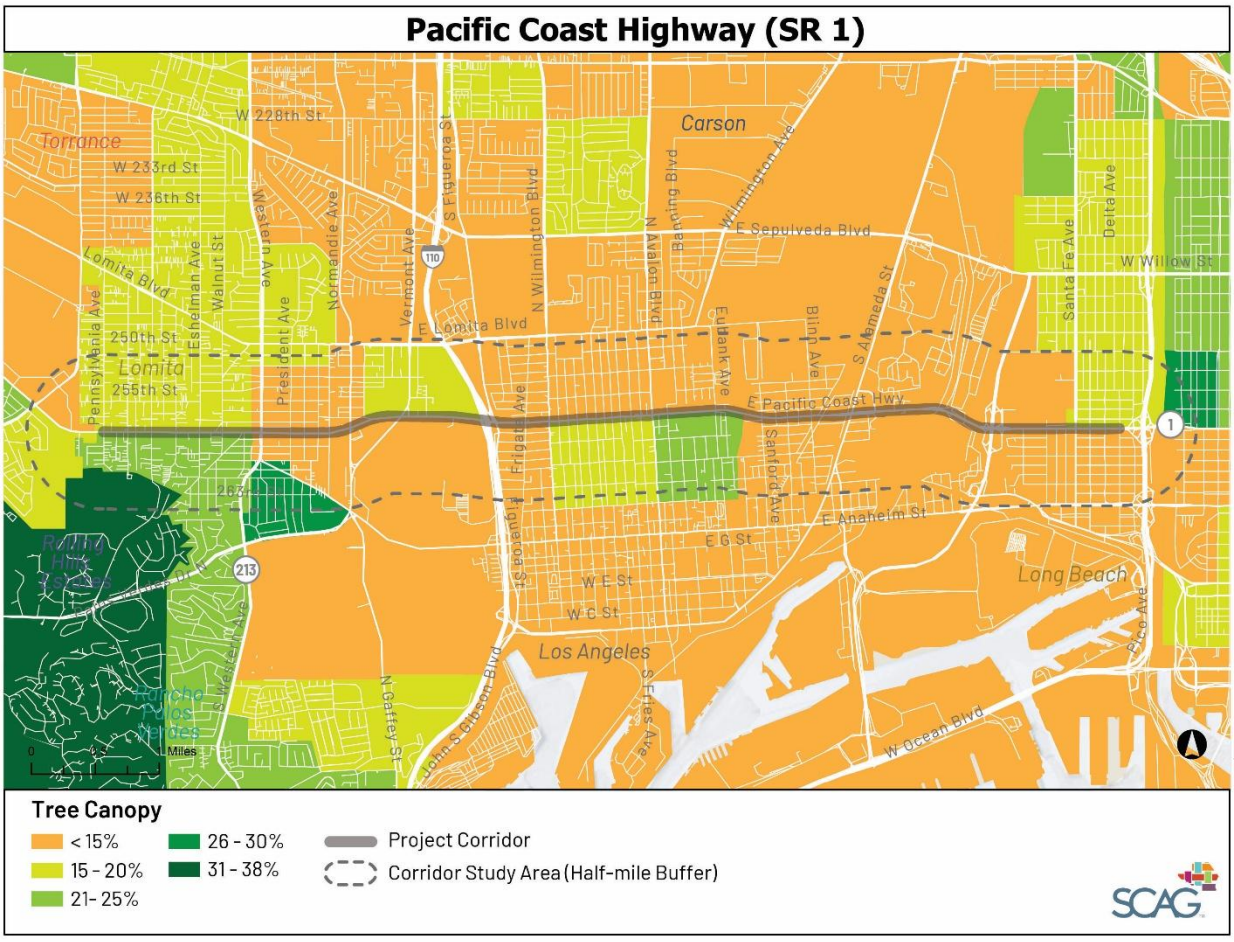
The sections of the study area in Lomita and Los Angeles have similar tree canopy cover to the cities of Lomita and Los Angeles overall, but the section of the study area in Long Beach has less tree canopy cover compared to the city of Long Beach overall.

Exhibit 27 Asthma Rates in SR 1 Study Area



Source: CalEnviroScreen 4.0

Exhibit 28 Tree Canopy Around SR 1 Study Corridor



Source: U.S. Forest Service

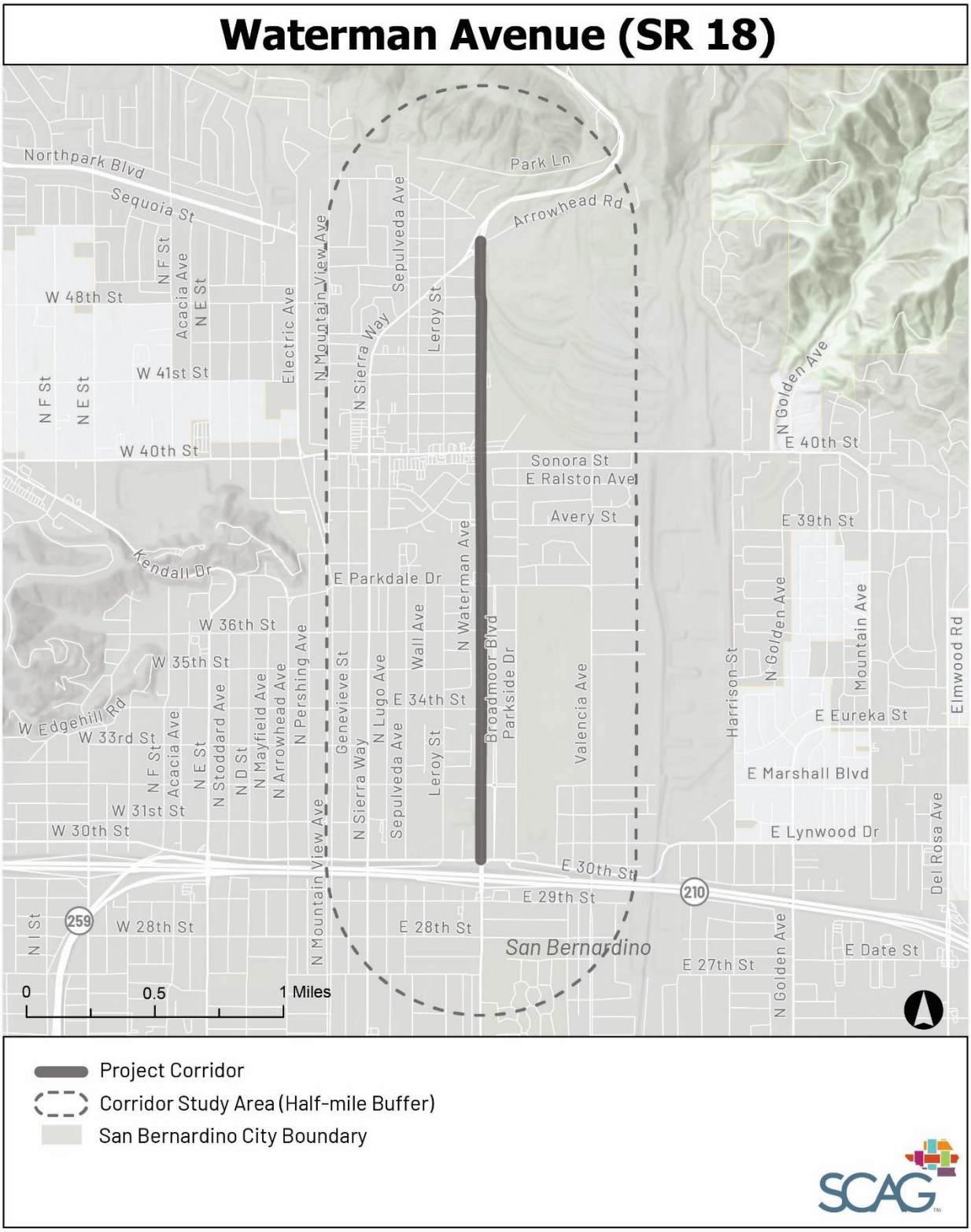
3 Waterman Avenue (SR 18) in San Bernardino

Study Corridor

The study corridor for Caltrans District 8 is SR 18 (also known as Waterman Avenue) from Arrowhead Road to 30th Street in the city of San Bernardino and San Bernardino County. The corridor, which is approximately two miles long, is a gateway to Lake Arrowhead and San Bernardino National Forest, two major recreation destinations that draw visitors year-round. The corridor is used daily by local community members traveling to and from their homes, schools at Parkdale Drive, businesses along 40th Street, and SR 210 (Foothill Freeway).

As shown in Exhibit 29, the half mile study area around SR 18 extends into Waterman Canyon to the north, past Valencia Avenue to the east, past 27th Street to the south, and to Mountain View Avenue to the west. For the remainder of this report, the half-mile area of influence around the study corridor is referred to as the SR 18 study area.

Exhibit 29 SR 18 Study Area



Corridor Highlights

- SR 18, which is approximately two miles long, is classified as a major arterial with two travel lanes in each direction and a center left turn lane. The city of San Bernardino has identified SR 18 as a potential truck route as part of their General Plan Update.
- The corridor carries an average daily traffic volume between 5,000 and 30,000 vehicles, and the posted speed limit ranges from 40 to 55 miles per hour.
- SR 18 is part of SCAG's Regional HIN. Between 2020 and 2024, six crashes within 250 feet of the study corridor were fatal or resulted in serious injuries, representing seven percent of all injury crashes.
- Over the five-year period, the SR 18 study corridor had six pedestrian-involved and two bicyclist-involved injury crashes, representing seven percent and two percent of all injury crashes, respectively. Most of these crashes occurred in the evening from 6 p.m. to midnight.
- Transit service is limited with bus stops for two transit routes, OmniTrans Route 6 and Mountain Transit Route 6, in the study area. OmniTrans Route 6 has 60-minute frequencies and Mountain Transit Route 6 makes four pick-up-only trips up the mountain and four drop-off-only trips down the mountain.
- Most of the study corridor has sidewalks on the west side of the street, but sidewalks exist on both sides of the road in limited areas, primarily near schools and parks, such as Parkside Elementary School, Golden Valley Middle School, and Wildwood Park.
- No bicycle facilities exist on the study corridor, but there is an existing Class II bike lane on Parkdale Drive that intersects the study corridor.
- The area bounded by Mountain View Avenue, 42nd Street, SR 18, and Parkdale Avenue has the highest trip origins and destinations with over 30,000 trips per day.
- About 79 percent of the study area's population resides in a Priority Equity Community. Compared to the city of San Bernardino as a whole, the SR 18 study area has a higher population density, a slightly older demographic, a higher percentage of people with disabilities, a smaller proportion of residents of color, a smaller proportion of households with limited English proficiency, and a smaller percentage of zero-vehicle households.

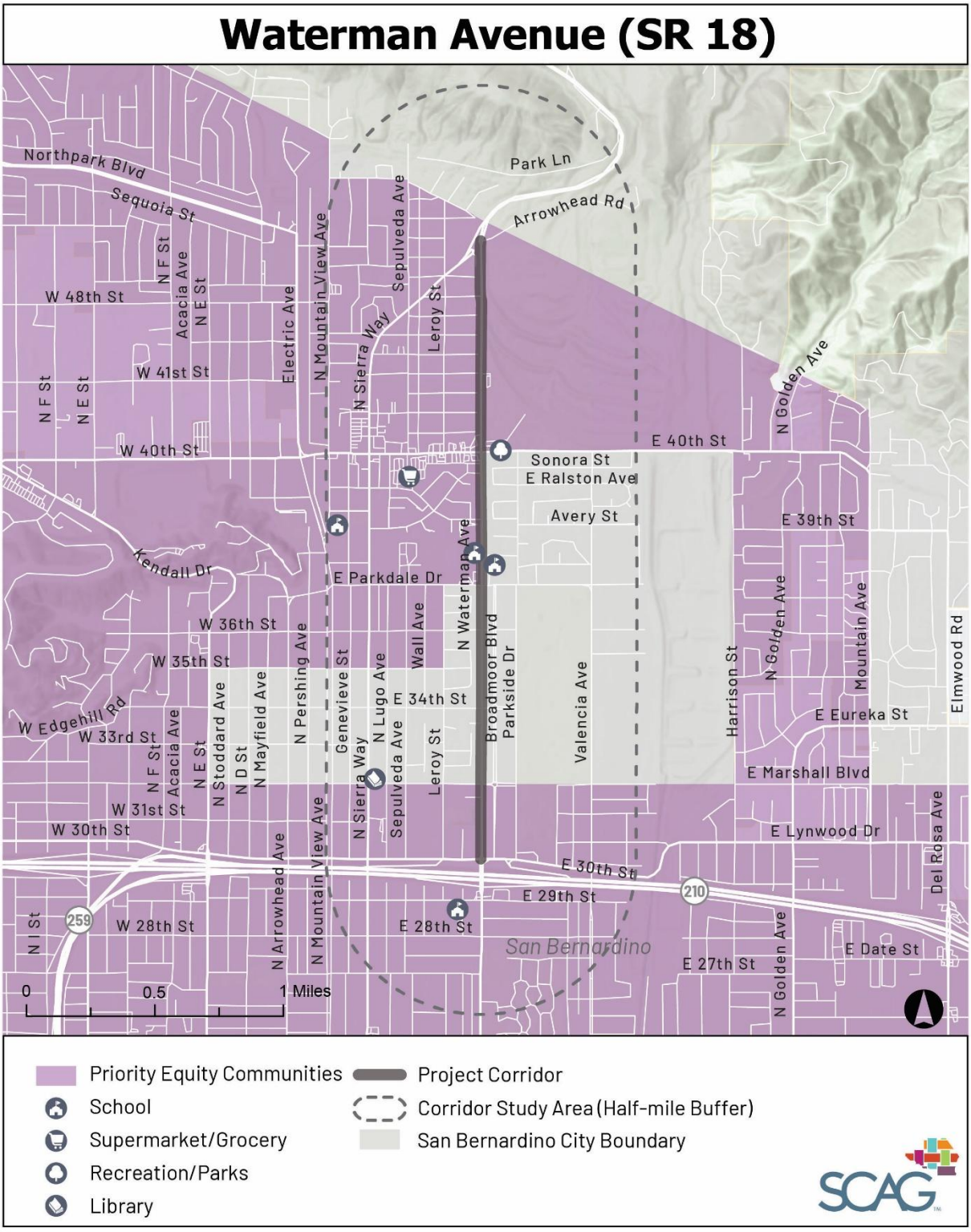
Community

A total of 13,936 residents live in the SR 18 study area, representing six percent of the city of San Bernardino's population. Within the study area, 11,042 people live in Priority Equity Communities, which is about 79 percent of the study area's population. The census tracts in the following areas are Priority Equity Communities (Exhibit 30):

- South of Marshall Boulevard
- North of 40th Street
- West of SR 18 and between Parkdale Drive and 40th Street
- West of Leroy Street and between 35th Street and Parkdale Drive

Compared to the city of San Bernardino as a whole, the SR 18 study area has a higher population density, a slightly older demographic, a higher percentage of people with disabilities, a smaller proportion of residents of color, a smaller proportion of households with limited English proficiency, and a smaller percentage of zero-vehicle households.

Exhibit 30 SCAG Priority Equity Communities within SR 18 Study Area



Source: SCAG

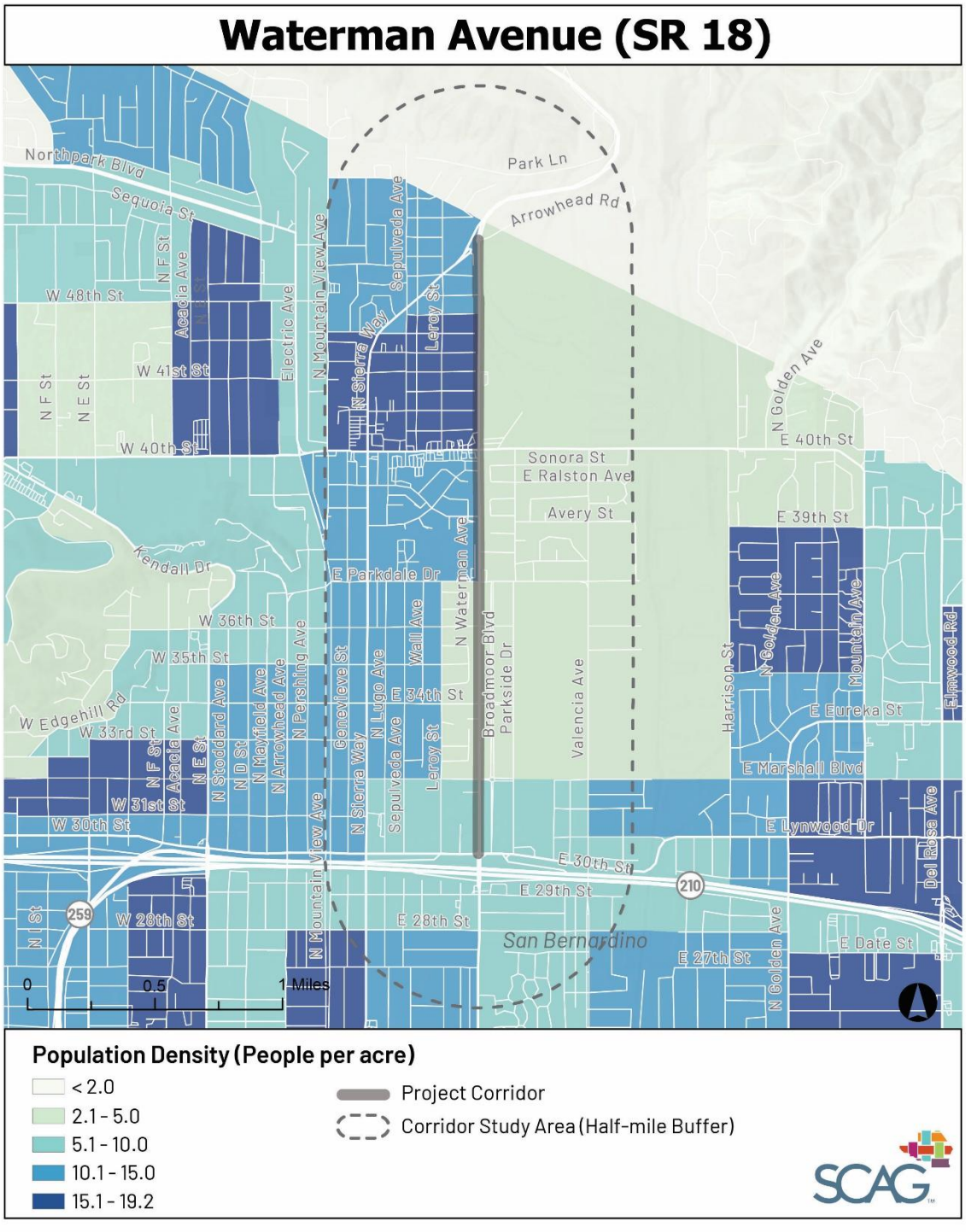
POPULATION DENSITY

The study area has a population density of nine people per acre, slightly higher than the population density of the city overall (six people per acre). The denser portions of the study area are in the west and south. The greatest population density is between 40th and 47th Streets (Exhibit 31), an area with medium- and high-density residential uses. Land use is discussed in further detail later in this report.

PEOPLE LIVING WITH A DISABILITY

According to U.S. Census, nearly 14 percent of residents in the study area live with a disability, which is a higher percentage than the city of San Bernardino overall (12 percent). People living with a disability may not be able to drive alone and may rely on transit services or their social networks to get to the places they need to go.

Exhibit 31 Population Density of SR 18 Study Area

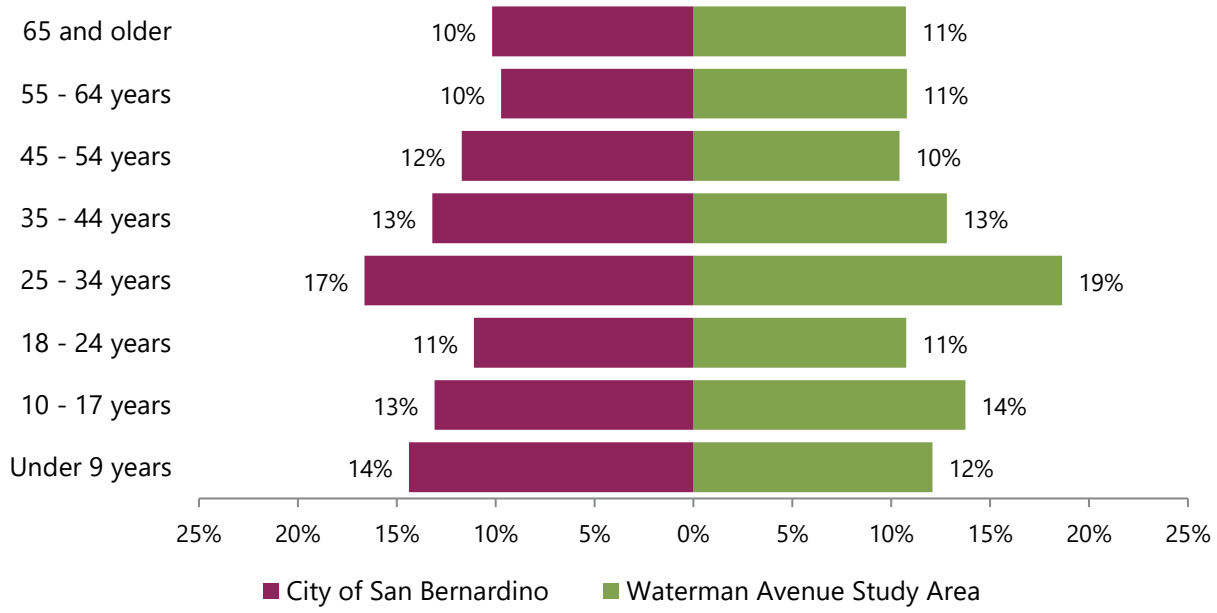


Source: ACS 5-Year Estimates from 2019 to 2023

AGE

The SR 18 study area skews slightly older than the city of San Bernardino. About 26 percent of the corridor's residents are under 18 years old compared to 28 percent in the city, and about 11 percent of the corridor's residents are 65 years or older compared to 10 percent in the city. Older residents over 65 years old might no longer drive themselves due to health issues related to aging, so they are more likely to rely on public transportation or getting a ride from others.

Exhibit 32 Age Distribution of Study Area Compared to City of San Bernardino

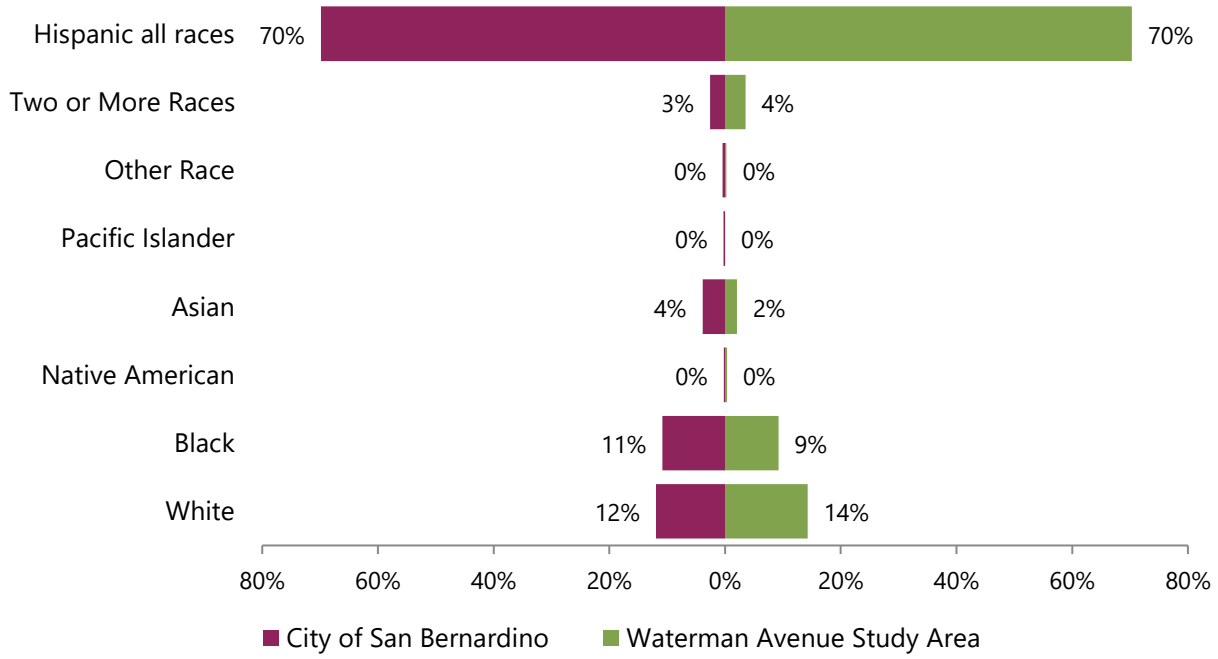


Source: ACS 5-Year Estimates from 2019 to 2023, Table B01001

RACE AND ETHNICITY

Residents in the SR 18 study area predominantly Hispanic (70 percent), reflecting a similar proportion in the city overall. However, the study area has a higher percentage of White residents (14 percent compared to 12 percent for the city) and is slightly underrepresented in the proportion of Black and Asian residents.

Exhibit 33 Distribution of Race/Ethnicity of Study Area Compared to City of San Bernardino



Source: ACS 5-Year Estimates from 2019 to 2023, Table B03002

LIMITED ENGLISH PROFICIENCY

About four percent of households in the study area speak little to no English at home, with three percent of these households primarily speaking Spanish. Although this percentage is relatively small, especially compared to the other three study areas, this still indicates that engagement and outreach materials should be provided in both English and Spanish at a minimum.

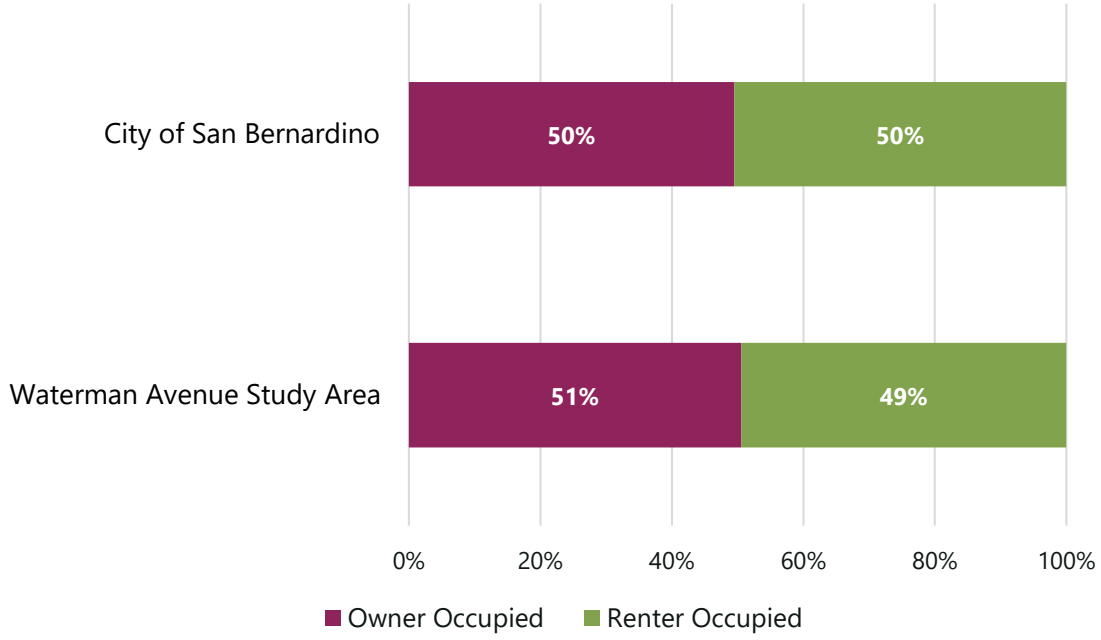
VEHICLE OWNERSHIP

Most households in the SR 18 study area own at least one vehicle. Only four percent of households in the study area have no vehicles, a smaller proportion compared to the city (seven percent of households have zero vehicles).

HOUSING AFFORDABILITY

Housing affordability varies widely between homeowners and renters. Of the 4,524 households living in the study area, the ratio of homeowners (51 percent) and renters (49 percent) are evenly split, closely resembling the breakdown of the city (Exhibit 34). For 69 percent of owner-occupied households in the study area, housing costs represented less than a third of their household income in the past year. By contrast, rent is a large burden for many renter-occupied households. For 35 percent of renter-occupied households in the study area, housing costs represented over half of their household income, indicating that housing affordability is a key issue for renters in this area.

