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File #: 2015-0445, File Type: Contract

Agenda Number: 4.

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**SAFE BOARD MEETING  
JUNE 25, 2015**

**SUBJECT: CALL BOX SYSTEM RESTRUCTURING**

**ACTION: APPROVE THE RESTRUCTURING OF THE CALL BOX SYSTEM**

**RECOMMENDATION**

AUTHORIZE the **restructuring of the Los Angeles County Kenneth Hahn Call Box System** as outlined, based upon the findings and recommendations of the recently concluded Call Box Assessment Study (Attachment A).

**ISSUE**

As part of the overall management of the Call Box System, an assessment Study was completed in 2014. The Study recommends that LA SAFE proceed with a four phase restructuring of the call box system resulting in the removal of approximately 412 call boxes in phase 1 from service or a 23% reduction. This recommendation is being brought to the Board for approval prior to implementation.

**DISCUSSION**

The Call Box system was established to provide a motorist aid service to the public. In 2007, the Board authorized an initial restructuring that transitioned the call box system from a primary motorist aid resource to a secondary safety net. This resulted in a decrease of approximately 2,500 call box sites from the initial base of 4,500 call boxes. At the time the usage of the call box system had decreased from an average of 20,000 calls per month in the year 2000 to approximately 5,000 calls per month in 2007. Current call box system usage averages approximately 1,700 calls per month spread over an installed base of approximately 1,800 call boxes.

Due to the decrease in usage and the continued proliferation of cell phones, as well as the implementation of new motorist aid services, the call box system was further evaluated to identify call boxes that are no longer useful in meeting program goals, as well as those that present a safety risk due to their location. A field site assessment of all existing locations (1,786 sites at the time of the assessment) was conducted. The field assessments were conducted during the months of May 2013, June 2013, and March 2014 and consisted of the following tasks:

1. Verification of the location and sign number data;

2. Verification of the call box site type;
3. Assessment of the availability of cell phone coverage to determine if sufficient service is available to support personal cell phone usage;
4. Confirmation of the width of the shoulder;
5. Identification of any unusual conditions such as poor sight distance, steep grade, vegetation covering the site, etc. that can pose a safety hazard to call box users and/or the motoring public;

In addition to the field assessment, a review of the maintenance history and usage data for each call box was also conducted. Utilizing the results of the field assessment, maintenance history and usage data, three main criteria were used to evaluate each call box location and determine if the box should be removed:

1. Site Type - Due to safety concerns, Caltrans has recommended the phased removal of Type B and C call boxes where they are no longer effectively used. These call box types were cut into an existing hillside (Type B) or built over an existing down slope (Type C). As such, an assessment of Type B and C call boxes with low utilization was conducted and locations identified.
2. Knockdowns - Call boxes with a history of multiple knockdowns in a year indicate a potential problematic location or site and as such were identified for removal.
3. Program Goals - The Call Box program goals are to provide motorist aid service to the public. For various reasons, primarily the proliferation of the usage of cellular telephones and other alternative emergency services available to the motorists, there are call boxes with a pattern of little or no usage.

As a result of the evaluation, a total of 412 type B and C call box sites have been recommended for removal within Phase I.

In addition to the recommendation to remove the 412 identified type B and C call box sites, the assessment also provides a working roadmap to continue identifying call box sites that are candidates for removal and/or relocation under the above criteria.

## **DETERMINATION OF SAFETY IMPACT**

Removal of the identified call boxes is not anticipated to present any negative safety impacts. The recommendations have been reviewed by our partner agencies, Caltrans and CHP, for safety implications and both agencies concur with the findings.

## **FINANCIAL IMPACT**

Funding of \$500,000 for implementation of the restructuring has been included in the FY16 budget

request under Cost Center 3351, Project 300209 for LA SAFE.

Since this is a multi-year project, the cost center manager and Executive Officer will be accountable for budgeting the cost in future years, including any options exercised.

### **ALTERNATIVES CONSIDERED**

The Board could elect not to approve the restructuring. Staff is not recommending this alternative, since the restructuring will ensure a more efficient, effective and safe system for the motoring public.

### **NEXT STEPS**

Upon approval, staff will begin steps to restructure the call box system. Additionally staff will continue monitoring the system and move forward with additional call box removals as warranted and report to the Board annually of any implemented changes.

### **ATTACHMENTS**

A. Call-Box Assessment Study

Prepared by: Iain Fairweather, Sr. Program Manager LASAFE, (213) 922-5650  
Ken Coleman, Deputy Executive Officer LASAFE, (213) 922-2951

Reviewed by: Shahrzad Amiri, Executive Officer LA SAFE, (213) 922-3061

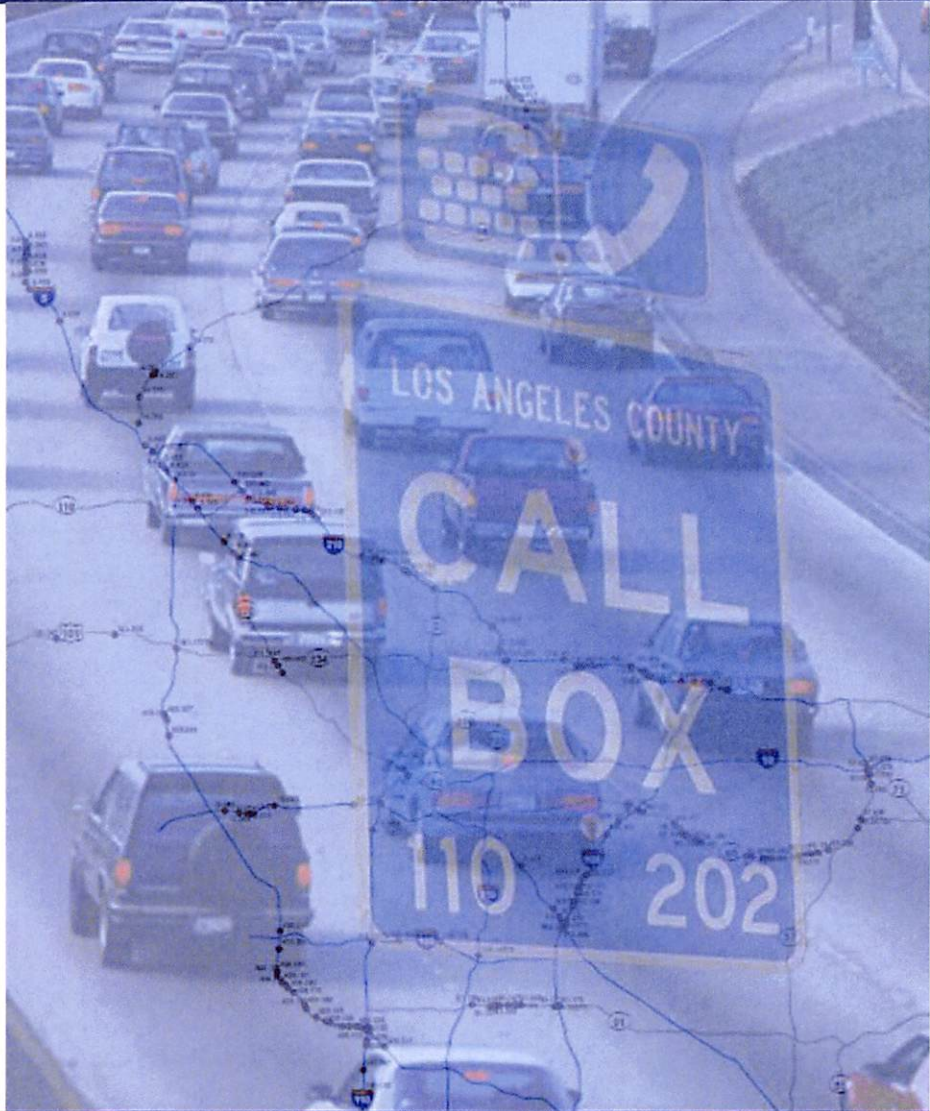


Phillip A. Washington  
Chief Executive Officer



# Call Box Assessment Study

May 27, 2014



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## 1.0 INTRODUCTION

The Los Angeles County Service Authority for Freeway Emergencies (LA SAFE) is responsible for call boxes that are located within Los Angeles County's freeway and highway system. The goal of this project is to evaluate the status and provide recommendations on the current deployment of the Los Angeles County Kenneth Hahn Call Box System, with an emphasis on ensuring that the call box system will continue to provide a safe, efficient, and effective service to the motoring public. One of the main objectives is to develop and establish a methodology/guideline to determine the optimal placement of call box sites given present conditions and needs, and the reduction of those call box sites that do not meet the established guidelines.

Based on the data presented in this report, it will become clear that the Call Box program, including its associated guidelines, has become inconsistent with its original intentions and that the physical boxes on the side of the road may be nearing obsolescence. This assessment study will lay out a plan for the immediate removal of call boxes that, for various reasons, no longer serve the purpose of the program. The plan will also address the future removal of boxes, potential alternative uses for sites where call boxes have been removed, and the next steps towards developing guidelines for how the program could more efficiently utilize the funding available to best serve the public with motorist aid.

## 1.1 BACKGROUND

The Call Box program in the State of California was created in 1986 and is governed by individual regions and/or counties through local SAFE agencies. The program is currently funded through a \$1.00 per vehicle annual registration fee and maintenance for the program is privately contracted. The annual \$1.00 fee also supports other motorist aid programs within the individual counties/regions.



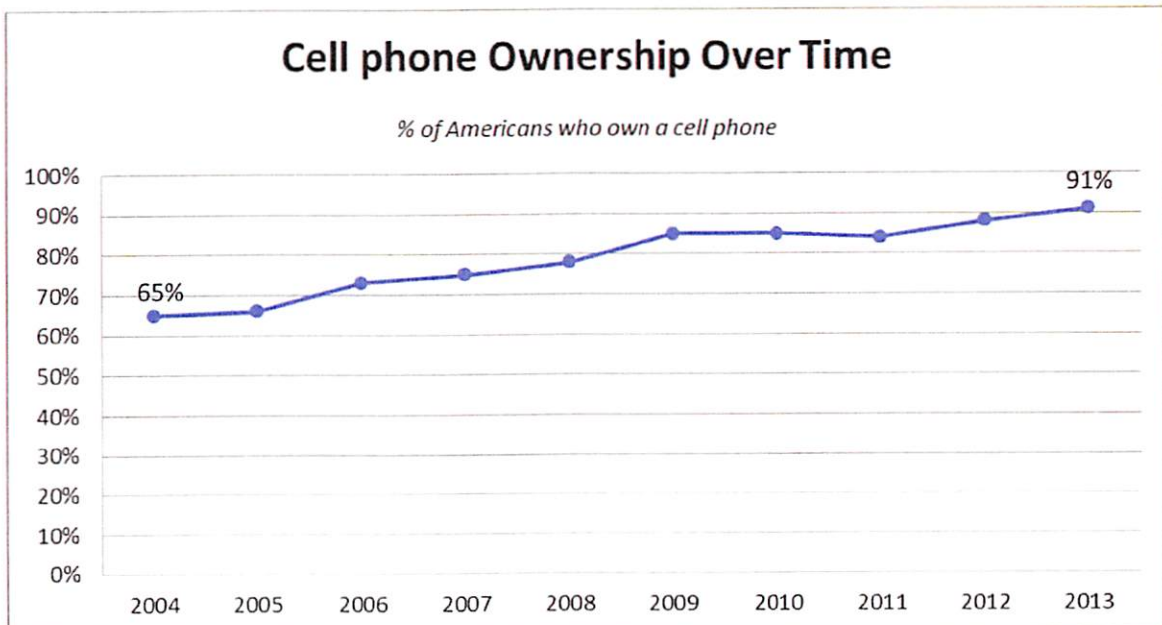
At its inception, the Call Box program was established for the purposes of providing motorist aid, improving safety, and incident detection. Call boxes were placed as close as one-quarter mile apart on highways in many urban areas. The call box site was intended to give the stranded motorist a feeling of security, suggesting that help would soon be on the way. Like phone booths, the call boxes were intended to provide communications access in order for stranded motorist to request for help when assistance is needed, thereby reducing exposure time and impact of the vehicle on the roadway and potentially reducing related traffic congestion. This was at a time when many other options to get assistance were not available to the general motoring public. The mobile cellular telephones or in-vehicle communications systems were just coming on the market and were not available to most people. In addition, the Metro Freeway Service Patrol (FSP), as well as the Caltrans and California Highway Patrol (CHP) Transportation Management Center (TMC) 24-hour 7-day incident management programs, did not get implemented until the 1990s.



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Conditions have changed in recent years such that the need for an extensive call box system and program has been called to question. Today, there are many more options available to a stranded motorist to get expedited assistance. The Los Angeles urban freeway corridors are now extensively instrumented and equipped with sensors and cameras for active incident management systems and are monitored by Caltrans and the CHP from Transportation Management Centers (TMC) 24 hours a day, seven days a week. The corridors are also monitored by the Metro FSP during busy traffic hours, on weekdays as well as weekends. The development of the Metro 511 program allows for other motorists to call in and notify the 511 call center of a stranded vehicle or a motorist in need of assistance. At the same time, the conventional highways are now more developed with commercial businesses, such as gas stations, mini-marts, shopping centers, and restaurants, which allow a stranded motorist to seek help. The most compelling change, however, is the advancement of technology and the widespread (almost universal) use of mobile cellular telephones by the motoring public. Where portable or mobile cellular telephones were just being invented in the 1980s and introduced for the few in the 1990s, they are now widely used by the masses, basically as a necessity of life. According to a 2013 Pew Research Center survey, approximately 91% of adults in the United States currently own cell phones, up from 88% in 2012 and 83% in 2011. Figures 1 through 3 below present survey data showing the growth of cell phone ownership and usage over the years. In addition, the survey showed that 56% of all cell phone owners currently own a smartphone, up from 46% in 2012 and 35% in 2011. These percentages are likely to be much higher in Southern California; where the median income is relatively higher and where cellular network coverage is superior to most other regions in the nation, and owning a cell phone is often regarded as a necessary personal accessory such as watches, hand bags, or wallets.

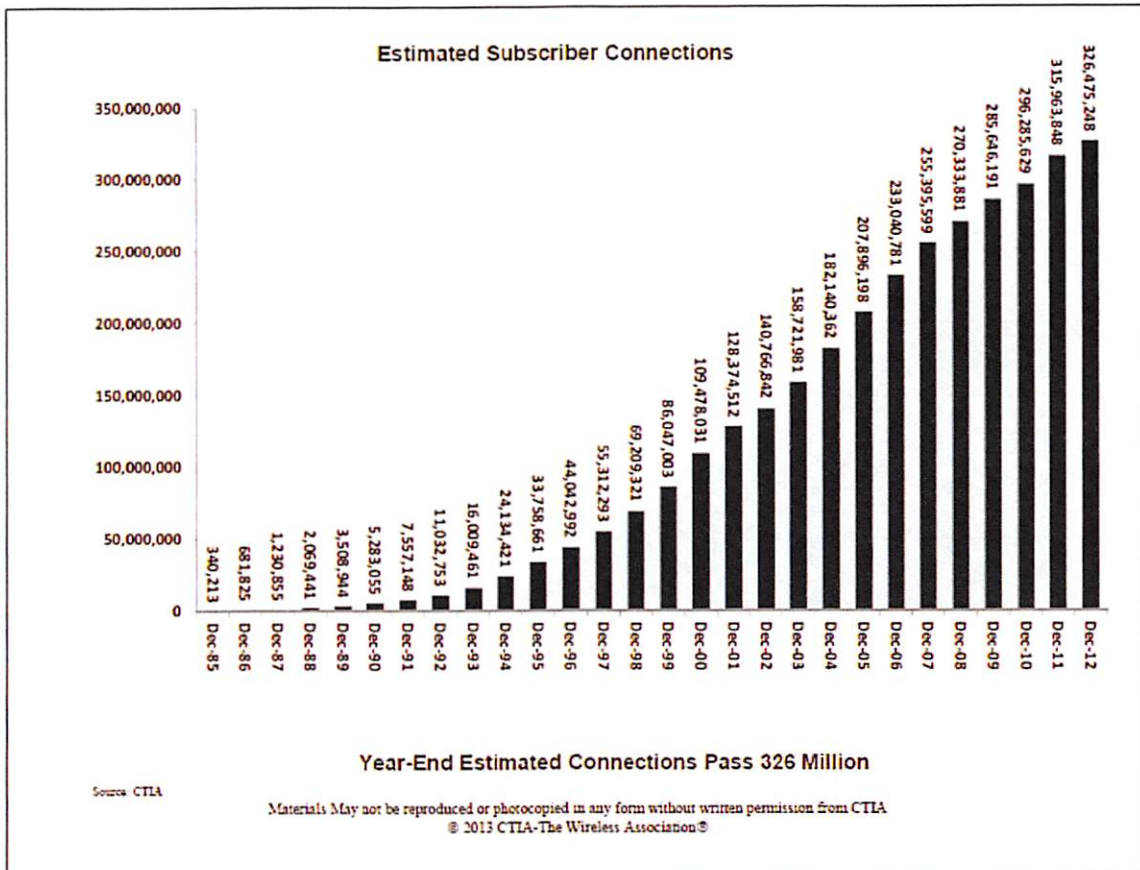
FIGURE 1: PEW RESEARCH CENTER SURVEYS ON CELL PHONE OWNERSHIP



Source: [www.pewresearch.org](http://www.pewresearch.org)

