

Appendix N Transportation and Traffic Impacts Report

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2



Prepared for
Los Angeles Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

June 2022

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Prepared for:
Los Angeles County Metropolitan Transportation Authority
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Table of Contents

1.0	Introduction	1
2.0	Proposed Project and Alternatives	2
2.1	Project Setting and Description	2
2.2	Build Alternatives	6
2.2.1	Alternative 1 Washington	6
2.2.1.1	Guideway Alignment	7
2.2.2	Alternative 2 Atlantic to Commerce/Citadel IOS	9
2.2.2.1	Guideway Alignment	9
2.2.3	Alternative 3 Atlantic to Greenwood IOS	9
2.2.3.1	Guideway Alignment	10
2.3	Maintenance and Storage Facilities	10
2.3.1	Commerce MSF	10
2.3.2	Montebello MSF	11
2.4	Ancillary Facilities	12
2.5	Proposed Stations	13
2.6	Description of Construction	14
2.7	Description of Operations	15
2.8	No Project Alternative	15
3.0	Regulatory Framework	16
3.1	Federal	16
3.2	State	16
3.3	Local	17
3.3.1	Los Angeles County	18
4.0	Methodology	20
4.1	Data Collection	20
4.1.1	Transit	20
4.1.2	Regional Transportation	20
4.1.3	Pedestrians and Bicyclists	21
4.1.4	Emergency Access	21
4.2	Travel Demand Modeling Methodology	22
4.3	Impact Designation	22
4.3.1	Transit Impacts	22
4.3.2	Vehicle Miles Traveled Impacts	24
4.3.3	Traffic Circulation Impacts	24
4.3.3.1	Grade Crossings	24
4.3.3.2	Emerging Travel Modes	25
4.3.4	Pedestrian Circulation Impacts	25
4.3.5	Bicycle and Personal Mobility Circulation Impacts	26
4.3.6	Emergency Access	26
4.3.7	Maintenance and Storage Facility Site Impacts	26

4.3.8	Construction Impacts	27
4.4	Area of Potential Impact	27
4.4.1	Transportation Network and Analysis Assumptions.....	28
4.4.1.1	General Assumptions	28
4.4.1.2	Project Build Alternatives Assumptions.....	28
5.0	Thresholds of Significance	30
6.0	Existing Setting	32
6.1	Transit.....	32
6.1.1	Metro Rail.....	32
6.1.2	Commuter Rail	35
6.1.3	Bus.....	39
6.1.4	Other Transit.....	42
6.2	Regional Transportation.....	44
6.2.1	Freeways	44
6.2.2	Key Roadway Network.....	46
6.2.3	Roadway Characteristics Summary	47
6.2.3.1	Parking.....	51
6.2.3.2	On-Street Parking.....	51
6.2.3.3	Daily Traffic Volumes	53
6.2.4	Vehicle Miles Traveled	57
6.2.5	Goods Movement	57
6.3	Pedestrian and Bicycle Circulation	58
6.3.1	Pedestrian Circulation.....	58
6.3.1.1	Existing Pedestrian Facilities Near Proposed Stations.....	58
6.3.2	Bicycle Circulation.....	60
6.3.2.1	Existing Bicycle Facilities Near Proposed Stations	62
6.4	Emergency Access	63
7.0	No Project Alternative	65
7.1	No Project Alternative	65
7.1.1	Description	65
7.1.2	Impacts.....	69
7.1.2.1	TRA-1: Conflict with Programs, Plans, and Policies.....	69
7.1.2.2	TRA-2: Conflict with CEQA Guidelines.....	70
7.1.2.3	TRA-3: Design Hazards or Incompatible Uses	70
7.1.2.4	TRA-4: Inadequate Emergency Access	70
8.0	Impacts	71
8.1	Impact TRA-1: Conflict with Programs, Plans, and Policies.....	71
8.1.1	Alternative 1 Washington.....	80
8.1.1.1	Operational Impacts	80
8.1.1.2	Construction Impacts	86
8.1.2	Alternative 2 Atlantic to Commerce/Citadel IOS.....	90
8.1.2.1	Operational Impacts	90
8.1.2.2	Construction Impacts	94

8.1.3	Alternative 3 Atlantic to Greenwood IOS	97
8.1.3.1	Operational Impacts	97
8.1.3.2	Construction Impacts	102
8.1.4	Maintenance and Storage Facilities	106
8.1.4.1	Commerce MSF	106
8.1.4.2	Montebello MSF	108
8.2	Impact TRA-2: Conflict with CEQA Guidelines	112
8.2.1	Alternative 1 Washington	112
8.2.1.1	Operational Impacts	112
8.2.1.2	Construction Impacts	113
8.2.2	Alternative 2 Atlantic to Commerce/Citadel IOS.....	114
8.2.2.1	Operational Impacts	114
8.2.2.2	Construction Impacts	115
8.2.3	Alternative 3 Atlantic to Greenwood IOS	116
8.2.3.1	Operational Impacts	116
8.2.3.2	Construction Impacts	117
8.2.4	Maintenance and Storage Facilities	118
8.2.4.1	Operational Impacts	118
8.2.4.2	Construction Impacts	119
8.3	Impact TRA-3: Design Hazards or Incompatible Uses	120
8.3.1	Alternative 1 Washington Boulevard	120
8.3.1.1	Operational Impacts	120
8.3.1.2	Construction Impacts	122
8.3.2	Alternative 2 Atlantic to Commerce/Citadel IOS.....	123
8.3.2.1	Operational Impacts	123
8.3.2.2	Construction Impacts	124
8.3.3	Alternative 3 Atlantic to Greenwood IOS	125
8.3.3.1	Operational Impacts	125
8.3.3.2	Construction Impacts	126
8.3.4	Maintenance and Storage Facilities	127
8.3.4.1	Operational Impacts	127
8.3.4.2	Construction Impacts	128
8.4	Impact TRA-4: Inadequate Emergency Access	129
8.4.1	Alternative 1 Washington	129
8.4.1.1	Operational Impacts	129
8.4.1.2	Construction Impacts	130
8.4.2	Alternative 2 Atlantic to Commerce/Citadel IOS.....	132
8.4.2.1	Operational Impacts	132
8.4.2.2	Construction Impacts	132
8.4.3	Alternative 3 Atlantic to Greenwood IOS	133
8.4.3.1	Operational Impacts	133
8.4.3.2	Construction Impacts	135
8.4.4	Maintenance and Storage Facilities	136

8.4.4.1	Operational Impacts	136
8.4.4.2	Construction Impacts	137
9.0	Project Measures	138
10.0	Mitigation Measures and Impacts After Mitigation	141
10.1	TRA-1: Conflict with Programs, Plans and Policies	141
10.1.1	Alternative 1 Washington	141
10.1.1.1	Potential Operational or Construction Mitigation Measures	141
10.1.1.2	Impacts After Mitigation.....	143
10.1.2	Alternative 2 Atlantic to Commerce/Citadel IOS.....	143
10.1.2.1	Potential Operational or Construction Mitigation Measures	143
10.1.2.2	Impacts After Mitigation.....	144
10.1.3	Alternative 3 Atlantic to Greenwood IOS	144
10.1.3.1	Potential Operational or Construction Mitigation Measures	144
10.1.3.2	Impacts After Mitigation.....	145
10.1.4	Maintenance and Storage Facilities	146
10.1.4.1	Commerce MSF Potential Operational or Construction Mitigation Measures	146
10.1.4.2	Montebello MSF Potential Operational or Construction Mitigation Measures	146
10.1.4.3	Impacts After Mitigation.....	146
10.2	TRA-2: Conflict with CEQA Guidelines	147
10.2.1	Alternative 1 Washington	147
10.2.2	Alternative 2 Atlantic to Commerce/Citadel IOS.....	147
10.2.3	Alternative 3 Atlantic to Greenwood IOS	147
10.2.4	Maintenance and Storage Facilities	147
10.3	TRA-3: Design Hazards or Incompatible Uses.....	148
10.3.1	Alternative 1 Washington	148
10.3.2	Alternative 2 Atlantic to Commerce/Citadel IOS.....	148
10.3.3	Alternative 3 Atlantic to Greenwood IOS	148
10.3.4	Maintenance and Storage Facilities	148
10.4	TRA-4: Inadequate Emergency Access	148
10.4.1	Alternative 1 Washington	149
10.4.2	Alternative 2 Atlantic to Commerce/Citadel IOS.....	149
10.4.3	Alternative 3 Atlantic to Greenwood IOS	149
10.4.4	Maintenance and Storage Facilities	149
10.5	Mitigation Measure Applicability.....	149
11.0	Summary of Alternatives	151
11.1	No Project.....	151
11.2	Alternative 1 Washington + MSF	151
11.2.1	Alternative 1 Washington + MSF + Design Options.....	152
11.3	Alternative 2 Atlantic to Commerce/Citadel IOS + MSF	152
11.3.1	Alternative 2 Atlantic to Commerce/Citadel IOS + MSF + Design Option	152
11.4	Alternative 3 Atlantic to Greenwood IOS + MSF.....	153

11.4.1 Alternative 3 Atlantic to Greenwood + MSF + Design Options	153
12.0 Preparers Qualifications	154
13.0 References Cited	155

Tables

Table 6-1. Detailed Study Area Transit Routes and Lines (Rail and Bus).....	36
Table 6-2. General Study Area Roadway Characteristics	48
Table 6-3. On-Street Parking Supply and Restrictions Within One-Quarter Mile of Proposed Stations	52
Table 6-4. Traffic Volumes for Selected Arterial and Freeway Segments along Build Alternatives.....	54
Table 6-5. Regional Transportation Statistics for Existing Conditions	57
Table 6-6. Existing Pedestrian & Bicycle Counts at 47 DSA Intersections During Peak Periods (Base Year)	58
Table 6-7. Existing Bicycle Facility Miles within the DSA (Base Year).....	60
Table 6-8. Emergency Service Providers within the DSA.....	63
Table 7-1. Proposed Regional and Local Jurisdictions Bicycle Facility Miles within the DSA.....	67
Table 7-2. Proposed Bicycle Regional and Local Jurisdictions Facilities Near Proposed Build Alternative Stations	67
Table 7-3. Vehicle Miles Traveled – No Project Alternative	70
Table 8-1. Regional and Local Transportation Plans, Ordinances, and Policies	72
Table 8-2. Los Angeles County 2042 Transit Performance Measures for Alternative 1.....	80
Table 8-3. 2042 Average Weekday Station Boardings Comparison of No Project & Alternative 1.....	81
Table 8-4. Average Weekday Station Boardings by Access Mode for Alternative 1	81
Table 8-5. Alternative 1 Washington Travel Time Comparison.....	82
Table 8-6. 2042 Weekday Peak Period Walk and Bike Trips to/from Alternative 1 Stations	84
Table 8-7. Los Angeles County 2042 Transit Performance Measures for Alternative 2.....	91
Table 8-8. 2042 Average Weekday Station Boardings – Comparison of No Project and Alternative 2	91
Table 8-9. Average Weekday Station Boardings by Access Mode for Alternative 2.....	91
Table 8-10. Alternative 1 Washington Travel Time Comparison.....	92
Table 8-11. 2042 Weekday Peak Period Walk and Bike Trips to/from Alternative 2 Stations	93
Table 8-12. Los Angeles County 2042 Transit Performance Measures for Alternative 3	97
Table 8-13. 2042 Average Weekday Station Boardings – Comparison of No Project and Alternative 3	98
Table 8-14. Average Weekday Station Boardings by Access Mode for Alternative 3.....	98
Table 8-15. Alternative 3 Atlantic to Greenwood IOS Travel Time Comparison.....	99
Table 8-16. 2042 Weekday Peak Period Walk and Bike Trips to/from Alternative 3 Stations.....	101
Table 8-17. Vehicle Miles Traveled – Summary	112
Table 8-18. Vehicle Miles Traveled – Alternative 1.....	113
Table 8-19. Vehicle Miles Traveled – Alternative 2	115
Table 8-20. Vehicle Miles Traveled – Alternative 3.....	116
Table 10-1. Summary of Mitigation Measures.....	150
Table 11-1. Significant Impacts Remaining After Mitigation	151

Figures

Figure 2.1. Alternative 1 Washington GSA and DSA	3
Figure 2.2. Alternative 2 Atlantic to Commerce/Citadel IOS GSA and DSA.....	4
Figure 2.3. Alternative 3 Atlantic to Greenwood IOS GSA and DSA.....	5
Figure 2.4. Atlantic/Pomona Station Option	8
Figure 2.5. Montebello MSF S-Curve Alignment.....	12
Figure 6.1. Regional Rail and Busway Map.....	33
Figure 6.2. Detailed Study Area Transit Routes	40
Figure 6.3. Existing Bus Ridership, Selected Lines in Detailed Study Area.....	43
Figure 6.4. Regional Highways and Key Roadways in the General Study Area.....	45
Figure 6.5. Selected Roadway AADT Volumes along Build Alternative Alignments.....	56
Figure 6.6. Existing Bicycle Facilities in DSA (Base Year)	61
Figure 7.1. Existing and Planned Bicycle Facilities (2042)	66

Attachments

- Attachment A – Jurisdictional Coordination
- Attachment B – Pedestrian and Bicycle Peak Hour Counts
- Attachment C – Grade Crossing Initial Screening

Acronyms

2016 RTP/SCS	2016-2040 Regional Transportation Plan/Sustainable Communities Strategy
2020 RTP/SCS	Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
AADT	annual average daily traffic volume
AB	Assembly Bill
ADA	American Disabilities Act
API	area of potential impact
AV	autonomous vehicles
BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe
BRT	Bus Rapid Transit
Caltrans	California Department of Transportation
CBM18	Corridor Based Model 2018
CEQA	California Environmental Quality Act
CPUC	California Public Utilities Commission
CV	connected vehicles
DSA	detailed study area
EIR	Environmental Impact Report
FLM	First/last mile
GCCOG	Gateway Cities Council of Governments
GSA	general study area
I	Interstate
IOS	Initial Operating Segment
LACFD	Los Angeles County Fire Department

LAX	Los Angeles International Airport
LOS	level of service
LRT	light rail transit
L RTP	Long Range Transportation Plan
LRVs	light rail vehicles
Metro	Los Angeles County Metropolitan Transportation Authority
mph	miles per hour
MRDC	Metro Rail Design Criteria
MSF	maintenance and storage facility
MUTCD	Manual of Uniform Traffic Control Devices
N/A	not applicable
OCS	overhead catenary system
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PIH	Presbyterian Intercommunity Hospital
Project	Eastside Transit Corridor Phase 2 Project
ROW	right-of-way
SB	Senate Bill
SCAG	Southern California Association of Governments
SR	State Route
TBM	tunnel boring machine
TOC	Transit-Oriented Communities
TPSS	traction power substation
VHT	vehicle hours traveled
VMT	vehicle miles traveled

1.0 INTRODUCTION

This impacts report discusses the Eastside Transit Corridor Phase 2 Project (Project) setting in relation to transportation and traffic. It describes existing conditions, current applicable regulatory setting, and potential impacts from operation and construction of the Build Alternatives and the No Project Alternative. This study was conducted in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, California Code of Regulations Section 15000 et seq.

The Project would extend the Los Angeles County Metropolitan Transportation Authority (Metro) L (Gold) Line, a light rail transit (LRT) line, from its current terminus at the Atlantic Station in the unincorporated community of East Los Angeles to the city of Whittier. It would extend the existing Metro L (Gold) Line approximately 3.2 to 9.0 miles, depending on the Build Alternative.

The Project area of analysis includes a general study area (GSA) that is regional in scope and scale, and a detailed study area (DSA) that encompasses an approximately two-mile area from the Project alignment in eastern Los Angeles County. Additionally, specialized study areas were developed, where applicable, for certain environmental impact categories where the potential impacts would occur within an area that varies from the GSA or DSA. All specialized study areas are contained within the GSA. The study area for transportation and traffic is the GSA for analyses related to transit ridership and regional transportation/VMT. Other potential transportation impacts (pedestrian and bicycle impacts, and emergency access) are analyzed within the DSA.

A diverse mix of land uses are located within the GSA and DSA, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational, health and medical uses, educational institutions, and vacant land. The Project would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers within the Gateway Cities subregion of Los Angeles County.

2.0 PROPOSED PROJECT AND ALTERNATIVES

2.1 Project Setting and Description

This impacts report evaluates potential environmental impacts of three Build Alternatives and a No Project Alternative. The Build Alternatives are: Alternative 1 Washington (Alternative 1), Alternative 2 Atlantic to Commerce/Citadel Initial Operating Segment (IOS) (Alternative 2), and Alternative 3 Atlantic to Greenwood IOS (Alternative 3).

For purposes of describing the Project, two study areas have been defined. The GSA is regional in scope and scale, whereas the DSA encompasses an approximately two-mile area from the Project alignment's centerline. The GSA is the same for all three of the Build Alternatives. The purpose of the GSA is to establish the study area for environmental resources that are regional in scope and scale, such as regional transportation, including vehicle miles traveled (VMT) and regional travel demands, population, housing, or employment. The GSA consists of several jurisdictions within Los Angeles County including the cities of Bell, Commerce, El Monte, Industry, Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, South El Monte, Santa Fe Springs, Whittier, unincorporated areas of Los Angeles County, which includes East Los Angeles and West Whittier-Los Nietos, and other cities within the San Gabriel Valley. It is generally bounded by Interstate (I) 10 to the north, Peck Road in South El Monte and Lambert Road in Whittier to the east, I-5 and Washington Boulevard to the south, and I-710 to the west. **Figure 2.1**, **Figure 2.2**, and **Figure 2.3** present the boundaries of the GSA for each of the three Build Alternatives.

The DSA establishes a study area to evaluate environmental resources that are more sensitive to the physical location of the Build Alternatives. The DSA for Alternative 1 Washington generally includes the area within a half-mile to two-mile distance from the guideway centerline, as shown in **Figure 2.1**. It encompasses five cities, Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, and communities of unincorporated East Los Angeles and Whittier-Los Nietos. The DSA for Alternative 2 Atlantic to Commerce/Citadel IOS and Alternative 3 Atlantic to Greenwood IOS, does not extend as far to the east. As shown in **Figure 2.2** and **Figure 2.3** for Alternative 2 and Alternative 3 respectively, the DSA extends to the Rio Hondo and includes Commerce, Montebello, and unincorporated East Los Angeles.



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 2.1. Alternative 1 Washington GSA and DSA



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 2.2. Alternative 2 Atlantic to Commerce/Citadel IOS GSA and DSA



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 2.3. Alternative 3 Atlantic to Greenwood IOS GSA and DSA

2.2 Build Alternatives

This impacts report evaluates the potential environmental impacts of three Build Alternatives which have the same guideway alignment east of the existing terminus at Atlantic Station but vary in length. Alternative 1 has the longest alignment at approximately 9.0 miles with seven stations (one relocated/reconfigured and six new), two maintenance and storage facility (MSF) site options and would terminate at Lambert station on Lambert Road in the city of Whittier. Alternative 2 is approximately 3.2 miles in length with three stations, one MSF site option, and would terminate at the Commerce/Citadel station in the city of Commerce, with non-revenue lead tracks extending further into the city of Commerce to connect to the Commerce MSF site option. Alternative 3 is approximately 4.6 miles in length with four stations, two MSF site options, and would terminate at Greenwood station in the city of Montebello.

There are also design options under consideration for each of the three Build Alternatives that consist of a variation in the design of the relocated/reconfigured Atlantic Station (applicable to Alternatives 1, 2, and 3) and a variation in the station and alignment profile in Montebello (applicable to Alternatives 1 and 3). Construction and operation of one or both design options are considered and evaluated for Alternative 1 and Alternative 3.

To differentiate the impacts evaluation of a Build Alternative with or without the design option(s) incorporated, a Build Alternative without the design option(s) is referred to as the “base Alternative” (i.e., base Alternative 1). A Build Alternative with a design option incorporated is referred to by using the design option name (e.g., Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option). The three Build Alternatives and the design options are described in greater detail below.

2.2.1 Alternative 1 Washington

Alternative 1 would extend the Metro L (Gold) Line LRT approximately 9.0 miles east from the current at-grade station at Atlantic Boulevard to an at-grade terminus at Washington Boulevard/Lambert Road in the city of Whittier. This alternative would include a relocated/reconfigured Atlantic station in an underground configuration and six new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), Greenwood (aerial), Rosemead (at-grade), Norwalk (at-grade), and Lambert (at-grade). The base Alternative 1 alignment would transition from the existing at-grade alignment to an underground configuration and would transition to an aerial configuration in the city of Commerce before transitioning to at-grade at Montebello Boulevard. The alignment includes approximately 3.0 miles of tunnel, 1.5 miles of aerial, and 4.5 miles of at-grade alignment.

The Alternative 1 alignment crosses the Rio Hondo and San Gabriel River and the Rio Hondo Spreading Grounds. The existing San Gabriel River and Rio Hondo bridges would be replaced with new bridges designed to carry both the LRT facility and the four-lane roadway.

An MSF and other ancillary facilities would also be constructed as part of the Project, including overhead catenary system (OCS), cross passages, ventilation structures, traction power substation (TPSS) sites, crossovers, emergency generators, radio tower poles and equipment shelters, and other supporting facilities along the alignment.

Two design options for Alternative 1 are described below.

2.2.1.1 Guideway Alignment

Under Alternative 1, the guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. After crossing Saybrook Avenue, the guideway would daylight from underground to an aerial configuration. Depending on the MSF site option that is selected, the aerial guideway would continue parallel to Washington Boulevard, east of Garfield Avenue, and merge into the center median of Washington Boulevard (Commerce MSF site option) or merge into the center median of Washington Boulevard at Gayhart Street (Montebello MSF site option). The alignment would maintain an aerial configuration then transition to an at-grade configuration east of Carob Way and would remain at-grade in the center of Washington Boulevard. The at-grade alignment would terminate at Lambert station in the city of Whittier.

2.2.1.1.1 Design Options

The following design options are being considered for Alternative 1:

Atlantic/Pomona Station Option – The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow open air underground station with two side platforms and a canopy (**Figure 2.4**). This station design option would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The excavation depth of the station invert would be approximately 20 to 25 feet from the existing ground elevation.

This option would also impact the guideway alignment and location of the tunnel boring machine (TBM) extraction pit. The underground guideway would be located east of Atlantic Boulevard and require full property acquisitions at its footprint between Beverly Boulevard and 4th Street. The alignment would connect with the base Alternative 2 alignment just north of the proposed Atlantic/Whittier station. The TBM extraction pit would be east of Atlantic Boulevard between Repetto Street and 4th Street. Limits for the excavation would occur between the TBM extraction pit and the intersection of Pomona Boulevard and Beverly Boulevard.

Montebello At-Grade Option – This design option consists of approximately one mile of at-grade guideway along Washington Boulevard between Yates Avenue and Carob Way in the city of Montebello. In this design option, after crossing Saybrook Avenue, the LRT guideway would daylight from underground to an aerial configuration to avoid disrupting existing Burlington Northern Santa Fe (BNSF) Railway tracks. The aerial guideway would continue parallel to Washington Boulevard, then merge into the center median east of Garfield Avenue. At Yates Avenue, the guideway would transition from aerial to an at-grade configuration and remain at-grade until terminating near Lambert Road in the city of Whittier. This design option includes an at-grade Greenwood station located west of Greenwood Avenue. The lead tracks to the MSF site option would also be at-grade. Alternative 1 with the Montebello At-Grade Option would have approximately 3.0 miles of underground, 0.5 miles of aerial, and 5.5 miles of at-grade alignment.



Source: Metro; ACE Team, January 2022.

Figure 2.4. Atlantic/Pomona Station Option

2.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Alternative 2 would extend the Metro L (Gold) Line approximately 3.2 miles from the current terminus at Atlantic Boulevard to an underground terminal station at the Commerce/Citadel station in the city of Commerce with lead tracks connecting to the Commerce MSF site option. Alternative 2 would include a relocated/reconfigured Atlantic station and two new stations: Atlantic/Whittier (underground), and Commerce/Citadel (underground). The base Alternative 2 alignment includes approximately 3.0 miles of underground, 0.1 miles of aerial, and 0.1 miles of at-grade alignment.

An MSF and other ancillary facilities would also be constructed as part of the Project, including OCS, tracks, cross passages, ventilation structures, TPSSs, track crossovers, emergency generators, radio tower poles and equipment shelters, and other facilities along the alignment.

2.2.2.1 Guideway Alignment

Under Alternative 2, the guideway would follow the same alignment as under Alternative 1. The guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. The alignment would terminate at the Commerce/Citadel station with non-revenue lead tracks connecting to the Commerce MSF site option.

2.2.2.1.1 Design Option

One design option, the Atlantic/Pomona Station Option described in **Section 2.2.1.1.1** and shown on **Figure 2.4** is being considered for Alternative 2.

2.2.3 Alternative 3 Atlantic to Greenwood IOS

Alternative 3 would extend the Metro L (Gold) Line approximately 4.6 miles east from the current terminus at Atlantic Boulevard to an aerial terminal station at the Greenwood station in the city of Montebello. This alternative would include a relocated/reconfigured Atlantic station and three new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), and Greenwood (aerial). The base Alternative 3 alignment includes approximately 3.0 miles of underground, 1.5 miles of aerial, and 0.1 miles of at-grade alignment.

An MSF and other ancillary facilities would also be constructed as part of the Project, including OCS, tracks, cross passages, ventilation structures, TPSSs, track crossovers, emergency generators, radio tower poles and equipment shelters, and other facilities along the alignment.

Two design options for Alternative 3 are described below.

2.2.3.1 Guideway Alignment

Under Alternative 3, the guideway would follow the same alignment as under Alternative 1. The guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would then turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. After crossing Saybrook Avenue, the guideway would daylight from underground to an aerial configuration. Depending on the MSF site option that is selected, the aerial guideway would continue parallel to Washington Boulevard, east of Garfield Avenue, and merge into the center median of Washington Boulevard (Commerce MSF site option) or merge into the center media of Washington Boulevard at Gayhart Street (Montebello MSF site option). The aerial guideway would terminate at the Greenwood station in the city of Montebello.

2.2.3.1.1 Design Option

Two design options described in **Section 2.2.1.1.1**, the Atlantic/Pomona Station Option and the Montebello At-Grade Option are being considered for Alternative 3. Alternative 3 with the Montebello At-Grade Option would have approximately 3.0 miles of underground, 0.5 miles of aerial, and 1.1 miles of at-grade alignment.

2.3 Maintenance and Storage Facilities

The Project has two MSF site options: the Commerce MSF site option and the Montebello MSF site option. One MSF site option would be constructed. The MSF would provide equipment and facilities to clean, maintain, and repair rail cars, vehicles, tracks, and other components of the system. The MSF would enable storage of light rail vehicles (LRVs) that are not in service and would connect to the mainline with one lead track. The MSF would also provide office space for Metro rail operation staff, administrative staff, and communications support staff. The MSF would be the primary physical employment centers for rail operation employees, including train operators, maintenance workers, supervisors, administrative, security personnel and other roles.

The Commerce MSF site option is located in the city of Commerce, and the Montebello MSF site option is located in the city of Montebello. The Commerce MSF site option is located where it could support any of the three Build Alternatives. The Montebello MSF site option is located where it could support either Alternative 1 or Alternative 3.

2.3.1 Commerce MSF

The Commerce MSF site option is located in the city of Commerce, west of Washington Boulevard and north of Gayhart Street. The site is approximately 24 acres and is bounded by Davie Avenue to the east, Fleet Street to the north, Saybrook Avenue to the west, and an unnamed street to the south. Additional acreage would be needed to accommodate the lead track and construction staging. As shown in a dashed line on **Figure 2.5**, the guideway alignment with the Commerce MSF site option would daylight from an underground to aerial configuration west of the intersection of Gayhart Street

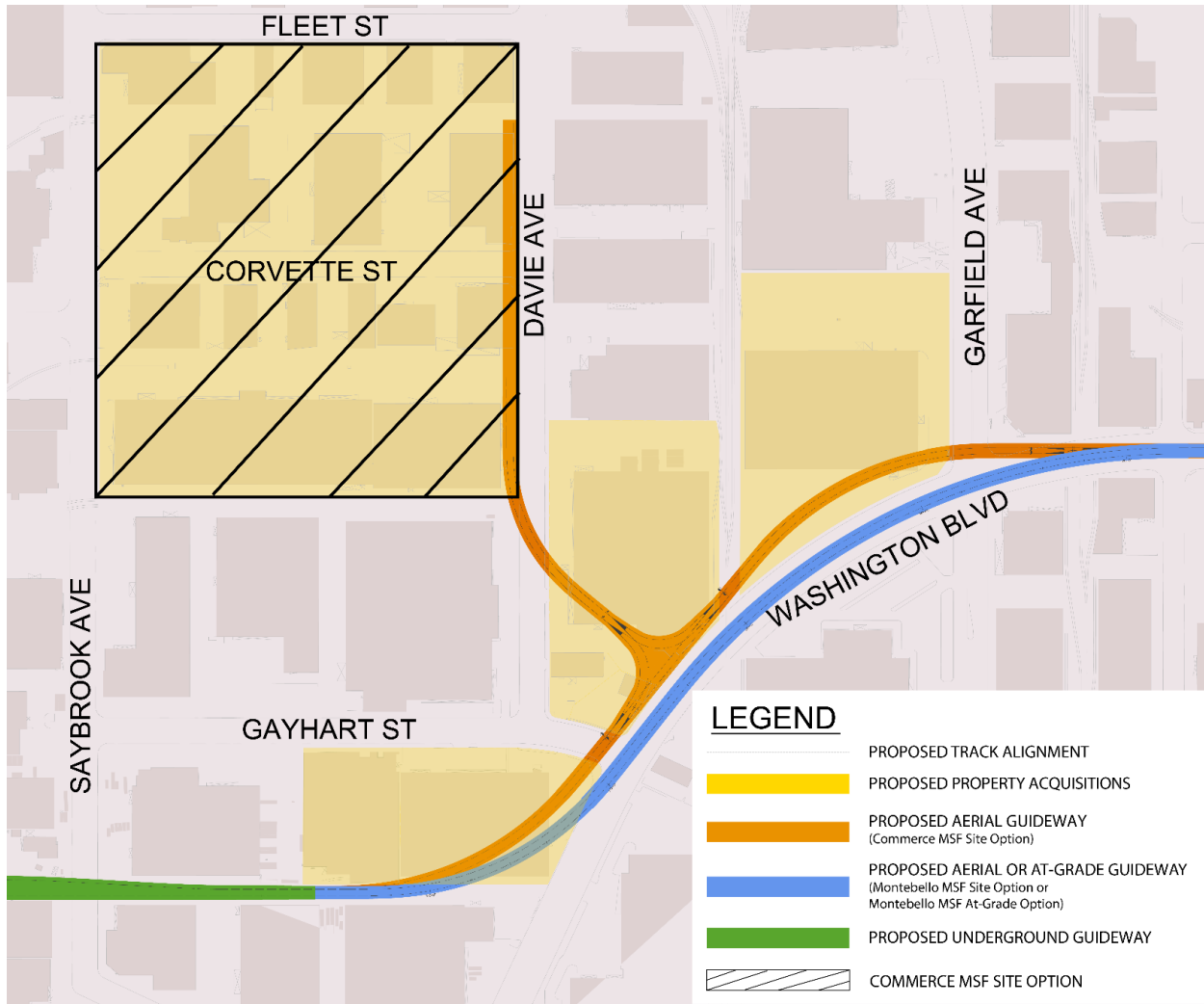
and Washington Boulevard and would run parallel to Washington Boulevard from Gayhart Street to Yates Avenue. The lead tracks to the Commerce MSF site option would be located northeast of the intersection of Gayhart Street and Washington Boulevard and extend in an aerial configuration and then would transition to at-grade within the MSF after crossing Davie Avenue. To construct and operate the Commerce MSF site option, Corvette Street would be permanently closed between Saybrook Avenue and Davie Avenue. Corvette Street is an undivided two-lane road and is functionally classified as a local street under the California Road System. The facility would accommodate storage for approximately 100 LRVs.

2.3.2 Montebello MSF

The Montebello MSF site option is located in the city of Montebello, north of Washington Boulevard and south of Flotilla Street between Yates Avenue and S. Vail Avenue. The site is approximately 30 acres in size and is bounded by S. Vail Avenue to the east, a warehouse structure along the south side of Flotilla Street to the north, Yates Avenue to the west, and a warehouse rail line to the south. Additional acreage would be needed to accommodate the lead track and construction staging. As shown on in a solid line on **Figure 2.5**, as with the Commerce MSF site option, the guideway alignment with the Montebello MSF site option would daylight from an underground to an aerial configuration west of intersection of Gayhart Street and Washington Boulevard. The alignment would be located further east than the alignment with the Commerce MSF site option. The aerial guideway for the Montebello MSF site option would transition to the median of Washington Boulevard at Gayhart Street. Columns that would provide structural support for the aerial guideway would be installed in the median of Washington Boulevard and would require roadway reconfiguration and striping on Washington Boulevard.

The lead tracks would be in an aerial configuration from Washington Boulevard, parallel S. Vail Avenue, and then transition to at-grade as it approaches the MSF. The facility would accommodate storage for approximately 120 LRVs.

The Montebello MSF At-Grade Option includes an at-grade configuration for the lead tracks to the Montebello MSF. This design option would be necessary if the Montebello At-Grade Option is selected under Alternative 1 or Alternative 3. In this design option, the lead tracks would be in an at-grade configuration from Washington Boulevard, paralleling S. Vail Avenue and remain at-grade to connect to the Montebello MSF site option. For this design option, through access on Acco Street to Vail Avenue would be eliminated and cul-de-sacs would be provided on each side of the lead tracks to ensure that access to businesses in this area is maintained. Acco Street is an undivided two-lane road and is functionally classified as a local street under the California Road System.



Source: Metro; ACE Team, January 2022.

Figure 2.5. Montebello MSF S-Curve Alignment

2.4 Ancillary Facilities

The Build Alternatives would require a number of additional elements to support vehicle operations, including but not limited to the OCS, tracks, crossovers, cross passages, ventilation structures, TPSS, train control houses, electric power switches and auxiliary power rooms, communications rooms, radio tower poles and equipment shelters, and an MSF. Alternatives 1, 2, and 3 would have an underground alignment of approximately 3 miles in length between La Verne and Saybrook Avenue. Per Metro's Fire Life Safety Criteria, ventilation shafts and emergency fire exits would be installed along the tunnel portion of the alignment. These would be located at the underground stations or public right-of-way (ROW). The alignment for Alternative 1 and Alternative 3 would travel along the median of the roadway for most of the route. The precise location of ancillary facilities would be determined in a subsequent design phase.

2.5 Proposed Stations

The following stations would be constructed under Alternative 1:

- Atlantic (Relocated/Reconfigured) – The existing Atlantic Station would be relocated and reconfigured to an underground center platform station located beneath Atlantic Boulevard south of Beverly Boulevard in East Los Angeles. The existing parking structure located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station.
- Atlantic Pomona Station Option – The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow underground open-air station with two side platforms and a canopy. This station design option would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station.
- Atlantic/Whittier – This station would be underground with a center platform located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles. Parking would not be provided at this station.
- Commerce/Citadel – This station would be underground with a center platform located beneath Smithway Street near the Citadel Outlets in the city of Commerce. Parking would not be provided at this station.
- Greenwood – This station would be aerial with a side platform located in the median of Washington Boulevard east of Greenwood Avenue in the city of Montebello. This station would provide a surface parking facility near the intersection of Greenwood Avenue and Washington Boulevard.
 - Under the Montebello At-Grade Option, Greenwood station would be an at-grade station located west of the intersection at Greenwood and Washington Boulevard.
- Rosemead – This station would be at-grade with a center platform located in the center of Washington Boulevard west of Rosemead Boulevard in the city of Pico Rivera. This station would provide a surface parking facility near the intersection of Rosemead and Washington Boulevards.
- Norwalk – This station would be at-grade with a center platform located in the median of Washington Boulevard east of Norwalk Boulevard in the city of Santa Fe Springs. This station would provide a surface parking facility near the intersection of Norwalk and Washington Boulevards.
- Lambert – This station would be at-grade with a center platform located south of Washington Boulevard just west of Lambert Road in the city of Whittier. This station would provide a surface parking facility near the intersection of Lambert Road and Washington Boulevard.

Alternative 2 would include Atlantic (Relocated/Reconfigured), Atlantic/Whittier, and Commerce/Citadel stations as described above.

Alternative 3 would include Atlantic (Relocated/Reconfigured), Atlantic/Whittier, Commerce/Citadel, and Greenwood stations as described above.

Station amenities would include items in the Metro Systemwide Station Standards Policy (Metro 2018) such as station pin signs, security cameras, bus shelters, benches, emergency/information telephones, stairs, map cases, fare collection, pedestrian and street lighting, hand railing, station landscaping, trash receptacles, bike racks and lockers, emergency generators, power boxes, fire hydrants, and artwork. Escalators and elevators would be located in aerial and underground stations. Station entry portals would be implemented at underground stations. Station access would be ADA-compliant and also have bicycle and pedestrian connections. Details regarding most of these items, including station area planning and urban design, would be determined at a later phase.

2.6 Description of Construction

Construction of the Project would include a combination of elements dependent upon the locally preferred alternative. The major construction activities include guideway construction (at-grade, aerial, underground); decking and tunnel boring for the underground guideway; station construction; demolition; utility relocation and installation work; street improvements including sidewalk reconstruction and traffic signal installation; retaining walls; LRT operating systems installation including TPSS and OCS; parking facilities; an MSF; and construction of other ancillary facilities. Alternative 1 would include construction of bridge replacements over the San Gabriel and Rio Hondo Rivers.

In addition to adhering to regulatory compliance, the development of the Project would employ conventional construction methods, techniques, and equipment. All work for development of the LRT system would conform to accepted industry specifications and standards, including Best Management Practices (BMP). Project engineering and construction would, at minimum, be completed in conformance with the regulations, guidelines, and criteria, including, but not limited to, Metro Rail Design Criteria (MRDC) (Metro 2018), California Building Code, Metro Operating Rules, and Metro Sustainability Principles.

The construction of the Project is expected to last approximately 60 to 84 months. Construction activities would shift along the corridor so that overall construction activities should be relatively short in duration at any one point. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Manual of Uniform Traffic Control Devices (MUTCD) standards. Typical roadway construction traffic control methods and devices would be followed including the use of signage, roadway markings, flagging, and barricades to regulate, warn, or guide road users. Properties adjacent to the Project's alignment would be used for construction staging. The laydown and storage areas for construction equipment and materials would be established in the vicinity of the Project within parking facilities, and/or on parcels that would be acquired for the proposed stations and MSF site options. Construction staging areas would be used to store building materials, construction equipment, assemble the TBM, temporary storage of excavated materials, and serve as temporary field offices for the contractor.

2.7 Description of Operations

The operating hours and schedules for Alternatives 1, 2, and 3 would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the Metro L (Gold) Line (effective 2019). It is anticipated that trains would operate every day from 4:00 am to 1:30 am. On weekdays, trains would operate approximately every 5 to 10 minutes during peak hours, every 10 minutes mid-day and until 8:00 pm, and every 15 minutes in the early morning and after 8:00 pm. On weekends, trains would operate every 10 minutes from 9:00 am to 6:30 pm, every 15 minutes from 7:00 am to 9:00 am and from 6:30 pm to 7:30 pm, and every 20 minutes before 7:00 am and after 7:30 pm. These operational headways are consistent with Metro design requirements for future rail services.

2.8 No Project Alternative

The No Project Alternative establishes impacts that would reasonably be expected to occur in the foreseeable future if the Project were not approved. The No Project Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the GSA aside from projects currently under construction or funded for construction and operation by 2042 via the 2008 Measure R or 2016 Measure M sales taxes. The No Project Alternative would include highway and transit projects identified for funding in Metro's 2020 Long Range Transportation Plan (LRTP) and Southern California Association of Governments (SCAG) *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020 RTP/SCS). The No Project Alternative includes existing projects from the regional base year (2019) and planned regional projects in operation in the horizon year (2042).

3.0 REGULATORY FRAMEWORK

The federal, state, and local regulatory frameworks related to transportation and traffic issues are outlined below.

3.1 Federal

There are no existing federal regulations applicable to transportation that are applicable to this Project.

3.2 State

- **CEQA** – Section XVII in Appendix G of the CEQA Guidelines provides guidance that can be used to assess potential traffic and transportation impacts by including language used to identify projects that would:
 - Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
 - Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
 - Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
 - Result in inadequate emergency access.
- **Assembly Bill (AB) 1358 – The Complete Streets Act** – This law requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists. Beginning January 2011, any substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions.
- **Senate Bill (SB) 743 – Transportation Impacts** – This law requires all projects to be analyzed by their impact on VMT rather than vehicle delay and level of service (LOS). In compliance with SB 743, the Governor’s Office of Planning and Research (OPR) has developed a *Technical Advisory on Evaluating Transportation Impacts in California Environmental Quality Act*, December 2018. The advisory contains OPR’s recommendations on methodology to calculate VMT, thresholds of significance, and mitigation measures. The Technical Advisory specifies that transit and active transportation projects generally reduce VMT and are therefore anticipated to cause less than significant impacts on transportation.

The above guidance was considered in the development of thresholds of significance used in the CEQA evaluation of transportation impacts associated with the Project. Please refer to **Section 5.0** for further discussion of thresholds of significance used in this analysis.



3.3 Local

- **Southern California Association of Governments (SCAG)** – Transportation planning for Los Angeles County at the regional level is the responsibility of SCAG, which serves as the Metropolitan Planning Organization for the six-county Southern California region, which consists of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG operates the Sustainable Communities Program, which has been established as a resource for promoting local jurisdictional efforts to test local planning tools (SCAG 2020). In 2016, as part of the Sustainable Communities Program goals, SCAG adopted the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016 RTP/SCS) as the tool used for identifying the transportation priorities of the SCAG region. Only projects and programs included in the 2016 RTP/SCS are eligible for federal funding. The 2016 RTP/SCS includes the Eastside Transit Corridor Phase 2 Project among the list of projects in the Strategic Plan. The policies and goals of the 2016 RTP/SCS focus on the need to coordinate land use and transportation decisions to manage travel demand. In 2020, the 2016 RTP/SCS was updated to the 2020 RTP/SCS, which prioritizes project investments through the year 2045. The Project is included in the list of projects anticipated to be initiated or completed through the 2020 RTP/SCS's horizon year of 2045.
- **Gateway Cities Council of Governments (GCCOG)** – The GCCOG released their *Strategic Transportation Plan* in 2016 that brought together all elements of the transportation systems in the Gateway Cities (cities of southeastern Los Angeles County), including freeways, arterial highways, transit, bikeways, pedestrian facilities, technology, and goods movement. This document described the unified vision for the future and the development included multiple years of data collection, modeling, analysis, engineering, and stakeholder engagement. GCCOG covers the affected jurisdictions that are discussed in the General and Specific Plans section.
- **General and Specific Plans for each of the affected jurisdictions** – Specific Plans for each of the affected jurisdictions provide regulatory tools that local governments use to guide development in a local area consistent with each General Plan. While General Plans are the primary guide for growth and development in a community, Specific Plans focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area. The General Plans and Specific Plans that provide a framework for this study include Commerce, East Los Angeles (unincorporated Los Angeles County), Montebello, Pico Rivera, Santa Fe Springs, and Whittier.
 - **Unincorporated Los Angeles County** – *Los Angeles County 2035 General Plan* (2015), *East Los Angeles Community Plan* (1988), *East Los Angeles Transit-Oriented Development Specific Plan* (2018), *Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities* (2019), *Bicycle Master Plan* (2012). These plans are discussed in more detail in **Section 3.3.1**.
 - **Commerce** – *City of Commerce 2020 General Plan* (2008), *Commerce Bicycle & Pedestrian Plan* (2020), *Commerce Housing Element* (2014-2021)



- **Montebello** – *Montebello General Plan (1973)*,¹ *Economic Development Presentation (2016)*, *Hazard Mitigation Plan (2017)*, *Montebello Housing Element (2016-2021)*
- **Pico Rivera** – *Pico Rivera General Plan (2014)*, *Pico Rivera Circulation Element (2014-2022)*, and *Pico Rivera Housing Element (2014-2021)*
- **Santa Fe Springs** – *Santa Fe Springs Re-Imagine Santa Fe Springs 2040 General Plan (2021)*
- **Whittier** – *Whittier's Envision Whittier General Plan (2021)*, *Whittier Boulevard Specific Plan (2015)*, *Whittier Economic Development Strategy (Fiscal Year 2019-2020)*, and the *Whittier Bicycle Transportation Plan (2013)*

The General Plans, Circulation Elements, and corresponding Specific Plans for the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier provide local regulatory frameworks and policies related to transportation and traffic issues.

3.3.1 Los Angeles County

- **Metro** – Metro is the state-designated planning and programming agency for Los Angeles County and submits recommended transportation projects and programs to SCAG for inclusion in the RTP.
 - Metro adopted the Countywide Sustainability Planning Policy in 2012 to continue efforts in improving air quality and increasing transportation choices that have been underway for decades. This document serves as an early example of Metro’s goals of expanding regional transportation connections to reduce VMT, creating more energy efficient modes of transportation, and implementing improvements to the existing transportation and transit-based infrastructure.
 - In 2016, Los Angeles County voters passed sales tax Measure M to fund transit infrastructure expansion throughout Los Angeles County. Metro prepared the *Measure M Expenditure Plan* to specify the projects and programs to be implemented by the sales tax funds. The Project is listed in the *Los Angeles County Transportation Expenditure Plan* developed by Metro for implementing the transportation projects funded by Measure M.
 - The Metro Grade Crossing Policy will be used to conduct evaluation of all LRT alternative grade crossings (*Metro Grade Crossing Safety Policy for Light Rail Transit*, December 2010). The policy is intended to provide a structured process for the evaluation of grade crossings along light rail lines. The policy includes three levels of review: 1) planning-level, 2) detailed operational evaluation with assessment of potential impacts to rail operation, and 3) developing consensus regarding the proposed design solution with local constituencies, including other involved agencies and the community, as appropriate.
 - Metro adopted a *Transit-Oriented Communities (TOC) Policy* in 2018 and *TOC Implementation Plan* in 2020 that includes land use planning and community development policies that maximize access to transit as a key organizing principle and acknowledge mobility as an integral part of the urban fabric. TOCs promote equity and sustainable living by offering a mix of uses close to transit to support households at all income levels,

¹ The *Montebello General Plan* was adopted in 1973 and was intended to guide development for 20 years (City of Montebello 1973). As the city is built beyond the life of the current general plan, the city of Montebello is currently in the process of updating this document.



as well as building densities, parking policies, urban design elements, and first/last mile (FLM) facilities that support ridership and reduce auto dependency.