Exhibit 34 Home Ownership of Study Area Compared to City of San Bernardino



Source: ACS 5-Year Estimates from 2019 to 2023, Table B25003

Land Use

COMMUNITY DESTINATIONS

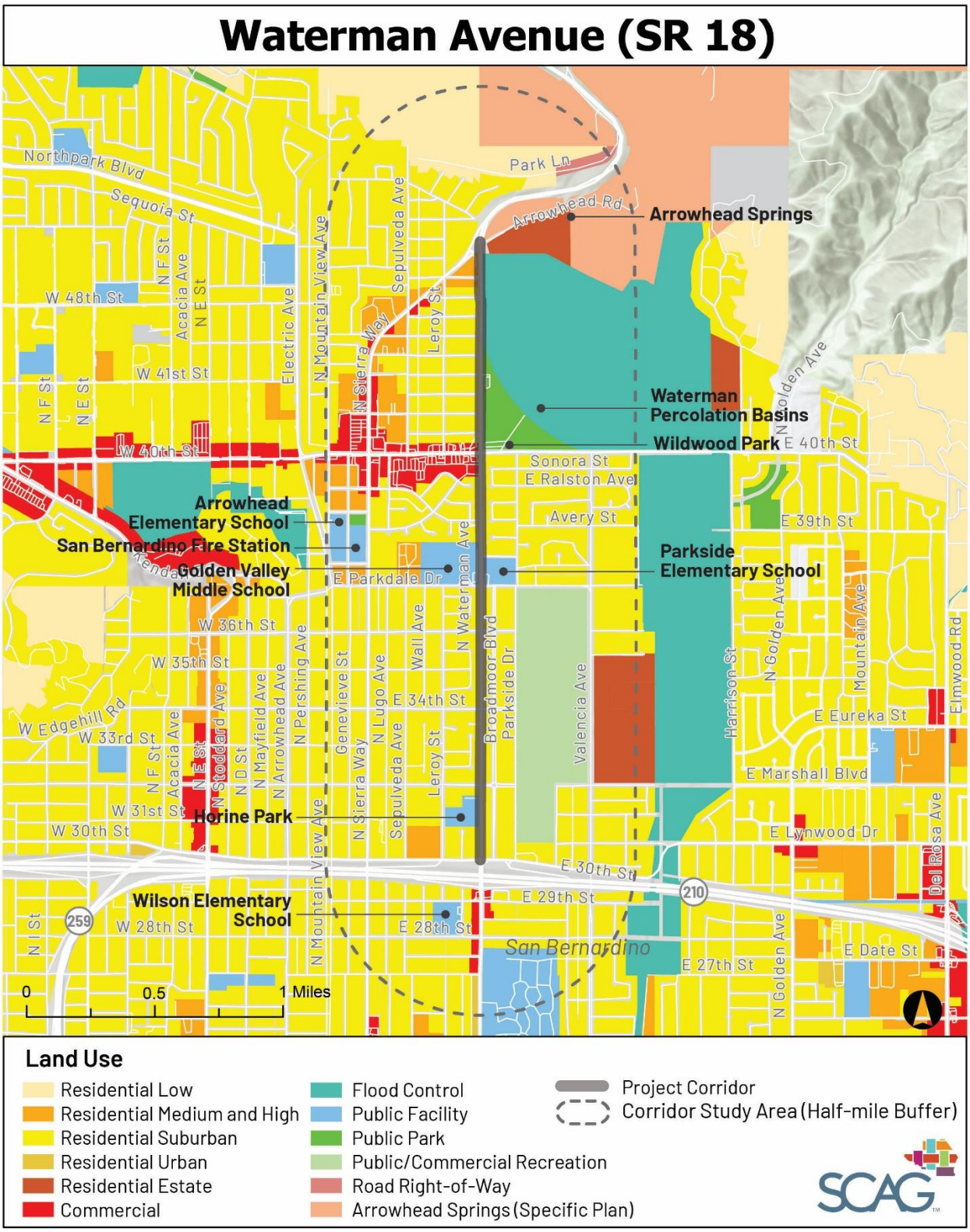
The SR 18 study area has a variety of land uses, with the majority of land uses dedicated to low-density residential, or single-family homes. The northern portion of the study area has some medium-density residential areas, comprised of mid-rise apartment buildings. A few commercial strip malls and the Arrowhead Country Club, a privately-owned recreational facility, are also located within the study area. Public facilities located along the corridor, from north to south, include:

- Waterman Percolation Basins
- Wildwood Park
- Parkside Elementary School
- Golden Valley Middle School
- Horine Park

Additional public facilities, from north to south, in the study area include:

- Arrowhead Springs on Arrowhead Road
- Arrowhead Elementary School on Mountain Avenue
- San Bernardino Fire Station Headquarters on Sierra Way
- Wilson Elementary School on Belle Street

Exhibit 35 Land Uses Along and Around SR 18

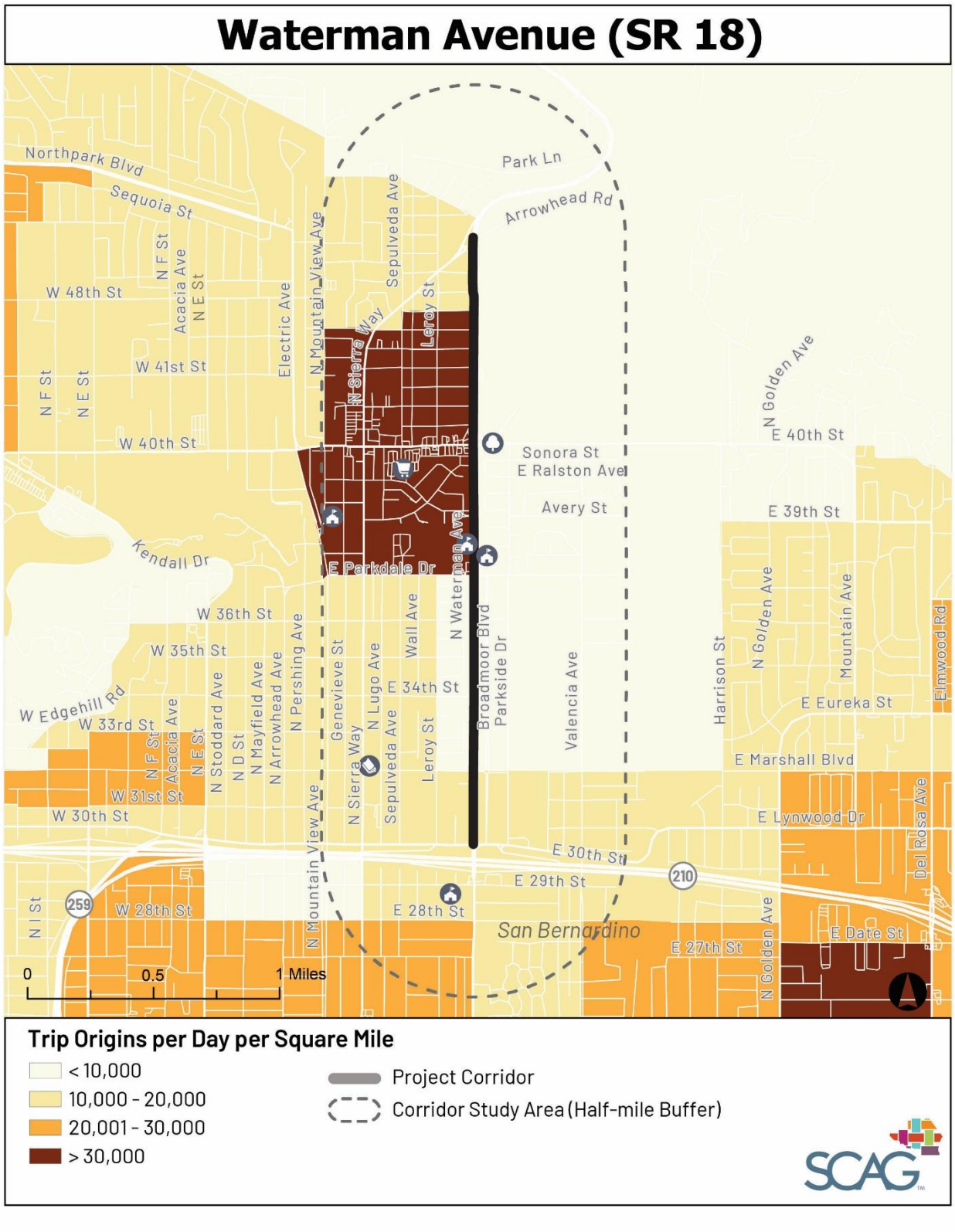


Source: City of San Bernardino

TRIP ORIGINS AND DESTINATIONS

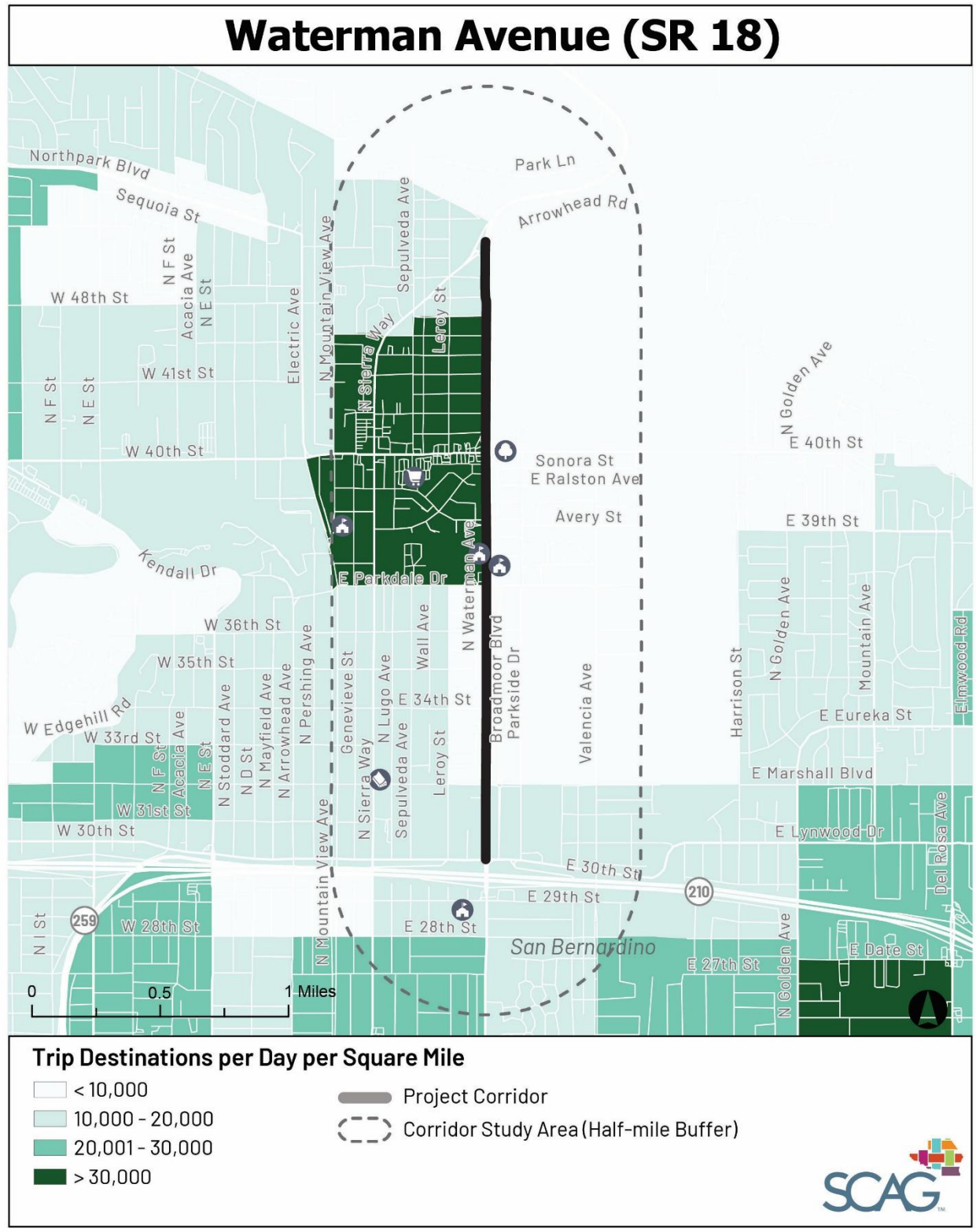
Exhibit 36 and Exhibit 37 show the concentration of trip origins and destinations. The area bounded by Mountain View Avenue, 42nd Street, SR 18, and Parkdale Avenue have the highest trip origins and destinations with over 30,000 trips per day, as this area has a high number of commercial and mid-rise residential buildings.

Exhibit 36 Trip Origins in SR 18 Study Area



Source: Replica, 2025

Exhibit 37 Trip Destinations in SR 18 Study Area



Source: Replica, 2025

EMPLOYMENT

About 22 percent of the 2,160 jobs in the SR 18 study area are in the public administration sector, followed by 18 percent of jobs in retail trade. This differs slightly from the rest of the city of San Bernardino, where the primary job sector is transportation and warehousing (23 percent), followed by public administration (17 percent).

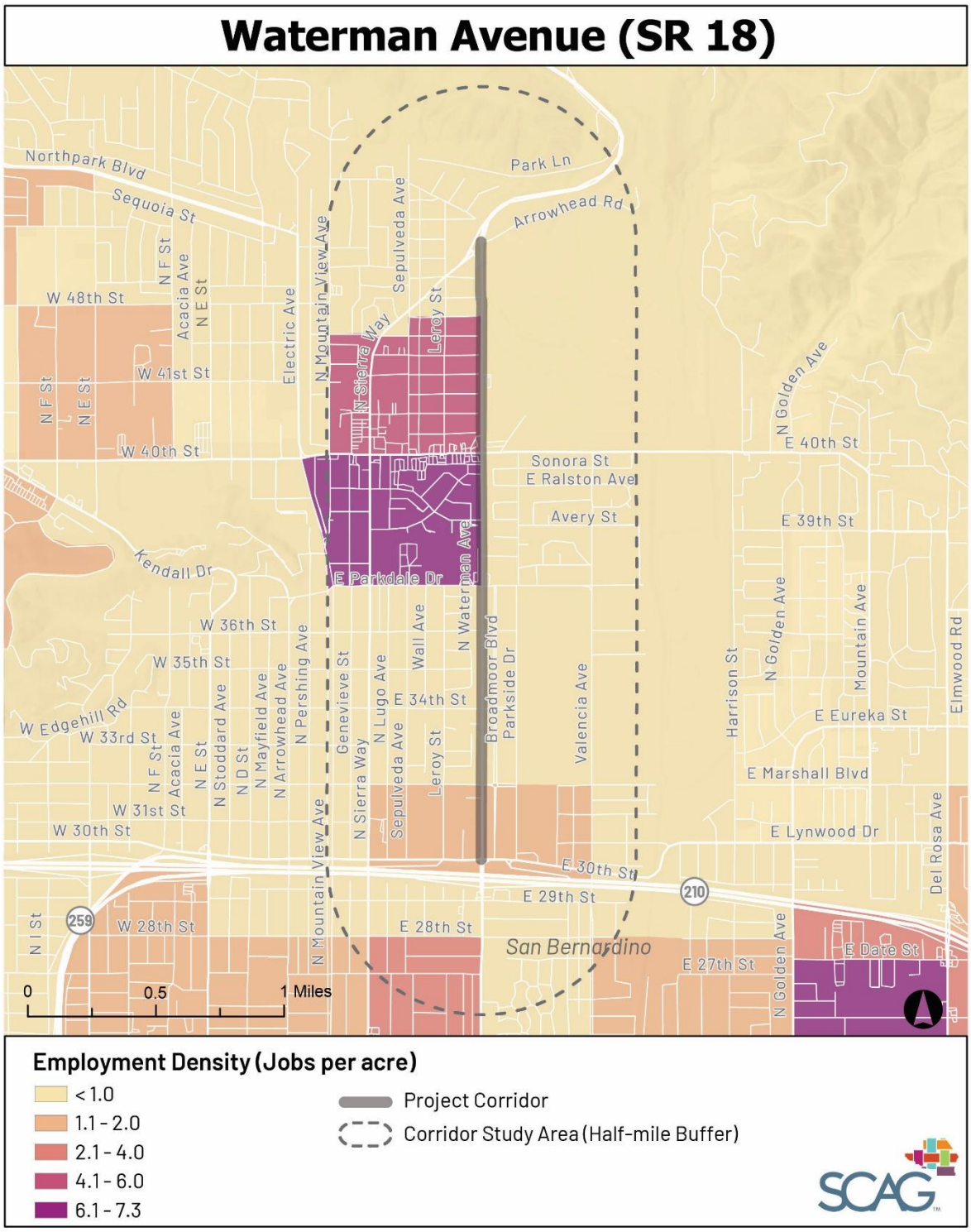
Exhibit 38 Top Five Job Sectors on Study Corridor Compared to City of San Bernardino

SR 18 Study Area		City of San Bernardino	
Job Sector	**Percent**	**Job Sector**	**Percent**
Public Administration	22%	Transportation and Warehousing	23%
Retail Trade	18%	Public Administration	17%
Health Care and Social Assistance	17%	Health Care and Social Assistance	16%
Accommodation and Food Services	13%	Educational Services	12%
Administrative and Support and Waste Management Services	9%	Retail Trade	8%

Source: U.S. Census Bureau, LEHD Origin-Destination Employment Statistics (LODES), 2022

In terms of employment density, the highest concentration of jobs per acre is in the western portion of the study area between Parkdale Drive and 40th Street (Exhibit 39). Employers in this area include retail and food services, schools, churches, public safety, and veterinary services. The area directly north, from 40th Street to 47th Street, has the second highest concentration of jobs per acre; as noted earlier in Exhibit 31, this area also has the highest population density.

Exhibit 39 Employment Density of SR 18 Study Area



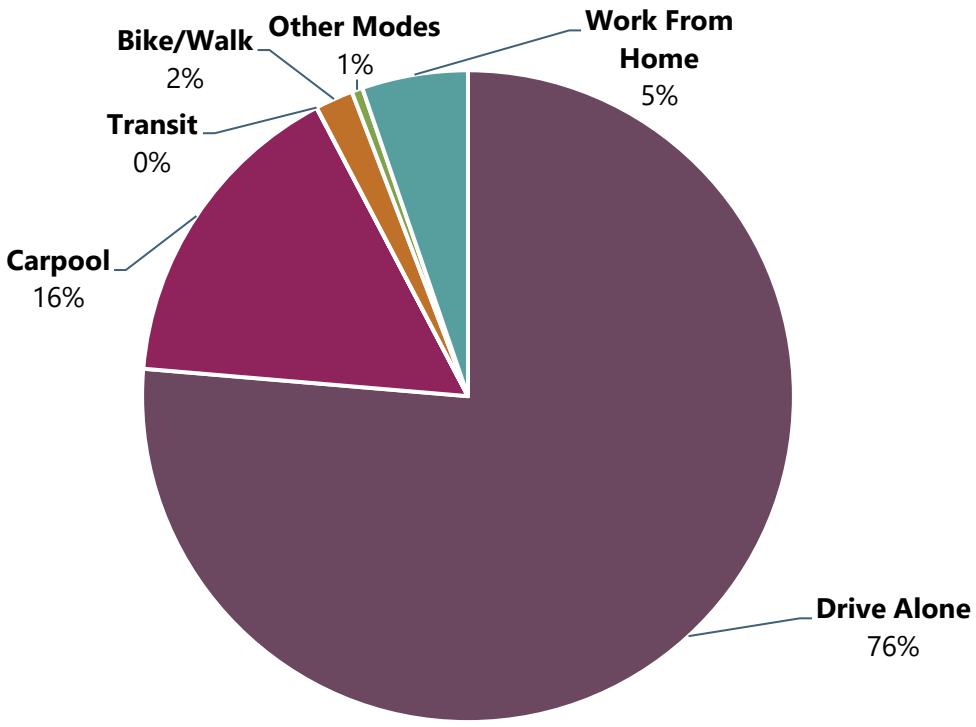
Source: U.S. Census Bureau, LEHD Origin-Destination Employment Statistics (LODES), 2022

Transportation

COMMUTE MODE AND DURATION

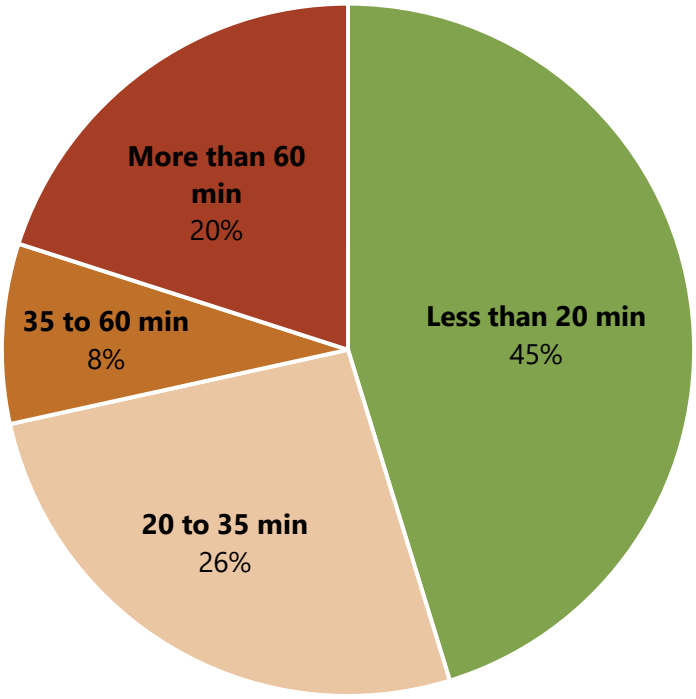
More than three quarters of commuters residing in the SR 18 study area drive alone to work (Exhibit 40), aligning with the earlier finding that most people in this area own at least one vehicle. Notably, no one in the study area takes transit to work. About 45 percent of commuters have a relatively short commute, traveling less than 20 minutes to get to work (Exhibit 41). In contrast, 20 percent of commuters travel over an hour to get to work.

Exhibit 40 Commute Modes for Residents Along SR 18 Study Corridor



Source: ACS 5-Year Estimates from 2019 to 2023 Table B08301

Exhibit 41 Travel Time to Work for Residents Along SR 18 Study Corridor



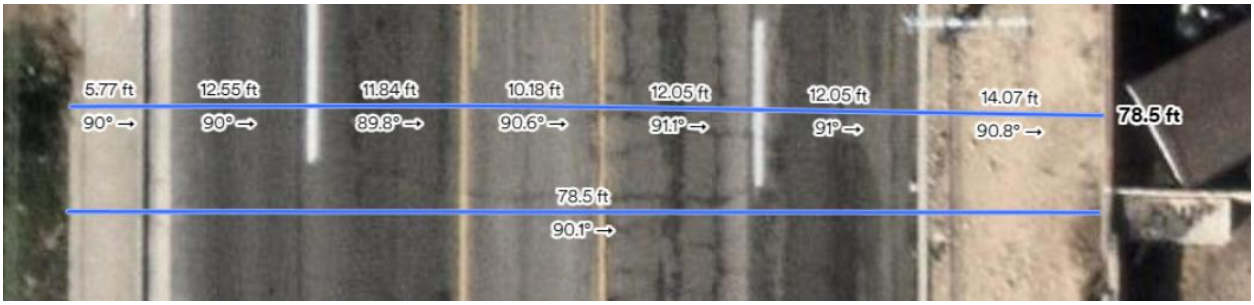
Source: ACS 5-Year Estimates from 2019 to 2023, Table B08303

DRIVING AND TRANSPORTATION SAFETY ON SR 18

SR 18 is a north-south major arterial, connecting residents to various areas within the city of San Bernardino and neighboring areas. The city of San Bernardino's *Circulation and Mobility Element* defines a major arterial as a high-volume road that connects to highways and carries traffic at fast speeds, typically with two to four lanes.

Exhibit 42 shows an example cross section of the corridor near Horine Park facing north, which has two travel lanes in each direction (about 11.5 to 14 feet wide per lane), an 11-foot-wide two-way left-turn lane, a 5.5 feet wide sidewalk where sidewalks exist, and a 14-foot-wide dirt shoulder on the east side. Road widths vary throughout the study corridor. The right-of-way for the majority of the corridor is about 82 feet with a two-way left turn lane. The road north of 40th Street is also about 82 feet wide but has left-turn pockets. The roadway at Marshall Boulevard is narrower with a width of 68 feet.

Exhibit 42 Cross Section of SR 18 at Horine Park, Facing North



Source: Nearmap

The corridor carries an average daily traffic volume between 5,000 and 30,000 vehicles (Exhibit 45Exhibit 43). The posted speed limit along the corridor increases from south to north from 40 mph south of Marshall Boulevard, to 50 mph up to 40th Street, and then to 55 mph up to the northern end of the study corridor. However, the observed 85th percentile speeds reveal faster vehicular speeds. Between 34th and 36th Streets, the 85th percentile speeds range from 50 to 58 mph. North of 40th Street, some of the fastest speeds in the corridor are observed, with the segment between 44th Street and Arrowhead Road showing 85th percentile speeds between 58 and 65 mph.

The city of San Bernardino has identified SR 18 as a potential truck route, as it is currently used for carrying goods between San Bernardino and Ports of Los Angeles and Long Beach. Truck traffic was collected at two intersections in the study corridor shown in Exhibit 43.

Exhibit 43 Truck Annual Average Daily Traffic at Select Locations on SR 18 Study Corridor

Intersection	Location of Counter	Annual Average Daily Truck Traffic
40th Street	North	1,445
Sierra Way	North	1,632

Source: Caltrans, 2022

Roadway safety is a key concern for many San Bernardino residents. SR 18 is among several streets in the city identified as part of SCAG's Regional HIN, which identifies the corridors that carry a higher risk of injury (Exhibit 46).[3] The city of San Bernardino does not have a local HIN.

[3] SCAG (2018). *Regional High Injury Network.* Retrieved from https://transportation-safety-scag.hub.arcgis.com/pages/high-injury-network

Exhibit 44 SR 18 Travel Lanes Near 44th Street (Facing North)

Source: Nelson\Nygaard

Exhibit 45 Average Daily Traffic on SR 18 Study Corridor

Source: Replica, 2025

Exhibit 46 Regional High Injury Network

Source: SCAG

Between 2020 and 2024, 85 injury crashes occurred within 250 feet of the SR 18 study corridor. Key findings regarding crashes are as follows:

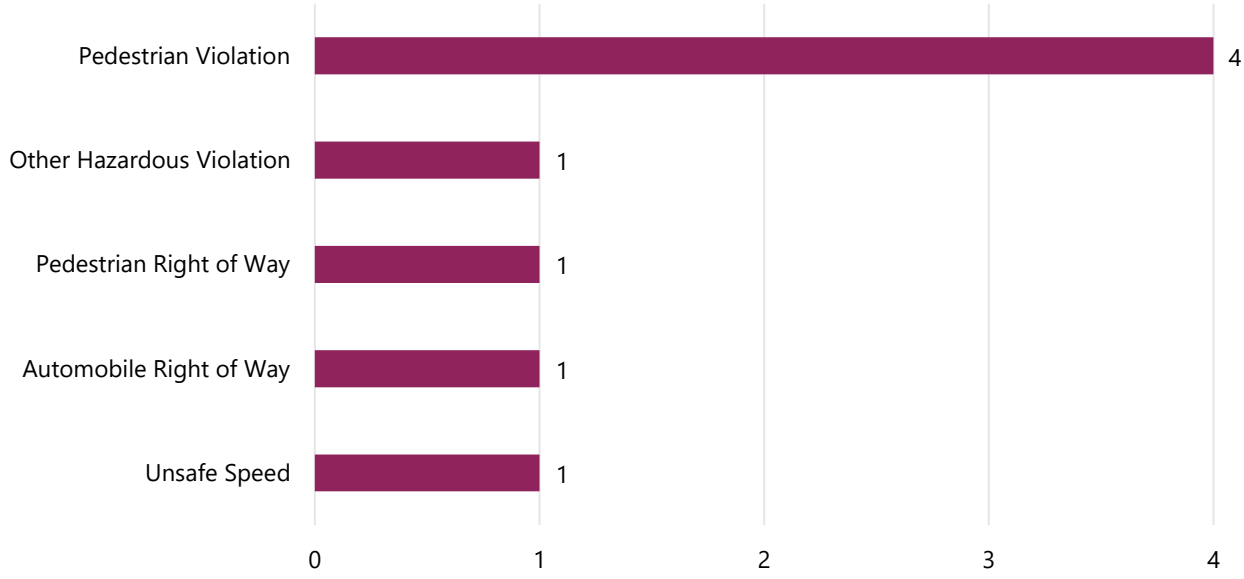
- The highest concentration of crashes was at the southern end of the corridor at 30th Street, with 29 crashes, or 34 percent, occurring during the five-year period (Exhibit 49).
- The second-highest concentration of crashes occurred at the intersection of 40th Street and SR 18, which had 18 crashes (21 percent).
- Seven percent of crashes were fatal or resulted in serious injuries (six crashes).
- Seven percent of crashes involved pedestrians (six crashes) and two percent involved bicyclists (two crashes).
- Most of the pedestrian- and bicyclist-involved crashes occurred in the late evening from 6 p.m. to midnight (Exhibit 47).
- The top collision factor violation for all bicyclist- and pedestrian-involved crashes was pedestrian violations, defined as pedestrians not following traffic rules, such as crossing against the light or crossing at locations without designated crosswalks. (Exhibit 48).

Exhibit 47 Time of Day of Crashes along SR 18 Study Corridor

Time of Day	Bicyclist- and Pedestrian-Involved Crashes
Midnight to 5:59 a.m.	0
6 a.m. to 9:59 a.m.	1
10 a.m. to 1:59 p.m.	0
2 p.m. to 5:59 p.m.	1
6 p.m. to midnight	6

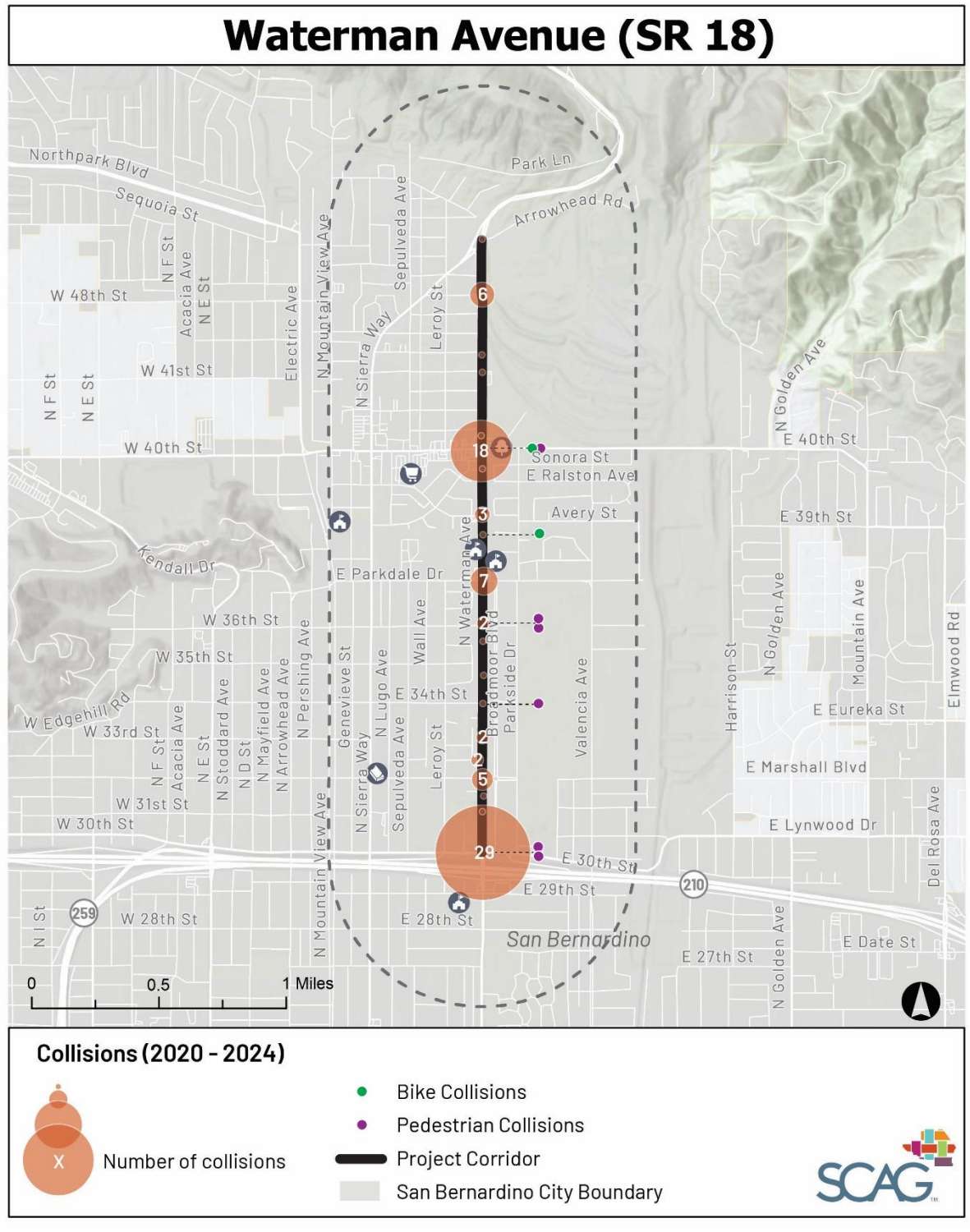
Source: TIMS, 2020 -2024

Exhibit 48 Primary Collision Factor Violation Category for Bicyclist- and Pedestrian-Involved Crashes



Source: TIMS, 2020 -2024

Exhibit 49 Injury Crashes on SR 18 Study Corridor



Source: TIMS, 2020 - 2024

WALKING ON SR 18

Most of the SR 18 study corridor has sidewalks on the east side of the street, limiting where people can safely walk or forcing pedestrians to travel on gravel shoulders on the opposite side (Exhibit 50 and Exhibit 51). Sidewalks do not exist in the northern area of the corridor near the base of the San Bernardino Mountains.