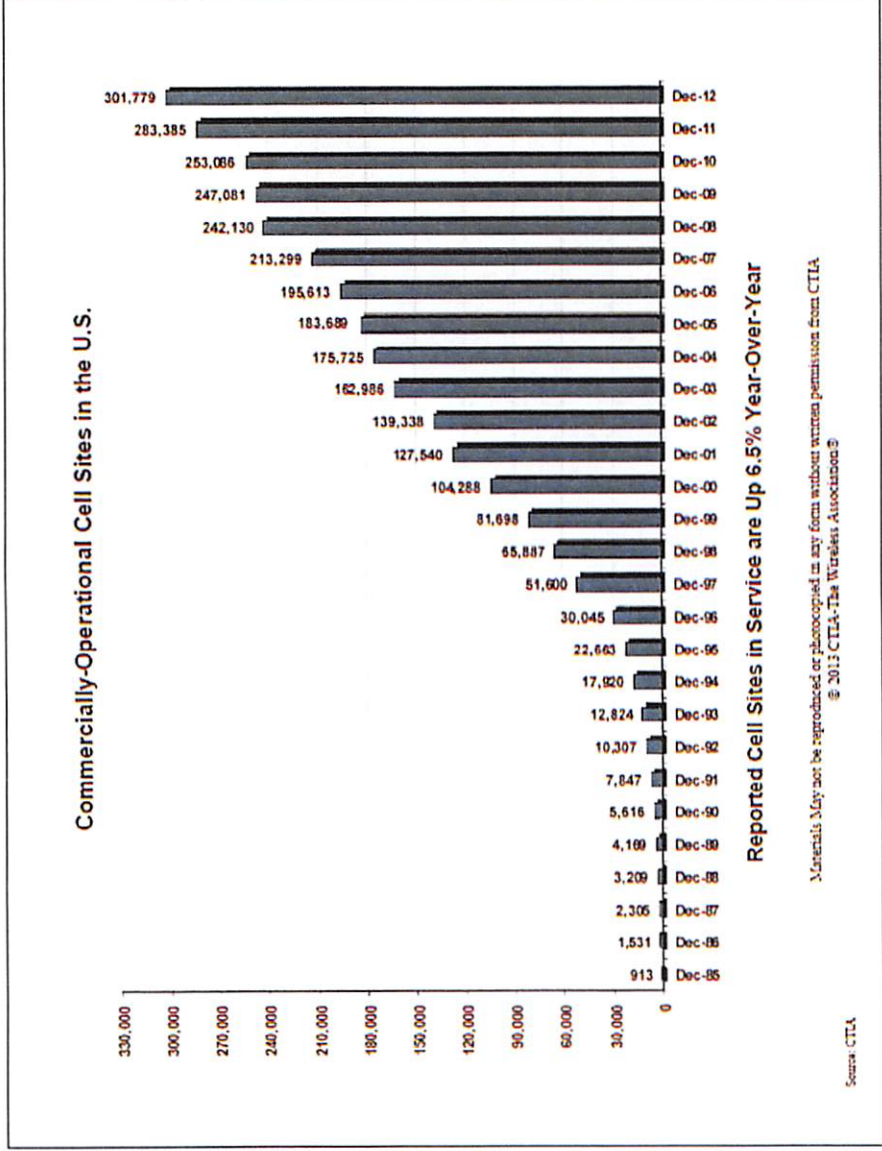
# Los Angeles County Call-Box Assessment Study

**FIGURE 2: CTIA-THE WIRELESS ASSOCIATION DATA ON CELLPHONE SUBSCRIBERS IN US**



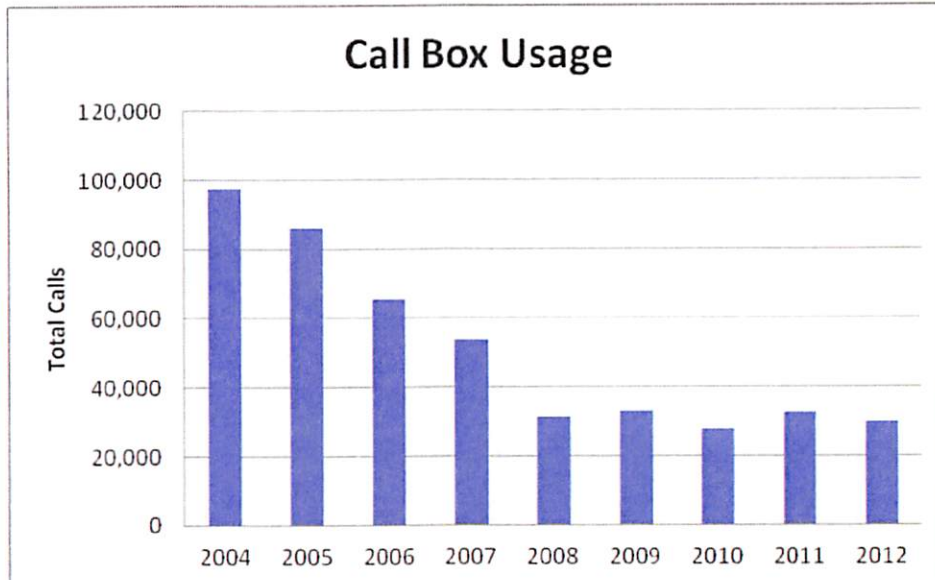
## Los Angeles County Call-Box Assessment Study

**FIGURE 3: CTIA-THE WIRELESS ASSOCIATION DATA ON REPORTED CELL SITES IN US**



As expected, with the increase in cell phone ownership call box usage has significantly declined during the recent years. Figure 4 shows the general trend of total calls received on the Los Angeles County Call Box System during the past nine years. As shown in the figure, from 2004 to 2012, calls made on the system dropped from approximately 97,000 to 30,000, at an average of 13% per year.

FIGURE 4: CALL BOX CALL USAGE FROM 2004 TO 2012



Source: LA SAFE

The Call Box system receives calls of different types. Table 1 summarizes the total number of calls per call type in 2012.

TABLE 1: 2012 CALL TYPES

Emergency Calls	890
Non-Emergency Request for Aid Calls	<u>6,104</u>
<i>Subtotal</i>	<i>6,994</i>
<b>Non-Aid Related Incidental Calls</b>	
Call Box Check	10,544
Duplicate Calls	1,513
Inappropriate Calls	111
No Help Calls	1,402
Incidental Calls	<u>7,347</u>
<i>Subtotal</i>	<i>20,917</i>
<b>TOTAL</b>	<b>27,911</b>

As indicated in Table 1 above, out of the 27,911 composite call data for 2012, only 6,994 calls (approximately 25%) were for emergency related calls or calls requesting motorist aid. Emergency calls include calls related to accidents, ambulance requests, crime, fire, first responder, medical, road blocked, roadway hazard, or other special circumstances. Non-emergency request for motorist aid calls

include Auto Club, company dispatch, friends and family, Freeway Service Patrol, tow request, roadway hazard, and other special circumstances. Incidental calls include ghost calls, maintenance test, system runaway, training test, special circumstances, and unknown. As indicated above only about 25 percent of all call box usage data is related to actual motorist aid calls. Given the total number of 1,786 operating call boxes in Los Angeles County, on average for the entire 2012, this translates to less than 4 calls per call box.

The call box system was initiated and developed before the proliferation of the cellular telephones as a means to motorist aid. With the recent trend of ownership of cellular telephone, the widespread coverage of the cellular service with the growth of cell sites, and the provisions of other motorist aid services such as FSP, Metro go511 program, and Caltrans/CHP incident management, the call boxes are now nearing obsolescence much like the pay phones and phone booths. As such, the call box system should continuously be reevaluated and usage data analyzed to consider slowly phasing out the sites that are no longer being used or effective, and save the cost and valuable resources to operate and maintain them.

### **1.2 PROGRAM GOALS**

As described in the CHP/Caltrans Call Box and Motorist Aid Guidelines, the California Legislature passed Senate Bill 1190 in 1985 to enable counties to generate revenue for the purpose of purchasing, installing, operating and maintaining an emergency motorist aid system. As stipulated in the Streets and Highway Code Chapter 14, Section 2550, "the Legislature declares that its intent in enacting this chapter is to encourage the placement of call boxes along the California Freeway and Expressway System to enable motorists in need of aid to obtain assistance. However, it is not intended that a motorist aid system of call boxes be considered an emergency telephone system." As such, it is acknowledged that the purpose and goal of the call box system is to provide motorist aid.

## **2.0 CURRENT CALL BOX SYSTEM ENVIRONMENT**

In order to meet the project goals and develop a methodology for evaluating the current system, it is first necessary to discuss the current system. The Los Angeles County SAFE is the largest and most active motorist aid call box system in California. The program currently consists of 1,786 operating call boxes. The general locations of these call boxes are shown on Figure 5. Since the inception of the call box program, transportation system conditions and technology environment have changed over time, most significantly in recent years, and thus an evaluation of the overall call box system is necessary to ensure the program continues to stay relevant and meets its goals while operating in the most efficient manner possible.

In the years since the previous assessment study was conducted, various motorist aid options other than call boxes have emerged that have had a profound effect on the usage of the call box system and will affect how the overall call box program would operate in the coming years.

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Figure 5  
Current Call Box System



## 2.1 MOTORIST AID ALTERNATIVE TO CALL BOXES

- **Cellular Phone Usage** – Cell phone usage has likely had the largest impact on the usage of the overall call box system. Within the past five years, the advent of “smart phone” ownership has allowed motorists to not only use their phones as a means to call or text for aid, but also as a GPS (Global Positioning System) device to identify and/or transmit their location. Accompanying cellular telephone service features include the ability to make 911 emergency calls to the CHP or other law enforcement and the 511 calls to the Metro call center. Many motorists also have roadside emergency service call centers offered by the Auto Club, insurance carriers, vehicle manufacturers, and credit card companies.

- **Freeway Service Patrol (FSP)** – Metro, in partnership with the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP) manages the largest fleet of tow and service trucks in the country, known as the Los Angeles County Metro Freeway Service Patrol (FSP). This elite team of tow truck drivers spots incidents, disabled vehicles and motorists who are in need of assistance during their “patrols” and



provides help to stranded motorists and removes vehicles involved in and debris from traffic accidents to keep traffic moving. This free service also greatly reduces the chances of further incidents caused by onlookers and impatient drivers. FSP trucks operate on over 400 miles of LA County freeways based on specially designed “beats”. Service levels (number of trucks) vary by day of week/time of day.

- **Advanced Freeway Service Technologies** – Advanced communication systems such as the General Motor’s “On Star” service, generally regarded as the nation’s leading in-vehicle safety, security, and communication service, have also played a role in the reduced usage of call boxes. Other advanced technology is continuously evolving including smart phone and tablet applications. For many luxury vehicles, the vehicle computer system diagnoses problems and sends trouble notices to a call center even before the vehicle driver is aware, often including GPS coordinates.
- **Incident Management** – Caltrans and the CHP monitor the Los Angeles County freeway system 24 hours a day, 7 days a week from their joint Transportation Management Center (TMC). Most of the urban freeway corridors are instrumented with vehicle detection sensors, closed-circuit television cameras, and electronic message signs, to detect, locate and verify incidents and disabled vehicles. In many cases, CHP dispatch sends a patrol officer to a disabled vehicle even before a call for help is completed.

- **Commercial Development along Highways** – Since the late 1980s when the call boxes were introduced, commercial businesses have developed significantly along State highways. There are many more shops and businesses available now to get help rather than taking the longer walk to find the next call box along the highway.

### 2.2 STATEWIDE CALL BOX GUIDELINES

A set of motorist aid guidelines were originally developed by the California Highway Patrol (CHP) and Caltrans to guide statewide consistency of the call box systems, which are developed and operated on a county-by-county basis. The latest guidelines developed by CHP, Caltrans, and various SAFE agencies in California can be found in *CHP/Caltrans Call Box and Motorist Aid Guidelines* (November 2007).

The guidelines outline the roles and responsibilities of the various agencies involved in providing motorist aid services in California. The guidelines also provide guidance on the physical aspects of the call box system, such as spacing of boxes and design of the call box sites. The following paragraphs summarize some key information contained in the “Design and Construction” section of the guidelines, as they pertain to this study:

#### Call Box Site Requirements

- Within spacing requirements, call box locations will be selected to have minimal impact on highway operation. A call box will not be located where there is less than an eight foot shoulder. Any exceptions shall be reviewed and approved by the local district at Caltrans.

Where the highway shoulders are narrow, it is recognized that the liability is greater for a motorist to walk along the freeway to find the closest call box to use. This factor is more relevant today where there are many more options to call boxes for motorist aid. Motorists in need of assistance are more likely to use their cellular telephone, in vehicle communication system, wait for a passerby to call in to the 511 or 911 Call Centers, or wait for the FSP/CHP in the safety and comfort of their vehicle rather than get out to walk to a roadside call box. Even if the motorist does not have a cell phone, most motorists passing by will have a cell phone to call in for help, particularly if the vehicle is blocking a lane or is in a hazardous/emergency condition.

#### Call Box Spacing

- Within the guidelines, call box spacing should ensure motorist safety by providing the closest feasible spacing to reduce pedestrian and vehicle exposure time. Closer spacing also contributes to congestion relief by providing faster notification and clearing of disabled vehicles from the roadway.
- Variation in terrain, available revenue, urban/rural characteristics, and proximity for roadside services are factors in the decision of spacing between call boxes. For existing systems in place for two or more years, call box usage may also be considered when determining spacing. In order to allow flexibility and still maintain consistency in these installations, the county SAFEs should adhere to the following suggested spacing guidelines:



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- A reasonable spacing on rural highways with low ADTs may be based on geometric and economic needs. Other factors may include the cellular coverage area and isolation. Spacing does not constitute a system of call boxes but rather a service. These call boxes should only be placed in an area where adequate safe clearance from the roadway is available.
- On Caltrans toll bridges, call boxes should be spaced between 600 to 1,200 feet, depending on whether or not adequate shoulders are provided. Special situations and deviations from this should be discussed with the district traffic liaison.

Considering the alternative motorist aid options available, call box spacing may no longer be appropriate or relevant. Where the guidelines suggest closer spacing in urban areas with higher traffic volumes, it is likely that the cellular coverage is also highest and alternatives are most abundant, including FSP service and incident management and monitoring. Where there is higher traffic volume, there are also more motorists passing by that can call for help on their cell phone, if the stranded motorist does not have one. There is less need or urgency for a motorist to walk along the freeway of a quarter mile to get to a call box today.

### **Call Box Removal, Relocation, and Repairs**

- There may be factors, including, but not limited to, significant decreases in annual call volume, administrative issues, and operational issues, that warrant the need to remove call boxes on a systemwide basis. The SAFE will develop a systemwide call box removal plan that shall include a list of recommended call box sites to be removed, the resulting spacing between remaining adjacent sites, and justification for removal. If call boxes are being removed as a result of low call box usage, call box usage data for each call box shall also be provided. However, it should be noted that a call box may be removed due to systemwide decreases in call volume. The SAFE shall submit the call box removal plan to the CHP and Caltrans for a 60-day review and approval. With the exception of removal for construction, a removal that is planned or in existence for more than six months is considered a permanent removal and requires an approved removal plan.
- A SAFE does not need to submit a removal plan to the CHP and Caltrans for the removal of individual call boxes. However, removal of greater than 10 percent of the number of installed call boxes on any one corridor does require a removal plan.
- Where a call box has been removed, the site shall be restored to its original pre-installation conditions. All call box materials (e.g., pedestrian pads, asphalt paths, retaining walls, handrails, etc.) shall be removed from the site. The surface area where the call box was installed shall be graded flush with the surrounding soil.
- Along freeways, expressways, and divided conventional highways, call boxes shall be removed from both sides of the roadway to maintain call box pairing.

Presently, phone booths and pay phones are generally considered obsolete. The cost to operate and maintain them can no longer be offset by the benefit of the service provided with their very low usage.

Similarly, removal of call boxes should be considered now for locations where low usage cannot offset the cost to operate and maintain them, not to mention the cost of potential liability.

### 3.0 FIELD SITE ASSESSMENT

The first step was to conduct a field site assessment of all 1,786 locations listed in the database by physically visiting each location and conducting a site survey. The site assessments were conducted by a combination of Iteris and Wiltec staff during the months of May 2013, June 2013, and March 2014.

All field site surveys were conducted by two staff members, a driver and a passenger. At each call box location, the field staff members performed the following tasks:

1. Verified if the box existed with the sign number matching the previous database;
2. Verified the call box site type;
3. Checked the cell phone coverage in the area to determine if an adequate alternative was available;
4. Measured the width of the shoulder;
5. Noted any unusual conditions such as poor sight distance, steep grade, vegetation covering the site, etc.;

In addition, digital pictures were taken at each call box site visited for database update and future verification purposes. For those locations with construction activities along some of the freeway routes, field staff could only conduct the survey passing by the site in their vehicle and were not able to stop and measure at those locations. At some locations, field staff were able to locate and stop at the call box site, but no call box was found at the site or the box was disabled, even though the sign was present (as shown in the pictures to the right). Some



of the surveyed boxes were located on transition roads where the field staff could not stop and measure. The following is a summary of the field surveys:

- 1,786 boxes were surveyed
- Of the 1,786 boxes surveyed, 1,287 boxes were verified, documented and evaluated
- 82 boxes initially listed in the database as a Type B or C were identified in the field as having a non Type B or C site type.
- 25 boxes initially listed in the database as a non Type B or C were identified in the field as being a Type B or C site type
- As a result of the adjusted site types per the field survey, it was confirmed that 229 Type B Call Boxes and 183 Type C Call Boxes currently exist.

The results of the field surveys showed that approximately 28 percent of the boxes identified in the original database did not exist in the field or could not be found by the field survey staff.

### 4.0 SYSTEM EVALUATION METHODOLOGY

In light of Section 1 and 2, and the results obtained from Section 3, the overall Los Angeles County Kenneth Hahn Call Box System was evaluated comprehensively. The purpose of the evaluation was to assess the call box program for effectiveness and develop a plan for efficiency moving forward into the future, considering the changes in today's climate in regards to highway motorist aid. Those locations that are still effective and needed were identified and those that are not as effective and may no longer be needed were also identified. Recommendations are then made for removal of those locations that no longer serve their purpose where the costs and potential liability far outweigh any potential benefits.

Rather than evaluating the system parameters (such as type, number, or spacing requirements), a more appropriate approach would be to re-evaluate the system as a whole in a systematic approach to consider eliminating call boxes that are no longer useful or meeting program goals and/or present an unnecessary potential liability risk, and then evaluate the system parameters as needed. The call box system right-sizing process starts by identifying and moving potentially unnecessary call boxes into a category called "call box candidate for removal" (CFR) using a systematic process. Once all of the CFR boxes have been identified, an additional "filtering"/screening process would take place to make a final determination and recommendation on which call boxes to keep and which ones to consider removing.