- Metro adopted the *NextGen Bus Plan* in October 2020 that reorganizes their bus system to provide fast, frequent, reliable, and accessible service to meet the needs of current and future riders (Metro 2020a). *The NextGen Bus Plan* was rolled out in phases that began in December 2020 and concluded in December 2021 (Metro 2021a).
- As part of Metro’s Administrative Code (Title 8) Metro Parking Ordinance, fees are to be paid for parking at any Metro parking facilities. This policy was established as part of the Metro Board’s resolution in April 2020 (Metro 2020c). All alternatives are assumed to be designed per the MRDC, unless otherwise noted.
- In September 2020, Metro adopted the 2020 *L RTP* which provides a detailed roadmap for how Metro will plan, build, operate, maintain, and partner for improved mobility in the next 30 years. The Project is included in the plan as a “near-term” project that has recently broke ground. Additionally, Metro is still using the Short Range Transportation Plan (S RTP) which focuses on projects for a ten year time period that began when the document was created in 2014. The project is shown as a “L RTP Constrained Transit Project (2024–2040).”
- Metro FLM policies and activities are captured and described in the *FLM Guidelines* adopted by the Metro Board in May 2021. In addition to the Guidelines themselves, policies include Metro Board Motion 14.1 (May 2016) and 14.2 (June 2016). Collectively, these policies describe a process and set of roles whereby Metro initiates station access improvements through planning stages and provides various incentives and assistance for local agencies to deliver planned improvements. FLM efforts focus on streetscape elements that improve access, safety, and user experience for people on foot, bike, or other rolling modes as the predominant means that riders use to access the Metro systems.
- **Los Angeles County 2035 General Plan** – *The Los Angeles County 2035 General Plan* (adopted October 2015) provides guidelines for unincorporated areas of Los Angeles County that are located within the GSA. This plan, specifically the Circulation Element, contains traffic and circulation goals, objectives, and policies relative to the development of the unincorporated areas of Los Angeles County and the integration of transit into this framework. Additionally, the County of Los Angeles Department of Public Works’ 2012 *Bicycle Master Plan* covers the entire county’s plans and currently acts as the long-range bicycle plan for the county.
- *Step by Step Los Angeles County – Pedestrian Plans for Unincorporated Communities* provides a policy framework for how the County proposes to get more people walking, make walking safer, and support healthy active lifestyles. The framework includes Community Pedestrian Plans for unincorporated communities in Los Angeles County. A *Community Pedestrian Plan for East Los Angeles* is being prepared and is currently receiving public input to identify safety and walkability enhancements. *The Community Pedestrian Plan for West Whittier-Los Nietos* was adopted in 2019 by the Los Angeles County Board of Supervisors. This plan identifies future sidewalk facilities in unincorporated West, South, and East Whittier and focuses on identifying and prioritizing projects near public elementary schools.

4.0 METHODOLOGY

This section details the approved methodologies for data collection, traffic forecast methodology, background traffic growth factors, transit and freight impacts, pedestrian/bicycle/personal mobility circulation impacts, MSF option impacts, and construction impacts.

The larger GSA will be utilized for analyses related to transit ridership and regional transportation/VMT, but otherwise potential transportation impacts described within this report will be described within the DSA.

4.1 Data Collection

The following sections document the data collection program that is used in the transportation impact evaluation. As detailed in **Attachment A**, Metro also consulted with jurisdictions within the GSA to confirm the methodology and collect additional data.

4.1.1 Transit

Data on the existing transit network within the GSA were obtained from the individual transit providers for the base year, including operator, type, service area, hours of operation, and current ridership. The existing transit network data for the base year was obtained in 2019. The base year ridership data is from 2018, the most recent available data at the time of the study. The same transit data is being used for consistency with the previous analysis and with the base year data. The proposed transit improvements in the GSA are described in the transit impact analysis section including the *Measure M Expenditure Plan*, as presented in the latest 2018 Los Angeles County Metro's regional travel demand forecasting model, the Corridor Based Model 2018 (CBM18).

Ridership forecasts, VMT estimates, and other travel demand modeling projections are based on the results of the CBM18. The base year data in the CBM18 is from 2017 and represents the data that was most recently available when the model was created in 2018. This data has been used to represent 2019, the base year in this study. Future projections reflect conditions in 2042, the model's horizon forecast year. The CBM18 was updated and refined specifically for use in this study to ensure that major roadway and transit improvements expected to be completed by 2042 were included. The travel demand modeling analysis includes Metro Measure M projects identified in the *Measure M Expenditure Plan* and included in the CBM18 identified to be completed by 2042. Similarly, any roadway improvement projects specified by GSA jurisdictions are included in the travel demand modeling analysis. Projects expected to be completed by the year 2042 are included in the No Project and Build Alternatives.

4.1.2 Regional Transportation

Data on the existing regional transportation network for the GSA and region were obtained for the base year, including roadway infrastructure and regional travel performance measures. The existing roadway network was itemized for freeway and arterial segments in 2019. Regional transportation performance measures were extracted from the Metro travel demand model, CBM18, including VMT,

vehicle hours traveled (VHT), average vehicle speed in miles per hour (mph), and AM and PM peak vehicle trips for both the region and GSA. The proposed transit improvements in the region are described in the Existing Setting section including the *Measure M Expenditure Plan*, as presented in CBM18.

4.1.3 Pedestrians and Bicyclists

Existing and planned pedestrian and bicycle facilities within the DSA were obtained from the following documents:

- *Los Angeles County Bicycle Master Plan* (Los Angeles County 2012)
- *Metro Active Transportation Strategic Plan* (Metro 2016)
- *Gateway Cities Strategic Transportation Plan* (GCCOG/Metro 2016)
- *San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study* (SGV ATP 2019)
- *Montebello's City Bicycle Master Plan* (Montebello 2018)
- *Santa Fe Springs Active Transportation Plan* (Santa Fe Springs 2020), *Pico Rivera's Urban Greening Plan* (Pico Rivera 2018)
- *Whittier's Bicycle Transportation Plan* (Whittier 2013)
- *Commerce's Bicycle and Pedestrian Plan* (Commerce 2020)

Facility and bicycle route conditions and potential conflict locations were observed through field surveys conducted in April 2019. Bicycle and pedestrian counts were conducted at 39 intersections within the DSA at the same time as the vehicular counts during the typical weekday peak commute hours of 7:00 to 9:00 am and 4:00 to 6:00 pm during the regular school year on Tuesday, March 19 and Wednesday, March 20, 2019.

The future projections for weekday pedestrian trips to and from the project stations were estimated using the Metro Travel Demand Model for each Build Alternative.

4.1.4 Emergency Access

Fire and police stations are identified within the DSA to address whether the Build Alternatives would affect emergency response times and capabilities resulting in the need for new or expanded facilities to maintain adequate levels of service, as well as the potential for any fire and police stations within the DSA to be directly impacted as a result of new construction or operations.

4.2 Travel Demand Modeling Methodology

Ridership forecasts, VMT estimates, and other travel demand modeling projections used in this impact analysis are based on the results of the CBM18. The base year data in the CBM18 is from 2017 and represents the data that was most recently available when the model was created in 2018. This data has been used to represent 2019, the base year in this study. Future projections reflect conditions in 2042, the model's horizon forecast year. The CBM18 was updated and refined specifically for use in this study to ensure that major roadway and transit improvements expected to be completed by 2042 were included.

Specifically, the travel demand modeling analysis includes Metro Measure M projects identified in the *Measure M Expenditure Plan* and included in the CBM18 identified to be completed by 2042. Similarly, any roadway improvement projects specified by GSA jurisdictions are included in the travel demand modeling analysis. Projects expected to be completed by the year 2042 are included in the No Project and Build Alternatives, with the entire list of planned projects listed in **Section 7.1**.

The horizon year model was then used to develop the following future (Year 2042) scenarios for this impact analysis:

- No Project Alternative
- Alternative 1 Washington
- Alternative 2 Atlantic to Commerce/Citadel IOS
- Alternative 3 Atlantic to Greenwood IOS

4.3 Impact Designation

The impact evaluation methodologies are presented in this section for transit, VMT, traffic circulation, pedestrian circulation, bicycle and personal mobility circulation, construction, and MSF options. Consistent with CEQA, Metro policies, and industry practices, the following impact criteria were developed.

Environmental impacts were evaluated for the period of Project construction and operation. A construction impact is considered temporary and occurs only during the time of constructing a Build Alternative, whereas an operational impact is considered a permanent impact occurring during the operation of a Build Alternative.

4.3.1 Transit Impacts

Future transit ridership is based on output from the Metro CBM18, summarizing trips by mode, daily boardings, and travel speeds/times for each alternative. Based on observations of local transit ridership patterns, any potential changes to local and regional transit were evaluated within the Build Alternatives.

To analyze the impacts of the various Project Alternative scenarios on the transit system as a whole, the following transit performance measures are derived from the Metro CBM18 and summarized for each scenario:

- **Daily Linked Fixed Guideway Trips** – A trip from origin to destination on the Metro rail system. Even if a person must make several transfers during a journey, the trip is counted as one linked trip on the Metro rail system.
- **Daily Linked Bus Trips** – A trip from origin to destination on the countywide bus system. Even if a person must make several transfers during a journey, the trip is counted as one linked trip on the countywide bus system.
- **Daily Linked Transit Trips** – A trip from origin to destination on the countywide transit system (includes bus and rail modes). Even if a person must make several transfers during a journey, the trip is counted as one linked trip on the countywide transit system.
- **Daily Linked Trips (from all travel modes)** – A trip from origin to destination utilizing any travel mode. Even if a person used multiple transfers (e.g., bus to bus) or modes (e.g., car to rail), the trip is counted as one linked trip on the system.
- **Total Transit Mode Share** – The percentage share of all linked trips that involve the use of a transit vehicle as their primary mode of travel. As such, if a person drives to a parking facility to take a train or gets dropped off at a kiss and ride facility, the trip is counted as one linked trip on the transit system and is considered part of the transit mode share.

Metro Measure M identifies future funding for a diversity of projects (including this Project), which are included within Metro's travel demand model and the modeling analysis of this study. Additionally, the Metro Board adopted a policy in July 2017 to convert Metro's entire bus fleet to zero emission vehicles by 2030, but no ridership or traffic impacts are anticipated from this conversion.

In addition to Metro's *Measure M Expenditure Plan*, there are many other planned transit projects and programs in various stages of planning that do not have a finalized plan and timeline for implementation at the time of this analysis. Projects and programs that have not been finalized and incorporated into the Metro CBM18 are not incorporated into the transit impacts analysis. Examples of transit projects in planning that are not included in this analysis are Metro's *Bus Rapid Transit (BRT) Plan*, Metro's *NextGen Bus Study*, Metro's *Microtransit Study*, Metrolink's Southern California Optimized Rail Expansion Program, and the California High-Speed Rail system.

The metrics for transit impacts for the Build Alternatives are compared to the No Project Alternative. The Build Alternatives would result in no significant impacts or less than significant impacts if the regional performance metrics are superior to the No Project Alternative metrics.

As outlined in CEQA Guidelines Attachment G, the Project could have a significant impact if it were to interfere with any program, plan, ordinance, or policy. Additionally, the Project would result in a significant impact if local transit services and/or conditions would be substantially affected by the Project.

4.3.2 Vehicle Miles Traveled Impacts

Per SB 743, Transportation Impacts, CEQA requires projects to be analyzed based on their impacts to VMT rather than vehicle delay and LOS. In 2018, Section 15064.3 was added to the CEQA Guidelines to reflect the provisions of SB 743. The OPR has developed a Technical Advisory on Evaluating Transportation Impacts under CEQA that contains recommendations on VMT calculation methodology, thresholds of significance, and mitigation measures. The Technical Advisory specifies that transit and active transportation projects generally reduce VMT and are therefore anticipated to cause less than significant impacts on transportation (Section F: Considering the Effects of Transportation Projects on Vehicle Travel).

For the purposes of this analysis, VMT forecasts for the Build Alternatives are extracted from the CBM18 and compared to the No Project Alternative. The Build Alternatives would result in no impacts if VMT for the Project is less than VMT for the No Project Alternative.

4.3.3 Traffic Circulation Impacts

The methodology for assessing impacts to traffic circulation involves both quantitative and qualitative analysis. Quantitative analysis related to traffic circulation primarily focuses on the safety of grade crossings and evaluation against Metro's Grade Crossing Policy (described in more detail below). Other impacts to traffic safety—such as those due to changes to lane configurations, traffic control devices, or goods movement (i.e., truck routes)—are evaluated qualitatively. If a potentially hazardous condition would occur, then a significant impact on traffic circulation would occur.

CEQA guidelines state that the Project should not interfere with any program, plan, ordinance, or policy addressing roadway facilities.

4.3.3.1 Grade Crossings

An initial screening analysis was conducted for key intersections and grade crossings according to *Metro Grade Crossing Safety Policy for Light Rail Transit* (December 2010). Metro's Grade Crossing Policy provides a framework for evaluating traffic safety and operations related to at-grade crossings and identifying the need for safety treatments and/or grade separation. The methodology for Milestone 1 – Initial Screening of the Metro policy is described below.

Milestone 1 includes an initial screening based upon readily available planning level information regarding the project description, roadway volumes, and number of lanes, as well as train frequencies.

- **Project Description Data** – Identifies all of the potential grade crossings or grade separations.
- **Roadway Volumes and Number of Lanes** – The Initial Screening is based upon the estimated peak hour per-lane volume of traffic crossing the alignment (highest directional volume). This analysis utilized 2042 traffic volumes derived from CBM18.
- **Train Frequencies** – The initial screening is based on train frequencies of 12 trains per hour per direction (5-minute headways).

Metro's Grade Crossing Policy uses a nomograph (i.e., chart) to visualize grade separation thresholds based on the peak-hour per-lane volume of traffic crossing the alignment (in vehicles per lane per hour) and the peak-hour train traffic (in trains per hour). The nomograph is divided into three categories (visualized as areas or portions of the chart): "At-Grade Operation Should be Feasible", "Possible At-Grade Operation", and "Grade Separation Usually Required". Grade crossings can be plotted on the nomograph based on their vehicle and train traffic values to determine the potential need for grade separation. The policy states that any crossing "very close to" one of the thresholds may be considered in the more restrictive category.

For a median-running light rail alignment, the peak-hour per-lane volume of crossing vehicle traffic is generally calculated as the maximum of the following values:

- **Cross-Street Traffic** – Sum of the left-turn and through movement volumes on a given cross street approach, divided by the number of lanes on that approach serving those movements
- **Parallel Left-turn Movement** – Volume on a given left-turn movement from the parallel roadway divided by the number of lanes serving that left-turn movement

In most cases, the cross-street traffic is the controlling value, but the parallel left-turn movement(s) should be considered in cases where they are the principal movement(s) crossing the light rail alignment.

4.3.3.2 Emerging Travel Modes

Recently emerging travel modes, such as rideshare vehicles operated by transportation network companies, may influence the regional transportation system. These vehicles have the potential to provide greater FLM connections and a percentage of the drop-offs (kiss and ride) are appropriated to these modes at proposed stations. The emergence of on-demand delivery vehicles also influences the regional transportation network; however, no data for e-commerce and on-demand delivery services are available for analysis at the time of this study and therefore not included in the Metro model or directly analyzed. Similarly, connected vehicles (CV) and autonomous vehicles (AV) are potential future transportation modes that could impact the regional transportation network, but no data for CVs or AVs are available for analysis at the time of this study and therefore not included in the Metro model or directly analyzed.

4.3.4 Pedestrian Circulation Impacts

The methodology for assessing impacts to pedestrian circulation involves both quantitative and qualitative analysis. An evaluation of AM and PM peak period walk trip boardings and pedestrian trips at station locations was assessed to identify if sidewalk overcrowding could occur. A qualitative assessment of the proposed physical environment from the advanced conceptual plan and profile drawings were used to evaluate any potential impacts to the adequacy of pedestrian facilities along the Build Alternatives and near each proposed station. This evaluation of the overall project design is conducted to determine if the station location would create hazardous conditions that would impact pedestrian access. If a potentially hazardous condition would occur or a project design would interfere with pedestrian access, then a significant impact on pedestrian circulation would occur. Similarly, a significant impact would occur if the Project removes an existing or planned pedestrian facility.

CEQA guidelines state that the Project should not interfere with any program, plan, ordinance, or policy.

4.3.5 Bicycle and Personal Mobility Circulation Impacts

The methodology for assessing impacts to bicycle and personal mobility circulation involves a qualitative assessment at station locations. A significant impact would occur if the Project were to create potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility to the Project corridor or adjacent areas. Similarly, a significant impact to bicycle and personal mobility circulation would occur if the Project removes an existing or planned bicycle facility.

Additionally, potential impacts resulting from other projects in the DSA, specifically near stations, are taken into consideration. Metro is continuing to expand their Bike Share program throughout the county and may provide service in the DSA by opening year, depending on the content of locally adopted plans. Third-party dockless bikeshare and e-scooter companies have recently emerged to provide additional options for active transportation users utilizing bike lanes and related infrastructure. Potential benefits resulting from improved bicycle connectivity or quality of service are taken into account in evaluating overall cumulative impacts.

CEQA guidelines state that the Project should not interfere with any program, plan, ordinance, or policy.

4.3.6 Emergency Access

Station and track design (e.g., access, layout, exits, alarms, and evacuation infrastructure) are pertinent to the effectiveness and timeliness of emergency response. If the design and operation of a transit system under a Project alternative would result in inadequate emergency access, there would be a significant impact. If an emergency facility is located within close proximity to a construction staging area or adjacent to the alignment, coordination with the local emergency service provider would be necessary to maintain emergency access; otherwise, a significant impact during construction would result.

4.3.7 Maintenance and Storage Facility Site Impacts

Potential transportation impacts resulting from the MSF options were evaluated using the significance criteria related to each transportation topic.

4.3.8 Construction Impacts

The impacts that construction activities would have on each transportation mode are evaluated using the significance criteria related to each transportation topic discussed in this section. Construction impacts include, but are not limited to, potential lane reductions, street closures, and issues related to traffic diversion, transit operation, and potential disruptions to pedestrian and bicycle circulation. By definition, construction impacts are temporary in nature and would occur only during the time of the construction activity; however, some construction activities might require long-term (e.g., weeks or months) partial closures of facilities for construction activities and are discussed accordingly.

4.4 Area of Potential Impact

The larger GSA is utilized for analyses related to transit ridership and regional transportation/VMT, but otherwise potential transportation impacts described within this report are described within the DSA.

The DSA for Alternative 1 generally includes the area within a half-mile to two-mile distance from the guideway centerline as shown in **Figure 2.1**. The DSA includes the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and portions of unincorporated Los Angeles County, including East Los Angeles and West Whittier-Los Nietos. The DSA for Alternative 2 and Alternative 3 does not extend as far to the east. As shown in **Figure 2.2** and **Figure 2.3** for Alternative 2 and Alternative 3 respectively, the DSA extends to the Rio Hondo and includes Commerce, Montebello, and unincorporated East Los Angeles. In general, the transportation area of potential impact (API) focuses on transit, regional transportation, pedestrian, bicycle, and personal mobility circulation in the vicinity of proposed stations and within one-quarter mile of each potential MSF. It also includes all signalized intersections along the Build Alternatives that would cross at-grade.

For each environmental topic analyzed, the API within the DSA is summarized by the following with further detail in the **Section 6.0** subsection listed:

- **Transit** – Transit services within the DSA include Metro Rail L (Gold) Line (three stations: Maravilla, East Los Angeles Civic Center, and Atlantic Stations), Metrolink (Montebello/Commerce Station), Metro and other jurisdictional bus lines in the DSA (see **Section 6.1**).
- **Regional Transportation** – Regional freeway network and arterial network of major north/south and east/west roadways (see **Section 6.2**).
- **Pedestrian Circulation** – Sidewalks, crosswalks, and other pedestrian facilities near the proposed stations (see **Section 6.3.1**).
- **Bicycle and Personal Mobility Circulation** – Class I through Class IV bicycle facilities near the proposed stations and bicycle parking (see **Section 6.3.2**).

4.4.1 Transportation Network and Analysis Assumptions

4.4.1.1 General Assumptions

The following general assumptions are made across all alternatives for this transportation analysis:

- Horizon year (2042) truck percentages are assumed to be the same as existing conditions.
- Bicycle facilities are classified with the following standard typology per the *California Department of Transportation (Caltrans) Highway Design Manual* (2018). Although these are defined for bicyclists, these facilities can be used by pedestrians and other modes of personal mobility (where local regulations do not prohibit specific uses, such as e-scooters).
 - **Class I (Bike Path)** – A ROW to serve corridors not served by streets and highways or where wide ROW exists to construct a facility away from the influence of parallel streets. Bicycle paths should offer opportunities not provided by the road system, such as a recreational opportunity or direct high-speed commute routes if cross flow by motor vehicle and pedestrian conflicts can be minimized.
 - **Class II (Bike Lane)** – A ROW delineated with a striped lane on a street or a highway for the use of bicycles separate from motor vehicles to provide for more predictable movements by each.
 - **Class III (Bike Route)** – A ROW designated by signs or pavement markings for shared use with bicyclists and motor vehicles to provide continuity to other bicycle facilities and/or designate preferred routes through high-demand corridors.
 - **Class IV (Separated Bikeways)** – A bikeway for the exclusive use of bicycles and including a separation between the separated bikeway and motor vehicle traffic.

4.4.1.2 Project Build Alternatives Assumptions

- On Washington Boulevard between Garfield Avenue and Rosemead Boulevard the Project would result in a reduction in traffic lanes, from three to two through lanes to allow for the placement of columns to support the aerial segments and for the ROW needs of the at-grade segments.
- Turn lanes would be provided at intersections along Washington Boulevard, requiring sliver property takes.
- New turn phases to stop vehicles from turning across the LRT at-grade crossings, and elimination of access (i.e., prohibition of left turns or closure of cross streets) would be established due to the LRT at-grade crossings or aerial structure supports.
- Mid-block crossings would be required at at-grade stations along Washington Boulevard. Traffic analysis for the Build Alternatives was conducted without taking the mid-block crossings into consideration. Mid-block crossing signals do not interact with LRT operations.



- Trains would operate without signal pre-emption along the at-grade sections. Trains would vary in operational run times, depending on the volume of traffic, with longer travel times during peak periods and shorter travel times during off-peak periods.

5.0 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, a Build Alternative would have a significant impact related to Transportation if it would:

Impact TRA-1: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Impact TRA-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) per the following criteria:

- **Land Use Projects** – VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
- **Transportation Projects** – Transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
- **Qualitative Analysis** – If existing models or methods are not available to estimate the VMT for the particular project being considered, a lead agency may analyze the project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
- **Methodology** – A lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household, or in any other measure. A lead agency may use models to estimate a project's VMT and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate VMT and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

Impact TRA-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

CEQA Guidelines do not describe specific significance thresholds for geometric design features or incompatible uses, therefore the evaluation is based on conformity of the Project to applicable local design standards and allowable uses. Examples of hazards in geometric design would include lane mis-matches across intersections, lane drops with inadequate distance for merging, or sight distance

restrictions due to curves or grades ahead of conflict points. Examples of incompatible uses would include improper mixing of modes, such as routing truck traffic on local or residential roadways.

Impact TRA-4: Result in inadequate emergency access.

CEQA Guidelines do not provide quantitative thresholds for emergency access. Therefore, the evaluation is based on the potential of the Project to substantially degrade emergency access; for example, requiring emergency vehicles to re-route or perform out-of-direction maneuvers that would add more travel time as a result of changes to the roadway configuration.

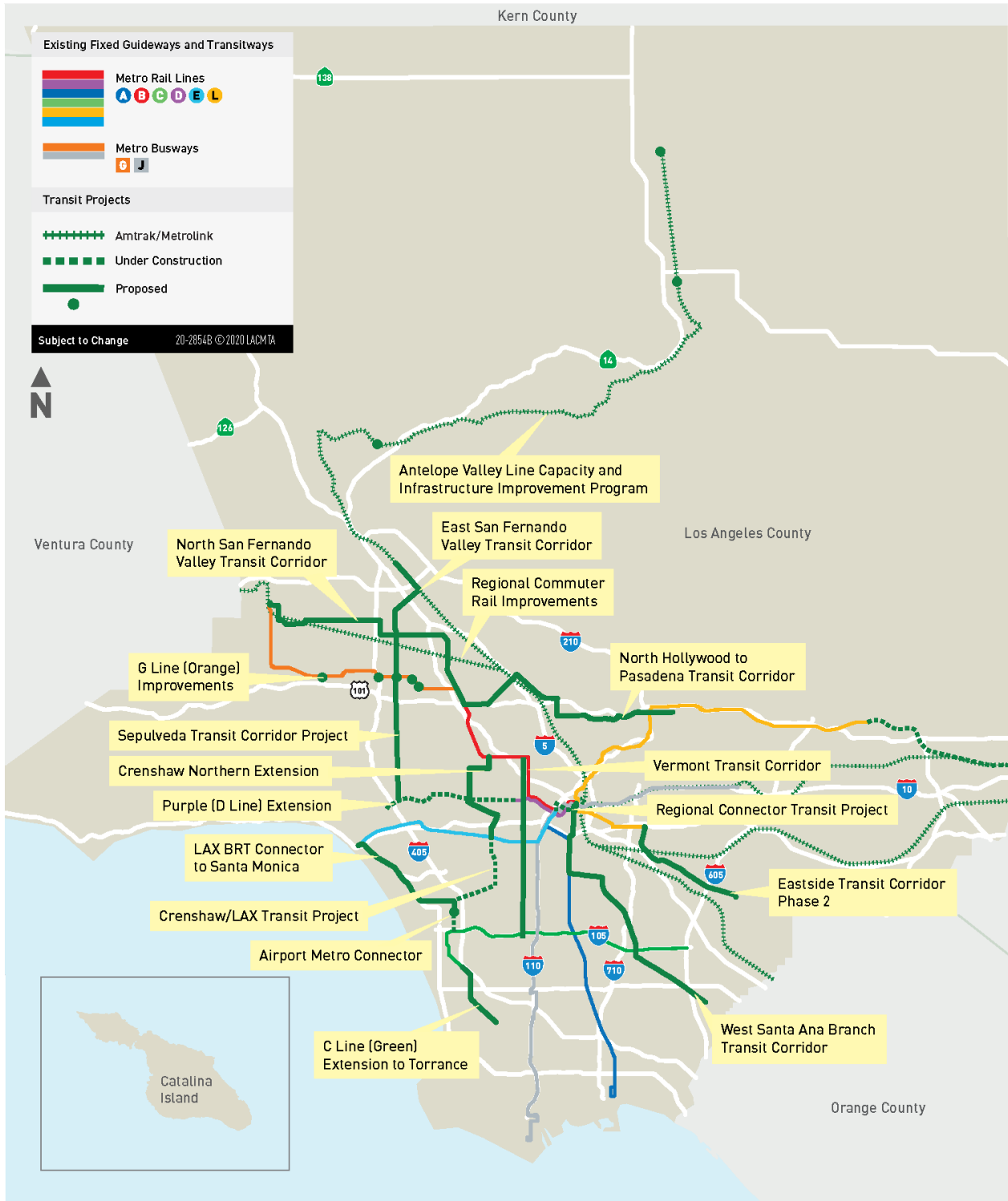
6.0 EXISTING SETTING

6.1 Transit

The DSA is served by local and regional transit agencies, including Metro bus and rail services, Metrolink commuter rail, Montebello Bus Lines, Commerce Municipal Bus Lines, Norwalk Transit, Foothill Transit, and El Sol Shuttle (East Los Angeles Shuttle). Transit service types within the DSA include rapid bus, express bus, limited bus, LRT, commuter rail, and local bus lines. Commuter and intercity rail service within the DSA are provided by Metrolink with stations in the cities of Montebello and Commerce. There are no existing or planned direct routes that would parallel the Project corridor without several transit transfers.

6.1.1 Metro Rail

Metro operates a rail transit network throughout the urbanized portion of Los Angeles County, consisting of 105 miles of lines with 93 stations, serving an average of 310,600 weekday riders in 2018. The Metro L (Gold) Line serves the DSA with three stations: Maravilla, East Los Angeles Civic Center, and Atlantic. The Project would extend the existing Metro L (Gold) Line south and east from Atlantic station (relocated/reconfigured). Generally, existing rail lines run at 5- to 10-minute headways during peak hours and 10- to 20-minute headways during off-peak hours. The regional Metro rail network includes six lines which all provide access to the GSA via transfers to the Atlantic Station. Additionally, Metro is currently planning several additional rail lines scheduled to be in operation by the proposed 2035 opening year of the Project and the horizon year of 2042 as shown on **Figure 6.1**. The existing and planned Metro Rail Lines within the GSA are described following **Figure 6.1**.



Source: Metro Long Range Transportation Plan (2020).
Note: Final alignments to be identified during environmental processes. Map includes projects to be completed prior to 2050 (horizon year of the LRTP).

Figure 6.1. Regional Rail and Busway Map



- **Metro A (Blue) Line to Long Beach, LRT** – The Metro A (Blue) Line opened in 1990 and was the first LRT system in Los Angeles County since the historic Los Angeles streetcar system closure in the 1960s. The Metro A (Blue) Line passes through the communities of Vernon, Huntington Park, South Gate, Watts, Compton, and Carson and terminates at 7th Street/Metro Center Station. The Metro A (Blue) Line served 30,600 average daily weekday riders in 2018 (Metro 2021c).
- **Metro B (Red) Line from Union Station to North Hollywood and Metro D (Purple) Line to Wilshire/Western, heavy rail transit subways** – The Metro B (Red) and Metro D (Purple) Lines initially began operations between Union Station and Wilshire/Vermont in 1993, followed by extensions to Wilshire/Western in 1996 and North Hollywood in 2000. The underground Metro B (Red) Line travels northeast to North Hollywood where it connects to the Metro G (Orange) Line. The Metro D (Purple) Line is also completely underground traveling west to Wilshire/Western in the Mid-Wilshire/Koreatown District. Construction is currently underway to extend the Metro D (Purple) Line to Century City/Westwood. The extension has an anticipated completion date of 2023 (Metro 2021e). Combined, the Metro B (Red) and D (Purple) Lines served 136,600 weekday riders in 2018 (Metro 2021c).
- **Metro C (Green) Line between Redondo Beach and Norwalk, LRT** – The Metro C (Green) Line opened in 1995, primarily operating in the median of I-105 between Norwalk and Redondo Beach serving the communities of Downey, Lynwood, Watts, Inglewood, Lennox, El Segundo, Manhattan Beach, and Redondo Beach. The C (Green) Line has a planned extension from the Redondo Station terminus to Torrance (anticipated opening in 2030-2033) and integration with the future Metro K (Crenshaw/LAX) Line. Currently under construction, the Metro K (Crenshaw/LAX) Line would extend from the C (Green) Line north through the environs of Los Angeles International Airport (LAX), the City of Inglewood and the Crenshaw District of Los Angeles to the Metro E (Expo) Line (Expo/Crenshaw Station). The estimated opening of the Metro K (Crenshaw/LAX) Line is 2022 (Metro 2021d). The Metro C (Green) Line served 29,000 average weekday riders in 2018 (Metro 2021c).
- **Metro E (Expo) Line to Santa Monica, LRT** – Phase 1 of the Metro E (Expo) Line opened in 2012 with service from downtown Los Angeles to Culver City; Phase 2 extended the line to Santa Monica in 2016. The Metro E (Expo) Line served 61,800 average daily weekday riders in 2018 (Metro 2021c).
- **Metro L (Gold) Line, between Azusa and East Los Angeles, LRT** – The Metro L (Gold) Line opened in 2003 with an initial segment from Union Station to Pasadena. In 2009, the first phase of the Metro L (Gold) Line Eastside Extension opened from Union Station to Atlantic Boulevard in East Los Angeles. In 2016, the first phase of the Metro L (Gold) Line Foothill Extension extended the line from Pasadena to Azusa. The second phase of the Metro L (Gold) Line Foothill Extension is currently under construction from Azusa to Montclair in San Bernardino County (anticipated completion in 2028) (Foothill Gold Line Construction Authority 2021).

- The Metro Regional Connector Project is also under construction, extending from the Little Tokyo/Arts District Station to the 7th Street/Metro Center Station in downtown Los Angeles. This project is expected to begin revenue service in 2022, allowing passengers to continue on what is currently the A (Blue) Line to the Metro L (Gold) Line (north of Union Station) to the APU/Citrus College Station in the City of Azusa. The project will also allow passengers on the Metro E (Expo) Line to continue onto the Metro L (Gold) Line (east of the Pico/Aliso Station) to the Atlantic Station in East Los Angeles. As such, the Regional Connector Project will provide passengers a one seat ride from Long Beach to APU/Citrus College and a one seat ride from Downtown Santa Monica to Atlantic Station. The estimated opening of the Metro Regional Connector Project is 2022 (Metro 2021b). The Metro L (Gold) Line served 52,600 average daily weekday riders in 2018 (Metro 2021c).

6.1.2 Commuter Rail

Metrolink operates a commuter rail system throughout Southern California with 538 total route miles serving an average of 39,500 weekday riders (Metrolink 2019). Metrolink directly serves the DSA at the Montebello/Commerce Station on the Riverside Line.

Metrolink provides additional service to the DSA at the Commerce Station on the Orange County Line and four additional lines serve the edge of the GSA at Union Station, including the Antelope Valley Line, San Bernardino Line, Ventura County Line, and the 91/Perris Valley Line. As shown in **Table 6-1**, one line directly serves the DSA:

- **Riverside Line** – Metrolink provides rail service from downtown Riverside to Union Station and serves the DSA at the Montebello/Commerce Station. This line serves an average of 4,300 weekday riders in 2018/2019 (Metrolink 2019).

Table 6-1. Detailed Study Area Transit Routes and Lines (Rail and Bus)

Transit Line	Operating Route			Frequency Weekday (Minutes)			Average Daily Ridership ¹
	From/To	To/From	Via	am	Mid-Day	pm	
Metro Rail							
Metro L (Gold) Line	APU/Citrus College Station	Atlantic Station	Metro L (Gold) Line Corridor, 1 st Street & 3 rd Street	7	7-12	7-20	52,183
Metrolink Commuter Rail							
Riverside Line	Riverside – Downtown	Union Station	UPRR	30-80	180	180	4,400
Metro Local Bus Lines to/from Downtown Los Angeles²							
18	Koreatown	Montebello	Whittier Blvd.	5-10	6-12	20-60	18,167
62	Hawaiian Gardens	Boyle Heights	Telegraph Blvd.	20-60	20-60	30-60	4,154
66	Wilshire/Western D Line Station	Montebello	Olympic Blvd.	5-20	19-37	20-60	11,300
68	Mariachi Plaza L Line Station	Atlantic Blvd. / Pomona Blvd.	Cesar Chavez Avenue	15-30	20-40	20-60	5,215
Metro Local Bus East-West Lines²							
176	El Monte	Highland Park	Mission Dr. & Garfield Avenue	45	45	50	1,636
Metro Local Bus North-South Lines²							
258	Alhambra	Paramount	Fremont Avenue & Eastern Avenue	40	41	40-60	2,494
260	Altadena	Artesia A (Blue) Line Station	Fair Oaks Avenue & Atlantic Avenue	15-20	20-30	15-60	10,159
265	Pico Rivera	Lakewood Center Mall	Paramount Blvd.	40	60	55	1,389
Metro Express Bus North-South Line²							
577	El Monte J Line Station	VA Medical Center	Pomona Blvd, Santa Anita Avenue & Park Road	40-45	45	40-50	989

Transit Line	Operating Route			Frequency Weekday (Minutes)			Average Daily Ridership ¹
	From/To	To/From	Via	am	Mid-Day	pm	
Metro Rapid Bus Service²							
720	Santa Monica	Commerce	Whittier Blvd.	3-15	10-20	10-20	27,253
762	Pasadena	Compton	Fair Oaks Avenue & Atlantic Blvd.	17-30	30	35-70	3,593
770	Downtown Los Angeles	El Monte	Cesar Chavez Avenue & Garvey Avenue	13	16	30	6,546
Montebello Bus Lines							
10	Monterey Park	Pico Rivera & Whittier	Atlantic Blvd. & Whittier Blvd.	10-30	12-24	6-15	3,610
20	Commerce	Rosemead & San Gabriel	Montebello Blvd. & San Gabriel Blvd.	20-40	20-40	20-25	4,704
30	South Gate	Alhambra	Garfield Avenue	48	48	40	5,086
40	Downtown Los Angeles	Whittier	Beverly Blvd.	12-20	12-20	12	1,783
50	Downtown Los Angeles	La Mirada	Washington Blvd.	30	30	35-40	3,811
70	Commerce	Montebello Town Center	Via Campo & Wilcox Avenue	45	45	50	4,215
90X	Taylor Ranch	Downtown Los Angeles	Beverly Blvd.	20	-	20-40	733
Commerce Municipal Bus Lines							
Blue	City Circulator Service		Triggs Street, Eastern Avenue, Goodrich Blvd. & Washington Blvd.	80	80	80	-
Red	City Circulator Service		Same as Blue	75-80	70	70	-
Green	City Circulator Service		Garfield Avenue, Bandini Blvd. & Washington Blvd.	65	65	65	-
Orange	City Circulator Service		Same as Green	85	85	85	-
Yellow	City Circulator Service		Same as Green	70	80-85	80	-

Transit Line	Operating Route			Frequency Weekday (Minutes)			Average Daily Ridership ¹
	From/To	To/From	Via	am	Mid-Day	pm	
Purple	City Circulator Service		Olympic Blvd., Triggs Street, Atlantic Blvd., Telegraph Road & Garfield Avenue	70	70-80	70	-
Citadel Outlets Express	Hoefner Avenue (Citadel Outlets)	Hoefner Avenue (Citadel Outlets)	Hoefner Avenue, Tuberway Avenue, Washington Blvd.	5-60	3-30	13-65	-
Norwalk Transit Bus Lines							
1	Bellflower	Rio Hondo College	Santa Fe Springs Blvd. & Pioneer Blvd.	30	30	30	481
7	Whittwood Town Center	Northwest Whittier	Whittier Blvd., Norwalk Blvd. & Beverly Blvd.	40-45	45	40-50	-
Foothill Transit Bus Lines							
269	El Monte J Line Station	Montebello Town Center	Santa Anita Avenue & Dufree Avenue	30	30	30	404
274	West Covina	Industry / Whittier	Puente Avenue & Workman Mill Road	60	60	60	437
El Sol (East Los Angeles Shuttle)							
Union Pacific / Salazar Park	3 rd Street & La Verne Avenue	3 rd Street & La Verne Avenue	3 rd Street, 6 th Street, Eastern Avenue, Indiana Street	60	60	60	-
Whittier Blvd./ Saybrook Park	3 rd Street & La Verne Avenue	3 rd Street & La Verne Avenue	3 rd Street, 6 th Street, Westside Dr., Whittier Blvd.	60	60	60	-
City Terrace / East Los Angeles College	3 rd Street & La Verne Avenue	3 rd Street & La Verne Avenue	3 rd Street, Rowan Avenue, Floral Dr., Cesar Chavez Avenue	60	60	60	-

Source: CDM Smith/AECOM JV, 2019 from Metro, Metrolink; Foothill Transit; the cities of Montebello, Monterey Park, Commerce, Norwalk; and Los Angeles County Public Works.
 Notes:

¹ Average daily ridership (boardings) obtained from each jurisdiction represent numbers from Fiscal Year 2018.

² Metro Bus routes and lines/or frequency are anticipated to be altered based on information in the NextGen Bus Plan.

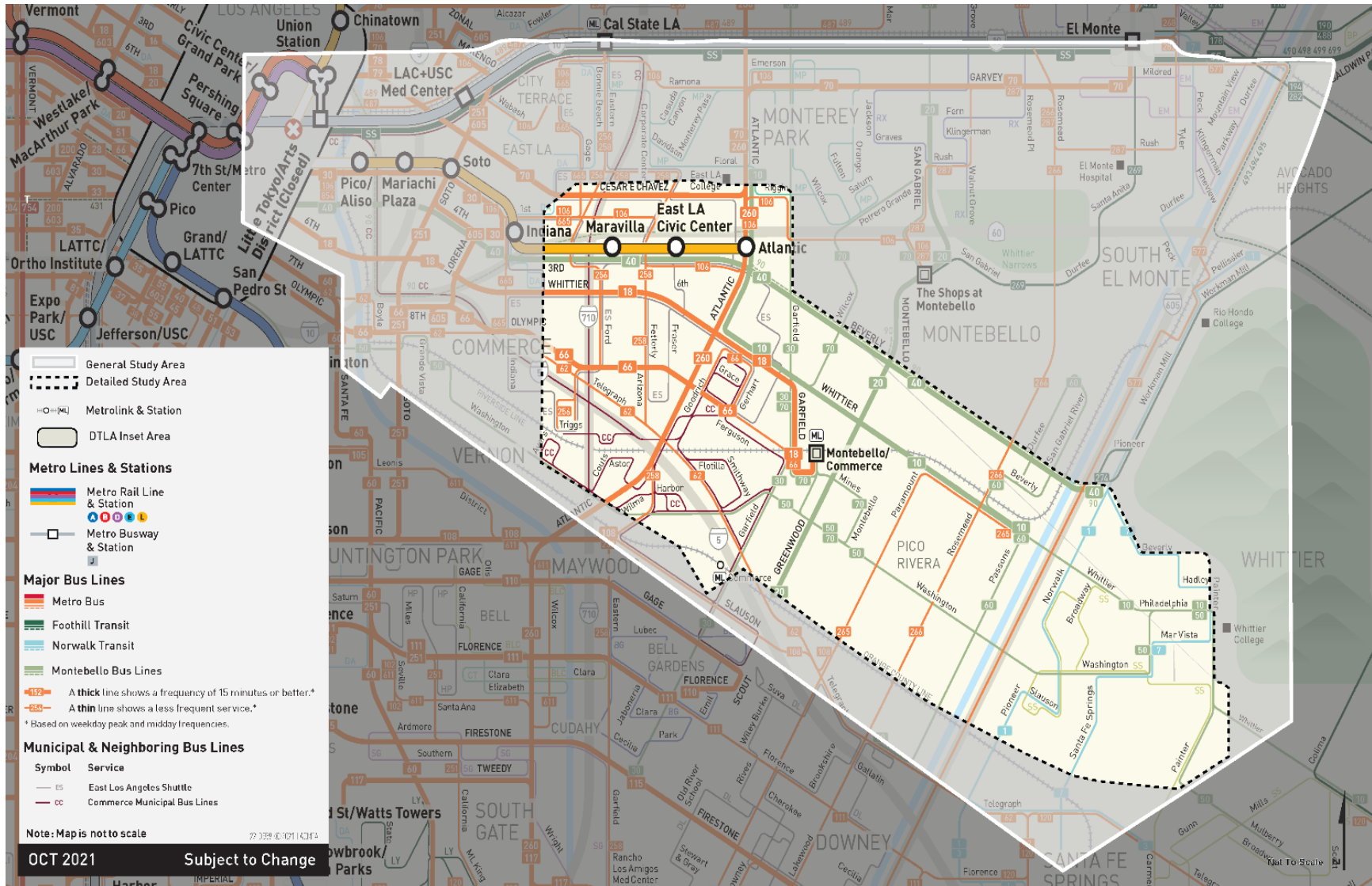
6.1.3 Bus

Six transit providers operate bus service within the DSA (**Figure 6.2**), including Metro, Montebello Bus Lines, Commerce Municipal Bus Lines, Norwalk Transit, Foothill Transit, and El Sol (East Los Angeles Shuttle) operated by the County of Los Angeles. Transit service types within the DSA include rapid, express, limited, and local lines within the DSA. **Table 6-1** shows that the ridership on existing bus lines in the DSA is high, with 55 percent of the bus routes operating with over 1,000 riders per day (27 out of 49 bus routes). **Figure 6.2** shows the transit routes in the DSA and GSA.

Metro's *BRT Vision and Principles Study* (Metro 2020d) provides the foundational definition of BRT and sets the operational standards and design guidelines for the future development of BRT routes and services. This study also identifies ideal candidate corridors for BRT implementation. Although there is no existing BRT service within the DSA, the *BRT Vision and Principles Study* identifies the Atlantic Boulevard corridor (East Los Angeles L [Gold] Line terminus to Downtown Long Beach) as one of the top five BRT candidates eligible for Measure M Countywide BRT program funds.

Metro's bus service is being overhauled through the *NextGen Bus Plan* that was approved by the Metro Board in October 2020 and is being rolled out in three phases between December 2020 and September 2021. The *NextGen Bus Plan* involves a strategy to build a world-class bus system by improving the competitiveness of the bus network (Metro 2020e), with the following three steps:

- Step 1 – Reconnect Scenario
 - Provide fast/frequent/reliable service to create a competitive transit network.
 - Adjust routes to reflect the key origins and destinations identified in with cell phone location data.
 - Improve service levels for midday, evenings, and weekends as an opportunity to grow ridership.
- Step 2 – Transit First Scenario
 - Improve speed and reliability with \$750 million in capital improvements.
 - Improve customer wait time, especially for women, to ensure reliability and safety during night services.
 - Invest in off-street layover terminals to optimize layover locations and improve frequency and reliability of transit service.
- Step 3 – Future Funding Scenario
 - Identify areas where the propensity to use transit is greatest. This includes areas where people rely on transit for most of their travel, areas with large population and employment densities, and areas with pedestrian-oriented street environments.
 - Identify the most productive segments of the existing bus network and optimize them.
 - Create a transit-oriented service environment that includes pedestrian orientation of streets and land uses and removes pedestrian barriers.