Sidewalks on both sides of the road are located primarily between 38th Street and Parkdale Drive near Parkside Elementary School and Golden Valley Middle School and near 40th Street near Wildwood Park and a commercial strip mall. Observationally, the SR 18 corridor does not appear to have pedestrian-scale lighting. Cobra-head street lighting is also limited along the corridor. There is no street lighting on the side without sidewalk. The *San Bernardino Active Transportation Plan* (ATP) identifies the full SR 18 study corridor, from Rim of the World Highway to Barton Road, as a priority corridor to receive roadway improvements in the near term.[4] Key improvements include installing curb ramps, sidewalks, high-visibility crosswalks, transit stop amenities enhancements, leading pedestrian intervals, advance stop bars, yield lines, and street trees.

Exhibit 50 Sidewalks on One Side of SR 18 North of Ralston Avenue

Source: Nelson\Nygaard

[4] City of San Bernardino (2022). *San Bernardino Active Transportation Plan*. Retrieved from https://www.sanbernardino.gov/DocumentCenter/View/969/San-Bernardino-Active-Transportation-Plan-Final-Report-PDF

Exhibit 51 Existing Sidewalk Network

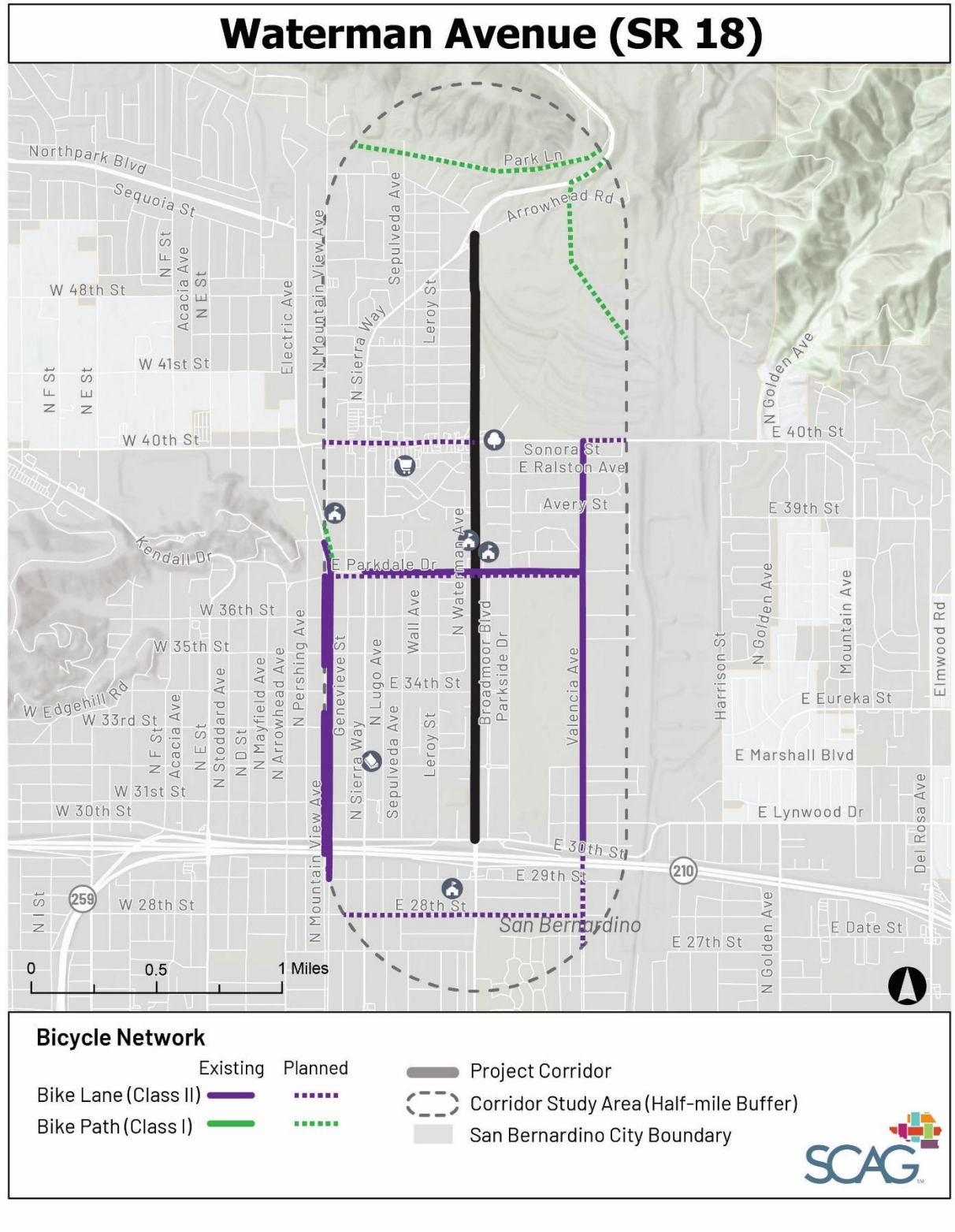
Source: California Department of Transportation District 8 Active Transportation Plan

BIKING ON SR 18

At present, no bicycle facilities exist on the SR 18 study corridor (Exhibit 52). However, an existing Class II bike lane at Parkdale Drive intersects SR 18, and two additional bike facilities are located within a half-mile radius at Mountain View Avenue and Valencia Avenue.

The *San Bernardino ATP* calls for the expansion of the bicycle network as community members expressed interest in wanting to bike more if there are more protected and designated bike paths and trails. Proposed facilities around the corridor include bike lanes on Parkdale Drive, 40th Street, and Valencia Avenue. Two Class I bike paths are proposed near the San Bernardino Mountains, creating connections for people to bicycle to and from the Arrowhead Springs neighborhood and nearby mountain trailheads.

Exhibit 52 Existing and Proposed Bicycle Network



Source: San Bernardino County Transportation Authority

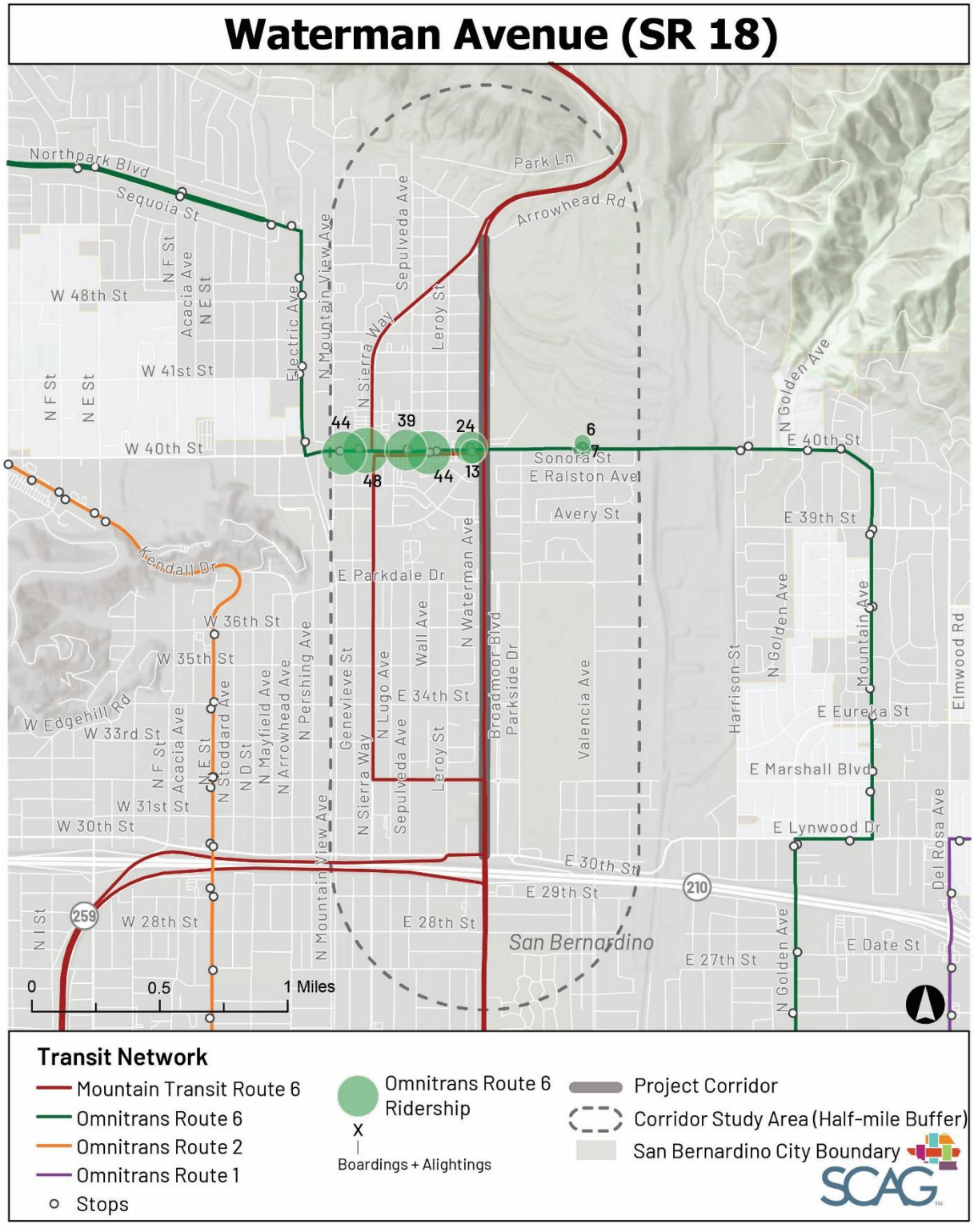
TAKING TRANSIT ON SR 18

Public transportation options are limited along the study corridor. Two transit routes serve the study area: OmniTrans Route 6 and Mountain Transit Route 6. However, neither route has bus stops directly on SR 18.

OmniTrans provides fixed-route and paratransit services throughout the San Bernardino Valley. OmniTrans Route 6 provides weekday and weekend service from Cal State San Bernardino to the San Bernardino Transit Center with 60-minute frequencies. A small segment of the route runs along the study corridor from Highland Avenue to 21st Street. The four westbound and eastbound stops, respectively, in the study area have an average daily ridership ranging between six and 48 riders (Exhibit 53).

Mountain Transit primarily operates in the mountain communities of Big Bear Valley, Crestline, Lake Arrowhead, and Running Springs, but also provides off-the-mountain service to the Inland Empire. Route 6, which connects the City of San Bernardino to Lake Arrowhead and Crestline, has one stop in the study area near the intersection of Leroy and 40th Streets. The route only operates on weekdays and makes four pick-up-only trips up the mountain and four drop-off-only trips down the mountain. Ridership data was not available for this route.

Exhibit 53 Transit Services Along SR 18 Study Corridor, Fall 2024



Source: Omnitrans, Mountain Transit

Public Health

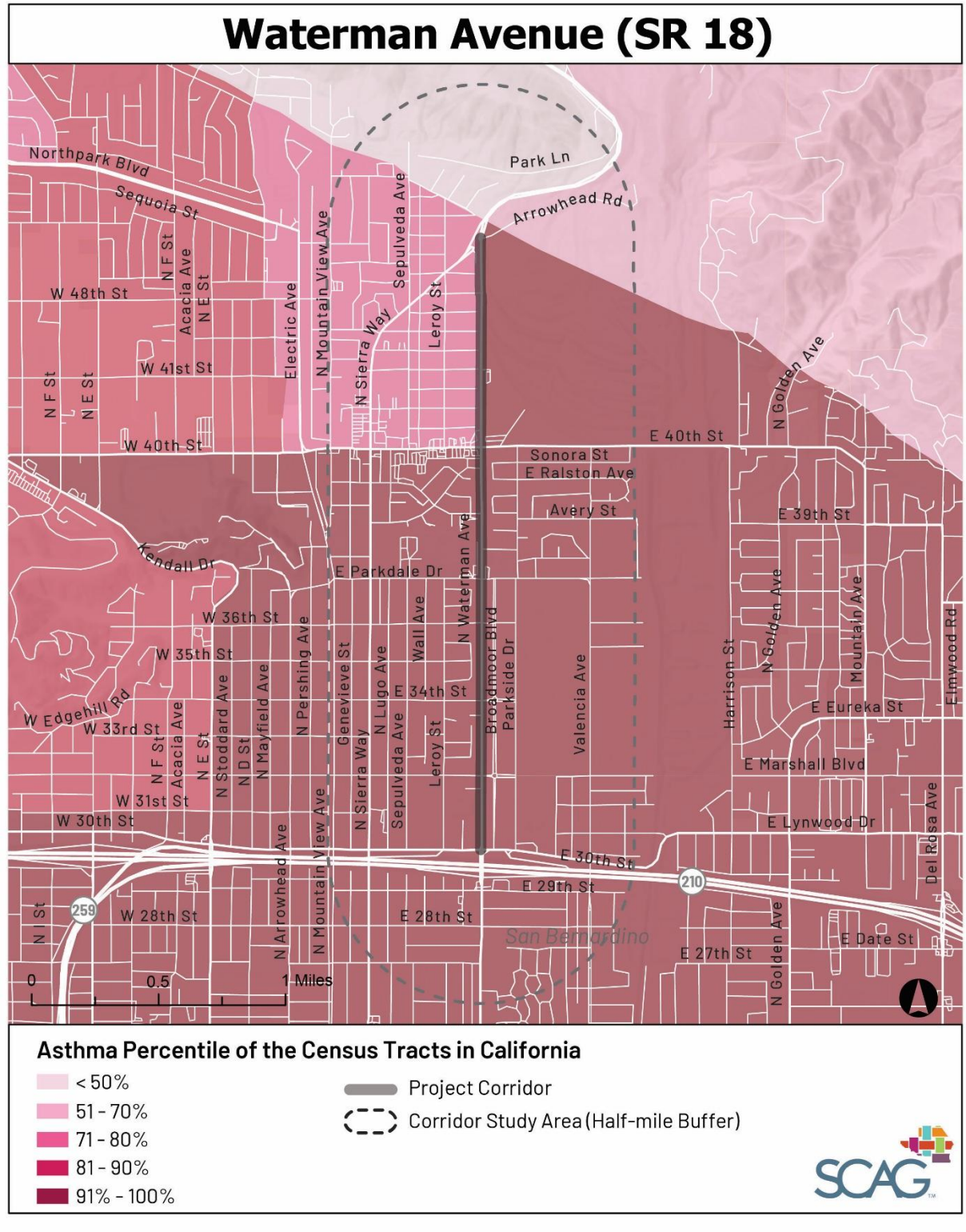
ASTHMA RATES

Asthma is a common health issue plaguing most people living within a half mile of the study corridor: nearly all the census tracts in the study area have an asthma rate higher than 90 percent of the census tracts statewide, except for the area northwest of 40th Street and SR 18 (Exhibit 54). The study corridor has higher asthma rates than the city of San Bernardino overall, though many census tracts in the city have an asthma rate higher than 70 percent of the census tracts statewide.

TREE CANOPY

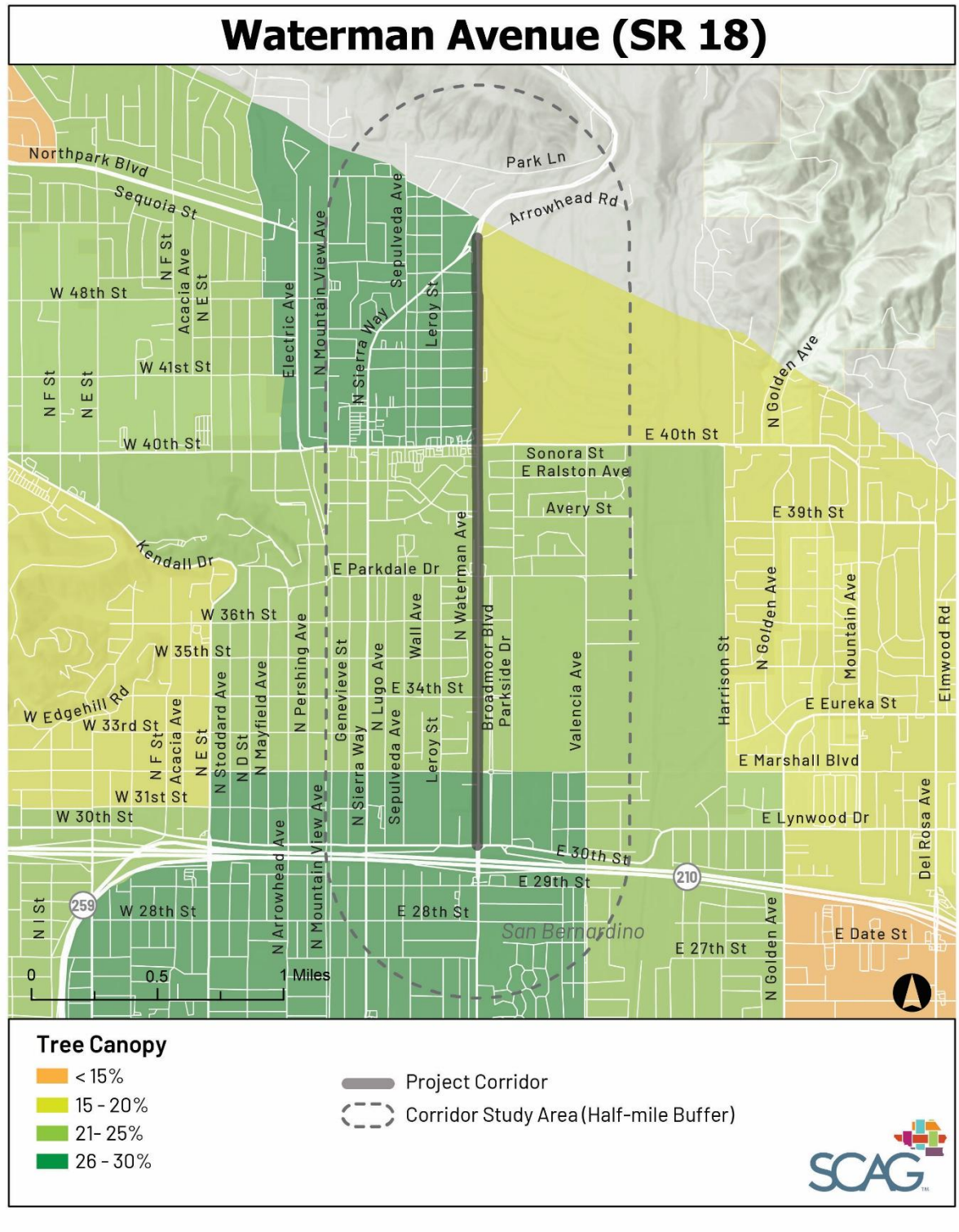
Tree canopy coverage is important for providing shade to people walking, biking, and waiting at bus stops, particularly in the summer months in the City of San Bernardino, when temperatures regularly exceed 90 degrees Fahrenheit. No area in the study corridor exceeds 30 percent canopy cover, but the areas south of Marshall Boulevard and northwest of 40th Street and SR 18 have 26 to 30 percent canopy cover (Exhibit 55). The area between Marshall Boulevard and 40th Street has slightly less canopy cover (21 to 25 percent). The area northeast of 40th Street and SR 18 has the least amount of canopy cover within a half mile of the study corridor (15 to 20 percent) but is largely occupied by the Waterman Percolation Basins rather than residential or employment uses. However, compared to the city of San Bernardino overall, the study area has more tree canopy coverage.

Exhibit 54 Asthma Rates in SR 18 Study Area



Source: CalEnviroScreen 4.0

Exhibit 55 Tree Canopy in SR 18 Study Area



Source: U.S. Forest Service

4 Main Street/1st Street/Brawley Avenue (SR 86) in Brawley

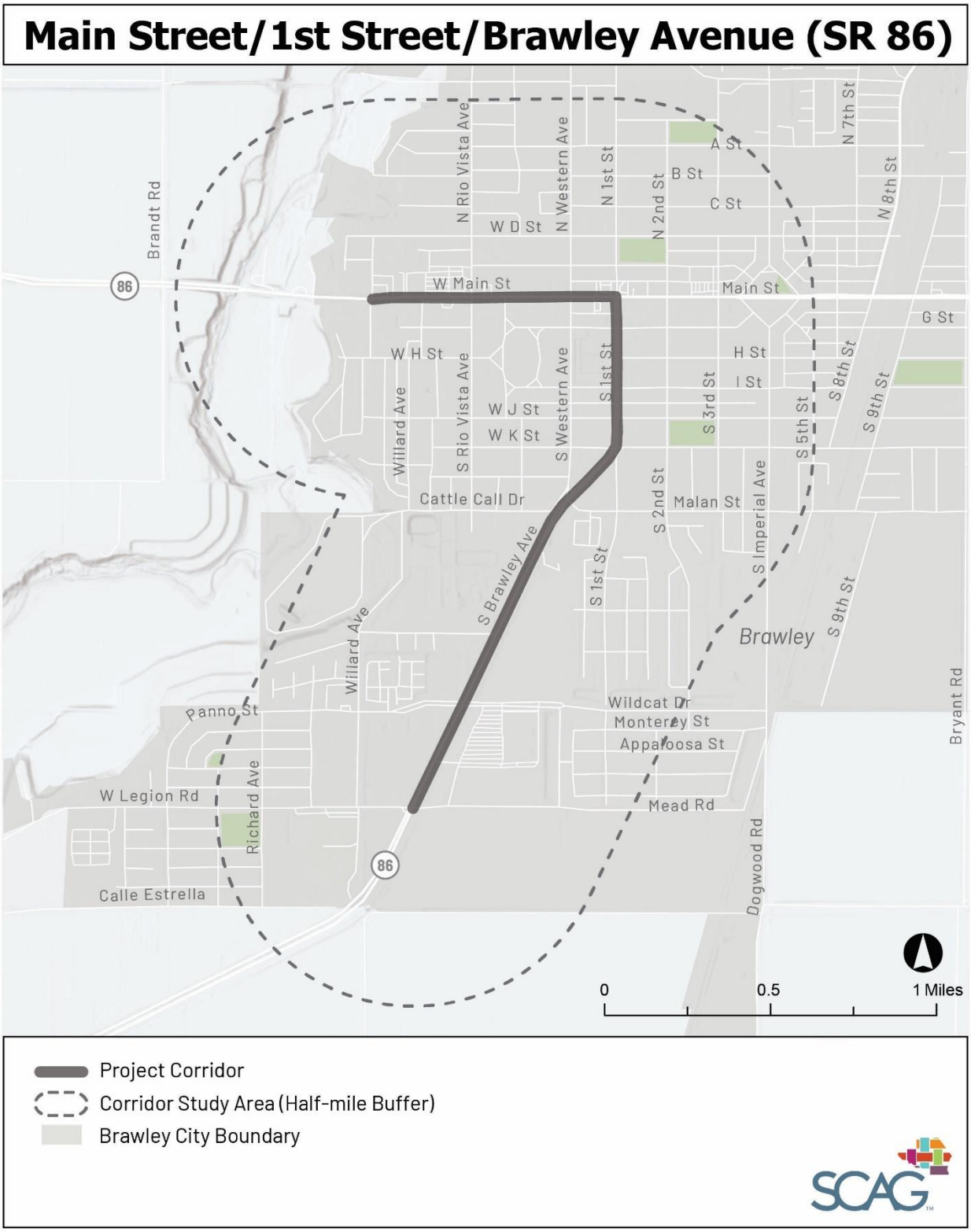
Study Corridor

The study corridor for Caltrans District 11 is SR 86 from Las Flores Drive to Legion Road in the city of Brawley and Imperial County. The corridor, which is approximately two miles long, is part of Brawley's downtown core and is home to many businesses. SR 86 goes by several different names:

- Main Street (from Legion Road to 1st Street)
- 1st Street (from Main Street to K Street)
- Brawley Avenue (from K Street to Legion Road)

This report considers the half-mile area of influence around each study corridor, herein called the SR 86 study area, to better understand the community, land use, and transportation network context. As shown in Exhibit 56, the SR 86 study area extends past A Street in the north, to 5th Street in the east, past Calle Estrella in the south, and past Brawley city limits in the west.

Exhibit 56 SR 86 Study Area



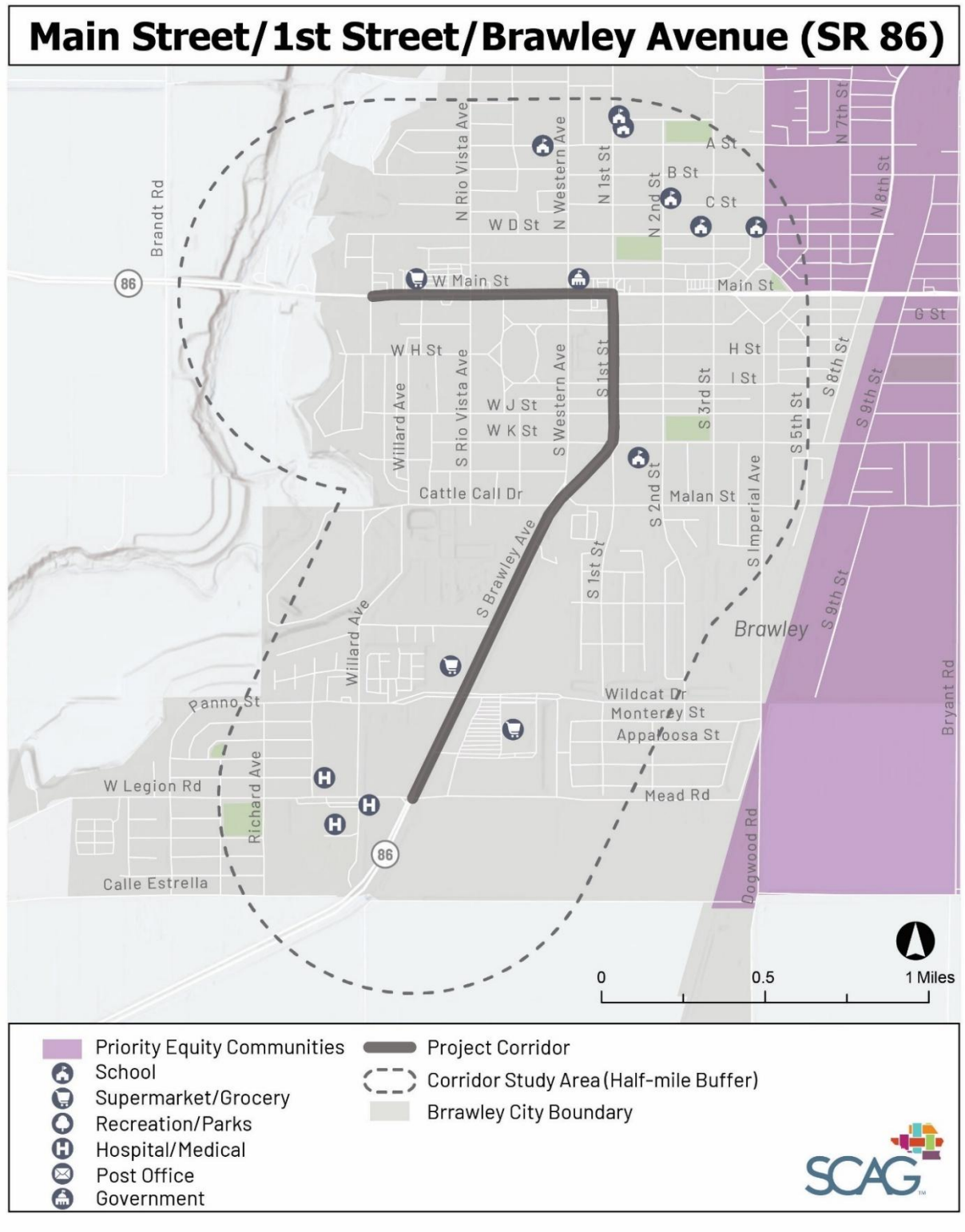
Corridor Highlights

- SR 86, which is approximately two miles long, is a minor arterial that typically has two travel lanes in each direction and is designated as a main truck route in the city of Brawley.
- The corridor carries an average daily traffic volume between 4,000 and 15,000 vehicles and the posted speed limits range between 45 and 55 mph.
- Between 2020 and 2024, four crashes within 250 feet of the study corridor were fatal or resulted in serious injuries, representing 22 percent of all injury crashes.
- In the five-year period, three bicyclist-involved and two pedestrian-involved injury crashes occurred on the study corridor, representing 17 percent and 11 percent of all injury crashes, respectively. All occurred in the early hours of the morning or in the evening between 6 p.m. and 6 a.m.
- Most of the SR 86 corridor does not have sidewalks, particularly in the segment from I Street to Panno Street.
- No bicycle facilities exist on SR 86, but a Class II bike lane intersects with the SR 86 study corridor at Western Avenue and Malan Street.
- Transit service is limited along the corridor. Four Imperial Valley Transit routes run along the SR 86 corridor – Routes 2, 22, 41, and the Gold Line – but none have bus stops directly on SR 86. The nearest bus stops to the corridor are located approximately 400 to 750 feet away.
- The highest concentration of trip origins and trip destinations are in the same location in the study area, which is the area bounded by Western Avenue, Malan Street, Imperial Avenue, B Street, and the study area limits. This area generates over 30,000 trip origins and destinations each per day, likely because of the concentration of schools, government offices, and multi-family land use in this area.
- One percent of the study area's population resides in a Priority Equity Community. Compared to the city of Brawley overall, the SR 86 study area has a higher population density, a slightly older demographic, a higher percentage of people with disabilities, a smaller proportion of residents of color, a smaller proportion of households with limited English proficiency, and a higher percentage of zero-vehicle households.

Community

A total of 9,821 residents live in the SR 86 study area, representing 43 percent of Brawley's population. The portion east of Imperial Avenue is a Priority Equity Community, which accounts for one percent of the study area's population (Exhibit 57). Compared to Brawley overall, the SR 86 study area has a higher population density, a slightly older demographic, a higher percentage of people with disabilities, a smaller proportion of residents of color, a smaller proportion of households with limited English proficiency, and a higher percentage of zero-vehicle households.