Three main criteria were used to place the existing call boxes verified into the CFR category. These criteria, based on the site type, knockdown history, and recent past usage of the call boxes, include the following:

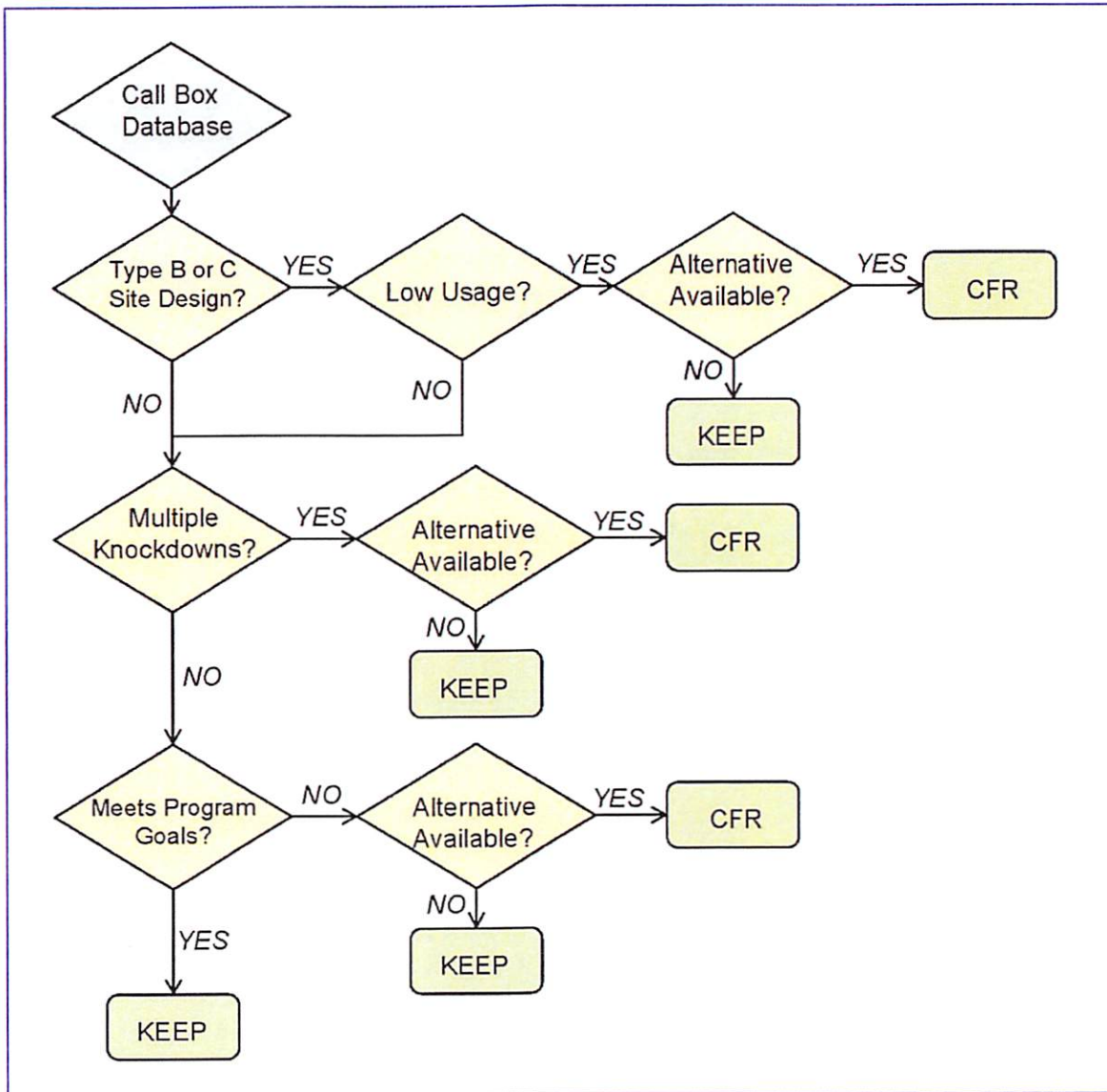
1. **Site Type** – Caltrans has recommended phased removal of all Type B and C call boxes where they are no longer effectively used. As such, an assessment of Type B and C call boxes was made where low utilization sites were identified as CFR.
2. **Knockdowns** – Call boxes with a history of multiple knockdowns in a year indicate a potential problematic location or site, posing a liability risk for traffic safety, and were identified for removal.
3. **Program Goals** – The Call Box program goals are to provide motorist aid service to the public. For various reasons such as the proliferation of cell phone usage and other alternative help avenues, there are call boxes with a pattern of little or no usage. If these boxes are not being used, then they do not meet program goals any longer and were identified for removal.

As part of the CFR determination process, each call box was subject to a final check at each of the three criteria levels. This check consisted of an evaluation of other motorist aid alternatives that would be available to a stranded motorist if the box was removed. These alternatives include FSP coverage, strong cellular phone coverage, incident management instrumentation and monitoring coverage, and/or

## Los Angeles County Call-Box Assessment Study

nearby commercial uses at which to seek help in the absence of the other alternatives. While it is rare that none of these alternatives would be available within Los Angeles County, some boxes located in relatively less urban and/or rural areas such as on State Routes 2, 27, and 38 were identified in the initial stage and were kept off the CFR list.

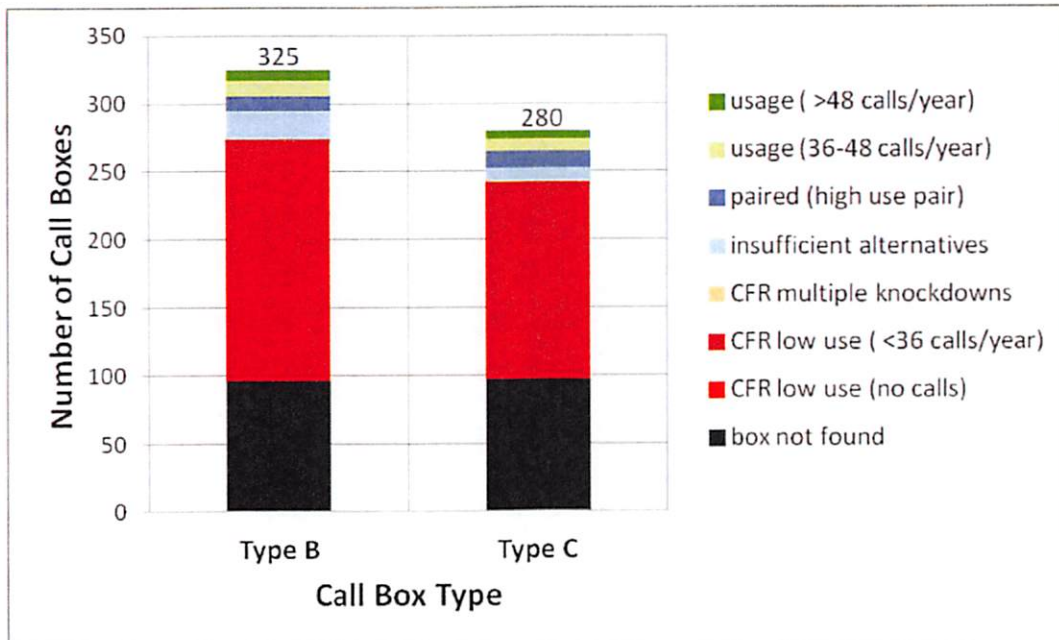
The flow chart presented below illustrates the process used for developing the CFR list, including whether to remove or keep a call box, and is described in further detail in this section.



A total of 669 existing field-verified boxes were identified for initial removal considerations as part of this initial evaluation. The following subsections provide a detailed summary of the methodology used to derive the 669 boxes.

4.1 SITE TYPE

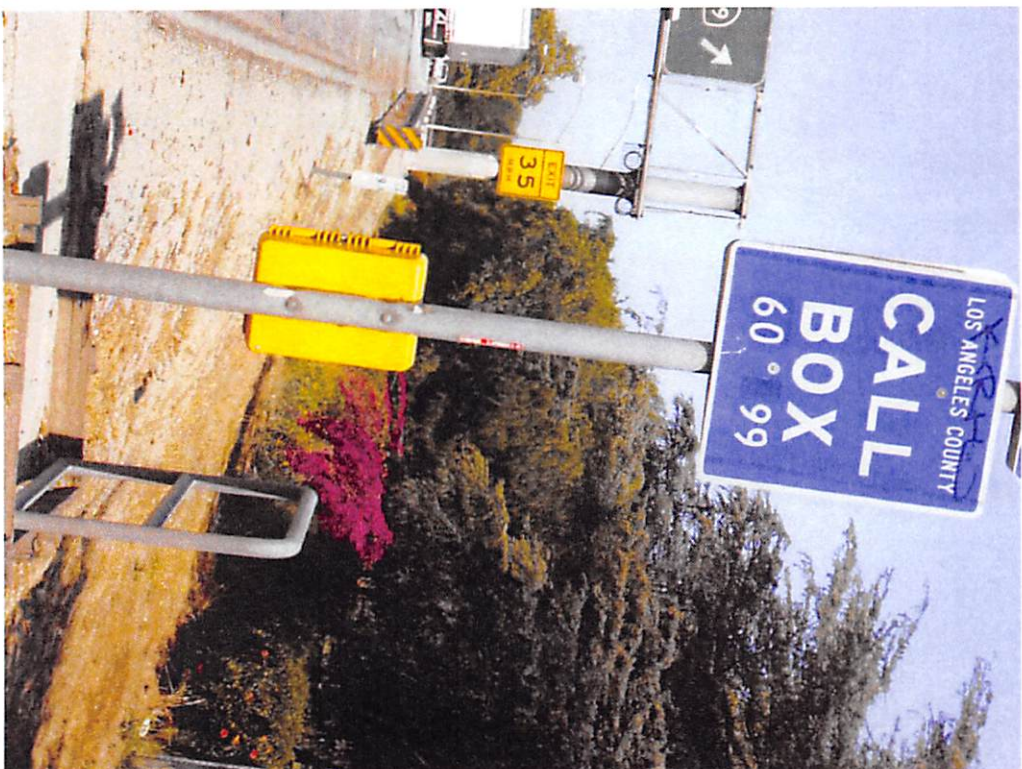
The first criterion was to evaluate Type B and C Call Boxes with low usage which had sufficient alternatives (other motorist aid methods) available. Type B and C call boxes were identified where the average number of calls was less than 36 per year, or on the average less than three calls per month. Based on review of the call statistics for the last two years, the number of calls that pertain to actual motorist aid calls was less than half of the total calls on the system, as shown in Table 1. In addition, a filter was applied to those identified for potential removal by conducting a call box alternative analysis. For each of these locations, the availability of Metro Freeway Service Patrol (FSP) service along the corridor covering the call box location was investigated. In addition, the analysis evaluated each location’s cellular telephone service coverage and incident management capabilities (with intelligent transportation systems) coverage and monitoring by Caltrans and CHP. If the site was on a highway arterial, then proximity to commercial businesses was considered. Out of the identified 412 Type B and C call box locations verified in the field, 376 were identified to have less than 36 calls per year on average within the last three year’s call records. Of these 376 locations, it was concluded that 31 locations did not have sufficient alternative motorist aid options available to the call boxes, if they were removed. Therefore, only the remaining 345 identified locations were recommended for removal. The chart below illustrates the results of the above analysis, indicating the number of Type B and C call boxes and their recent annual call usage records. Examples of Type B and Type C Call Box Sites are shown on Figure 6. The general locations of the Type B and Type C Call Box Sites are shown on Figure 7.



It should be noted from the above chart, call boxes receiving in excess of 24 calls per year on average are less than 20 percent of the total system. Trends indicate that calls are progressively decreasing each year.



Site Type B  
(Cut slope)



Site Type C  
(Fill slope)

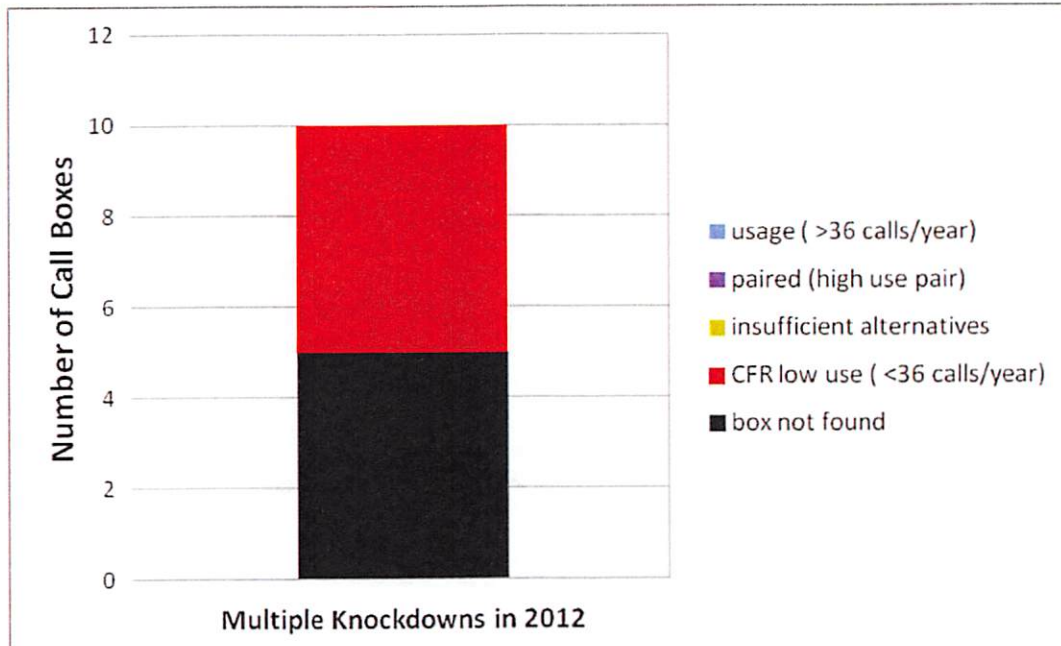


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Figure 7  
Location of Type B and Type B Call Boxes

### 4.2 KNOCKDOWNS

The second criterion was to identify those call boxes that have a history of repeated knockdowns. Analysis of the maintenance records indicated that there were 136 locations with a knockdown record in 2012. Of those, 10 locations had repeated knockdowns. This indicates a potential problem at this location for various reasons such as roadway geometrics, visibility, etc. Of the 10 locations, five were verified in the field and five were not found. Of the five that were verified in the field, one was a Type C location and four were other non-Type B/C. For any location that has a history of multiple knockdowns, their removal is recommended. It was concluded that two locations had sufficient alternatives available and recommended for removal, while three locations need to be considered for relocation. Below is a chart illustrating the results of the above analysis, indicating the number of knockdown locations and their recent annual call usage records.

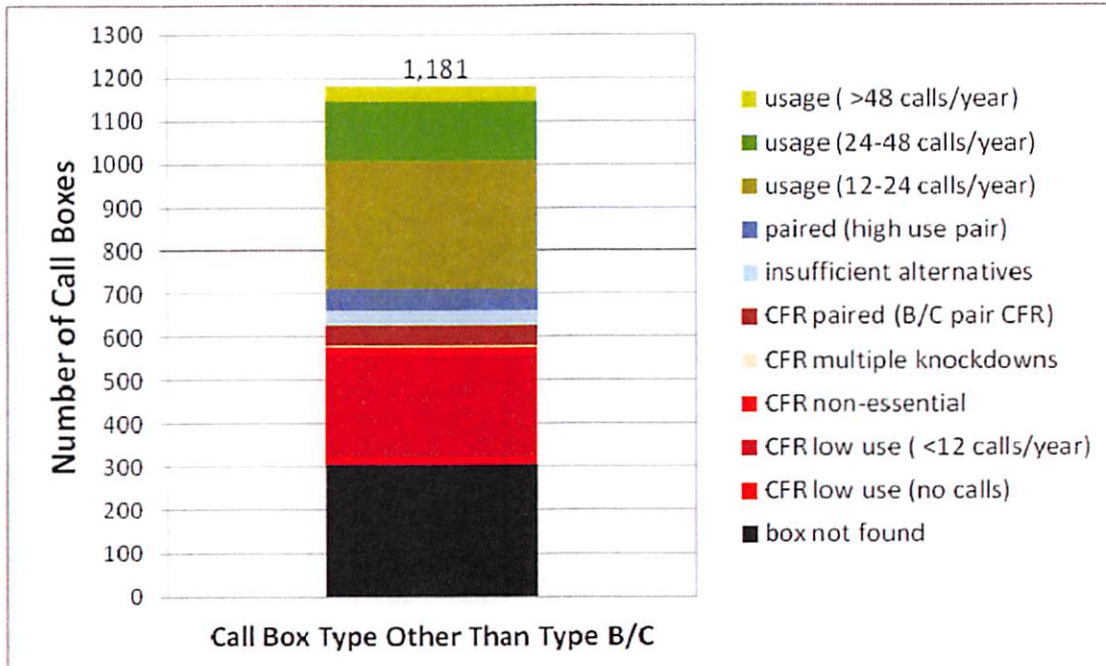


### 4.3 PROGRAM GOALS

The third criterion was to identify call boxes that do not meet Program Goals. This was defined as call boxes which had no calls recorded during the last 3 years. The initial analysis identified 156 locations with zero calls during the last three years, with 142 of these being boxes that did not exist per the field survey and 14 that did exist. These are the non-Type B and C call boxes, as the Type B and C with low usage have already been assessed in the first step. Once the 14 locations were identified, a filtering process was used to identify whether these locations had sufficient alternatives for motorist aid. Out of the 14 locations, it was concluded that all 14 locations did have sufficient alternatives available. Therefore, it is recommended to consider removing the 14 locations with no calls during the last 3 years. Below is a chart illustrating the analysis results, indicating the 14 call box locations with no calls in the last three years, shown in red, as well as the other usage results.



## Los Angeles County Call-Box Assessment Study



It should be noted from the above chart that, as with the Type B and C call boxes, call boxes receiving in excess of 24 calls per year on average are less than 20 percent of the total. Trends indicate that the number of calls is decreasing each year.

### 4.4 APPROACHES TO SYSTEM EVALUATION OF OTHER SAFES

Other California SAFE Agencies have developed guidelines and/or undertaken call box system evaluation and/or re-sizing efforts since the last call box system study. To gather information on the approach and methodology of other agencies within the last few years, Iteris staff contacted several major SAFEs and collected and reviewed pertinent reports and documents. **Table 3** summarizes this research. As shown, other California SAFE agencies have also identified call box locations for removal within the last several years.

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**TABLE 2: SUMMARY OF CALL BOX REMOVAL PROGRAM  
BY SELECTED CALIFORNIA SAFE AGENCIES**

Agency	Total	Removed/ Identified for Removal	Average Call Box Spacing	
			From	To
Bay Area MTC	2,086	500	1 box/mile	1 box/2 miles
SANBAG	1,700	450	Varies	No change
Riverside County Transportation Commission (RCTC)	594	36	2 boxes/mile (urban) 1 box/2 miles	1 box/mile (urban) No change (rural)
San Diego	1,770	None	1 box/mile	No change
OCTA	633	12	1 box/mile	No change
VCTC	564	None	2 boxes/mile	No change

### 5.0 RECOMMENDATIONS

From the Metro database list of current existing call boxes and their supposed locations, the whereabouts of the 499 physically missing call boxes or boxes that could not be found in the field visits is unknown. Regardless, we recommend including these locations for removal, if not physically then from the Metro’s database, since they meet the criteria for removal. Construction activities and other freeway/highway work can, at times, remove call boxes without informing Metro and Metro staff will need to use the call backs to verify active responses and identify those without responses as potential broken or removed call boxes. A plan for periodic reassessment is described later in Section 5.2, and would include new visual inventory surveys.