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 6.2. Detailed Study Area Transit Routes

As part of the approved *NextGen Bus Plan*, buses would arrive every 5 to 10 minutes for 83 percent of current riders (compared to around 48 percent prior to implementation). This will be achieved by increasing frequency of buses, improving service on most routes, and allocating more buses in areas with the greatest demand. Under the *NextGen Bus Plan*, existing local and rapid bus routes will be combined into new lines, rerouted, or have other efficiency improvements. Frequencies will be adjusted on new lines to align with passenger demand. Transit signal priority that has been a key part of rapid service will also be seamlessly incorporated into the operation of these new lines. The anticipated result will be faster door-to-door trips for riders. The majority of Metro bus lines within the DSA will be revised per the *NextGen Bus Plan*. The following are the proposed changes within the DSA as described in the *NextGen Bus Plan* (Metro 2020e):

- **Metro Line 18** – Proposed to be merged with Line 720 and operate between Metrolink Montebello/Commerce Station and Downtown Los Angeles, increasing service frequency between East Los Angeles and Downtown Los Angeles.
- **Metro Line 62** – Proposed to be discontinued and replaced with a new Line 262. Line 262 will operate between East Los Angeles College, Metro L (Gold) Line Atlantic Station, and Hawaiian Gardens with the highest frequency of service north of Los Cerritos Center.
- **Metro Line 66** – Proposed to discontinue late-night service, replace Line 62 along 8th Street, and discontinue service between Olympic and Gerhart and the Metrolink Montebello/Commerce Station.
- **Metro Line 176** – Proposed to be discontinued and replaced with new Line 287 which will operate between the El Monte Bus Station and The Shops at Montebello. The portion of Line 176 that serves Mission Street, Pasadena Avenue, and York Boulevard will be served by Line 258.
- **Metro Line 258** – Proposed to serve stops along Whittier Boulevard in place of Telegraph Road and along Floral Avenue in place of Monterey Pass Road and discontinue underutilized service in San Marino. Weekend service will be operated.
- **Metro Line 260** – As of 2021, Metro Line 260 and Line 762 have been combined to provide more frequent and reliable service.
- **Metro Line 265** – Proposed to provide more frequent service during weekday daytime hours.
- **Metro Line 577** – Proposed to be rerouted of between El Monte Station and Rio Hondo College via I-10 and I-605 in place of Santa Anita Avenue and Peck Road to provide faster and more direct service. Underutilized service to Los Cerritos Center is proposed to be discontinued.
- **Metro Line 720** – Proposed to be combined with Line 20 between Downtown Santa Monica and Downtown Los Angeles along Wilshire Boulevard and will operate during peak periods on weekdays between Downtown Los Angeles and Westwood.
- **Metro Rapid Line 762** – As of 2021, Metro Rapid Line 762 has been replaced/combined with a new Line 260 providing more frequent service between Metro L (Gold) Line Memorial Park Station and Imperial Highway, and west to the Metro A (Blue) and C (Red) Lines at Willowbrook/Rosa Parks Station.

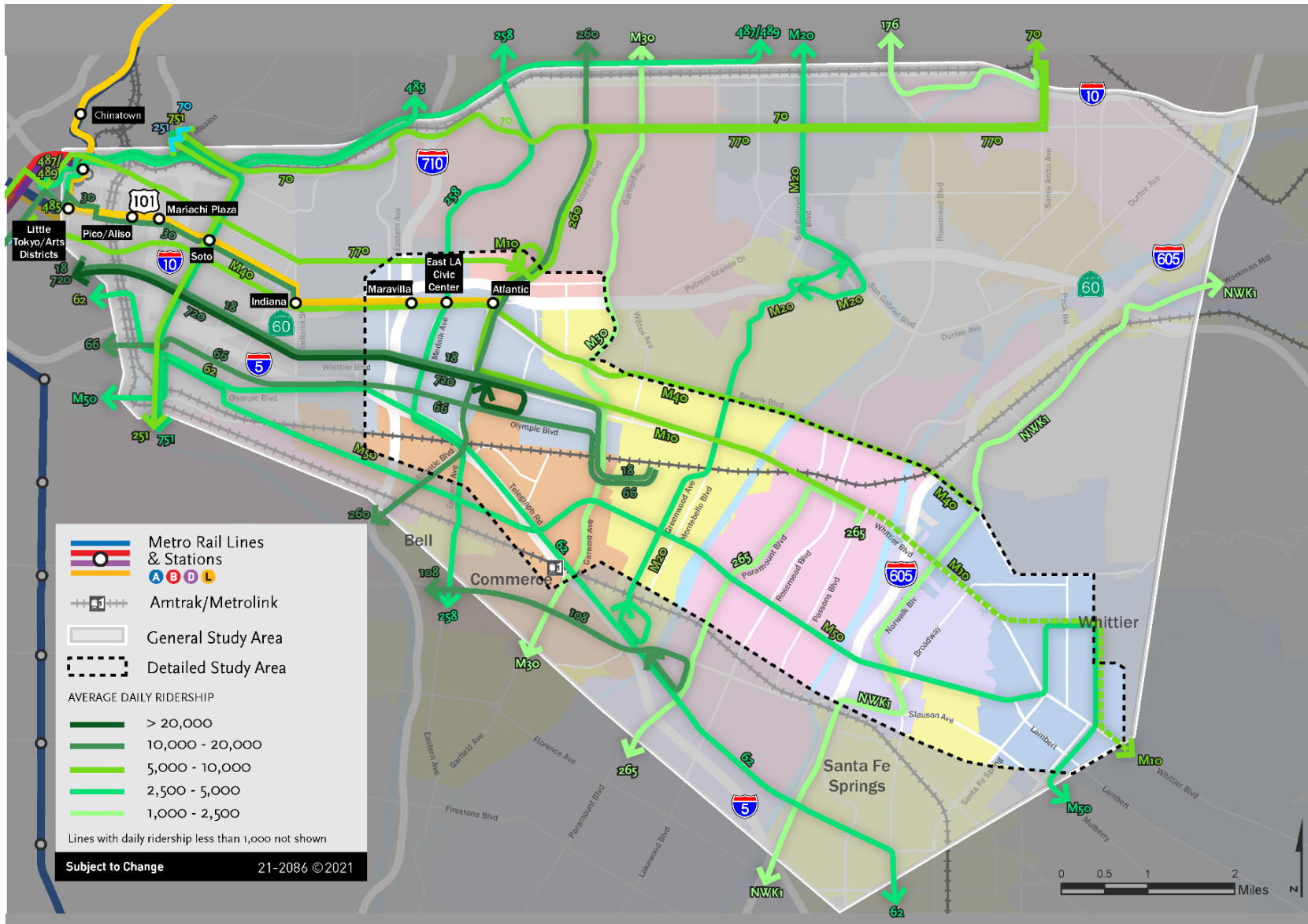
- **Metro Line 770** – Proposed to be replaced with a new Line 70 combining the existing Line 70 and Line 770. The new Line 70 will operate between Downtown Los Angeles and Metro J Line El Monte Station using Garvey Avenue with new late-night service on Cesar Chavez Avenue.

6.1.4 Other Transit

Metro Micro (Metro’s Microtransit program) is a new on-demand ridesharing service that uses small vehicles (seating up to 10) in designated service zones where it can be challenging for Metro to operate fixed-route buses. Metro Micro launched its first phase in December 2020 and covers three zones, with another four zones expected to begin operation in Summer and Fall 2021 (Metro 2021f).

Major transit travel corridors in the DSA include east-west corridors such as Whittier Boulevard, Beverly Boulevard, Olympic Boulevard, and Washington Boulevard, and north-south corridors such as Atlantic Boulevard, Garfield Avenue, Rosemead Boulevard, and Montebello Boulevard. Express bus services in the DSA operate at higher frequencies during typical working hours with decreased service during the evenings and weekends. Rail feeder bus routes provide direct connections to Metrolink and Amtrak rail stations from major shopping areas (e.g., Citadel Outlets), recreation facilities (Montebello City Park, Saybrook Park, Smith Park), medical (Presbyterian Intercommunity Hospital [PIH]), civic centers, and public schools within the DSA. **Figure 6.2** shows the transit routes in the GSA.

Figure 6.3 shows the transit ridership for select bus alignments greater than 1,000 daily riders. The line with the highest ridership in the DSA is Metro Line 720 from Santa Monica to Commerce (via Whittier Boulevard) with over 27,000 riders per day. Metro Line 18 from Koreatown to Montebello (via Whittier Boulevard) also has high ridership with 18,100 daily riders. Existing ridership on transit routes within the DSA demonstrates high utilization, which indicates that transportation investments would further enhance transit operations, access, and amenities by improving current services to communities with increased transit demands.



Source: CDM/AECOM JV, 2019; Metro, Cities of Montebello and Norwalk, 2019.

Figure 6.3. Existing Bus Ridership, Selected Lines in Detailed Study Area

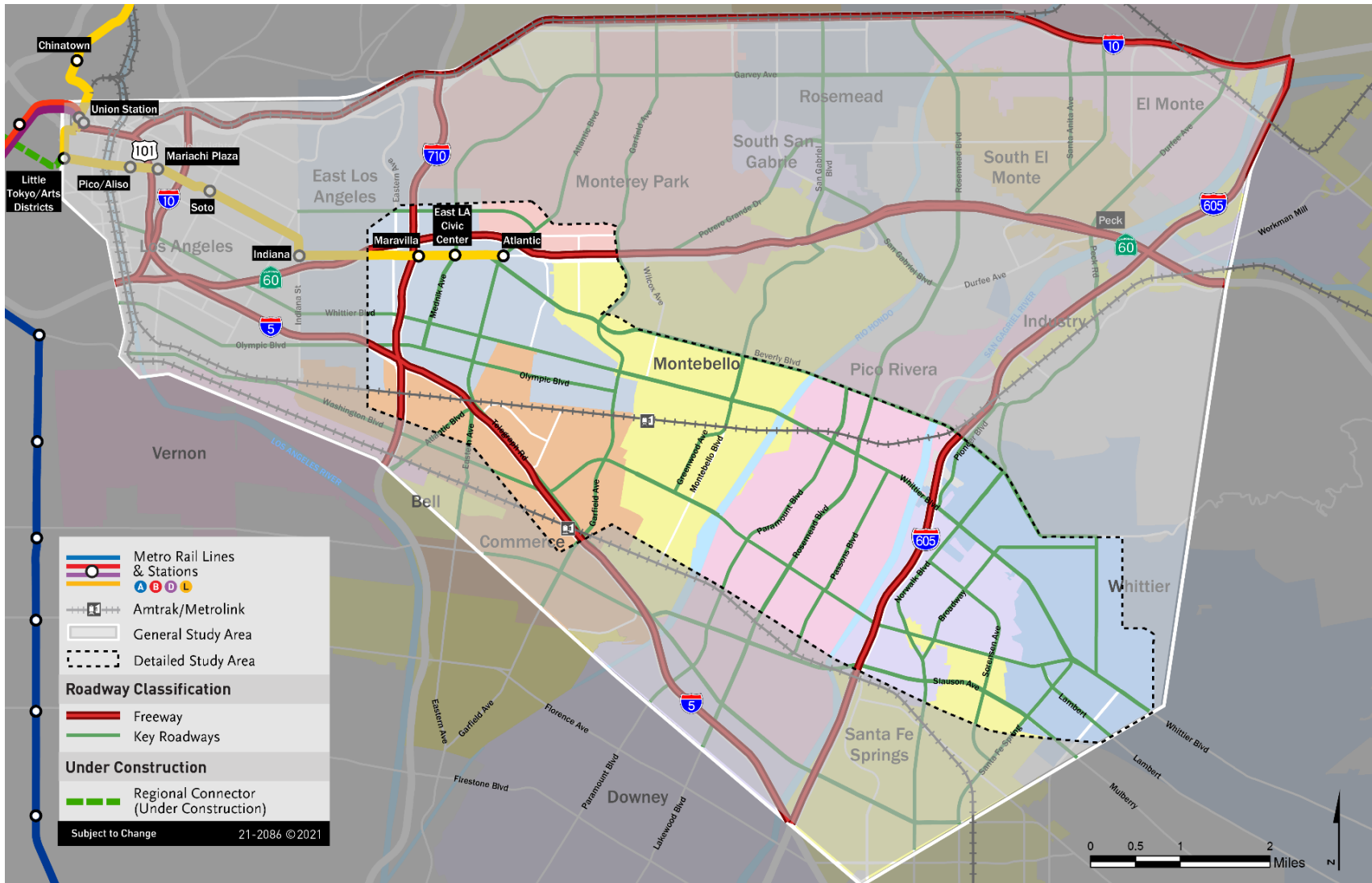
6.2 Regional Transportation

The GSA is well-served by multiple Interstate Highways, a State Highway, and multiple north-south and east-west arterial streets, including some of the most prominent freeways in the region. The key roadways and highway network are shown in **Figure 6.4**. Note that each local jurisdiction has a specific naming scheme for the classes of roadways within its limits. Common classifications have been grouped into freeways and key roadways.

6.2.1 Freeways

The freeways and highways within the GSA include the following:

- **Interstate-605** – I-605 is a north-south freeway with four mixed-flow lanes and one High Occupancy Vehicle lane in each direction in the GSA. The freeway extends from Duarte to Seal Beach and has interchanges with State Route (SR) SR-60 and I-5. I-605 runs through Pico Rivera, Whittier, Santa Fe Springs, and unincorporated Los Angeles County within the GSA. On average I-605 carries 255,000 vehicles per day within the GSA (Caltrans 2019).
- **Interstate-5** – I-5, connecting between the Mexican and Canadian borders, runs north-south through California and has interchanges with I-710 and I-605 in the GSA. I-5 provides four mixed-flow lanes in each direction in the GSA. In this area, I-5 runs through Commerce, Montebello, and unincorporated Los Angeles County. On average I-5 carries 263,000 vehicles per day within the GSA (Caltrans 2019).
- **Interstate-710** – I-710 is a north-south freeway from Alhambra to Long Beach with five mixed-flow lanes in each direction in the GSA. Within this area, I-710 runs through Commerce and unincorporated Los Angeles County. On average I-710 carries 183,000 vehicles per day within the GSA (Caltrans 2019).
- **State Route 60** – SR-60 is an east-west freeway with four to five mixed-flow lanes in the westbound direction and four mixed lanes in the eastbound direction within the GSA. SR-60 extends from Beaumont to downtown Los Angeles. Within the GSA, SR-60 runs through Montebello and unincorporated Los Angeles County. On average SR-60 carries 273,000 vehicles per day within the GSA (Caltrans 2019).



Source: CDM Smith/AECOM JV, 2019.

Figure 6.4. Regional Highways and Key Roadways in the General Study Area

6.2.2 Key Roadway Network

The key roadways in the DSA include the following:

Key North/South Roadways (listed from east to west)

- **Sorensen Avenue** – Santa Fe Springs, Unincorporated Los Angeles County (West Whittier-Los Nietos), and Whittier
- **Broadway (Whittier)** – Unincorporated Los Angeles County (West Whittier-Los Nietos)
- **Norwalk Boulevard** – Santa Fe Springs and Unincorporated Los Angeles County (West Whittier-Los Nietos)
- **Pioneer Boulevard** – Santa Fe Springs and Unincorporated Los Angeles County (West Whittier-Los Nietos)
- **Passons Boulevard** – Pico Rivera
- **Rosemead Boulevard** – Pico Rivera
- **Paramount Boulevard** – Pico Rivera and Montebello
- **Greenwood Avenue/Montebello Boulevard** – Montebello and Commerce
- **San Gabriel Boulevard** – Montebello
- **Garfield Avenue** – Unincorporated Los Angeles County (East Los Angeles), Montebello, and Commerce
- **Atlantic Boulevard** – Unincorporated Los Angeles County (East Los Angeles)
- **Arizona Boulevard/Mednik Avenue** – Unincorporated Los Angeles County (East Los Angeles)

Key East/West Roadways (listed from north to south)

- **Pomona Boulevard/Via Campo** – Unincorporated Los Angeles County (East Los Angeles), Montebello
- **Beverly Boulevard** – Unincorporated Los Angeles County (East Los Angeles), Montebello, Pico Rivera, and Whittier
- **Whittier Boulevard** – Unincorporated Los Angeles County (East Los Angeles), Montebello, Pico Rivera, and Whittier
- **Olympic Boulevard** – Unincorporated Los Angeles County (East Los Angeles) and Montebello
- **Washington Boulevard** – Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Unincorporated Los Angeles County (West Whittier-Los Nietos)
- **Telegraph Road** – Commerce

6.2.3 Roadway Characteristics Summary

Characteristics of the key arterial roadways were compiled based on fieldwork conducted in the GSA. A summary of this information is provided in **Table 6-2**.

Table 6-2. General Study Area Roadway Characteristics

Limits	Posted Speed Limit (mph)	# Lanes		Median Type	General Land Use	Roadway Classification	Jurisdiction
		NB/EB	SB/WB				
NORTH/SOUTH ROADWAYS (LISTED FROM EAST TO WEST)							
Sorensen Avenue							
Greyford Street to Wakeman Street	35	2	2	Striped	Residential/commercial	Arterial	Unincorporated Los Angeles County/Santa Fe Springs/Whittier
Broadway							
Saragosa Street to Norwalk Boulevard	35	1-2	1-2	Striped	Residential/commercial	Arterial	Whittier/ Unincorporated Los Angeles County
Norwalk Boulevard							
Choisser Street to Broadway	25-40	2	2	Striped	Residential/commercial	Arterial	Unincorporated Los Angeles County/Santa Fe Springs
Pioneer Boulevard							
I-605 NB Off-Ramp to NB On-Ramp	35	2	2	Striped	Residential/commercial	Arterial	Unincorporated Los Angeles County
Passons Boulevard							
Goodbee Street to Nan Street	25	1	1	Striped	Residential/commercial	Arterial	Unincorporated Los Angeles County
Rosemead Boulevard							
Carron Drive to Danbridge Street	25-40	2	2	Striped	Residential/commercial	Arterial	Pico Rivera
San Gabriel Boulevard							
Paramount Boulevard to Plaza Drive	45	3	2	Raised Median/Striped	Residential/commercial	Arterial	Montebello

Limits	Posted Speed Limit (mph)	# Lanes		Median Type	General Land Use	Roadway Classification	Jurisdiction
		NB/EB	SB/WB				
Paramount Boulevard							
Bradbury Drive to Montebello Boulevard	40	2	3	Raised Median/Striped	Residential/commercial/open space	Arterial	Montebello
Goodbee Street to Canford Street	40	2	2	Raised Median/Striped	Residential/commercial	Arterial	Pico Rivera
Greenwood Avenue							
Beach Street to Frankel Avenue	25	2	2	Striped	Residential/commercial/open space	Arterial	Montebello
Garfield Avenue							
Flotilla Street to Elm Street	40	2	2	Raised Median/Striped	Residential/commercial/open space	Arterial	Commerce
Atlantic Boulevard							
1 st Street to Repetto Street	35-40	3	2	Raised Median	Commercial	Arterial	Unincorporated Los Angeles County
Repetto Street to Union Pacific Avenue	35	2	2	Striped	Commercial	Arterial	Unincorporated Los Angeles County
Arizona Avenue/Mednik Avenue							
1 st Street to 4 th Street	35	2	2	Raised/Striped Median	Residential/commercial	Arterial	Unincorporated Los Angeles County
EAST-WEST ROADWAYS (LISTED FROM NORTH TO SOUTH)							
Pomona Boulevard							
Woods Avenue to Sadler Avenue	35	2	2	Striped	Commercial/open space	Arterial	Unincorporated Los Angeles County
Beverly Boulevard							
3 rd Street to Hillview Avenue	35	2	2	Striped	Commercial	Arterial	Unincorporated Los Angeles County

Limits	Posted Speed Limit (mph)	# Lanes		Median Type	General Land Use	Roadway Classification	Jurisdiction
		NB/EB	SB/WB				
Whittier Boulevard							
Vancouver Avenue to Hillview Avenue	25	2	2	Striped	Commercial	Arterial	Unincorporated Los Angeles County
Olympic Boulevard							
Vancouver Avenue to Goodrich Boulevard	35-40	2	2	Striped	Residential/commercial	Arterial	Unincorporated Los Angeles
Washington Boulevard							
Gayhart Street to Bluff Road	40	2	2	Striped	Residential/commercial	Arterial	Montebello
Bluff Rd to Paramount Boulevard	40	2	2	Striped	Open space/river	Arterial	Montebello
Paramount Boulevard to Rosemead Boulevard	40	2	2	Striped	Open space/river	Arterial	Montebello
Rosemead Boulevard to Pioneer Boulevard	40	2	2	Striped	Residential/commercial	Arterial	Pico Rivera/Whittier
Pioneer Boulevard to Appledale Avenue	40	2	2	Raised Median	Commercial	Arterial	Santa Fe Springs
Appledale Avenue to Rivera Road	40	2	2	Raised Median	Residential/commercial	Arterial	Whittier
Rivera Road to Santa Fe Springs Road	45	2	2	Raised Median/Striped	Residential/commercial	Arterial	Whittier
Telegraph Road							
Atlantic Boulevard to Washington Boulevard	45	3	3	Striped	Commercial	Arterial	Commerce

Source: CDM Smith/AECOM JV, 2019.

Key:

NB = Northbound SB = Southbound
 EB = Eastbound WB = Westbound

6.2.3.1 Parking

The availability of parking throughout the DSA varies depending on the location. This section provides an overview of off-street and on-street parking in the vicinity of the Project stations and along alignments of the Build Alternatives.

6.2.3.1.1 Off-Street Parking

Off-street parking facilities (both public and private) are located throughout the DSA and adjacent to the Project stations. Most of these facilities are private and/or reserved for businesses and their customers.

The following off-street parking facilities are located near the Project stations:

- **Atlantic Boulevard (Relocated/Reconfigured) station** – Public parking structure and surface lot providing 289 paid public parking spaces. Hourly, daily, and monthly parking options are available.
- **Atlantic/Whittier station** – Private surface parking lots serving adjacent commercial properties. No public parking facility.
- **Commerce/Citadel station** – Private surface parking lots serving Citadel Outlets, private offices, hotels, and adjacent businesses. No public parking facility.
- **Greenwood station** – Private surface parking lots serving adjacent commercial properties. No public parking facility.
- **Rosemead station** – Private surface parking lots serving Pico Rivera Towne Center. No public parking facility.
- **Norwalk station** – Private surface parking lots serving adjacent commercial properties. No public parking facility.
- **Lambert station** – Private surface parking lots serving adjacent commercial properties. No public parking facility.

6.2.3.2 On-Street Parking

Public on-street parking is located throughout the DSA along most major and minor arterials and adjacent to the Project stations: along Atlantic Boulevard and Washington Boulevard, and near the proposed Commerce/Citadel, Greenwood, Rosemead, Norwalk, and Lambert stations. On-street parking availability varies along the Project's alignments. **Table 6-3** presents the existing on-street parking supply and restrictions for major arterials observed within a five-minute walking distance, or one-quarter mile of the proposed stations. On-street parking is predominately available with exception of on-street parking near the Atlantic station (relocated/reconfigured). On-street parking along Washington Boulevard is mostly restricted to no parking anytime or no parking during the commute hours of 7:00 am to 9:00 am or 4:00 pm to 6:00 pm. Commercial vehicle parking is generally restricted to a 30-minute time limit along the Project alignment. On-street parking is available on streets within one-quarter-mile of the station areas, and additional on-street parking is available

throughout neighborhoods near the station areas. Per Metro’s Parking Ordinance, Metro will work with communities and cities to alleviate concerns regarding spillover parking in adjacent neighborhoods and encourage first-last mile solutions or other modes instead of vehicles to access stations.

Table 6-3. On-Street Parking Supply and Restrictions Within One-Quarter Mile of Proposed Stations

Street	Direction	Parking Restrictions	
		NB/EB Side	SB/WB Side
Atlantic station			
Atlantic Boulevard	North of intersection	NP	NP
Atlantic Boulevard	South of intersection	NP	NP
Pomona Boulevard	East of intersection	PA	PA
Pomona Boulevard	West of intersection	NP	NP
East 3 rd Street	West of Pomona Boulevard	NP	NP
Atlantic/Whittier station			
Whittier Boulevard	East of intersection	PA: 1-hour 7am–6pm; NP: Mon through Fri 5am–8am; NP: anytime commercial vehicles over 5 tons	PA: 1-hour 7am–6pm
Whittier Boulevard	West of intersection	PA: 1-hour 7am–6pm; NP: 9:30pm–5:30am	PA: 1-hour 7am–6pm; NP: 5am–8am Mon through Fri
Garfield Avenue	North of intersection	PA	PA
Garfield Avenue	South of intersection	PA	PA
Commerce/Citadel station			
Smithway Street	East of Flotilla Street	PA	PA
Greenwood station			
Washington Boulevard	East of intersection	NP: 7am–9am	NP: 4pm–6pm
Washington Boulevard	West of intersection	NP: 7am–9am	NP: red curb; PA: 20 min. 7am–6pm (in front of liquor store)
Greenwood Avenue	North of intersection	PA	PA
Greenwood Avenue	South of intersection	PA	PA
Rosemead station			
Washington Boulevard	East of intersection	NP	NP
Washington Boulevard	West of intersection	NP	NP
Rosemead Boulevard	North of intersection	NP	NP
Rosemead Boulevard	South of intersection	NP	NP

Street	Direction	Parking Restrictions	
		NB/EB Side	SB/WB Side
Norwalk station			
Washington Boulevard	East of intersection	NP	NP
Washington Boulevard	West of intersection	NP	NP
Norwalk Boulevard	North of intersection	NP: anytime 10am–6am commercial vehicles over 5 tons; NP 11am–3pm Friday entire block	NP: anytime 10am–6am commercial vehicles over 5 tons; NP of vehicles for sale entire block
Norwalk Boulevard	South of intersection	NP: no stopping anytime	NP: no stopping anytime
Lambert station			
Washington Boulevard	East of intersection	NP	NP
Washington Boulevard	West of intersection	NP	NP
Lambert Road	North of intersection	NP	NP
Lambert Road	South of intersection	PA	NP

Source: CDM Smith/AECOM JV, 2019.

Key:

Parking Restriction:

PA = Parking Allowed NP = No Parking

Where a time-constrained no parking restriction is posted, parking at all other times is allowed.

NB = Northbound SB = Southbound EB = Eastbound WB = Westbound

6.2.3.3 Daily Traffic Volumes

Daily traffic volumes vary along the DSA arterials depending on roadway capacity, accessibility to freeways, and land use. The daily traffic volumes for selected key east-west and north-south roadways in the immediate vicinity of the proposed alignments are presented in **Table 6-4** and **Figure 6.5**. **Table 6-4** shows annual average daily traffic volumes (AADTs) within the DSA at selected key roadway segments adjacent to the proposed Build Alternatives, ranging between 3,200 vehicles to 52,600 vehicles per day.

- Traffic volumes on roadways along the Build Alternatives include Atlantic Boulevard at 25,000 to 52,200 vehicles per day, Washington Boulevard at 20,700 to 50,800 vehicles per day, and Smithway Street at 12,200 vehicles per day. The highest volumes occur near SR-60 Freeway ramps.
- Traffic volumes on major arterials crossing the Build Alternatives along Atlantic Boulevard include Beverly Boulevard at 16,700 vehicles per day and Whittier Boulevard at 18,800 vehicles per day.
- Traffic volumes on major arterials crossing the Build Alternatives alignment along Washington Boulevard include Garfield Avenue at 29,000 vehicles per day, Rosemead Boulevard at 35,900 vehicles per day, Norwalk Boulevard at 29,300 vehicles per day, Pioneer Boulevard at 24,500 vehicles per day, Greenwood Avenue at 24,200 vehicles per day, Broadway at 14,200 vehicles per day, Passons Boulevard at 22,700 vehicles per day, and Sorensen Avenue at 23,400 vehicles per day.

**Table 6-4. Traffic Volumes for Selected Arterial and Freeway Segments
 along Build Alternatives**

Street Name	Count Location	Total Daily Volume (Base Year)
North-South Arterials		
Atlantic Blvd.	Between Pomona Blvd. and Beverly Blvd.	37,000
Atlantic Blvd.	Between Beverly Blvd. and 4 th Street	34,800
Atlantic Blvd.	Between 4 th Street and Eagle Street	34,500
Atlantic Blvd.	Between Eagle Street and 6 th Street	32,200
Atlantic Blvd.	Between 6 th Street and Hubbard Street	29,900
Atlantic Blvd.	Between Hubbard Street and Whittier Blvd.	28,600
Atlantic Blvd.	Between Whittier Blvd. and Verona Street	25,900
Atlantic Blvd.	Between Verona Street and Olympic Blvd.	25,000
Atlantic Blvd.	Between Olympic Blvd. and Union Pacific Avenue	22,500
Atlantic Blvd.	Between Union Pacific Avenue and Ferguson Dr./Telegraph Road/Triggs Street/Goodrich Blvd.	24,000
Atlantic Blvd.	South of Union Pacific Avenue and Ferguson Dr./Telegraph Road/Triggs Street/Goodrich Blvd.	47,000
Garfield Avenue	Between Pomona Blvd. and Via Campo	29,000
Rosemead Blvd.	North of Washington Blvd.	29,900
Rosemead Blvd.	South of Washington Blvd.	35,900
Norwalk Blvd.	North of Washington Blvd.	29,300
Norwalk Blvd.	Between Washington Blvd. and Broadway	28,300
Pioneer Blvd.	North of Washington Blvd.	20,900
Pioneer Blvd.	South of Washington Blvd.	24,500
Greenwood Avenue	North of Washington Blvd.	24,200
Greenwood Avenue	South of Washington Blvd.	22,100
Broadway	North of Washington Blvd.	14,200
Broadway	South of Washington Blvd.	9,500
Passons Blvd.	North of Washington Blvd.	22,700
Passons Blvd.	South of Washington Blvd.	16,700
Sorensen Avenue	North of Washington Blvd.	21,900
Sorensen Avenue	South of Washington Blvd.	23,400
East-West Arterials		
Pomona Blvd.	Between Beverly Blvd./Woods Avenue and Atlantic Blvd.	9,200
Pomona Blvd.	Between Atlantic Blvd. and Hillview Avenue	13,600
Pomona Blvd.	East of Hillview Avenue	9,400
Via Campo	West of Gerhart Avenue	3,200
Via Campo	East of Gerhart Avenue	3,400

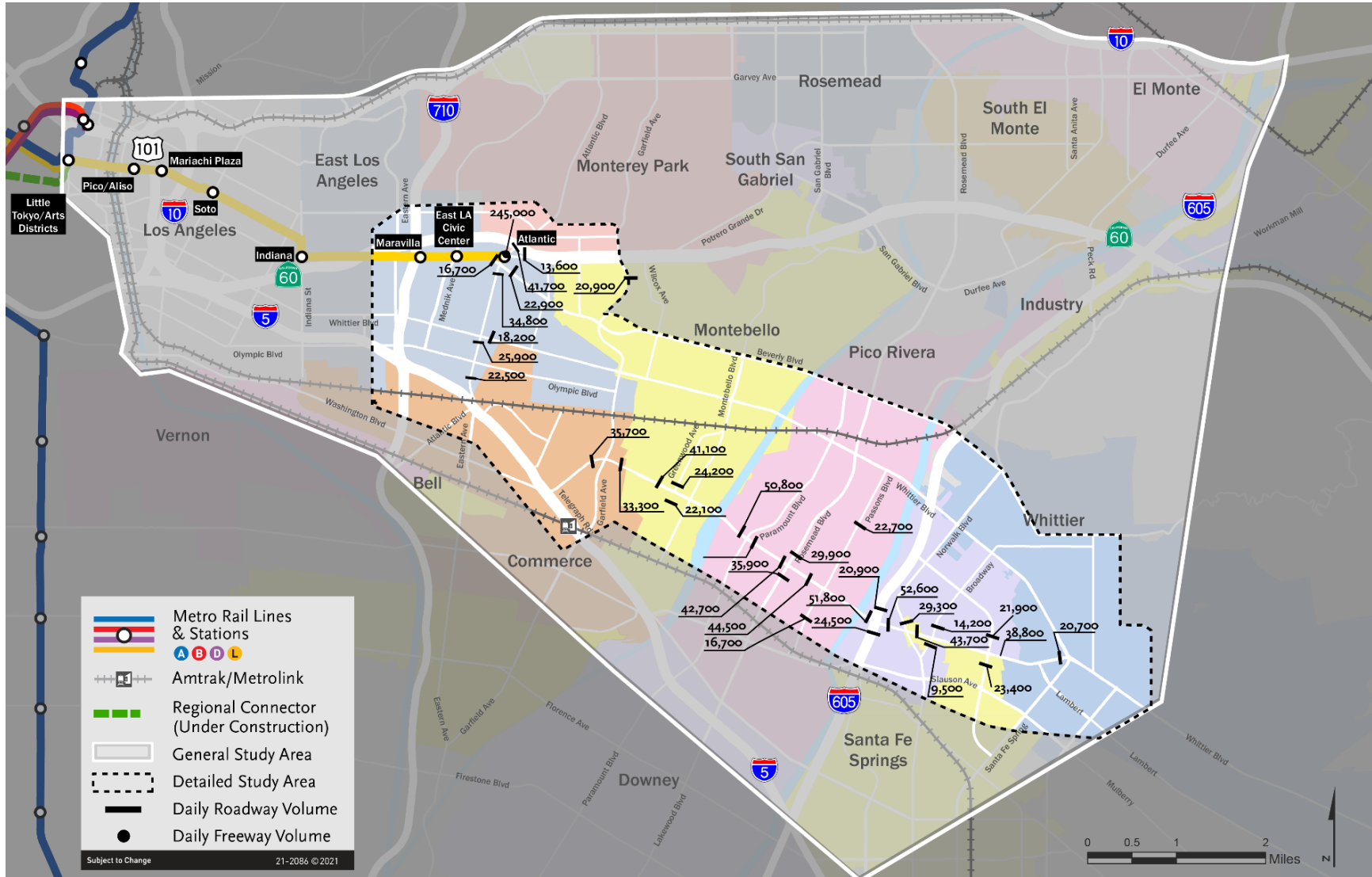
Street Name	Count Location	Total Daily Volume (Base Year)
Via Campo	West of Garfield Avenue	21,000
Whittier Blvd.	West of Atlantic Blvd.	18,800
Whittier Blvd.	East of Atlantic Blvd.	18,200
Smithway Street	Between Hoefner Avenue and Tubeway Avenue	12,200
Beverly Blvd.	Between Pomona Blvd. and Atlantic Blvd.	16,700
Beverly Blvd.	East of Atlantic Blvd.	22,900
Washington Blvd.	West of Gayhart Street	37,100
Washington Blvd.	Between Gayhart Street and Garfield Avenue	35,700
Washington Blvd.	Between Garfield Avenue and Yates Avenue	33,300
Washington Blvd.	Between Yates Avenue and Vail Avenue	36,900
Washington Blvd.	Between Vail Avenue and Maple Avenue	40,600
Washington Blvd.	Between Maple Avenue and Greenwood Avenue	41,100
Washington Blvd.	Between Greenwood Avenue and Montebello Blvd.	40,700
Washington Blvd.	Between Montebello Blvd. and Bluff Road	42,100
Washington Blvd.	Between Bluff Road and Paramount Blvd.	50,800
Washington Blvd.	Between Paramount Blvd. and Crossway Dr.	40,400
Washington Blvd.	Between Crossway Dr. and Rosemead Blvd.	42,700
Washington Blvd.	Between Rosemead Blvd. and Passons Blvd.	44,500
Washington Blvd.	Between Passons Blvd. and Pioneer Blvd.	52,600
Washington Blvd.	Between Pioneer Blvd. and Norwalk Blvd.	51,800
Washington Blvd.	Between Norwalk Blvd. and Broadway	43,700
Washington Blvd.	Between Broadway and Sorensen Avenue	42,100
Washington Blvd.	Between Sorensen Avenue and Lambert Road	38,800
Washington Blvd.	Between Lambert Road and Putnam Street	20,700

Source: CDM Smith/AECOM JV 2019; Santa Fe Springs; Pico Rivera; Whittier; Monterey Park; and Commerce.

Key:

EB = Eastbound

WB = Westbound



Source: CDM/AECOM JV 2019; Santa Fe Springs; Pico Rivera; Whittier; Monterey Park; and Commerce.

Figure 6.5. Selected Roadway AADT Volumes along Build Alternative Alignments

6.2.4 Vehicle Miles Traveled

Table 6-5 presents transportation statistics throughout the region for existing conditions in the base year. A further breakdown for am and pm peak hour data is included for the GSA.

Table 6-5. Regional Transportation Statistics for Existing Conditions

Region-wide Statistics	Existing Conditions
Regional	
Vehicle Miles Traveled (VMT)	475,761,000
Vehicle Hours Traveled (VHT)	14,414,000
Average Vehicle Speed (mph)	33.0
AM Peak Vehicle Trips	8,298,500
PM Peak Vehicle Trips	11,113,200
General Study Area	
VMT	12,070,000
VHT	410,000
Average Vehicle Speed (mph)	29.4
AM Peak VMT	2,612,000
AM Peak VHT	115,000
AM Peak Average Speed (mph)	22.7
AM Peak Vehicle Trips	278,100
PM Peak VMT	3,255,000
PM Peak VHT	130,000
PM Peak Average Speed (mph)	25.0
PM Peak Vehicle Trips	367,100

Source: CDM Smith/AECOM JV, 2019; Metro CBM18.

6.2.5 Goods Movement

The freeways in the GSA link the Port of Los Angeles and Port of Long Beach to the nation's Interstate System. These freeways carry among the highest volumes of goods movement in the country. Additionally, several roadway arterials in the GSA are heavily used by truck traffic for goods movement. Arterials in Commerce and western Montebello serve a dense industrial, manufacturing, and commercial business district. Arterials adjacent to freeways also serve as alternative trucking routes. All freeways in the GSA carry more than 3,000 trucks daily during the mid-day peak period. Washington Boulevard and Garfield Avenue both carry 400 and 800 trucks during the mid-day peak period. Other roadways carry 400 or fewer trucks during the mid-day peak period.

6.3 Pedestrian and Bicycle Circulation

6.3.1 Pedestrian Circulation

The existing pedestrian circulation system varies across the DSA, depending on the density, mix of land uses and vehicular circulation patterns. The entire arterial street system network is considered open to pedestrian traffic, either on sidewalks or road shoulders, except for locations where no shoulder exists. In many locations in the DSA, pedestrian flow is impeded due to missing, inadequate or unsafe sidewalks and crossings. Existing pedestrian conditions throughout the DSA are qualitatively assessed near each of the Project stations. A description of the pedestrian facilities near each Project station are provided below.

Table 6-6 presents the summary of the total and average peak period pedestrian and bicycle activity observed for 47 intersections analyzed during field counts. The figures represent the total counts observed over two-hour morning and afternoon periods assumed to be the peak traffic period for pedestrian and bicycle activity in the DSA. The number of pedestrian and bicyclists present during peak periods varies significantly, depending on proximity to activity centers, transit service, and land use types. The number of pedestrians observed during the peak period ranges from 0 to 223 per hour and the number of bicyclists ranges from 0 to 9 per hour, depending on the intersection. Pedestrian and bicycle activity are higher on arterials in the denser neighborhoods along Atlantic Boulevard and significantly lower along arterials in lower density neighborhoods along Washington Boulevard and freeway-adjacent streets. **Attachment B** provides detailed counts by DSA intersection for pedestrian and bicycle existing conditions.

Table 6-6. Existing Pedestrian & Bicycle Counts at 47 DSA Intersections During Peak Periods (Base Year)

Period	Number of Pedestrians	Number of Bikes	Number of Ped. and Bikes	Number Pedestrians/ Intersection	Number Bikes/ Intersection
AM Peak (7-9 am)	2,997 (1,499/hour)	163 (82/hour)	3,160 (1,580/hour)	7 to 447 (4 to 223/hour)	0 to 11 (0 to 6/hour)
PM Peak (4-6 pm)	2,120 (1,060/hour)	261 (131/hour)	2,381 (1,191/hour)	4 to 199 (2 to 100/hour)	0 to 17 (0 to 9/hour)

Source: CDM Smith/AECOM JV, 2019.

6.3.1.1 Existing Pedestrian Facilities Near Proposed Stations

The following describes the existing pedestrian facilities within the immediate area of the proposed stations along the Build Alternatives.

- **Atlantic station** – The relocated/reconfigured Atlantic station would be located underground near the existing Atlantic terminus station of the existing Metro L (Gold) Line but slightly to the south along Atlantic Boulevard. The relocated station would be near auto-oriented strip mall retail stores, gas stations, fast food restaurants, and auto service businesses. Standard eight-foot sidewalks exist on both sides of surrounding streets and into the adjacent neighborhoods. The nearby intersections of Atlantic Boulevard with Pomona Boulevard and



Beverly Boulevard have crosswalks along all four approaches, but lack visibility measures, such as advanced stop bars or zebra striping.

- **Atlantic/Whittier station** – Whittier station would be located underground at the intersection of Garfield Avenue/Whittier Boulevard; sidewalks and crosswalks exist on all approaches and directions. Sidewalk widths in the station area are substantial, spanning from 10 to 14 feet. This station area is along a dense commercial corridor that features family-oriented businesses and services. Areas north, south, and east of the station are less pedestrian-oriented; the wide roadways and lack of median refuges contribute to long pedestrian crossing distances on the arterial roads.
- **Commerce/Citadel station** – Commerce/Citadel station would be located adjacent to a large complex that includes a regional shopping mall (The Citadel Outlets), office buildings, hotel, medical office buildings, and restaurants. Large industrial manufacturing facilities are located along Smithway Street to the north of the complex. The complex is an auto-oriented facility with large parking lots and parking structures and is not designed for pedestrian access. The complex surrounding the station is geographically constrained by a freeway, freight railroad, and public utility easement. There are no residential neighborhoods within walking distance of the complex and the station location. The only path of pedestrian access connecting the station to adjacent neighborhoods is along Telegraph Road, which has a narrow sidewalk along one side and borders I-5 on the other side. A sidewalk is provided along the complex's perimeter. Smithway Street has sidewalks on both sides, but with breaks along the north side, providing no continuous pedestrian access to the surrounding streets. Smithway Street lacks crosswalks between the complex and the industrial businesses to the north. The lack of sidewalks, crosswalks, pedestrian connections, and distance to nearby communities creates an unattractive pedestrian environment.
- **Greenwood station** – Greenwood station would be located at the intersection of Greenwood Avenue and Washington Boulevard. Continuous sidewalks are provided along both streets and crosswalks along all four legs of the intersection, at a standard width of eight feet. This station area is surrounded primarily by industrial warehouses and some retail amenities. Washington Boulevard is vehicle oriented with three through lanes in both directions and a median turn lane while Greenwood Avenue has two through lanes in both directions and a median turn lane south of Washington Boulevard.
- **Rosemead station** – Rosemead station would be located at the intersection of Rosemead Avenue and Washington Boulevard. Intersection crosswalks along all four legs of the intersection are treated to enhance visibility. Washington Boulevard is vehicle oriented with three through lanes in both directions and a median turn lane while Rosemead Boulevard has two-to-three through lanes in both directions with a median turn lane separated by a small curb barrier. The arterial acts as a barrier with high vehicle speeds and long crossing distances exposing pedestrians to potential collisions. The surrounding station area includes large parking lots for big box retail stores. While continuous sidewalks do exist at a width of eight to 12 feet, pedestrians are frequently exposed to incoming and outgoing vehicle traffic at access points to the big box retailers.

- Norwalk station** – Norwalk station would be located at the intersection of Norwalk Boulevard and Washington Boulevard. Continuous sidewalks and crosswalks are provided on all approaches and directions. The northbound and southbound approaches have channelized right turns with pedestrian-activated signals and median refuges. Channelized right-turns create a potential vehicular conflict location for pedestrians. Both roadways have high posted speed limits which expose pedestrians to potentially dangerous collisions. Washington Boulevard is vehicle oriented with three through lanes in both directions and a median turn lane while Norwalk Boulevard has two through lanes in both directions and a median turn lane. The surrounding station area includes a strip mall with chain retail and grocery stores.
- Lambert station** – Lambert station would be located near the intersection of Lambert Road and Washington Boulevard. Continuous sidewalks with crosswalks are provided on both streets, but no crosswalk is provided on the west leg of the intersection. The southbound approach of the intersection has channelized right-turns, which creates potential for vehicular/pedestrian conflicts. Washington Boulevard is vehicle oriented with three through lanes in both directions and a median turn lane while Lambert Road has one to two through lanes with a median turn lane. The proposed station is located adjacent to the major regional employer PIH Health Whittier Hospital. The surrounding station area includes big box store retail and strip mall businesses.

6.3.2 Bicycle Circulation

The existing bicycle circulation in the DSA consists of a network of approximately 51 miles of Class I, II, III, and IV bicycle facilities. This includes approximately 15.6 miles of Class I bicycle paths.

Figure 6.6 presents the existing bicycle facilities in the DSA, with total miles per class summarized in Table 6-7.

Table 6-7. Existing Bicycle Facility Miles within the DSA (Base Year)

Class	Existing Miles
Class I	15.6
Class II	8.8
Class III	23.7
Class IV	2.9
Total	50.9

Source: CDM Smith/AECOM JV (2021); County of Los Angeles Bicycle Master Plan (2012), Gateway Cities Strategic Transportation Plan (2016), San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study (SGV ATP 2019), Santa Fe Springs Active Transportation Plan (Santa Fe Springs 2020), Pico Rivera's Urban Greening Plan (Pico Rivera 2018), Montebello's City Bicycle Master Plan (Montebello 2018), Whittier's Bicycle Transportation Plan (Whittier 2013), and Commerce's Bicycle and Pedestrian Plan (Commerce 2020).