Exhibit 57 SCAG Priority Equity Communities within SR 86 Study Area



Source: SCAG

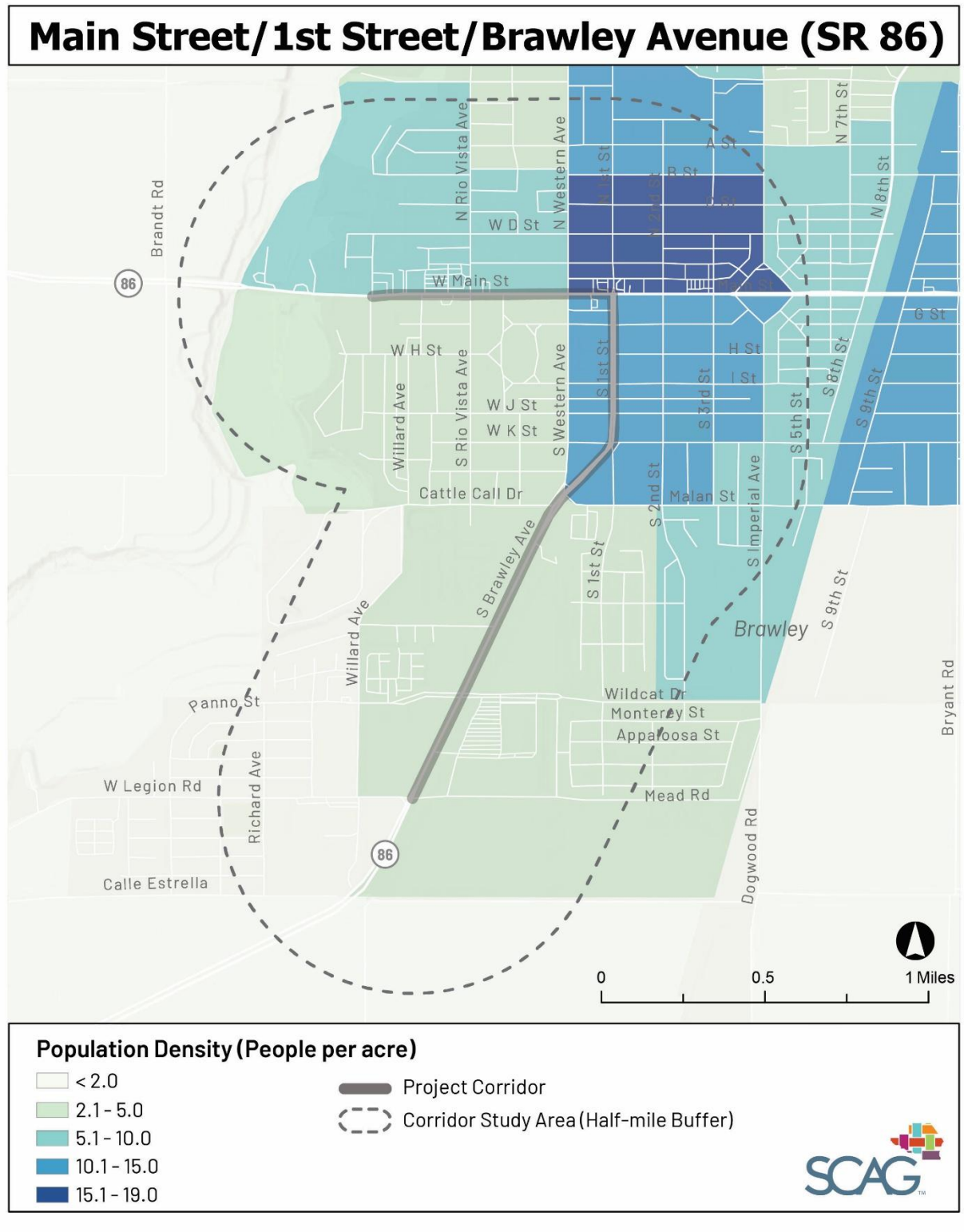
POPULATION DENSITY

The study area has a population density of six people per acre, which is slightly higher than the population density of the city overall (five people per acre). The densest part of the study area is the portion bounded by Main Street, Western Avenue, B Street, and Imperial Avenue, where several schools and churches are located (Exhibit 58).

PEOPLE LIVING WITH A DISABILITY

About 19 percent of residents in the study area live with a disability, which is five percentage points higher than the city overall (14 percent). People living with a disability may not be able to drive alone and may rely on transit services or their social networks to get to the places they need to go.

Exhibit 58 Population Density of SR 86 Study Area

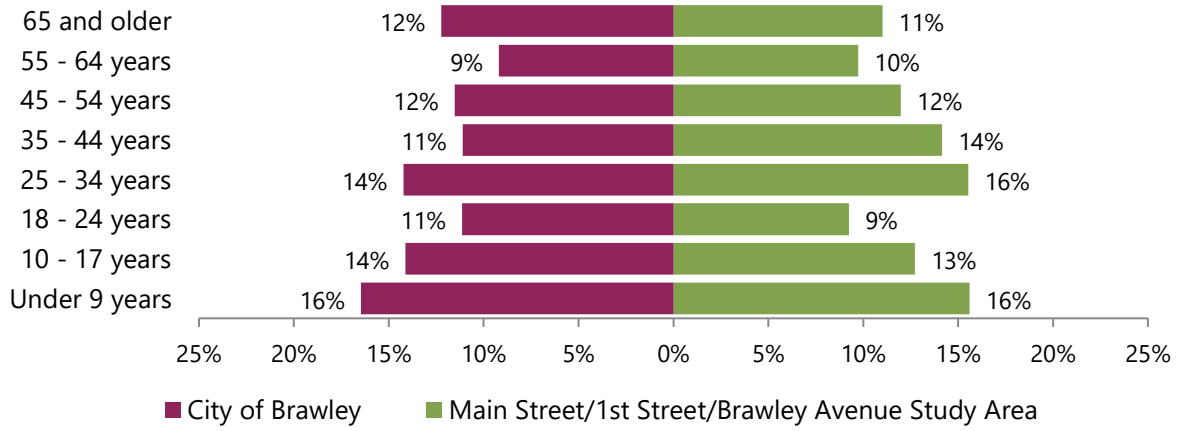


Source: ACS 5-Year Estimates from 2019 to 2023

AGE

The SR 86 study area has fewer young people than Brawley. About 28 percent of the study area's residents are under 18 years old compared to 31 percent in the city. However, the study area (11 percent) and the city (12 percent) have comparable percentages of seniors who are 65 years or older.

Exhibit 59 Age Distribution of Study Area Compared to City of Brawley

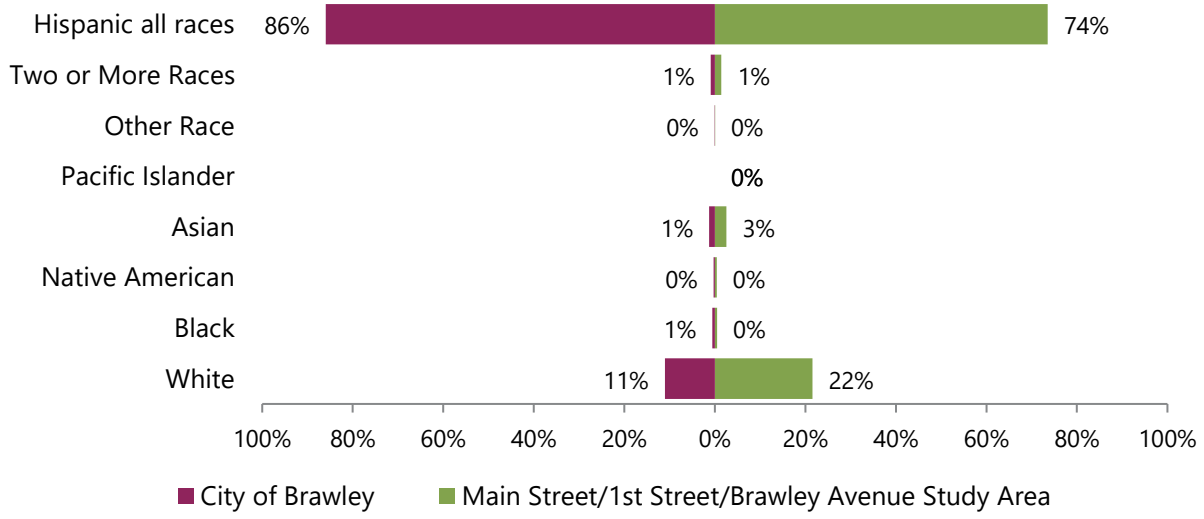


Source: ACS 5-Year Estimates from 2019 to 2023, Table B01001

RACE AND ETHNICITY

Most of Brawley's residents are Hispanic (86 percent); however, the proportion of Hispanic residents in the SR 86 study area is nearly 13 percentage points lower. The SR 86 study area has a higher percentage of White residents (22 percent compared to 11 percent for the city) and a slightly higher percentage of Asian residents (three percent compared to one percent for the city).

Exhibit 60 Distribution of Race/Ethnicity of Study Area Compared to City of Brawley



Source: ACS 5-Year Estimates from 2019 to 2023, Table B03002

LIMITED ENGLISH PROFICIENCY

About 12 percent of households in the study area speak a language other than English at home, with 11 percent of households primarily speaking Spanish. Although the proportion of limited English-speaking households is lower in the study area than in Brawley overall (20 percent limited English-speaking households), outreach, engagement, and informational materials should be provided in English and Spanish at a minimum.

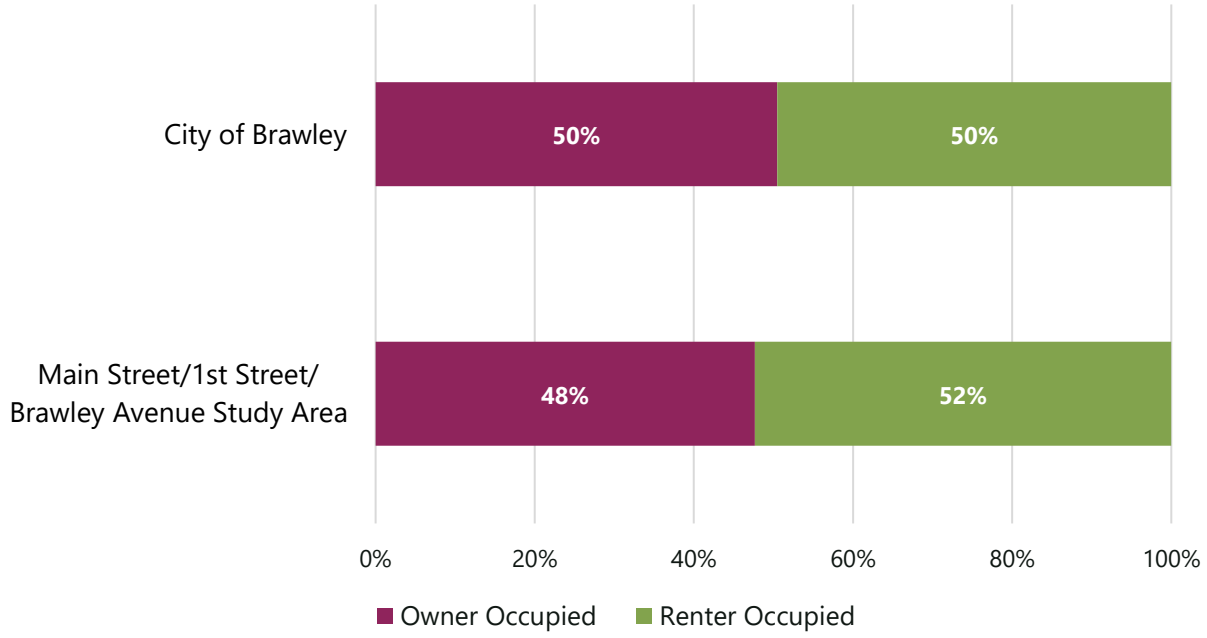
VEHICLE OWNERSHIP

Most people in the study area, and the city of Brawley as a whole, own at least one vehicle. However, 10 percent of the study area's households do not own a vehicle, a slightly higher percentage than that of the city (eight percent).

HOUSING AFFORDABILITY

Of the 2,929 households in the study area, 52 percent are renters and 48 percent are homeowners, which is slightly different than the city's distribution (Exhibit 61). Housing is relatively affordable in the study area for both homeowners and renters. For 74 percent of owner-occupied households and 65 percent of renter-occupied households, housing and rental costs represent less than a third of their household income.

Exhibit 61 Home Ownership of Study Corridor Compared to City of Brawley



Source: ACS 5-Year Estimates from 2019 to 2023, Table B25003

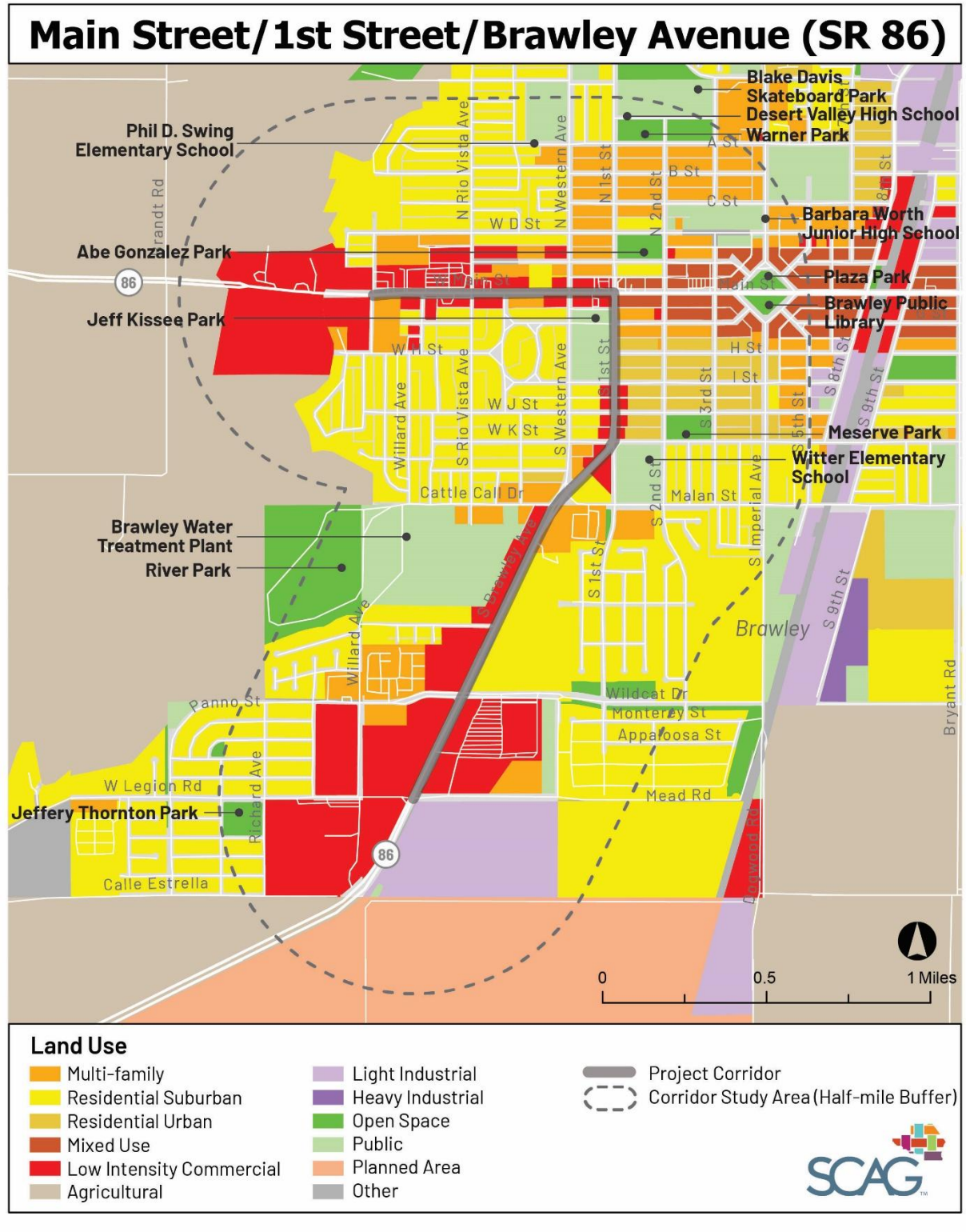
Land Use

COMMUNITY DESTINATIONS

The land uses directly adjacent to the SR 86 study corridor consist primarily of low-intensity commercial and residential suburban developments, with intermittent multi-family and residential urban homes. In the study area north of K Street, there is a greater variety of land uses for mixed use developments, open space, public space, residential urban, residential suburban, and multi-family buildings. The study area south of K Street is primarily devoted to residential suburban land use, interspersed with some low-intensity commercial and light industrial uses. Public and open space facilities located in the study area include:

- Phil D. Swing Elementary School
- Desert Valley High School
- Warner Park
- Blake Davis Skateboard Park
- Abe Gonzalez Park
- Barbara Worth Junior High School
- Plaza Park
- Brawley Public Library
- Jeff Kissee Park
- Meserve Park
- Witter Elementary School
- Brawley Water Treatment Plant
- River Park
- Jeffrey A. Thorton Park

Exhibit 62 Land Uses Around SR 86 Study Area

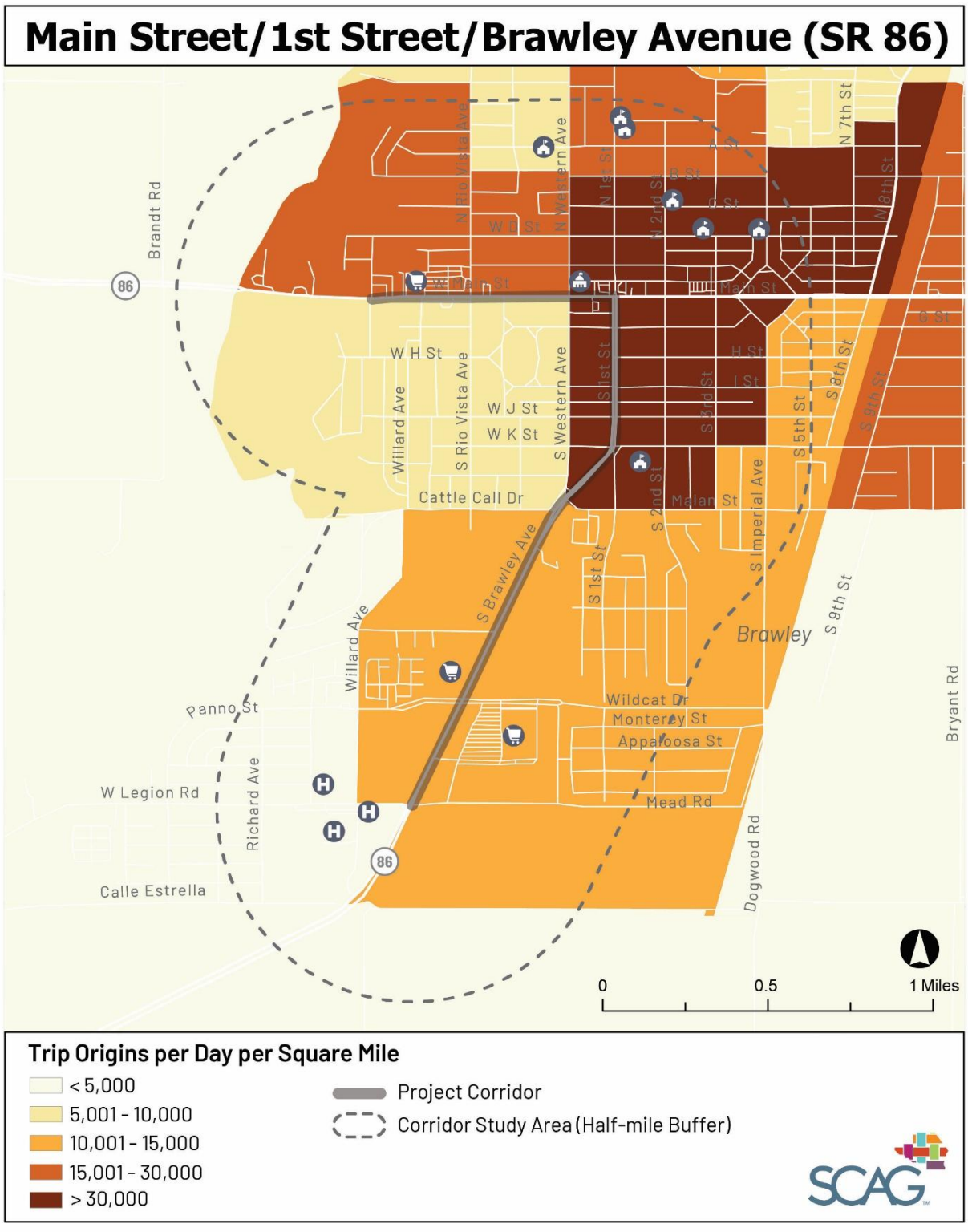


Source: California Office of Land Use and Climate Innovation, California Statewide Zoning South

TRIP ORIGINS AND DESTINATIONS

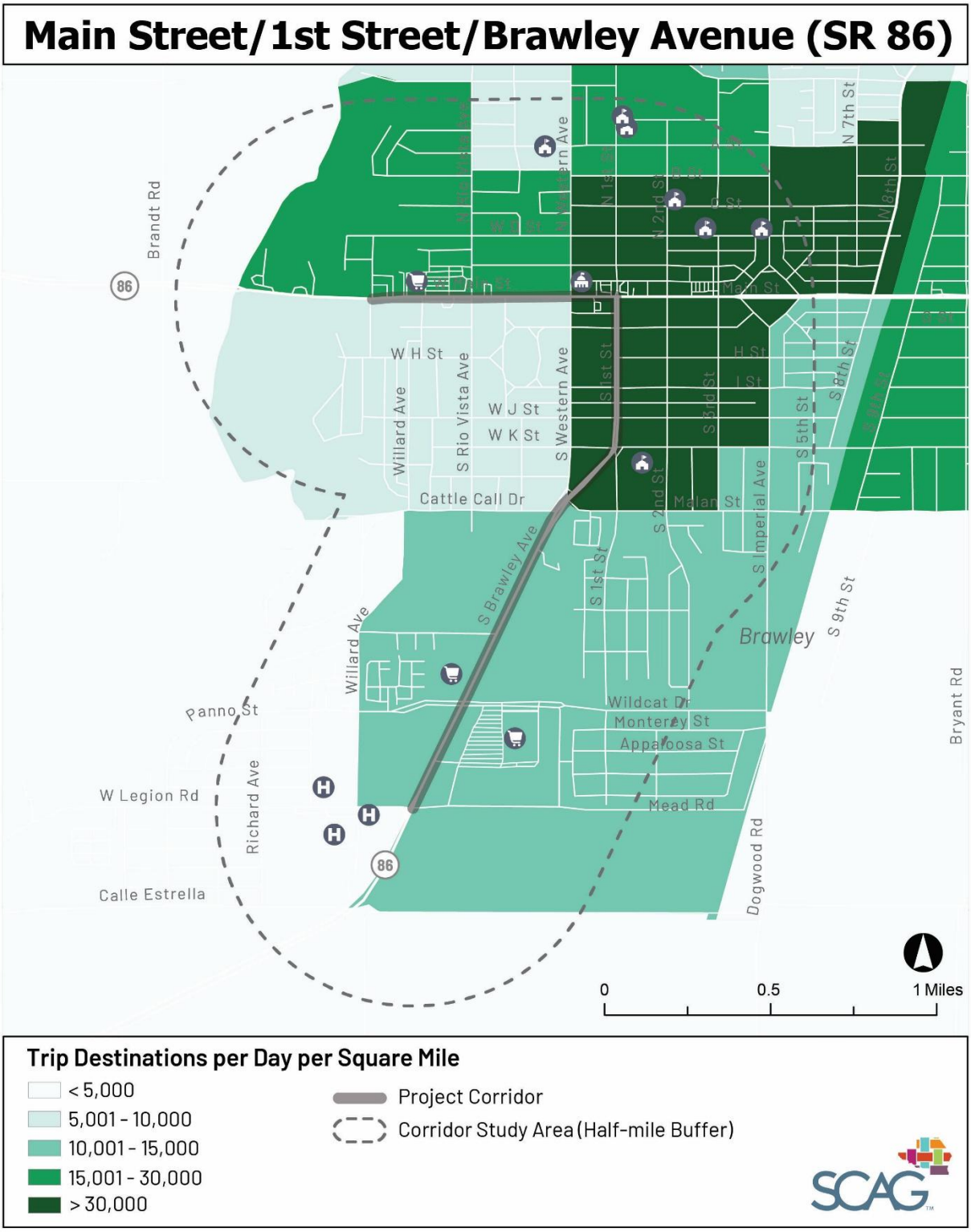
Densities of trip origins and destinations help identify activity hotspots along the corridor. Exhibit 63 and Exhibit 64 show that the highest concentration of trip origins and trip destinations are in the same location in the study area, which is the portion bounded by Western Avenue, Malan Street, Imperial Avenue, B Street, and the study area limits. This section generates over 30,000 trip origins and over 30,00 trip destinations per day per square mile. As shown in Exhibit 62 above, this portion of the study area has a wide variety of land uses, including multi-family, public and open space, mixed use, residential urban, and low-intensity commercial.

Exhibit 63 Trip Origins in SR 86 Study Area



Source: Replica, 2025

Exhibit 64 Trip Destinations in SR 86 Study Area



Source: Replica, 2025

EMPLOYMENT

About 27 percent of the 2,801 jobs in the SR 86 study area are in the health care and social assistance sector, which is similar to the city's proportion of jobs in this sector. However, the SR 86 study corridor has a greater share of accommodation and food services jobs compared to the city.

Exhibit 65 Top Five Job Sectors in SR 86 Study Area Compared to City of Brawley

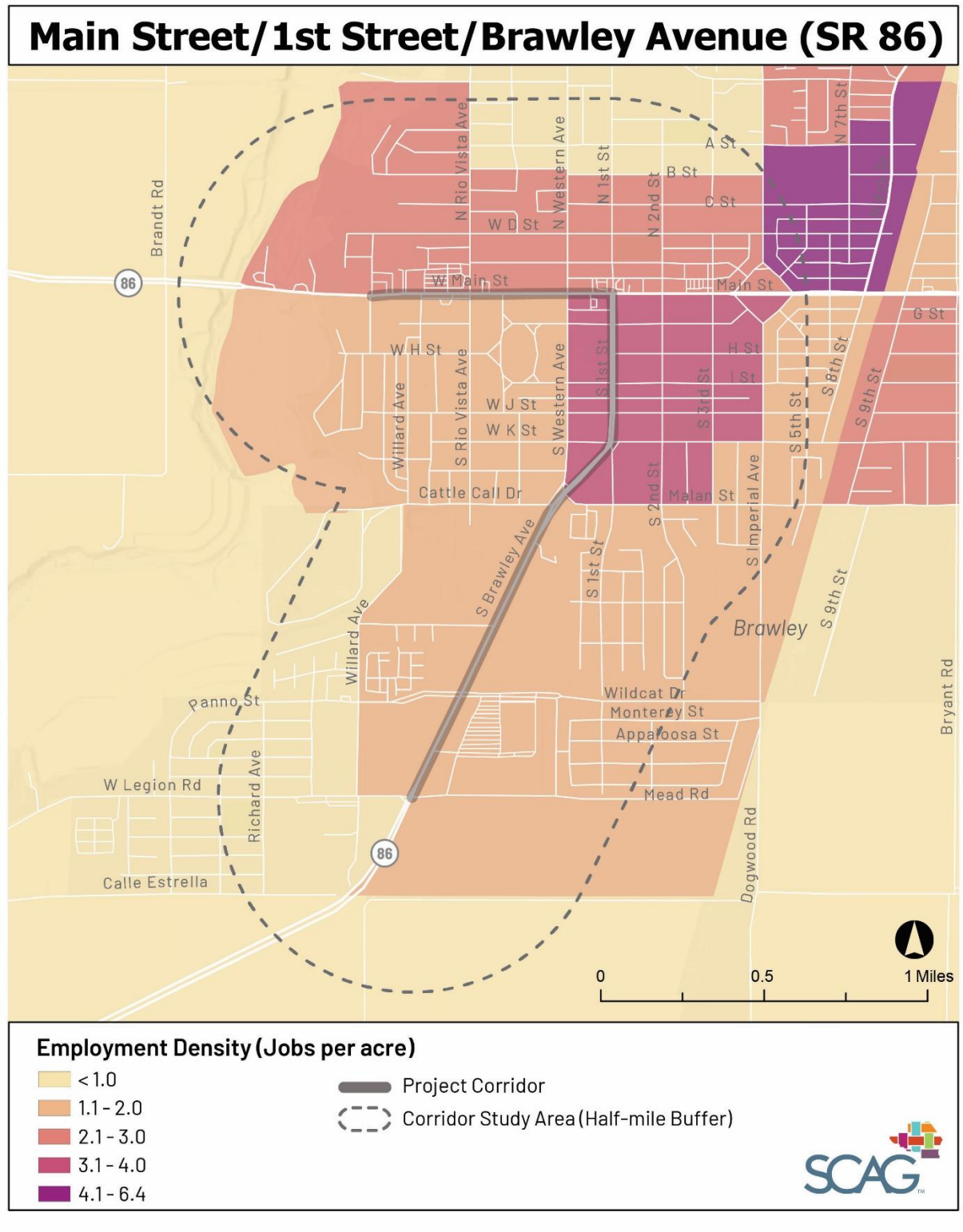
SR 86 Study Area		City of Brawley	
Job Sector	**Percent**	**Job Sector**	**Percent**
Health Care and Social Assistance	27%	Health Care and Social Assistance	30%
Accommodation and Food Services	15%	Educational Services	19%
Retail Trade	13%	Agriculture, Forestry, Fishing and Hunting	11%
Educational Services	12%	Accommodation and Food Services	8%
Agriculture, Forestry, Fishing and Hunting	11%	Retail Trade	7%

Source: U.S. Census Bureau, LEHD Origin-Destination Employment Statistics (LODES), 2022

In terms of employment density, the highest concentration of jobs per acre are in two main parts of the study area (Exhibit 66). The first area is at the eastern edge of the study area north of Main Street and east of Imperial Avenue. Employers in this area include retail and food services, health care services, and a school. This area is also the small portion of the study area that is considered a Priority Equity Community, as seen in Exhibit 57 above.

The second is the area bounded by Main Street to the north, Imperial Avenue to the east, Malan Street to the south, and Western Avenue to west. Employers in this area include retail and food services, insurance companies, health care services, a school, banks, churches, and the Brawley Public Library.

Exhibit 66 Employment Density of SR 86 Study Area



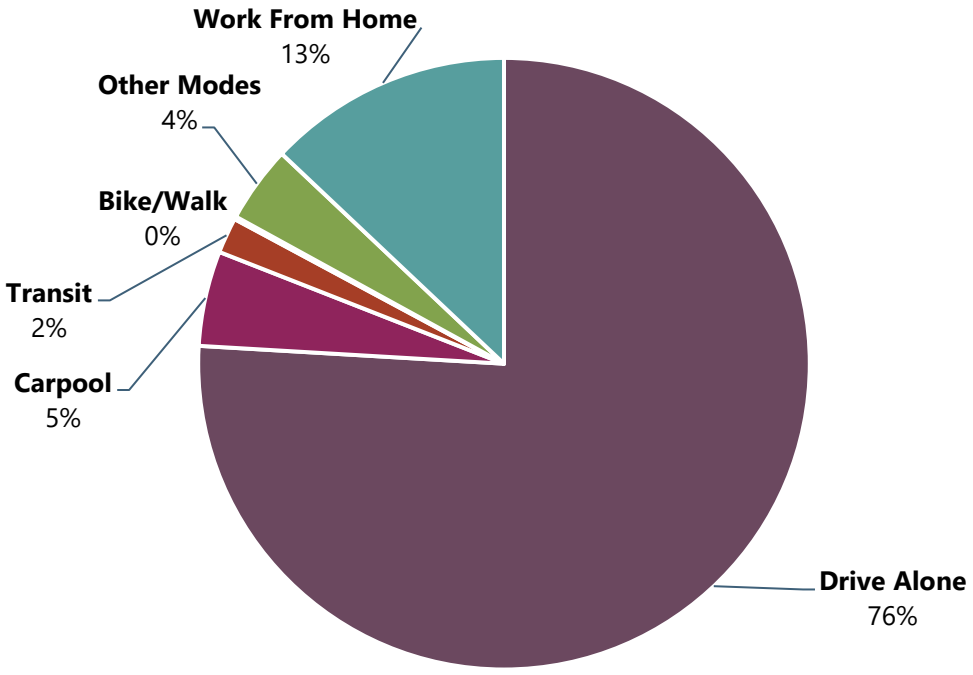
Source: U.S. Census Bureau, LEHD Origin-Destination Employment Statistics (LODES), 2022

Transportation

COMMUTE MODE AND DURATION

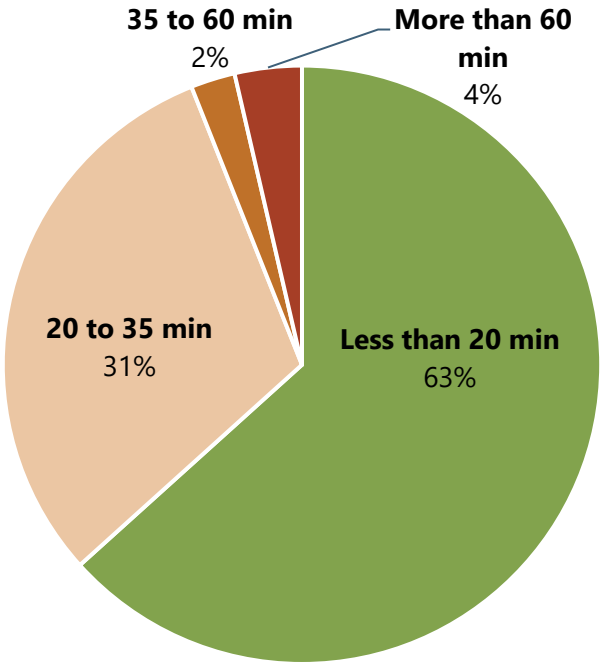
More than three quarters of workers residing in the study area drive alone to work (Exhibit 67). By contrast, about two percent of workers commute by transit, bicycling, or walking. Commute times are fairly short and rarely exceed 35 minutes, with 63 percent of commuters traveling less than 20 minutes to work and another 31 percent traveling 20 to 35 minutes to work (Exhibit 68).