## Los Angeles County Call-Box Assessment Study

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For the 1,287 boxes that were found in the field, 669 were initially recommended for removal (“CFR” category) and 618 were initially recommended to be kept (“Keep” category). Consistent with the guidelines, if a call box is to be considered for removal, then its pair box in the opposite direction should also be considered for removal, and the same criteria assessment be made for the paired location. The following additional filter was used to make the final call box removal recommendations using the pair box criteria from the guidelines:

- For a Type B/C box listed in the CFR category, a check into the status and previous usage of its working pair was conducted:
  - If the working pair existed in the field and was listed in the “Keep” category, it was recommended for removal only if it received less than 72 calls over the three year period.
  - If the working pair had received more than 72 calls over the three year period, it remained in the “Keep” category and the Type B/C CFR was moved into the “Keep” category and flagged for potential retrofit.
- For a non Type B/C box listed in the CFR category, a check into the status and previous usage of its working pair was also conducted.
  - If the working pair existed in the field and was listed in the “Keep” category, it was recommended for removal if it received less than 36 calls over the three year period.
  - If the working pair had received more than 36 calls over the three year period, it remained in the “Keep” category and the CFR was moved into the “Keep” category.

This refinement resulted in 70 boxes added to the “Keep” category from the “CFR” category and 45 boxes being moved to the “CFR” category from the “Keep” category. As a result, a total of 646 boxes are recommended for removal. The final database of call boxes recommended for removal that were found and verified in the field is provided in **Appendix A**. A total of 641 boxes are recommended to be kept, 88 of which are Type B/C boxes. It is recommended that a mitigation measure plan be developed to address the retaining wall heights and removal of handrails for the remaining 88 Type B/C site locations. **Appendix B** provides a list of the 88 Type B/C boxes to remain and **Appendix C** provides a list of the non Type B/C boxes to remain.

**Table 3** summarizes the number of boxes recommended for removal by freeway route.

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**TABLE 3: SUMMARY OF RECOMMENDATIONS FOR REMOVAL**

Route	Total Existing Boxes Before Removal	Recommended for Removal	% To be removed
SR-1	17	1	6%
I-10	66	38	58%
US-101	89	32	36%
SR-103	4	4	100%
I-105	55	34	62%
I-110	87	32	37%
SR-118	35	21	60%
SR-134	6	0	0%
SR-14	30	21	70%
SR-170	11	0	0%
SR-2	94	39	41%
SR-210	12	12	100%
SR-22	4	0	0%
SR-23	36	20	56%
SR-27	162	99	61%
I-405	0	0	0%
SR-47	6	0	0%
I-5	2	0	0%
SR-57	103	51	50%
SR-60	7	7	100%
I-605	150	45	30%
SR-71	28	25	89%
I-710	54	37	69%
SR-90	74	44	59%
SR-91	7	5	71%
Cornell Wy (CN)	40	26	65%
Elizabeth Lake Rd (EL)	9	9	100%
Encinal Cyn Rd (EN)	42	18	43%
La Cienega Blvd (LC)	1	0	0%

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Lake Hughes Rd (LH)	1	0	0%
Mulholland Hwy (MU)	0	0	0%
Angeles Forest Hwy (N3)	4	4	100%
Kanan Dume Rd (N9)	5	0	0%
Park n' Ride (PR)	8	0	0%
San Francisquito Canyon Rd (SF)	9	0	0%
Stocker St (STK)	6	0	0%
<b>Total</b>	<b>1,287</b>	<b>646</b>	<b>50%</b>

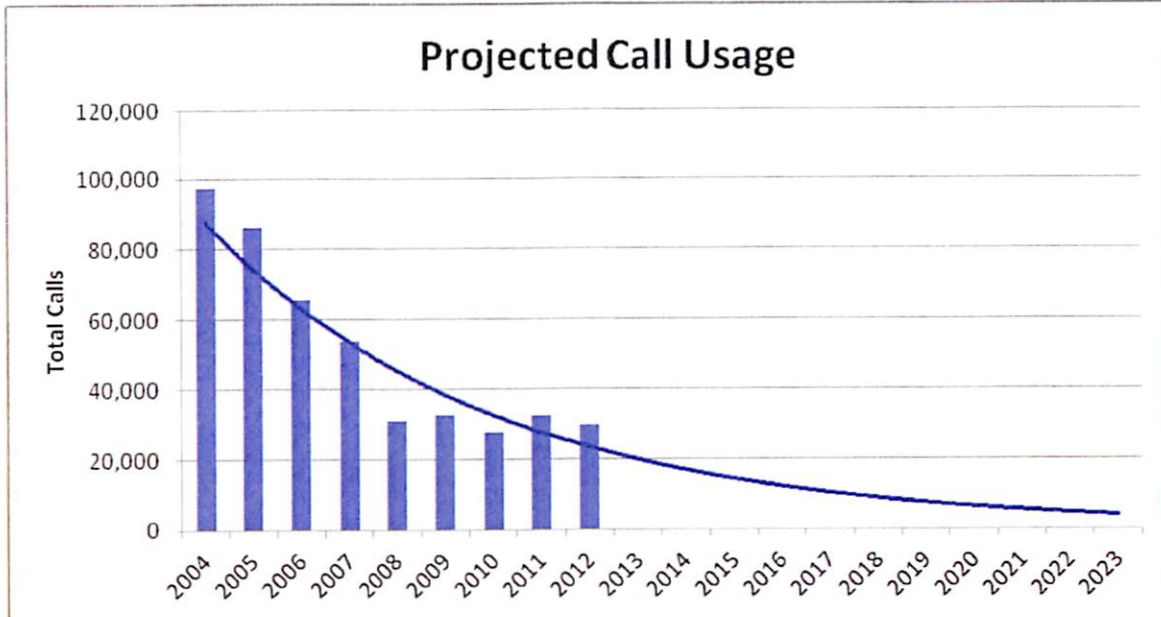
As shown in Table 3, the percentages of call boxes to be removed per individual corridor are all above ten percent, with the exception of SR-14. The final database of call boxes recommended for removal that were found and verified in the field is provided in Appendix A.

### 5.1 FUTURE ADDITIONAL PHASED REDUCTION

Moving forward, a phased approach is recommended to reevaluate the overall call box program and make necessary adjustments as conditions change over the next ten years. A total of 646 call boxes are recommended for removal now as part of Phase I, to be implemented as quickly as possible. As part of subsequent phases, Phase II, III, and IV, it is recommended that a similar evaluation and analysis be conducted every few years or more frequently as needed to determine if any of the 641 remaining sites meet the criteria described in Section 3 and considered no longer effective or useful. It is anticipated that continuous advancement in cellular telephone, in-vehicle communications, and incident management technology would eventually render all call boxes obsolete and no longer needed. The funds saved could be better utilized in support of the new technology alternatives in providing motorist aid rather than to continuously operate and maintain call boxes that are no longer useful.

With the continued increase in cell phone ownership and widespread usage it is expected that call box usage would continue to decline rapidly to insignificant numbers. At the current rate of decline, shown in Figure 8, it is projected that the system usage could dwindle to less than 10,000 yearly by 2016 and less than 2,000 yearly by 2023.

FIGURE 8: LOS ANGELES COUNTY PAST AND PROJECTED CALL BOX USAGE (2004 TO 2023)

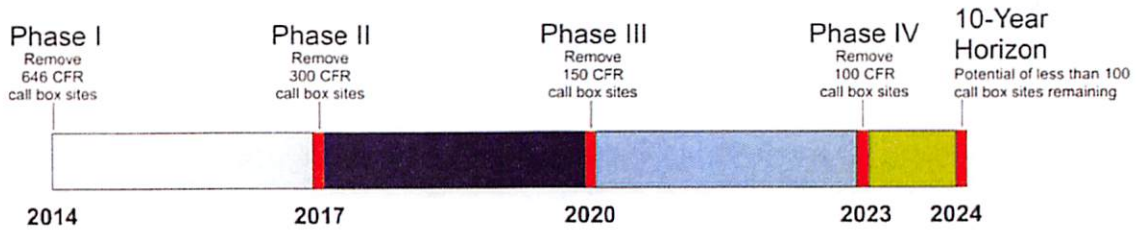


Based on the trend of total calls made per year over the last decade, the number of boxes that could fall in the candidate for removal (CFR) criteria in subsequent phases is projected. The total number of calls could drop 60% by 2017 from 2012, 75% by 2020, and 90% by 2024. Applying the same criteria described in Section 3.0 to the projected usage, the following are estimated:

- At 2016 – Approximately 300 boxes.
- At 2019 – Approximately 150 boxes.
- At 2022 – Approximately 100 boxes.

By the ten-year horizon of 2024, less than 100 call boxes could remain, if all of the additional projected CFR locations are removed. Again, the projections are based on the trend of the total calls made over the last decade. The projected calls over the next ten years, however, could actually be much lower as the cell phone, in-vehicle communications, and motorist aid technology is advancing very quickly. It is not too unreasonable to expect call boxes to be used for motorist-aid very little or none at all in the next few years, essentially rendering them completely obsolete.

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Currently, the operations and maintenance cost of the call box system is approximately \$400,000 annually, as according to recent LASAFE records. Implementation of Phase I could potentially reduce this cost by nearly 50 percent.

There are other call box programs in the nation that have eliminated all physical call boxes and replaced them with other services including information service, providing emergency phones (as shown on the right), and cellular call services. Where call boxes were initiated in the 1980's before the introduction of cellular phones or mobile phones, technology is advancing very quickly, particularly with the motorist aid services. We now have smart phones with motorist aid applications, the go511 Program, On Star vehicle call service, and other GPS motorist aid services, where these services are getting better and better each year. It is likely that there is a horizon in the near future for the physical call boxes where they will no longer be useful. However, as long as vehicles are driven, motorist aid will still be needed. The call box program could be replaced with other advanced services that are more useful or convenient, in line with the current technology, for motorists in the future. In the meantime, a phased evaluation process over the next several years is recommended to ensure that the call box system stays relevant, effective, and efficient.



## 5.2 NEXT STEPS

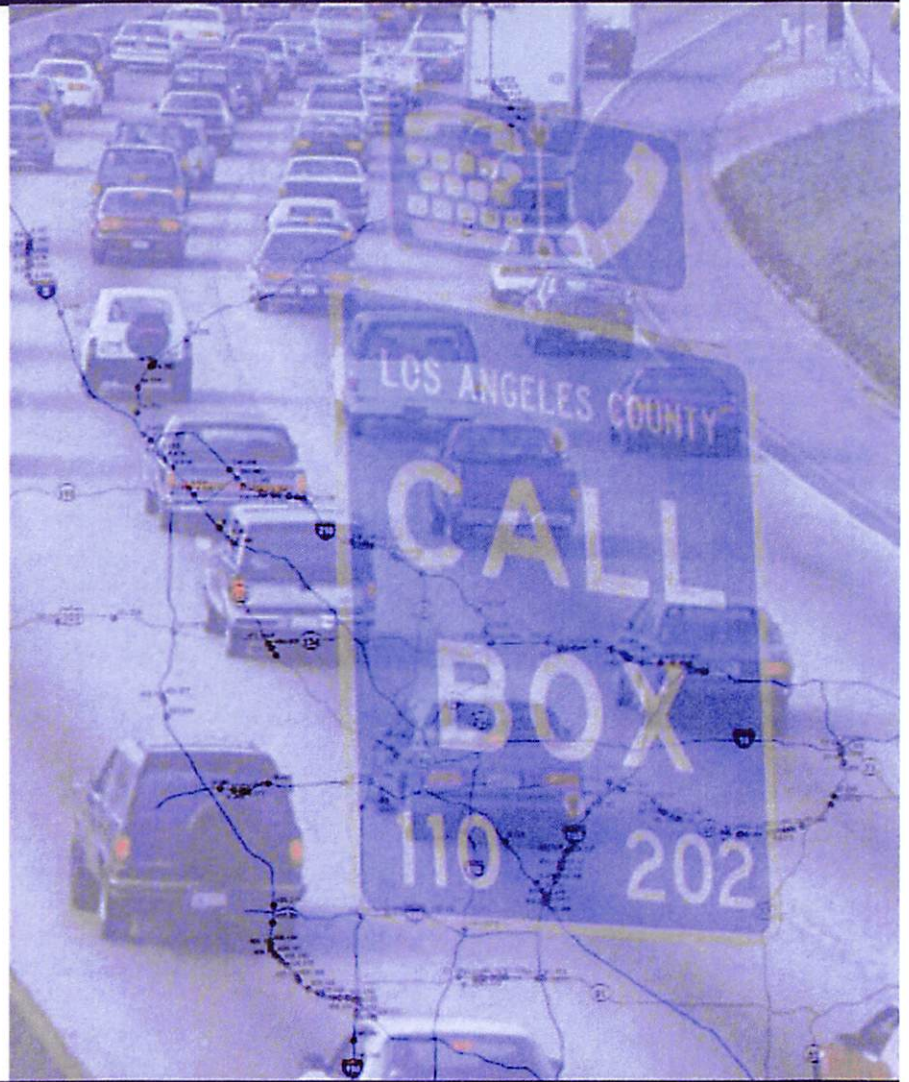
Based on the results of this study and the rapidly declining usage in recent years, the statewide guidelines may need to be reviewed to reassess regulations and/or legislature, policy and directives, program goals and objectives, and overall effectiveness of the call box program for motorist-aid. Modifications to the statewide guidelines may be necessary to adjust to the changes in conditions, usage, and technology that have taken place since the inception of the program. The modifications should take into account impact and program changes experienced by other regions in California.

With any removal of call boxes, the dollars saved from future operations and maintenance costs could be applied to other essential motorist aid-related services and should be addressed. In addition, the call box sites with removed call boxes also have the potential for other uses. The sites could still be utilized for signage for 511 call center or for other motorist aid uses. For example, technology application could be implemented at the sites, such as Bluetooth vehicle detection, to improve communication as well as collect and transfer data for motorist aid programs.



# Call Box Assessment Study

## APPENDIX





# **APPENDIX A: RECOMMENDATIONS FOR REMOVAL**





Route	Segment Number	Physical Location	Latitude	Longitude	Revised Stop Type
710	710-252	WB 5810 JNO CESAR CHAVEZ AV. ** F373 ** ACC 3RD ST	34.04232	-118.16903	B
710	710-267A	WB 5810 TO EB 210 CO. ACC DEL MAR BLVD			B
710	710-267C	WB 5810 TO EB 210 CO. ACC DEL MAR BLVD			B
91	91-088	WB 5811 JNO S WILKINSON AV. ** F373 25 ** ACC ACACIA AV			B
91	91-095	WB 5811 JNO S WILKINSON AV. ** F373 25 ** ACC ACACIA AV			B
91	91-115TD	EB 5811 TO NB 1710 CO. ** F373 26 ** ACC LONG BEACH BLVD	33.8776	-118.19082	B
91	91-158	EB 5811 JNO CAMDENIA RD. ** F373 15 **			B
LC	LC-005	S VA CERRERA BLVD JNO STOCKER ST. S9 ACC RODEO RD			B
51K	51K-002	STOCKER ST JNO S FAULK AV. EB ACC LA CERRERA BLVD			B
101	101-018	NB 5810 JNO S8 SR110. ** F373 02 ** ACC BROADWAY			C
101	101-015	NB 5810 JNO S8 SR110. ** F373 02 ** ACC GUENALE BLVD	34.05978	-118.24537	C
101	101-014	NB 5810 JNO S8 SR110. ** F373 02 ** ACC MAIN ST	34.0501	-118.24607	C
101	101-068	EB 110 JNO OVERLAND AV. ** F373 17 ** ACC OVERLAND AV	34.03937	-118.40655	C
101	101-144T	EB 110 JNO S HONOLULU AV OR. ** F373 17 ** ACC WESTERN AV			C
101	101-149	WB 110 JNO NB 1110. ** F373 3 ** ACC LOS ANGELES ST			C
101	101-209	WB 110 JNO N EASTERN AV. ** F373 2 ** ACC REMONT AV	34.03025	-118.17473	C
101	101-212	EB 110 JNO N EASTERN AV. ** F373 0 ** ACC EASTERN AV	34.0613	-118.1767	C
101	101-217	WB 110 TO S8 1710 CO. ** F373 0 ** ACC 110			C
103	103-012	NB 5810 AV W PACIFIC COAST HWY. ACC MAHEIM ST	33.78517	-118.2244	C
103	103-013	EB 5811 OR. TO S8 5847. ACC SRI	33.78615	-118.2247	C
101	101-317A	EB 110 TO S8 1805 CO. ** F373 12 ** ACC GARNEY AV			C
101	101-334	EB 110 JNO PUENTE AV. ** F373 12 ** ACC PUENTE AV			C
101	101-339	WB 110 JNO W WEST COVINA PKWY. ** F373 12 ** ACC WEST COVINA PKWY			C
101	101-368	EB 110 JNO N AZUSA AV. ** F373 12 ** ACC AZUSA AV			C
101	101-399	WB 110 JNO HOLT AV. ** F373 18 ** ACC VIA VERDE			C
105	105-137	EB 110 TO S8 5857 CO. ** F373 18 ** ACC VIA VERDE AV	34.06357	-117.8115	C
105	105-188T	CERRERAL HWY ONR TO WB 110S. ** F373 40 ** ACC IMPERIAL HWY			C
110	110-094T	NB 1110 TO NB 1405 CO. ** F374 3 **			C
110	110-107A	WB 5811 TO NB 1405 CO. ** F373 3 ** ACC LAUREL CANYON BLVD			C
118	118-119T	WB 5811 TO NB 5 CO. ** F373 3 ** ACC SAN FERNANDO RD			C
118	118-128	EB 5811 JNO GUENALE BLVD. ** F373 33 ** ACC SAN FERNANDO RD			C
134	134-039	WB 5813 JNO FOREST LAWN DR. ** F373 22 ** ACC FOREST LAWN DR	34.15509	-118.11138	C
134	134-044	EB 5813 JNO FOREST LAWN DR. ** F373 22 ** ACC FOREST LAWN DR	34.15635	-118.10178	C
134	134-055	WB 5814 JNO SAN FERNANDO RD	34.1548	-118.28030	C
134	134-058	EB 5814 AT SAN FERNANDO RD. ** F373 22 ** ACC FOREST LAWN DR			C
134	134-089	WB 5814 JNO HARVEY DR. ** F373 35 ** ACC GUENALE AV	34.1471	-118.22727	C
134	134-088	WB 5814 JNO HARVEY DR. ** F373 35 ** ACC GUENALE AV	34.1471	-118.22691	C
134	134-137	EB 5814 JNO CHANCE GROVE BLVD. ** F373 11 ** ACC SAN RAFAEL AV	34.1715	-118.15958	C
14	14-345	S8 5814 JNO OAK SPRING CANYON RD. ** F374 6 ** ACC SANTIAGO RD			C
14	14-478	NB 5814 JNO CEDAR VALLEY RD. 1/2 MI ACC WARD RD. ** F373 41 **			C
14	14-514	NB 5814 JNO SANTIAGO RD. 1/3 MI ACC SANTIAGO RD. ** F373 41 **			C
14	14-618	NB 5814 JNO 10TH ST W. ACC 10TH ST W			C
14	14-694	NB 5814 JNO AVENUE I. ACC AVENUE I			C
14	14-709	S8 5814 JNO AVENUE G. ACC AVENUE F			C
14	14-714	NB 5814 JNO AVENUE G. ACC AVENUE D			C
14	14-715	S8 5814 JNO AVENUE F. ACC AVENUE F			C
170	170-154	NB 5817 JNO MAGNOLIA BLVD. ** F373 27 ** ACC MAGNOLIA BLVD			C
210	210-008	EB 210 JNO VANDEL ST. ACC VANDEL ST	34.2258	-118.47502	C
210	210-024	EB 210 JNO ROXFORD ST. ACC ROXFORD ST	34.2347	-118.45442	C
210	210-025	WB 210 JNO ROXFORD ST. ACC POLK ST	34.2378	-118.4536	C
210	210-049	WB 210 JNO MACLAY ST. ACC EB 58 1118	34.30333	-118.41907	C
210	210-065T	WB 210 TO WB 5813 CO. ACC OSBORNE ST			C
210	210-078	EB 210 JNO OSBORNE ST. ACC PANTON ST			C
210	210-084	EB 210 JNO WHEATLAND AV. ACC OSBORNE ST	34.2763	-118.3701	C
210	210-088	EB 210 JNO WHEATLAND AV. ACC OSBORNE ST			C
210	210-094	EB 210 AT WHEATLAND AV. ACC OSBORNE ST	34.2725	-118.3585	C
210	210-095	WB 210 AT WHEATLAND AV. ACC SUNDLAND BLVD	34.2763	-118.3458	C
210	210-099	WB 210 JNO WHEATLAND AV. ACC SUNDLAND BLVD	34.2763	-118.3458	C
210	210-155	WB 210 JNO LOWELL AV. ACC PENNSYLVANIA AV			C
210	210-168	EB 210 JNO PENNSYLVANIA AV. ACC LOWELL AV	34.2218	-118.4469	C
210	210-193	WB 210 JNO ANGELUS CREST HWY. ACC ANGELUS CREST HWY	34.20727	-118.21445	C
210	210-195TC	WB 210 TO S8 582 CO. ACC ANGELUS CREST HWY	34.20915	-118.21058	C
210	210-244	EB 210 JNO LINCOLN AV. ACC LINCOLN AV	34.1715	-118.15823	C
210	210-285	WB 210 JNO SERRA MADRE BLVD. ** F373 11 ** ACC SERRA MADRE BLVD			C
210	210-318	EB 210 JNO N SANTA ANITA AV. ** F373 13 ** ACC BALDWIN AV			C
210	210-324	EB 210 JNO N SANTA ANITA AV. ** F373 28 ** ACC SANTA ANITA AV	34.15942	-118.0453	C
210	210-329	WB 210 JNO W HUNTINGTON DR. ** F373 28 ** ACC MYRTLE AV			C
210	210-349	WB 210 JNO BUENA VISTA ST. ** F373 28 ** ACC BUENA VISTA ST	34.175	-117.95568	C
210	210-374	EB 210 JNO BURNHOLME AV. ** F373 28 ** ACC NB 1605	34.17923	-117.87333	C
210	210-418	EB 210 JNO N GRAND AV. ** F373 28 ** ACC GRAND AV			C
210	210-434	EB 210 JNO S SUNFLOWER AV. ** F373 38 ** ACC SUNFLOWER AV	34.12078	-117.8284	C
210	210-444	EB 210 JNO S LONE HILL AV. ** F373 38 ** ACC SUNFLOWER AV			C
210	210-448	EB 210 JNO S8 5857			C
210	210-489	WB 210 JNO TOWNSEND AV EXT			C
2	2-154	NB 5812 AT LOS ANGELES RIVER. ** F373 35 ** ACC NB 5 TO NB 2 CO. N			C