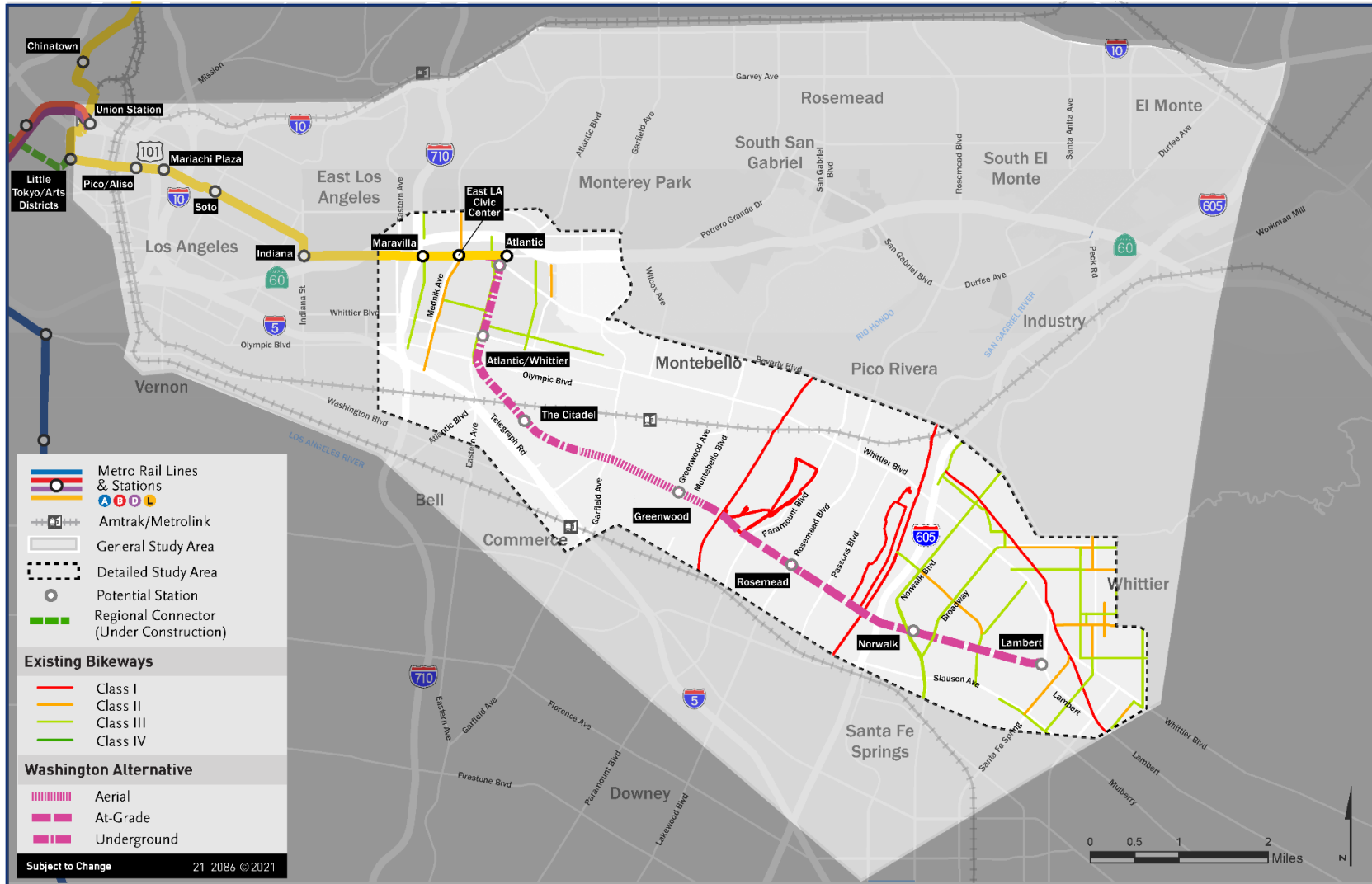


Figure 6.6. Existing Bicycle Facilities in DSA (Base Year)

Source: CDM Smith/AECOM JV, 2021; County of Los Angeles Bicycle Master Plan (2012), Gateway Cities Strategic Transportation Plan (2016), San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study (SGV ATP 2019), Santa Fe Springs Active Transportation Plan (Santa Fe Springs 2020), Pico Rivera’s Urban Greening Plan (Pico Rivera 2018), Montebello’s City Bicycle Master Plan (Montebello 2018), Whittier’s Bicycle Transportation Plan (Whittier, 2013), and Commerce’s Bicycle and Pedestrian Plan (Commerce 2020).
Note: Map may not be consistent with ground markings and signs.

The Class I bicycle paths are located along the west side of the Rio Hondo and along the east and west sides of the San Gabriel River. The San Gabriel River trail is a multi-use trail running north-south extending from Azusa to Seal Beach. The Rio Hondo Bike Path extends between Monrovia and South Gate, where it connects to the Los Angeles River bicycle path. These Class I river bike paths are part of a larger, regional network of bike trails and open space known as the Emerald Necklace Vision Plan, introduced in 2005 by the Amigos de los Rios, consisting of a 17-mile loop connecting 10 cities. Additional Class I bike paths exist along the Whittier Greenway Trail and a circular path within the Rio Hondo Floodplains.

There are 8.8 miles of Class II bicycle lanes and 23.7 miles of Class III bicycle lanes in the DSA that are concentrated within Pico Rivera, Whittier, and in East Los Angeles. The bicycle lanes in Pico Rivera are on Mines Boulevard and Hadley Street and serve as a connection to the Class III bicycle routes along Norwalk Boulevard, Broadway, Sorenson Avenue, and other minor residential roadways in the southeast part of the DSA. Whittier's bicycle network includes Class II bicycle lanes and Class III bicycle routes throughout the city that provide connections to the 4.5-mile Whittier Greenway Trail, a Class I bicycle path that runs parallel to Whittier Boulevard in the DSA. East Los Angeles has limited bicycle facilities within the DSA. Class IV bicycle boulevards along Woods Avenue and Hubbard Street connect to the Class II and Class III facilities on Mednick Avenue, Ford Boulevard, and Sadler Avenue.

6.3.2.1 Existing Bicycle Facilities Near Proposed Stations

The following describes the existing bicycle facilities within the immediate area of the Project stations.

- **Atlantic station** – Limited Class II, Class III, and Class IV bicycle facilities surround the proposed relocated Atlantic Station. Parallel to Atlantic Boulevard, a bicycle boulevard runs on Woods Avenue, a bicycle lane on Mednick Avenue, and a bicycle route on Sadler Avenue.
- **Atlantic/Whittier station** – Class III bicycle boulevards are designated on Woods Avenue and Hubbard Street. A Class III bicycle route runs on 6th Street.
- **Commerce/Citadel station** – There are no existing bicycle facilities within the immediate station area.
- **Greenwood station** – There are no existing bicycle facilities within the immediate station area. Existing class I bikeways are located approximately a half-mile east along the Rio Hondo, which provides regional connectivity.
- **Rosemead station** – There are no existing bicycle facilities within the immediate station area. Existing Class I bikeways are located approximately a half-mile west along the Rio Hondo and one mile east along the San Gabriel River Bike Path. Both facilities provide regional connectivity.
- **Norwalk station** – There are existing Class III bikeways along Norwalk Boulevard, Sorenson Avenue, and Broadway. The San Gabriel River Class I bike path is located approximately a half-mile east of the proposed station.
- **Lambert station** – The Whittier Greenway Trail is a 4.5-mile recreational and commuter Class I bicycle path running parallel to Whittier Boulevard in the station area.

6.4 Emergency Access

The existing setting for emergency access facilities within the DSA, including police stations, fire departments, and hospitals, is described in this section. Access to these specific land uses by emergency service vehicles must be maintained throughout construction and operation of any alternative. The I-605 freeway is identified as a primary disaster route and Washington Boulevard is identified as a secondary disaster route for the Los Angeles County Operational Area and both are designated as emergency evacuation routes for the cities within the DSA (i.e., cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier) (Los Angeles County 2012).²

Fire prevention, protection, and emergency medical services in the DSA are provided by the Los Angeles County Fire Department (LACFD) in unincorporated areas of Los Angeles County (East Los Angeles and West Whittier-Los Nietos), and the cities of Commerce, Pico Rivera, and Whittier. Fire protection services are also provided by the Montebello Fire Department in Montebello and by the Santa Fe Springs Department of Fire-Rescue in Santa Fe Springs.

Law enforcement, police services, and civil processes in the DSA are provided by the Los Angeles County Sheriff's Department in unincorporated areas of Los Angeles County (East Los Angeles and West Whittier-Los Nietos), and the cities of Commerce and Pico Rivera. Police protection services are also provided by the Montebello Police Department in Montebello and the Whittier Police Department in Whittier and Santa Fe Springs.

Table 6-8 identifies the fire stations, police and sheriff departments, and hospitals/key medical facilities within the DSA. LACFD Fire Station 50 located on Saybrook Avenue in Commerce and Los Angeles County Sheriff's Department - East Los Angeles located on East 3rd Street in East Los Angeles are the closest facilities to the Project. For medical facilities, the Kaiser Permanente East Los Angeles Medical Offices, and PIH Whittier Hospital in the city of Whittier would be the closest facilities to the Project.

Table 6-8. Emergency Service Providers within the DSA

Jurisdiction	Address	City/Community
Fire Stations		
Los Angeles County Fire Department – Station 103	7300 S. Paramount Blvd.	Pico Rivera
Los Angeles County Fire Department – Station 17	12006 Hadley Street	Whittier
Los Angeles County Fire Department – Station 22	928 S. Gerhart Avenue	Commerce
Los Angeles County Fire Department – Station 28	7733 Greenleaf Avenue	Whittier
Los Angeles County Fire Department – Station 3	930 S. Eastern Avenue	East Los Angeles
Los Angeles County Fire Department – Station 40	4864 S. Durfee Avenue	Pico Rivera
Los Angeles County Fire Department – Station 50	2327 S. Saybrook Avenue	Commerce
Montebello Fire Department – Station 2	1166 S. Greenwood Avenue	Montebello
Montebello Fire Department – Station 3	2950 Via Acosta	Montebello

² Disaster routes are freeway, highway, or arterial routes pre-identified for use during times of crisis. These routes are utilized to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property, and minimize impacts to the environment. An evacuation route is used to move the affected population out of an impacted area.

Table 6-8. Emergency Service Providers within the DSA

Jurisdiction	Address	City/Community
Santa Fe Springs Department of Fire and Rescue – Station 2	8634 Dice Road	Santa Fe Springs
Police Stations		
Commerce Public Safety Division	2535 Commerce Way	Commerce
Montebello Police Department	1600 West Beverly Blvd.	Montebello
Whittier Police Department	7315 South Painter Avenue	Whittier
Whittier Police Department	13200 East Penn Street	Whittier
Los Angeles County Sheriff's Department	5019 E. 3 rd Street	East Los Angeles
Los Angeles County Sheriff's Department	4848 Civic Center Way	East Los Angeles
Los Angeles County Sheriff's Department	6631 S. Passons Blvd.	Pico Rivera
Hospitals		
Edward R. Roybal Comprehensive Health Center (Urgent Care)	245 S. Fetterly Avenue	East Los Angeles
Kaiser Permanente East Los Angeles Medical Offices	5119 Pomona Blvd.	East Los Angeles
Beverly Hospital	309 W. Beverly Blvd.	Montebello
Whittier Hospital Medical Center	5062 Rosemead Blvd.	Pico Rivera
Pico Urgent Care and Family Center (Urgent Care)	6632 Rosemead Blvd.	Pico Rivera
PIH Whittier Hospital	12401 Washington Blvd.	Whittier

Source: Los Angeles County Geographic Information System Program, 2020; Google Maps, 2021.

7.0 NO PROJECT ALTERNATIVE

This section summarizes potential transportation impacts for the No Project Alternative.

7.1 No Project Alternative

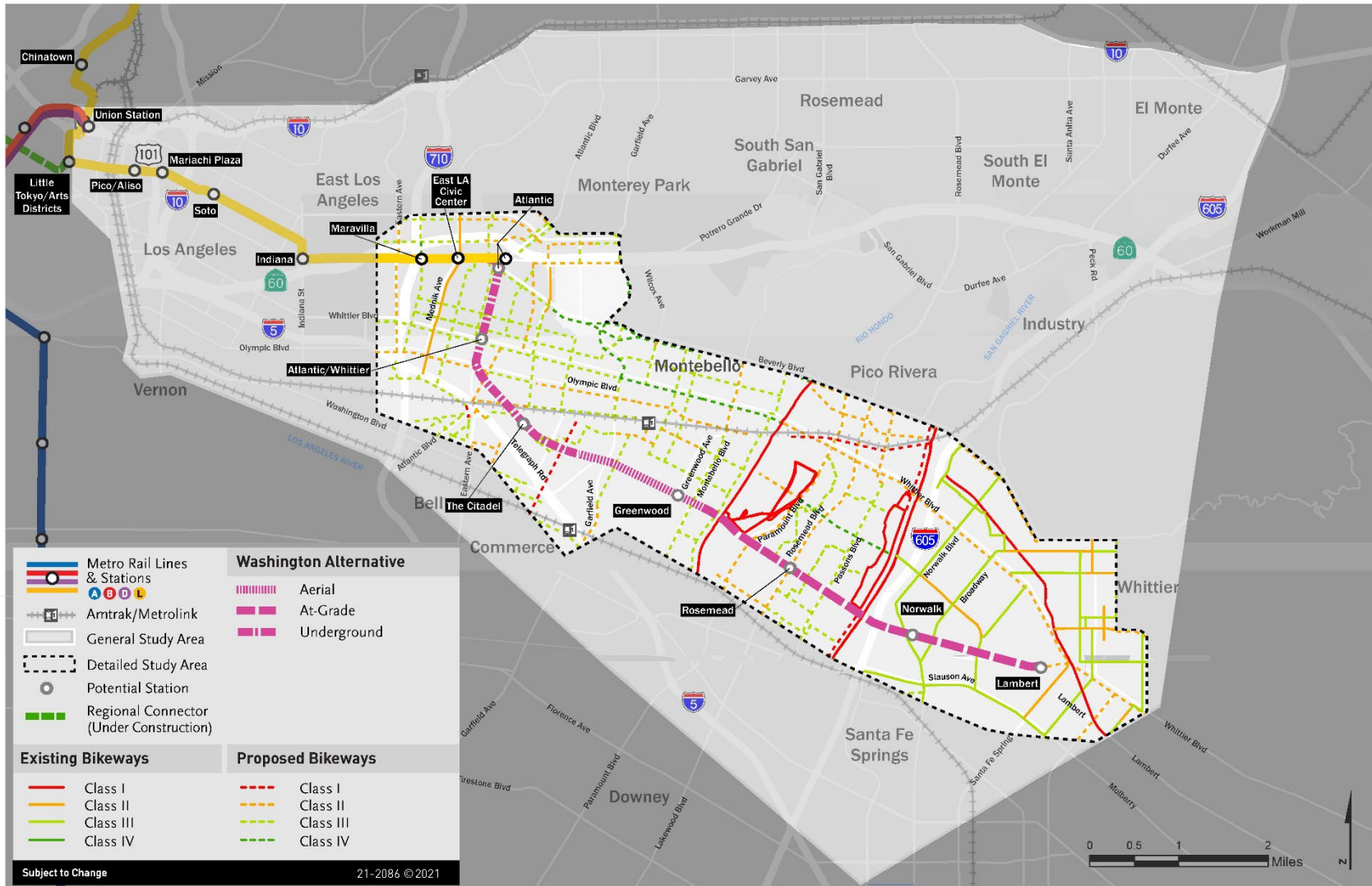
The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project. The No Project Alternative is evaluated in the context of the existing transportation facilities in the GSA and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable.

7.1.1 Description

The No Project Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the DSA aside from projects currently under construction or funded for construction and operation by 2042 via the 2008 Measure R or 2016 Measure M sales taxes (see **Figure 7.1**). This alternative would include the highway and transit projects in Metro's 2020 LRTP Update and the 2020 RTP/SCS.

Existing bicycle facilities are discussed in **Section 6.3.2**. Proposed bicycle facilities as identified in the County of Los Angeles Bicycle Master Plan and other jurisdictional master plans in the DSA are described in this section and included within the No Project Alternative. The existing bicycle network consists of some regional bicycle paths and limited local connectivity. However, multiple regional and local jurisdictions have developed plans for implementing bicycle infrastructure throughout the DSA which would help eliminate barriers and create a more connected regional network. **Table 7-1** summarizes the existing and proposed bicycle facilities in the DSA. **Table 7-2** presents the proposed bicycle facilities in the DSA and nearby to the proposed stations.

Figure 7.1 shows all proposed bicycle facilities planned by regional and local jurisdictions to be implemented by 2042 and are included in the No Project Alternative.



Source: County of Los Angeles (2012), Metro (2016), Montebello (2018); Gateway Cities Council of Governments/Metro (2016); Pico Rivera (2018); Whittier (2013), Commerce (2020).
Note: Map may not be consistent with ground markings and signs.

Figure 7.1. Existing and Planned Bicycle Facilities (2042)

Table 7-1. Proposed Regional and Local Jurisdictions Bicycle Facility Miles within the DSA

Class	Existing (mi)	Proposed (mi)
Class I	20.9	5.3
Class II	8.4	32.5
Class III	20.9	50.2
Class IV	0	7.0
Total	50.2	94.9

Source: County of Los Angeles (2012), Montebello (2018); Gateway Cities Council of Governments/Metro (2016); San Gabriel Valley Active Transportation Plan (2019), Pico Rivera Urban Greening Plan (2018); Whittier (2013), Commerce (2020).

Table 7-2. Proposed Bicycle Regional and Local Jurisdictions Facilities Near Proposed Build Alternative Stations

Class	Location	Source
Relocated/Reconfigured Atlantic station		
I	Via Corona	Los Angeles County Master Bicycle Plan
II	Beverly Blvd.	Los Angeles County Master Bicycle Plan
II	Cesar Chavez Avenue	San Gabriel Valley Bicycle Master Plan
II	Sadler Avenue	Los Angeles County Master Bicycle Plan
III	Wood Avenue	Los Angeles County Master Bicycle Plan
III	1 st Street	San Gabriel Valley Bicycle Master Plan
III	Margaret Avenue	Los Angeles County Master Bicycle Plan
III	Pomona Blvd.	San Gabriel Valley Bicycle Master Plan
Atlantic/Whittier station		
II	Whittier Blvd.	Gateway Cities Council of Governments Strategic Transportation Plan
II	Olympic Blvd.	Los Angeles County Master Bicycle Plan
III	Wood Avenue	Los Angeles County Master Bicycle Plan
III	Hubbard Street	Los Angeles County Master Bicycle Plan
III	6 th Street	Los Angeles County Master Bicycle Plan
III	Margaret Avenue	Los Angeles County Master Bicycle Plan
Commerce/Citadel station		
I	Edison Utility ROW	Commerce Bicycle and Pedestrian Plan
III	Camfield Avenue	Commerce Bicycle and Pedestrian Plan
III	Flotilla Street	Commerce Bicycle and Pedestrian Plan
III	Smithway Street	Commerce Bicycle and Pedestrian Plan
III	Leo Avenue	Commerce Bicycle and Pedestrian Plan
III	Triumph Street	Commerce Bicycle and Pedestrian Plan
III	Tubeway Avenue	Commerce Bicycle and Pedestrian Plan
III	Corvette Street	Commerce Bicycle and Pedestrian Plan
III	Yates Avenue	Commerce Bicycle and Pedestrian Plan

Class	Location	Source
Greenwood station		
III	Bluff Road	San Gabriel Valley Active Transportation Plan
III	Montebello Blvd.	San Gabriel Valley Active Transportation Plan
III	Frankel Avenue	San Gabriel Valley Active Transportation Plan
III	Maple Street	San Gabriel Valley Active Transportation Plan
III	Vail Avenue	San Gabriel Valley Active Transportation Plan
III	Beach Street	San Gabriel Valley Active Transportation Plan
Rosemead station		
II	Rosemead Blvd.	Pico Rivera Urban Greening Plan
III	Passons Blvd.	Pico Rivera Urban Greening Plan
III	Paramount Blvd.	Pico Rivera Urban Greening Plan
III	Loch Alene Avenue	Pico Rivera Urban Greening Plan
III	Nan Street	Pico Rivera Urban Greening Plan
III	Bequette Avenue	Pico Rivera Urban Greening Plan
III	Danbridge Street	Pico Rivera Urban Greening Plan
III	Rex Road	Pico Rivera Urban Greening Plan
III	Crossway Drive	Pico Rivera Urban Greening Plan
Norwalk station		
	No proposed bicycle facilities	
Lambert station		
II	Whittier Blvd.	Gateway Cities Council of Governments Strategic Transportation Plan
III	Washington Blvd.	San Gabriel Valley Bicycle Master Plan

Sources: County of Los Angeles (2012), Gateway Cities Council of Governments/Metro (2016); San Gabriel Valley Active Transportation Plan (2019), Pico Rivera Urban Greening Plan (2018); Whittier (2013), Commerce (2020).

The following is a summary of relevant bicycle and pedestrian improvement plans for the DSA:

- The County of Los Angeles released the Bicycle Master Plan in 2012, which accounts for a diverse regional bicycle system within the unincorporated areas of Los Angeles County including East Los Angeles and West Whittier Los-Nietos.
- The East Los Angeles specific plan proposes Class II bike lanes on major arterials and connected routes to attractors such as Belvedere Park and East Los Angeles Community College. Ford Boulevard and Mednick Boulevard have proposed upgrades to connect to the existing Metro L (Gold) Line Maravilla and East Los Angeles Civic Center Stations, respectively. Other major roadways for which the County proposes upgrades include Eastern Avenue, Floral Boulevard, Cesar Chavez Boulevard, Beverly Boulevard, and Olympic Boulevard.
- In 2014, the San Gabriel Valley Regional Master Plan proposed extensive connectivity improvements within the DSA by proposing Class III lanes on collector streets and Class II lanes on key roadways such as Atlantic Boulevard, Garfield Avenue, Durfee Avenue, and Peck

Road. Active transportation facilities will effectively connect bicycle generators to each other – including major parks, downtown commercial areas, schools, and civic centers. In 2019, the San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study proposed bicycle improvements in Montebello on Garfield Avenue, Montebello Boulevard, and Bluff Road, and along Paramount Boulevard and Rosemead Boulevard in Pico Rivera.

- The GCCOG proposed regional bicycle infrastructure that will connect Commerce, Whittier, Pico Rivera, Montebello, and other cities extending beyond the GSA. Bicycle lanes would extend on major arterials for up to five to ten miles to link the surrounding region.
- The city of Pico Rivera has proposed a connected bicycle network in their Urban Greening Plan; the plan mainly focuses on creating an extensive network consisting of bike lanes and bike boulevards on major arterials including Paramount Boulevard, Beverly Boulevard, Rosemead Boulevard and Passons Boulevard. A bike boulevard is a shared roadway intended to prioritize bicycle travel where signage and traffic calming devices can be used to reduce traffic volumes and speeds of motor vehicles. The city of Pico Rivera also proposes some bicycle facilities on Washington Boulevard.
- The city of Whittier has proposed a total of 12.5 miles of bicycle infrastructure to expand their active transportation network. Proposals are more focused on providing regional connectivity than local connectivity. The city of Whittier proposes some bicycle facilities on Washington Boulevard.
- The city of Commerce developed a safe street network to promote active transportation throughout the city in the Commerce Bicycle and Pedestrian Plan. No bicycle facilities are currently provided within the city of Commerce. Recommended facilities are primarily bicycle lanes and bicycle routes, and some bicycle paths.
- The city of Commerce has proposed some improvements to their pedestrian circulation (Commerce, 2020). Sidewalk improvements and pedestrian-scale lighting are each planned approximately 0.25 mile from the proposed Commerce/Citadel station on Ferguson Avenue and Telegraph Road. Additionally, the plan proposes sidewalk improvements on Washington Boulevard from Telegraph Road to Garfield Avenue.

7.1.2 Impacts

7.1.2.1 TRA-1: Conflict with Programs, Plans, and Policies

No construction or operation activities are proposed under the No Project Alternative. The individual cities' General Plans list support of the Eastside Phase 2 Project is included within Metro's LRTP with funding allocated through Measure M, and therefore, the No Project Alternative would result in a significant impact related to Impact TRA-1 during operations as it would conflict with Metro's LRTP and the cities' General Plans. There would be no impact related to TRA-1 for the No Project Alternative during construction.

7.1.2.2 TRA-2: Conflict with CEQA Guidelines

The No Project Alternative would result in no impacts, as no new operations or construction would occur as part of this Project. However, ambient population and employment growth would occur in the GSA between the base year and horizon year. This ambient growth would result in increased VMT compared to existing conditions, as shown in **Table 7-3**, but would not represent an impact under TRA-2 for operations or during construction.

Table 7-3. Vehicle Miles Traveled – No Project Alternative

Project Alternative	Total Vehicle Miles Traveled
Existing Conditions (Base Year)	475,761,000
No Project Alternative (Horizon Year)	584,046,000

Source: CDM Smith/AECOM JV, 2019; Metro CBM18.

7.1.2.3 TRA-3: Design Hazards or Incompatible Uses

The No Project Alternative would result in no impact related to TRA-3, as no operations or construction activity would occur under the No Project Alternative to create design hazards or incompatible uses.

7.1.2.4 TRA-4: Inadequate Emergency Access

The No Project Alternative would result in no impact related to TRA-4, as no operations or construction activity would occur under the No Project Alternative that would affect emergency access.

8.0 IMPACTS

This section summarizes transportation impacts under CEQA for the Build Alternatives. Potential temporary construction impacts, and permanent operational impacts were evaluated. Under CEQA, projects are required to be analyzed by their impact on VMT rather than by vehicle delay (LOS). Therefore, traffic impacts to LOS are not evaluated in this impacts report.

The operational impacts evaluation describes permanent, long-term direct impacts of the Project. The construction impacts evaluation describes temporary, direct impacts limited to the duration of the construction type and/or phase of the Project. Any impacts to traffic operations during construction would be temporary, with the duration of each impact dependent on the duration of specific construction activities.

Possible construction means and methods employed during construction would be determined by the construction contractor and may differ from those outlined **Section 2.5**. The construction process would include provisions for site establishment, laydown and staging areas, haul routes and traffic control, utility relocations, connection with the existing station, and systems connections.

8.1 Impact TRA-1: Conflict with Programs, Plans, and Policies

Impact TRA-1: Would a Build Alternative conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The Project was developed to improve mobility and enhance accessibility to the regional transit system and to align with applicable plans and ordinances related to transportation policies at both the regional and local jurisdiction level for the cities of Los Angeles, Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated Los Angeles County (East Los Angeles and West Whittier-Los Nietos). **Table 8-1** presents the transportation policies specific to each jurisdiction.

Table 8-1. Regional and Local Transportation Plans, Ordinances, and Policies

Jurisdiction	Plan	Circulation Element	Policy
Los Angeles County	Los Angeles County 2035 General Plan – Mobility Element (2035)	Transit	Policy 2.1: Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.
		Bicycle/Pedestrian	Policy 2.4: Ensure a comfortable walking environment for pedestrians by implementing the following, whenever appropriate and feasible: 1) Adequate lighting on pedestrian paths, particularly around building entrances and exits, and transit stops. 2) Safe and convenient crossing locations at transit stations and transit stops located at safe intersections.
		Bicycle/Pedestrian	Policy 2.10: Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.
		Transit	Policy 4.1: Expand transportation options that reduce automobile dependence.
		Transit	Policy 4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.
		Transit	Policy 4.4: Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and persons with disabilities.
		Transit	Policy 4.10: Support the linkage of regional and community-level transportation systems, including multimodal networks.

Jurisdiction	Plan	Circulation Element	Policy
Los Angeles County	Los Angeles County 2035 General Plan – Mobility Element (2035)	Transit	Policy 4.12: Work with adjacent jurisdictions to ensure connectivity and the creation of an integrated regional network.
		Roadway	Policy 6.3: Designate official truck routes to minimize the impacts of truck traffic on residential neighborhoods and other sensitive land uses.
Los Angeles County	Metro FLM Guidelines	Bicycle/Pedestrian	Provide a framework for incorporating FLM into the planning, design, and construction of MTA [Metro] transit projects.
East Los Angeles (Los Angeles County), Montebello, Commerce, Pico Rivera, Santa Fe Springs, and Whittier	Gateway Cities Strategic Transportation Plan (2016)	Transit	Invest in service and operational improvements that improve the frequency and reliability of existing services.
		Transit	Invest in transit access safety features including FLM connectivity near transit stations and stops.
		Transit	Invest in providing real-time arrival and departure information to customers.
		Bicycle/Pedestrian	First/Last Mile (FLM) Transit Connectivity: Safe and convenient bicycle and pedestrian connections to transit in the Gateway Cities Subregion are critical to supporting regional travel mode choice. Steps should be taken to improve bicycle and pedestrian access to future services such as the Metro Gold Line Eastside Extension and Eco-Rapid Transit. The GCCOG and member cities should coordinate with Metro, neighboring cities, and regional agencies to ensure that upcoming projects provide safe access to regional transit via the surrounding bicycle and pedestrian environment.
San Gabriel Valley	Regional Active Transportation Plan and Greenway Network Study (2019)	Bicycle/Pedestrian	Plan intended to guide the development and maintenance of a comprehensive active transportation network and supportive non-infrastructure programs within the cities of Glendora, Irwindale, La Puente, Monrovia, and Montebello.

Jurisdiction	Plan	Circulation Element	Policy
City of Whittier	Whittier Bicycle Transportation Plan (2013)	Transit	Allow for comprehensive accessibility throughout all areas of the City for alternate modes of transportation, specifically bicycles and provide for multimodal connection with public transit.
		Bicycle/Pedestrian	Provide access that meets minimum safety criteria established by the State, County and City for bicyclists of all ages and levels of skill.
City of Whittier	Envision Whittier General Plan (2021)	Transit/Bicycle/Pedestrian	Policy MI-1.1: Establish Whittier’s transportation network as a Complete Streets system and maintain the system in excellent condition to ensure that motor vehicle drivers, cyclists, pedestrians, transit users, goods movement, and people using any other mobility mode can easily and safely reach their destinations in the City.
		Transit	Policy MI-2.1: Establish a local transit circulator system that connects residents and visitors to the City to shopping and employment districts, regional transit facilities, schools, and recreation destinations.
		Transit	Policy MI-2.2: Establish a transit hub near Metro’s planned L Line light rail station; connect local transit circulator services at the future station.
		Transit	Policy MI-2.3: Promote the use of transit within the City as a means of reducing local traffic congestion, achieving greenhouse gases reduction targets, and connecting the community physically and socially.
		Transit	Policy MI-3.1: Enhance first-last mile at transit stops, including improved access, local shuttle service, new transit-supportive infrastructure, and subsidized fares.
		Bicycle/Pedestrian	Policy MI-4.2: Develop citywide car and bike sharing programs for cars and bike to reduce traffic congestion and promote sustainable travel modes.

Jurisdiction	Plan	Circulation Element	Policy
City of Pico Rivera	Pico Rivera General Plan - Circulation Element (2014-2021)	Bicycle/Pedestrian	Policy 5.1-1 Multimodal Options: Make transportation mode shifts possible by designing, operating, and maintaining streets to enable safe and convenient access and travel for all users—pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers—and to foster a sense of place in the public realm.
		Bicycle/Pedestrian	Policy 5.1-3 Complete Streets: Accommodate other modes of travel such as bicycling and walking when implementing roadway improvements, where feasible.
		Transit	Policy 5.1-6 System Expansion: Require new development to contribute funds to area-wide transit improvements to expand the system and increase efficiency.
City of Pico Rivera	Pico Rivera General Plan - Circulation Element (2014-2021)	Transit	Policy 5.1-7 Transit Ridership: Utilize the Gateway Cities 2014 Strategic Transportation Plan as a guide to analyze proposed and future transportation projects that affect transit ridership, personal vehicle travel, and other modes at a local and regional level.
		Bicycle/Pedestrian	Policy 5.1-8 Context-Sensitive Street Standards: Design and operate streets and intersections to be sensitive to adjacent land uses and districts and to all roadway users, including transit, bicycles, and pedestrians, where appropriate.
		Roadway	Policy 5.1-9 Roadway Sizing: Provide appropriate roadway sizing in the city. Where roads are wider than traffic requires, consider converting surplus land to landscaped medians, bicycle lanes, and wider sidewalks to make the roadway more pedestrian and bicycle friendly.
		Roadway	Policy 5.4-2 Roadway Improvement Projects: Incorporate bicycle and pedestrian features within roadway improvement projects, when feasible.

Jurisdiction	Plan	Circulation Element	Policy
		Bicycle/Pedestrian	Policy 5.4-3 Bicycle Network: Design and implement a functional bicycle network by expanding bicycle routes, striping bicycle lanes where feasible, providing signage for bicycle routes, and providing adequate bicycle parking at City facilities.
		Bicycle/Pedestrian	Policy 5.4-4 Bicycle Support Facilities: Require bicycle parking and support facilities at new industrial, commercial, institutional developments, and transit facilities, as appropriate.
		Bicycle/Pedestrian	Policy 5.4-6 Pedestrian Network: Improve the pedestrian network by incorporating streetscape improvements such as shade trees, plantings, lighting, and street furniture.
City of Pico Rivera	Pico Rivera General Plan - Circulation Element (2014-2021)	Bicycle/Pedestrian	Policy 5.4-8 ADA: Incorporate American with Disabilities Act (ADA) requirements to create an accessible pedestrian system that can serve all users.
City of Pico Rivera	Pico Rivera Urban Greening Plan (2018)	Bicycle/Pedestrian	Presents projects that provide a safe and connected bicycle network and pedestrian improvements, creates a unifying street tree canopy for more walkable and bikeable neighborhoods, and identifies prospective green spaces and hydrology improvements.
City of Commerce	Commerce 2020 General Plan – Transportation Element (2008)	Transit	Policy 1.8: Continue to analyze traffic congestion and evaluate strategies to improve the efficiency of the city transportation and circulation system.
		Transit	Policy 3.1: Continue to encourage the use of alternate transportation modes (e.g., shuttles, etc.).
		Transit	Policy 3.2: Continue to provide residents, employees, and visitors with a local public transit system.
		Transit	Policy 3.3: May require modifications to bus system schedules and service routes to better service the major employment, shopping, and service areas located throughout the city.

Jurisdiction	Plan	Circulation Element	Policy
		Bicycle/Pedestrian	Policy 3.5: Encourage the maintenance and improvement of “pedestrian-safe” oriented facilities to ensure safe pedestrian movement.
		Transit	Policy 3.10: Continue to cooperate with regional transportation agencies to establish routes, stops, and stations in Commerce for the proposed regional mass transit system.
		Roadway	Policy 5.5: Continue to enforce and monitor parking ordinance regulations that will prohibit the parking of inoperable and service vehicles on residential streets.
City of Commerce	Commerce Bicycle and Pedestrian Plan (2020)	Bicycle/Pedestrian	Provides an overview of goals, objectives, and recommendations for bicycle and pedestrian improvements, including cost estimates, project prioritization and potential grant sources.
City of Montebello	Montebello General Plan - Circulation Element (1973)	Roadway	Policy 1: The City should upgrade and improve Greenwood Avenue and Montebello Boulevard as the community’s major north-south connector.
		Roadway	Policy 2: Improvement of Greenwood Avenue and Montebello Boulevard should include widening, grade separation structures and signalization.
City of Santa Fe Springs	Re-Imagine Santa Fe Springs General Plan - Circulation Element (2040)	Transit/Bicycle/Pedestrian	Policy C-1.1: Use a multimodal approach when pursuing street and other transportation network improvements, including accommodating pedestrians, cyclists, transit riders, and motor vehicles, and that accounts for land use and urban form factors that affect accessibility.
		Transit	Policy C-1.5: Prioritize transportation improvements that enhance safety, access, convenience, and affordability to the established street and transportation system within disadvantaged communities.

Jurisdiction	Plan	Circulation Element	Policy
		Transit	Policy C-2.3: Use available public rights-of-ways to provide wider sidewalks, bicycle lanes, trail facilities, and transit amenities.
		Transit	Policy C-2.4: Plan for the equitable treatment of all transportation users when planning and constructing transportation projects through a transparent and fair process.
		Transit	Policy C-2.6: Identify strategies and physical improvements to remove mobility barriers and to reduce travel time for vulnerable populations, including low-income households, seniors, and children within all areas of the communities, but also prioritize Disadvantaged Communities areas.
		Transit	Policy C-2.8: Involve the community and expand education in transportation planning and project design decisions for improving the transportation infrastructure and mobility network.
		Transit/Bicycle/Pedestrian	Policy C-3.4: Require that new developments increase connectivity through convenient pedestrian and bicycling connections to the established and planned active transportation network.
		Bicycle	Policy C-3.10: Develop a comprehensive bicycle and pedestrian wayfinding signage and pavement marking system program to guide visual connectivity to destinations such as parks, schools, landmarks, transit stations, community facilities, and activity centers.
		Transit	Policy C-4.2: Consult with all transit agencies operating in the City to ensure bus services and facilities meet the needs of residents and the business community, specifically targeting specific populations such as residents in high transit ridership areas, senior populations, school-age children, and residents living in disadvantaged communities.

Jurisdiction	Plan	Circulation Element	Policy
		Transit	Policy C-4.3: Encourage first/last mile infrastructure improvements, mobility services, transit facilities and amenities, and signage/ wayfinding solutions to all bus stops and transit stations.
		Transit	Policy C-4.4: Prioritize transit and bus connectivity and access improvements within disadvantaged communities.
		Transit	Policy C-4.6: Consult with Metro during the planning and construction phases of the Metro L line and station along Washington Boulevard to ensure improvements achieve the City's connectivity and land use objectives.
		Transit	Policy C-4.7: Consult with regional partners and Metro to encourage expansion of the Metro C Line from its terminus in Norwalk to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station.
		Transit	Policy C-4.8: Consult with Metro to establish appropriate light rail stations that consider local context and provide opportunities for attractive design, placemaking, and integrating public art and amenities that reflect the City of Santa Fe Springs' community and culture.
City of Santa Fe Springs	Santa Fe Springs Active Transportation (2020)	Bicycle/Pedestrian	Plan designates an active transportation system and provides guidance on programs and policies focused on safe routes for pedestrians and bicycles.

Sources: Los Angeles County 2035 General Plan – Mobility Element (2035), Gateway Cities Strategic Transportation Plan (2016), San Gabriel Valley Active Transportation Plan and Greenway Network Study (2019), Santa Fe Springs Active Transportation Plan (2020), Whittier Bicycle Transportation Plan (2013), Envision Whittier General Plan (2021), Pico Rivera General Plan - Circulation Element (2014-2021), Pico Rivera Urban Greening Plan (2018), Commerce 2020 General Plan - Transportation Element (2008), Commerce Bicycle and Pedestrian Plan (2020), Montebello General Plan - Circulation Element (1973), and Santa Fe Springs 2040 General Plan - Circulation Element (2021).

8.1.1 Alternative 1 Washington

8.1.1.1 Operational Impacts

8.1.1.1.1 Transit

Potential regional transit impacts were determined by a travel time comparison between the Alternative 1 Washington and the No Project Alternative. Travel time savings were analyzed by comparing the total transit travel time for riders under the No Project Alternative to the total transit travel time under Alternative 1 Washington for the same origin and destination. In addition, potential impacts to local transit services were assessed for Alternative 1 Washington.

Table 8-2 shows that Alternative 1 is forecasted to increase countywide transit travel by approximately 7,700 new transit trips daily compared to the No Project Alternative (difference between daily linked transit trips for Alternative 1 and the No Project Alternative). The total countywide transit mode share would increase slightly from 2.26 percent for the No Project Alternative to 2.27 percent for Alternative 1.

Table 8-2. Los Angeles County 2042 Transit Performance Measures for Alternative 1

Region-wide Statistics	No Project	Alternative 1	Delta
Total Project Boardings (Trips on Project)	0	19,352	19,352
Station Boardings (at new stations)	0	11,176	11,176
New Transit Riders	0	7,716	7,716
Daily Linked Rail (Urban + Commuter) Trips	732,796	742,752	9,956
Daily Linked Bus and BRT Trips	1,025,506	1,023,263	-2,243
Daily Linked Transit Trips	1,758,302	1,766,016	7,714
Daily Linked Trips (Total All Modes)	77,689,418	77,689,418	0
Total Transit Mode Share	2.26%	2.27%	N/A

Source: CDM Smith/AECOM JV, 2021; Metro CBM18.

Note: Station Boardings (at new stations) does not include boardings at the Atlantic station (relocated/reconfigured) as Atlantic Station is an existing station.

Table 8-3 summarizes the ridership for Alternative 1. With seven stations (including one relocated/reconfigured station and six new stations) and a 9.0-mile alignment extending from Atlantic station (relocated/reconfigured) to the city of Whittier, Alternative 1 is forecasted to have approximately 15,000 total weekday boardings.

Table 8-4 shows the transit station mode of access types for Alternative 1. Most people would walk/bike (58 percent) or take the bus (25 percent) to stations under this Alternative, as it traverses several major activity and commercial centers.

Table 8-3. 2042 Average Weekday Station Boardings Comparison of No Project & Alternative 1

Alternative 1 Stations	LRT Average Weekday Station Boardings	
	No Project	Alternative 1
Lambert station	0	1,690
Norwalk station	0	1,419
Rosemead station	0	1,655
Greenwood station	0	2,703
Commerce/Citadel station	0	2,058
Atlantic/Whittier station	0	1,652
Atlantic station (relocated/reconfigured)	4,344	3,790
Total Station Boardings	4,344	14,965

Source: CDM Smith/AECOM JV, 2021; Metro CBM18.

Table 8-4. Average Weekday Station Boardings by Access Mode for Alternative 1

Station Name	Walk/Bike/Other	Bus	Parking Facility	Kiss and Ride	Total
Lambert station	998 (59%)	122 (7%)	483 (29%)	86 (5%)	1,690
Norwalk station	666 (47%)	342 (24%)	325 (23%)	87 (6%)	1,419
Rosemead station	1,019 (62%)	173 (10%)	372 (22%)	91 (5%)	1,655
Greenwood station	1,191 (44%)	1,185 (44%)	265 (10%)	63 (2%)	2,703
Commerce/Citadel station	1,878 (91%)	10 (<1%)	0 (0%)	170 (2%)	2,058
Atlantic/Whittier station	920 (56%)	687 (42%)	0 (0%)	45 (3%)	1,652
Atlantic station (relocated/reconfigured)	2,015 (53%)	1,266 (33%)	442 (12%)	66 (2%)	3,790
Total Station Boardings	8,686 (58%)	3,785 (25%)	1,886 (13%)	608 (4%)	14,965

Source: CDM Smith/AECOM JV, 2021; Metro CBM18.

Note: Totals are based on average boardings by mode of access/egress.

As discussed in **Section 6.1**, no direct route exists or is planned between the existing Metro L (Gold) Line Atlantic Station and the proposed Lambert station (terminus) for transit riders under the No Project Alternative. Consequently, traveling between these two points on current bus service, travel times would be approximately 46 minutes, but would likely exceed a total time of 50 minutes considering the need of bus transfers along the same path of travel. **Table 8-5** shows that the total travel time between the Atlantic station (relocated/reconfigured) and Lambert station would be approximately 22.6 minutes for Alternative 1 LRT service. This would be approximately 23 minutes faster than transit travel time under the No Project Alternative.

Table 8-5. Alternative 1 Washington Travel Time Comparison

From/To	To/From	No Project Alternative		Alternative 1 Average Peak LRT Travel Time ²
		Average Auto Travel Time	Average Peak Bus Travel Time ¹	
Average Travel Time between Stations (average of both directions, minutes)				
Atlantic	Atlantic/Whittier	4.2	6.9	2.3
Atlantic/Whittier	Commerce/Citadel	4.5	5.1	2.4
Commerce/Citadel	Greenwood	7.9	12.4	3.2
Greenwood	Rosemead	5.9	7.6	5.1
Rosemead	Norwalk	5.3	7.1	5.5
Norwalk	Lambert	4.5	6.8	4.1
Total Travel Time from Atlantic station (relocated/reconfigured) to Lambert station ³		32.3	45.9	22.6

Source: CDM Smith/AECOM JV 2021; Metro CBM18.

Notes:

1 Travel times from 2042 No Project Alternative peak period model run, average of both directions of travel.

2 Travel times from 2042 Alternative 1 peak period model run.

3 There are no existing or planned direct transit service between these locations.

A second comparison (LRT travel time versus auto travel time) was conducted to determine the travel time benefits of taking LRT in Alternative 1 versus using a personal vehicle. According to the travel time comparison between the Atlantic station (relocated/reconfigured) and the Lambert station, the Alternative 1 transit travel time (23 minutes) would be approximately 9 minutes faster than the No Project Alternative auto travel time (32 minutes) between these two points. Alternative 1 (in terms of transit travel time) would offer faster service than auto travel associated with the No Project Alternative, as shown in **Table 8-5**.

Local bus operating speeds may decrease along Washington Boulevard from east of Garfield Avenue to east of Carob Way due to proposed traffic lane reconfigurations which would result in reduction of roadway capacity along Alternative 1. As such, re-routing and/or relocating existing bus stops on Montebello Line 50 may be required mitigated by MM TRA-1. In addition, Alternative 1 may result in minor increases in ridership for bus lines that provide connections or feeder services to the alignment. However, existing bus routes have capacity, and with anticipated improvements described in the *NextGen Bus Plan*, additional efficiencies and improvement will be made to local services.

Additionally, Alternative 1 would not conflict with future transit services but would provide travel time savings benefits compared to the No Project Alternative and would enhance transit connectivity with the existing local bus network. As shown in **Table 8-5**, Alternative 1 Washington LRT service would provide significant travel time savings between station areas with the greatest savings occurring between Commerce/Citadel and Greenwood station areas (savings of 4.7 minutes compared to auto travel and 9.2 minutes compared to bus travel). End to end, this demonstrates an overall travel savings of approximately 10 minutes compared to auto travel and over 23 minutes compared to bus travel.

Alternative 1 would support several regional and local plans and policies and would not conflict with adopted regional or local policies or plans related to roadway circulation or transit. Alternative 1 would also enhance transit connectivity between the stations and the surrounding areas and thereby increase

ridership countywide when compared to the No Project Alternative. Therefore, operation of Alternative 1 would result in a less than significant impact related to transit circulation.

8.1.1.1.2 Traffic Circulation

Alternative 1 would result in several changes to traffic circulation:

- Reduction in the number of general-purpose travel lanes on portions of the alignment along Washington Boulevard from three lanes to two lanes to allow for the placement of columns to support the aerial segments between Garfield Avenue and Montebello Boulevard and for the ROW needs required by the at-grade segments east of Montebello Boulevard. Minor changes to lane configurations at intersections may also be required to accommodate new or modified traffic circulation patterns, such as near the intersection of 3rd Street and Atlantic Boulevard to accommodate the open cut trench for the transition to underground.
- New traffic signals or modifications to existing traffic signals (e.g., signal changes) to accommodate light rail movements and traffic circulation patterns at intersections and grade crossings and to facilitate pedestrian access to/from stations (e.g., mid-block crossings at stations).
- Access changes at selected cross streets due to LRT at-grade or aerial crossings, including prohibition of left-turn ingress/egress or through access.