Exhibit 67 Commute Modes for Residents Along SR 86 Study Corridor



Source: ACS 5-Year Estimates from 2019 to 2023, Table B08301

Exhibit 68 Travel Time to Work for Residents Along SR 86 Study Corridor



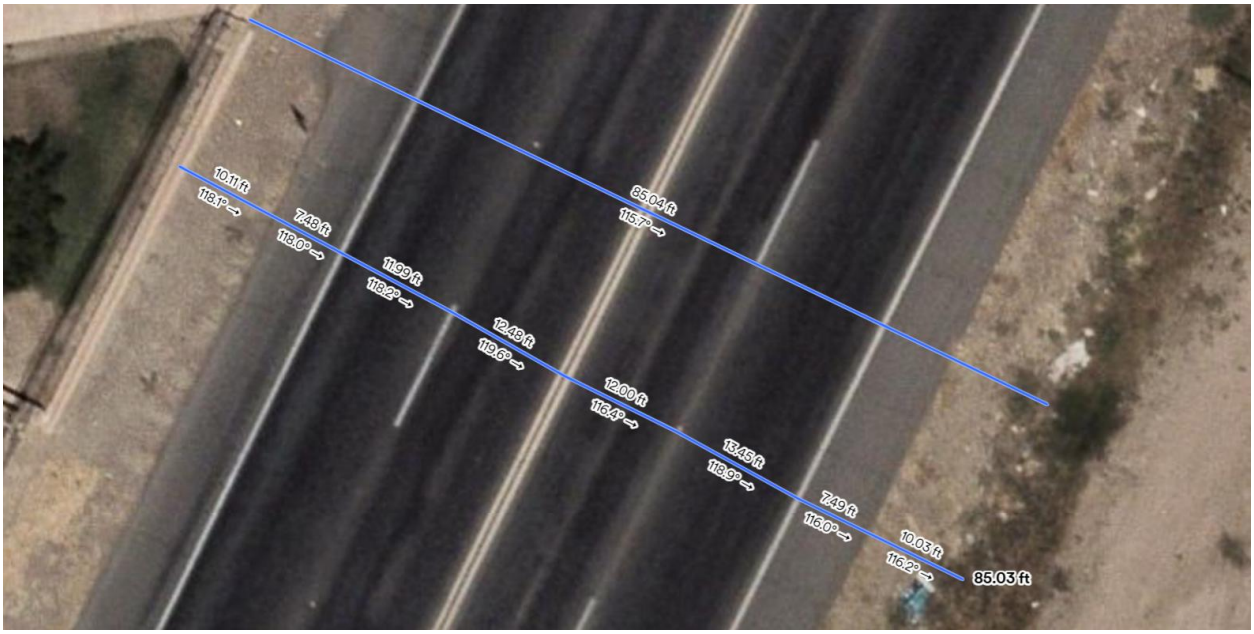
Source: ACS 5-Year Estimates from 2019 to 2023, Table B08303

DRIVING AND TRANSPORTATION SAFETY ON SR 86

SR 86 is a minor arterial that travels in the east-west directions on Main Street and in the north-south directions on 1st Street and Brawley Avenue. The city of Brawley's General Plan classifies a minor arterial as a road with four travel lanes with a minimum design speed of 55 mph. Additionally, the entire SR 86 study corridor is designated as a main truck route in Brawley; according to the municipal code, a main truck route is a street that can be used for the movement of vehicles exceeding a maximum gross weight of three tons. Roadway widths vary between 85 and 96 feet.

Exhibit 69 shows the Brawley Avenue segment south of Cattle Call Drive facing southwest, representing a typical cross section of the corridor. The corridor has two travel lanes in each direction (about 12 to 13.5 feet wide per lane) and each side has 10 feet of landscaping and a 7.5-foot-wide shoulder. No sidewalks exist in this segment, as discussed later in the walking section of this report.

Exhibit 69 Cross Section of Brawley Avenue South of Cattle Call Drive, Facing Southwest



Source: Nearmap

Exhibit 70 SR 86 Travel Lanes Near K Street (Facing South)

Source: Nelson\Nygaard

Along the study corridor, traffic volumes are heaviest south of Malan Street to Legion Road (Exhibit 71). The posted speed limits fluctuate throughout the SR 86 corridor from 45 mph from Las Flores Drive to Marjorie Avenue, to 40 mph from Marjorie Avenue to Cattle Call Drive, and to 55 mph from Cattle Call Drive to Legion Road. The observed 85th percentile speeds in Replica show substantial variation throughout the corridor, with speeds ranging from 27 to 55 mph. Generally, higher speeds were observed at the two ends of the corridor, whereas speeds were slower where the corridor alignment shifts from an east-west orientation on Main Street to a north-south one on 1st Street.

Exhibit 71 Annual Average Daily Traffic on SR 86 Study Corridor

Source: Replica, 2025

The Main Street and Brawley Avenue segments of the SR 86 study area are part of SCAG's Regional HIN, which identifies the corridors that carry a higher risk of injury (Exhibit 74). There is no local HIN for the city of Brawley. Between 2020 and 2024, 18 injury crashes within 250 feet of the corridor occurred (Exhibit 75). Key findings regarding crashes along the SR 86 study corridor are as follows:

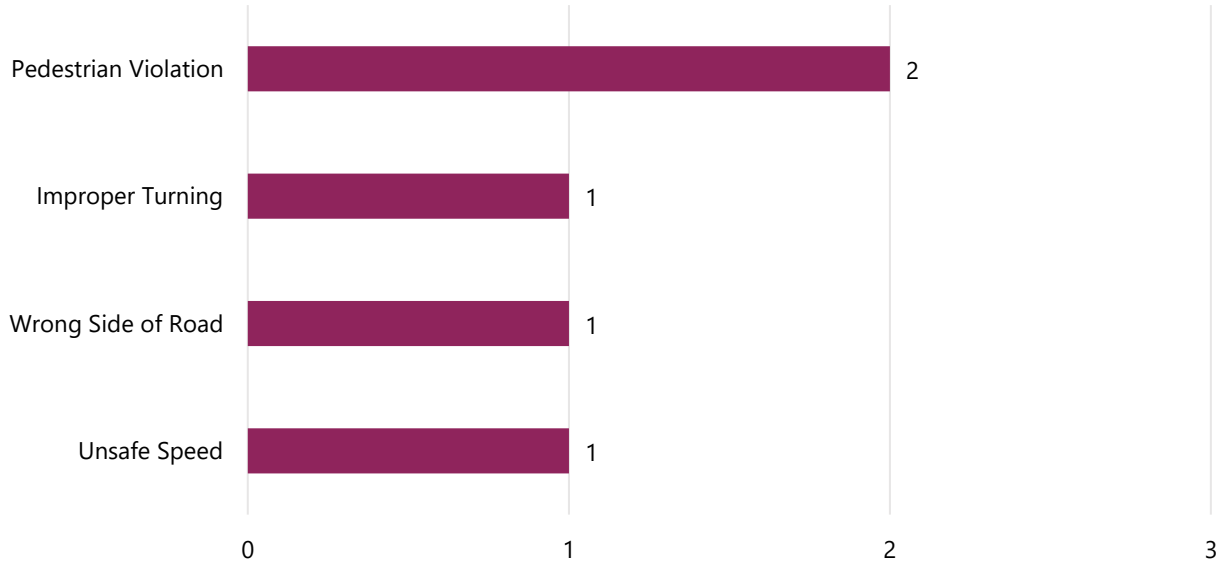
- The highest concentration of injury crashes was at the intersection of Malan Street.
- Across all modes, 22 percent of injury crashes were fatal or resulted in serious injuries (four crashes).
- Of the 18 injury crashes on the study corridor, 17 percent involved bicyclists (three crashes) and 11 percent involved pedestrians (two crashes).
- All bicyclist-involved and pedestrian-involved injury crashes occurred in the early hours of the morning or in the evening, between 6 p.m. and 6 a.m. (Exhibit 72).
- The top collision factor violation for all bicyclist- and pedestrian-involved injury crashes was pedestrian violations, defined as pedestrians not following traffic rules, such as crossing against the light or crossing at locations without designated crosswalks. (Exhibit 73).

Exhibit 72 Time of Day of Bicyclist- and Pedestrian-Involved Crashes Along SR 86 Study Corridor

Time of Day	Bicyclist- and Pedestrian-Involved Crashes
Midnight to 5:59 a.m.	2
6 a.m. to 9:59 a.m.	0
10 a.m. to 1:59 p.m.	0
2 p.m. to 5:59 p.m.	0
6 p.m. to midnight	3

Source: TIMS, 2020 – 2024

Exhibit 73 Primary Collision Factor Violation Category for Bicyclist- and Pedestrian-Involved Crashes

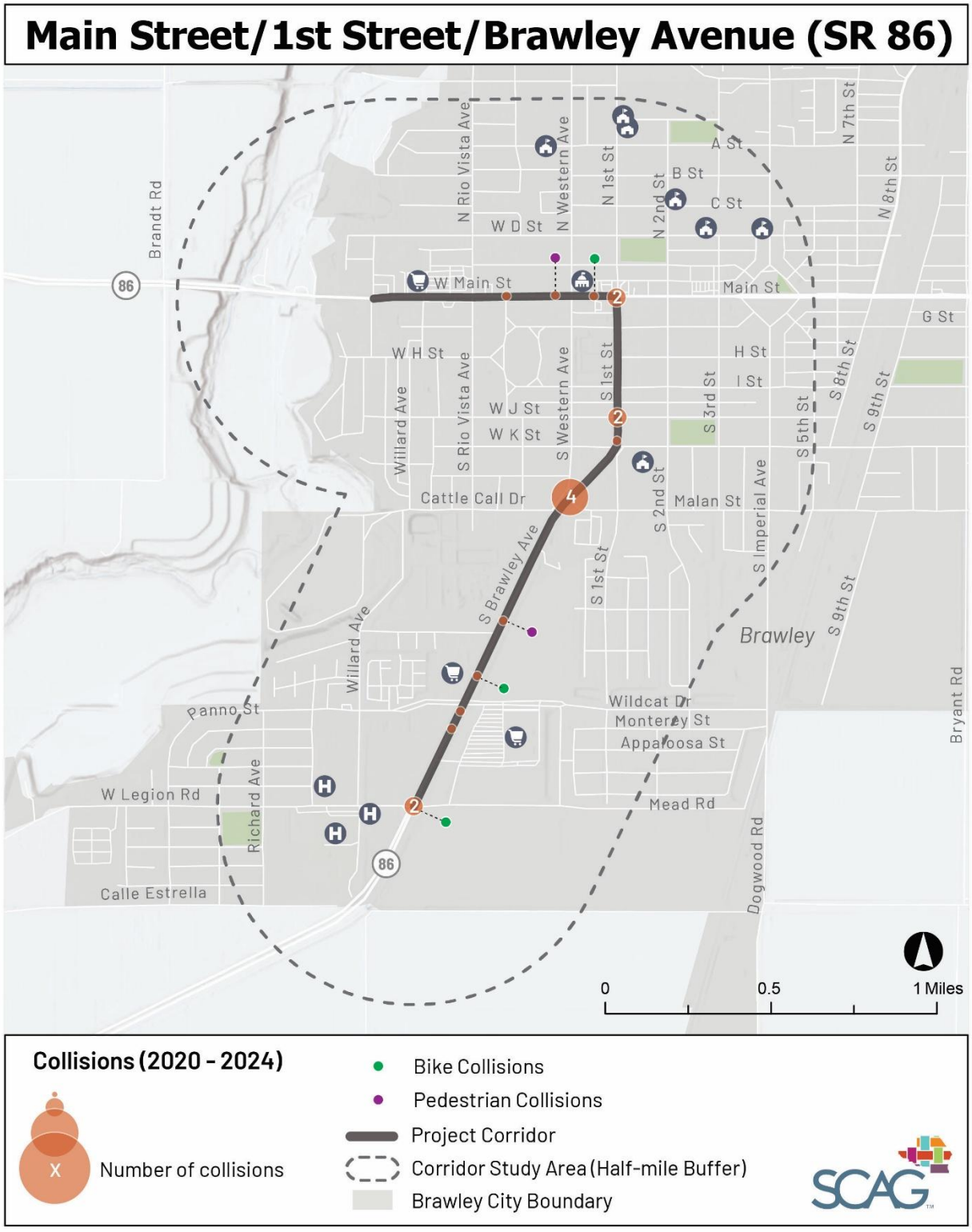


Source: TIMS, 2020 – 2024

Exhibit 74 Regional High Injury Network

Source: SCAG

Exhibit 75 Crashes on SR 86 Study Corridor



Source: TIMS, 2020 – 2024

WALKING ON SR 86

Most of the SR 86 corridor does not have sidewalks, particularly in the segment from I Street to Panno Street (Exhibit 77), where one of the two recent pedestrian crashes occurred and the posted speed limit is 55 mph. Sidewalks primarily exist on both sides of the road on Main Street, which provides access to retail, hotels, and fast food restaurants along this section of the corridor. Observationally, the SR 86 corridor does not appear to have pedestrian-scale lighting. Cobra-head street lighting appears at regular intervals on the Main Street and First Street portions of the SR 86 corridor but dwindles significantly along the Brawley Avenue portion.

The city of Brawley's *Non-Motorized Transportation Plan* (NMTP) recommended several pedestrian improvements on the SR 86 corridor, two of which appear to have been implemented since the NMTP's publication in 2013:

- Sidewalk infill on SR 86 from Julia Drive to Malan Street
- Sidewalk infill on Main Street from Rio Vista Avenue to South El Cerrito Drive
- High-visibility crosswalks at First Street from J Street to I Street
- High-visibility crosswalks at the intersection of Brawley Avenue and K Street (implemented)
- High-visibility crosswalks at the intersection of Main Street and First Street (implemented)

Exhibit 76 Lack of Sidewalk on SR 86 Near Malan Street (Facing South)

Source: Nelson\Nygaard

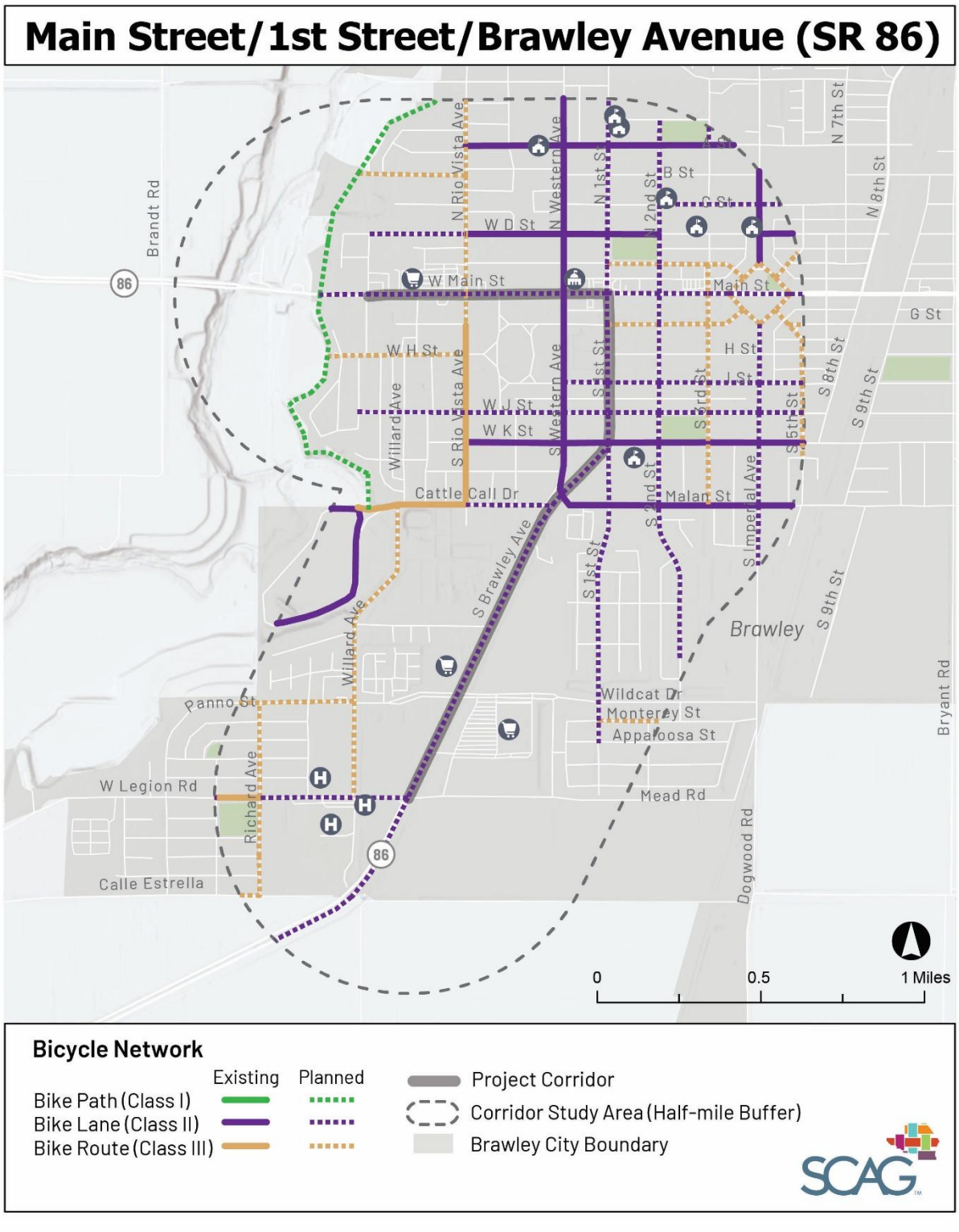
BIKING ON SR 86

There are currently no bicycle facilities on SR 86; however, SCAG data from the Imperial County Transportation Commission indicates that Class II bike lanes are proposed along the entire extent of the corridor (Exhibit 78). Existing bicycle facilities include bike lanes that intersect with the study corridor at Western Avenue and K Street, as well as Class II bike lanes parallel to the corridor on A and D Streets.

Exhibit 77 Existing Sidewalk Network in SR 86 Study Area

Source: California Department of Transportation District 11 Active Transportation Plan

Exhibit 78 Existing and Proposed Bicycle Network



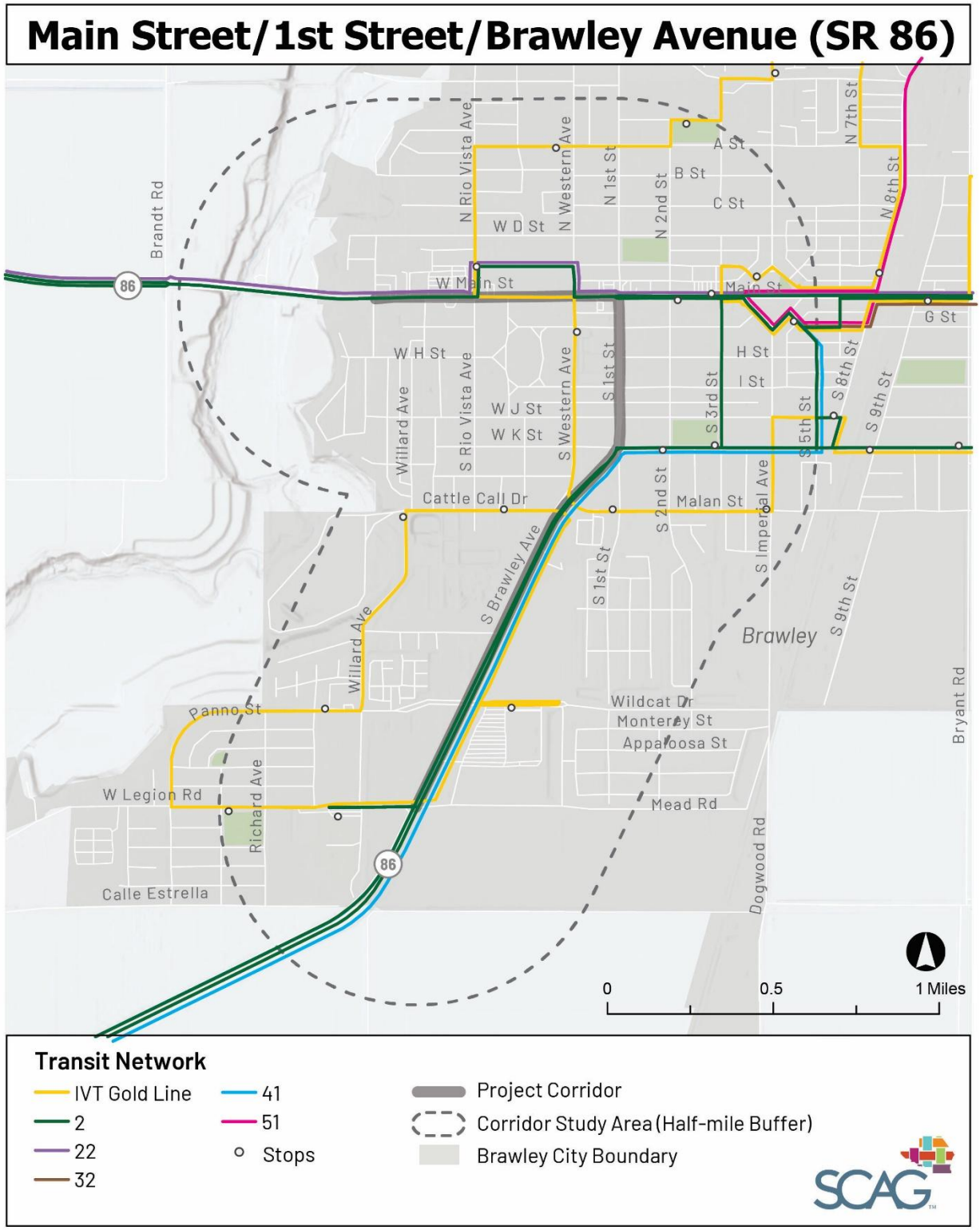
Source: City of Brawley

TAKING TRANSIT ON SR 86

Transit service is limited along the corridor. Four Imperial Valley Transit (IVT) routes run along the SR 86 corridor: Routes 2, 22, 41, and the Gold Line (Exhibit 79). None have bus stops directly on SR 86, but the nearest bus stops to the corridor are located approximately 400 to 750 feet away. The corridor-adjacent stops, route service areas, and frequencies are described below.

- Route 2 provides weekday and weekend service from Niland to El Centro with 80-minute frequencies. There are corridor-adjacent stops at Rio Vista Avenue and East Street and at 2nd Street and K Street, providing access to the Westgate Shopping Center, fast food chains, hotels, and Witter Elementary School.
- Route 22 is an express bus providing weekday service from Imperial Valley College (IVC) to Niland. The route makes two drop-off trips at IVC in the morning and two pick-up trips from IVC in the afternoon. There are corridor-adjacent stops at Rio Vista Avenue and East Street, Main Street and 2nd Street, and Main Street and 3rd Street, providing access to shopping centers, fast food chains, and hotels.
- Route 41 provides weekday service from Brawley to El Centro, making one pick-up trip a day. There is currently no return service from El Centro to Brawley. The closest stop to the corridor is in the study area at 5th Street and G Street.
- The IVT Gold Line is a weekday circulator within Brawley with 60-minute frequencies. There are corridor-adjacent stops at Rio Vista Avenue and East Street, Western and G Street, Malan Street and 1st Street, Cattle Call Drive and De Anza Place, and at Wildcat Drive in front of Walmart, serving destinations such as fast food chains, hotels, retail, Witter Elementary School, an urgent care, and a nursing home.

Exhibit 79 Transit Services Along SR 86 Study Corridor



Source: Imperial Valley Transit

Public Health

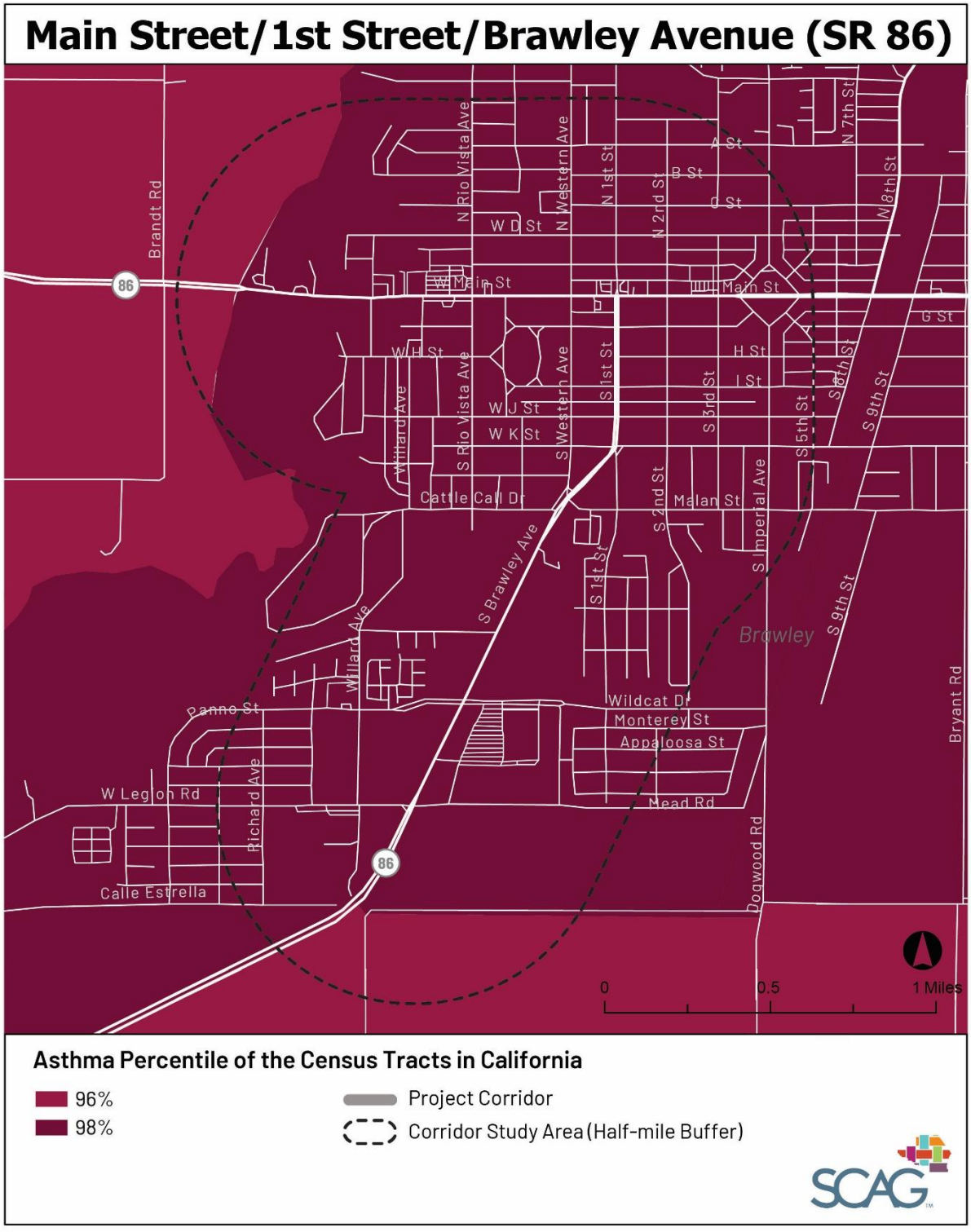
ASTHMA RATES

Asthma is a prevailing health issue for many residents in the SR 86 study area. Most of the census tracts in the study area have an asthma rate higher than 98 percent of census tracts statewide, except for the westernmost and southernmost edges (Exhibit 80). The census tracts in those areas have an asthma rate higher than 96 percent of census tracts statewide, which is an exceptionally high proportion. Asthma rates in the study area are reflective of the high asthma rates in the city of Brawley overall.

TREE CANOPY

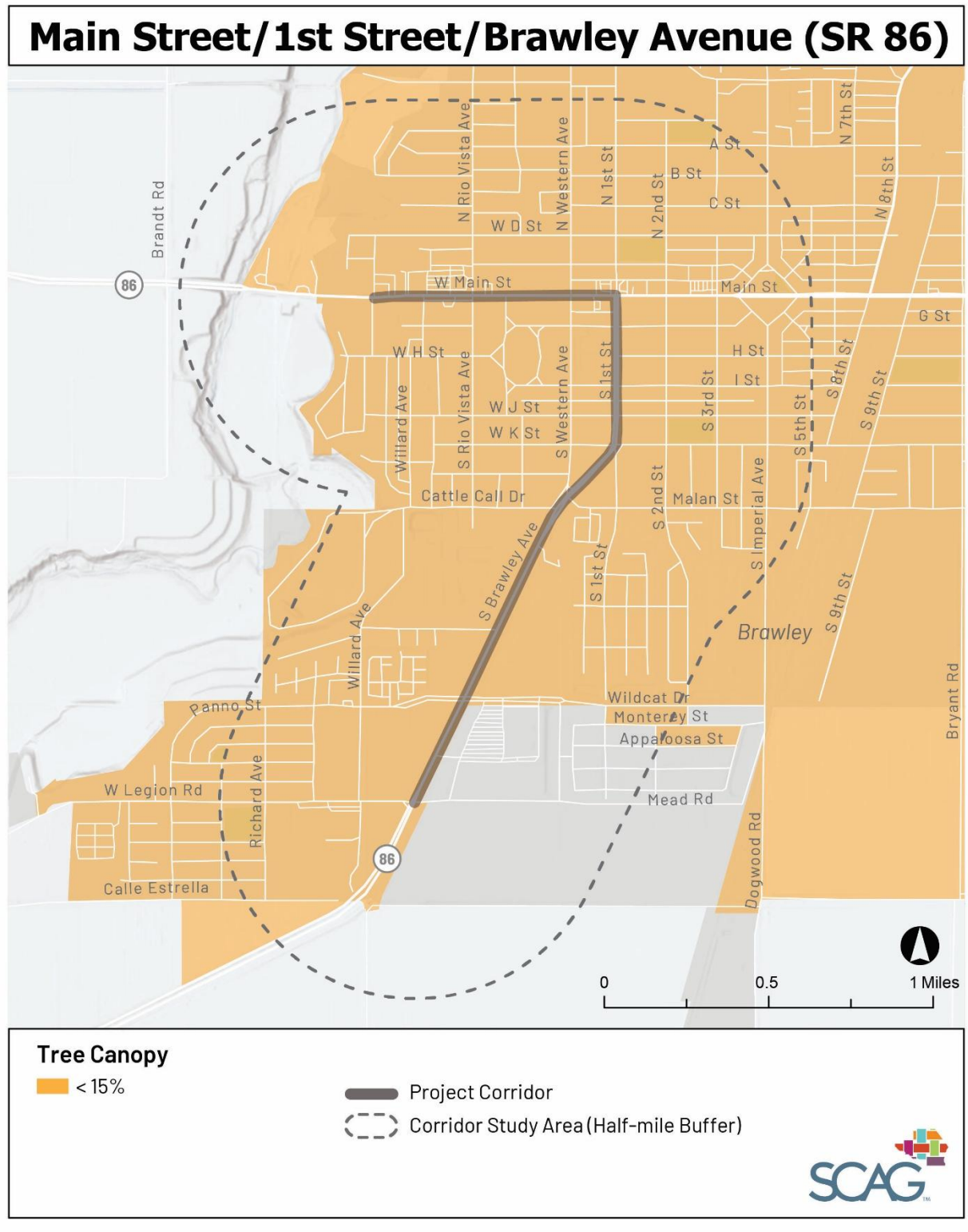
The entire study area has less than 15 percent tree canopy cover (Exhibit 81), well below the recommendation that every neighborhood should have 30 percent tree canopy cover. The lack of canopy cover can make using active transportation uncomfortable and unappealing, particularly between June and September, when temperatures in Brawley regularly average over 100 degrees Fahrenheit. The canopy cover in the study area is reflective of the lack of tree canopy in the city of Brawley overall.