Route	Segment	Physical Location	Site Latitude	Site Longitude	Revised Site Type
210	210-048	EB 1210 JEO MAJAV ST, **FSP 33** ACC KUBANAN ST	34.29533	-118.41993	A
210	210-169	WB 1210 JEO PENNSYLVANIA AV, ACC OCEAN VIEW BLVD	34.2225	-118.24607	A
210	210-195	WB 1210 JEO ANGELAS CREST HWY, ACC ANGELAS CREST HWY	34.2071	-118.21052	A
210	210-209	WB 1210 JEO GOLIAD AV, ACC BERSHIRE PL			A
210	210-257A	WB 1210 TO SB 1710 CON, **FSP 11** ACC LAKE AV			A
210	210-254	EB 1210 JEO FARFAR AV, **FSP 11** ACC ORANGE GROVE BLVD			A
210	210-367	WB 1210 JEO NB 1505, **FSP 28** ACC IRVINGDALE AV			A
210	210-394	EB 1210 AT S AZUSA AV, **FSP 28** ACC VERNON AV			A
2	2-188	NB 582 JEO COLONADO BLVD, **FSP 35** ACC YORK BLVD			A
2	2-188	NB 582 JEO VERDUGO RD, **FSP 35** ACC EAGLE ROCK BLVD			A
2	2-287A	NB 582 TO WB 1210 CON, **FSP 35** ACC MOUNTAIN ST			A
405	405-108	NB 405 JEO E CARSON ST, **FSP 19** ACC CARSON ST	33.84817	-118.25778	A
405	405-1987C	NB 405 TO EB 1105 CON, **FSP 9**			A
405	405-1987D	NB 405 TO WB 1105 CON, **FSP 9**			A
405	405-2237	SB 405 ON W CENTURY BLVD OFR, **FSP 05** ACC LA CENEGA BLVD			A
405	405-236	NB 405 JEO S LA CENEGA BLVD, **FSP 05** ACC MANCHESTER BLVD			A
405	405-2567B	NB 405 TO WB 5820 CON, **FSP 06** ACC LA TURBA BLVD			A
47	47-003	SB 5847 TO NB 1110 CON			A
47	47-003T	SB 5847 ON SB N GARREY ST OFR, WB 5847 ON GARREY ST OFR			A
47	47-005	NB 5847 JEO SB 1110, ACC TERRAZA BLVD			A
47	47-052	NB 58103 JEO W PACIFIC COAST HWY, ACC PACIFIC COAST HWY	33.79065	-118.2238	A
5	5-089	SB 15 JEO PARAMOUNT BLVD, **FSP 16** ACC SALISBURY AV			A
5	5-1587A	NB 15 TO WB 110 CON, **FSP 04** ACC CALZADA ST			A
5	5-399	SB 15 JEO SUNLAND BLVD, **FSP 34** ACC PERKINS ST			A
5	5-4197C	SB 15 TO SB 405 CON, SB 5 TRK LN TO SB 405			A
5	5-545	SB 15 JEO THE ROAD, **FSP 42** APPROX 1/2 MI, ACC THE OLD RD			A
5	5-669	SB 15 JEO HASLEY CANYON RD, **ESCAPE AREA** **FSP 42** ACC PARKER RD	34.45037	-118.61472	A
57	57-034	NB 5857 JEO PATRICK RD, **FSP 21** ACC DIAMOND BAR BLVD			A
57	57-049T	SB 5857 TO WB 5850 CON, **FSP 19** ACC SUMMIT CROSSING RD			A
57	57-055	SB 5857 JEO TEMPLE AV, **FSP 38** ACC WB 110 ON VIA VERDE			A
57	57-082	NB 5857 JEO WB 110, **FSP 34** ACC TEMPLE			A
60	60-007T	WB 5850 TO NB 1510 CON, **FSP 03** ACC LORENA ST			A
60	60-0097A	WB 5850 TO NB 15 CON, **FSP 03** ACC LORENA ST			A
60	60-027B	WB 5850 TO SB 1710 CON, **FSP 13** ACC ATLANTIC			A
60	60-0377A	WB 5850 TO NB 1710 CON, **FSP 13** ACC ATLANTIC			A
60	60-0377B	WB 5850 TO SB 1710 CON, **FSP 13** ACC ATLANTIC			A
60	60-079	WB 5850 JEO PARAMOUNT BLVD, **FSP 13** ACC SAN GABRIEL BLVD			A
60	60-095	WB 5850 JEO ROSEBUD BLVD, **FSP 13** ACC ROSEBUD BLVD	34.0157	-118.07967	A
60	60-1167B	EB 5850 TO NB 1605 CON, **FSP 13** ACC PECK RD			A
60	60-253	WB 5850 JEO GARD AV, **FSP 21** ACC DIAMOND BAR BLVD			A
60	60-294	EB 5850 JEO 5871, **FSP 21** ACC PHILIPS RANCH RD			A
60	60-295	WB 5850 JEO 5871, **FSP 21** ACC RESERVOIR ST			A
605	605-066	NB 605 AT EB 1105, **FSP 14** ACC ALONDA BLVD			A
605	605-1747B	NB 605 TO WB 5850 CON, **FSP 07** ACC PECK RD			A
605	605-257	SB 605 AT WB 1210, **FSP 07** ACC HUNTINGTON DR			A
605	605-2597A	SB 605 TO WB 1210 CON, **FSP 07** ACC HUNTINGTON DR			A
71	71-013	SB 5871 AT W VALLEY BLVD, ACC SB 1210 ON EB 110	34.06273	-117.79198	A
710	710-153	SB 1710 JEO ROSEBUD AV, **FSP 30**			A
710	710-157	SB 1710 JEO E IMPERIAL HWY, **FSP 30**			A
710	710-255	SB 1710 JEO FLORAL DR, **FSP 15** ACC 110	34.04612	-118.16852	A
710	710-326	WB 58710 JEO COLONADO BLVD, ACC DEL MAR BLVD			A
90	90-019	WB 5890 JEO S CENTINELA AV, ACC RFA SB 805 ON STATION AV			A
91	91-108	EB 5891 JEO N LONG BEACH BLVD, **FSP 26** ACC SANTA FE AV			A
91	91-178	EB 5891 JEO MONTER BLVD, **FSP 15** ACC STUDEBAKER RD			A
91	91-204	EB 5891 JEO CARPENTER RD, **FSP 15** ACC SHOEBAKER AV			A
PR-004	PR-004	S GRANT AV AT EB 1210, PARK & RIDE			A
PR-006	PR-006	STUDEBAKER RD SO WB 1105, STUDEBAKER PARK AND RIDE			A
PR-007	PR-007	STUDEBAKER RD SO WB 1105, STUDEBAKER PARK AND RIDE			A
PR-008	PR-008	STUDEBAKER RD SO WB 1105, STUDEBAKER PARK AND RIDE			A
PR-009	PR-009	STUDEBAKER RD SO WB 1105, STUDEBAKER PARK AND RIDE			A
PR-010	PR-010	STUDEBAKER RD SO WB 1105, STUDEBAKER PARK AND RIDE			A
PR-011	PR-011	STUDEBAKER RD SO WB 1105, STUDEBAKER PARK AND RIDE			A
PR-013	PR-013	5819 SO WB 1105, LAKEWOOD PARK & RIDE			A
PR-014	PR-014	LONG BEACH BLVD JEO EB 1105, LONG BEACH BLVD PARK & RIDE			A
PR-015	PR-015	WILMINGTON AV SO WB 1105, WILMINGTON PARK AND RIDE			A
PR-016	PR-016	VALIANT BLVD AT EB 1105, PARKLAND RIDE ON VALIANT			A
PR-017	PR-017	S VERMONT AV JEO EB 1105, VERMONT PARK & RIDE			A
PR-018	PR-018	S VERMONT AV JEO EB 1105, VERMONT PARK & RIDE			A
PR-019	PR-019	CRESNAP BLVD AT W 120TH ST, CRESNAP PARK & RIDE	33.92463	-118.32712	A
PR-021	PR-021	LONG BEACH BLVD JEO WB 1105, PARK & RIDE LOT	33.9243	-118.3296	A
PR-022	PR-022	LONG BEACH BLVD JEO WB 1105, PARK & RIDE LOT			A
PR-023	PR-023	S HAWTHORNE BLVD JEO WB 1105, PARK & RIDE LOT			A
PR-024	PR-024	S HAWTHORNE BLVD JEO WB 1105, PARK & RIDE LOT			A
PR-025	PR-025	S HAWTHORNE BLVD JEO WB 1105, PARK & RIDE LOT			A
101R	101R	58 US101 JEO E 4TH ST, **FSP 27** ACC HOLLWOOD BLVD			D
101	101-068	EB 101 JEO S LA BREA AV, **FSP 27** ACC WASHINGTON BLVD			D
101	101-108	WB 101 JEO S LA BREA AV, **FSP 29** ACC TAMPA AV	34.1717	-118.57288	D
101	101-244	WB 101 AT WILKINSON AV, **FSP 29** ACC TAMPA AV	34.0649	-118.58393	D
10	10-219	WB 10 TO NB 1710 CON, **FSP 08** ACC FREEMONT AV	34.07183	-118.14288	D
10	10-219	WB 10 JEO N ATLANTIC BLVD, **FSP 08** ACC ATLANTIC BLVD	34.08037	-117.74583	D
105	105-041T	CRESNAP BLVD OFR TO WB 1105, **FSP 19** ACC CRESNAP BLVD			D

Route	Stop Number	Physical Location	Stop Latitude	Stop Longitude	Revised Stop Type
105	105-0661C	EB 1105 TO SB 1110 CON. **FSP 39** ACC CENSUS HWY			D
105	105-182	EB 1105 TO WOODBURY AV. **FSP 40**			D
105	105-183	WB 1105 AT SB 1505. **FSP 40** ACC IMPERIAL HWY			D
110	110-129	SB 1110 AND EL SEGUNDO BLVD. **FSP 43** ACC IMPERIAL HWY	33.923	-118.28583	D
110	110-175	SB 1110 TO W GAGE AV. **FSP 43** ACC GAGE AVE			D
134	134-0957A	SB 1210 TWO LINCOLN AV. ACC AIRPORT ST			D
210	210-228	WB 1210 TWO LINCOLN AV. ACC LINCOLN AV			D
210	210-229	WB 1210 TO SAN DIMAS AV. (WB 210 TO SAN DIMAS AV)	34.1998	-117.81567	D
405	405-294T	EB W MANCHESTER BLVD ONR TO NB 1805. **FSP 06** ACC CENTURY BLVD			D
5	5-0687A	NB 15 TO NB 1605 CON. **FSP 16** ACC FLORENCE			D
5	5-085	SB 15 AND ROSEBUD BLVD. **FSP 08** ACC PARAMOUNT BLVD			D
5	5-125	SB 15 AND S ATLANTIC BLVD. **FSP 04** ACC SB 1710			D
5	5-195	SB 15 AND N MAIN ST. **FSP 04** ACC SB 18110 OR STADIUM HWY			D
5	5-304	NB 15 AND SAN FERNANDO BLVD. **FSP 31** ACC BURBANK BLVD			D
57	57-024	NB 5857 AND PATTERSON RD. **FSP 21** ACC BRAMFORD BAR BLVD			D
60	60-037T	WB 5860 TO NB 1710 CON. **FSP 13** ACC ATLANTIC BLVD			D
605	605-066T	NB 1805 TO WB 1105 CON			D
605	605-067	SB 1805 AND ROSECRANS AV. **FSP 14** ACC ROSECRANS AV			D
605	605-069	SB 1805 AND ROSECRANS AV. **FSP 14** ACC ROSECRANS AV			D
605	605-089	SB 1805 AT FLORENCE BLVD. **FSP 14** ACC FLORENCE	33.90427	-118.10465	D
605	605-097A	SB 1805 TO NB 15 CON. **FSP 14** ACC TELEGRAPH RD			D
605	605-102T	NB 1805 ON TELEGRAPH RD ONR. **FSP 14** ACC FLORENCE AV			D
605	605-124	NB 1805 AND WASHINGTON BLVD. **FSP 17** ACC WASHINGTON BLVD	33.97798	-118.07925	D
710	710-135T	SB 1710 TO SB 5851 CON. **FSP 10** ACC ALONDRA BLVD			D
710	710-136T	SB 1710 TO WB 5891 CON. **FSP 10** ACC ALONDRA BLVD			D
90	90-015	WB 5890 AND S CENTRAL AV. ACC CENTRAL AV			D
91	91-139	WB 5891 AND N PARAMOUNT BLVD. **FSP 13** ACC DOWNER AV			D
105	105-033T	WB 1805 ON MANHATTAN BLVD ONR. **FSP 39** ACC IMPERIAL HWY	33.8763	-118.15887	D
405	405-208	NB 1805 AND EL SEGUNDO BLVD. **FSP 09** ACC EL SEGUNDO BLVD			E
405	405-697	SB 1805 TO WB 58110 CON. ACC SAN FERNANDO MISSION BLVD			E
101R	101R-003R	SB 1801 AND E 4TH ST. **FSP 02** ACC 4TH ST			F
101	101-225	EB 1801 AND TAMPA AV. **FSP 29** ACC WINKLER AV	34.16838	-118.58943	F
101	101-244	WB 1801 AND DE SOTO AV. **FSP 29** ACC WINKLER AV			F
101	101-245	EB 1801 AND DE SOTO AV. **FSP 29** ACC CANOGA AV	34.17917	-118.58375	F
101	101-247	EB 1801 ON S NORVAHUE AV ONR. **FSP 17** ACC AIRLINGTON AV			F
101	101-379	EB 1801 AND W LINDBOR CANYON RD. ACC WESTLAKE BLVD			F
101	101-427A	EB 1801 TO SB 5857 CON. **FSP 18** ACC VIA VERDE AV			F
105	105-0127A	EB 1105 TO SB 1805 CON. **FSP 39**			F
105	105-0127B	WB 1105 TO SB 1805 CON. **FSP 39**			F
105	105-0127C	EB 1105 TO SB 1805 CON. **FSP 39**			F
105	105-0127D	WB 1105 TO SB 1805 CON. **FSP 39**			F
105	105-0127E	EB 1105 TO SB 1805 CON. **FSP 39**			F
105	105-0127F	WB 1105 TO SB 1805 CON. **FSP 39**			F
110	110-028	NB 1110 AND C ST. ACC C ST			F
110	110-028T	NB 1110 AND C ST. ACC C ST			F
110	110-096T	NB 1110 TO EB 5851 CON. **FSP 43** ACC 190TH ST			F
110	110-143TB	SB 1110 TO EB 1105 CON. **FSP 43** ACC CENTRAL BLVD	33.93058	-118.2814	F
110	110-239	SB 58110 AT W SUNSET BLVD. **FSP 01** ACC STADIUM HWY	34.0835	-118.24805	F
118	118-094	EB 58118 AND NB 1805. **FSP 23** ACC HAVENHURST AV			F
118	118-103TC	WB 58118 TO SB 1805 CON. **FSP 23** ACC LAUREL CANYON BLVD			F
118	118-135	WB 58118 AND GLENDALE BLVD. **FSP 23** ACC WB 1210			F
134	134-018	EB 58114 AND PASS AV. **FSP 22** ACC CALIFORNIA BLVD	34.15368	-118.14903	F
134	134-025	WB 58114 AND N HOLLWOOD HWY. **FSP 22** ACC BOB HOPE DR			F
134	134-038	EB 58114 AND FOREST LAWN DR. **FSP 22** ACC BUENA VISTA ST	34.1546	-118.1112	F
134	134-059T	WB 58114 AND SAN FERNANDO RD. **FSP 22** ACC PACIFIC AV			F
134	134-114	EB 58114 AND FIGUEROA ST. **FSP 25** ACC MAYBEE DR	34.14785	-118.15945	F
134	134-133	WB 58114 AT ORANGE GROVE BLVD. **FSP 11** ACC FAIR OAKS AV			F
1	1-353	EB 1101 AT MAIN ST. START OF SRT			F
14	14-674	NB 5814 AND AVENUE M. ACC AVENUE M			F
14	14-674	NB 5814 AND AVENUE L. ACC AVENUE L			F
14	14-674	NB 5814 AND AVENUE J. ACC AVENUE J			F
14	14-674	NB 5814 AND AVENUE I. ACC AVENUE I			F
14	14-659	NB 5814 AND AVENUE K. 1/4 MI ACC AVENUE L			F
14	14-659	NB 5814 AND AVENUE L. ACC AVENUE K			F
14	14-654	NB 5814 AND AVENUE M. 1/4 MI ACC AVENUE N			F
14	14-654	NB 5814 AND AVENUE N. ACC AVENUE M			F
14	14-674	NB 5814 AND AVENUE P. ACC AVENUE N			F
14	14-674	NB 5814 AND AVENUE Q. ACC AVENUE P			F
14	14-684	NB 5814 AND AVENUE R. ACC AVENUE Q			F
14	14-684	NB 5814 AND AVENUE S. ACC AVENUE R			F
14	14-684	NB 5814 AND AVENUE T. ACC AVENUE S			F
14	14-655	SB 5814 AND EB AVENUE H			F
170	170-159	SB 58170 AND BURBANK BLVD. **FSP 27** ACC OXWARD ST	34.17077	-118.38735	F
170	170-169	SB 58170 AND VICTORY BLVD. **FSP 27** ACC VICTORY BLVD	34.18307	-118.39888	F
210	210-0587A	EB 1210 TO WB 58118 CON. **FSP 31** ACC MACART ST	34.28907	-118.40922	F
210	210-063	WB 1210 AND PAXTON ST. ACC OSBORNE ST	34.28658	-118.40477	F
210	210-192TB	EB 1210 TO SB 5818 CON. ACC LA CRESCENTA AV			F
210	210-208	EB 1210 AND GROUND AV. ACC ANDREAS CREST HWY			F
210	210-215	WB 1210 AND BENSHEAR PL. ACC WINDSOR AV	34.19135	-118.18007	F
210	210-246T	EB 1210 TO SB 5810 CON. ACC SCUD ST			F
210	210-288	EB 1210 AND S SUNKFLOWER AV. **FSP 28** ACC LONG HILL AV			F
2	2-1857A	NB 5812 TO EB 58114 CON. **FSP 25** ACC YORK BLVD			F