These changes would be designed according to applicable standards and criteria (as discussed under Impact TRA-3), would provide for adequate emergency access (as discussed under Impact TRA-4), and would not result in a substantial or measurable increase in VMT (as discussed under Impact TRA-2).

Alternative 1 would result in a reduction in general-purpose travel lanes and the elimination of ingress/egress movements at driveways and selected cross streets along Washington Boulevard, which could require some changes to truck ingress/egress for industrial properties in Commerce and Montebello. Approach and departure routes for trucks, for example, might need to change slightly to accommodate new turn restrictions at selected locations. However, Alternative 1 would not preclude vehicle or truck access along Washington Boulevard and left-turn movements would continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue) at signalized intersections as set forth in PM TRA-1 (**Section 9.o**). In addition, parallel east–west routes (e.g., Telegraph Road, Olympic Boulevard, Whittier Boulevard) would continue to serve as alternatives to Washington Boulevard, providing additional connections to and from the regional freeway network. As such, changes in general-purpose travel lanes would be consistent with local and regional circulation elements and plans.

Therefore, operation of Alternative 1 would result in a less than significant impact related to traffic circulation.

8.1.1.1.3 Pedestrian and Bicycle Circulation

Alternative 1 would provide bicycle circulation and enhanced access in the immediate station areas, such as bike parking and connections to existing nearby bike facilities within up to a 600-foot radius for improved bicycle-to-transit connections, which would be determined during preliminary engineering. At some locations along the alignment, sidewalks would be relocated, widened, and/or

replaced with the same widths where possible to accommodate the light rail guideway, TPSS, stations, or other related infrastructure, but only in the immediate area adjacent to these elements; however, these would be improvements to existing conditions by enhancing the overall walkability and bike accessibility of the proposed station areas. In no instances would sidewalks be altered to the extent that pedestrian circulation would be impaired or in violation of American Disabilities Act (ADA) standards as set forth in PM TRA-1.

Design of Alternative 1 would ensure that adequate sidewalk widths are maintained along at-grade and aerial portions of the alignment and at station locations. Additional enhancements to the existing signalized crosswalks, such as marked crosswalks, would serve to further improve pedestrian circulation and non-motorized access to transit stations. In addition, other amenities, such as pedestrian-level lighting at stations, would improve the attractiveness and perception of safety. These pedestrian enhancements would provide safe and convenient access for transit patrons and the community, specifically in the evening hours.

During operation, Alternative 1 would attract approximately 330 to 940 peak hour walk and bike trips per station (as shown in **Table 8-6**), with lower volumes throughout the day and on weekends. Pedestrians would use the crosswalks and sidewalks that surround each station, thereby diffusing the potential impacts to any particular location. This level of pedestrian activity would not create severe overcrowding during the peak period that would interfere with pedestrian accessibility, as current pedestrian volumes are relatively low. As such, the surrounding pedestrian facilities would have sufficient capacity to accommodate the increase in pedestrian volumes and the peak hour walk trips.

Table 8-6. 2042 Weekday Peak Period Walk and Bike Trips to/from Alternative 1 Stations

Station Name	am	pm
Atlantic/Whittier	460	460
Commerce/Citadel	939	939
Greenwood	595	595
Rosemead	510	510
Norwalk	333	333
Lambert	499	499

Source: CDM Smith/AECOM JV, 2019; Metro CBM18.

There are no existing bicycle facilities along Alternative 1. The following are the proposed bicycle facilities along Alternative 1:

- Class III on Woods Avenue between Dorner Drive and Olympic Boulevard (Los Angeles County)
- Class III on Beverly Boulevard between 3rd Street and Gerhart Avenue (Los Angeles County)
- Class III on Smithway Street between Flotilla Avenue and Tubeway Avenue (Commerce)
- Class I as Edison Utility ROW between Ferguson Drive and Gage Avenue (Commerce)
- Class III on Yates Avenue between Flotilla Avenue and Gage Avenue (Commerce)

- Class III on Montebello Boulevard between Montebello Way/Truck Way and Sycamore Street (Montebello)
- Class III on Bluff Road between Whittier Boulevard and Sycamore Street (Montebello)
- Class III on Paramount Boulevard between Gallatin Road and Telegraph Road (Pico Rivera)
- Class III on Crossway Drive between Coffman Pico Road and Washington Boulevard (Pico Rivera)
- Class II on Rosemead Boulevard between Gallatin Road and Telegraph Road (Pico Rivera)
- Class III on Loch Alene Avenue between Balfour Street and Nan Street (Pico Rivera)
- Class II/III on Passons Boulevard between Jackson Street and Telegraph Road (Pico Rivera)
- Class I along Pico Rivera Trail (Pico Rivera)
- Class III on Washington Boulevard between Lambert Road and Santa Fe Springs Road (Whittier)

The proposed Class III bicycle routes would still be accommodated through roadway striping during operations and would not conflict with Alternative 1. Additional Class III bicycle routes that cross Atlantic Avenue are proposed, but Alternative 1 would be in an underground configuration with roadways restored for operations and therefore, the proposed bicycle routes would not conflict with Alternative 1. The proposed Class I and Class II bicycle facilities would not be located along Washington Boulevard and only cross Washington Boulevard at applicable intersections where bicycle and pedestrian traffic would be allowed to cross with bicycle and pedestrian facilities remaining accessible as set forth in PM TRA-1. Therefore, operation of Alternative 1 would result in a less than significant impacts related to bicycle circulation.

Overall, Alternative 1 would enhance walkability in the immediate vicinity of the proposed station areas and include improvements coordinated with the local jurisdictions and would not conflict with any identified local programs, plans, or policies. Therefore, operation of Alternative 1 would result in a less than significant impact related to pedestrian circulation.

Design Options

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow open-air underground station with two side platforms beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. If Alternative 1 with the Atlantic/Pomona Station Option were selected, operational impacts would be similar to those described under the base Alternative 1 because both alignments would be underground from the transition of at-grade to underground on Pomona Boulevard, and underneath Atlantic Boulevard south of 4th Street where the Atlantic/Pomona Station Option reconnects with the base Alternative 1. As such, there are no additional impacts to other transit routes, traffic circulation, pedestrian circulation, or bicycle circulation compared to the base Alternative 1. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

If Alternative 1 with the Montebello At-Grade Option were selected, the operational impacts would be similar to those described under the base Alternative 1 with an aerial alignment at this location. As under the base Alternative 1, approach and departure routes for trucks may need to change slightly to accommodate turn restrictions for the at-grade option at selected locations between Yates Avenue and Carob Way where the Montebello At-Grade Option reconnects with the base Alternative 1. However, the Montebello At-Grade Option would not preclude truck access along Washington Boulevard and left-turn movements would continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue) at signalized intersection as set forth in PM TRA-1. In addition, parallel east-west routes (e.g., Telegraph Road, Olympic Boulevard, Whittier Boulevard) would continue to serve as alternative routes to Washington Boulevard, providing additional connections to and from the regional freeway network. However, the Montebello At-Grade Option would require narrower sidewalk widths (five to eight feet) than the aerial configuration (12 feet) to accommodate the at-grade track alignment along Washington Boulevard. The adjustment in sidewalk width would occur along Washington Boulevard from 620 feet west of South Vail Avenue to the intersection of Washington Boulevard and South Vail Avenue. The adjusted sidewalk would be compliant with ADA requirements and as set forth in PM TRA-1 (**Section 9.o**) would not result in an impediment to pedestrian circulation. Operation of Alternative 1 would not result in a significant impact to bicycle circulation and the Montebello At-Grade Option would not create any significant impacts as the proposed Class III bicycle route on Yates Avenue between Garfield Ave and Flotilla Street would still maintain through access for bicyclists. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact.

8.1.1.2 Construction Impacts

8.1.1.2.1 Transit

Alternative 1 would consist of three section types: aerial, underground, and at-grade. The construction activities for Alternative 1 are varied among the sections and unique to the affected areas. The alignment is divided into ten segments that include three bridges.

Temporary closures of some intersections, lanes, or sidewalks may be necessary during construction, which may result in disruptions to bus service along Atlantic Boulevard, Flotilla Street, Smithway Street, and Washington Boulevard. As the Project would be constructed in segments, these temporary lane closures and turn restrictions would not affect all intersections simultaneously. During construction, temporary re-routing and relocation of bus stops may be needed for the following transit lines:

- Metro Line 260
- Montebello Bus Lines 10, 40, and 90
- Commerce Purple City Circulator (on Atlantic Boulevard)
- Commerce Blue and Orange City Circulator (on Smithway Street)
- Montebello Bus Lines 20 (on Greenwood Avenue), 30, and 70 (on Garfield Avenue)

- Montebello Line 50 (on Washington Boulevard)

Construction of Alternative 1 would result in a significant impact related to transit circulation as construction activities would disrupt the circulation system through temporary roadway closures, lane closures, and sidewalk closures. As identified in **Section 10.1.1**, implementation of MM TRA-1 to provide a Traffic Management Plan that specifies measures to minimize disruption during construction such as establishing detour routes and implementing a public outreach program in coordination with transit agencies for temporary bus stop relocation would reduce impacts to less than significant. See **Section 10.1.1** for the proposed mitigation and impacts after incorporation of mitigation.

8.1.1.2.2 Traffic Circulation

Construction activities for Alternative 1 would require temporary closures and detours that would cause a reduction in capacity along affected roads, particularly along Washington Boulevard, which is an important truck route. Trucks using Washington Boulevard would be affected due to these closures and associated detours. At the proposed Commerce/Citadel station, industrial properties that rely on Smithway Street as their only access point for trucks would also be affected during project construction if access is unable to be maintained during construction. Prohibiting access to these properties would be considered a significant impact under Impact TRA-1. Furthermore, construction of the transition segment from at-grade to underground near the intersection of 3rd Street and Atlantic Boulevard would require temporary lane reconfiguration between La Verne Avenue and the existing Atlantic Station to accommodate the open cut trench for the transition, but through-traffic and existing turning movements would be maintained on 3rd Street.

Additionally, the bridges over the Rio Hondo and San Gabriel River would be replaced and construction would require a temporary reduction in the number of travel lanes on the two bridges. The bridge reconstruction would occur in two phases (one for each side of the bridge) and the roadways would be partially closed for an extended period of time. Once during each phase of the bridge reconstruction each bridge would need to be fully closed to demolish the side of bridge to be reconstructed next; this short-term full closure would be limited to a couple days (likely over a weekend only) to minimize impacts to traffic circulation.

The method of removing construction-related materials for hauling away from the job site would be determined by the contractor. Some of this material may be used in the retained fill embankments depending on its suitability. Some fill material may also have to be transported to local landfill site(s) if sufficient material is not available or suitable for use. Excavated material would be loaded into trucks and transported along designated truck routes within the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Consistent with local plans, truck routes that may be used for transporting and hauling construction-related materials include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, Washington Boulevard, Paramount Boulevard, Rosemead Boulevard, Slauson Avenue, and Whittier Boulevard. Actual volumes of material and specific routes would depend on a number of factors, including the construction contract limits, individual contractor's choices, and coordination with the local jurisdictions. Cooperation with the jurisdictions in the DSA would occur throughout the construction process. Restrictions on haul routes could be incorporated into the construction specifications according to local permitting requirements as set forth in PM TRA-2 (**Section 9.o**). Hauling of construction-related materials would use existing arterials area involve cooperation with local jurisdictions, and therefore, the impact related to haul routes would be less than significant.

As described above, due to temporary lane closures during construction activities, construction of Alternative 1 would result in a significant impact related to traffic circulation. As identified in **Section 10.1.1**, implementation of MM TRA-1 to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes, and coordinating with local business owners, would reduce impacts to less than significant. See **Section 10.1.1** for the proposed mitigation and impacts after incorporation of mitigation.

8.1.1.2.3 Pedestrian and Bicycle Circulation

Temporary sidewalk closures would be required along construction areas, including during construction of the at-grade and aerial segments and along 3rd Street during construction of the transition from the existing at-grade alignment to an underground configuration. For the aerial segment, the erection of falsework (temporary support structures) and the installation of the aerial guideway columns may affect sidewalk access. For at-grade segments, roadway and guideway construction on Washington Boulevard east of Montebello Boulevard may require temporary sidewalk closures for extended periods. Temporary sidewalk closures may also occur at other locations along Alternative 1, including cut and cover segments near the Atlantic station (relocated/reconfigured) and east of Greenwood Avenue and in the vicinity of the aerial and at-grade station construction, as well as the bridges on Washington Boulevard crossing over the Rio Hondo and San Gabriel River. Pedestrian through-access and access to adjacent properties along these segments would need to be maintained during construction as set forth in PM TRA-2 (**Section 9.o**). Although temporary, the potential disruptions to pedestrian circulation would result in a significant impact to pedestrian conditions during project construction.

Alternative 1 would require temporary lane or roadway closures during construction that could affect existing and proposed bike routes. Along the underground segment, there are proposed bicycle facilities crossing Atlantic Avenue. The underground segment would be constructed using a TBM, and therefore, would not disrupt the roadways at those locations during construction and the proposed bicycle facilities would not be affected. There are proposed bicycle facilities along the cut-and-cover segment near the Atlantic station (relocated/reconfigured). Near this station, construction on Woods Avenue and Beverly Boulevard would require temporary closures to sidewalks and roadways due to cut and cover construction near this station, which would temporarily affect bicycle circulation.

Along the aerial segment, Alternative 1 would require temporary roadway closures for the erection of falsework (temporary support structures) and the installation of the aerial guideway columns that could affect bicycle circulation. Although there are no existing or proposed facilities on Washington Boulevard, there are proposed bicycle facilities that cross Washington Boulevard along Montebello Boulevard and Garfield Avenue and which would be temporarily impacted during falsework installation if the bicycle lanes are constructed before the construction of Alternative 1.

The at-grade portions of the alignment along Washington Boulevard include track construction and permanent street configuration changes, but there are no existing or proposed bicycle lanes on Washington Boulevard. Construction along Washington Boulevard would shift some of the through-traffic movements to Mines Avenue, portions of which that are located between Paramount Boulevard and Sorenson Avenue are designated as Class II bicycle lanes and Class III bicycle routes. Consequently, the flow of bicycle traffic would be hampered due to increased traffic volumes on Mines Avenue.

In addition, temporary lane closures may affect proposed north-south bike routes at all of the proposed station locations. Bicycle traffic movements would be maintained during construction, but

lane reductions and street closures would inhibit the flow of bicycle traffic and may require detours. In addition, Class I facilities along the Rio Hondo and San Gabriel River intersect with Washington Boulevard. These facilities are grade-separated from Washington Boulevard and pass under the roadway. However, during demolition and reconstruction of the bridges on Washington Boulevard crossing over the Rio Hondo and San Gabriel River, the Class I bicycle paths would be temporarily affected. This may include temporary closures limiting passage on the paths that extend under the bridges. Although temporary, the potential disruptions to bicycle circulation would result in a significant impact to bicycle conditions during project construction.

As described herein, construction of Alternative 1 would result in a significant impact related to bicycle and pedestrian circulation. As identified in **Section 10.1.1**, implementation of MM TRA-1 to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing pedestrian and bicycle detour routes, temporary pedestrian shelters, and wayfinding signage, would reduce impacts to less than significant. See **Section 10.1.1** for the proposed mitigation and impacts after incorporation of mitigation.

Design Options

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow open-air underground station with two side platforms beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. If Alternative 1 with the Atlantic/Pomona Station Option were selected, the construction impacts would be similar to those described under the base Alternative 1. The transition from at-grade to underground would be similar but would require less cut-and-cover construction on Pomona Boulevard as the alignment would turn at a shallower angle through the Pomona/Beverly intersection for placement of the station platform. Similarly, there would be less cut-and-cover construction on Atlantic Boulevard as the underground trackwork would be located under the parcels to the east of Atlantic Boulevard instead of under the public ROW. Two small additional segments of Atlantic Boulevard (just north of Beverly Boulevard) and Beverly Boulevard (just east of Atlantic Boulevard) would require cut-and-cover construction to accommodate the turn from the station to the parcels just east of Atlantic Boulevard. Overall, there would be less cut-and-cover construction on active roadways (i.e. Pomona Boulevard and Atlantic Boulevard), but the cut-and-cover segments would require temporary lane closures and may also require temporary sidewalk closures for construction activities. Additionally, as discussed under **Section 8.1.1.2.1**, **Section 8.1.1.2.2**, and **Section 8.1.1.2.3**, construction of the base Alternative 1 would require temporary lane closures and disrupt the circulation system through temporary roadway closures, lane closures, and sidewalk closures throughout the alignment. The same temporary closures would occur during construction of Alternative 1 with the Atlantic/Pomona Station Option; however, less would be needed under the design option as the cut-and-cover construction would be out of the public ROW as compared to the base Alternative 1 with cut-and-cover construction occurring underneath Atlantic Boulevard at this location.

Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would result in a significant impact related to the disruptions to transit and traffic, pedestrian, and bicycle circulation. Implementation of MM TRA-1, as summarized above and discussed in **Section 10.1.1**, would establish a plan to minimize disruption during construction and would thus reduce impacts to less than significant. See **Section 10.1.1** for the proposed mitigation and impacts after incorporation of mitigation.

Montebello At-Grade Option

If Alternative 1 with the Montebello At-Grade Option were selected, the construction impacts would be similar to those described under the base Alternative 1. For this at-grade segment, roadway and guideway operations on Washington Boulevard may require lane closures for extended periods and may also require temporary sidewalk closures for construction activities. Specifically, for the Montebello At-Grade Option, temporary lane and sidewalk closures would be needed to construct the transition from aerial to at-grade between Garfield Avenue to Montebello Boulevard, but through-traffic and pedestrian access to buildings would be maintained. Additionally, as discussed under **Section 8.1.1.2.1**, **Section 8.1.1.2.2**, and **Section 8.1.1.2.3**, construction of the base Alternative 1 would require temporary lane closures and disrupt the circulation system through temporary roadway closures, lane closures, and sidewalk closures throughout the alignment. The same temporary closures would occur during construction of Alternative 1 with the Montebello At-Grade Option. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would result in a significant impact related to the disruptions to transit and traffic, pedestrian, and bicycle circulation. Implementation of MM TRA-1, as summarized above and discussed in **Section 10.1.1**, would establish a plan to minimize disruption during construction and would thus reduce impacts to less than significant. See **Section 10.1.1** for the proposed mitigation and impacts after incorporation of mitigation.

8.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

8.1.2.1 Operational Impacts

8.1.2.1.1 Transit

To determine regional transit impacts, transit performance measures including ridership and travel time comparisons were determined for Alternative 2 and the No Project Alternative. In addition, potential impacts to local transit services were assessed for Alternative 2.

Table 8-7 shows that Alternative 2 is forecasted to increase countywide transit travel by almost 4,000 new transit trips compared to the No Project Alternative (difference between daily linked transit trips for the Alternative 2 and the No Project Alternative). The total countywide transit mode share would increase slightly from 2.26 percent for the No Project to 2.27 percent for Alternative 2.

Table 8-7. Los Angeles County 2042 Transit Performance Measures for Alternative 2

Region-wide Statistics	No Project	Alternative 2	Delta
Total Project Boardings (Trips on Project)	0	8,245	8,245
Station Boardings (at new stations)	0	4,123	4,123
New Transit Riders	0	3,854	3,854
Daily Linked Rail (Urban + Commuter) Trips	732,796	737,845	5,049
Daily Linked Bus and BRT Trips	1,025,506	1,024,311	-1,195
Daily Linked Transit Trips	1,758,302	1,762,156	3,854
Daily Linked Trips (Total All Modes)	77,689,418	77,689,418	0
Total Transit Mode Share	2.26%	2.27%	N/A

Sources: CDM Smith/AECOM JV, 2020; Metro CBM18.

Note: Station Boardings (at new stations) does not include boardings at the Atlantic station (relocated/reconfigured) as Atlantic Station is an existing station.

Table 8-8 summarizes the ridership for Alternative 2. With three stations and a 3.2-mile alignment extending from Atlantic station to the city of Commerce, this alternative is forecasted to have over 7,800 total weekday boardings.

Table 8-9 shows the transit station mode of access types for Alternative 2. Most people would walk/bike (56 percent) or take the bus (30 percent) to stations under this alternative, particularly since all proposed stations would be underground located near major activity and commercial centers.

Table 8-8. 2042 Average Weekday Station Boardings – Comparison of No Project and Alternative 2

Station Name	LRT Average Weekday Station Boardings	
	No Project	Atlantic to Commerce/Citadel IOS
Commerce/Citadel	0	2,328
Atlantic/Whittier	0	1,794
Atlantic (relocated/reconfigured)	4,344	3,721
Total Station Boardings	4,344	7,843

Sources: CDM Smith/AECOM JV, 2020; Metro CBM18.

Table 8-9. Average Weekday Station Boardings by Access Mode for Alternative 2

Station Name	Walk/Bike/Other	Bus	Parking Facility	Kiss and Ride	Total
Commerce/Citadel station	1,890 (81%)	25 (1%)	0 (0%)	413 (18%)	2,328
Atlantic/Whittier station	772 (43%)	972 (54%)	0 (0%)	50 (3%)	1,794
Atlantic station (relocated/reconfigured)	1,736 (47%)	1,376 (37%)	536 (14%)	73 (2%)	3,721
Total Station Boardings	4,398 (56%)	2,373 (30%)	536 (7%)	536 (7%)	7,843

Sources: CDM Smith/AECOM JV, 2020; Metro CBM18.

Note: Totals are based on average boardings by mode of access/egress.

Alternative 2 would provide transit travel time savings compared to the No Project Alternative. Travel time for bus service between Atlantic station and the Commerce/Citadel station would be around 12 minutes and almost 9 minutes by automobile. In comparison, the Alternative 2 LRT service would have a travel time of less than 5 minutes. **Table 8-10** shows the total travel time between Atlantic station and Commerce/Citadel station, which would have a travel time savings of 4 and 7 minutes compared to the No Project Alternative.

Table 8-10. Alternative 1 Washington Travel Time Comparison

From/To	To/From	No Project Alternative		Alternative 2 Average Peak LRT Travel Time ²
		Average Auto Travel Time	Average Peak Bus Travel Time ¹	
Average Travel Time between Stations (average of both directions, minutes)				
Atlantic (relocated/ reconfigured)	Atlantic/Whittier	4.2	6.9	2.3
Atlantic/Whittier	Commerce/Citadel	4.5	5.1	2.4
Total Travel Time from Atlantic station (relocated/reconfigured) to Commerce/Citadel station ³		8.7	12.0	4.7

Sources: CDM Smith/AECOM JV 2019; Metro CBM18.

Notes:

- 1 Travel times from 2042 No Project Alternative peak period model run, average of both directions of travel.
- 2 Travel times from 2042 Alternative 2 peak period model run.
- 3 There are no existing or planned direct transit service between these locations.

Since Alternative 2 would operate primarily underground, local traffic or bus operations would be maintained to accommodate through-traffic and existing turning movements. In addition, Alternative 2 may result in minor increases in ridership for bus lines that provide connections or feeder services to the alignment. However, existing bus routes have capacity, and with anticipated improvements described in the *NextGen Bus Plan*, additional efficiencies and improvements will be made to local services. Therefore, operation of Alternative 2 would result in a less than significant impact to local transit services.

Alternative 2 would also support several regional and local plans and policies and would not conflict with adopted regional or local policies or plans. This alternative would also enhance transit connectivity between the stations and the surrounding areas and thereby increase ridership countywide when compared to the No Project Alternative.

Based on the transit analysis, operation Alternative 2 would not conflict with future transit services, but would rather provide regional travel time savings benefits compared to the No Project Alternative. End to end, this demonstrates an overall travel savings of 4 and 7 minutes compared to auto travel and bus travel, respectively. Therefore, operation of Alternative 2 would have a less than significant impact related to transit circulation.

8.1.2.1.2 Traffic Circulation

Alternative 2 would result in several changes to traffic circulation:

- Minor changes to lane configurations at intersections to accommodate new or modified circulation patterns, such as near the intersection of 3rd Street and Atlantic Boulevard between

La Verne Ave and the existing Atlantic Station to accommodate the open cut trench for the transition, but through-traffic and existing turning movements would be maintained.

- New traffic signals or modifications to existing traffic signals (e.g., signal changes) to accommodate light rail movements and traffic circulation patterns at intersections and grade crossings and to facilitate pedestrian access to/from stations (e.g., mid-block crossings at stations).

As set forth in PM TRA-1 (**Section 9.o**), these changes would be designed according to applicable MRDC standards and criteria (as discussed under Impact TRA-3), would provide for adequate emergency access (as discussed under Impact TRA-4), and would not result in a substantial or measurable increase in VMT (as discussed under Impact TRA-2). Therefore, operation of Alternative 2 would result in a less than significant impact related to traffic circulation.

8.1.2.1.3 Pedestrian and Bicycle Circulation

The pedestrian and bicycle circulation improvements for Alternative 2 would enhance the overall walkability and bike accessibility of the proposed station areas. Alternative 2 would provide bicycle circulation and access amenities in the immediate station areas set forth in PM TRA-1, such as bike parking and connections to existing nearby bike facilities within up to a 600-foot radius to improve bicycle-to-transit connections, which would be determined during preliminary engineering. At some locations along the alignment, sidewalks would be relocated, widened, and/or replaced with the same widths where possible to accommodate the related infrastructure but only in the immediate area adjacent to these elements; however, these would be improvements to existing conditions by enhancing the overall walkability and bike accessibility of the proposed station areas. In no instances would sidewalks be altered to the extent that pedestrian circulation would be impaired or in violation of ADA standards as set forth in PM TRA-1.

Operation of Alternative 2 would attract approximately 385 to 945 peak hour walk and bike trips per station (as shown in **Table 8-11**), with lower volumes throughout the day and on weekends. These pedestrians would use the crosswalks and sidewalks that surround each station, thereby diffusing the potential impacts to any particular location. This level of pedestrian activity would not create severe overcrowding during the peak period that would interfere with pedestrian accessibility, as current pedestrian volumes are relatively low. As such, the surrounding pedestrian facilities would have sufficient capacity to accommodate the increase in pedestrian volumes and the peak hour walk trips.

Table 8-11. 2042 Weekday Peak Period Walk and Bike Trips to/from Alternative 2 Stations

Station Name	am	pm
Atlantic/Whittier	386	386
Commerce/Citadel	945	945

Sources: CDM Smith/AECOM JV, 2019; Metro CBM18.

There are no existing bicycle facilities along Alternative 2. The following are the proposed bicycle facilities along Alternative 2:

- Class III on Woods Avenue between Dorner Drive and Olympic Boulevard (Los Angeles County)
- Class III on Beverly Boulevard between 3rd Street and Gerhart Avenue (Los Angeles County)

- Class III on Smithway Street between Flotilla Avenue and Tubeway Avenue (Commerce)

The proposed Class III bicycle routes would still be accommodated through roadway striping during operations and not conflict with Alternative 2. Additional Class III bicycle routes that cross Atlantic Avenue are proposed, but Alternative 2 would be in an underground configuration with roadways restored for operations and, therefore, the proposed bicycle routes would not conflict with Alternative 2. The proposed bicycle facilities that cross Alternative 2 would remain accessible and allow bicyclists and pedestrians to cross at the Atlantic Boulevard intersections set forth in PM TRA-1. Therefore, Alternative 2 would result in a less than significant impact during operations under TRA-1 related to bicycle circulation.

Overall, Alternative 2 would enhance walkability in the station areas and include improvements coordinated with the local jurisdictions and would not conflict with any identified local programs, plans, or policies set forth in PM TRA-1. Therefore, Alternative 2 would result in a less than significant impact during operations under Impact TRA-1 related to pedestrian circulation.

Similarly, there are no existing or proposed bicycle facilities that would intersect with Alternative 2, and therefore, operation of Alternative 2 would result in a less than significant impact related to bicycle circulation.

Design Option

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow open-air underground station with two side platforms beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. If Alternative 2 with the Atlantic/Pomona Station Option were selected, operational impacts would be similar to those described under the base Alternative 2 because both alignments would be underground during operations from the transition of at-grade to underground on Pomona Boulevard, and underneath Atlantic Boulevard south of 4th Street where the Atlantic/Pomona Station Option reconnects with the base Alternative 2. As such, there are no additional impacts to other transit routes, traffic circulation, pedestrian circulation, or bicycle circulation compared to the base Alternative 2. Therefore, operation of Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact.

8.1.2.2 Construction Impacts

8.1.2.2.1 Transit

Construction activities for Alternative 2 would include construction of bored tunnels and transition structures. At locations with cut-and-cover underground segments, temporary closures of some intersections, lanes, or sidewalks may be necessary during construction, which may disrupt bus service along Atlantic Boulevard, Flotilla Street, and Smithway Street. As the Project would be constructed in segments, these temporary lane closures and turn restrictions would not affect all intersections simultaneously. During construction, temporary re-routing and relocation of bus stops may be needed for the following transit lines:

- Metro Line 260

- Montebello Bus Lines 10, 40, and 90
- Commerce Purple City Circulator (on Atlantic Boulevard)
- Commerce Blue and Orange City Circulator (on Smithway Street)
- Citadel Outlet shuttle service (on Smithway Street)

Construction of Alternative 2 would result in a significant impact related to transit circulation due the temporary roadway closures, lane closures, and sidewalk closures. As identified in **Section 10.1.2**, implementation of MM TRA-1 to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing vehicle and pedestrian detour routes and implementing a public outreach program, would reduce impacts to less than significant. See **Section 10.1.2** for the proposed mitigation and impacts after incorporation of mitigation.

8.1.2.2.2 Traffic Circulation

At the proposed Commerce/Citadel station, industrial properties that rely on Smithway Street as their only access point for trucks would be affected during project construction if access is unable to be maintained during construction. Prohibiting access to these properties would be considered a significant impact under Impact TRA-1. Furthermore, construction of the transition segment from at-grade to underground near the intersection of 3rd Street and Atlantic Boulevard would require temporary lane reconfiguration to accommodate between La Verne Avenue and the existing Atlantic Station to accommodate the open cut trench for the transition, but through-traffic and existing turning movements would be maintained on 3rd Street.

The method of removing construction-related materials for hauling away from the job site would be determined by the contractor. Some of this material may be used in the retained fill embankments depending on its suitability. Some fill material may also have to be transported to local landfill site(s) if sufficient material is not available or suitable for use. Excavated material would be loaded into trucks and transported along designated truck routes within the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Consistent with local plans, truck routes that may be used for transporting and hauling construction-related materials include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, and Washington Boulevard. Actual volumes of material and specific routes would depend on a number of factors, including the construction contract limits, individual contractor's choices, and coordination with the city jurisdictions. Cooperation with the jurisdictions in the DSA would occur throughout the construction process. Restrictions on haul routes could be incorporated into the construction specifications according to local permitting requirements. Further, implementation of MM TRA-1 in **Section 10.1.2** would include the identification of haul routes that are consistent with local land use and mobility plans. In cooperation with the corridor cities and implemented throughout the construction process, these routes would be situated to minimize noise, vibration, and other possible impacts, which would ensure impacts to traffic circulation associated with haul routes would be less than significant.

As described above, due to temporary lane closures during construction activities, construction of Alternative 2 would result in a significant impact related to traffic circulation. As identified in **Section 10.1.2**, implementation of MM TRA-1 to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes, designating haul routes,

and coordinating with local business owners, would reduce impacts to less than significant. See **Section 10.1.2** for the proposed mitigation and impacts after incorporation of mitigation.

8.1.2.2.3 Pedestrian and Bicycle Circulation

Temporary sidewalks closures would be required during construction along the cut-and-cover section along 3rd Street during construction of the transition from the existing at-grade alignment to an underground configuration. Additional temporary sidewalk closures may occur at other locations along Alternative 2, including cut and cover segments near the Atlantic station (relocated/reconfigured). Access to adjacent properties would need to be maintained during construction as set forth in PM TRA-2, but disruptions to pedestrian circulation would occur. Although temporary, the potential disruptions to pedestrian circulation would result in a significant impact to pedestrian conditions during project construction. Therefore, Alternative 2 would result in a significant impact during construction under Impact TRA-1 related to pedestrian circulation.

There are multiple proposed bicycle facilities crossing Atlantic Avenue, but Alternative 2 would be constructed almost entirely underground using a TBM and, therefore, would not disrupt the roadways during construction. There are proposed bicycle facilities along the cut-and-cover segment near the Atlantic station (relocated/reconfigured). Next to this station, construction on Woods Avenue and Beverly Boulevard would require temporary closures to sidewalks and roadways, which would temporarily impact bicycle circulation. Therefore, construction of Alternative 2 would result in a significant impact related to bicycle circulation.

As identified in **Section 10.1.2**, implementation of MM TRA-1 to provide a Traffic Management Plan that specifies measures to minimize disruption during construction such as establishing pedestrian and bicycle detour routes, temporary pedestrian shelters, and wayfinding signage, would reduce impacts to less than significant. See **Section 10.1.2** for the proposed mitigation and impacts after incorporation of mitigation

Design Option

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow open-air underground station with two side platforms beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. If Alternative 2 with the Atlantic/Pomona Station Option were selected, the construction impacts would be similar to those described under the base Alternative 2. The transition from at-grade to underground would be similar but would require less cut-and-cover construction on Pomona Boulevard as the alignment would turn at a shallower angle through the Pomona/Beverly intersection for placement of the station platform. Similarly, there would be less cut-and-cover construction on Atlantic Boulevard as the underground trackwork would be located under the parcels to the east of Atlantic Boulevard instead of under the public ROW. Two small additional segments of Atlantic Boulevard (just north of Beverly Boulevard) and Beverly Boulevard (just east of Atlantic Boulevard) would require cut-and-cover construction to accommodate the turn from the station to the parcels just east of Atlantic Boulevard. Overall, there would be less cut-and-cover construction on active roadways (i.e. Pomona Boulevard and Atlantic Boulevard), but the cut-and-cover segments would require temporary lane closures and may also require temporary sidewalk closures for construction activities. Additionally, as discussed under **Section 8.1.2.2.1**, **Section 8.1.2.2.2**, and **Section 8.1.2.2.3**, construction of the base Alternative 2 would

require temporary lane closures and disrupt the circulation system through temporary roadway closures, lane closures, and sidewalk closures throughout the alignment. The same temporary closures would occur during construction of Alternative 2 with the Atlantic/Pomona Station Option; however, less would be needed under the design option as the cut-and-cover construction would be out of the public ROW as compared to the base Alternative 1 with cut-and-cover construction occurring underneath Atlantic Boulevard at this location.

Therefore, construction of Alternative 2 with the Atlantic/Pomona Station Option would result in a significant impact related to the disruptions to traffic, pedestrian, and bicycle circulation. Implementation of MM TRA-1, as summarized above and discussed in **Section 10.1.2**, would establish a plan to minimize disruption during construction and would thus reduce impacts to less than significant. See **Section 10.1.2** for the proposed mitigation and impacts after incorporation of mitigation.

8.1.3 Alternative 3 Atlantic to Greenwood IOS

8.1.3.1 Operational Impacts

8.1.3.1.1 Transit

Potential regional transit impacts were determined by a travel time comparison between the Alternative 3 and the No Project Alternative. Travel time savings were analyzed by comparing the total transit travel time for riders under the No Project Alternative to the total transit travel time under Alternative 3 for the same origin and destination. In addition, potential impacts to local transit services were assessed for Alternative 3.

Table 8-12 shows that Alternative 3 is forecasted to increase countywide transit travel by almost 6,000 new transit trips daily compared to the No Project Alternative (difference between daily linked transit trips for Alternative 3 and the No Project Alternative). The total countywide transit mode share would increase slightly from 2.26 percent for the No Project to 2.27 percent for Alternative 3.

Table 8-12. Los Angeles County 2042 Transit Performance Measures for Alternative 3

Region-wide Statistics	No Project	Alternative 3	Delta
Total Project Boardings (Trips on Project)	0	13,436	13,436
Station Boardings (at new stations)	0	7,082	7,082
New Transit Riders	0	5,857	5,857
Daily Linked Rail (Urban + Commuter) Trips	732,796	740,456	7,660
Daily Linked Bus and BRT Trips	1,025,506	1,023,710	-1,796
Daily Linked Transit Trips	1,758,302	1,764,165	5,863
Daily Linked Trips (Total All Modes)	77,689,418	77,689,418	0
Total Transit Mode Share	2.26%	2.27%	N/A

Sources: CDM Smith/AECOM JV, 2020; Metro CBM18.

Note: Station Boardings (at new stations) does not include boardings at the Atlantic station (relocated/reconfigured) as Atlantic Station is an existing station.

Table 8-13 summarizes the ridership for Alternative 3. With four stations and a 4.6-mile alignment extending from Atlantic station to the city of Montebello, this alternative is forecasted to have almost 11,000 total weekday boardings.

Table 8-13. 2042 Average Weekday Station Boardings – Comparison of No Project and Alternative 3

Station Name	LRT Average Weekday Station Boardings	
	No Project	Alternative 3
Greenwood	0	3,310
Commerce/Citadel	0	1,947
Atlantic/Whittier	0	1,826
Atlantic (relocated/reconfigured)	4,344	3,837
Total Station Boardings	4,344	10,920

Sources: CDM Smith/AECOM JV, 2020; Metro CBM18.

Table 8-14 shows the transit station mode of access types for Alternative 3. Most people would walk/bike (53 percent) or take the bus (33 percent) to stations under this alternative, as stations would be located near major activity and commercial centers.

Table 8-14. Average Weekday Station Boardings by Access Mode for Alternative 3

Station Name	Walk/Bike/Other	Bus	Parking Facility	Kiss and Ride	Total
Greenwood station	1,185 (36%)	1,362 (41%)	659 (20%)	104 (3%)	3,310
Commerce/Citadel station	1,747 (90%)	9 (<1%)	0 (0%)	191 (10%)	1,947
Atlantic/Whittier station	918 (50%)	862 (47%)	0 (0%)	46 (3%)	1,826
Atlantic station (relocated/reconfigured)	1,956 (51%)	1,333 (35%)	477 (12%)	71 (2%)	3,837
Total Station Boardings	5,806 (53%)	3,566 (33%)	1,136 (10%)	412 (4%)	10,920

Sources: CDM Smith/AECOM JV, 2019; Metro CBM18.

Note: Totals are based on average boardings by mode of access/egress.

The Alternative 3 would provide transit travel time savings compared to the No Project Alternative. Travel time for bus service between Atlantic station and the Greenwood station would be around 24 minutes and almost 17 minutes by automobile. In comparison, the Alternative 3 LRT service would have a travel time of less than 8 minutes. **Table 8-15** shows the total travel time between Atlantic station and Greenwood station, which would have a travel time savings of 9 and 16 minutes compared to the No Project Alternative.

Table 8-15. Alternative 3 Atlantic to Greenwood IOS Travel Time Comparison

From/To	To/From	No Project		Alternative 3 Atlantic to Greenwood IOS
		Average Auto Travel Time	Average Peak NB Bus Travel Time ¹	Average Peak LRT Travel Time ²
Average Travel Time between Stations (average of both directions, minutes)				
Atlantic (relocated/reconfigured)	Atlantic/Whittier	4.2	6.9	2.3
Atlantic/Whittier	Commerce/Citadel	4.5	5.1	2.4
Commerce/Citadel	Greenwood	7.9	12.4	3.2
Total Travel Time from Atlantic station (relocated/reconfigured) to Greenwood station ³		16.6	24.4	7.9

Sources: CDM Smith/AECOM JV 2019; Metro CBM18.

Notes:

¹ Travel times from 2042 No Project Alternative peak period model run, average of both directions of travel.

² Travel times from 2042 Alternative 3 peak period model run.

³ There are no existing or planned direct transit service between these locations.

Local bus operating speeds may decrease along Washington Boulevard from east of Garfield Avenue to east of Carob Way due to proposed traffic lane reconfigurations along Washington Boulevard which would result in reduction of roadway capacity along Alternative 3. As such, re-routing and/or relocating existing bus stops on Montebello Line 50 may be required. In addition, Alternative 3 may result in minor increases in ridership for bus lines that provide connections or feeder services to the alignment. However, existing bus routes have capacity, and with anticipated improvements described in the *NextGen Bus Plan*, additional efficiencies and improvement will be made to local services.

Additionally, Alternative 3 would not conflict with future transit services, but would provide travel time savings benefits compared to the No Project Alternative and would enhance transit connectivity with the existing local bus network. End to end, this demonstrates an overall travel savings of 9 and 16 minutes compared to auto travel and bus travel, respectively.

Alternative 3 would support several regional and local plans and policies and would not conflict with adopted regional or local policies or plans. This alternative would also enhance transit connectivity between the stations and the surrounding areas and thereby increase ridership countywide when compared to the No Project Alternative. Therefore, operation of Alternative 3 would result in a less than significant impact related to transit operations.

8.1.3.1.2 Traffic Circulation

Alternative 3 would result in several changes to traffic circulation:

- Reduction in the number of general-purpose travel lanes on portions of the alignment along Washington Boulevard from three lanes to two lanes to allow for the placement of columns to support the aerial segments between Garfield Avenue and Montebello Boulevard. Minor changes to lane configurations at intersections may also be required to accommodate new or modified traffic circulation patterns, such as near the intersection of 3rd Street and Atlantic

Boulevard to accommodate the open cut trench for the transition, but through-traffic and existing turning movement would be maintained.

- New traffic signals or modifications to existing traffic signals (e.g., signal changes) to accommodate light rail movements and traffic circulation patterns at intersections and grade crossings and to facilitate pedestrian access to/from stations (e.g., mid-block crossings at stations).
- Access changes at selected cross streets due to LRT at-grade or aerial crossings, including prohibition of left-turn ingress/egress or through access.

These changes would be designed according to applicable MRDC and standards (as discussed under Impact TRA-3), would provide for adequate emergency access (as discussed under Impact TRA-4), and would not result in a substantial or measurable increase in VMT (as discussed under Impact TRA-2).

Alternative 3 would result in a reduction in general-purpose travel lanes and the elimination of ingress/egress movements at driveways and selected cross streets along Washington Boulevard, which may require some changes to truck ingress/egress for industrial properties in Commerce and Montebello. Approach and departure routes for trucks, for example, may need to change slightly to accommodate new turn restrictions at selected locations. However, Alternative 3 would not preclude vehicle or truck access along Washington Boulevard and left-turn movements would continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue) at signalized intersections, as set forth in PM TRA-1 (**Section 9.o**). In addition, parallel east-west routes (e.g., Telegraph Road, Olympic Boulevard, Whittier Boulevard) would continue to serve as alternatives to Washington Boulevard, providing additional connections to and from the regional freeway network.

Therefore, operation of Alternative 3 would result in a less than significant impact related to traffic circulation.

8.1.3.1.3 Pedestrian and Bicycle Circulation

Alternative 3 would provide bicycle circulation and enhanced access amenities in the immediate station areas, such as bike parking and connections to existing nearby bike facilities within up to a 600-foot radius for improved bicycle-to-transit connections, which would be determined during preliminary engineering. At some locations along the alignment, sidewalks would be relocated, widened, and/or replaced with the same widths where possible to accommodate the light rail guideway, TPSS, stations, or other related infrastructure, but only in the immediate area adjacent to these elements; however, these would be improvements to existing conditions by enhancing the overall walkability and bike accessibility of the proposed station areas. In no instances would sidewalks be altered to the extent that pedestrian circulation would be impaired or in violation of ADA standards.

Design of Alternative 3 would ensure that adequate sidewalk widths are maintained along aerial portions of the alignment and at station locations. Additional enhancements to the existing signalized crosswalks, such as marked crosswalks, would serve to further improve pedestrian circulation and non-motorized access to transit stations as set forth in PM TRA-1. In addition, other amenities, such as pedestrian-level lighting at stations, would improve the attractiveness and perception of safety. These pedestrian enhancements would provide safe and convenient access for transit patrons and the community, specifically in the evening hours.

During operation, Alternative 3 would attract approximately 460 to 870 peak hour walk and bike trips per station (as shown in **Table 8-16**) with lower volumes throughout the day and on weekends. Pedestrians would use the crosswalks and sidewalks that surround each station, thereby diffusing the potential impacts to any particular location. This level of pedestrian activity would not create severe overcrowding during the peak period that would interfere with pedestrian accessibility, as current pedestrian volumes are relatively low. As such, the surrounding pedestrian facilities would have sufficient capacity to accommodate the increase in pedestrian volumes and the peak hour walk trips.

Table 8-16. 2042 Weekday Peak Period Walk and Bike Trips to/from Alternative 3 Stations

Station Name	am	pm
Atlantic/Whittier	459	459
Commerce/Citadel	873	873
Greenwood	593	593

Sources: CDM Smith/AECOM JV, 2019; Metro CBM18.

There are no existing bicycle facilities along Alternative 3. The following bicycle facilities are proposed along Alternative 3:

- Class III on Woods Avenue between Dorner Drive and Olympic Boulevard (Los Angeles County)
- Class III on Beverly Boulevard between 3rd Street and Gerhart Avenue (Los Angeles County)
- Class III on Smithway Street between Flotilla Avenue and Tubeway Avenue (Commerce)
- Class I as Edison Utility ROW between Ferguson Drive and Gage Avenue (Commerce)
- Class III on Yates Avenue between Flotilla Avenue and Gage Avenue (Commerce)

The proposed Class III bicycle routes would still be accommodated through roadway striping during operations and would not conflict with Alternative 3. Additional Class III bicycle routes that cross Atlantic Avenue are proposed, but Alternative 3 would be in an underground configuration with roadways restored for operations and therefore, these routes would not conflict with Alternative 3. The proposed Class I and Class II bicycle facilities would not be located along Washington Boulevard and only cross Washington Boulevard at applicable intersections where bicycle and pedestrian traffic would be allowed to cross with bicycle and pedestrian facilities remaining accessible as set forth in PM TRA-1. Therefore, Alternative 3 would result in a less than significant impact during operations under TRA-1 related to bicycle circulation.

Overall, Alternative 3 would enhance walkability in the immediate vicinity of the proposed station areas and include improvements coordinated with the local jurisdictions and would not conflict with any identified local programs, plans, or policies as set forth in PM TRA-1. Therefore, operation of Alternative 3 would result in a less than significant impact related to pedestrian circulation.