Exhibit 80 Asthma Rates in SR 86 Study Area



Source: CalEnviroScreen 4.0

Exhibit 81 Tree Canopy in SR 86 Study Area



Source: U.S. Forest Service

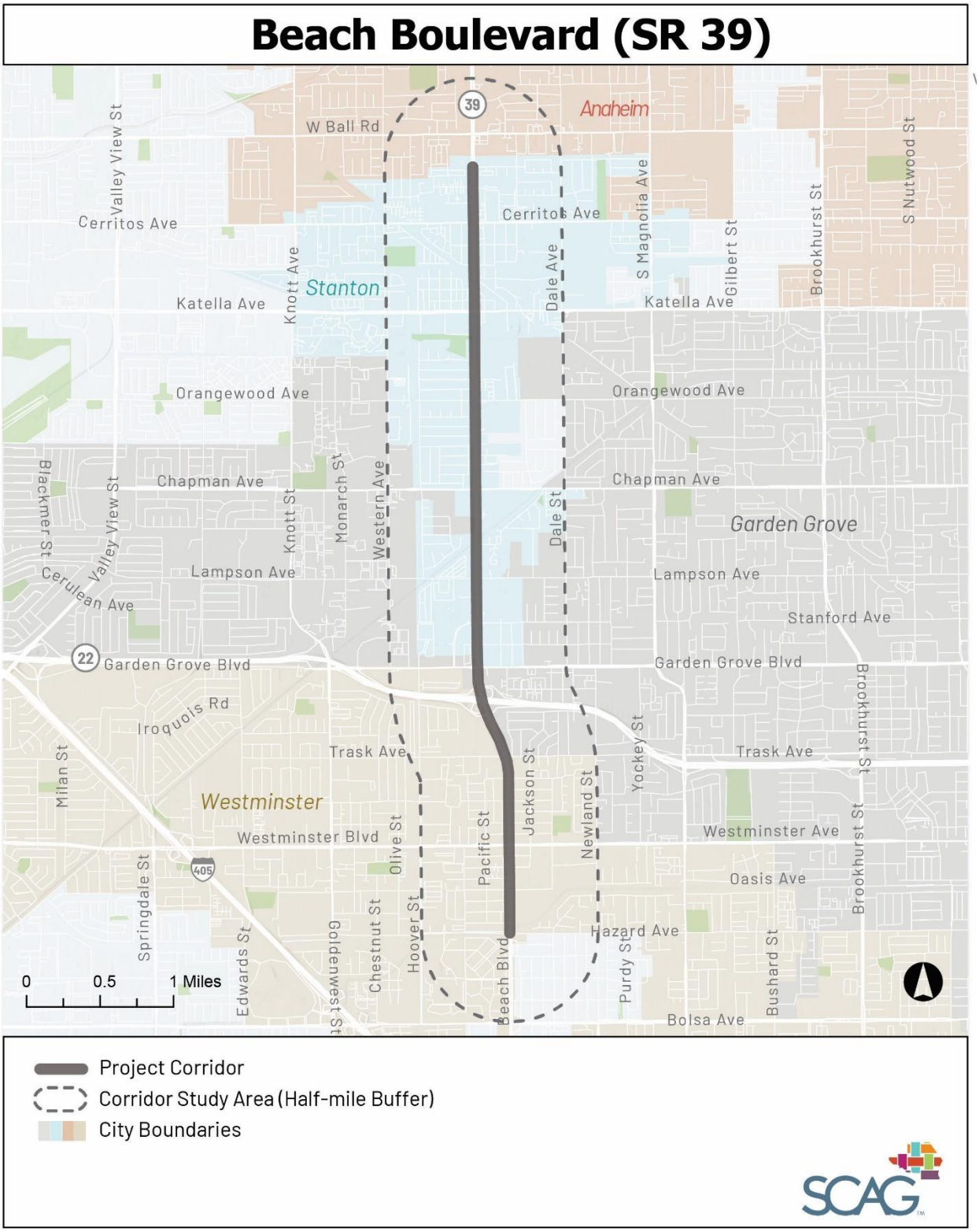
5 Beach Boulevard (SR 39) from Stanton to Westminster

Study Corridor

The study corridor for Caltrans District 12 is SR 39 (also known as Beach Boulevard) from Starr Street in the city of Stanton to Hazard Avenue in the city of Westminster. The corridor, which is approximately 4.5 miles long, is a major corridor in Orange County with high traffic volumes due to its many strip malls, office parks, and an interchange with SR 22.

The SR 39 corridor crosses the cities of Stanton and Westminster, but the study area encompasses small portions of two additional cities, Anaheim and Garden Grove. This report considers the half-mile area of influence around the study corridor, herein called the SR 39 study area. As shown in Exhibit 82, the study area extends past Ball Road in the north; to Dale Avenue/Newland Street in the east; to Bolsa Avenue in the south, and to Western Avenue/Hoover Street in the west.

Exhibit 82 SR 39 Study Area



Corridor Highlights

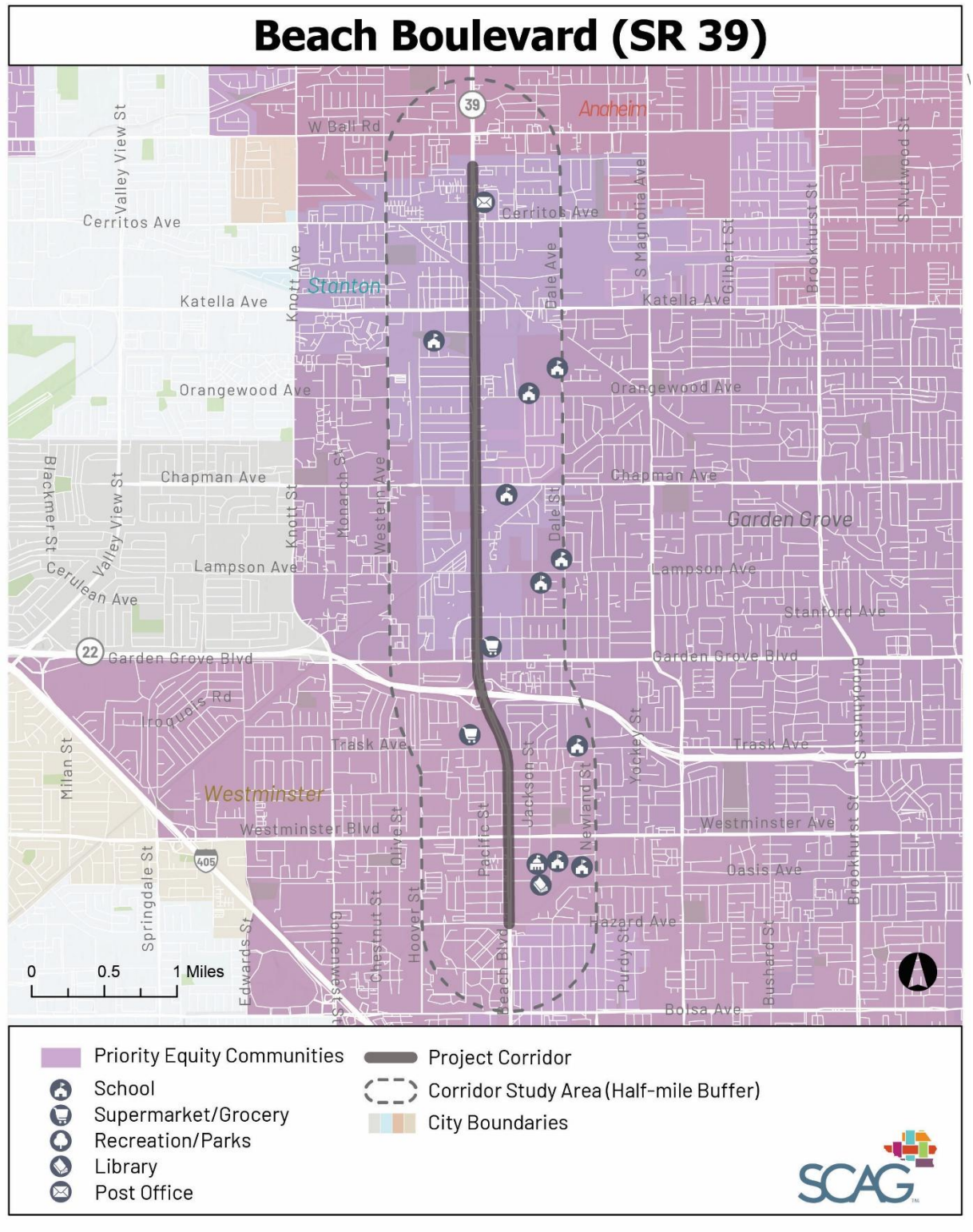
- The SR 39 study corridor, which is approximately 4.5 miles long, is classified as a principal arterial with four travel lanes in each direction. There is a median along the corridor that is about 17 feet wide. The median is narrower, about four to seven feet wide, in areas that have a left turn pocket.
- The corridor carries an average daily traffic volume between 20,000 and 40,000 vehicles, and the posted speed limit is 40 mph.
- The entirety of the SR 39 study corridor is on SCAG's Regional HIN. Of all 546 injury crashes, 11 percent were fatal or resulted in serious injuries from 2020 to 2024 (61 crashes).
- There were 77 pedestrian-involved and 68 bicyclist-involved injury crashes on the study corridor, representing 14 percent and 12 percent of all injury crashes, respectively. Most of the crashes occurred in the evening from 6 p.m. to midnight.
- The sidewalk network is generally well-connected in the study corridor. There are sidewalks on both sides for much of the corridor, besides between 21st and 23rd Streets in Westminster, where there are only sidewalks on the east side of the street.
- There are currently no bicycle facilities on SR 39, and the existing bike facilities in the study area mostly do not cross or connect with SR 39.
- Orange County Transportation Authority Routes 29 and 529 serve the entirety of the study corridor. Both run at roughly 30-minute frequencies, but Route 29 operates daily whereas Route 529 only operates on weekdays.
- The highest concentration of trip origins and destinations in the study area is the area bounded by SR 39, Cerritos Avenue, Fern Avenue, and Starr Street in Stanton, which has between 75,000 and 100,000 trip origins per day per square mile.
- The entire study area is considered a Priority Equity Community. The SR 39 study area has a higher population density, a larger proportion of residents of color, a greater proportion of households with limited English proficiency, and a higher percentage of zero-vehicle households compared to the cities of Stanton and Westminster overall, but has a very similar age distribution and percentage of people with disabilities.

Community

A total of 54,973 people live in the SR 39 study area, which represents 43 percent of the total combined population for the cities of Stanton and Westminster. The entire study area is a Priority Equity Community (Exhibit 83).

Compared to the cities of Stanton and Westminster overall, the SR 39 study area has a higher population density, a larger proportion of residents of color, a greater proportion of households with limited English proficiency, and a higher percentage of zero-vehicle households, but has a very similar age distribution and percentage of people with disabilities.

Exhibit 83 SCAG Priority Equity Communities within SR 39 Study Area



Source: SCAG

POPULATION DENSITY

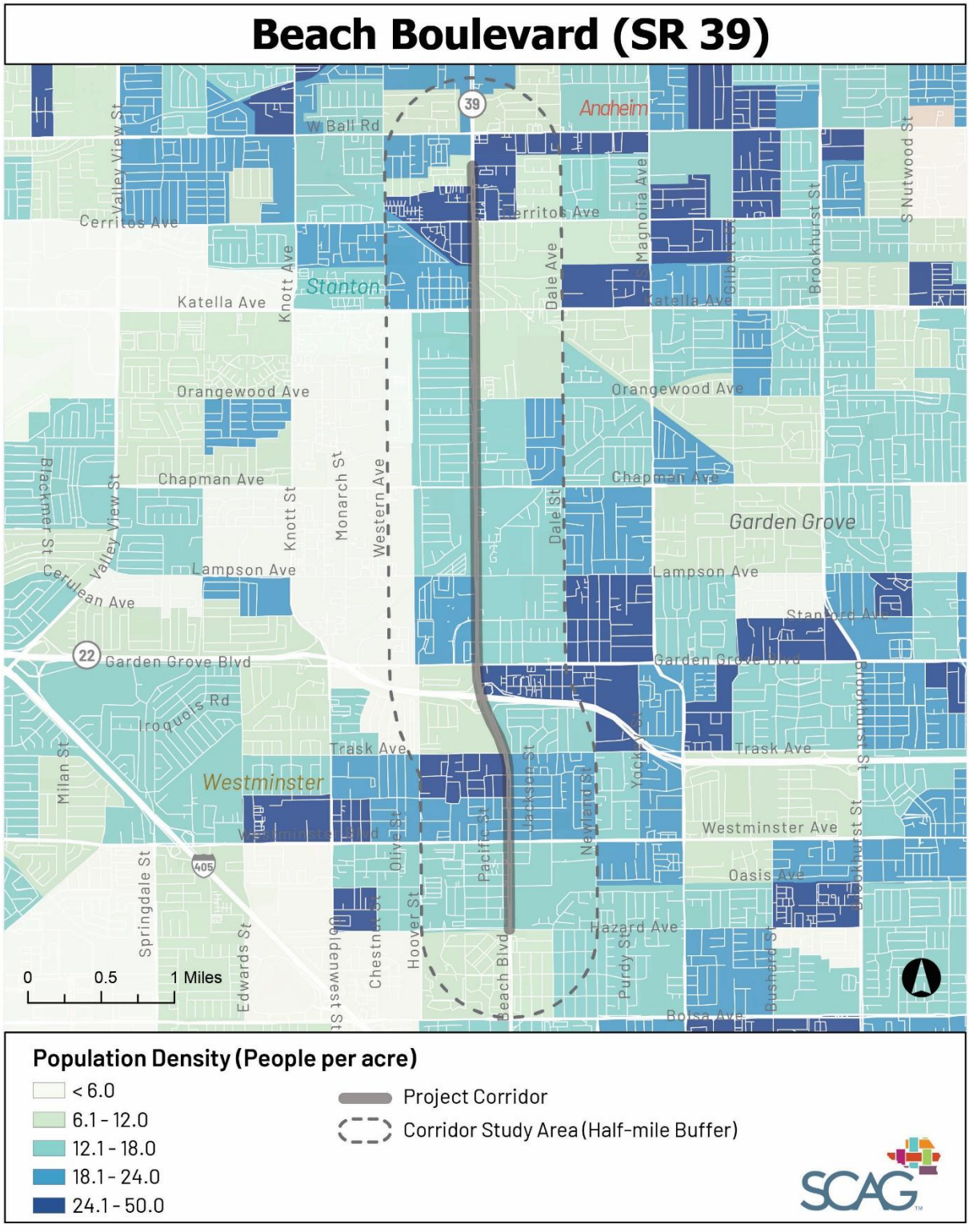
The study area has a population density of 17 people per acre, slightly denser than the cities of Stanton and Westminster overall, which have 15 people per acre. The densest parts of the study area are as follows, roughly from north to south (Exhibit 84):

- The portion east of SR 39, north of Cerritos Avenue, south of Ball Road, and west of Fern Avenue in Stanton.
- The portion west of SR 39, south of 2nd Street, and northeast of Sandalwood Way in Stanton.
- The portion east of SR 39, north of SR 22, south of Garden Grove Boulevard, and west of Newland Street in Garden Grove.
- The portion west of SR 39, south of Trask Avenue, north of 21st Street, and east of Hoover Street in Westminster.

PEOPLE LIVING WITH A DISABILITY

Eight percent of residents in the study area live with a disability, a similar proportion to that of the cities of Stanton and Westminster. People living with a disability may not be able to drive alone and may rely on transit services or their social networks to get to the places they need to go.

Exhibit 84 Population Density of SR 39 Study Area

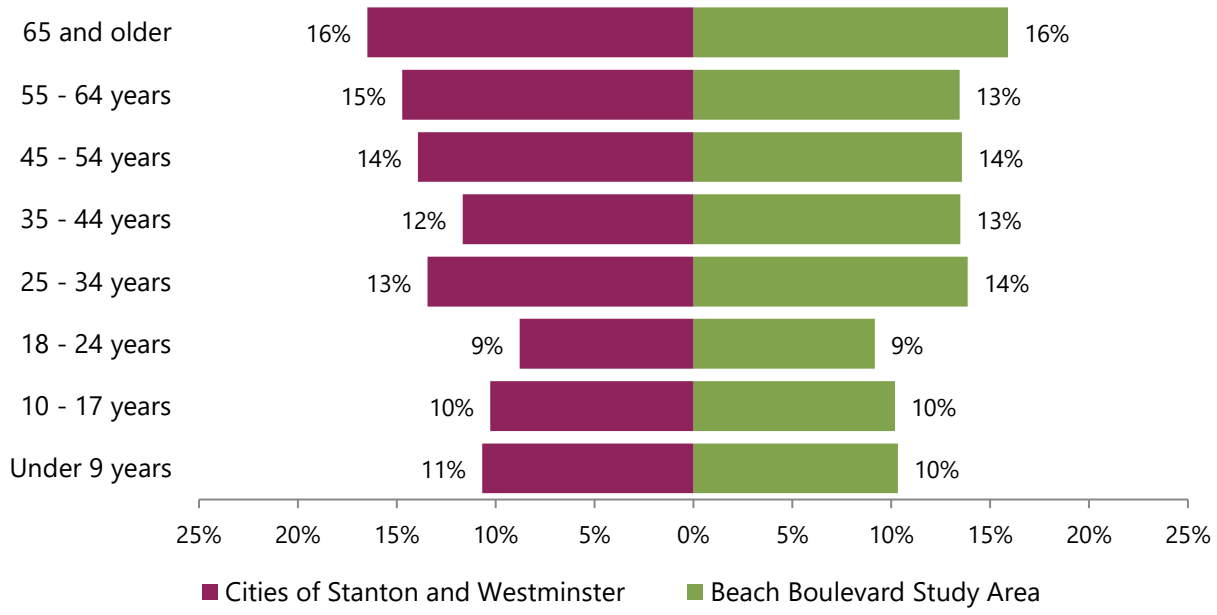


Source: ACS 5-Year Estimates from 2019 to 2023

AGE

The age distribution for the SR 39 study area closely mimics the distribution of the cities of Stanton and Westminster overall. Both cities and the study area have a sizable number of older adults, with 16 percent of the study area's population aged 65 years or older.

Exhibit 85 Age Distribution of Study Area Compared to Cities of Stanton and Westminster

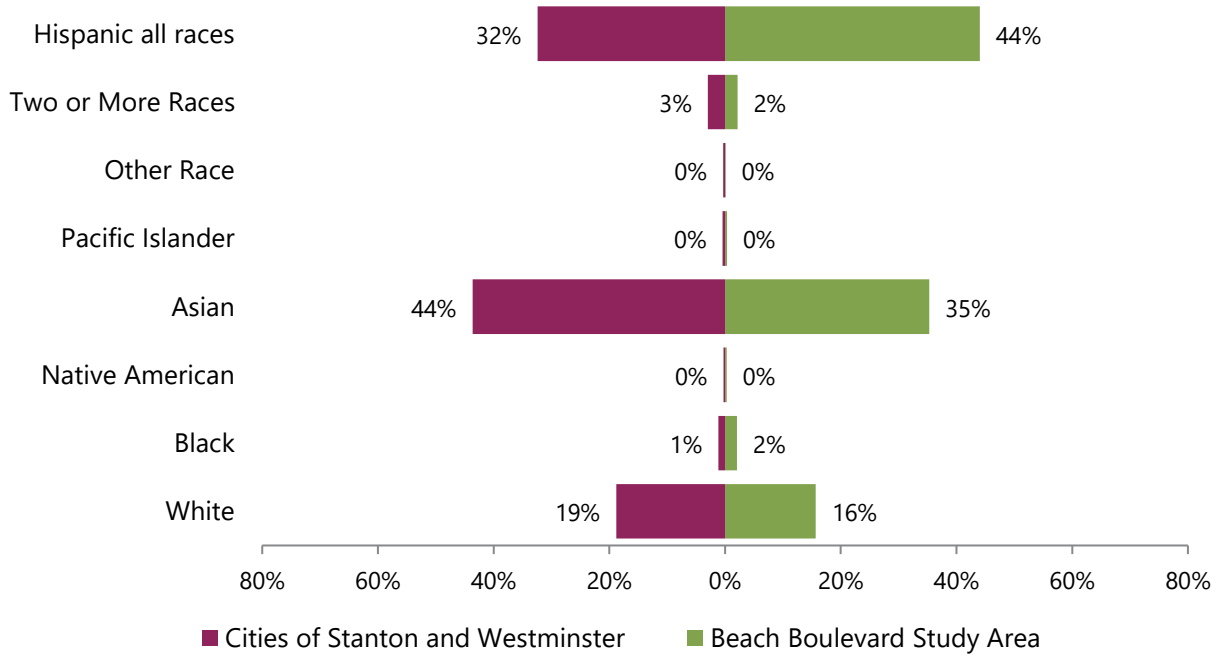


Source: ACS 5-Year Estimates from 2019 to 2023, Table B01001

RACE AND ETHNICITY

The study area is predominantly Hispanic (44 percent) and Asian (35 percent). Compared to the cities of Stanton and Westminster, the study area has a greater share of Hispanic residents (12 percentage points higher), a smaller share of Asian residents (eight percentage points lower), and a slightly smaller share of White residents (three percentage points lower).

Exhibit 86 Distribution of Race/Ethnicity of Study Area Compared to Two Orange County Cities



Source: ACS 5-Year Estimates from 2019 to 2023, Table B03002

LIMITED ENGLISH PROFICIENCY

About 22 percent of households in the study area speak little to no English at home, emphasizing the need for conducting outreach and engagement in languages other than English. Six percent of households primarily speak Spanish, and 15 percent primarily speak Asian Pacific languages at home. Outreach, engagement, and informational materials should be provided in English, Spanish, Vietnamese, and other Asian Pacific languages like Chinese and Korean.

VEHICLE OWNERSHIP

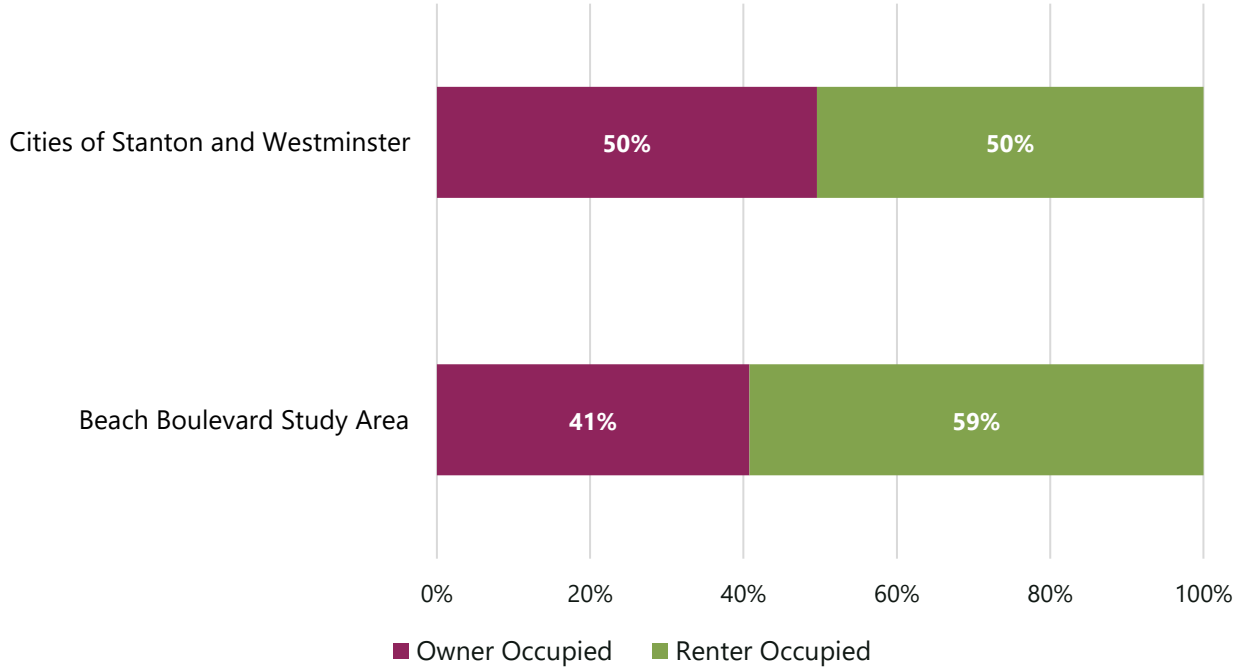
Most households in the study area own at least one vehicle. However, eight percent of households do not have a vehicle, which is similar to the proportion of zero-vehicle households in the cities of Stanton and Westminster.

HOUSING AFFORDABILITY

Renters outnumber homeowners around the SR 39 study area. Of the 17,698 households living in the study area, 59 percent are renters and 41 percent are homeowners (Exhibit 87). This is markedly different from the distribution in the cities of Stanton and Westminster overall, where there is an even split between homeowners and renters.

The housing burden varied for renters in the study area but less so for homeowners. For 36 percent of renter-occupied households, rent represented less than a third of their household income in the past year. However, for another 36 percent of renters, rent represented over half of their household income. Housing costs were less of a burden for most homeowners: for 70 percent of owner-occupied households in the study area, housing costs represented less than a third of their household income in the past year.

Exhibit 87 Home Ownership of Study Area Compared to Cities of Stanton and Westminster



Source: ACS 5-Year Estimates from 2019 to 2023, Table B25003

Land Use

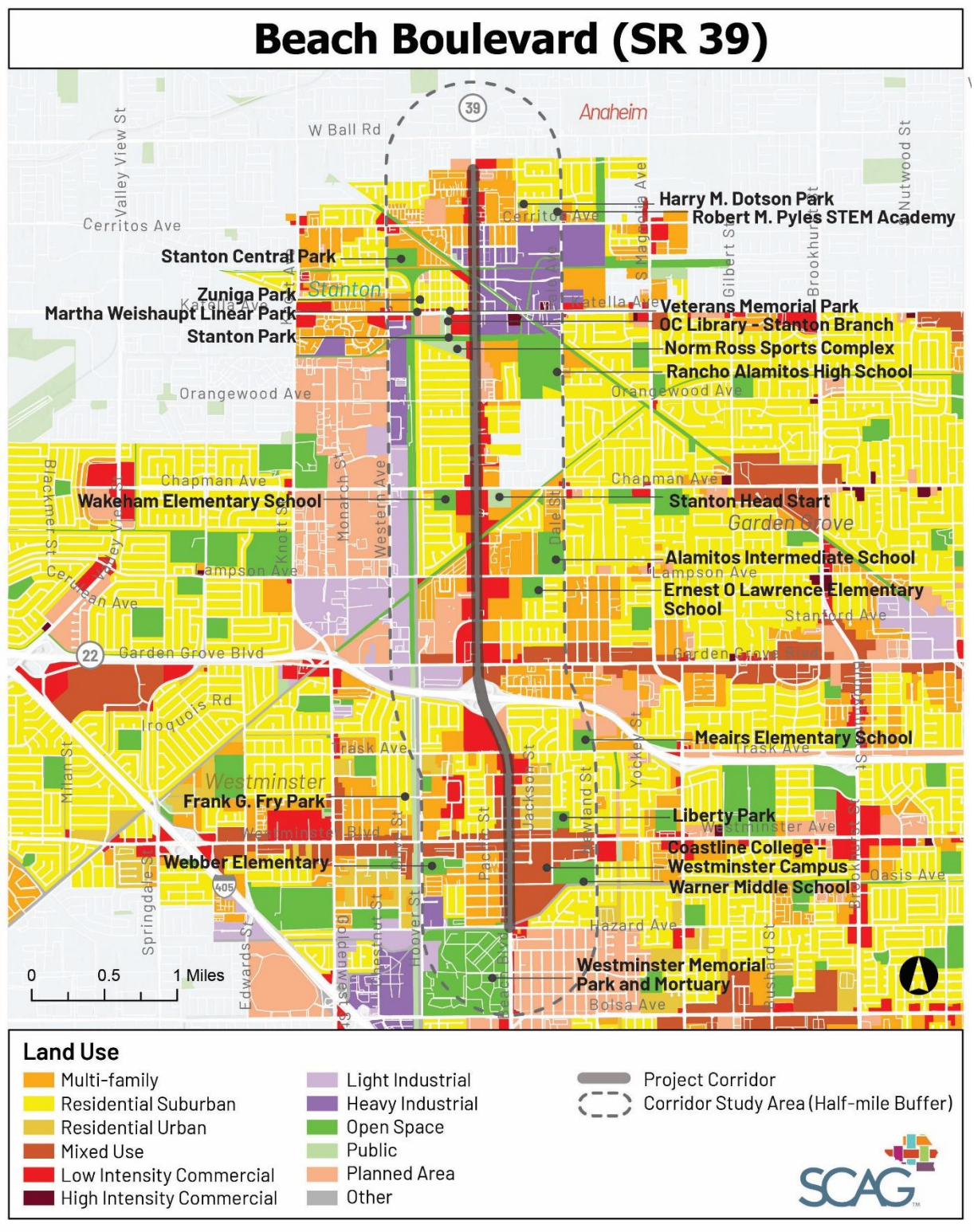
COMMUNITY DESTINATIONS

The land use along and directly adjacent to the SR 39 study corridor is mainly low-intensity commercial, with a small amount of mixed use and residential suburban. In the study area north of SR 22, light and heavy industrial uses are more common, along with multi-family, residential suburban, and open space. South of SR 22, there are mixed use, open space, and multi-family land uses interspersed with residential suburban homes. From north to south, public and open space facilities located in the study area include:

- Harry M. Dotson Park
- Robert M. Pyles STEM Academy
- Stanton Central Park
- Zuniga Park
- Martha Weishaupt Linear Park
- Veterans Memorial Park
- Stanton Park
- Orange County Library – Stanton Branch
- Norm Ross Sports Complex

- Rancho Alamitos High School
- Wakeham Elementary School
- Stanton Head Start
- Alamitos Intermediate School
- Ernest O Lawrence Elementary School
- Meairs Elementary School
- Frank G. Fry Park
- Liberty Park
- Webber Elementary
- Coastline College – Westminster Campus
- Warner Middle School
- Westminster Memorial Park and Mortuary