Route	Stop Number	Physical Location	Stop Latitude	Stop Longitude	Revised Stop Type
57	57-109	EB 5857 AND W GARDSTONE ST, **FSP 38** ACC AUTO CENTRE DR	34.10888	-117.82302	L
60	60-008	EB 5850 AND EUCLID AV, **FSP 03** ACC SANTA FE ST	34.1102	-118.25563	L
5	5-235	SB 5 AND 5TH ST, APPROX 1/3 MI ACC COLUMBIA	34.7699	-118.00272	C
105	105-112	EB 1105 AND LONG BEACH BLVD, **FSP 40** ACC WILMINGTON AV	33.92527	-118.21148	A
5	5-174	NB 5 AND CALGROVE BLVD	34.34728	-118.5333	A
57	57-115	SB 5857 AND AUTO CENTRE DR			L
10	10-369	WB 10 AND N AZUSA AV, **FSP 12** ACC CITRUS ST			A
110	110-015	SB 110 AND CHARREL ST, ACC C ST	33.75878	-118.29095	A
118	118-054	EB 58118 AND REDDA BLVD, **FSP 33** ACC TAMPA AV			A
14	14-469	SB 5814 AND WARD RD, ACC CROWN VALLEY RD **FSP BEAT 41**			A
14	14-655	SB 5814 AND AVENUE K, 1/4 MI ACC AVENUE K			A
170	170-168	NB 58170 AND VICTORY BLVD, **FSP 27** ACC OXNARD ST	34.1833	-118.39757	A
210	210-154	EB 1210 AND LOWELL AV, ACC LA TUNA CANYON RD			A
210	210-488	EB 210 AND N TOWNE AV			A
5	5-079	SB 5 AND LAKEWOOD BLVD, **FSP 16** ACC PARAMOUNT BLVD			A
57	57-015	SB 5857 AND GLEN CANYON RD, **FSP 21** ACC DIAMOND BAR BLVD			A
57	57-048	NB 5857 AND EB 5850, **FSP 21** ACC GRAND AV			A
60	60-105	WB 5850 AND SANTA ANITA AV, **FSP 13** ACC PECK RD			A
605	605-225	SB 605 ON LOWER AZUSA RD DR, **FSP 27** ACC LIVE OAK AV	34.0952	-117.98768	A
91	91-089	WB 5891 AND S WILKINSON AV, **FSP 26** ACC ACACIA AV			A
91	91-109	WB 5891 AND N LONG BEACH BLVD, **FSP 21** ACC LONG BEACH BLVD			A
118	118-085	WB 58118 AND HANFORD ST, **FSP 33** ACC WOODLEY AV			A
210	210-089	WB 210 AND WHEATLAND AV, ACC WHEATLAND AV			D
210	210-235	WB 210 AT W WASHINGTON BLVD, ACC SICO ST	34.17102	-118.15672	D
210	210-284	EB 1210 AND N SERRA MAR BLVD, **FSP 11** ACC ALLEN AV			D
60	60-037	WB 5850 AND NB 1710, **FSP 13** ACC ATLANTIC BL			D
110	110-099	SB 110 AT EB 5891, **FSP 27** ACC REDWOOD BEACH			E
2	2-174	NB 5812 AND YORK BLVD, **FSP 35** ACC EMILE ROCK BLVD	34.1286	-118.22737	E
101	101-019	SB 101 AND EB 1315 ST, **FSP 02** ACC ALAMEDA ST	34.0493	-118.2216	F
101	101-194	WB 101 AT BALBOA BLVD, **FSP 07** ACC BALBOA BLVD			F
101	101-414	EB 101 AND KILGORE DR, **FSP 18** ACC VIA VERDE	34.0632	-117.8254	F
134	134-059	WB 58134 AND SAN FERNANDO RD, **FSP 22** ACC PACIFIC RD			F
134	134-079	WB 58134 AND N GLENDALE AV, **FSP 15** ACC GLENDALE AV	34.15618	-118.24298	F
170	170-155	SB 58170 AND MAGNOLIA BLVD, **FSP 27** ACC BURSAR BLVD			F
210	210-294	EB 210 AND N ROSEMEAD BLVD, **FSP 11** ACC MADRE ST			F
210	210-375	WB 210 AND WINDYVALE AV, **FSP 28** ACC WINDYVALE AV			F
405	405-205	SB 405 AND EL SEGUNDO BLVD, **FSP 09** ACC DIPERAL HWY			F
5	5-198	NB 5 AND PASADENA AV, **FSP 04** ACC MAIN ST			F
5	5-344	NB 5 AND PENROSE ST, **FSP 34** ACC SUNLAND BLVD			F
605	605-034	NB 605 AND DEL AMO BLVD, **FSP 14** ACC DEL AMO BLVD			F
605	605-054	NB 605 AND ALONDRA BLVD, **FSP 14** ACC EB 5891 OR WB 5891			F
405	405-114	NB 405 AND AVALON BLVD, **FSP 19** ACC CARSON ST			G
405	405-198	NB 405 AND EL SEGUNDO BLVD, **FSP 09** ACC ROSECRANS AV			G
60	60-044	EB 5850 AND S ATLANTIC BLVD, **FSP 13** ACC NB 1710			G
118	118-137	WB 58118 AND EB 1315, **FSP 23** ACC EB 1210			K
14	14-544	NB 5814 AND AVENUE M, 1/4 MI ACC AVENUE N			L
210	210-009	WB 210 AND VANCELL ST, ACC ROXFORD ST	34.2322	-118.47727	L
91	91-124	EB 5891 AND ATLANTIC AV, **FSP 26** ACC ATLANTIC AV	33.87658	-118.18318	L

## **APPENDIX B: REMAINING TYPE B/C SITES**

Appendix B - Type B and C Locations to keep

Route	Segment	Physical Location	Site Latitude	Site Longitude	Revised Site Type
134-105	B	WB SR134 AT ARBON DELL PL. ** FSP 25 ** ACC FISHERA ST			B
134-119	B	WB SR134 AND N SAN RAFAEL AV. ** FSP 35 ** ACC SAN RAFAEL AV			B
134-119	B	WB SR134 AND ESCONDIDO CANYON RD. ** FSP 41 ** ACC ESCONDIDO CANYON RD			B
14-519	B	SB SR14 AND SANTARDO RD. 1 MI ACC PEARLOSSOM HWY ** FSP 41 **			B
14-525	B	SB SR14 AND SANTARDO RD. 1 1/2 MI ACC PEARLOSSOM HWY ** FSP 41 **			B
210-139	B	WB SR10 AND LA TURNA CANYON RD. ACC LA TURNA CANYON RD			B
210-425	B	WB SR10 AND N GRAND AV. ** FSP 23 ** ACC SUNFLOWER AV			B
210-428	B	WB SR10 AND S SUNFLOWER AV. ** FSP 28 ** ACC GRAND AV			B
210-485	B	WB SR10 AND N TOWNE AV. (1/2 MI) WB SR10 AND TOWNE AV)			B
605-144	B	WB SR05 AND BEVELLY BLVD. ** FSP 27 ** ACC WHITTIER BLVD			B
101-085	B	SB US01 AT HIGHLAND AV. ** FSP 37 ** ACC BARHAM BLVD			B
105-042	B	SB SR10 AND N CRESHANAW BLVD. ** FSP 39 ** ACC CRESHANAW BLVD ONR			B
110-088	B	WB SR10 AND NB W05. ** FSP 43 ** ACC TORRANCE BLVD			B
14-268	B	WB SR14 AND SAN FERNANDO RD. ** FSP 24 ** ACC NB 15			B
14-458	B	WB SR14 AND WARD RD. 3/4 MI ACC ESCONDIDO CANYON RD. ** FSP 41 **			B
14-548	B	WB SR14 AND ANGELES FOREST HWY. ** FSP 41 ** ACC PEARLOSSOM HWY			B
210-014	C	WB SR10 AND GLENDALES BLVD. ACC VANDERBILT ST			C
210-034	C	WB SR10 AND POLK ST. ACC RICHMOND ST			C
210-104	C	WB SR10 AND WHEATLAND AV. ACC WHEATLAND AV			C
405-039	C	WB SR05 AND N LAREWOOD BLVD. ** FSP 19 ** ACC SPRING ST			C
91-065	C	WB SR91 AND S MAIN ST. ** FSP 26 ** ACC MAIN ST	33.8731	-118.29833	C
1-302	C	SR1 AND CENTRAL CANYON RD. 4/10 MI			C
1-592	C	SR1 AND ENOCAL CANYON RD. 4/10 MI			C
1-596	C	PACIFIC COAST HWY AND ENOCAL CANYON RD. 1/10 MI			C
18-019	B	SR18 AND 260TH ST E. APPROX 4/10 MI			B
18-029	B	SR18 AND SR18. SR18 AND 23RD ST E ** APPROX 1/10 MI **			B
18-043	B	SR18 AND SR18. APPROX 3/10 MI			B
23-066	B	DECKER RD AT MURTHOLAND HWY			B
2-787	C	SR2 AND CINA. APPROX 1/2 MI NB M M 78.64			C
5-619	B	SB IS AND LAKE HUGHES RD. APPROX 2 1/3 MI ACC TEMPLIN HWY			B
5-629	B	SB IS AND CYP RD. APPROX 1 MI ACC TEMPLIN HWY			B
5-654	B	WB IS AND TEMPLIN HWY. APPROX 1/2 MI ACC LAKE HUGHES RD			B
5-674	B	WB IS AND TEMPLIN HWY. APPROX 1 2/5 MI ACC TEMPLIN HWY			B
5-719	B	SB IS AND CHESTER CANYON. APPROX 5 1/2 MI ACC VISTA DEL LAJO RD			B
5-724	B	WB IS AND VISTA DEL LAJO RD. ACC TEMPLIN HWY			B
5-728	B	WB IS AND VISTA DEL LAJO RD. ACC TEMPLIN HWY			B
5-829	B	SB IS AND SR18. APPROX 2 3/4 MI ACC GORDMAN			B
5-835	B	SB IS AND SR18. APPROX 1 1/4 MI ACC GORDMAN			B
WB 048	B	ANGELES FOREST HWY AND MT EMMA RD. 3.5 MILES PAST MT EMMA			B
WB 069	B	ANGELES FOREST HWY AND MT EMMA RD. 2.0 MILES AND MT EMMA			B
WB 079	B	ANGELES FOREST HWY AND ALSO CANYON RD. 0.7 MILES AND ALSO CYN			B
1-575	C	SR1 AT LUMITA RD			C
23-004	C	SR1 AT SR23			C
23-039	C	DECKER RD AND PACIFIC COAST HWY			C
23-065	C	DECKER RD AND MURTHOLAND HWY			C
2-747	C	ANGELES CRST HWY AND M M 74.54. TWO VINCENT GULCH DRIVE RD APPROX 2/10 MI			C
5-659	C	SB IS AT TEMPLIN HWY. ACC TEMPLIN HWY			C
5-795	C	SB IS AND SMOKEY BEAR RD. APPROX 1 1/10 MI ACC WB SR18			C
5-799	C	SB IS AND SR18. APPROX 1 1/3 MI ACC WB SR18			C
5-809	C	SB IS AND SR18. APPROX 1 1/4 MI ACC QUAIL LAKE RD OR WB SR18			C
105-095	B	WB SR10 AND WASHINGTON AV. ** FSP 40 ** ACC WASHINGTON AV			B
105-108	B	WB SR10 AND LONG BEACH BLVD. ** FSP 40 ** ACC WASHINGTON AV			B
110-135	B	WB SR10 AND EB RD. ** FSP 43 ** ACC IMPERIAL HWY			B
14-369	B	WB SR14 AND GOLDEN VALLEY RD. ** FSP 44 ** ACC VIA PERKISSA			B
14-378	B	WB SR14 AND SPRING CANYON RD. ** FSP 44 ** 1/3 MI ACC AGUA DEL CANYON RD			B
14-549	B	WB SR14 AND ANGELES FOREST HWY. ** FSP 41 ** ACC AVENUE S			B
1-582	B	PACIFIC COAST HWY AND BROAD BEACH RD. 1/2 MI			B
210-00578	B	WB SR10 AND SR 15 CON. ** FSP 41 ** ACC VANDERBILT ST			B
2-272	B	ANGELES CRST HWY AND BAY TREE RD. M M 27.20			B
5-269	B	SB IS AND GRIFFITH PARK DR. ** FSP 31 ** ACC COLORADO ST			B
5-4167	B	WB SR05 AND NB IS CON. ** FSP 34 ** ACC RIVINGTON ST			B
5-664	B	WB IS AND WILDON CANYON RD. APPROX 1/2 MI ACC NB SR14			B
5-698	B	WB IS AND TEMPLIN HWY. APPROX 3/4 MI ACC TEMPLIN HWY			B
5-694	B	WB IS AND TEMPLIN HWY. APPROX 2 1/3 MI ACC TEMPLIN HWY			B
5-718	B	WB IS AND CHESTER CANYON. APPROX 5 1/2 MI ACC TEMPLIN HWY			B
5-725	B	WB IS AND VISTA DEL LAJO RD. ACC VISTA DEL LAJO RD			B
5-744	B	WB IS AT VISTA DEL LAJO RD. ACC TEMPLIN HWY			B
605-248	B	WB SR05 AND ARROW HWY. ** FSP 37 ** ACC ARROW HWY			B
WB 093	B	ANGELES FOREST HWY AT ALSO CANYON RD			B
101-084	B	WB US01 AT HIGHLAND AV. ** FSP 37 ** ACC VINE ST			B
118-1187	C	WB IS TO EB SR115 CON. ** FSP 44 ** ACC OSSORNE ST			C
14-474	C	WB SR14 AND CROWN VALLEY RD. 1 MI ACC WARD RD. ** FSP 41 **			C
210-015	C	WB SR10 AND GLENDALES BLVD. ACC RICHMOND ST			C
210-035	C	WB SR10 AND POLK ST. ACC HUBBARD ST			C
210-055	C	WB SR10 AND SR18. ** FSP 33 ** ACC PAXTON ST			C
210-159	C	WB SR10 AND LOWELL AV. AT CITY LIMITS ACC PENNSYLVANIA AV			C
405-104	C	WB SR05 AND E CARSON ST. ** FSP 19 ** ACC WASHINGTON AV			C
5-608	C	WB IS AND LAKE HUGHES RD. APPROX 1 1/3 MI ACC LAKE HUGHES RD			C
5-675	C	WB IS AND HUNTING VALLEY RD			C
5-775	C	WB IS AND SMOKEY BEAR RD. APPROX 1 1/2 MI ACC SMOKEY BEAR RD			C

Route	SignNumber	PhysicalLocation	Site Latitude	Site Longitude	Revised Site Type
5	5-798	NB IS ISO SR138, APPROX 1 1/3 MI ACC HUNGRY VALLEY RD			C
605	605-289	SB 1605 ISO VALLEY BLVD, ** F3737 ** ACC VALLEY BLVD			C
605	605-249	SB 1605 ISO EB I210, ** F3737 ** ACC EB I210 OR WB I210			C
710	710-084	NB I710 IRO W Willow St			C