8.1.3.1.4 Design Options

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow open-air underground station with two side platforms beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. If Alternative 3 with the Atlantic/Pomona Station Option were selected, operational impacts would be similar to those described under the base Alternative 3 because both alignments would be underground during operations from the transition of at-grade to underground on Pomona Boulevard, and underneath Atlantic Boulevard south of 4th Street where the Atlantic/Pomona Station Option reconnects with the base Alternative 3. As such, there are no additional impacts to other transit routes, traffic circulation, pedestrian circulation, or bicycle circulation compared to the base Alternative 3. Therefore, operation of Alternative 3 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

If Alternative 3 with the Montebello At-Grade Option were selected, the operational impacts would be similar to those described under the base Alternative 3 with an aerial alignment at this location. As under the base Alternative 3, approach and departure routes for trucks may need to change slightly to accommodate new turn restrictions at selected locations between Yates Avenue and Carob Way (where the Montebello At-Grade Option reconnects with the base Alternative 3). However, the Montebello At-Grade Option would not preclude truck access along Washington Boulevard and left-turn movements would continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue). In addition, parallel east-west routes (e.g., Telegraph Road, Olympic Boulevard, Whittier Boulevard) would continue to serve as alternative routes to Washington Boulevard, providing additional connections to and from the regional freeway network. However, the Montebello At-Grade Option would require narrower sidewalk widths (five to eight feet) than the aerial configuration (12 feet) to accommodate the at-grade track alignment along Washington Boulevard. The adjustment in sidewalk width would occur along Washington Boulevard from 620 feet west of South Vail Avenue to the intersection of Washington Boulevard and South Vail Avenue. Operation of Alternative 3 would not result in a significant impact to bicycle circulation and the Montebello At-Grade Option would not create any significant impacts as the proposed Class III bicycle route on Yates Avenue between Garfield Ave and Flotilla Street would still maintain through access for bicyclists. Therefore, operation of Alternative 3 with the Montebello At-Grade Option would result in a less than significant impact.

8.1.3.2 Construction Impacts

8.1.3.2.1 Transit

Construction activities for Alternative 3 would include construction of bored tunnels, cut-and-cover underground segments, transition structures, and aerial segments. At locations with cut-and-cover underground segments and aerial segments, temporary closures of some intersections, lanes, or sidewalks may be necessary during construction, which may disrupt bus service along Atlantic Boulevard, Flotilla Street, Smithway Street, and Washington Boulevard. As the Project would be constructed in segments, these temporary lane closures and turn restrictions would not affect all intersections simultaneously. During construction, temporary re-routing and relocation of bus stops may be needed for the following transit lines:

- Metro Line 260
- Montebello Bus Lines 10, 40, and 90
- Commerce Purple City Circulator (on Atlantic Boulevard)
- Commerce Blue and Orange City Circulator (on Smithway Street)
- Citadel Outlet shuttle service (on Smithway Street)
- Montebello Bus Lines 20 (on Greenwood Avenue), 30 and 70 (on Garfield Avenue)
- Montebello Line 50 (on Washington Boulevard)

Construction of Alternative 3 would result in a significant impact related to traffic circulation as construction activities would disrupt the circulation system through temporary roadway closures, lane closures, and sidewalk closures. As identified in **Section 10.1.3**, implementation of MM TRA-1 to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing vehicle and pedestrian detour routes and implementing a public outreach program, would reduce impacts to less than significant. See **Section 10.1.3** for the proposed mitigation and impacts after incorporation of mitigation.

8.1.3.2.2 Traffic Circulation

Construction activities for Alternative 3 would require temporary closures and detours that would cause a reduction in capacity along affected roads, particularly along Washington Boulevard, which is an important truck route. Trucks using Washington Boulevard would be affected due to these closures and associated detours. At the proposed Commerce/Citadel station, industrial properties that rely on Smithway Street as their only access point for trucks would also be affected during project construction if access is unable to be maintained during construction. Prohibiting access to these properties would be considered a significant impact under Impact TRA-1. Furthermore, construction of the transition segment from at-grade to underground near the intersection of 3rd Street and Atlantic Boulevard would require temporary lane reconfiguration between La Verne Avenue and the existing Atlantic Station to accommodate the open cut trench for the transition, but through-traffic and existing turning movements would be maintained on 3rd Street.

The method of removing construction-related materials for hauling away from the job site is determined by the contractor. Some of this material may be used in the retained fill embankments depending on its suitability. Some fill material may also have to be transported to local landfill site(s) if sufficient material is not available or suitable for use. Excavated material would be loaded into trucks and transported along designated truck routes within the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Consistent with local plans, truck routes that may be used for transporting and hauling construction-related materials include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, Washington Boulevard, Paramount Boulevard, Rosemead Boulevard, Slauson Avenue, and Whittier Boulevard. Actual volumes of material and specific routes would depend on a number of factors, including the construction contract limits, individual contractor's choices, and coordination with the city jurisdictions. As set forth in PM TRA-2 (**Section 9.0**), cooperation with the jurisdictions in the DSA would occur throughout the construction process. Restrictions on haul routes could be incorporated into the construction specifications according to local permitting requirements. Hauling of

construction-related materials would use existing arterials area involve cooperation with local jurisdictions, and therefore, the impact related to haul routes would be less than significant.

As described above, due to temporary lane closures during construction activities, construction of Alternative 3 would result in a significant impact related to traffic circulation. As identified in **Section 10.1.3**, implementation of MM TRA-1 to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes, and coordinating with local business owners, would reduce impacts to less than significant. See **Section 10.1.3** for the proposed mitigation and impacts after incorporation of mitigation.

8.1.3.2.3 Pedestrian and Bicycle Circulation

Temporary sidewalk closures would be required during construction along aerial segments, as well as the cut-and-cover section along 3rd Street where the existing at-grade alignment would transition to an underground configuration. The erection of falsework (temporary support structures) for the aerial structure may affect sidewalk access. Temporary sidewalk closures may also occur at other locations along Alternative 3, including cut and cover segments near the Atlantic station (relocated/reconfigured). Pedestrian through-access and access to adjacent properties would need to be maintained during construction as set forth in PM TRA-2. Although temporary, the potential disruptions to pedestrian circulation would result in a significant impact to pedestrian conditions during project construction.

Alternative 3 would require temporary lane or roadway closures during construction that could affect existing and proposed bike routes. Along the underground segment, there are multiple proposed bicycle facilities crossing Atlantic Avenue. The underground segment would be constructed using a TBM and therefore, would not disrupt the roadways at those locations during construction and the proposed bicycle facilities would not be affected. There are proposed bicycle facilities along the cut-and-cover segment near the Atlantic station (relocated/reconfigured). Near the station, construction on Woods Avenue and Beverly Boulevard would require temporary closures to sidewalks and roadways, which would temporarily affect bicycle circulation. In addition, temporary lane closures may affect north-south bike routes at proposed station locations. Bicycle traffic movements would be maintained during construction, but lane reductions and street closures would inhibit the flow of bicycle traffic and may require detours.

Along the aerial segment, Alternative 3 may require temporary roadway closures for the erection of falsework (temporary support structures) and the installation of the aerial guideway columns that could affect bicycle circulation, although there are no existing or proposed facilities on Washington Boulevard, there are proposed bicycle facilities that cross Washington Boulevard along Montebello Boulevard and Garfield Avenue and which would be temporarily impacted during falsework installation if the bicycle lanes are constructed before the construction of Alternative 3.

Therefore, construction of Alternative 3 would result in a significant impact related to bicycle and pedestrian circulation. As identified in **Section 10.1.3**, implementation of MM TRA-1 to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing pedestrian and bicycle detour routes, temporary pedestrian shelters, and wayfinding signage, would reduce impacts to less than significant. See **Section 10.1.3** for the proposed mitigation and impacts after incorporation of mitigation.

8.1.3.2.4 Design Options

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow open-air underground station with two side platforms beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. If Alternative 3 with the Atlantic/Pomona Station Option were selected, the construction impacts would be similar to those described under the base Alternative 3. The transition from at-grade to underground would be similar but would require less cut-and-cover construction on Pomona Boulevard as the alignment would turn at a shallower angle through the Pomona/Beverly intersection for placement of the station platform. Similarly, there would be less cut-and-cover construction on Atlantic Boulevard as the underground trackwork would be located under the parcels to the east of Atlantic Boulevard instead of under the public ROW. Two small additional segments of Atlantic Boulevard (just north of Beverly Boulevard) and Beverly Boulevard (just east of Atlantic Boulevard) would require cut-and-cover construction to accommodate the turn from the station to the parcels just east of Atlantic Boulevard. Overall, there would be less cut-and-cover construction on active roadways (i.e. Pomona Boulevard and Atlantic Boulevard), but the cut-and-cover segments would require temporary lane closures and may also require temporary sidewalk closures for construction activities. Additionally, as discussed under **Section 8.1.3.2.1**, **Section 8.1.3.2.2**, and **Section 8.1.3.2.3**, construction of the base Alternative 3 would require temporary lane closures and disrupt the circulation system through temporary roadway closures, lane closures, and sidewalk closures throughout the alignment. The same temporary closures would occur during construction of Alternative 3 with the Atlantic/Pomona Station Option; however, less would be needed under the design option as the cut-and-cover construction would be out of the public ROW as compared to the base Alternative 1 with cut-and-cover construction occurring underneath Atlantic Boulevard at this location.

Therefore, construction of Alternative 3 with the Atlantic/Pomona Station Option would result in a significant impact related to the disruptions to traffic, pedestrian, and bicycle circulation. Implementation of MM TRA-1, as summarized in **Section 8.1.1.2** and discussed in **Section 10.1.3**, would establish a plan to minimize disruption during construction and would thus reduce impacts to less than significant. See **Section 10.1.3** for the proposed mitigation and impacts after incorporation of mitigation.

Montebello At-Grade Option

If Alternative 3 with the Montebello At-Grade Option were selected, the construction impacts would be similar to those described under the base Alternative 3 with an aerial alignment at this location. For this at-grade segment, civil-roadway and guideway operations on Washington Boulevard may require lane closures for extended periods and may also require temporary sidewalk closures for construction activities. Specifically, for the Montebello At-Grade Option, temporary lane and sidewalk closures would be needed to construct the transition from aerial to at-grade between Garfield Avenue to Montebello Boulevard, but through-traffic and pedestrian access to buildings would be maintained. Additionally, as discussed under **Section 8.1.3.2.1**, **Section 8.1.3.2.2**, and **Section 8.1.3.2.3**, construction of the base Alternative 3 would require temporary lane closures and disrupt the circulation system through temporary roadway closures, lane closures, and sidewalk closures throughout the alignment. The same temporary closures would occur during construction of Alternative 1 with the Montebello At-Grade Option.

Therefore, construction of Alternative 3 with the Montebello At-Grade Option would result in a significant impact related to the disruptions to traffic, pedestrian, and bicycle circulation. Implementation of MM TRA-1, as summarized in **Section 8.1.1.2** and discussed in **Section 10.1.3**, would establish a plan to minimize disruption during construction and would thus reduce impacts to less than significant. See **Section 10.1.3** for the proposed mitigation and impacts after incorporation of mitigation.

8.1.4 Maintenance and Storage Facilities

8.1.4.1 Commerce MSF

8.1.4.1.1 Operational Impacts

Transit

The Commerce MSF site option would not conflict with local or regional transit operations or with adopted regional or local policies or plans. Therefore, operation of the Commerce MSF site option would result in a less than significant impact related to regional and local transit.

Traffic Circulation

The Commerce MSF site option would involve only minor changes to traffic circulation, including new or modified driveways and the permanent closure of a portion of Corvette Street (between Saybrook Avenue and Davie Avenue). The closure of Corvette Street would have a negligible effect on traffic circulation, as adjacent properties would become part of the MSF and alternative east-west connections are provided by Fleet Street to the north and Gayhart Street to the south. These changes would be designed according to applicable standards and criteria (as discussed under Impact TRA-3), would provide for adequate emergency access (as discussed under Impact TRA-4), and would not result in a substantial or measurable increase in VMT (as discussed under Impact TRA-2). Therefore, operation of the Commerce MSF site option would result in a less than significant impact related to traffic circulation.

Pedestrian and Bicycle Circulation

The proposed Commerce MSF site option will acquire ROW on Corvette Street from the city of Commerce. Pedestrian access along this roadway will be permanently decommissioned as a result of the buildout of this alternative. The land use in this area is industrial with little existing pedestrian activity and sidewalk facilities are intermittent or non-existent; therefore, a substantial increase in pedestrian activity due to the LRT and MSF is not anticipated and the potential for conflicts between pedestrians and LRT operations would be minimal. No plans or programs are approved that will expand or enhance the pedestrian network immediately surrounding the Commerce MSF site option. Therefore, elimination of pedestrian access along Corvette Street and around the proposed Commerce MSF would have a less than significant impact to pedestrian conditions during operations.

The Commerce MSF site option design would permanently decommission Corvette Street between Saybrook Avenue and Davie Avenue. The city of Commerce has proposed a Class III Bicycle Route along Flotilla Street and Saybrook Avenue along the perimeter roadways of the Commerce MSF site

option. The potential for conflicts between bicyclists and LRT operations would be minimal or non-existent and the proposed bicycle facilities would not conflict nor be blocked by the Commerce MSF site option during operations. Therefore, operation of the Commerce MSF site option would result in a less than significant impact related to bicycle circulation.

8.1.4.1.2 Construction Impacts

Transit

The construction of the Commerce MSF site option would include standard methods associated with construction of trackwork and buildings, including demolition of existing facilities, leveling of land, and construction of new sheds and maintenance buildings, as well as trackwork for storage of LRVs.

During construction of the Commerce MSF site option, temporary closures to roadways and lanes would be required, resulting in potential disruptions to bus service. Two bus lines would be affected due to construction just west of Garfield Avenue and north of Gayhart Street. The city of Commerce's Blue and Orange Lines that operate on Smithway Street and Washington Boulevard would require temporary rerouting and relocation of bus stops during construction. Construction of the Commerce MSF site option would result in a significant impact related to transit. As identified in **Section 10.1.4**, implementation of MM TRA-1 to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing vehicle and pedestrian detour routes and implementing a public outreach program, would reduce impacts to less than significant. See **Section 10.1.4** for the proposed mitigation and impacts after incorporation of mitigation.

Traffic Circulation

Construction of the Commerce MSF site option would require closure of a portion of Corvette Street (between Saybrook Avenue and Davie Avenue) that would eventually become part of the MSF site option and may also require other temporary changes to traffic circulation and controls, such as lane closures or detours. These effects would, however, be minor, and would be localized to the immediate vicinity of the proposed MSF, along roadways that are generally lightly used and primarily accommodate local access (as opposed to through-traffic). As set forth in PM TRA-4 (**Section 9.o**), access to nearby properties would be maintained throughout the course of construction, and alternative routes would be available for any streets requiring a full closure (e.g., use of Corvette Street would be routed to Fleet Street or Gayhart Street). Therefore, construction of the Commerce MSF site option would result in a less than significant impact related to traffic circulation.

The method of removing construction-related materials for hauling away from the job site would be determined by the contractor. Some of this material may be used in the retained fill embankments depending on its suitability. Some fill material may also have to be transported to local landfill site(s) if sufficient material is not available or suitable for use. Excavated material would be loaded into trucks and transported along designated truck routes within the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Consistent with local plans, truck routes that may be used for transporting and hauling construction-related materials include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, and Washington Boulevard. Actual volumes of material and specific routes would depend on a number of factors, including the construction contract limits, individual contractor's choices, and coordination with the city jurisdictions. Cooperation with the jurisdictions in the DSA would occur throughout the construction process. Restrictions on haul routes can be incorporated into the construction

specifications according to local permitting requirements. Hauling of construction-related materials would use existing arterials area involve cooperation with local jurisdictions, and therefore, the impact related to haul routes would be less than significant.

Pedestrian and Bicycle Circulation

The Commerce MSF would temporarily decommission roadways and sidewalks and permanently decommission a portion of Corvette Street. The Commerce MSF site option site is located in an industrially zoned area where pedestrian activity is minimal and sidewalk facilities are intermittent or non-existent. The decommissioning of sidewalks in the neighborhood around the proposed Commerce MSF would have a less than significant impact to pedestrian circulation during construction as there are no planned pedestrian improvement programs in this area. Therefore, the Commerce MSF would result in a less than significant impact during construction under Impact TRA-1 related to pedestrian circulation.

There is a proposed Class III Bicycle Route along Flotilla Street and Saybrook Avenue that construction activities could interfere with and may require temporary closures. Therefore, construction of the MSF site options would result in a significant impact related to bicycle circulation. As identified **Section 10.1.4**, implementation of MM TRA-1 to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing bicycle detour routes and wayfinding signage, would reduce impacts to less than significant. See **Section 10.1.4** for the proposed mitigation and impacts after incorporation of mitigation.

8.1.4.2 Montebello MSF

8.1.4.2.1 Operational Impacts

Transit

The Montebello MSF site option would not conflict with local or regional transit operations or with adopted regional or local policies or plans. Therefore, operation of the Montebello MSF site option would result in a less than significant impact related to regional and local transit.

Traffic Circulation

The Montebello MSF site option would involve only minor changes to traffic circulation, including new or modified driveways. If the Montebello MSF site option is selected, the aerial structure would be located in the median of Washington Boulevard between Gayhart Street and Yates Avenue and would require roadway reconfiguration and restriping. The proposed lane configuration is similar to the proposed changes further east in the alignment along Washington Boulevard with two-lanes in each direction, but there would still be sufficient space for through-traffic on Washington Boulevard and existing left-turn movements would continue to be allowed to and from major cross-streets (e.g., Garfield Avenue). The tracks leading to the Montebello MSF site option under Alternative 1 would be in an aerial configuration over Acco Street and therefore would not require closure of this roadway during operations. Access would be maintained to properties to the west of the vacated portion of Acco Street via Yates Avenue as set forth in PM TRA-3 (**Section 9.o**). Alternative east-west connections are provided by Flotilla Street to the north and Washington Boulevard to the south.

Proposed changes to traffic circulation would be designed according to applicable standards and criteria (as discussed under Impact TRA-3), would provide for adequate emergency access (as discussed under Impact TRA-4), and would not result in a substantial or measurable increase in VMT (as discussed under Impact TRA-2).

Therefore, operation of the Montebello MSF site option would be less than significant related to traffic circulation.

Pedestrian and Bicycle Circulation

The city of Montebello has proposed bicycle facilities along Flotilla Street and Vail Avenue along the perimeter roadways of the proposed Montebello MSF site option. The potential for conflicts between bicyclists and LRT operations would be minimal or non-existent and the proposed bicycle facilities would not conflict nor be blocked by the Montebello MSF site option during operations. Therefore, the Montebello MSF site option would result in a less than significant impact during operations under Impact TRA-1 related to bicycle circulation.

No plans or programs are approved that will expand or enhance the pedestrian network immediately surrounding the Montebello MSF site option. Therefore, operation of the Montebello MSF site option would result in a less than significant impact related to pedestrian circulation.

Design Options

Montebello MSF At-Grade Option

The Montebello MSF At-Grade Option would transition the LRT alignment to an at-grade configuration on Washington Boulevard just east of Yates Avenue and continue at-grade between this location and the alignment's eastern terminus. Under this design option, tracks leading to the Montebello MSF site option would turn north off of Washington Boulevard and occupy the parcels just west of Vail Avenue. Acco Street would be closed to through access and cul-de-sacs are proposed to either side of the lead tracks. The closure of Acco Street to through-traffic would have a negligible effect on traffic circulation, as adjacent properties would become part of the MSF and alternative east-west connections are provided by Flotilla Street to the north and Washington Boulevard to the south. Properties to the west of the vacated portion of Acco Street would continue to have access via Yates Avenue. Similarly, this is an industrial area with very limited pedestrian and bicycle activity. No transit routes operate on Acco Street, but routes that operate on Washington Boulevard would be slightly delayed when a light rail vehicle makes the at-grade turn from Washington Boulevard to the Montebello MSF site option. This would occur infrequently during daytime service but would likely increase during the beginning and end of each service day. Therefore, operation of the Montebello MSF At-Grade Option would result in a less than significant impact.

Proposed changes to traffic circulation would be designed according to applicable standards and criteria (as discussed under Impact TRA-3), would provide for adequate emergency access (as discussed under Impact TRA-4), and would not result in a substantial or measurable increase in VMT (as discussed under Impact TRA-2). Therefore, operation of the Montebello MSF At-Grade Option would have a less than significant impact on traffic circulation.

8.1.4.2.2 Construction Impacts

Transit

The construction of the Montebello MSF site option would include standard methods associated with construction of trackwork and buildings, including demolition of existing facilities, leveling of land, and construction of new sheds and maintenance buildings, as well as trackwork for storage of LRVs.

During construction of the Montebello MSF site option, temporary closures to roadways and lanes would be required, resulting in potential disruptions to bus service. Montebello Bus Line 50, which operates on Washington Boulevard, would require temporary rerouting and relocation of bus stops during construction. Construction of the Montebello MSF site option would result in a significant impact related to transit circulation. As identified in **Section 10.1.4**, with implementation of MM TRA-1 to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing vehicle and pedestrian detour routes and implementing a public outreach program, would reduce impacts to less than significant. See **Section 10.1.4** for the proposed mitigation and impacts after incorporation of mitigation.

Traffic Circulation

Construction of the Montebello MSF site option would require a temporary closure of a portion of Acco Street and may also require other temporary changes to traffic circulation and controls, such as lane closures or detours to construct the aerial guideway for the tracks on Washington Boulevard and those leading from Washington Boulevard to the Montebello MSF site option. These effects would, however, be minor, and would be localized to the immediate vicinity of the MSF site option, along roadways that are generally lightly used and primarily accommodate local access (as opposed to through-traffic). Access to nearby properties would be maintained throughout the course of construction, and alternative routes would be available for any streets requiring a closure (e.g., use of Acco Street would be routed to Flotilla Street or Washington Boulevard).

The method of removing construction-related materials for hauling away from the job site is determined by the contractor. Some of this material may be used in the retained fill embankments depending on its suitability. Some fill material may also have to be transported to local landfill site(s) if sufficient material is not available or suitable for use. Excavated material would be loaded into trucks and transported along designated truck routes within the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Consistent with local plans, truck routes that may be used for transporting and hauling construction-related materials include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, Washington Boulevard, Paramount Boulevard, Rosemead Boulevard, Slauson Avenue, and Whittier Boulevard. Actual volumes of material and specific routes would depend on a number of factors, including the construction contract limits, individual contractor's choices, and coordination with the city jurisdictions. Cooperation with the jurisdictions in the DSA would occur throughout the construction process. Restrictions on haul routes can be incorporated into the construction specifications according to local permitting requirements. Therefore, construction of the Montebello MSF site option would result in a less than significant impact related to traffic circulation.

Pedestrian and Bicycle Circulation

The Montebello MSF site option is located in an industrially zoned area where pedestrian activity is minimal and sidewalk facilities are intermittent or non-existent. Therefore, the temporary closure of Acco Street and decommissioning of sidewalks in the area around the proposed Montebello MSF site option would have a less than significant impact to pedestrian circulation during construction as there are no planned pedestrian improvement programs in this area. Therefore, construction of the Montebello MSF site option would be less than significant under Impact TRA-1 related to pedestrian circulation.

There are proposed bicycle facilities along Flotilla Street and Vail Avenue that construction activities could interfere with and may require temporary closures. Therefore, construction of the Montebello MSF site option would result in a significant impact related to bicycle circulation. As identified **Section 10.1.4**, implementation of MM TRA-1 to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing bicycle detour routes and wayfinding signage, would reduce impacts to less than significant. See **Section 10.1.4** for the proposed mitigation and impacts after incorporation of mitigation.

Design Options

Montebello MSF At-Grade Option

If the Montebello MSF At-Grade Option were selected, the construction impacts would be similar to those described under the Montebello MSF site option with an aerial alignment at this location. The Montebello At-Grade Option would transition the LRT alignment to an at-grade configuration on Washington Boulevard just east of Yates Avenue and continue at-grade between this location and the alignment's eastern terminus. Under this design option tracks leading to the Montebello MSF site option would turn north off of Washington Boulevard and occupy the parcels just west of Vail Avenue.

Construction methods and processes for the Montebello MSF At-Grade Option would be very similar to the Montebello MSF site option, except the tracks from Washington Boulevard to the MSF site option would be at-grade instead of on aerial structure; however, no additional closures to roadways, sidewalks, bicycle facilities, or lanes would be required compared to the Montebello MSF site option. Although Acco Street would remain permanently closed to through-traffic and cul-de-sacs constructed on either side of the lead tracks, construction impacts would be similar to the Montebello MSF site option and effects would be minor and localized to the immediate vicinity of the MSF site option, along roadways that are generally lightly used and primarily accommodate local access (as opposed to through-traffic). Therefore, construction of the Montebello MSF At-Grade Option would have a less than significant impact relative to traffic circulation and pedestrian circulation. However, as with the Montebello MSF site option, temporary closures to roadways and lanes would be required, resulting in potential disruptions to bus service and the proposed Class III Bicycle Route along Flotilla Street and Saybrook Avenue. As identified in **Section 10.1.4**, with implementation of MM TRA-1 to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing vehicle and bicycle detour routes, implementing a public outreach program and establishing wayfinding signage, would reduce impacts to less than significant. See **Section 10.1.4** for the proposed mitigation and impacts after incorporation of mitigation.

8.2 Impact TRA-2: Conflict with CEQA Guidelines

Impact TRA-2: Would a Build Alternative conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The Build Alternatives were developed to improve mobility and enhance accessibility to the regional transit system, therefore improving regional transportation. For impacts related to VMT, OPR states the following in its *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018):

Transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less than significant impact on transportation. This presumption may apply to all passenger rail projects, bus and BRT projects, and bicycle and pedestrian infrastructure projects. Streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed use development.

The CEQA Guidelines also state that transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact.

Despite the presumption of a less than significant impact, VMT was quantified for each of the Build Alternatives and No Project Alternative, as summarized in **Table 8-17**.

Table 8-17. Vehicle Miles Traveled – Summary

Project Alternative	Total Vehicle Miles Traveled (Daily, 2042)	Delta
No Project Alternative	584,046,000	N/A
Alternative 1 (Washington Alternative)	584,036,000	-10,000
Alternative 2 (Atlantic to Commerce/Citadel IOS)	584,041,000	-5,000
Alternative 3 (Atlantic to Greenwood IOS)	584,038,000	-8,000

Sources: CDM Smith/AECOM JV, 2019; Metro CBM18.

8.2.1 Alternative 1 Washington

8.2.1.1 Operational Impacts

Table 8-18 shows that Alternative 1 would result in reduced VMT (approximately 10,000 daily) compared to the No Project Alternative. Therefore, operation of Alternative 1 would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and there would be no impact.

Table 8-18. Vehicle Miles Traveled – Alternative 1

Project Alternative	Total Vehicle Miles Traveled (Daily, 2042)	Delta
No Project Alternative	584,046,000	N/A
Alternative 1 (Washington Alternative)	584,036,000	-10,000

Sources: CDM Smith/AECOM JV, 2019; Metro CBM18.

It should be noted that Alternative 1 includes various changes to traffic circulation, including travel lane reductions, lane configuration changes, new or modified traffic signals and pedestrian crossings, and access changes at selected cross streets. OPR technical guidance specifies that transit and active transportation projects, including all passenger rail, bus and BRT, and bicycle and pedestrian infrastructure projects generally reduce VMT and are therefore anticipated to cause less than significant impacts on transportation. Thus, streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed use development. Additionally, as set forth in PM TRA-1 (**Section 9.o**), components of the Project shall include new or modifications to existing traffic signals to accommodate light rail movements and traffic circulation patterns at intersections, enhancements to existing signalized crosswalks, and bicycle circulation and access amenities in immediate station areas. As such, operation of Alternative 1 would not likely lead to a substantial or measurable increase in vehicle travel.

Design Options

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would result in some differences in station design and access, but the general location of proposed stations would remain unchanged from the base Alternative 1. Changes to traffic circulation would be implemented in accordance with OPR technical guidance and as set forth in PM TRA-1, as described under the base Alternative 1. There may be minor differences in travel time under this design option, but ridership and VMT would generally remain as shown for the base Alternative 1 in **Table 8-18**. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station At-Grade Option would result in no impact.

Montebello At-Grade Option

The Montebello At-Grade Option would result in some differences in station design and access, but the location of proposed stations would remain unchanged from the base Alternative 1. Changes to traffic circulation would be implemented in accordance with OPR technical guidance and as set forth in PM TRA-1 as described under the base Alternative 1. There may be minor differences in travel time under this design option, but ridership and VMT would generally remain as shown for the base Alternative 1 in **Table 8-18**. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would result in no impact.

8.2.1.2 Construction Impacts

Construction of Alternative 1 would temporarily generate additional VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies. This

additional VMT would terminate upon completion of construction and would not be in effect during operation of Alternative 1, when there would be an overall reduction in VMT compared to the No Project Alternative. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes (e.g., detours) would generally be localized to the work area as set forth in PM TRA-2, they would not result in a substantial or long-term change in regional travel patterns such that construction of Alternative 1 would result in a significant impact related to VMT. Therefore, construction of Alternative 1 would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Compared to the base Alternative 1, Alternative 1 with the Atlantic/Pomona Station Option would involve some differences in the scope and nature of construction activities near the Atlantic/Pomona Station location. This may involve a temporary increase in VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies, as for the base Alternative 1. Any additional VMT would terminate upon completion of construction and would not be in effect during operation of the Project, when there would be an overall reduction in VMT compared to the No Project Alternative. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes would be generally localized to the work area as set forth in PM TRA-2, construction of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

As with the base Alternative 1, construction of Alternative 1 with the Montebello At-Grade Option would involve a temporary increase in VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies. Any additional VMT would terminate upon completion of construction and would not be in effect during operation of the Project, when there would be an overall reduction in VMT compared to the No Project Alternative. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes would be generally localized to the work area as set forth in PM TRA-2, construction of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact.

8.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

8.2.2.1 Operational Impacts

Table 8-19 shows that Alternative 2 would result in reduced VMT (approximately 5,000 daily) compared to the No Project Alternative. Therefore, operation of Alternative 2 would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and there would be no impact.

Table 8-19. Vehicle Miles Traveled – Alternative 2

Project Alternative	Total Vehicle Miles Traveled (Daily, 2042)	Delta
No Project Alternative	584,046,000	N/A
Alternative 2 (Atlantic to Commerce/Citadel IOS)	584,041,000	-5,000

Sources: CDM Smith/AECOM JV, 2019; Metro CBM18.

It should be noted that Alternative 2 includes various changes to traffic circulation, including lane configuration changes and new or modified traffic signals and pedestrian crossings. OPR technical guidance specifies that transit and active transportation projects, including all passenger rail, bus and BRT, and bicycle and pedestrian infrastructure projects generally reduce VMT and are therefore anticipated to cause less than significant impacts on transportation. Thus, streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed use development. Additionally, as set forth in PM TRA-1 (**Section 9.o**), components of the Project would include new or modifications to existing traffic signals to accommodate light rail movements and traffic circulation patterns at intersections, enhancements to existing signalized crosswalks, and bicycle circulation and access amenities in immediate station areas. As such, operation of Alternative 2 would not likely lead to a substantial or measurable increase in vehicle travel. Therefore, operation of the Alternative 2 would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and there would be no impact.

Design Option

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would result in some differences in station design and access, but the general location of proposed stations would remain unchanged from the base Alternative 2. There may be minor differences in travel time under this design option, but ridership and VMT would generally remain as shown for the base Alternative 2 in **Table 8-19**. Therefore, operation of Alternative 2 with the Atlantic/Pomona Station At-Grade Option would result in no impact.

8.2.2.2 Construction Impacts

Construction of Alternative 2 would temporarily generate additional VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation of Alternative 2, when there would be an overall reduction in VMT compared to the No Project Alternative. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes (e.g., detours) would generally be localized to the work area as set forth in PM TRA-2 (**Section 9.o**) and would not result in a substantial or long-term change in regional travel patterns such that construction of Alternative 2 would result in a significant impact related to VMT. Therefore, construction of Alternative 2 would result in a less than significant impact.

Design Option

Atlantic/Pomona Station Option

Compared to the base Alternative 2, Alternative 2 with the Atlantic/Pomona Station Option would involve some differences in the scope and nature of construction activities near the Atlantic/Pomona Station location. This may involve a temporary increase in VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies, as for the base Alternative 2. Any additional VMT would terminate upon completion of construction and would not be in effect during operation of the Project, when there would be an overall reduction in VMT compared to the No Project Alternative. Given the temporary nature of construction-related VMT, and that construction-related traffic circulation changes would be generally localized to the work area as set forth in PM TRA-2, construction of Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact.

8.2.3 Alternative 3 Atlantic to Greenwood IOS

8.2.3.1 Operational Impacts

Table 8-20 shows that Alternative 3 would result in reduced VMT (approximately 8,000 daily) compared to the No Project Alternative. Therefore, operation of Alternative 3 would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and there would be no impact.

Table 8-20. Vehicle Miles Traveled – Alternative 3

Project Alternative	Total Vehicle Miles Traveled (Daily, 2042)	Delta
No Project Alternative	584,046,000	N/A
Alternative 3 (Atlantic to Greenwood IOS)	584,038,000	-8,000

Sources: CDM Smith/AECOM JV, 2019; Metro CBM18.

It should be noted that Alternative 3 includes various changes to traffic circulation, including travel lane reductions, lane configuration changes, new or modified traffic signals and pedestrian crossings, and access changes at selected cross streets. OPR technical guidance specifies that transit and active transportation projects, including all passenger rail, bus and BRT, and bicycle and pedestrian infrastructure projects generally reduce VMT and are therefore anticipated to cause less than significant impacts on transportation. Thus, streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed use development. Additionally, as set forth in PM TRA-1 (**Section 9.o**), components of the Project shall include new or modifications to existing traffic signals to accommodate light rail movements and traffic circulation patterns at intersections, enhancements to existing signalized crosswalks, and bicycle circulation and access amenities in immediate station areas. As such, operation of Alternative 3 would not likely lead to a substantial or measurable increase in vehicle travel. Therefore, operation of Alternative 3 would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and no impacts would occur.

Design Options

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would result in some differences in station design and access, but the general location of proposed stations would remain unchanged from the base Alternative 3. There may be minor differences in travel time under this design option, but ridership and VMT would generally remain as shown for Alternative 3 in **Table 8-20**. Therefore, operation of Alternative 3 with the Atlantic/Pomona Station Option would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and no impacts would occur.

Montebello At-Grade Option

The Montebello At-Grade Option would result in some differences in station design and access compared to the base Alternative 3, but the location of proposed stations would remain unchanged from the base Alternative 3. There may be minor differences in travel time under this design option, but ridership and VMT would generally remain as shown for the base Alternative 3 in **Table 8-20**. Therefore, operation of Alternative 3 with the Montebello At-Grade Option would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and no impacts would occur.

8.2.3.2 Construction Impacts

During construction, Alternative 3 would temporarily generate additional VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation of Alternative 3, when there would be an overall reduction in VMT compared to the No Project Alternative. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes (e.g., detours) would generally be localized to the work area as set forth in PM TRA-2 (**Section 9.0**), construction of Alternative 3 would not result in a substantial or long-term change in regional travel patterns such that a significant impact related to VMT would occur. Therefore, construction of Alternative 3 would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Compared to the base Alternative 3, Alternative 3 with the Atlantic/Pomona Station Option would involve some differences in the scope and nature of construction activities near the Atlantic/Pomona Station location. This may involve a temporary increase in VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies, as for the base Alternative 3. Any additional VMT would terminate upon completion of construction and would not be in effect during operation of the Project, when there would be an overall reduction in VMT compared to the No Project Alternative. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes would be generally localized to the work area as set forth in PM TRA-2, the construction of Alternative 3 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

Compared to the base Alternative 3, the Montebello At-Grade Option would involve some differences in the scope and nature of construction activities along the Project alignment through Montebello. This may involve a temporary increase in VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies, as for the base Alternative 3. Any additional VMT would terminate upon completion of construction and would not be in effect during operation of Alternative 3, when there would be an overall reduction in VMT compared to the No Project Alternative. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes would be generally localized to the work area as set forth in PM TRA-2, construction of Alternative 3 with the Montebello At-Grade Option would result in a less than significant impact.

8.2.4 Maintenance and Storage Facilities

8.2.4.1 Operational Impacts

8.2.4.1.1 Commerce MSF

As described above, transit and active transportation projects generally reduce VMT and are therefore presumed to cause a less than significant impact on transportation. The proposed Commerce MSF site option is not a stand-alone project and would only be constructed in conjunction with the larger project to build and operate an extension of the existing Metro rail network. The MSF is a necessary component of the larger project, providing critical functions for the daily operation and maintenance of the proposed transit service. Thus, the VMT reductions with operation of the proposed transit service (whether under Alternative 1, Alternative 2, or Alternative 3) would not be possible without the MSF, and those VMT reductions would offset the operational VMT attributable to the MSF (e.g., maintenance workers commuting to/from the MSF).

Furthermore, the Commerce MSF site option would be located in relatively close proximity to the core of the greater Los Angeles metropolitan area and would involve a light industrial use (transit fleet maintenance) taking place at an infill site within an established light industrial district. Changes to traffic circulation would be implemented in accordance with OPR technical guidance and as set forth in PM TRA-1 (**Section 9.o**). The Commerce MSF site option would therefore be unlikely to generate substantially different VMT characteristics than the surrounding existing uses such that it could result in a significant impact related to VMT. Therefore, operation of the Commerce MSF site option would result in a less than significant impact.

8.2.4.1.2 Montebello MSF

As described above, transit and active transportation projects generally reduce VMT and are therefore presumed to cause a less than significant impact on transportation. The proposed Montebello MSF site option is not a stand-alone project and would only be constructed in conjunction with the larger project to build and operate an extension of the existing Metro rail network. The MSF is a necessary component of the larger project, providing critical functions for the daily operation and maintenance of the proposed transit service. Thus, the VMT reductions with operation of the proposed transit service (whether under Alternative 1 or Alternative 3 [the Montebello MSF site option would not be

implemented under Alternative 2]) would not be possible without the MSF, and those VMT reductions would offset the operational VMT attributable to the MSF (e.g., maintenance workers commuting to/from the MSF).

Furthermore, the Montebello MSF site option would be located in relatively close proximity to the core of the greater Los Angeles metropolitan area and would involve a light industrial use (transit fleet maintenance) taking place at an infill site within an established light industrial district. Changes to traffic circulation would be implemented in accordance with OPR technical guidance and as set forth in PM TRA-1. The Montebello MSF site option would therefore be unlikely to generate substantially different VMT characteristics than the surrounding existing uses such that it could result in a significant impact related to VMT. Therefore, operation of the Montebello MSF site option would result in a less than significant impact.

Design Options

Montebello MSF At-Grade Option

The Montebello MSF At-Grade Option would result in some differences in MSF design and access, as well as some minor differences in local traffic circulation. However, operational VMT attributable to the MSF would generally remain the same as under the Montebello MSF site option. Therefore, operation of the Montebello MSF At-Grade Option would result in a less than significant impact.

8.2.4.2 Construction Impacts

8.2.4.2.1 Commerce MSF

During construction, the Commerce MSF site option would temporarily generate additional VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation of the Commerce MSF site option. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes (e.g., detours) would generally be localized to the work area as set forth in PM TRA-2 (**Section 9.0**), there would not be a substantial or long-term change in regional travel patterns such that construction of the Commerce MSF site option would result in a significant impact related to VMT. Therefore, construction of the Commerce MSF site option would result in a less than significant impact.

8.2.4.2.2 Montebello MSF

During construction, the Montebello MSF site option would temporarily generate additional VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation of the Montebello MSF site option. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes (e.g., detours) would generally be localized to the work area as set forth in PM TRA-2, there would not be a substantial or long-term change in regional travel patterns such that construction of the Montebello MSF site option would result in a significant impact related to VMT. Therefore, construction of the Montebello MSF site option would result in a less than significant impact.

Design Options

Montebello MSF At-Grade Option

Compared to the Montebello MSF site option, the Montebello MSF At-Grade Option would involve some differences in the scope and nature of construction activities. This may involve a temporary increase in VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies, compared to the Montebello MSF site option. Any additional VMT would terminate upon completion of construction and would not be in effect during operation of the Montebello MSF At-Grade Option. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes would be generally localized to the work area as set forth in PM TRA-2, there would not be a substantial or long-term change in regional travel patterns such that construction of the Montebello MSF At-Grade Option would result in a significant impact related to VMT. Therefore, construction of the Montebello MSF At-Grade Option would result in a less than significant impact.

8.3 Impact TRA-3: Design Hazards or Incompatible Uses

Impact TRA-3: Would a Build Alternative substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

8.3.1 Alternative 1 Washington Boulevard

LRT station and crossings would be designed in accordance with MRDC, including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations.

8.3.1.1 Operational Impacts

Alternative 1 uses the existing street alignment and ROW when at-grade or aerial and would not substantially increase hazards due to a geometric design feature, as Alternative 1 would be designed, constructed, and operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the Occupational Safety and Health Administration (OSHA), California OSHA, California Public Utilities Commission (CPUC), MUTCD, and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy). Stations and at-grade crossings would be designed in accordance with MRDC, including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations, as set forth in PM TRA-1 (**Section 9.o**).

There would be no impact from the underground segments. For at-grade and aerial segments, station platforms would be located in the median of the roadway and would be accessible from signalized crosswalks. The possibility of conflicts between automobiles and pedestrians would arise if pedestrians do not use designated, signalized crosswalks to access station platforms. As set forth in PM TRA-1, best practice safety measures would be implemented to minimize potential conflicts include mid-block crosswalks, signal-protected pedestrian movements, channelization, high visibility

curbs between the guideway and roadway to prohibit vehicles from driving onto the tracks, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to station platforms.

An initial screening (Milestone 1) analysis according to Metro’s Grade Crossing Policy indicates that all proposed grade crossings under Alternative 1 would fall under the least restrictive category (“At-Grade Operation Should Be Feasible”), with the exception of the crossing at the Lambert Road terminal approach. At this location, the alignment would be at-grade and cross eastbound traffic on Washington Boulevard to access the station platform. The initial screening shows that this location would fall under the “Possible At-Grade Operation” category. This crossing, like the others proposed elsewhere on the alignment, would be designed according to applicable MDRC and standards and would include traffic signal coordination and upgrades to avoid conflicts between LRVs and eastbound traffic along Washington Boulevard. Nomographs for the initial screening analysis are provided in **Attachment C** for reference.

As is common for at-grade LRT in Los Angeles County and elsewhere (including the at-grade portions of the first phase of the Eastside Transit Corridor that opened in 2009), and as set forth in PM TRA-1, vehicular and pedestrian crossings across the at-grade portion of the alignment would be limited to intersections controlled by traffic signals. Uncontrolled mid-block vehicular crossings of tracks and mid-block left turns would not be permitted and would be physically prohibited by a curb between the roadway and at-grade guideway with a fence between the two tracks in the center of the guideway whenever feasible, as set forth in PM TRA-1. These changes may result in changes to approach and departure traffic patterns for some properties with existing vehicle access along Washington Boulevard (e.g., for parking lots, loading docks, etc.), but would not preclude access completely. Traffic can be expected to increase slightly at locations where left-turn movements would continue to be allowed as a result of these changes in circulation patterns, and treatments such as additional left-turn storage or signal timing/phasing adjustments would be incorporated to help accommodate these changes, where deemed feasible and appropriate in subsequent detailed design of the Project. Therefore, operation of Alternative 1 would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

If Alternative 1 with the Atlantic/Pomona Station Option were selected, operational impacts would be similar to those described under the base Alternative 1 because both alignments would be underground during operations from the transition of at-grade to underground on Pomona Boulevard, and underneath Atlantic Boulevard south of 4th Street where the Atlantic/Pomona Station Option reconnects with the base Alternative 1. Under Alternative 1 with the Atlantic/Pomona Station Option, there would be no impact for the underground segments. As set forth in PM TRA-1, the Atlantic/Pomona Station Option would be designed, constructed, and operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the OSHA, California OSHA, CPUC, MUTCD, and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy). Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

The Montebello At-Grade Option would operate at-grade (in lieu of an aerial alignment) through Montebello between approximately Yates Avenue and Montebello Boulevard. This design option would include new grade crossings on this segment of the route, as well as an at-grade station at Greenwood Avenue, in lieu of the aerial station proposed under the base Alternative 1. Similar to other at-grade segments of the alignment, the Montebello At-Grade Option would be designed per applicable design State, Metro, and city design criteria and standards as set forth in PM TRA-1.

An initial screening (Milestone 1) analysis according to Metro’s Grade Crossing Policy indicates that all grade crossings under the Montebello At-Grade Option would fall under the least restrictive category (“At-Grade Operation Should Be Feasible”), with the exception of the crossing at the Lambert Road terminal approach. At this location, the alignment would be at-grade and cross eastbound traffic on Washington Boulevard to access the station platform. The initial screening shows that this location would fall under the “Possible At-Grade Operation” category. As set forth in PM TRA-1 this crossing would be designed according to applicable MRDC and standards and would include traffic signal coordination and upgrades to avoid conflicts between LRVs and eastbound traffic along Washington Boulevard. Nomographs for the initial screening analysis are provided in **Attachment C** for reference. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact.

8.3.1.2 Construction Impacts

During construction, pedestrians, bicyclists, and motorists would experience temporary safety hazards in the DSA localized around construction activities. This would result from temporary lane closures and the number and proximity of people and vehicles adjacent to the construction activities around station location staging areas and aerial and at-grade guideway segments. The potential for such significant safety impacts would be minimized by compliance with OSHA, California OSHA, and Metro safety and security programs as set forth in PM TRA-2 (**Section 9.o**), which are designed to reduce potential impacts during construction to less than significant levels. Safety for pedestrians, bicyclists, and motorists would be maintained during construction using signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites. Therefore, because of compliance with the programs listed above, construction of Alternative 1 would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

If Alternative 1 with the Atlantic/Pomona Station Option were selected, the construction impacts would be similar to those described under the base Alternative 1. The transition from at-grade to underground would be similar to the base Alternative 1 but would require less cut-and-cover construction on Pomona Boulevard as the alignment would turn at a shallower angle through the Pomona/Beverly intersection for placement of the station platform. Similarly, there would be less cut-and-cover construction on Atlantic Boulevard as the underground trackwork would be located under the parcels to the east of Atlantic Boulevard instead of under the public ROW. Two small additional segments of Atlantic Boulevard (just north of Beverly Boulevard) and Beverly Boulevard (just east of Atlantic Boulevard) would require cut-and-cover construction to accommodate the turn from the station to the parcels just east of Atlantic Boulevard. Overall, there would be less cut-and-cover

construction, but the cut-and-cover segments would result in temporary safety hazards in the DSA localized around construction activities for pedestrians, bicyclists, and motorists. As with the base Alternative 1 and as set forth in PM TRA-2, construction of Alternative 1 with the Atlantic/Pomona Station Option would occur in compliance with OSHA, California OSHA, and Metro safety and security programs, which are designed to reduce potential impacts during construction to less than significant levels. Therefore, because of compliance with the programs listed above, construction of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

For the Montebello At-Grade Option would transition the LRT alignment to an at-grade configuration on Washington Boulevard just east of Yates Avenue and continue at-grade between this location and the alignment's eastern terminus. For this at-grade segment, civil-roadway and guideway operations on Washington Boulevard may require lane closures for extended periods and may also require temporary sidewalk closures for construction activities. As with the base Alternative 1 and as set forth in PM TRA-2, construction activities would occur in compliance with OSHA, California OSHA, and Metro safety and security programs, which are designed to reduce potential impacts during construction to less than significant levels. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would have a less than significant impact.