Exhibit 88 Land Uses Around SR 39 Study Area

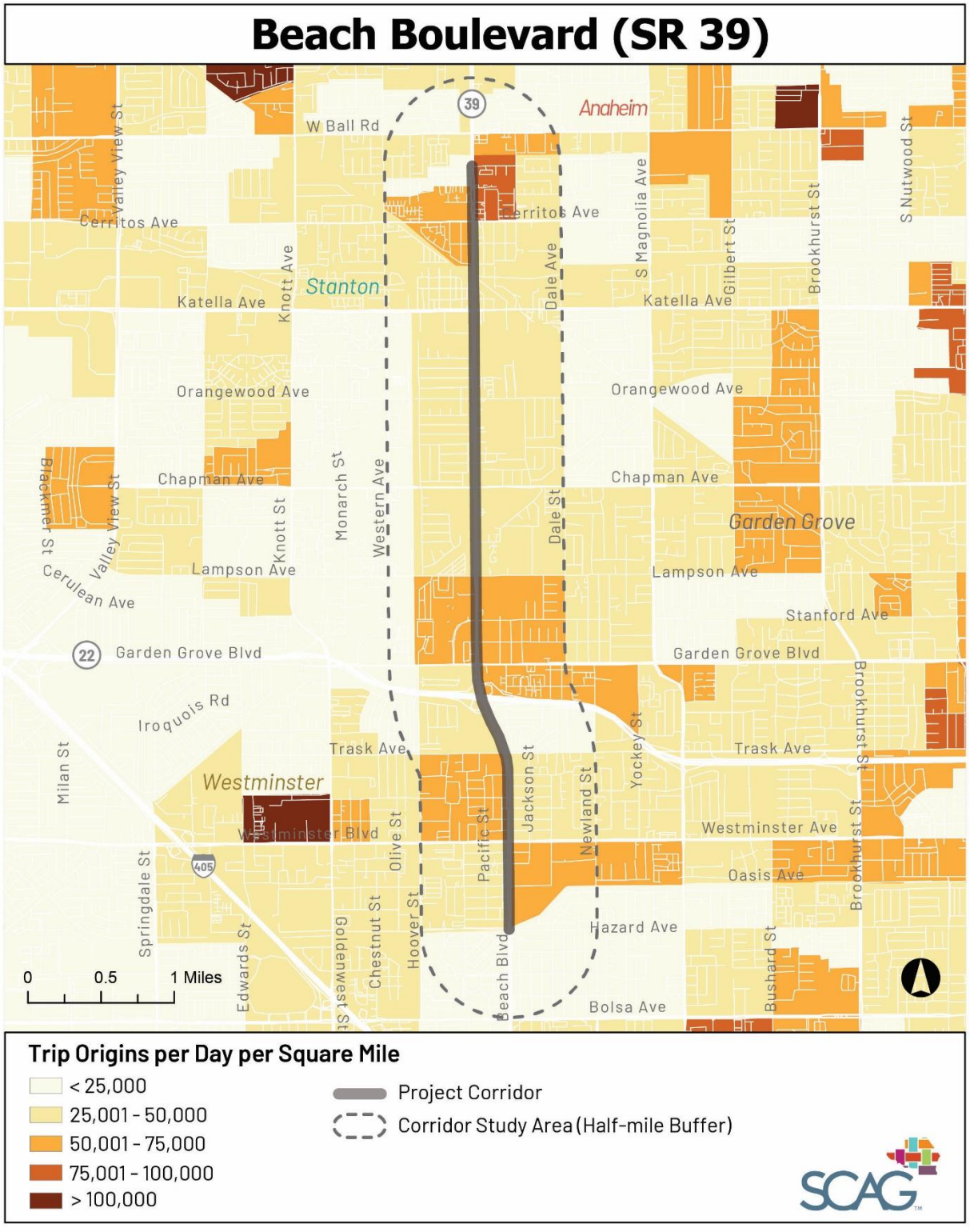


Source: California Office of Land Use and Climate Innovation, California Statewide Zoning South

TRIP ORIGINS AND DESTINATIONS

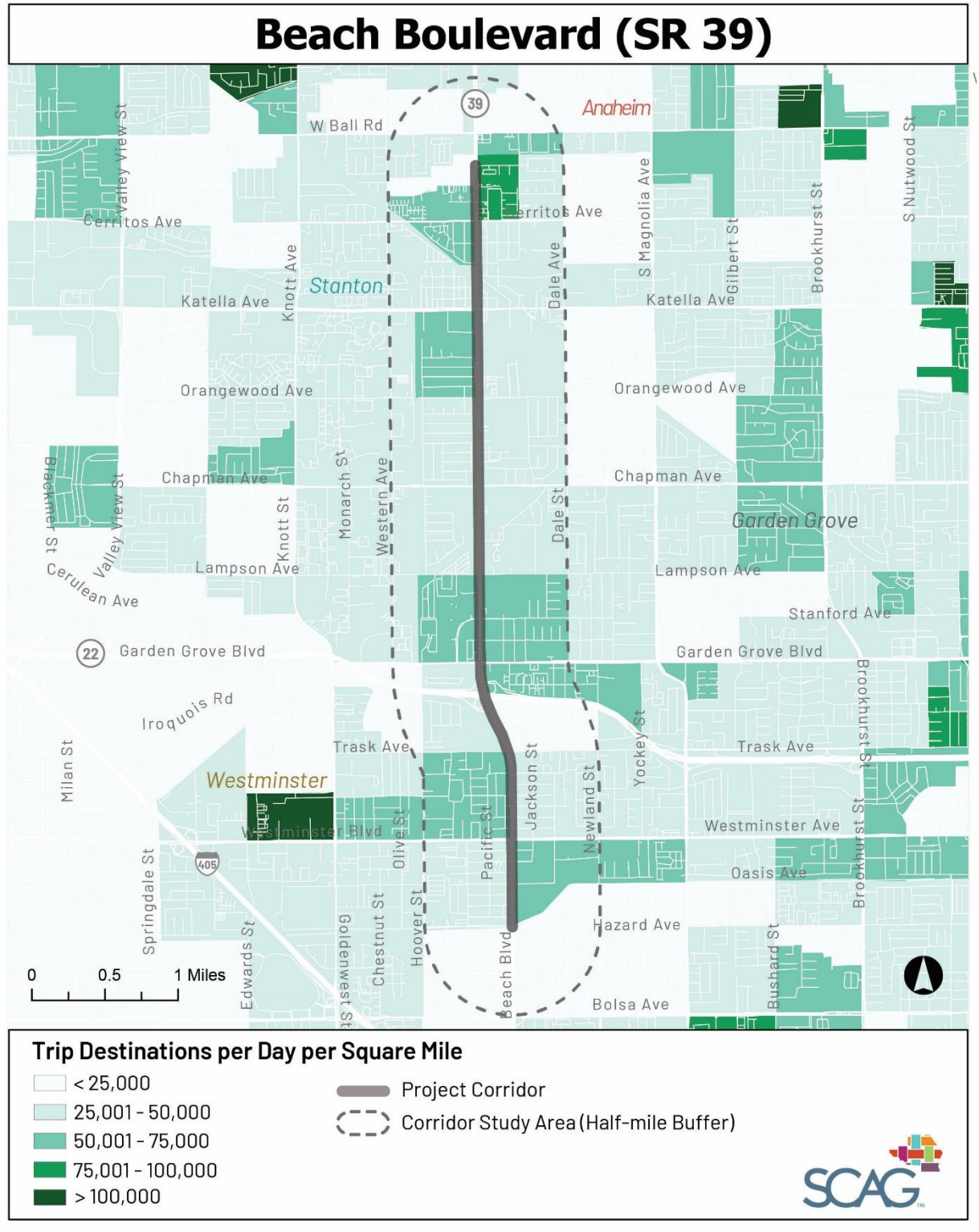
Densities of trip origins and destinations help identify activity hotspots along the corridor. Exhibit 89 shows the highest concentration of trip origins in the study area is the portion bounded by SR 39, Cerritos Avenue, Fern Avenue, and Starr Street, which has between 75,000 and 100,000 trip origins per day per square mile. This portion of the study area, which has low-intensity commercial and multi-family land uses, also has the highest concentration of trip destinations (Exhibit 90).

Exhibit 89 Trip Origins in SR 39 Study Area



Source: Replica, 2025

Exhibit 90 Trip Destinations in SR 39 Study Area



Source: Replica, 2025

EMPLOYMENT

Health care and social assistance is the top employment sector for the SR 39 study area and the overall cities of Stanton and Westminster. Retail trade is the employment sector with the second-most jobs on SR 39, representing about 12 percent of the study area's 17,662 jobs. Relative to the cities of Stanton and Westminster, the study area has a greater share of jobs related to manufacturing and waste management services.

Exhibit 91 Top Five Job Sectors in Study Area Compared to Cities of Stanton and Westminster

SR 39 Study Area		Cities of Stanton and Westminster	
Job Sector	**Percent**	**Job Sector**	**Percent**
Health Care and Social Assistance	21%	Health Care and Social Assistance	20%
Retail Trade	12%	Accommodation and Food Services	14%
Administrative and Support and Waste Management Services	12%	Retail Trade	14%
Manufacturing	10%	Construction	7%
Accommodation and Food Services	9%	Educational Services	7%

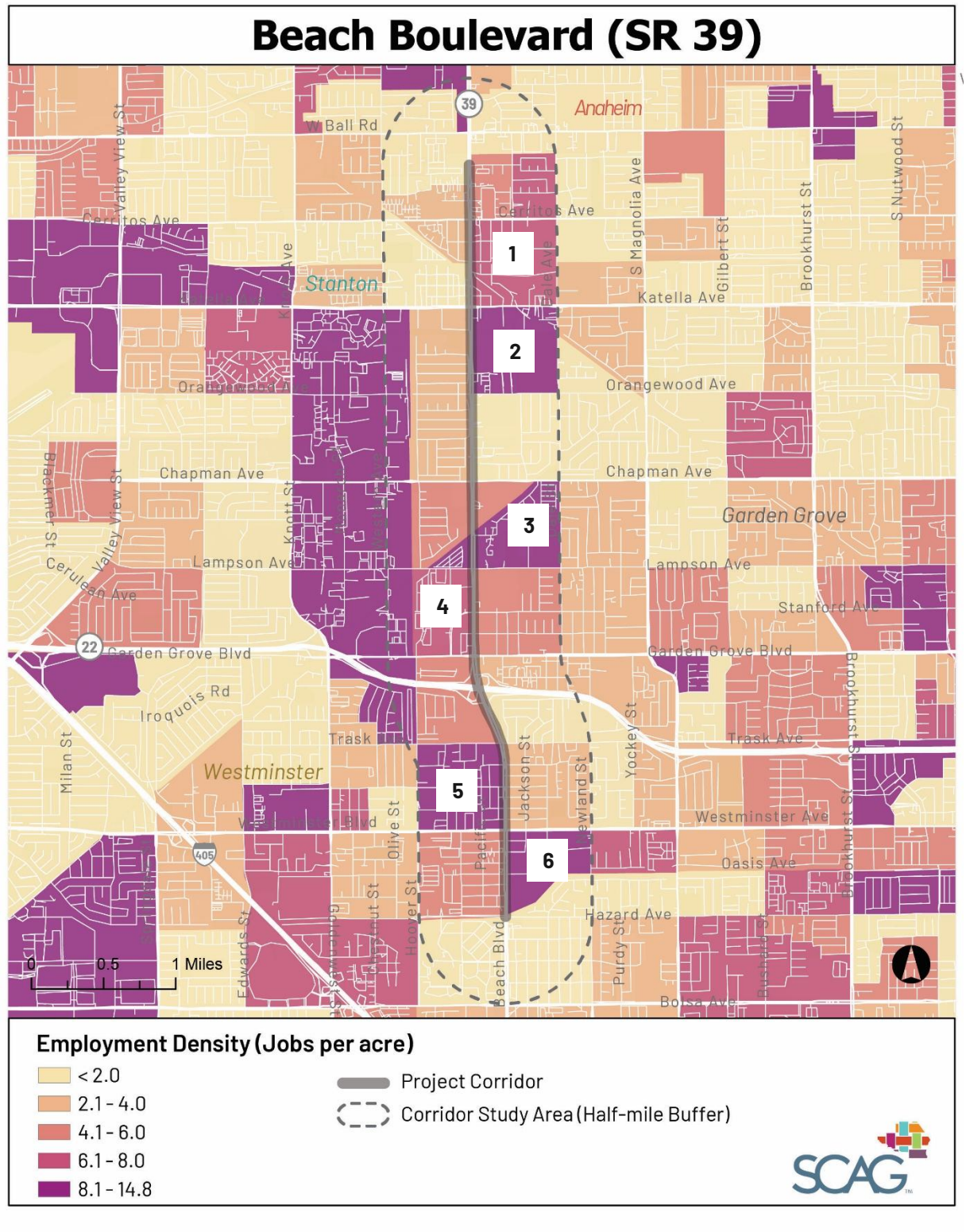
Source: U.S. Census Bureau, LEHD Origin-Destination Employment Statistics (LODES), 2022

In terms of employment density, the highest concentration of jobs per acre is in six main portions of the study area, listed from approximately north to south (Exhibit 92):

1. The portion near the northern edge of the study area and west of SR 39, north of Ball Road and east of Hayward Street in Stanton. Employers in this area are primarily hotels.
2. The portion east of SR 39, south of Katella Avenue, west of Dale Avenue, and north of Orangewood Avenue in Stanton. Employers in this area include materials suppliers, schools, and food services.
3. The portion south of Katella Avenue, east of Western Avenue, west of the railroad tracks, and north of Trask Avenue in Stanton. Employers in this area include automotive services, recycling services, storage suppliers, warehouses, sign shops, wholesale grocers, and industrial suppliers.
4. The portion south of Chapman Avenue, west of Dale Street, north of Lampson Avenue, and southeast of the Anaheim-Barber City Channel in Stanton. Employers in this area include an assisted living facility, educational services, and retail services.
5. The portion west of SR 39, south of Trask Avenue, east of Hoover Street, and north of Westminster Boulevard in Westminster. Employers in this area include the Department of Motor Vehicles, retail and food services, churches, health care services, and assisted living facilities.

6. The portion east of SR 39, south of Westminster Boulevard, west of Newland Street, and northwest of the Westminster Channel in West Minster. Employers in this area include City Hall and other government services, schools, a library, and retail and food services.

Exhibit 92 Employment Density of SR 39 Study Area



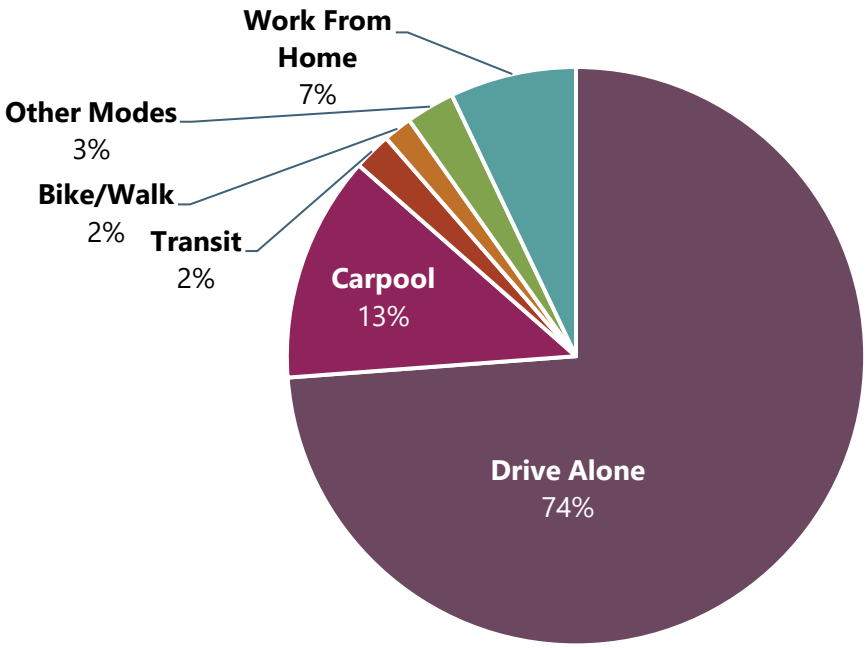
Source: U.S. Census Bureau, LEHD Origin-Destination Employment Statistics (LODES), 2022

Transportation

COMMUTE MODE AND DURATION

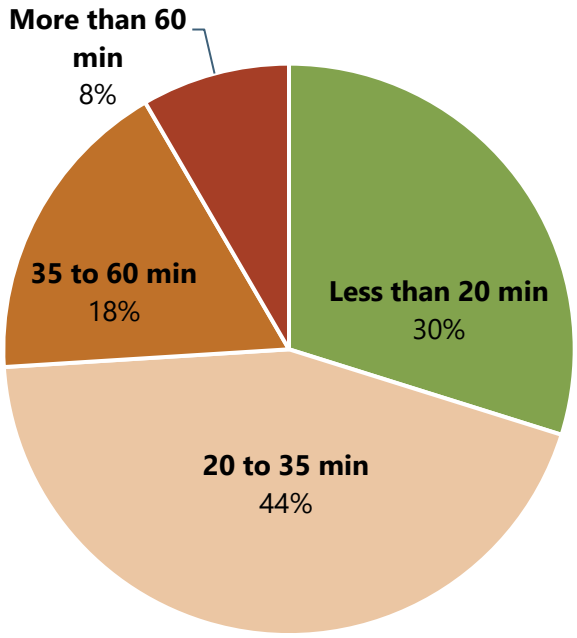
About three quarters of workers residing in the study area drive alone to work (Exhibit 93), and another 13 percent carpool. About four percent of commuters in the study area take transit, bicycle, or walk to work. Most commuters living in the study area (74 percent) typically spend no more than 35 minutes traveling to work (Exhibit 94). However, eight percent of commuters residing in the study area travel over an hour to get to work.

Exhibit 93 Commute Modes for Residents Along SR 39 Study Corridor



Source: ACS 5-Year Estimates from 2019 to 2023, Table B08301

Exhibit 94 Travel Time to Work for Residents Along SR 39 Study Corridor



Source: ACS 5-Year Estimates from 2019 to 2023, Table B08303

DRIVING AND TRANSPORTATION SAFETY ON SR 39

SR 39 is a north-south corridor classified as a principal arterial in Stanton and as an arterial roadway in Westminster. Each city defines their roadway classification as follows:

- In the city of Stanton, a principal arterial is an eight-lane divided roadway that carries between 45,000 and 60,000 average daily traffic.
- In the city of Westminster, an arterial roadway typically consists of four to six travel lanes with raised medians. Higher vehicle speeds are anticipated as vehicles are considered the priority mode on arterial roadways.

Exhibit 95 shows SR 39 at Katella Avenue, representing a typical cross section of the corridor. There are four travel lanes in each direction (about 10.5 to 14 feet in width for each lane), a 17-foot-wide concrete median, four to seven-foot-wide median in areas with a left turn pocket, and sidewalks on both sides (about 10 to 11.5 feet wide on each side). Roadway widths vary between 130 and 151 feet.

Exhibit 95 Cross Section of SR 39 and Katella Avenue, Facing North

Source: Nearmap

Exhibit 96 Travel Lanes on SR 39 Near 21st Street in Westminster (Facing North)

Source: Nelson\Nygaard

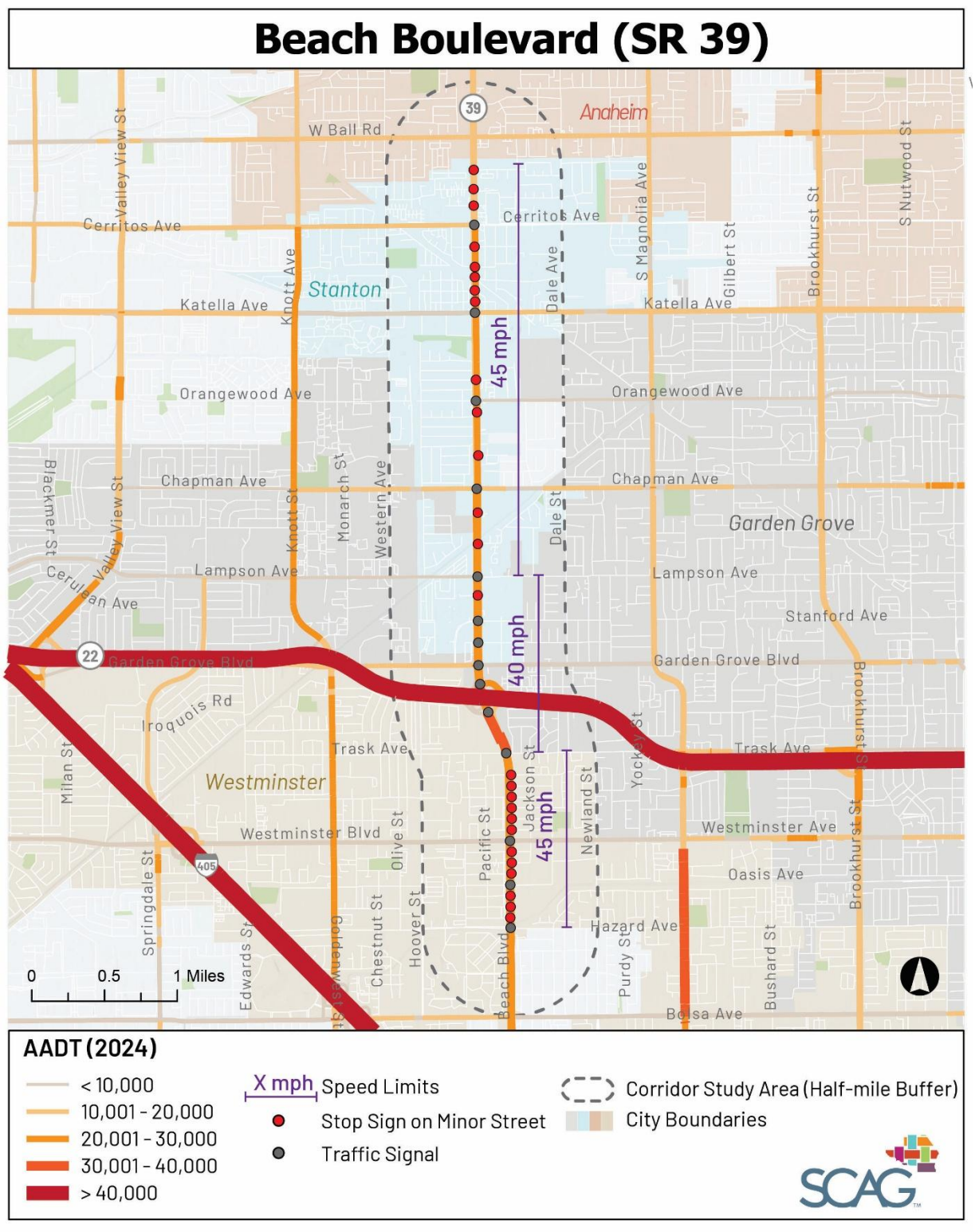
The corridor carries an average daily traffic volume between 20,000 and 40,000 vehicles (Exhibit 98), and truck traffic was collected at two locations on the corridor (Exhibit 97). The corridor has a posted speed limit of 45 mph, besides a small stretch between Trask and Lampson Avenues where the speed limit is 40 mph. The 85th percentile speeds observed in Replica reveal that 85th percentile speeds are generally higher in the northern portion of the corridor, particularly between Lampson and Katella Avenues in Stanton, where speeds reach up to 53 mph.

Exhibit 97 Truck Annual Average Daily Traffic at Select Locations on SR 39 Study Corridor

Intersection	Location of Counter	Annual Average Daily Truck Traffic
Garden Grove Freeway, Route 22	North	1,938
	South	1,879

Source: Caltrans, 2022

Exhibit 98 Annual Average Daily Traffic on SR 39 Study Corridor



Source: Replica, 2025

The entirety of the SR 39 study corridor is on SCAG's Regional HIN, as well as several intersecting streets, such as Katella Avenue, Orangewood Avenue, Chapman Avenue, Garden Grove Boulevard, and Westminster Boulevard (Exhibit 101). The cities of Stanton and Westminster do not have their own local HINs. SR 39 is a hot spot for crashes: 546 injury crashes occurred within 250 feet of the study corridor from 2020 to 2024. Key findings regarding crashes along the SR 39 study corridor are as follows (Exhibit 102):

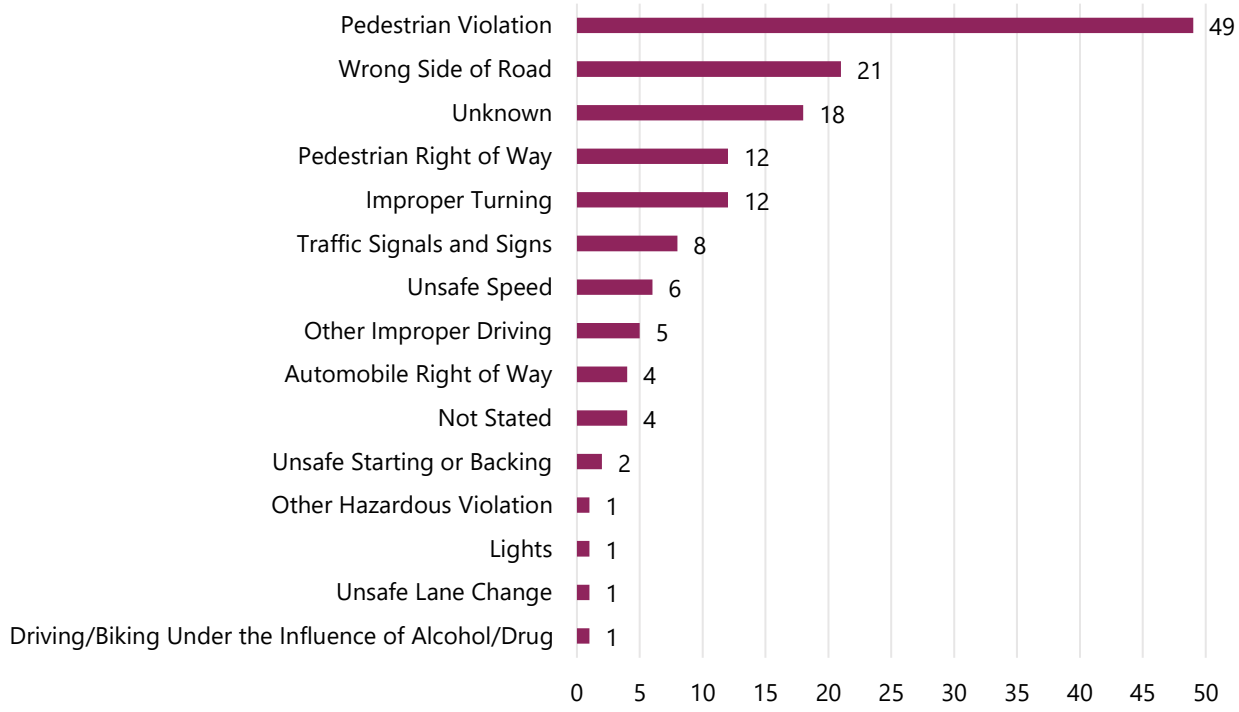
- Across all modes, 11 percent of crashes resulted in fatalities or serious injuries (61 crashes).
- Of the 546 crashes on the study corridor, 14 percent involved pedestrians (77 crashes) and 12 percent involved bicyclists (68 crashes).
- The intersection with Katella Avenue had the highest concentration of pedestrian-involved crashes with 11 (two percent of all injury crashes), followed by the intersection with Acacia Avenue with eight (one percent of all injury crashes).
- The intersections with Cerritos Avenue and Garden Grove Boulevard had the most bicyclist-involved crashes, with nine each (two percent of crashes each).
- Thirty-seven percent of bicyclist- and pedestrian-involved crashes occurred in the late evening from 6 p.m. to midnight.
- Of all bicyclist- and pedestrian-involved crashes, the top three factors were:
    - Pedestrian violations, defined as pedestrians not following traffic rules, such as crossing against the light or crossing at locations without designated crosswalks.
    - Wrong side of the road, defined as a driver, including bicyclists, traveling in the opposing direction of oncoming traffic.
    - Unknown factors that were not reported at the time of the crash.