**APPENDIX C: REMAINING NON  
TYPE B/C SITES**

Appendix C - Non Type B and C Locations to keep

Route	Stop Number	Physical Location	Site Latitude	Site Longitude	Revised Stop Type
101	101-274	WB US101 AT VALLEY CIRCLE BLVD, ACC WOODLAKE AV			A
101	101-325	EB US101 RD AGOURA RD, ACC LIBERTY CANYON RD			A
101	101-374	EB 110 RD N CTRYS ST, ACC AZUSA AV			A
118	118-098	EB 58134 AT NB 1409, ACC HAVENHURST AV			A
134	134-009	WB 58134 RD E CAMBENGA BLVD, ACC PAKS AV			A
210	210-115	WB 1210 AT SUTLAND BLVD, ACC SUTLAND BLVD			A
210	210-119	WB 1210 AT SUTLAND BLVD, ACC LA TUNA CANYON RD			A
210	210-239	WB 1210 MOUNTAIN ST, ACC SECO ST			A
210	210-309	WB 1210 AT MOUNTAIN ST, ACC SANTA ANITA AV			A
2	2-199	WB 5812 AT MOUNTAIN ST, ACC VERDUGO BLVD			A
5	5-128	NB 15 AT ATLANTIC BLVD, ACC ATLANTIC BLVD			A
5	5-128	NB 5850 RD NB 1505, ACC PECK RD NB 1605			A
60	60-278	EB 5850 TWO PHILIPS RANCH RD, ACC PHILIPS RANCH RD			A
605	605-122	EB 58131 RD MOUNTAIN BLVD, ACC TELEGRAPH RD			A
605	605-122	NB 58131 RD MOUNTAIN BLVD, ACC MONTE BLVD			A
91	91-188	EB 58131 RD MOUNTAIN BLVD, ACC MONTE BLVD			A
101	101-265	EB US101 AND VENTURA BLVD	34.16529	-118.6207	D
110	110-119	WB 1110 AND W ROSECRANS AV, ACC EL SEGUNDO BLVD			D
210	210-459	WB 1110 TWO FOOTHILL BLVD, ACC FOOTHILL BLVD			D
405	405-009	WB 1405 RD PALO VERDE AV, ACC WOODBRUFF AV			D
405	405-149	WB 1405 AND WESTERN AV, ACC CRESKAW BLVD			D
405	405-163	WB 1405 RD ARTESA BLVD, ACC HAWTHORNE BLVD			D
5	5-174	NB 15 RD E 4TH ST, ACC CALZADA ST			D
605	605-064	NB 1505 AND ALONDRA BLVD, ACC ALONDRA BLVD			D
91	91-114	EB 5811 TD 58 1710 CON, ACC LONG BEACH BLVD	33.87312	-118.19703	D
110	110-24	NB 1110 RD C ST, ACC C ST			E
101	101-064	EB 1110 RD NB 1405, ACC 17 <sup>th</sup> ACC 1405			F
101	101-038	NB US101 AND SILVERLAKE BLVD, ACC SILVERLAKE BLVD			F
101	101-048	NB US101 AND MELBORE AV, ACC VERMONT AV			F
101	101-075	SB US101 AT WINE ST, ACC HIGHLAND AV			F
101	101-205	EB US101 AND WHITE OAK AV	34.17097	-118.52913	F
101	101-215	EB US101 AND REDVA BLVD, ACC VAN ALDEN AV			F
110	110-034	NB 1110 RD W ANAKHEM ST, ACC C ST			F
110	110-244	NB 58110 AND STADIUM WY, ACC SUNSET BLVD			F
14	14-578	NB 5814 RD AVENUE LAACC AVENUE K			F
5	5-499	SB 15 RD PROO CANYON RD, ACC YONGS AV	34.3755	-118.56302	F
60	60-195	WB 5850 AND NB FULLERTON RD	33.99438	-117.90623	F
71	71-009	SB 58171 AND VALLEY BLVD, ACC 58 1210 OR EB 110			F
710-234	710-234	NB 1710 RD E OLIVAR BLVD, ACC WASHINGTON BLVD			F
91	91-067	WB 5891 AND 3 MAIN ST, ACC WALTON BLVD			F
91	91-144	EB 5891 AT LAUREWOOD BLVD, ACC DOWNNEY AV			F
110	110-095	SB 1110 RD EB 5891, ACC REDWOOD BEACH BLVD			G
405	405-174	NB 1405 AT HAWTHORNE BLVD, ACC REDWOOD BEACH BLVD			G
405	405-185	SB 1405 AND ROSECRANS AV, ACC ROSECRANS AV			G
710	710-159	SB 1710 AND ROSECRANS AV, ACC MLK			G
110P	110P-195	SB 1110 RD W 29TH ST, ACC RT 1			K
210	210-258	EB 1210 AND N LAKE AV, ACC MARGO ST	34.16517	-118.19722	K
5	5-529	SB 15 RD VALENCIA BLVD, ACC 42 <sup>nd</sup> ACC MARGO MOUNTAIN PIWAY	34.1378	-118.578	L
126	126-002	HEKRY MAYO DR AT LAZO VECO COUNTY LNE			A
138	138-622	SB138 RD 165TH ST E, APPROX 1/3 MI			A
138	138-633	SB138 RD 175TH ST E, APPROX 1/2 MI			A
138	138-662	SB138 RD AVENUE W, APPROX 1/2 MI			A
138	138-689	SB138 RD 217TH ST E, APPROX 2/10 MI			A
138	138-702	SB138 RD 217TH ST E, APPROX 1/2 MI TO 10 <sup>th</sup>			A
138	138-713	SB138 RD 217TH ST E, APPROX 1 MI			A
1	1-497	SB15 RD CRYL, 3/10 MI NORTH END			A
23	23-077	WESTLAKE BLVD AND CARLETT RD, 11 MI			A
2	2-698	SB2 RD DAWSON SAVOIE, APPROX 2/10 MI FROM GAB1			A
2	2-713	ANGELS CREST HWY 71.40, TWO VINCENT GULCH DRIVE RD APPROX 2 4/10 MI			A
CM	CM-007	CONRILL WY AND KANAN RD, 6 MILES SO KANAN			A
HI	HI-159	LAKE HUGHES RD AND GULCH RD			A
MIU	MIU-144	MUNHOLLAND HWY AND KANAN DUNCE RD, 2.5 MILES			A
MIU	MIU-254	MUNHOLLAND HWY AND COLD CANYON RD			A
N3	N3-029	ANGELS FOREST HWY 350 SIERRA HWY, 2.5 MILES SO SIERRA HWY			A
N3	N3-037	KANAN RD 350 CASTLE VIEW DR, 9 MILES			A
N3	N3-077	KANAN DUNCE RD AT MULLHOLLAND HWY, 100FT AND MULLHOLLAND			A
N3	N3-086	KANAN DUNCE RD SO LATIGO CANYON RD, 3 MILES			A
N3	N3-107	KANAN DUNCE RD SO NEWTON CANYON RD, 1.2 MILES			A
126	126-012	HEKRY MAYO DR AND SAN MARTINEZ GRANDE CYN RD			F
126	126-013	HEKRY MAYO DR AND SAN MARTINEZ GRANDE CYN RD, APPROX 4/10 MI			F
126	126-022	HEKRY MAYO DR AND CINDRITO CANYON RD, EB, APPROX 4/10 MI			F
126	126-033	HEKRY MAYO DR AND WOODCOTT WY			F
126	126-042	HEKRY MAYO DR AND WOODCOTT WY			F
27	27-033	TOPANGA CANYON AND ENTRADA DR			F
5	5-609	SB 15 RD LAKE HUGHES RD, APPROX 1 1/3 MI ACC TEPALIN HWY			F
5	5-625	SB 15 RD LAKE HUGHES RD, APPROX 2 3/4 MI ACC TEPALIN HWY			F
EL	EL-146	ELIZABETH LAKE RD AND SAN FRANCISCO CANYON RD, 1 MILE			F
LN	LN-177	LAKE HUGHES RD AND TAYLOR CANYON RTWY			F
LN	LN-189	LAKE HUGHES RD AND TAYLOR CANYON RTWY			F
10	10-0517B	NB 1405 PAVY COIN TD WB 10			V
10	10-065	WB 10 ON NB 5 LA BRZA AV OFR, ACC WASHINGTON BLVD			V







Route	Stopnumber	PhysicalLocation	Stop Latitude	Stop Longitude	Revised Stop Type
110	110-143	SB 1110 LNO W IMPERIAL HWY, **FSP 43** ACC MANCHESTER AV			
110	110-144	WB 1110 LNO W LINDSAY ST, **FSP 43** ACC EL SEGUNDO BLVD			
110	110-145	SB 1110 LNO W CENTURY BLVD, **FSP 43** ACC MANCHESTER AV			
110	110-154	SB 1110 LNO CENTURY BLVD, **FSP 43** ACC MANCHESTER AV			
110	110-155	SB 1110 LNO CENTURY BLVD, **FSP 43** ACC MANCHESTER AV			
110	110-164	WB 1110 LNO MANCHESTER AV, **FSP 43** ACC MANCHESTER AV			
110	110-165	SB 1110 LNO MANCHESTER AV, **FSP 43** ACC MANCHESTER AV			
110	110-168	WB 1110 LNO W FLORENCE AV, **FSP 43** ACC MANCHESTER AV			
110	110-169	SB 1110 LNO W FLORENCE AV, **FSP 43** ACC MANCHESTER AV			
110	110-169B	SB 1110 LNO W FLORENCE AV, **FSP 43** ACC MANCHESTER AV			
118	118-096T	WB 1118 LNO SB LINDSAY ST, **FSP 33** ACC HAVENHURST AV			
118	118-108	WB 1118 LNO SB LINDSAY ST, **FSP 33** ACC HAVENHURST AV			
118	118-109	WB 1118 LNO SB LINDSAY ST, **FSP 33** ACC HAVENHURST AV			
210	210-165	WB 2110 LNO W PENNSYLVANIA AV, ACC PENNSYLVANIA AV			
210	210-169	WB 2110 LNO N HILL AV, **FSP 13** ACC HILL AV			
210	210-178	WB 2110 LNO W ALTADENA DR, **FSP 11** ACC ALLEN AV			
210	210-279	WB 2110 LNO W ALTADENA DR, **FSP 11** ACC ALLEN AV			
210	210-345	WB 2110 LNO 5 MONTLE AV, **FSP 28** ACC MOUNTAIN AV			
210	210-354	WB 2110 LNO BUENA VISTA ST, **FSP 28** ACC MOUNTAIN AV			
210	210-447	WB 2110 LNO N SAN DIMAS AV, **FSP 38** ACC SAN DIMAS AV (WB 5R10 LNO SANDRAS AV)			
210	210-458	WB 2110 LNO N SAN DIMAS AV, **FSP 38** ACC SAN DIMAS AV			
210	210-627	WB 2110 LNO FRUIT ST, APPROX 3/4 MI			
405	405-004	WB 405 LNO W STUNDEBERGER RD, **FSP 19** ACC SB 1605 OR 7TH ST			
405	405-005	SB 405 LNO E STEVENS ST, **FSP 19** ACC STEVENS ST TO 7966A			
405	405-008	WB 405 LNO PALO VERDE AV, **FSP 19** ACC STUNDEBERGER RD			
405	405-015	SB 405 LNO WOODBRUFF AV, **FSP 19** ACC WOODBRUFF AV			
405	405-026T	WB 405 LNO BELLFLOWER BLVD ONR TO WB 405, **FSP 19**			
405	405-148	WB 405 LNO WESTERN AV, **FSP 09** ACC WESTERN AV			
405	405-164	WB 405 LNO ARTER BLVD, **FSP 09** ACC CRENSHAW BLVD			
405	405-175	WB 405 LNO W HAMMATHORNE BLVD, **FSP 09** ACC BINGLEWOOD AV			
405	405-178	WB 405 LNO INGLEWOOD AV, **FSP 09** ACC HAMMATHORNE BLVD			
405	405-228	WB 405 LNO STADIUM WY, **FSP 31** ACC NB 5R10			
5	5-175	WB 5 LNO 8TH ST, **FSP 04** ACC 4TH ST			
5	5-178	WB 5 LNO 8TH ST, **FSP 04** ACC 4TH ST			
5	5-179	WB 5 LNO 8TH ST, **FSP 04** ACC 4TH ST			
5	5-220	WB 5 LNO STADIUM WY, **FSP 31** ACC NB 5R10			
5	5-222	WB 5 LNO 8TH ST, **FSP 04** ACC 4TH ST			
5	5-248	WB 5 LNO LOS FELIZ BLVD, **FSP 31** ACC LOS FELIZ BLVD			
5	5-498	WB 5 LNO LYONS AV, **FSP 42** ACC CALLEBREE BLVD			
60	60-258	WB 60 LNO DIAMOND BAR BLVD, **FSP 21** ACC DIAMOND BAR BLVD			
605	605-065	WB 605 LNO ROSECRENS AV, **FSP 14** ACC ROSECRENS AV			
605	605-066T	WB 605 LNO W NB 1105 COM, **FSP 14** ACC ALONDRA BLVD			
605	605-093	WB 605 LNO FLORENCE AV, **FSP 14** ACC FLORENCE AV			
605	605-103	WB 605 LNO TELEGRAPH RD, **FSP 14** ACC TELEGRAPH RD			
605	605-104	WB 605 LNO TELEGRAPH RD, **FSP 14** ACC TELEGRAPH RD			
605	605-135	WB 605 LNO WHITEHILL BLVD, **FSP 07** ACC WHITEHILL BLVD			
91	91-0617B	WB 91 LNO 1016 W NB 110 COM, **FSP 26** ACC WATSON BLVD			
91	91-115	WB 91 LNO N LONG BEACH BLVD, **FSP 26** ACC ATLANTIC AV			
91	91-128	WB 91 LNO CHERRY AV, **FSP 26** ACC ATLANTIC AV			
105	105-0227H	WB 105 LNO 58 LINDS COM, **FSP 39**			
105	105-032	WB 105 LNO W IMPERIAL HWY, **FSP 39** ACC AVIATION BLVD			
118	118-114	WB 118 LNO AT 50th St, **FSP 33** ACC SEPUVEDA BLVD			
2	2-209	WB 2 LNO W CENTURY BLVD, **FSP 03**			
405	405-212	WB 405 LNO W CENTURY BLVD, **FSP 03**			
405	405-217	WB 405 LNO W MANCHESTER BLVD, **FSP 03**			
405	405-134	WB 405 LNO ROSCOE BLVD, **FSP 10** ACC SHERMAN WAY			
60	60-298	WB 60 LNO S REVEREND ST, **FSP 21** ACC SB 5R10			
10	10-079	WB 10 LNO AT 5 ROBERTSON BLVD, **FSP 17** ACC LA CIENEGA BLVD			
10	10-094	WB 10 LNO AT BALDWIN CREEK, **FSP 17** ACC ROBERTSON BLVD			
101R	101-005R	WB 101 LNO E 4TH ST, **FSP 02** ACC MISSION RD			
101	101-039	WB 101 LNO N VERMONT AV, **FSP 02** ACC VERMONT AV			
101	101-049	WB 101 LNO KEELEYS AV, **FSP 27** ACC SARTA MONICA BLVD			
101	101-074	WB 101 LNO W WAKE ST, **FSP 27** ACC HOLLYWOOD BLVD			
101	101-079	WB 101 LNO W WAKE ST, **FSP 27** ACC HOLLYWOOD BLVD			
101	101-128	WB 101 LNO LAUREL CANYON BLVD, **FSP 07** ACC TIJUANA AV			
101	101-129	WB 101 LNO LAUREL CANYON BLVD, **FSP 07** ACC COPLYNDA AV			
101	101-134	WB 101 LNO LAUREL CANYON BLVD, **FSP 07** ACC LAUREL CANYON BLVD			
101	101-184	WB 101 LNO HAVENHURST AV, **FSP 07** ACC HASSELL AV			
101	101-188	WB 101 LNO BALBOA BLVD, **FSP 07** ACC HASSELL AV			
101	101-204	WB 101 LNO BURBANK BLVD, (SB US101 JBO BURBANK BLVD)			
101	101-208	WB 101 LNO W WAKE ST, **FSP 27** ACC WHITE OAK AV			
101	101-209	WB 101 LNO W WAKE ST, **FSP 27** ACC WHITE OAK AV			
101	101-219	WB 101 LNO W WAKE ST, **FSP 27** ACC VAN ALDEN AV			
101	101-238	WB 101 LNO W WAKE ST, **FSP 27** ACC VAN ALDEN AV			
101	101-248	WB 101 LNO AT CANOGA AV, **FSP 29** ACC DE SOTO AV			
101	101-249	WB 101 LNO AT CANOGA AV, **FSP 29** ACC TOPANCA CANYON BLVD			
101	101-264	WB 101 LNO TWO SHOP AV, **FSP 29** ACC TOPANCA CANYON BLVD			
101	101-275	WB 101 LNO KUHNSBLAND DR, **FSP 29** ACC VALLEY CIRCLE BLVD			
101	101-295	WB 101 LNO W PARSONS CALABAZAS, **FSP 29** ACC LAS VIRGENES RD			
101	101-299	WB 101 LNO LAS VIRGENES RD, **FSP 29** ACC LAS VIRGENES RD			