8.3.2 Alternative 2 Atlantic to Commerce/Citadel IOS

8.3.2.1 Operational Impacts

Alternative 2 would operate almost entirely in an underground configuration, which would result in no impact related to hazards due to geometric design or incompatible land uses. Physical changes to transportation facilities and circulation at ground level, including the transition from the existing rail line to the new alignment and the aerial lead tracks to the MSF, would generally be minor in nature. These facilities would be designed, constructed, and operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the OSHA, California OSHA, CPUC, MUTCD, and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy) as set forth in PM TRA-1 (**Section 9.o**). Therefore, operation of Alternative 2 would not result in hazards due to geometric design or incompatible land uses and the impact would be less than significant.

Design Option

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow open-air underground station with two side platforms beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. If Alternative 1 with the Atlantic/Pomona Station Option were selected, operational impacts would be similar to those described under the base Alternative 1 because both alignments would be underground during operations from the transition of at-grade to underground on Pomona Boulevard, and underneath

Atlantic Boulevard south of 4th Street where the Atlantic/Pomona Station Option reconnects with the base Alternative 1. There would be no impact for the underground segments. As set forth in PM TRA-1, the Atlantic/Pomona Station Option would be designed, constructed, and operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the OSHA, California OSHA, CPUC, MUTCD, and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy). Therefore, operation of Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact.

8.3.2.2 Construction Impacts

During construction, pedestrians, bicyclists, and motorists would experience temporary safety hazards in the DSA localized around construction activities. This would result from temporary lane closures and the number and proximity of people and vehicles adjacent to the construction activities around station location staging areas but would be minimal for Alternative 2 as the alignment would be almost entirely underground. The potential for such significant safety impacts would be minimized by compliance with OSHA, California OSHA, and Metro safety and security programs as set forth in PM TRA-2 (**Section 9.o**), which are designed to reduce potential impacts during construction to less than significant levels. Safety for pedestrians, bicyclists, and motorists would be maintained during construction using signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites. Therefore, because of compliance with the programs listed above, construction of Alternative 2 would have a less than significant impact during construction under Impact TRA-3.

Design Option

Atlantic/Pomona Station Option

If Alternative 2 with the Atlantic/Pomona Station Option were selected, the construction impacts would be similar to those described under the base Alternative 2. The transition from at-grade to underground would be similar but would require less cut-and-cover construction on Pomona Boulevard as the alignment would turn at a shallower angle through the Pomona/Beverly intersection for placement of the station platform. Similarly, there would be less cut-and-cover construction on Atlantic Boulevard as the underground trackwork would be located under the parcels to the east of Atlantic Boulevard instead of under the public ROW. Two small additional segments of Atlantic Boulevard (just north of Beverly Boulevard) and Beverly Boulevard (just east of Atlantic Boulevard) would require cut-and-cover construction to accommodate the turn from the station to the parcels just east of Atlantic Boulevard. Overall, there would be less cut-and-cover construction, but the cut-and-cover segments would result in temporary safety hazards in the DSA localized around construction activities for pedestrians, bicyclists, and motorists. As with the base Alternative 2, construction activities would occur in compliance with OSHA, California OSHA, and Metro safety and security programs as set forth in PM TRA-2, which are designed to reduce potential impacts during construction to less than significant levels. Therefore, because of compliance with the programs listed above, construction of Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact.

8.3.3 Alternative 3 Atlantic to Greenwood IOS

8.3.3.1 Operational Impacts

Alternative 3 uses the existing street alignment and ROW when in an aerial configuration and would not substantially increase hazards due to a geometric design feature. As set forth in PM TRA-1 (**Section 9.0**), the base Alternative 3 would be designed, constructed, and operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the OSHA, CA OSHA, CPUC, MUTCD, and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy).

There would be no impact from the underground segments. The short 0.1-mile at-grade segment east of the underground tunnel portal would not introduce a new hazard as the existing Metro L (Gold) Line is already at-grade along this segment of 3rd Street. For aerial segments, station platforms would be located in the median of the roadway and would be accessible from signalized crosswalks. The possibility of conflicts between automobiles and pedestrians would arise if pedestrians do not use designated, signalized crosswalks to access station platforms. As set forth in PM TRA-1, best practice safety measures would be implemented to minimize potential conflicts; measures could include mid-block crosswalks, signal-protected pedestrian movements, channelization, high visibility curbs between the guideway and roadway to prohibit vehicles from driving onto the tracks, barriers to protect and route pedestrians, ADA-compliant curb ramps, along with warning signs to provide for convenient and safe access to station platforms. Therefore, operation of Alternative 3 would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow open-air underground station with two side platforms beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. If Alternative 3 with the Atlantic/Pomona Station Option were selected, operational impacts would be similar to those described under the base Alternative 1 because both alignments would be underground during operations from the transition of at-grade to underground on Pomona Boulevard, and underneath Atlantic Boulevard south of 4th Street where the Atlantic/Pomona Station Option reconnects with the base Alternative 3. There would be no impact for the underground segments. As set forth in PM TRA-1, the Atlantic/Pomona Station Option would be designed, constructed, and operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the OSHA, California OSHA, CPUC, MUTCD, and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy). Therefore, operation of Alternative 3 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

The Montebello At-Grade Option would operate at-grade (in lieu of an aerial alignment) through Montebello between approximately Yates Avenue and Montebello Boulevard. This design option

would include new grade crossings on this segment of the route, as well as an at-grade station at Greenwood Avenue, in lieu of the aerial station proposed under the base Alternative 3. Similar to other at-grade segments of the alignment as discussed under Alternative 1 and as set forth in PM TRA-1, the Montebello At-Grade Option would be designed per applicable design State, Metro, and city criteria and standards.

An initial screening (Milestone 1) analysis according to Metro's Grade Crossing Policy indicates that all grade crossings under the Montebello At-Grade Option would fall under the least restrictive category ("At-Grade Operation Should Be Feasible"). Nomographs for the initial screening analysis are provided in **Attachment C** for reference. Therefore, operation of Alternative 3 with the Montebello At-Grade Option would result in a less than significant impact.

8.3.3.2 Construction Impacts

During construction, pedestrians, bicyclists, and motorists would experience temporary safety hazards in the DSA localized around construction activities. This would result from temporary lane closures and the number and proximity of people and vehicles adjacent to the construction activities around station location staging areas and aerial and at-grade guideway segments. The potential for such significant safety impacts would be minimized by compliance with OSHA, California OSHA, and Metro safety and security programs set forth in PM TRA-2 (**Section 9.o**), which are designed to reduce potential impacts during construction to less than significant levels. Safety for pedestrians, bicyclists, and motorists would be maintained during construction using signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites. Therefore, because of compliance with the programs listed above, construction of Alternative 3 would have a less than significant impact.

Design Options

Atlantic/Pomona Station Option

If Alternative 3 with the Atlantic/Pomona Station Option were selected, the construction impacts would be similar to those described under the base Alternative 3. The transition from at-grade to underground would be similar but would require less cut-and-cover construction on Pomona Boulevard as the alignment would turn at a shallower angle through the Pomona/Beverly intersection for placement of the station platform. Similarly, there would be less cut-and-cover construction on Atlantic Boulevard as the underground trackwork would be located under the parcels to the east of Atlantic Boulevard instead of under the public ROW. Two small additional segments of Atlantic Boulevard (just north of Beverly Boulevard) and Beverly Boulevard (just east of Atlantic Boulevard) would require cut-and-cover construction to accommodate the turn from the station to the parcels just east of Atlantic Boulevard. Overall, there would be less cut-and-cover construction, but the cut-and-cover segments would result in temporary safety hazards in the DSA localized around construction activities for pedestrians, bicyclists, and motorists. As with the base Alternative 3 and as set forth in PM TRA-2, construction activities would occur in compliance with OSHA, California OSHA, and Metro safety and security programs, which are designed to reduce potential impacts during construction to less than significant levels. Therefore, because of compliance of the programs listed above, construction of Alternative 3 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

The Montebello At-Grade Option would transition the LRT alignment to an at-grade configuration on Washington Boulevard just east of Yates Avenue and continue at-grade between this location and the alignment's eastern terminus. For this at-grade segment, civil-roadway and guideway operations on Washington Boulevard may require lane closures for extended periods and may also require temporary sidewalk closures for construction activities. As with the base Alternative 3 and as set forth in PM TRA-2, construction activities would occur in compliance with OSHA, California OSHA, and Metro safety and security programs, which are designed to reduce potential impacts during construction to less than significant levels. Therefore, construction of Alternative 3 with the Montebello At-Grade Option would have a less than significant impact.

8.3.4 Maintenance and Storage Facilities

8.3.4.1 Operational Impacts

8.3.4.1.1 Commerce MSF

The Commerce MSF site option would consist of a new light rail MSF and would generally be compatible with existing surrounding uses, which are primarily light industrial in nature. The Commerce MSF site option would include some minor changes to traffic circulation, such as new or modified driveways and the closure of a portion of Corvette Street (between Saybrook Avenue and Davie Avenue), but these changes would be designed according to applicable State, Metro, and city design criteria and standards as set forth in PM TRA-3 (**Section 9.o**). Therefore, operation of the Commerce MSF site option would result in a less than significant impact.

8.3.4.1.2 Montebello MSF

The Montebello MSF site option would consist of a new light rail MSF, and would generally be compatible with existing surrounding uses, which are primarily light industrial in nature. The Montebello MSF site option would include some minor changes to traffic circulation, such as new or modified driveways, but these changes would be designed according to applicable State, Metro, and city design criteria and standards as set forth in PM TRA-3. Therefore, operation of the Montebello MSF site option would result in a less than significant impact.

Design Options

Montebello MSF At-Grade Option

An initial screening (Milestone 1) analysis according to Metro's Grade Crossing Policy indicates that the yard lead crossing across westbound Washington Boulevard (west of Vail Avenue) serving the Montebello MSF site option would fall under the "Possible At-Grade Operation" category. As set forth in PM TRA-1 (**Section 9.o**), this crossing would be designed according to applicable standards and would include traffic signal coordination and upgrades to avoid conflicts between LRVs and westbound traffic along Washington Boulevard. Therefore, operation of the Montebello MSF At-Grade

Option would result in a less than significant impact. Nomographs for the initial screening analysis are provided in **Attachment C** for reference.

8.3.4.2 Construction Impacts

8.3.4.2.1 Commerce MSF

During construction, pedestrians, bicyclists, and motorists would experience temporary safety hazards localized around construction activities in the industrial area where the Commerce MSF site option would be built. This would result from temporary lane closures and the number and proximity of people and vehicles adjacent to the construction activities for the aerial connection to the Commerce MSF site option. The potential for such significant safety impacts would be minimized by compliance with OSHA, California OSHA, and Metro safety and security programs as set forth in PM TRA-2 (**Section 9.o**), which are designed to reduce potential impacts during construction to less than significant levels. Safety for pedestrians, bicyclists, and motorists would be maintained during construction using signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites. Therefore, because of compliance with the programs listed above, construction of the Commerce MSF site option would result in a less than significant impact.

8.3.4.2.2 Montebello MSF

During construction, pedestrians, bicyclists, and motorists would experience temporary safety hazards localized around construction activities in the industrial area where the Montebello MSF site option would be built. This would result from temporary lane closures and the number and proximity of people and vehicles adjacent to the construction activities for the aerial connection to the Montebello MSF site option. The potential for such significant safety impacts would be minimized by compliance with OSHA, California OSHA, and Metro safety and security programs as set forth in PM TRA-2, which are designed to reduce potential impacts during construction to less than significant levels. Safety for pedestrians, bicyclists, and motorists would be maintained during construction using signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites. Therefore, because of compliance with the programs listed above, construction of the Montebello MSF site option would have a less than significant impact.

Design Options

Montebello MSF At-Grade Option

The Montebello MSF At-Grade Option would transition the LRT alignment to an at-grade configuration on Washington Boulevard just east of Yates Avenue and continue at-grade between this location and the alignment's eastern terminus. Under this design option, tracks leading to the Montebello MSF would turn north off of Washington Boulevard and trackwork would be constructed on the parcels just west of Vail Avenue.

Construction methods and processes for the Montebello MSF At-Grade Option would be very similar to the base Montebello MSF site option, except the tracks from Washington Boulevard to the MSF option site would be at-grade instead of on aerial structure; however, no additional closures to roadways, sidewalks, bicycle facilities, or lanes would be required compared to the base Montebello

MSF site option. As set forth in PM TRA-2, construction activities would be done in compliance with OSHA, California OSHA, and Metro safety and security programs, which are designed to reduce potential impacts during construction to less than significant levels. Therefore, construction of the Montebello MSF At-Grade Option would have a less than significant impact.

8.4 Impact TRA-4: Inadequate Emergency Access

Impact TRA-4: Would a Build Alternative result in inadequate emergency access?

8.4.1 Alternative 1 Washington

8.4.1.1 Operational Impacts

Operation of Alternative 1 would potentially increase fire and police protection response times as a result of delays at new grade crossings. Grade crossings, particularly those along Washington Boulevard between Greenwood Boulevard and Lambert Road, could potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. This segment of Washington Boulevard experiences higher traffic volumes and land uses with higher rates of trip generation, which increases the likelihood of delay. In comparison, delays resulting from LRT operation would be less than delays from high traffic volumes due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, trains would clear signaled and unsignalized intersections quickly to allow emergency vehicles to pass, as compared to vehicles in the thru-lanes which may not be able to clear the intersection as quickly due to traffic delays.

Although the transition from an at-grade to underground alignment along 3rd Street between La Verne Avenue and Woods Avenue would be located directly in front of the East Los Angeles Sheriff Station and the Kaiser Permanente East Los Angeles Medical Offices, the Metro L (Gold) Line already operates at-grade along this segment of 3rd Street and operation of Alternative 1 is unlikely to impact existing response times to or from the station or the Kaiser Permanente offices. PIH Health Whittier Hospital, which includes emergency care services, is located on Washington Boulevard near Lambert Road. The intersection of Washington Boulevard and Lambert Road would be preserved as-is and would continue to facilitate the ingress and egress of emergency vehicles to and from the hospital. As standard practice and as set forth in PM TRA-1 (**Section 9.o**), Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services would be maintained under Alternative 1. In addition, all new LRT facilities and crossings would be designed in accordance with the MRDC, including the Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensure that response times are maintained at acceptable levels. Operation of the underground and aerial configuration portions of Alternative 1 would not have any material impact to fire and police protection response times since those segments would not affect emergency vehicles traveling on surface streets. Consequently, fire and police protection response times are anticipated to remain at acceptable levels under the operation of Alternative 1.

As discussed above, although operation of Alternative 1 would potentially result in an increase to fire and police protection response times, with implementation of the standard coordination and design practices identified above and as set forth in PM TRA-1, it is anticipated that emergency response times would remain at acceptable levels. As a result, operation of Alternative 1 would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Operation of the Atlantic/Pomona Station Option would generally have similar impacts to emergency services as the base Alternative 1, and no facilities would be affected in the vicinity of the Atlantic/Pomona Station under Alternative 1 with the Atlantic/Pomona Station Option. Both the base Alternative 1 and the Atlantic/Pomona Station Option would be in an underground alignment at this location and would not create any additional grade crossings or otherwise affect emergency response times. Underground alignments for Alternative 1 with the Atlantic/Pomona Station Option would not have any material impact to fire and police protection response times since those segments would not affect emergency vehicles travelling on surface streets. Consequently, fire and police protection response times are anticipated to remain at acceptable levels under the operation of Alternative 1. As a result, operation of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

Operation of the Montebello At-Grade Option would generally have similar impacts to emergency services as the aerial alignment through Montebello, and no facilities would be affected in the vicinity of the at-grade Greenwood station under the Montebello At-Grade Option.

The Montebello At-Grade Option would include five more at-grade crossings (including one pedestrian only at-grade crossing at Greenwood station) compared to the base Alternative 1, primarily between Yates Avenue and Montebello Boulevard along Washington Boulevard. As discussed above, at-grade crossings are not anticipated to cause a significant delay to fire and police protection vehicles. Any delay would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, trains would clear signaled and unsignalized intersections quickly to allow emergency vehicles to pass. As standard practice and as set forth in PM TRA-1, Metro would coordinate with fire and police officials when designing grade crossings to ensure that access for police and fire protection services would be maintained. In addition, the LRT station and crossings would be designed in accordance with MRDC, including the Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Consequently, fire and police protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities under the Montebello At-Grade Option. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact.

8.4.1.2 Construction Impacts

Construction activities for Alternative 1 would potentially temporarily increase fire and police protection response times as a result of periodic construction-related street closures or detours.

Specifically, access to the East Los Angeles Sheriff Station on 3rd Street would be temporarily obstructed by construction activities, although the other access points to the station via Mednik Avenue and Gleason Street would remain open and accessible. The TBM would be launched from a vacant parcel used for miscellaneous utilities, east of Saybrook Avenues, across from the LACFD Fire Station 50. A temporary construction easement on part of the LACFD Fire Station 50 parcel would be acquired for the purposes of general construction activities. However, as set forth in PM TRA-2 (**Section 9.o**), access to the LACFD Fire Station 50 on Saybrook Avenue would be maintained during construction and the launch of the TBM. PIH Health Whittier Hospital, which includes emergency care services, is located on Washington Boulevard near Lambert Road. The intersection of Washington Boulevard and Lambert Road would be preserved as-is and would continue to facilitate the ingress and egress of emergency vehicles to and from the hospital, but could be impacted temporarily with road closures during construction activities for the Lambert Station.

As set forth in PM TRA-2, Metro would coordinate with staff of the East Los Angeles Sheriff Station, LACFD Fire Station 50, and PIH Health Whittier Hospital in advance of any construction activities to preserve station access. Metro standard practices as set forth in PM TRA-2, require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan, including detour routes, is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing.

Therefore, construction of Alternative 1 would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Construction of the Atlantic/Pomona Station Option would generally have similar impacts to emergency access as the base Alternative 1 at this location, and would not be located directly adjacent to fire, police, or medical facilities; as such, there would be no potential for construction activities to temporarily block access or otherwise disrupt operations. The remainder of Alternative 1 would have the same impacts as the base Alternative 1. Therefore, construction of Alternative 1 with implementation of the Atlantic/Pomona Option would result in a less than significant impact during construction under TRA-4.

Montebello At-Grade Option

Construction of the Montebello At-Grade Option would generally have similar impacts to emergency access as the aerial alignment through Montebello, and would not be located directly adjacent to fire, police, or medical facilities; as such, there would be no potential for construction activities to temporarily block access or otherwise disrupt operations. The remainder of Alternative 1 would have the same impacts as the base Alternative 1. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact.

8.4.2 Alternative 2 Atlantic to Commerce/Citadel IOS

8.4.2.1 Operational Impacts

Operation of Alternative 2 would not interfere with fire and police protection response times because Alternative 2 would be almost entirely underground, and the guideway would not affect emergency vehicles traveling on surface streets. Although the transition from an at-grade to underground alignment along 3rd Street between La Verne Avenue and Woods Avenue is located directly in front of the East Los Angeles Sheriff Station and the Kaiser Permanente East Los Angeles Medical Offices, the Metro L (Gold) Line already operates at-grade along this segment of 3rd Street and operation of Alternative 2 is unlikely to impact existing response times to/from the station or the Kaiser Permanente offices. Consequently, fire and police protection response times are anticipated to remain at acceptable levels under the operation of Alternative 2.

As discussed above, operation of Alternative 2 is not anticipated to affect fire and police protection response times. Therefore, operation of Alternative 2 would result in a less than significant impact.

Design Option

Atlantic/Pomona Station Option

Operation of the Atlantic/Pomona Station Option would generally have similar impacts to emergency services as the base Alternative 2, and no facilities would be affected in the vicinity of the Atlantic/Pomona Station under Alternative 2 with the Atlantic/Pomona Station Option. Both the base Alternative 2 and the Atlantic/Pomona Station Option would be in an underground alignment at this location and would not create any additional grade crossings or otherwise affect emergency response times. Underground alignments for Alternative 2 with the Atlantic/Pomona Station Option would not have any material impact to fire and police protection response times since those segments would not affect emergency vehicles traveling on surface streets. Consequently, fire and police protection response times are anticipated to remain at acceptable levels under the operation of Alternative 2. As a result, operation of Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact.

8.4.2.2 Construction Impacts

Construction activities for Alternative 2 would potentially temporarily increase fire and police protection response times as a result of periodic construction-related street closures or detours. Specifically, access to the East Los Angeles Sheriff Station on 3rd Street would be temporarily obstructed by construction activities, although the other access points to the station via Mednik Avenue and Gleason Street would remain open and accessible. The TBM would be launched from a vacant parcel used for miscellaneous utilities, east of Saybrook Avenues, across from the LACFD Fire Station 50. A temporary construction easement on part of the LACFD Fire Station 50 parcel would be acquired for the purposes of general construction activities. However, access to the LACFD Fire Station 50 on Saybrook Avenue would be maintained during construction and the launch of the TBM.

Metro would coordinate with staff of the East Los Angeles Sheriff Station and LACFD Fire Station 50 in advance of any construction activities to preserve station access. As set forth in PM TRA-2 (**Section 9.o**), Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan, including detours routes, is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing.

Therefore, construction of Alternative 2 would result in a less than significant impact.

Design Option

Atlantic/Pomona Station Option

Construction of the Atlantic/Pomona Station Option would generally have similar impacts to emergency access as the base Alternative 2 at this location, and would not be located directly adjacent to fire, police, or medical facilities. As such, there would be no potential for construction activities to temporarily block access or otherwise disrupt operations. Therefore, construction of Alternative 2 with the Atlantic/Pomona Option would result in a less than significant impact.

8.4.3 Alternative 3 Atlantic to Greenwood IOS

8.4.3.1 Operational Impacts

Operation of Alternative 3 would potentially increase fire and police protection response times as a result of response delays at new grade crossings. Grade crossings could potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. However, such delays would be less than delays from high traffic volumes due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, trains would clear signaled and unsignaled intersections more quickly to allow emergency vehicles to pass, as compared to vehicles in the thru-lanes which may not be able to clear the intersection as quickly due to traffic delays.

Although the transition from an at-grade to underground alignment along 3rd Street between La Verne Avenue and Woods Avenue is located directly in front of the East Los Angeles Sheriff Station and the Kaiser Permanente East Los Angeles Medical Offices, the Metro L (Gold) Line already operates at-grade along this segment of 3rd Street and operation of the Project is unlikely to impact existing response times to/from the station or the Kaiser Permanente offices. The underground and aerial configuration portions of Alternative 3 would not have any material impact to fire and police protection response times since those segments would not affect emergency vehicles traveling on surface streets. As standard practice and as set forth in PM TRA-1 (**Section 9.o**), Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services would be maintained under Alternative 3. In addition, all new LRT facilities and crossings would be designed in accordance with MRDC, including Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensure that response times are

maintained at acceptable levels. Consequently, fire and police protection response times are anticipated to remain at acceptable levels under the operation of Alternative 3.

As discussed above, although operation of Alternative 3 would potentially result in an increase to fire and police protection response times, with implementation of the standard coordination and design practices identified above and as set forth in PM TRA-1, it is anticipated that emergency response times would remain at acceptable levels. As a result, operation of Alternative 3 would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Operation of the Atlantic/Pomona Station Option would generally have similar impacts to emergency services as the base Alternative 3, and no facilities would be affected in the vicinity of the Atlantic/Pomona Station under Alternative 3 with the Atlantic/Pomona Station Option. Both the base Alternative 3 and the Atlantic/Pomona Station Option would be in an underground alignment at this location and would not create any additional grade crossings or otherwise affect emergency response times. Underground alignments for Alternative 3 with the Atlantic/Pomona Station Option would not have any material impact to fire and police protection response times since those segments would not affect emergency vehicles traveling on surface streets. Consequently, fire and police protection response times are anticipated to remain at acceptable levels under the operation of Alternative 3. As a result, operation of Alternative 3 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

Operation of the Montebello At-Grade Option would generally have similar impacts to emergency services as the aerial alignment through Montebello, as no facilities would be affected in the vicinity of the at-grade Greenwood station under the Montebello At-Grade Option.

The Montebello At-Grade Option would include five more at-grade crossings (including one pedestrian only at-grade crossing at Greenwood station) compared to the aerial guideway and station configuration, primarily between Yates Avenue and Montebello Boulevard along Washington Boulevard. As discussed above, at-grade crossings are not anticipated to cause a significant delay to fire and police protection vehicles. Any delays would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, it would be possible for trains to clear signaled and unsignalized intersections quickly to allow emergency vehicles to pass. As standard practice and as set forth in PM TRA-1, Metro would coordinate with fire and police officials when designing grade crossings to ensure that access for police and fire protection services would be maintained. In addition, the LRT station and crossings would be designed in accordance with MRDC, including Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Consequently, fire and police protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities under the operation of the Montebello At-Grade Option. Therefore, operation of Alternative 3 with the Montebello At-Grade Option would result in a less than significant impact.

8.4.3.2 Construction Impacts

Construction activities for Alternative 3 would potentially temporarily increase fire and police protection response times as a result of periodic construction-related street closures or detours. Specifically, access to the East Los Angeles Sheriff Station on 3rd Street would be temporarily obstructed by construction activities, although the other access points to the station via Mednik Avenue and Gleason Street would remain open and accessible. The TBM would be launched from a vacant parcel used for miscellaneous utilities, east of Saybrook Avenues, across from the LACFD Fire Station 50. A temporary construction easement on part of the LACFD Fire Station 50 parcel would be acquired for the purposes of general construction activities. However, access to the LACFD Fire Station 50 on Saybrook Avenue would be maintained during construction and the launch of the TBM.

Metro would coordinate with staff of the East Los Angeles Sheriff Station and LACFD Fire Station 50 in advance of any construction activities to preserve station access. As set forth in PM TRA-2 (**Section 9.0**), Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan, including detours, is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing.

Therefore, construction of Alternative 3 would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Construction of the Atlantic/Pomona Station Option would generally have similar impacts to emergency access as the base Alternative 3 at this location, and would not be located directly adjacent to fire, police, or medical facilities; as such, there would be no potential for construction activities to temporarily block access or otherwise disrupt operations.

Therefore, construction of Alternative 3 with the Atlantic/Pomona Option would result in a less than significant impact.

Montebello At-Grade Option

Construction of the Montebello At-Grade Option would generally have similar impacts to emergency access as the alignment through Montebello, and would not be located directly adjacent to fire, police, or medical facilities; as such, there would be no potential for construction activities to temporarily block access or otherwise disrupt operations.

Therefore, construction of Alternative 3 with the Montebello At-Grade Option would result in a less than significant impact.

8.4.4 Maintenance and Storage Facilities

8.4.4.1 Operational Impacts

8.4.4.1.1 Commerce MSF

The Commerce MSF site option would be located in an industrial area. Operation of the MSF would not affect any buildings that provide emergency response services and would not affect emergency vehicles traveling on surface streets and therefore not interfere with emergency response times. The closure of a portion of Corvette Street would have a negligible effect on traffic circulation, as adjacent properties would become part of the MSF and alternative east–west connections are provided by Fleet Street to the north and Gayhart Street to the south. As set forth in PM TRA-3 (**Section 9.o**), any roadway changes would be designed according to applicable standards and criteria (as discussed under Impact TRA-2) and would provide adequate emergency access. Therefore, operation of the Commerce MSF site option would result in a less than significant impact.

8.4.4.1.2 Montebello MSF

The Montebello MSF site option would be located in an industrial area. Operation of the MSF would not affect any buildings that provide emergency response services and would not affect emergency vehicles traveling on surface streets and therefore not interfere with emergency response times. Therefore, the decommissioning of sidewalks in the area around the proposed Montebello MSF would have a less than significant impact to pedestrian circulation during construction as there are no planned pedestrian improvement programs in this area. As set forth in PM TRA-3, any roadway changes would be designed according to applicable MRDC, including Fire/Life Safety Design Criteria and standards, (as discussed under Impact TRA-2) and would provide adequate emergency access. Therefore, operation of the Montebello MSF site option would result in a less than significant impact.

Design Options

Montebello MSF At-Grade Option

The Montebello MSF At-Grade Option would operate within the existing transportation ROW of Washington Boulevard and would not impact fire and police protection services, schools, parks, and other public facilities, nor have long-term effects.

The grade crossings that would tie into the Montebello MSF At-Grade Option from Washington Boulevard would potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. However, such delays would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, it would be possible for trains to clear signaled and unsignalized intersections quickly to allow emergency vehicles to pass. As standard practice and as set forth in PM TRA-1, Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services is maintained under the Montebello MSF At-Grade Option. In addition, all new LRT facilities and crossings would be designed in accordance with MRDC, including Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Further, compliance with code requirements

pertaining to emergency vehicle access and building standards also ensure that response times would be maintained at acceptable levels as set forth in PM TRA-3. Consequently, fire and police protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities under the operation of the Montebello MSF At-Grade Option.

Therefore, operation of the Montebello MSF At-Grade Option would result in a less than significant impact.

8.4.4.2 Construction Impacts

8.4.4.2.1 Commerce MSF

The construction staging areas for the Commerce MSF site option would be located within an industrial area with already limited points of access. The roadways, including the decommissioning of a portion of Corvette Street, are not primary emergency access routes nor provide direct access to emergency facilities. Therefore, construction of the Commerce MSF site option would result in a less than significant impact.

8.4.4.2.2 Montebello MSF

The construction staging areas for the Montebello MSF site option would be located within an industrial area with already limited points of access. The roadways are not primary emergency access routes nor provide direct access to emergency facilities. Therefore, construction of the Montebello MSF site option would result in a less than significant impact.

Design Options

Montebello MSF At-Grade Option

Construction of the Montebello MSF At-Grade Option would generally have similar impacts to emergency access as the aerial alignment through Montebello, including the additional closure of Acco Street to through-traffic, and would not be located directly adjacent to fire, police, or medical facilities; as such, there would be no potential for construction activities to temporarily block access or otherwise disrupt operations. Therefore, construction of the Montebello MSF At-Grade Option would result in a less than significant impact.

9.0 PROJECT MEASURES

The following project measures are design features, best management practices, or other measures required by law and/or permit approvals. These measures are components of the Project and are applicable to all Build Alternatives, design options, and MSF site options and MSF design option.

PM TRA-1: Operational BMPs for the Build Alternatives shall include the following:

- Sidewalks shall not be altered to the extent that pedestrian circulation would be impaired or in violation of ADA standards.
- Additional enhancements to the existing signalized crosswalks, such as marked crosswalks, shall further improve pedestrian circulation and non-motorized access to transit stations.
- Metro shall coordinate with local jurisdictions to enhance walkability in the immediate vicinity of the proposed station areas.
- Operation of the Project shall not conflict with any identified local programs, plans, or policies for circulation elements in coordination with local jurisdictions.
- New traffic signals or modifications to existing traffic signals (e.g., signal phasing changes) to accommodate light rail movements, traffic circulation patterns at intersections, grade crossings, and to facilitate pedestrian access to/from stations (e.g., mid-block crossings at stations) shall be designed in accordance with Metro Rail Design Criteria (MRDC) and standards.
- Bicycle circulation and access amenities shall be provided in the immediate station areas. Amenities may include bike parking and connections to existing nearby bike facilities within up to a 600-foot radius to improve bicycle-to-transit connections, and shall be determined during preliminary engineering.
- Proposed bicycle facilities that intersect the Build Alternatives at applicable intersections shall remain accessible and allow bicyclists and pedestrians to cross at those intersections.
- Project operations shall not preclude vehicle or truck access along Washington Boulevard, and left-turn movements shall continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue) at signalized intersections.
- Stations and grade crossings shall be designed in accordance with Metro Rail Design Criteria (MRDC), including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations.
- The Project shall be operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the Occupational Safety and Health Administration (OSHA), California OSHA, California Public Utilities Commission (CPUC), California Manual of Uniform

Traffic Control Devices (CA MUTCD), and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy), to ensure emergency vehicle access and building standards ensure that response times are maintained and at acceptable levels.

- Best practice safety measures shall be implemented to minimize potential conflicts between vehicles and pedestrians. Measures may include mid-block crosswalks, signal-protected pedestrian movements, channelization, barriers high visibility curbs between the guideway and roadway to prohibit vehicles from driving onto the tracks, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to station platforms.
- Uncontrolled mid-block vehicular crossings of tracks and mid-block left-turns shall not be permitted and shall be physically prohibited by a curb between the roadway and at-grade guideway with a fence between the two tracks in the center of the guideway whenever feasible.
- Grade crossings shall include traffic signal coordination and upgrades in accordance with MRDC to avoid conflicts between LRVs and eastbound traffic along Washington Boulevard.
- Vehicular and pedestrian crossings across the at-grade segments of the alignment shall be limited to intersections controlled by traffic signals.

PM TRA-2: Construction BMPs for the Build Alternatives shall include the following:

- Cooperation with the corridor cities shall occur throughout the construction process. Restrictions on haul routes may be incorporated into the construction specifications according to local permitting requirements.
- Pedestrian access to adjacent properties along the Build Alternatives shall be maintained during construction.
- Construction-related traffic circulation changes shall generally be localized to the work area.
- Construction activities shall comply with OSHA, California OSHA, and Metro safety and security programs.
- Safety for pedestrians, bicyclists, and motorists shall be maintained during construction using signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites.
- Access to the LACFD Fire Station 50 on Saybrook Avenue shall be maintained during construction and the launch of the TBM.

- Metro shall coordinate with staff of the East Los Angeles Sheriff Station, LACFD Fire Station 50, and PIH Health Whittier Hospital in advance of any construction activities to preserve station access.
- Lane and/or road closures shall be scheduled to minimize disruptions, including detour routes, in coordination with local fire and police departments prior to construction. The nearest local first responders shall be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing.
- The Project shall be designed and constructed per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the Occupational Safety and Health Administration (OSHA), California OSHA, California Public Utilities Commission (CPUC), California Manual of Uniform Traffic Control Devices (CA MUTCD), and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy).

PM TRA-3: Operational BMPs for the MSF Site Options include the following:

- Access shall be maintained to properties to the west of the vacated portion of Acco Street via Yates Avenue.
- Minor changes to traffic circulation, such as new or modified driveways and the closure of a portion of Corvette Street (between Saybrook Avenue and Davie Avenue) for the Commerce MSF site option shall be designed according to applicable State, Metro, and city design criteria and standards.
- Any roadway changes shall be designed according to applicable MRDC, including Fire/Life Safety Design Criteria and standards, and shall provide adequate emergency access.

PM TRA-4: Construction BMPs for the MSF Site Options (must include but not be limited to):

- Access to nearby properties shall be maintained throughout the course of construction, and alternative routes shall be available for any streets requiring a full closure (e.g., use of Corvette Street shall be routed to Fleet Street for the Commerce MSF site option, or Gayhart Street, and use of Acco Street shall be routed to Flotilla Street or Washington Boulevard for the Montebello MSF site option and Montebello MSF At-Grade Option).

10.0 MITIGATION MEASURES AND IMPACTS AFTER MITIGATION

10.1 TRA-1: Conflict with Programs, Plans and Policies

Impact TRA-1: Would a Build Alternative conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

10.1.1 Alternative 1 Washington

10.1.1.1 Potential Operational or Construction Mitigation Measures

10.1.1.1.1 Transit

As discussed in **Section 8.1.1.1.1**, operation of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact related to transit; therefore, no mitigation measures are required. As discussed in **Section 8.1.1.2.1**, construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a significant impact during construction related to transit. Construction activities would affect operation of local bus lines, thus requiring temporary re-routing and relocation of bus stops during project construction. The following mitigation measures will be implemented.

MM TRA-1: Metro shall prepare a Traffic Management Plan as needed to facilitate the flow of traffic in and around construction zones. The Traffic Management Plan shall include, at minimum, the following measures:

- Schedule a majority of construction-related travel (i.e., deliveries, hauling, and worker trips) during off-peak hours, and, where feasible, maintain two-way traffic circulation along affected roadways during peak hours.
- Designated routes for project haul trucks shall be located along the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Major streets may include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, Washington Boulevard, Paramount Boulevard, Rosemead Boulevard, Slauson Avenue, and Whittier Boulevard. In cooperation with the jurisdictions along the alignment and implemented throughout the construction process, these routes shall be consistent with local land use and mobility plans and situated to minimize noise, vibration, and other possible impacts.

- Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas.
- Develop and implement an outreach program and public awareness campaign in coordination with transit agencies to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures, including temporary bus stop relocation.
- Develop and implement a program with business owners to minimize effects to businesses during construction activity, including but not limited to signage programs and identification of detours (particularly for truck access).
- Where feasible, temporarily restripe roadways to maximize the vehicular capacity at locations affected by construction closures.
- Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at locations affected by construction closures.
- Where feasible, station traffic control officers at major intersections during peak hours to minimize delays related to construction activities.
- Provide wayfinding signage, lighting and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction.
- Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian shelters.
- Provide on-street bicycle detour routes and signage to address temporary effects to bicycle circulation and minimize inconvenience (e.g., lengthy detours) as to minimize users potentially choosing fewer safe routes if substantially rerouted.

10.1.1.1.2 Traffic Circulation

As discussed in **Section 8.1.1.1.2**, operation of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact during operations under Impact TRA-1 related to traffic circulation; therefore, no mitigation measures are required.

As discussed in **Section 8.1.1.2.2**, construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a significant impact related to traffic circulation. Construction activities would affect traffic circulation due to temporary roadway closures. MM TRA-1 will be implemented during construction.

10.1.1.1.3 Pedestrian and Bicycle Circulation

As discussed in **Section 8.1.1.1.3**, operation of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than

significant impact under Impact TRA-1 related to pedestrian and bicycle circulation; therefore, no mitigation measures are required.

As discussed in **Section 8.1.1.2.3**, construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in significant impact to pedestrian and bicycle circulation. MM TRA-1 will be implemented during construction.

10.1.1.2 Impacts After Mitigation

10.1.1.2.1 Operational Impacts Determination

As discussed in **Section 10.1.1.1**, operation of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact during operations under Impact TRA-1; therefore, no mitigation measures are required.

10.1.1.2.2 Construction Impacts Determination

With implementation of MM TRA-1, construction impacts from the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would be reduced to a less than significant level.

10.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

10.1.2.1 Potential Operational or Construction Mitigation Measures

10.1.2.1.1 Transit

As discussed in **Section 8.1.2.1.1**, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact related to transit; therefore, no mitigation measures are required.

As discussed in **Section 8.1.2.2.1**, the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a significant impact during construction related to transit. Construction activities would affect operation of local bus lines, thus requiring temporary re-routing and relocation of bus stops during project construction. MM TRA-1 will be implemented during construction.

10.1.2.1.2 Traffic Circulation

As discussed in **Section 8.1.2.1.2**, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact related to traffic circulation; therefore, no mitigation measures are required.

As discussed in **Section 8.1.2.2.2**, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in significant impact to traffic circulation during construction for truck access near the proposed Commerce/Citadel station for properties that rely on Smithway Street for access. MM TRA-1 will be implemented during construction.

10.1.2.1.3 Pedestrian and Bicycle Circulation

As discussed in **Section 8.1.2.1.3**, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact related to pedestrian and bicycle circulation; therefore, no mitigation measures are required.

As discussed in **Section 8.1.2.2.3**, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in a significant impact to pedestrian and bicycle circulation during construction. MM TRA-1 will be implemented during construction.

10.1.2.2 Impacts After Mitigation

10.1.2.2.1 Operational Impacts Determination

As discussed in **Section 10.1.2.1**, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact; therefore, no mitigation measures are required.

10.1.2.2.2 Construction Impacts Determination

With implementation of MM TRA-1, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact.

10.1.3 Alternative 3 Atlantic to Greenwood IOS

10.1.3.1 Potential Operational or Construction Mitigation Measures

10.1.3.1.1 Transit

As discussed in **Section 8.1.3.1.1**, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact related to transit; therefore, no mitigation measures are required.

As discussed in **Section 8.1.3.2.1**, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a significant impact related to transit. Construction activities would affect operation of local bus lines, thus requiring temporary re-routing and relocation of bus stops during project construction. MM TRA-1 will be implemented during construction.

10.1.3.1.2 Traffic Circulation

As discussed in **Section 8.1.3.1.2**, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact related to traffic circulation; therefore, no mitigation measures are required.

As discussed in **Section 8.1.3.2.2**, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a significant impact related to traffic circulation. Construction activities would affect traffic circulation due to temporary roadway closures and detours. MM TRA-1 will be implemented during construction.

10.1.3.1.3 Pedestrian and Bicycle Circulation

As discussed in **Section 8.1.3.1.3**, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact related to pedestrian and bicycle circulation; therefore, no mitigation measures are required.

As discussed in **Section 8.1.3.2.3**, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in significant impact to pedestrian and bicycle circulation during construction. MM TRA-1 will be implemented during construction.

10.1.3.2 Impacts After Mitigation

10.1.3.2.1 Operational Impacts Determination

As discussed in **Section 10.1.3.1**, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact during operations under Impact TRA-1; therefore, no mitigation measures are required.

10.1.3.2.2 Construction Impacts Determination

With implementation of MM TRA-1, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have less than significant impacts.

10.1.4 Maintenance and Storage Facilities

10.1.4.1 Commerce MSF Potential Operational or Construction Mitigation Measures

As discussed in **Section 8.1.4.1.1**, the Commerce MSF site option would have no impact to transit during operations and a less than significant impact to traffic, bicycle, and pedestrian circulation during operations under Impact TRA-1; therefore, no mitigation measures are required.

As discussed in **Section 8.1.4.1.2**, the Commerce MSF site option would have a less than significant impact to traffic and pedestrian circulation during construction under Impact TRA-1; therefore, no mitigation measures are required.

As discussed in **Section 8.1.4.1.2**, the Commerce MSF site option would have a significant impact on transit operations and bicycle circulation during construction under Impact TRA-1. MM TRA-1 will be implemented during construction.

10.1.4.2 Montebello MSF Potential Operational or Construction Mitigation Measures

As discussed in **Section 8.1.4.2.1**, the Montebello MSF site option or the Montebello MSF At-Grade Option would have no impact to transit during operations and a less than significant impact to traffic, bicycle, and pedestrian circulation during operations under Impact TRA-1; therefore, no mitigation measures are required.

As discussed in **Section 8.1.4.2.2**, the Montebello MSF site option or the Montebello MSF At-Grade Option would have a less than significant impact to traffic and pedestrian circulation during operations under Impact TRA-1; therefore, no mitigation measures are required.

As discussed in **Section 8.1.4.2.2**, the Montebello MSF site option or the Montebello MSF At-Grade Option would have a significant impact on transit operations and bicycle circulation during construction under Impact TRA-1. MM TRA-1 will be implemented during construction.

10.1.4.3 Impacts After Mitigation

10.1.4.3.1 Operational Impacts Determination

Commerce MSF

As discussed in **Section 8.1.4.1**, operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact TRA-1; therefore, no mitigation measures are required.

10.1.4.3.2 Construction Impacts Determination

With the implementation of MM TRA-1, construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact TRA-1.

10.2 TRA-2: Conflict with CEQA Guidelines

Impact TRA-2: Would a Build Alternative conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

10.2.1 Alternative 1 Washington

As discussed in **Section 8.2.1**, the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact during construction and would have no impact during operations under Impact TRA-2; therefore, no mitigation measures are required.

10.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 8.2.2**, the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact during construction and would have no impact during operations under Impact TRA-2; therefore, no mitigation measures are required.

10.2.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 8.2.3**, the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact during construction and would have no impact during operations under Impact TRA-2; therefore, no mitigation measures are required.

10.2.4 Maintenance and Storage Facilities

As discussed in **Section 8.2.4**, operation and construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact TRA-2; therefore, no mitigation measures are required.

10.3 TRA-3: Design Hazards or Incompatible Uses

Impact TRA-3: Would a Build Alternative substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

10.3.1 Alternative 1 Washington

As discussed in **Section 8.3.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact TRA-3; therefore, no mitigation measures are required.

10.3.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 8.3.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact TRA-3; therefore, no mitigation measures are required.

10.3.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 8.3.3**, operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact TRA-3; therefore, no mitigation measures are required.

10.3.4 Maintenance and Storage Facilities

As discussed in **Section 8.3.4**, operation and construction of either the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact TRA-3; therefore, no mitigation measures are required.

10.4 TRA-4: Inadequate Emergency Access

Impact TRA-4: Would a Build Alternative result in inadequate emergency access?

10.4.1 Alternative 1 Washington

As discussed in **Section 8.4.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact TRA-4; therefore, no mitigation measures are required.

10.4.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 8.4.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact TRA-4; therefore, no mitigation measures are required.

10.4.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 8.4.3**, operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact TRA-4; therefore, no mitigation measures are required.

10.4.4 Maintenance and Storage Facilities

As discussed in **Section 8.4.4**, operation and construction of either the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact TRA-4; therefore, no mitigation measures would be required.

10.5 Mitigation Measure Applicability

As described above, one or more Build Alternatives and/or MSF site options have been identified as having significant transportation and traffic impacts. Mitigation measures to address these impacts are also identified. **Table 10-1** summarizes which mitigation measures are applicable to each Build Alternative and MSF site option. Unless otherwise noted, the Build Alternative mitigation measures apply to the base alternative and design option, and the MSF mitigation measures apply to the Commerce MSF site option and the Montebello MSF site option. If there would be no impact or the impact is less than significant, no mitigation is required and, therefore, as identified in **Table 10-1**, mitigation measures are not applicable (N/A).