Exhibit 99 Time of Day of Bicyclist- and Pedestrian-Involved Crashes Along SR 39 Study Corridor

Time of Day	Bicyclist- and Pedestrian-Involved Crashes
Midnight to 5:59 a.m.	26
6 a.m. to 9:59 a.m.	27
10 a.m. to 1:59 p.m.	15
2 p.m. to 5:59 p.m.	24
6 p.m. to midnight	53

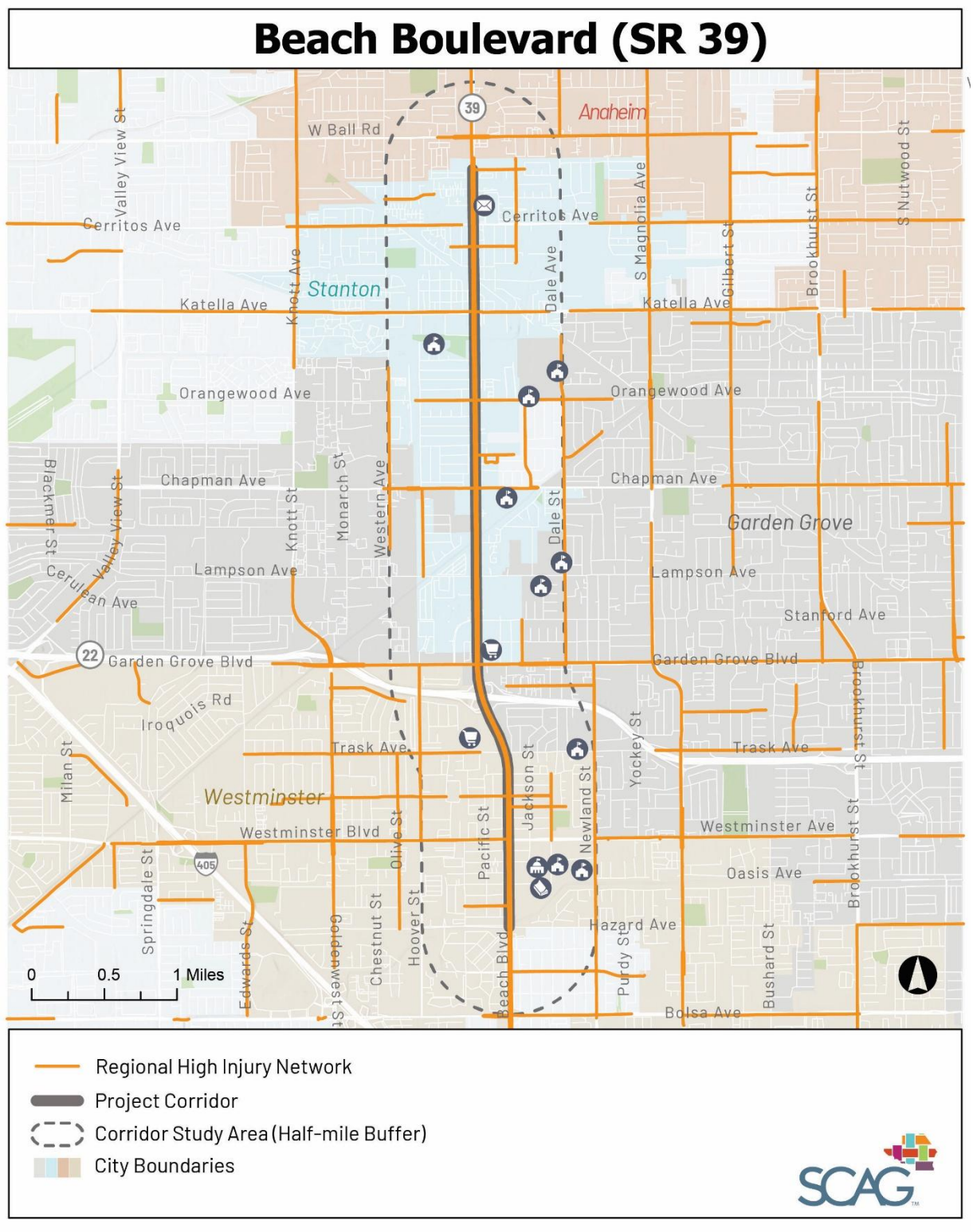
Source: TIMS, 2020 - 2024

Exhibit 100 Primary Collision Factor Violation for Bicyclist- and Pedestrian-Involved Crashes



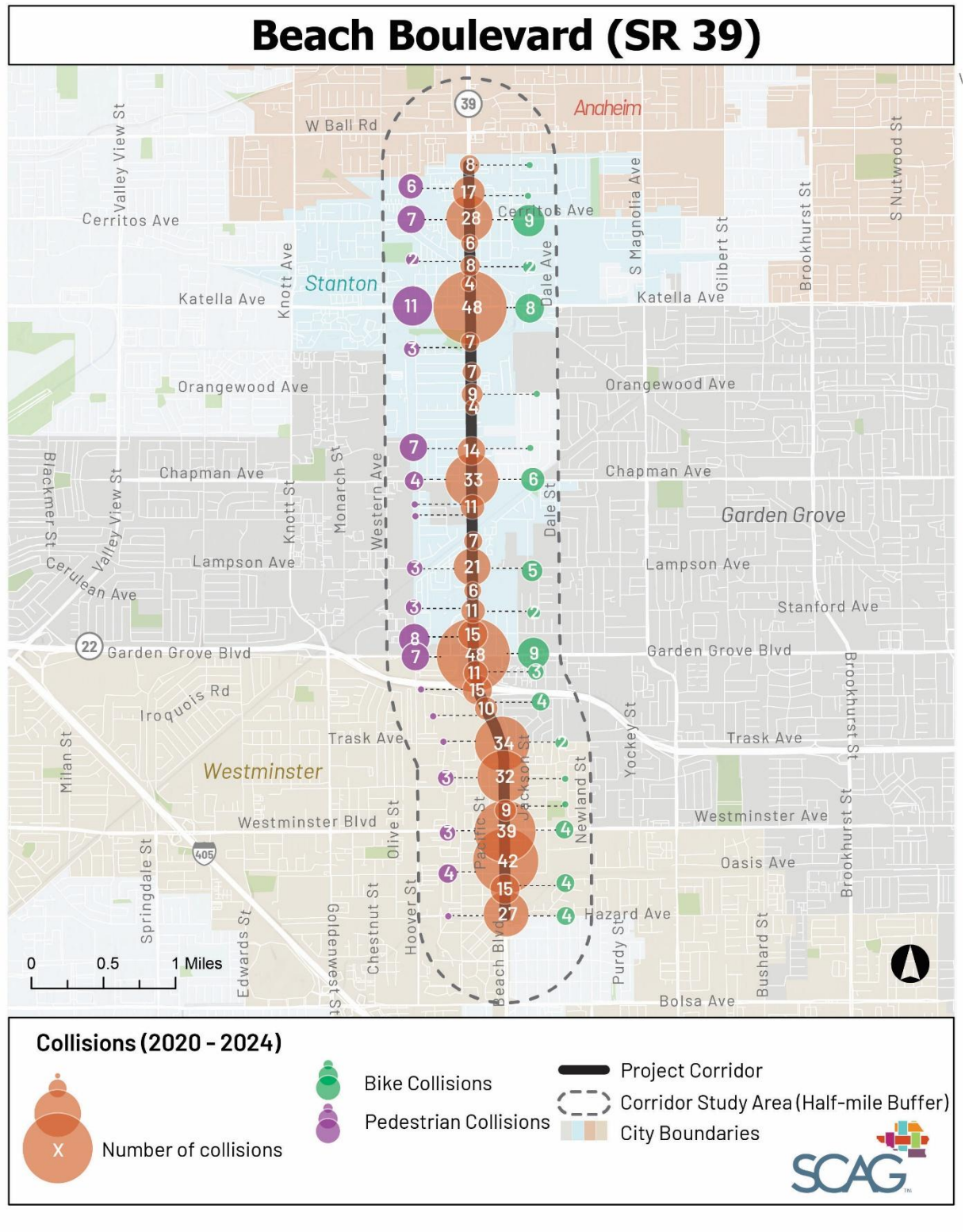
Source: TIMS, 2020 - 2024

Exhibit 101 Regional High Injury Network



Source: SCAG

Exhibit 102 Crashes on SR 39 Study Corridor



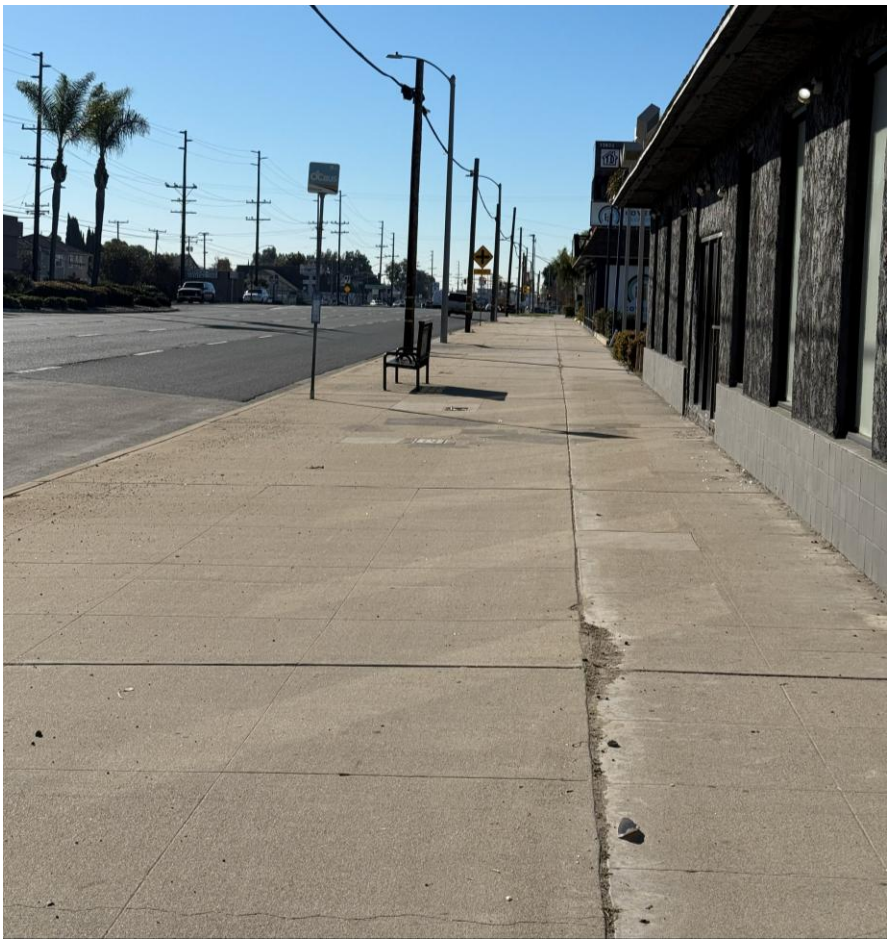
Source: TIMS, 2020 - 2024

WALKING ON SR 39

The sidewalk network is well-connected in the SR 39 study corridor (Exhibit 104). There are sidewalks on both sides for much of the study corridor, besides the small stretch between 21st and 23rd Streets in Westminster, where there are sidewalks on the east side of the street. Observationally, cobra-head street lighting appears to exist at regular intervals along the SR 39 corridor, but pedestrian-scale lighting is limited.

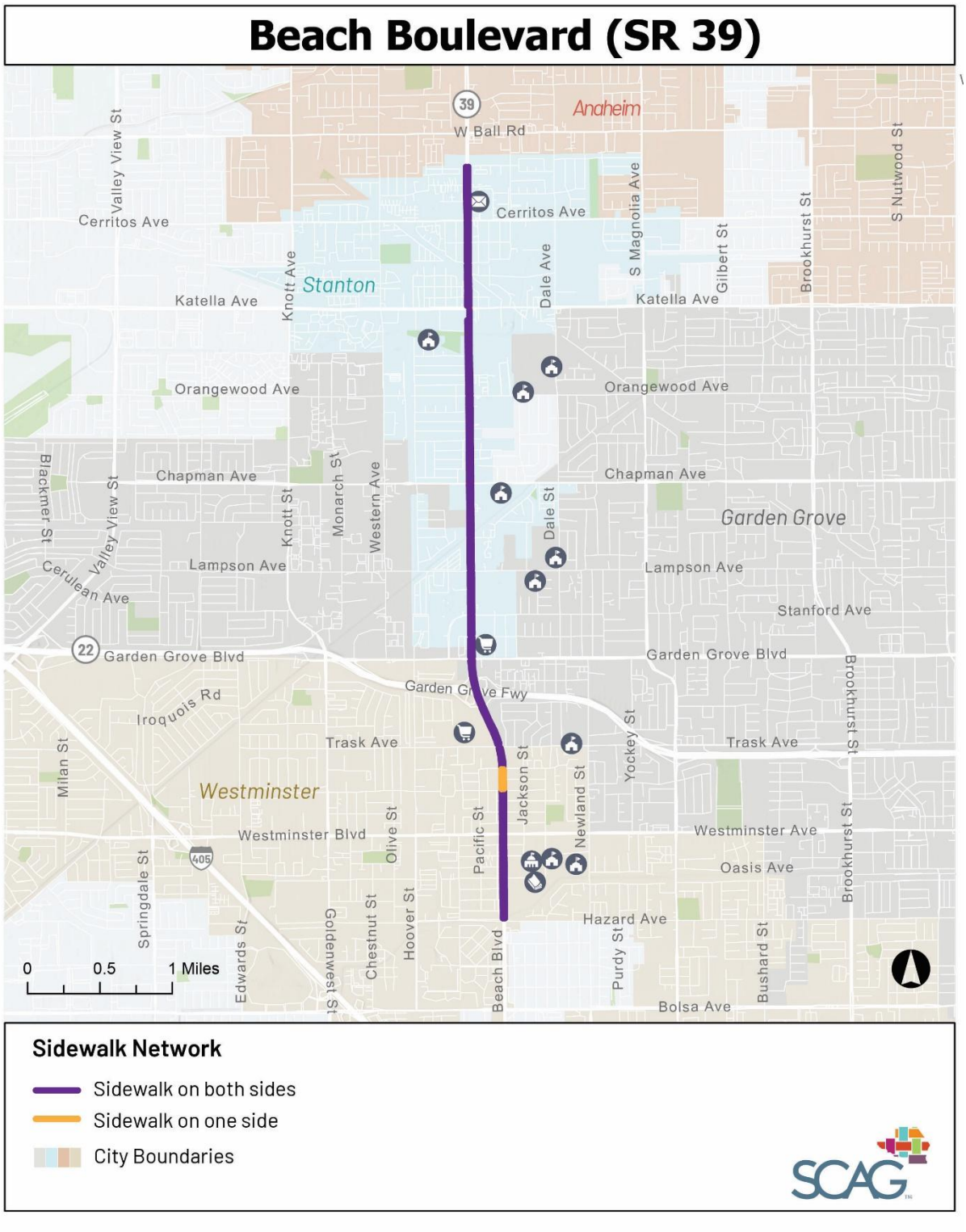
Caltrans has initiated several planning studies on this corridor, including the 2020 *Beach Boulevard Corridor Study* and the ongoing draft for the *State Route 39 Comprehensive Multimodal Corridor Plan*. The plans' recommended pedestrian improvements include installing pedestrian-scale lighting at all freeway on/off ramps, installing tactile pavement on all curb ramps, installing a curb extension at the northwest corner of Trask Avenue, and installing pedestrian refuge islands at all signalized intersections.

Exhibit 103 Sidewalk on SR 39 Near 20th Street in Westminster (Facing South)



Source: Nelson\Nygaard

Exhibit 104 Existing Sidewalk Network Along SR 39 Study Corridor



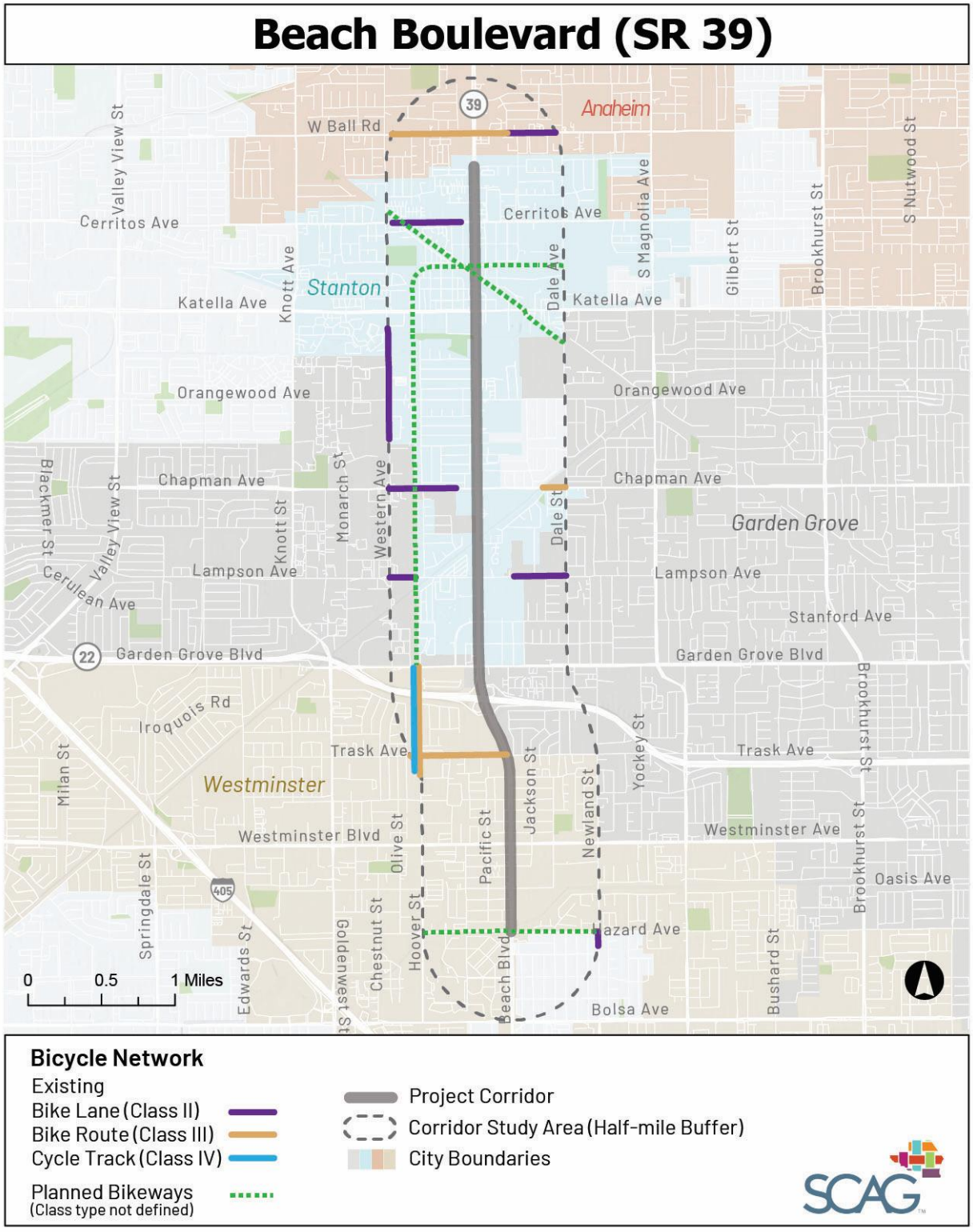
Source: California Department of Transportation District 12 Active Transportation Plan

BIKING ON SR 39

The existing bicycle network in the study area is fragmented. There are currently no bicycle facilities on the SR 39 study corridor, and the existing bike facilities in the study area mostly do not cross or connect with SR 39 (Exhibit 105).

Several plans give mixed recommendations regarding bicycle facilities on the SR 39 study corridor. For instance, the ongoing draft for the *State Route 39 Comprehensive Multimodal Corridor Plan* recommends a Class II bike lane on SR 39 from Trask Avenue to Ball Road. However, the city of Stanton's *Active Transportation Plan* and the city of Westminster's *General Plan* do not propose bike facilities on SR 39. Instead, both plans recommend bikeways on parallel corridors such as Santa Rosalia Street, Hoover Street, or Cedarwood Street, or on east-west corridors that cross SR 39 such as Orangewood Avenue or Trask Avenue.

Exhibit 105 Existing Bicycle Network in SR 39 Study Area



Source: Orange County Transportation Authority, Regional Bikeways Planning

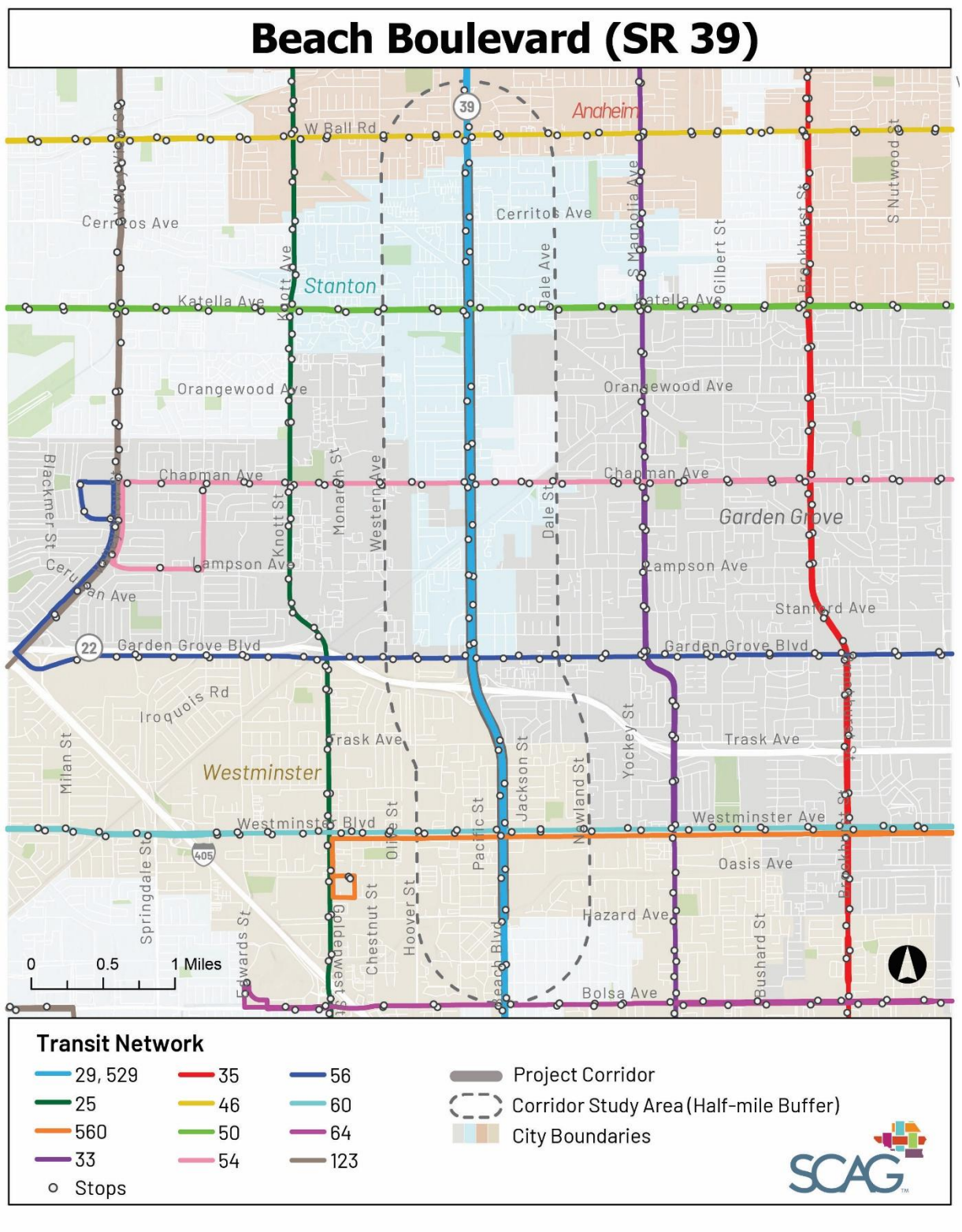
TAKING TRANSIT ON SR 39

Orange County Transportation Authority (OCTA) is the public transit provider for the study area. Routes 29 and 529 serve the entirety of the SR 39 study corridor (Exhibit 106). Route 29 provides daily service from Buena Park to Huntington Beach with approximately 30-minute frequencies, whereas Route 529 is a weekday rapid route with approximately 30-minute frequencies.

OCTA Routes 46, 50, 54, 56, 60/560, and 64 also make stops on roads intersecting the study corridor. Approximate frequencies are as follows:

- Route 46 from Seal Beach to Orange via Beach Boulevard/Los Alamitos Boulevard/Ball Road/Taft Avenue has 30-minute frequencies on weekdays and 60-minute frequencies on weekends.
- Route 50 from Long Beach to Orange via Katella Avenue has 15- to 30-minute frequencies on weekdays and 40- to 60-minute frequencies on weekends.
- Route 54 from Garden Grove to Orange via Chapman Boulevard has 30-minute frequencies on weekdays and Saturdays and 30- to 60-minute frequencies on Sundays.
- Route 56 from Garden Grove to Orange via Garden Grove Boulevard has 30-minute frequencies on weekdays and 45-minute frequencies on weekends.
- Route 60 from Long Beach to Tustin via Westminster Avenue/17th Street has 20- to 30-minute frequencies on weekdays and weekends.
- Route 560 from Santa Ana to Westminster via Westminster Avenue/17th Street has 20-minute frequencies on weekdays and no service on weekends.
- Route 64 from Huntington Beach to Tustin via Bolsa Avenue/1st Street has 15- to 30-minute frequencies on weekdays and weekends.

Exhibit 106 Transit Services Along SR 39 Study Corridor



Source: Orange County Transportation Authority

Public Health

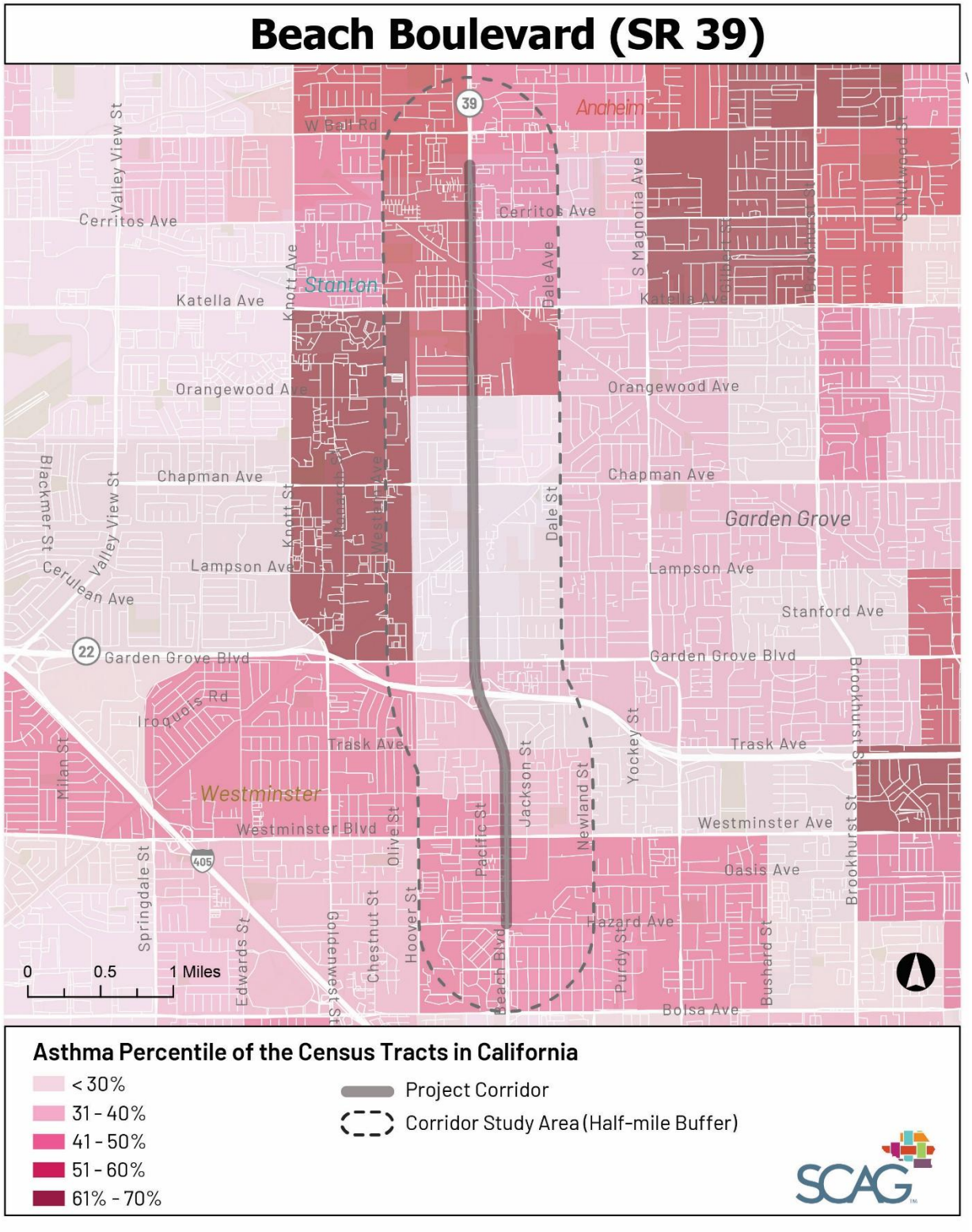
ASTHMA RATES

Overall, the asthma rates are much lower on SR 39 compared to those of the SR 18 and SR 86 corridors in San Bernardino and Imperial counties, respectively. All the census tracts in the SR 39 study area have an asthma rate no higher than 70 percent of census tracts statewide (Exhibit 107). The asthma rate in the central portion of the study area between Orangewood Avenue and Garden Grove Boulevard is particularly low. The highest asthma rates in the study area are west of the railroad tracks, where industrial uses are common. The asthma rates in the study area are higher compared to the cities of Stanton and Westminster overall.

TREE CANOPY

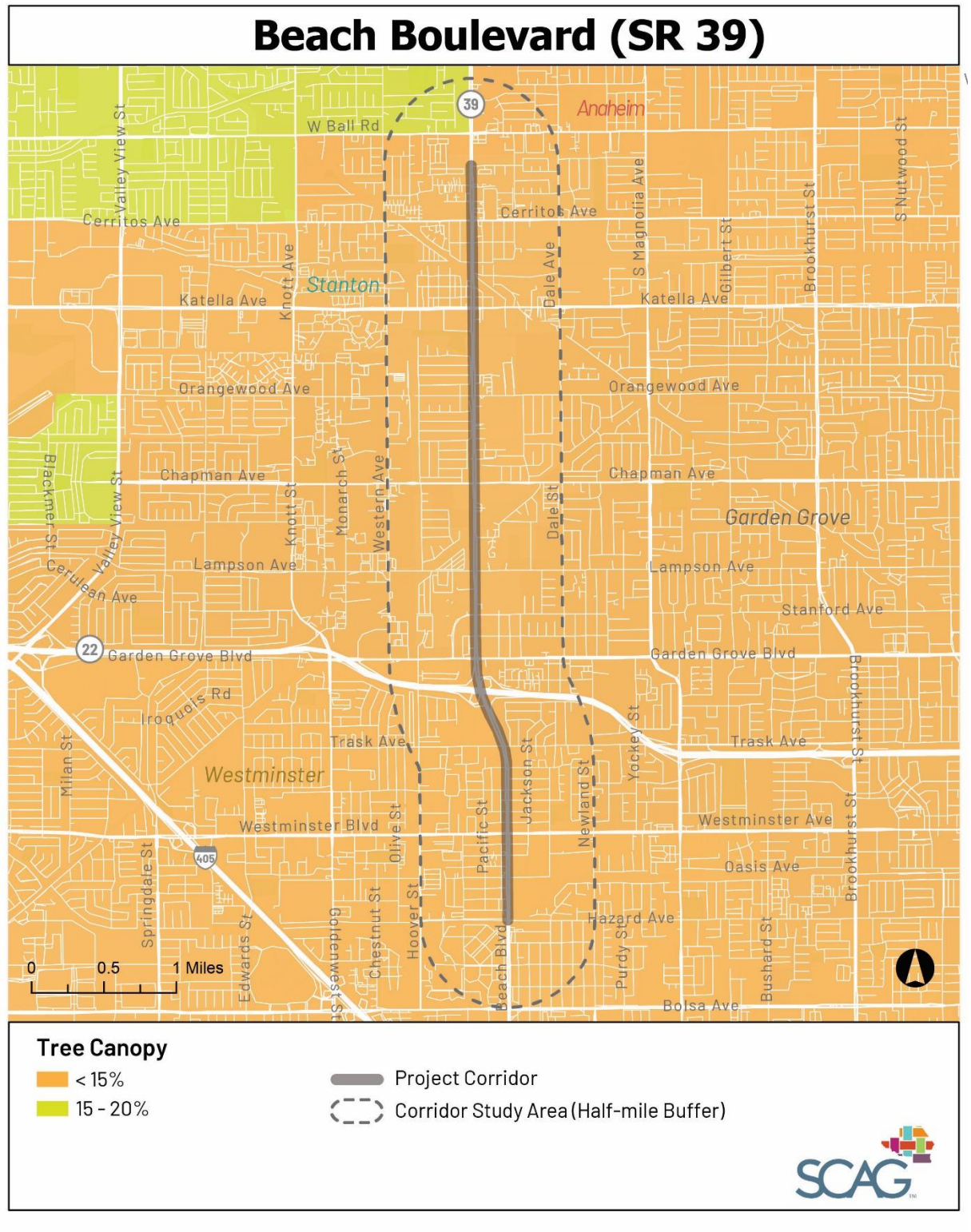
Most of the SR 39 study area has less than 15 percent tree canopy cover, except for a small portion north of Ball Road, where the canopy cover is between 15 and 20 percent (Exhibit 108). The tree canopy cover in the study area is like that of the cities of Stanton and Westminster overall. An improved tree canopy can provide shade and enhance the experience for people waiting at bus stops, walking, or bicycling along the corridor.

Exhibit 107 Asthma Rates in SR 39 Study Area



Source: CalEnviroScreen 4.0

Exhibit 108 Tree Canopy in SR 39 Study Area



Source: U.S. Forest Service

6 Next Steps

This Existing Conditions Report provides a detailed analysis of community demographics and travel patterns. The report informs the next steps of the Planning for Main Streets project:

- Concept designs that meet the travel needs for people who walk, bike, take transit, and drive.
- Development of outreach and engagement materials in multiple languages, including Spanish and Vietnamese.

Community members can participate in upcoming engagement events by visiting the project website (https://scag.ca.gov/main-streets).

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