Route	Stop Number	Physical Location	Stop Latitude	Stop Longitude	Revised Stop Type
101	101-508	WB US101 IED LAS VAREZAS RD., ACC PARANVA CALABASAS			F
101	101-519	EB US101 IED LOST HILLS RD., ACC LIBERTY CANYON RD.			F
101	101-524	WB US101 IED LIBERTY CANYON RD., ACC LOST HILLS RD.			F
10	10-156A	S VERMONT AV ONR TO EB ILL., FSP 3 ACC FROM VERMONT AV			F
10	10-143T	WB I10 IED S HOOPER ST., ACC LOS ANGELES ST WB I10 IED HOOPERON COLLECTOR			F
105	105-494	WB I105 AT CRYSTALWAVE BLVD., FSP 39 ACC VERMONT AV			F
105	105-120T	EB I105 TO SB I105 CON., FSP 40 ACC LONG BEACH BLVD			F
105	105-134	EB I105 IED NB I105., FSP 40 ACC LONG BEACH BLVD			F
105	105-135	WB I105 IED NB I105 CON., FSP 40 ACC BELTLOWER BLVD			F
105	105-174T	EB I105 TO NB I105 CON., FSP 40 ACC BELTLOWER BLVD			F
110	110-094	NB I110 IED EB SBL., FSP 43 ACC RECONDIDO BEACH BLVD			F
110	110-097	SB I110 IED EB SBL., FSP 43 ACC RECONDIDO BEACH BLVD			F
110	110-136	NB I110 IED EL SEGUNDO BLVD., FSP 43 ACC EL SEGUNDO BLVD			F
110	110-137	SB I110 AT EB I105., FSP 43			F
110	110-195	SB I110 IED MARTIN LUTHER KING JR BLVD., FSP 43 ACC 37TH ST			F
118	118-138T	NB S118 IED WB I210 CON., FSP 33 ACC GLENDA BLVD			F
118	118-139	WB S118 IED NB I210., FSP 33 ACC SAN FERNANDO RD			F
118	118-103T	WB S118 IED SB I210 CON., FSP 33 ACC LAUREL CANYON BLVD			F
110	110-265	SB S110 IED NB I5., FSP01 ACC AVENUE 43	34.0861	-118.2159Z	F
134	134-056T	EB S134 IED SB I5 CON., FSP 22 ACC FOREST LAWN DR	34.15203	-118.2805	F
134	134-056	EB S134 IED NB I5., FSP 22 ACC FOREST LAWN DR			F
134	134-098	EB S134 IED SB I5 CON., FSP 35 ACC HARVEY DR			F
134	134-104	EB S134 IED SB I5 CON., FSP35 ACC HARVEY DR			F
134	134-118	EB S134 IED FIGUEROA ST., FSP35 ACC FIGUEROA ST			F
14	14-269	SB S14 IED SAN FERNANDO RD., FSP 24 ACC SAN FERNANDO RD			F
14	14-274	NB S14 IED SAN FERNANDO RD., FSP 24 ACC SAN FERNANDO RD			F
14	14-307T	SEVENA HWY ONR TO SB S14., FSP 24			F
14	14-308	NB S14 IED VIA PRINCESSA., FSP 24 ACC GOLDEN VALLEY RD			F
14	14-318	NB S14 IED VIA PRINCESSA., FSP 24 AT SANTA CLARA RIVER			F
14	14-334	NB S14 AT SAND CANYON RD., FSP 24 ACC VIA PRINCESSA			F
14	14-338	NB S14 IED SAND CANYON RD., FSP 24 ACC SAND CANYON RD			F
14	14-368	NB S14 IED SPRING CANYON RD., FSP24 3/4 MI ACC SOLEDAO CANYON RD., TEMPORARY			F
14	14-375	SB S14 IED SPRING CANYON RD., FSP 24 ACC AGUA DULCE CANYON RIBO ZOO	34.446	-118.36Z	F
14	14-405	SB S14 IED ESCONDIDO CANYON RD., FSP 41			F
14	14-408	NB S14 IED AGUA DULCE CANYON RD., NB 14 IED AGUA DULCE			F
14	14-409	SB S14 IED AGUA DULCE CANYON RD., FSP 41 3/4 MI ACC ESCONDIDO CANYON RD			F
14	14-414	NB S14 IED AGUA DULCE CANYON RD., 1/3 MI ACC AGUA DULCE CANYON RD. FSP41			F
14	14-424	NB S14 IED ESCONDIDO CANYON RD., 1/3 MI ACC ESCONDIDO CANYON RD. FSP 41			F
14	14-448	NB S14 IED ESCONDIDO CANYON RD., 1/2 MI ACC ESCONDIDO CANYON RD. FSP 41			F
14	14-455	SB S14 IED WARD RD., ACC WARD RD. FSP 41			F
14	14-459	SB S14 IED WARD RD., 3/4 MI ACC WARD RD. FSP 41			F
14	14-465	SB S14 IED WARD RD., FSP 41 ACC WARD RD			F
14	14-475	SB S14 IED CROWN VALLEY RD., 1/4 MI ACC CROWN VALLEY RD. FSP 41			F
14	14-518	NB S14 IED SANITARIO RD., FSP 41 1 MI ACC SANITARIO RD			F
14	14-544	NB S14 IED ANGEL'S FOREST HWY., FSP 41 1/2 MI ACC PEARLSSON HWY			F
14	14-555	SB S14 IED ANGEL'S FOREST HWY., FSP 41 1/2 MI ACC AVENUE 5			F
14	14-558	NB S14 IED ANGEL'S FOREST HWY., FSP 41 MI ACC PEARLSSON HWY			F
14	14-565	SB S14 IED AVENUE 5, 1/8 MI ACC AVENUE 5. FSP 41			F
14	14-609	SB S14 IED RANCHO VISTA BLVD., 1/2 MI ACC AVENUE P. FSP 41			F
14	14-679	SB S14 IED AVENUE 1, ACC AVENUE 1			F
14	14-689	SB S14 IED AVENUE 1, ACC AVENUE H			F
1	1-605	PACIFIC COAST HWY IED DECKER RD, 6/10 MI			F
210	210-004	EB I210 IED I5, ACC I5			F
210	210-005T	WB I210 TO SB I5 CON, ACC VAREZAS ST			F
210	210-105	WB I210 IED WHEATLAND AV, ACC SUNLAND BLVD			F
210	210-128	EB I210 IED LA TURNA CANYON RD, ACC SUNLAND BLVD			F
210	210-134	EB I210 IED LA TURNA CANYON RD, ACC SUNLAND BLVD			F
210	210-135	WB I210 IED LA TURNA CANYON RD, ACC LA TURNA CANYON RD			F
210	210-138	EB I210 IED LA TURNA CANYON RD, ACC SUNLAND BLVD			F
210	210-164	EB I210 IED PENNSYLVANIA AV, ACC LOWELL AV			F
210	210-259	WB I210 IED N LAURE AV., FSP 11 ACC LAURE AV			F
210	210-304	EB I210 IED N MICHIGAN AV., FSP 11 ACC MICHIGAN AV			F
210	210-335	WB I210 IED S MARBLE AV., FSP 28 ACC MARBLE AV			F
210	210-357B	WB I210 TO SB I5 CON., FSP 28 ACC BURNDALE AV			F
210	210-438	EB I210 IED N GRAND AV., FSP 28 ACC GRAND AV			F
210	210-438	EB I210 IED S SUNFLOWER AV., FSP 28 ACC SUNFLOWER AV			F
2	2-224	NB S12 IED VERDUGO BLVD., FSP 25 ACC MOUNTAIN ST			F
2	2-225	SB S12 IED VERDUGO BLVD., FSP 25 ACC VERDUGO BLVD			F
27	27-034	SB I27 IED SBL, APPROX 3 1/2 MI			F
405	405-014	NB I405 IED PALO VERDE AV., FSP 19 ACC PALO VERDE AV			F
405	405-038	NB I405 IED N LAKEWOOD BLVD., FSP 19 ACC LAKEWOOD BLVD			F
405	405-065	SB I405 IED N LONG BEACH BLVD., FSP 19 ACC LONG BEACH BLVD			F
405	405-127	SB I405 IED NB I10., FSP 19 ACC NORMANDE AV			F
405	405-198TB	NB I405 IED EB I105 CON, FSP 9			F
405	405-213	SB I405 IED EB I105., FSP9			F
405	405-217T	SB I405 IED EB I105 CON., FSP 6 ON COLLECTOR RD			F
405	405-222T	NB I405 IED W CENTURY BLVD., FSP6			F
405	405-232T	NB I405 IED W MANCHESTER BLVD OFR., FSP 06 ACC CENTURY BLVD			F
405	405-255	SB I405 AT SERRA BLVD., FSP 06 ACC SERRA BLVD			F
405	405-256TA	NB I405 TO WB SERRA CON., FSP 06 ACC LA TURNA BLVD			F
33	33-9681		33.9681	-118.9681Z	F

Route	Signtype	PhysicalLocation	Site latitude	Site Longitude	Revised Site Type
5-109	F	SB 100 GARDNER AV, ACC WASHINGTON BLVD			F
5-188	F	SB 15 AT MAIN ST, ACC BRADWAY			F
5-189	F	SB 15 AT HANCOCK RD, ACC BRADWAY			F
5-234	F	SB 150 GLENDALE BLVD, ACC LETCHER DR			F
5-245	F	SB 1500 LOS FELIZ BLVD, ACC COLORADO ST			F
5-264	F	SB 1500 N 200 DR, ACC COLORADO ST			F
5-267	F	SB 1500 W 5TH ST, ACC WESTERN AV			F
5-197B	F	SB 1500 BURLINGAME BLVD, SB 9 TR LANE TRAILS TO SB 5			F
5-4367	F	SB 15 TO EB 210 CON, (NB 15 TO EB 210 CON)			F
5-4457A	F	SB 15 TO EB 210 CON			F
5-4457B	F	SB 15 TO EB 210 CON, ACC 5TH ST			F
5-480	F	SB 1500 CALDWAY BLVD, ACC LYONS AV			F
5-574	F	SB 1500 HANLEY CANYON RD, ESCAPE ARRY, ACC 42			F
5-605	F	SB 1500 LAKE HUGHES RD, APPROX 1 MI ACC HANLEY CANYON			F
5-614	F	SB 1500 LAKE HUGHES RD, APPROX 3/4 MI ACC TEMPLE HWY			F
5-615	F	SB 1500 LAKE HUGHES RD, APPROX 1 3/4 MI ACC TEMPLE HWY			F
5-628	F	SB 1500 LAKE HUGHES RD, APPROX 1 MI ACC LAKE HUGHES RD			F
5-634	F	SB 1500 LAKE HUGHES RD, APPROX 1/2 MI ACC LAKE HUGHES RD			F
5-635	F	SB 1500 LAKE HUGHES RD, APPROX 1/2 MI ACC TEMPLE HWY			F
5-639	F	SB 1500 LAKE HUGHES RD, APPROX 1/2 MI ACC TEMPLE HWY			F
5-644	F	SB 1500 LAKE HUGHES RD, APPROX 1/2 MI ACC LAKE HUGHES RD			F
5-648	F	SB 1500 LAKE HUGHES RD, APPROX 1 MI ACC LAKE HUGHES RD			F
5-649	F	SB 1500 TEMPLE HWY, APPROX 1 MI ACC TEMPLE HWY			F
5-659	F	SB 1500 TEMPLE HWY, APPROX 3/4 MI ACC VISTA DEL LAO RD			F
5-678	F	SB 1500 TEMPLE HWY, APPROX 1 3/10 MI ACC TEMPLE HWY			F
5-679	F	SB 1500 TEMPLE HWY, APPROX 1 MI ACC TEMPLE HWY			F
5-685	F	SB 1500 TEMPLE HWY, APPROX 1 MI ACC TEMPLE HWY			F
5-689	F	SB 1500 TEMPLE HWY, APPROX 2 4/5 MI ACC VISTA DEL LAO RD			F
5-694	F	SB 1500 TEMPLE HWY, APPROX 3 4/10 MI ACC TEMPLE HWY			F
5-698	F	SB 1500 TEMPLE HWY, APPROX 3 4/5 MI ACC TEMPLE HWY			F
5-704	F	SB 1500 TEMPLE HWY, APPROX 4 3/4 MI ACC TEMPLE HWY			F
5-708	F	SB 1500 TEMPLE HWY, APPROX 4 4/5 MI ACC TEMPLE HWY			F
5-709	F	SB 1500 TEMPLE HWY, APPROX 4 4/5 MI ACC VISTA DEL LAO RD			F
5-738	F	SB 1500 VISTA DEL LAO RD, ACC TEMPLE HWY			F
5-748	F	SB 1500 VISTA DEL LAO RD, ACC VISTA DEL LAO RD			F
5-749	F	SB 1500 VISTA DEL LAO RD, ACC HUNGRY VALLEY RD			F
5-750	F	SB 1500 VISTA DEL LAO RD, APPROX 1 MI ACC VISTA DEL LAO RD			F
5-769	F	SB 1500 HUNGRY VALLEY RD, APPROX 1 MI			F
5-815	F	SB 1500 PARRAMOUNT BLVD, ACC GARDNER AV			F
60-117	F	WB 5800 JMD SB 1605, ACC CROSSROADS HWY			F
60-120	F	WB 5800 JMD SB 1605, ACC CROSSROADS HWY			F
60-299	F	WB 5800 JMD S RESERVATION ST, ACC RESERVATION ST			F
60-467A	F	NB 1605 TO EB 5801 CON, ACC SOUTH ST			F
605-079	F	SB 1605 SO IMPERIAL HWY, ACC FIRESTONE BLVD			F
605-105	F	SB 1605 JMD TELSON HWY, ACC SLAYSON AV			F
605-115	F	SB 1605 SO SLAYSON AV, ACC SLAYSON AV			F
605-124	F	NB 1605 AT WHITTIER BLVD, (NB 1605 AT WHITTIER)			F
605-2547A	F	NB 1605 TO EB 210 CON			F
605-255	F	EB 1710 TO SB 1605 CON, ACC MOUNTAIN AV			F
605-257	F	EB 1710 TO EB 1710 CON, ACC MOUNTAIN AV			F
710-008	F	NB 5871 JMD W VALLEY BLVD, ACC VALLEY BLVD			F
710-1527	F	NB 1710 TO EB 1710 CON, ACC ROSEBANK AV			F
710-154	F	NB 1710 AT EB 1710, ACC 30			F
710-1551	F	SB 1710 JMD ROSEBANK AV, ACC ROSEBANK			F
710-185	F	SB 1710 SO IMPERIAL HWY, ACC IMPERIAL			F
710-235	F	SB 1710 AT NB 15, ACC 300 ST			F
710-267C	F	NB 1710 TO WB 1710 CON, ACC 22			F
91-165	F	WB 5871 JMD SAN GABRIEL HWY, ACC PIONEER BLVD			F
91-167A	F	EB 5871 TO NB 1605 CON, ACC BELLFLOWER BLVD			F
91-1687C	F	EB 5871 TO SB 1605 CON, ACC BELLFLOWER BLVD			F
91-169	F	WB 5871 JMD SB 1605, ACC PIONEER BLVD			F
91-198	F	LAKE HUGHES RD SO TAYLOR CANYON HWY, 1 MILE S/O			F
91-095	F	MOUNTAIN HWY TO KANAN DUME RD, 5 MILES			F
91-134	F	MOUNTAIN HWY TO KANAN DUME RD, 5 MILES			F
91-232	F	MOUNTAIN HWY TO LAS VIRGENES RD, APPROX 1.1 MILES AT WEVSTI			F
91-098	F	KANAN DUME RD SO NEWTON CANYON RD, 4 MILE			F
91-120	F	KANAN DUME RD SO NEWTON CANYON RD, 2.4 MILES			F
101-064	F	NB US101 JMD W SUNKIST BLVD, ACC MOUNTAIN AV			F
101-375	F	WB 101 JMD W CITRUS ST, ACC BARANCA ST			F
110-035	F	SB 110 SO W AMARILLO ST, ACC AMARILLO ST			F
110-142	F	NB 110 JMD EB 1105, ACC EL SEGUNDO BLVD			F
118-097	F	WB 5814 JMD SB 1605, ACC SEQUOIA BLVD			F
134-008	F	EB 5814 TO LAKEVIEW HWY, ACC 22			F
14-306	F	NB 5814 SO VIA FRANCISCA, ACC GOLDEN VALLEY RD			F
2-191	F	NB 582 JMD HOLLY DR, ACC HOLLY DR			F
405-034	F	NB 405 JMD N LAKEWOOD BLVD, ACC BELLFLOWER BLVD			F
405-035	F	SB 405 SO N LAKEWOOD BLVD, ACC 136			F

Route	Sign Number	Physical Location	Site Latitude	Site Longitude	Revised Site Type
405	405-105	SB HOS RD E CARSON ST, FSP 19 ACC CARSON ST			G
405	405-128	SB HOS RD N3 N10, FSP 19 ACC AVILON BLVD			G
405	405-194	SB HOS JNO W ROSEBANK AV, FSP 09 ACC ROSEBANK AV			G
405	405-194	SB HOS JNO W ROSEBANK AV, FSP 09 ACC ROSEBANK AV			G
405	405-194	SB HOS JNO W ROSEBANK AV, FSP 09 ACC ROSEBANK AV			G
405	405-215	SB HOS JNO W HOS, FSP 6			G
405	405-228	SB HOS AT W MANCHESTER BLVD, FSP 06			G
405	405-232	SB HOS AT W MANCHESTER BLVD, FSP 06 ACC CENTURY BLVD			G
405	405-233	SB HOS JNO W MANCHESTER BLVD, FSP 06 ACC LA CIEGA BLVD			G
5	5-265	SB IS W50 WESTERN AV			G
5	5-298	SB IS JNO E BURBANK BLVD, FSP 31 ACC BURBANK BLVD			G
57	57-019	SB 5M7 NO DANFORD BAR BLVD, FSP 21 ACC DANFORD BAR BLVD			G
605	605-145	SB HOS RD BEVERLY BLVD, FSP 27 ACC BEVERLY BLVD			G
710	710-266	SB 710 JNO W3 HLD, ACC FLOREN DR			G
710	710-267	SB 710 JNO W3 HLD, ACC VALLEY BLVD			G
91	91-174	SB 5M1 AT STUDEBAKER RD, FSP 13 ACC BELLFLOWER BLVD			G
MU	MU-155	AGUCIAND HWY AT SEMINOLE DR			G
SF	SF-007	SAN FRANCISCUITO CANYON RD AT LEGNA OVERSE FIRE RD			G
110	110-204	SB H10 AT IFFERSON BLVD, FSP 01 ACC EXPOSITION BLVD	34.02472	-118.27492	K
110P	110P-183	SB H10 JNO W SAUJON AV, FSP 43 NB 110 ON CARPOOL OVERPASS			K
110P	110P-184	SB H10 JNO W SAUJON AV, FSP 43 NB 110 ON CARPOOL OVERPASS			K
110P	110P-185	SB H10 JNO W SAUJON AV, FSP 43 NB 110 ON CARPOOL OVERPASS			K
110P	110P-187	SB H10 JNO W SAUJON AV, FSP 43 NB 110 ON CARPOOL OVERPASS			K
110P	110P-188	SB H10 JNO W SAUJON AV, FSP 43 NB 110 ON CARPOOL OVERPASS			K
110P	110P-189	SB H10 AT W VERMON AV, FSP 43 NB 110 ON CARPOOL OVERPASS			K
110P	110P-192	SB H10 AT W VERMON AV, FSP 43 NB 110 ON CARPOOL OVERPASS			K
110P	110P-193	SB H10 AT W 42ND ST, FSP 01 NB 110 ON CARPOOL O/PASS			K
110P	110P-194	SB H10 AT MARTIN LUTHER KING JR BLVD, FSP 43 NB 110 ON CARPOOL O/PASS			K
210	210-075	WB 210 JNO TERIA BELLA ST, ACC OSOIRNE ST			K
210	210-315	WB 210 JNO N BALDWIN AV, FSP 11 ACC SANTA ANITA AV			K
60	60-194	SB 5M50 JNO FULLERTON RD, FSP 20 ACC ALBUCA AV			K
101	101-178	WB US101 JNO HASKELL AV, FSP 07 ACC HASKELL AV			L
101	101-239	SB US101 JNO DE SOTO AV, FSP 29 ACC DE SOTO AV			L
101	101-279	SB US101 JNO VALLEY CIRCLE BLVD, FSP 29 ACC PARKWAY CALABAS			L
101	101-309	SB US101 JNO LAS VIRGENES RD, FSP 29 ACC SB LAS VIRGENES RD			L
210	210-059	WB 210 JNO PAKTON ST, ACC OSOIRNE ST			L
1	1-178	SRL AT WINTER MEAN RD, 2/10 NO			L
5	5-528	SB IS JNO MAGIC MOUNTAIN PKWY, FSP 42 APPROX 1/3 MI ACC VALENCA BLVD			L
5	5-585	SB IS JNO PARKER RD, ESCAPE AREA, FSP 42 APPROX 3/4 MI ACC PARKER RD			L
5	5-824	SB IS JNO 51238, APPROX 1/3 MI ACC QUAIL LAKE RD			L
210	210-379	WB 210 JNO DUNDRAVE AV, FSP 28 ACC VERNON AV	34.13035	-117.93233	M
1	1-616	SRL 510 MOUNTAINLAND HWY			X
N3	N3-049	ANGELES FOREST HWY AT MT ESKIMA RD			X