Table 10-1. Summary of Mitigation Measures

Mitigation Measure	Alternative 1	Alternative 2	Alternative 3	MSF
Impact TRA-1 Conflict with Programs, Plans, and Policies				
MM TRA-1	Applicable	Applicable	Applicable	Applicable
Impact TRA-2 Conflict with CEQA Guidelines				
None	N/A	N/A	N/A	N/A
Impact TRA-3 Design Hazards or Incompatible Uses				
None	N/A	N/A	N/A	N/A
Impact TRA-4 Inadequate Emergency Access				
None	N/A	N/A	N/A	N/A

11.0 SUMMARY OF ALTERNATIVES

Table 11-1 provides a summary of impacts remaining after mitigation measures are implemented for the No Project Alternative, the Build Alternatives, design options and the MSF site options.

Table 11-1. Significant Impacts Remaining After Mitigation

Impact Topic	No Project Alternative	Alternative 1	Alternative 2	Alternative 3	MSF
Impact TRA-1: Conflict with Programs, Plans, and Policies	Significant and unavoidable Impact	Less than significant impact	Less than significant impact	Less than significant impact	Less than significant impact
Impact TRA-2: Conflict with CEQA Guidelines	No impact	Less than significant impact	Less than significant impact	Less than significant impact	Less than significant impact
Impact TRA-3: Design Hazards or Incompatible Uses	No impact	Less than significant impact	Less than significant impact	Less than significant impact	Less than significant impact
Impact TRA-4: Inadequate Emergency Access	No impact	Less than significant impact	Less than significant impact	Less than significant impact	Less than significant impact

11.1 No Project

Although no construction or operations would occur under the No Project Alternative, the Eastside Phase 2 Project is included within Metro’s LRTP with funding programmed through Measure M and the affected cities list support for this project within their General Plans. Therefore, the No Project would have a significant and unavoidable impact under Impact TRA-1 as it conflicts with adopted plans. No impact would occur under the No Project Alternative for Impacts TRA-2 (Conflict with CEQA Guidelines), TRA-3 (Design Hazards or Incompatible Uses), and TRA-4 (Inadequate Emergency Access).

11.2 Alternative 1 Washington + MSF

The operation of the base Alternative 1 and either the Commerce site option or Montebello MSF site option would have a less than significant impact under Impacts TRA-1 (Conflict with Programs, Plans and Policies), TRA-2 (Conflict with CEQA Guidelines), TRA-3 (Design Hazards or Incompatible Uses), and TRA-4 (Inadequate Emergency Access). The construction of the base Alternative 1 and either the Commerce MSF site option or the Montebello MSF site option would have a less than significant impact with the implementation of MM TRA-1 under Impact TRA-1 (Conflict with Programs, Plans, and Policies), and a less than significant impact without mitigation under TRA-2 (Conflict with CEQA Guidelines), TRA-3 (Design Hazards or Incompatible Uses), and TRA-4 (Inadequate Emergency Access).

11.2.1 Alternative 1 Washington + MSF + Design Options

The operation of Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impacts TRA-1 (Conflict with Programs, Plans, and Policies), TRA-2 (Conflict with CEQA Guidelines), TRA-3 (Design Hazards or Incompatible Uses), and TRA-4 (Inadequate Emergency Access). The construction of Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact with the implementation of MM TRA-1 under Impacts TRA-1 (Conflict with Programs, Plans, and Policies), and a less than significant impact without mitigation under TRA-2 (Conflict with CEQA Guidelines), TRA-3 (Design Hazards or Incompatible Uses), and TRA-4 (Inadequate Emergency Access).

11.3 Alternative 2 Atlantic to Commerce/Citadel IOS + MSF

The operation of the base Alternative 2 and the Commerce MSF site option would result in less than significant impact under Impacts TRA-1 (Conflict with Programs, Plans, and Policies), TRA-2 (Conflict with CEQA Guidelines), TRA-3 (Design Hazards or Incompatible Uses), and TRA-4 (Inadequate Emergency Access). The construction of the base Alternative 2 and the Commerce MSF site option would have a less than significant impact with the implementation of MM TRA-1 under Impact TRA-1 (Conflict with Programs, Plans, and Policies), and a less than significant impact without mitigation under TRA-2 (Conflict with CEQA Guidelines), TRA-3 (Design Hazards or Incompatible Uses), and TRA-4 (Inadequate Emergency Access).

11.3.1 Alternative 2 Atlantic to Commerce/Citadel IOS + MSF + Design Option

The operation of Alternative 2 with the Atlantic/Pomona Station Option and the Commerce MSF site option would have a less than significant impact under Impacts TRA-1 (Conflict with Programs, Plans, and Policies), TRA-2 (Conflict with CEQA Guidelines), TRA-3 (Design Hazards or Incompatible Uses), and TRA-4 (Inadequate Emergency Access). The construction of Alternative 2 with the Atlantic/Pomona Station Option and the Commerce MSF site option would have a less than significant impact with the implementation of MM TRA-1 under Impact TRA-1 (Conflict with Programs, Plans, and Policies), and a less than significant impact without mitigation under Impacts TRA-2 (Conflict with CEQA Guidelines), TRA-3 (Design Hazards or Incompatible Uses), and TRA-4 (Inadequate Emergency Access).

11.4 Alternative 3 Atlantic to Greenwood IOS + MSF

The operation of the base Alternative 3 and either the Commerce MSF site option or the Montebello MSF site option would have a less than significant impact under Impacts TRA-1 (Conflict with Programs, Plans, and Policies), TRA-2 (Conflict with CEQA Guidelines), TRA-3 (Design Hazards or Incompatible Uses), and TRA-4 (Inadequate Emergency Access). The construction of the base Alternative 3 and either the Commerce MSF site option or the Montebello MSF site option would have a less than significant impact with the implementation of MM TRA-1 under Impact TRA-1 (Conflict with Programs, Plans, and Policies), and a less than significant impact under Impacts TRA-2 (Conflict with CEQA Guidelines), TRA-3 (Design Hazards or Incompatible Uses), and TRA-4 (Inadequate Emergency Access).

11.4.1 Alternative 3 Atlantic to Greenwood + MSF + Design Options

The operation of Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impacts TRA-1 (Conflict with Programs, Plans, and Policies), TRA-2 (Conflict with CEQA Guidelines), TRA-3 (Design Hazards or Incompatible Uses), and TRA-4 (Inadequate Emergency Access). The construction of Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce site option, Montebello MSF site option, or the Montebello MSF At-Grade Option, would have a less than significant impact with the implementation of MM TRA-1 under Impact TRA-1 (Conflict with Programs, Plans, and Policies), and a less than significant impact under Impacts TRA-2 (Conflict with CEQA Guidelines), TRA-3 (Design Hazards or Incompatible Uses), and TRA-4 (Inadequate Emergency Access).

12.0 PREPARERS QUALIFICATIONS

Name	Title	Education	Experience (Years)
Ryan Winn	Transportation Planner	MURP – Urban and Regional Planning, University of California, Los Angeles, 2016 BS – Civil and Environmental Engineering, Cornell University, 2010	10
Anthony Mangonon	Transportation Planner	BS – Civil and Environmental Engineering, University of California, Berkeley, 2006	14
Jessica Koon	Transportation Planner	MA – Urban and Environmental Planning, Arizona State University, 2015	8
Katherine Lee	Transportation Planner	MS – Transportation Science, University of California, Irvine BS – Civil Engineering- Building Science, University of Southern California	9
Lisa Young	Sr. Principal Planner	MA – Urban & Regional Planning, California Polytechnic University, Pomona, 2002 BA – Social Sciences, University of California, Irvine, 1998	20
Yolanda DeLong	Principal Planner	MS – Urban and Regional Planning, Florida State University, 2004 BS – Environmental Science, University of the West Indies at Mona, Jamaica, 2001	18

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ATTACHMENT A – JURISDICTIONAL COORDINATION



MetroTM

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

DATE

Mr/Ms. _____

Title

Agency

Address

City, CA 90zip

Re: Data Request to Support Environmental Review Process for the Eastside Transit Corridor Phase 2 Project

Dear _____:

The Los Angeles County Metropolitan Transportation Authority (Metro), is initiating the preparation of a Supplemental/Recirculated Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Eastside Transit Corridor Phase 2 Project (the Project). The proposed Project provides a transit connection to the Metro Gold Line Eastside Extension, linking communities farther east of Los Angeles to the regional transit network. The project alternatives are shown on the attached map (Attachment A).

The City of XXXX has been an important participant throughout the development of the Project and this letter is to formally request a point of contact, specific data available, and a meeting to discuss concurrence on traffic analysis methodology.

Attachment B is a list of data we have identified that your City may have updated or has been revised since completion of the 2014 Draft EIS/EIR. In addition, the following is a list of related requests we would like to include:

- Provide any other plans, reports, data or other proposed developments that could support us during the development of the report, please identify or provide as you see fit. Please provide this data by XXX or contact me to discuss the best approach and timing to obtain this data.
- Provide a single point of contact for all data and information exchange including coordinating presentations and inquiries with various City departments and staff as necessary.
- Review and provide concurrence on an update to the traffic analysis methodology to be used for this report. Since the 2014 Draft EIS/EIR, a number of environmental and regulatory requirements have changed. Once an updated methodology has been developed, we will ask for review and concurrence from the corridor Cities.

Metro is excited about the opportunity to continue working with the City of XXXX on this important Project. If you have questions regarding this request, please contact Ms. Laura Cornejo, Deputy Executive Officer, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, CA 90012, email address cornejol@metro.net.

Sincerely,

Laura Cornejo

Deputy Executive Officer,
Los Angeles Metropolitan Transportation Authority

Attachment A – Project Alternatives Map

Attachment B - Data List



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

The following is information/data that is needed from each city to prepare the technical memorandums for the Supplemental/Recirculated Draft EIS/EIR. The first list is information that is needed from each city, the second list is information unique to each city, and the third list is specific information needed for the transportation impact evaluation.

General Information Needs Request from All Cities

- Tax Rate Information for each relevant property type for each city/county, typically found in each city's Annual Report
- List of historic landmarks and historic monuments that are designated by a local ordinance, or are considered significant historical resources by the local jurisdiction
- Police station locations, and service areas for each station
- Fire station locations, and service areas for each station
- Designated emergency service routes within the community (if applicable)
- Statistics on staffing levels for both police and fire departments (i.e. # of full-time, part-time, etc.)
- Any contract arrangements, for both police and fire, with any of the surrounding cities or County of Los Angeles
- Local groundwater/surface water management plans
- Figures/maps of floodplains and inundation areas in each city
- Designated truck/haul routes
- Standard Construction Measures that apply to all construction projects if applicable (address such things as neighborhood notice requirements, local business disruption, traffic control plans, hazardous material disposal, hours of construction, and utilities)
- Geology, geotechnical, environmental data from consultants' report in the vicinity of the alignment
- Funded Capital Program identifying infrastructure projects to be in construction by the year 2042 for each individual City, Agency or Utility along both corridors.
- A list of planned, pending, and/or recently completed projects to be implemented by 2042.
- Copies of drawings, as-builts, GIS info, etc. for the following:
 1. Water, sewer, storm drain base maps
 2. Other city owned utilities, if applicable (steam, chilled water, gas, etc)
 3. Roadway as-builts along project limits
 4. Any site development plans for projects being permitted along the alignment
 5. GIS layers of city-owned utilities, ROW, city-owned parcels, and layers of city-owned improvements (if applicable) (MapGuide or similar – with links to as-builts)
 6. Utility agreements with private/public and third parties
 7. Major utility replacement/improvements (local streets)
 8. Local street improvement plans



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9. Project schedules if possible
10. Permit requirements for Survey, traffic control and Construction
11. City staging areas or lay-down areas
12. Co-op agreements with Caltrans or other oversight agencies on major projects

Specific Information Needs Request

Commerce

Commerce Retail Center Specific Plan

Downey

General Plan (hard copy and electronic copy if available)
Municipal Code (hard copy and electronic copy if available)

Los Angeles County

Emerald Necklace Master Plan

Monterey Park

Pedestrian Linkages Plan
Market Place at Monterey Park

South El Monte

General Plan (hard copy and electronic if available)

Whittier

General Plan (hard copy and electronic if available)
Municipal Code (hard copy and electronic if available)
Redevelopment Plan

Informational Needs Request for Transportation Impact Evaluation

The assistance of the Los Angeles County Metropolitan Transportation Authority (Metro) is required to coordinate with the appropriate agencies and local/regional jurisdictions for the Eastside Transit Corridor Phase 2 Project to identify project study area limits, analytical locations, available information and evaluation methodology including:

- Concurrence on intersections to be assessed (see Table 1)
- Obtain recent intersection turning movement traffic volume data and vehicle classification counts (typically within the past two years) for typical weekday a.m. and p.m. peak periods for each study intersection



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- In addition, intersection data that shows traffic volumes by link (i.e., through traffic, right turn, left turn), number of lanes for each link and average speed of free flow link
- Obtain bicycle and pedestrian count data at intersections
- Obtain recent annual average daily traffic (AADT) for study freeway mainline and roadway segments (see Table 2)
- Identify thresholds of significant project-related impacts for all travel modes, as currently approved by each affected jurisdiction/agency
- Concurrence on use of intersection capacity utilization (ICU) methodology or Highway Capacity Manual (HCM) methodology
- Concurrence on methodology for developing future traffic and transit growth rates
- Identify future transportation roadway and transit network, with confirmed list of any planned and/or programmed improvements
- Obtain speed limits of roadways identified as part of study intersections (Table 1)
- Identify preferred traffic and parking mitigation tools and strategies
- Identify preferred traffic and parking mitigation measures
- Obtain transit ridership data (daily ridership by line) for all local and regional transit operators that operate within your city boundary.

Eastside Transit Corridor Phase 3	
Table 1: List of Study Intersections	
1	Atlantic Boulevard / 1st Street / SR-60 WB Ramps
2	Atlantic Boulevard / SR-60 EB Ramps
3	Atlantic Boulevard / Pomona Boulevard
4	Atlantic Boulevard / Beverly Boulevard
5	Woods Ave/Beverly Blvd
6	Atlantic Blvd/4th St
7	Atlantic Blvd/Eagle St
8	Atlantic Blvd/6th St
9	Atlantic Blvd/Hubbard St
10	Atlantic Blvd/Whittier Blvd
11	Atlantic Blvd/Verona St
12	Atlantic Blvd/Olympic Blvd
13	Atlantic Blvd/Union Pacific Ave
14	Atlantic Blvd/Telegraph Rd/Ferguson Dr
15	Hillview Avenue / Pomona Boulevard
16	Hillview Avenue / Beverly Boulevard
17	Hoefner Ave/Flotilla St



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18	Tubeway Ave/Smithway St
19	Gayhart St / Washington Blvd
20	Gerhart Avenue / Pomona Boulevard
21	Gerhart Avenue / Pomona Boulevard/Via Campo
22	Findlay Avenue / Pomona Boulevard
23	Garfield Avenue / Pomona Boulevard
24	Garfield Avenue / Via Campo
25	Wilcox Avenue/ Pomona Boulevard
26	Wilcox Avenue / Via Campo
27	Fulton Ave/Pomona Blvd
28	Garfield Avenue / Washington Boulevard
29	Yates Avenue / Washington Boulevard
30	Vail Avenue / Washington Boulevard
31	Maple Avenue / Washington Boulevard
32	Greenwood Avenue / Washington Boulevard
33	Montebello Boulevard / Washington Boulevard
34	Bluff Road / Washington Boulevard
35	Paramount Boulevard / Washington Boulevard
36	Crossway Drive / Washington Boulevard
37	Rosemead Boulevard / Washington Boulevard
38	Passons Boulevard / Washington Boulevard
39	Pioneer Boulevard / Washington Boulevard
40	Norwalk Boulevard / Washington Boulevard
41	Norwalk Boulevard / Broadway
42	Broadway / Washington Boulevard
43	Sorensen Avenue / Washington Boulevard
44	Lambert Road / Washington Boulevard
45	Lambert Road / Santa Fe Springs Road
46	Putnam Street / Washington Boulevard
47	Whittier Boulevard / Washington Boulevard / Santa Fe Springs Road
48	Potrero Grande Drive / Pomona Boulevard / SR-60 WB Off Ramps
49	Paramount Boulevard / SR-60 WB Ramps / Neil Armstrong Street
50	Paramount Boulevard / SR-60 EB Ramps / Town Center Drive
51	Paramount Boulevard / Montebello Road
52	Montebello Town Center / Montebello Boulevard
53	Montebello Blvd/SR-60 EB Ramps
54	Plaza Drive / Montebello Boulevard
55	Walnut Grove Avenue / San Gabriel Boulevard
56	San Gabriel Boulevard / SR-60 WB Ramps



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57	San Gabriel Boulevard / Montebello Town Center
58	San Gabriel Boulevard / Plaza Drive
59	Merced Avenue / SR-60 WB Ramps / Santa Anita Avenue
60	Santa Anita Avenue / SR-60 EB Ramps
61	SR-60 EB Ramps / Durfee Avenue
62	Durfee Avenue / Slack Road
63	Durfee Avenue / Farndon Street
64	Durfee Avenue / SR-60 WB Ramps
65	Peck Road / Durfee Avenue

New intersection compared to the previous EIR



Metro

Table 2: Study Area Freeway and Roadway Segments

Roadway/Freeway	From	To
Atlantic Boulevard	Riggin Street	Beverly Boulevard
Beverly Boulevard	Woods Avenue	Gerhart Avenue
Broadway	Mines Boulevard	Norwalk Boulevard
Atlantic Boulevard	SR 60 Freeway	Beverly Boulevard
Atlantic Boulevard	Beverly Boulevard	Whittier Boulevard
Atlantic Boulevard	Whittier Boulevard	Telegraph Road
Gerhart Avenue	Pomona Boulevard	Beverly Boulevard
Greenwood Avenue	Beach Street	Date Street
Hill Drive	Paramount Boulevard	Rosemead Boulevard
Lambert Road	Washington Boulevard	Greenleaf Avenue
Long Beach Fwy (I-710)	SR-60 Fwy	I-5 Fwy
Merced Avenue	Rush Street	SR-60
Montebello Boulevard	Lincoln Avenue	San Gabriel Boulevard
Norwalk Boulevard	Saragosa Street	Slauson Avenue
Olympic Boulevard	Arizona Avenue	Goodrich Boulevard
Paramount Boulevard	Hill Drive	Montebello Boulevard
Paramount Boulevard	Mines Avenue	Rex Road
Passons Boulevard	Mines Avenue	Rex Road
Peck Road	Rush Street	I-605
Pioneer Boulevard	Saragosa Street	Slauson Avenue
Pomona Boulevard	Woods Avenue	Potrero Grande Drive
Pomona Freeway (SR-60)	I-710	I-605 Freeway
Portrero Grande Drive	Hill Drive	Lincoln Avenue
Riggin Street	Atlantic Boulevard	Garfield Avenue
Rosemead Boulevard	Mines Avenue	Rex Road
Rosemead Boulevard	Rush Street	Durfee Avenue
San Gabriel Boulevard	Rush Street	Rosemead Boulevard
San Gabriel River Fwy (I-605)	SR-60 Fwy	Washington Boulevard
Santa Ana Fwy (I-5)	I-710 Fwy	I-605 Fwy
Santa Anita Avenue	Rush Street	Durfee Avenue
Sorensen Avenue	Gretna Avenue	Slauson Avenue
Via Campo	Atlantic Boulevard	Wilcox Avenue
Washington Boulevard	Garfield Avenue	Yates Ave
Washington Boulevard	Yates Ave	Bluff Road



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Washington Boulevard	Bluff Road	I-605 Freeway
Washington Boulevard	I-605 Freeway	Norwalk Boulevard
Washington Boulevard	Norwalk Boulevard	Lambert Road
Whittier Boulevard	Hay Street	Wilcox Avenue
Whittier Boulevard/Santa Fe Springs	Mar Vista Street	Mulberry Drive
Wilcox Avenue	Pomona Boulevard	Whittier Boulevard

New roadway segment compared to the previous EIR

JURISDICTION	Santa Fe Springs	Montebello	Pico Rivera	Whittier	Monterey Park	LA County	South El Monte	Rosemead	Commerce
STATUS UPDATE	Approximately 25% of data collected to date. Remaining data is either pending or no response is expected.	Approximately 95% of data collected to date. Remaining data is either pending or no response is expected.	Approximately 80% of data collected to date. Remaining data is either pending or no response is expected.	Approximately 100% of data collected to date. Remaining data is either pending or no response is expected.	Approximately 90% of data collected to date. Remaining data is either pending or no response is expected.	Approximately 90% of data collected to date. Remaining data is either pending or no response is expected.	Approximately 50% of data collected to date. Remaining data is either pending or no response is expected.	Approximately 50% of data collected to date. Remaining data is either pending or no response is expected.	Approximately 50% of data collected to date. Remaining data is either pending or no response is expected.
Concurrence on study area intersections	E-mail confirmation received on 3/20.	E-mail confirmation received on 3/17. City requested to include intersections that would be closed during construction.	E-mail confirmation received on 3/6.	E-mail confirmation received on 3/7.	E-mail confirmation received on 3/8.	E-mail confirmation received on 3/8.	E-mail confirmation received on 3/21.	Confirmed verbally on 3/20.	E-mail confirmation received on 3/7.
Concurrence on using Highway Capacity Manual for intersection analysis	E-mail confirmation received on 3/20.	E-mail confirmation received on 3/7.	E-mail confirmation received on 3/6.	E-mail confirmation received on 3/7.	E-mail confirmation received on 3/8.	E-mail confirmation received on 3/7.	Information not available.	E-mail confirmation received on 3/20.	E-mail confirmation received on 3/7.
Intersection turning movement volume count data	Received - 3/14 Saved in project folder: 01_Transportation	Information not available.	Information not available.	Received - 3/7 Saved in project folder: 01_Transportation	Information not available.	Received - 3/7 Saved in project folder: 01_Transportation	Information not available.	Information not available.	Received - 3/7. Saved in project folder: 01_Transportation
Recent AADT or ADT	Received - 3/14 Saved in project folder: 01_Transportation	Information not available.	2014 ADT data saved in project folder: 01_Transportation	Received Draft Speed Survey for segments along Whittier Blvd between (Post Mile 0 - MP 6.767) on 3/7 Saved in project folder: 01_Transportation	Received - 3/8 Saved in project folder: 01_Transportation\AADT	Information not available.	Information not available.	Information not available.	Received ADT data for one segment (Garfield/Bandini) & for roadway segments between study intersections - 2/21 Saved in project folder: 01_Transportation
Signal timing plans	Provided via e-mail on 3/14. Saved in project folder: 01_Transportation	Provided PDFs in e-mail on 3/19. Saved in project folder: 01_Transportation	Data saved in project folder: 01_Transportation	Received - 3/7. Saved in project folder: 01_Transportation	Received - 3/8 Saved in project folder: 01_Transportation	Received - 3/6 Saved in project folder: 01_Transportation	Information not available.	Information not available.	Received on 2/21. Saved in project folder: 01_Transportation
Future roadway/transit plans w/ confirmed list of improvements to be in construction by 2042	No projects proposed in areas along the alignments; however, if redevelopment does occur along the south side of Washington Blvd, the City would require a dedication of ROW/local widening to accommodate 3-tru lanes in the future.	Wilcox/Beverly concrete pavement improvements. Specifications/Standards Doc saved in project folder: 01_Transportation	PDFs saved in project folder: 01_Transportation For project specific information refer to Column E, Row 60	Received - 3/7 See link for the <i>Lincoln Specific Plan</i> (https://www.cityofwhittier.org/home/showdocument?id=652)	Received - 3/8 One (1) non-transit project: Potrero Grande Median Project is still in conceptual phase so plans are available; project will maintain two lanes in each direction so the city does not expect that it will negatively affect the traffic capacity.	List of roadway/transit plans saved in project folder: 01_Transportation	Refer to city's planning department - http://www.ci.south-el-monte.ca.us/BUSINESS/Planning.aspx	Information not available.	No projects proposed in areas.
Funded Capital Program identifying infrastructure projects to be in construction by 2042	Nothing received	City does not have CIP program, however, the city is looking a street improvement bond to make an investment of approx. \$20 to \$30 million dollars in the next 5 years - Refer to the city's website in the annual budget report - the last page includes a list of approved capital improvement projects for the fiscal year (http://cityofmontebello.com/budget.html) Saved in project folder: 00_General	Refer to city website for recently completed projects - http://www.pico-rivera.org/depts/pw/cip/default.asp CIP Bi-Annual Report (2013) saved in project folder: 00_General	- Water CIP List (PDF) - Sewer CIP List (PDF) Saved in project folder: 02_Uilities - 5 Year CIP Streets (PDF) Saved in project folder: 01_Transportation	Nothing received	Refer to Public Works Department website - https://dpw.lacounty.gov/transit/TransitCapital.aspx	Refer to city's planning department - http://www.ci.south-el-monte.ca.us/BUSINESS/Planning.aspx	Nothing received	FY18-19 CIP saved in project folder: 00_General
List of planned, pending, & recently completed projects to be in construction by 2042	Norwalk Boulevard Mixed-Use Development (http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2018/2018-sep-7-015.pdf) - page 19	City does not have CIP program, however, the city is looking a street improvement bond to make an investment of approx. \$20 to \$30 million dollars in the next 5 years - Refer to the city's website in the annual budget report - the last page includes a list of approved capital improvement projects for the fiscal year (http://cityofmontebello.com/budget.html) Saved in project folder: 00_General	o Traffic Signal Upgrades Citywide, HSIPL-5351(037), CIP 21348 - Install 12" hardware (12" LED lenses, backplates, signal timing/emergency vehicle preemption upgrades) and pedestrian countdown signal heads at the following intersections within the study area: - Paramount Boulevard at Washington Boulevard - Rosemead Boulevard at Washington Boulevard - Mines Avenue at Paramount Boulevard - Mines Avenue at Rosemead Boulevard o Traffic Signal Improvements, HSIPL-5351(035), CIP 21353 - Upgrade traffic signal hardware (12" LED lenses, backplates, signal timing/emergency vehicle preemption upgrades) and pedestrian countdown signal at the following intersections within the study area: - Washington Boulevard at Crossway Drive - Paramount Boulevard at Rex Road o Hot Spot Intersection Improvement Rosemead Boulevard at Washington Boulevard, CIP 21278 - Restripe intersection and modifying striping to replace dedicated right lane turn pockets to through lanes along northbound and southbound Rosemead Boulevard. o Pico Rivera Regional Bikeway, ATPL-5351 (032), CIP 21280 - he project includes a Class I bike path along Mines Avenue from the Rio Hondo Channel to the San Gabriel River, a new bridge structure located approximately 2,600 feet north of Mines Avenue spanning the San Gabriel River and Class I and II bike lanes along Dunlap Crossing Road from the San Gabriel River to Norwalk Boulevard. The proposed improvements on Mines Avenue include but are not limited to: pavement reconstruction; installation of bio-swales; reconfiguration of parking lanes; upgrading street lights; traffic signal modifications at Rosemead Boulevard and Mines Avenue; and landscaping. PDFs saved in project folder: 01_Transportation	N/A	- Pedestrian Linkages Plan (https://www.montereypark.ca.gov/524/Pedestrian-Linkages-Plan) - Potrero Grande Specfic Plan (2014) - Monterey Park Market Place (Site Plan PDF, 2018) Saved in project folder: 00_General - Street Improvements saved in project folder: 01_Transportation	Refer to Public Works Department website - https://dpw.lacounty.gov/transit/TransitCapital.aspx	Refer to city's planning department - http://www.ci.south-el-monte.ca.us/BUSINESS/Planning.aspx	San Gabriel Street Reserving Project - not sure when this will happen - sometime in future	FY18-19 CIP saved in project folder: 00_General
Tax Rate Info by property Types	Refer to the County Assessor website - http://lacountypropertytax.com/portal/contactus/assessor.aspx	Included in the city's annual budget report. Current and previous report are available online (http://www.cityofmontebello.com/budget.html) Saved in project folder: 00_General	City provided link: http://auditor.lacounty.gov/property-tax-report-central/	Refer to the County Assessor website - http://lacountypropertytax.com/portal/contactus/assessor.aspx	Refer to the County Assessor website - http://lacountypropertytax.com/portal/contactus/assessor.aspx	Refer to the County Assessor website - http://lacountypropertytax.com/portal/contactus/assessor.aspx	Refer to city's website - http://www.ci.south-el-monte.ca.us/CITYDEPARTMENTSSERVICES/Finance.aspx	Refer to the city's quarterly financial reports located here: http://www.cityofrosemead.org/cms/One.aspx?portalId=10035075&pageId=10880897	Refer to the County Assessor website - http://lacountypropertytax.com/portal/contactus/assessor.aspx
Historic Landmarks/monuments in study area	Nothing received	Nothing received	One state registered landmark - Pico Rivera Historical Museum Refer to city's General Plan - Land Use section includes list of local historic sites saved in project folder: 00_General	Provided in GIS layer Saved in project folder: 05_GIS Data	Refer to LA County GIS portal for historic/cultural info (https://egis3.lacounty.gov/dataportal/data-catalog/)	Refer to LA County GIS portal for historic/cultural info (https://egis3.lacounty.gov/dataportal/data-catalog/)	No historic preservation overlay zone, some properties are historic but none in project area.	Refer to LA County GIS portal for historic/cultural info (https://egis3.lacounty.gov/dataportal/data-catalog/)	Refer to LA County GIS portal for historic/cultural info (https://egis3.lacounty.gov/dataportal/data-catalog/)
Police Stations, service areas, contracting agreements, # FTE/PTE staff	Nothing received	Police Station Location, and service areas for each station: 1600 W. Beverly Blvd, Montebello CA 90640 - Services the City of Montebello (no other stations or sub-stations) Statistics on staffing levels for Police: Fulltime funded sworn police officers 74, current FT police officers 65. Fulltime funded fulltime support staff 28, current FT support staff 24. Funded part-time staff 18 current 14. Patrol staffs a minimum of 5 officers and one supervisor per 12 hour shift Sun-Thurs. Minimum 6 officers and one supervisor Thur.-Sat night from 6pm to 4am. Any contract arrangements for police with any surrounding agencies: Police contracts with the Los Angeles County Sheriff's Department for use of their Air Support.	LA County police staffing information saved in project folder: 04_Police, Fire, Emergency	Whittier Police Department - 13200 Penn St, Whittier, CA 90602 Police station location and service stations also included in GIS "Civic_Locations" layer Saved in project folder: 05_GIS Data	Local police information (https://www.montereypark.ca.gov/Directory.aspx?id=11) Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/	Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/	Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/	No city police department - contract with LA County sheriff department - one station located within city: (Temple Station - 8838 E Las Tunas Dr)	Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/

JURISDICTION	Santa Fe Springs	Montebello	Pico Rivera	Whittier	Monterey Park	LA County	South El Monte	Rosemead	Commerce
Fire Stations, service areas, and contracting agreements, # FTE/PTE staff	Nothing received	Station Assignments, staffing, & service areas provided via e-mail on 3/14. Station assignments saved in project folder: 04_Police, Fire, Emergency Service areas included in e-mail response saved in project folder: Correspondence	3 Fire stations in the City: Station 25 9209 Slauson Avenue, Pico Rivera, CA 90660 Station 40 4864 Durfee Avenue, Pico Rivera, CA 90660 Station 103 7300 Paramount Boulevard, Pico Rivera, CA 90660	Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/ Provided GIS layer "Civic Locations" layer Saved in project folder: 05_GIS Data	Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/	Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/	Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/	No city fire department - contract with LA County fire - two fire stations located within city: 1) LA County fire station 4 (2644 N San Gabriel Blvd) 2) LA County fire station 42 (9319 Valley Blvd) Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/	Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/
Designated Emergency Routs	Nothing received	City has no established or identified emergency response routes	Refer to city's Hazard Mitigation Plan - http://www.pico-rivera.org/depts/ced/emergency/hazard_mitigation_plan_(hmp).asp	Included in the Whittier HazMitPlan (December 8, 2015) Saved in project folder: 03_Geotech, Groundwater, FEMA	Nothing received	Nothing received	No designated emergency routes. *Army Corps of Engineers are stationed near Whittier Narrows Dam - Conducting flood study	Nothing received	Nothing received
Designated truck/haul routes	Santa Fe Springs Code of Ordinances - Chapter 71 - Section 71.12 Refer to link (http://library.amlegal.com/hxt/gateway.dll/california/santa-fe-springs-california-codeoford?template=defaulthtm33.0&vid=amlegal:santafesprings_ca)	Map saved in project folder: 01_Transportation	Refer to City's General Plan; Circulation Element - listed in Zoning Ordinance, includes list of streets designated for truck routes Pico Rivera Municipal Code (Title 10 - Vehicles and Traffic), refer to link: http://qcode.us/codes/picorivera/	GIS layer: Truck Routes Saved in project folder: 05_GIS Data Truck Hall Routes map Saved in project folder: 01_Transportation	Provided map on 3/22/19 Saved in project folder: 01_Transportation	Project specific, no designated truck/haul routes. However, if road impacts occur, the project will likely need to reconstruct some of it.	Project specific - no city wide truck/haul routes	Rosemead Municipal Code: https://library.municode.com/ca/rosemead/codes/code_of_ordinances?nodeId=CD_ORD_TIT10VE	Commerce Municipal Code: https://library.municode.com/ca/commerce/codes/code_of_ordinances?nodeId=COMMERCE_CALIFORNIAAMUCO
Groundwater/ surface water management plans	Nothing received	Montebello Water District map - Refer to link (http://cityofmontebello.com/images/public-works/Water_District_Map.pdf) San Gabriel Water Company maintains the City's water systems (#2 on the map), they can provide the plan for the City's water systems.	Plans/Drawings saved in project folder: 03_Geotech, Groundwater, FEMA\Water	Received MS4 permit Saved in project folder: 03_Geotech, Groundwater, FEMA	City provided the following documents: - Storm drain improvement plans - Map of water districts - Waterline improvement plans/maps Saved in project folder: 03_Geotech, Groundwater, FEMA	Refer to county's website - https://dpw.lacounty.gov/landing/waterResources.cfm	Defer to Army Corps of Engineer website (https://www.spl.usace.army.mil/)	City of Rosemead participating in Upper Los Angeles River Watershed Management Group - LA Regional Water Quality Control Board approved Enhanced Watershed Management Program (EWMP) in March 2016 Refer to link: https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/los_angeles/upper_losangeles/index.html	Nothing received
Maps/figures of floodplains and innunsated areas	Nothing received	Nothing received	City provided the following: - Flooding Chapter included in Multi-Jurisdiction Hazard Mitigation Plan Update (August 2011) - Water System Master Plan (July 2009) - Water Authority's Urban Water Management Plan (Dec. 2017) - Regional Project Site Feasibility Study Report (March 2016) - Lower San Gabriel Watershed Management Program (June 2015) Saved in project folder: 03_Geotech, Groundwater, FEMA\Water Additional Study: Army Corp of Engineers is working on a study for Whittier Narrows dam for potential flood areas. (Ask for privacy notice to sign)	Refer to FEMA - https://msc.fema.gov/portal/home GIS may be able to provide additional information. Saved in project folder: 05_GIS Data	City provided the following documents: - Earthquake zone map - FEMA map Saved in project folder: 03_Geotech, Groundwater, FEMA	Refer to county's website - https://dpw.lacounty.gov/landing/waterResources.cfm	Majority of city is flood zone X Refer to FEMA - https://msc.fema.gov/portal/home	Refer to FEMA - https://msc.fema.gov/portal/home	Floodmaps available online at United States Geological Survey (USGC) - https://www.usgs.gov/products/maps/overview
Standard Construction Measures	Nothing received	See Wilcox/Beverley concrete pavement improvements project as reference. Refer to Section 10 - City Standards, Standard Plans and Drawings on pg. GP-14. Specifications/Standards Doc saved in project folder: 01_Transportation	Saved in project folder: 00_General	Refer to city's specifications saved in project folder: 00_General	City noise ordinance Saved in project folder: 00_General	- Utilities companies are responsible for their utility section. - Noise & vibration follow LA County code of ordinances. - Hours of construction occur between 8:30AM-3:30PM. Work conducted at night requires a permit from the County Health Department. - Provide notice for local business disruption and/or if they go out of business. - Traffic control plans must be signed by a civil engineer, not traffic engineer. This would need a maintenance cooperative agreement. LA County is currently in development of a blanket agreement.	Follows CA building code - https://tremont.gov/2991/2016-California-Building-Code	- Construction hours are Mon-Friday 7AM to 4PM - Provide notice of temporary parking removal for construction equipment 48 hours in advance - Requires traffic control plan on major arterials - Residential areas refer to the Traffic Control Handbook	- Varies per project. Requires notification for residents, no city standards - Construction standards go by Green Book specification and APWA standard plans, and sometimes Caltrans - Follow California Building Code for construction/electrical - Traffic Engineering follows California MUTCD
Geotech, env, geology data from reports adjacent to alignments	Nothing received	Nothing received	Nothing received	Geotechnical Reports for Brookfield (April 26, 2013) Saved in project folder: 03_Geotech, Groundwater, FEMA	City provided the following documents: - Earthquake zone map - FEMA map Saved in project folder: 03_Geotech, Groundwater, FEMA	Nothing received	Information not available.	Not aware of any projects	- Geotech/Pavement Engineering Report (Atlantic Ave) - Geotech/Pavement Engineering Report (Garfield Ave) Saved in project folder: 03_Geotech, Groundwater, FEMA
Drawings, As-Builts, GIS infor for:	Nothing received	No GIS department	Nothing received	Received - 3/25	Received - 3/22	Nothing received	Nothing received	Nothing received	Refer to LA County online database
1. Water, Sewer, Storm Drain Base maps	Nothing received	Montebello Water District map (http://cityofmontebello.com/images/public-works/Water_District_Map.pdf) San Gabriel Water Company maintains the City's water systems (#2 on the map), they can provide the plan for the City's water systems.	Water Master Plan and 2015 Urban Water Management Plan. Reports saved in project folder: 03_Geotech, Groundwater, FEMA Follow-up question from city - do we have staff to come to city to make copies? - intern knows location of files	City provided the following documents: - Plans - Storm drain wall map - GIS layers of utility locations Saved in project folder: 02_Uilities	City provided the following documents: - Sewer maps - Storm drain improvement plans - Map of water districts - Waterline improvement plans/maps Saved in project folder: 02_Uilities	- All city owned utilities-, refer to Public Works Dept. - LA County Sanitation; Utilities have access through the plan vault. - Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/ - All storm drain plans, profiles, and as-built plans available at https://pw.lacounty.gov/fcd/StormDrain/index.cfm	Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/	Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/	- California Water contact - Phil Delgado - Sewer/Storm Drain refer to LA County DPM or on county website Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/

JURISDICTION	Santa Fe Springs	Montebello	Pico Rivera	Whittier	Monterey Park	LA County	South El Monte	Rosemead	Commerce
2. Other city owned utilities,	Nothing received	N/A	Nothing received	N/A	Street lighting maps saved in project folder: 00_General Utility maps saved in project folder: 02_Utillities	List of locations/ownership for underground storage tanks saved in project folder: 02_Utillities	None	Nothing received	Nothing received
3. Roadway as-builts along project limits	Nothing received	N/A	Nothing received	Plans saved in project folder: 02_Utillities	Nothing received	Nothing received	Nothing received	Nothing received	Nothing received
4. Any site development plans for projects being permitted along the alignment	Nothing received	Nothing received	Nothing received	N/A	Nothing received	Refer to the Land Records Viewer (https://dpw.lacounty.gov/sur/landrecords/). Use the Tentative Tract and Parcel Map layers.	Nothing received	Nothing received	Nothing received
5. GIS Layers of Utilities	Nothing received	No GIS department	Nothing received	GIS, GIS staff can identify City-owned property by referring to the "Agency" fields in the parcel attribute table	No GIS department	Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/	Nothing received	Nothing received	Nothing received
5. GIS Layers of city owned ROW, parcels, etc	Nothing received	No GIS department	Nothing received	Nothing received	No GIS department	- Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/ - Refer to the County Assessor website - http://lacountypropertytax.com/portal/contactus/assessor.aspx	Nothing received	Nothing received	Nothing received
5. GIS Layers of city improvements	Nothing received	No GIS department	Nothing received	Refer to the city's General Plan - Circulation section discusses bike improvements/projects - Urban Greening Plan available on city website (http://www.pico-rivera.org/depts/ced/pico_rivera_urban_greening_plan.asp) Saved in project folder: 05_GIS Data	Refer to the "Agency" fields in the parcel attribute table.	Refer to LA County GIS portal - https://egis3.lacounty.gov/dataportal/data-catalog/	Nothing received	Nothing received	Nothing received
6. Utility agreements with public/private third parties	Nothing received	Montebello Water District map (http://cityofmontebello.com/images/public-works/Water_District_Map.pdf) San Gabriel Water Company maintains the City's water systems (#2 on the map), they can provide the plan for the City's water systems.	Nothing received	Refer to Franchise Agreements Saved here: R:\Projects\TRN\60039033_EastSide2_LA_Part_3\300 - Communications\330 - External\01_City Contact_Log & Data\04_Whittier\00_General\Franchise Agreements	Water Purveyor Map 2017 saved in project folder: 02_Utillities	List of locations/ownership for underground storage tanks saved in project folder: 02_Utillities	Nothing received	Nothing received	Nothing received
7. Major Utility replacement/improvement projects planned	Nothing received	1) SCE is planning to underground their existing overhead lines on Beverly Blvd, from Montebello Blvd to 4th Street. Also, you'll need to contact them regarding their Mesa Substation project as it impacts your project alignment along the SR-60 and potentially other locations (as they upgrade their transmission lines along their easement east of Garfield Avenue. 2) LA County has to TSSP projects coming along one on Beverly (from East La to Pico Rivera) and one on Washington Blvd - early stage of planning (East LA to Pico Rivera). 3) Pico Rivera received a grant to reconstruct the Washington Blvd bridge over Rio Hondo	Nothing received	Lighting, sewer, storm drain and water plans Saved in project folder: 02_Utillities	City provided the following documents: - Sewer maps - Storm drain improvement plans - Map of water districts - Waterline improvement plans/maps Saved in project folder: 02_Utillities	Nothing received	Nothing received	Nothing received	Nothing received
8. Local street improvement plans	Nothing received	City provided list of projects: - Beverly Blvd Traffic Plan - Montebello Blvd: adding bike lane (between Lincoln and Paramount Blvds) and 3rd travel lane (https://www.californiabids.com/bid-opportunities/2018/11/10/8966471-FY-20182019-Montebello-Boulevard-Bike-Lane-and-Sidewalk-Improvement-From-Lincoln-Ave-To-Paramount-Boulevard.html) - Future project - LA County to conduct TSP project on Washington Blvd	Nothing received	Street improvements plans saved in project folder: 01_Transportation	Engineering plans saved in project folder: 01_Transportation	List of roadway/transit plans saved in project folder: 01_Transportation	Nothing received	Nothing received	Nothing received
9. Project schedules if possible	Nothing received	Nothing received	Nothing received	N/A	N/A	Nothing received	Nothing received	Nothing received	Nothing received
10. Permit requirements for Survey, traffic control and Construction	Nothing received	Nothing received	Nothing received	Encroachment Permit Application Saved in project folder: 00_General	Nothing received	Nothing received	Street permit - process standard encroachment permit, associated fees, follow Greenbook/Caltrans Right of Way Manual (http://www.dot.ca.gov/hq/row/rowman/manual/)	Nothing received	Received - 3/19 Saved in project folder: 01_Transportation
11. City staging areas or lay-down areas	Nothing received	N/A	Nothing received	N/A	Nothing received	Nothing received	Project specific	Nothing received	Nothing received
Co-op agreements with Caltrans or other oversight agencies on major projects	Nothing received	As all other cities Montebello has an Master Federal Aid agreement with Caltrans, under which the City completes various State and Federal Aid project improvements. Montebello will be completing proposed improvements to Garfield/Via Campo under an HSIP Grant.	Nothing received	- Whittier Blvd is a Caltrans facility - State Route 72 - Along Whittier Blvd there are three intersection improvement projects. (Metro-Hot Spots) are in preliminary design with an estimated construction completion year of 2022. Metro is familiar with these projects and their status. Plans saved in project folder: 01_Transportation	Nothing received	Nothing received	Nothing received	Nothing received	Nothing received

Note: This table includes a summary of information provided to the JV by the jurisdictions, including files, weblinks, and written communication in response to the data request. The data included in this table is not comprehensive. It is the responsibility of all respective firms, technical leads, and subject matter experts to review the information provided and collect any additional information that may be required to meet industry standards and to ensure compliance with local, state and federal laws.

City of Santa Fe Springs



Koon, Jessica

From: Thomas R. Lopez <ThomasLopez@santafesprings.org>
Sent: Wednesday, March 20, 2019 1:42 PM
To: Koon, Jessica
Cc: Noe Negrete
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request

The study intersections are OK, I just a little heartburn with the HCM methodology as I am not familiar with it and have never used it—I grew up using ICU method but if everyone else along the route has approved the use of HCM then I guess an old dog will have to learn new tricks. I'll go along with whatever Mr. Negrete approves.

From: Koon, Jessica [mailto:Jessica.Koon@aecom.com]
Sent: Wednesday, March 20, 2019 1:34 PM
To: Thomas R. Lopez <ThomasLopez@santafesprings.org>
Cc: Swartz, John (Los Angeles) <john.swartz@aecom.com>
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request
Importance: High

Hi Thomas,

We are requesting cities to provide a written response with the city's concurrence on using the HCM methodology for the traffic analysis, as well as concurrence on the intersections we have identified within your jurisdiction to collect traffic counts. Can you please provide a response to this e-mail stating your concurrence on these two items?

Thank you,

Jessica Koon
Transportation Planner
Transportation Planning Group, LA Metro Region
O 213.996.2229 C 480.695.7099
jessica.koon@aecom.com

AECOM
300 S. Grand Ave., Los Angeles, CA 90071
T 213.593.8100 F 213.593.8053
aecom.com

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From: Koon, Jessica
Sent: Thursday, March 14, 2019 2:17 PM
To: Thomas R. Lopez
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request
Importance: High

Hi Thomas,

One last thing, if you've had a chance to review the traffic methodology memo that explains the use of the HCM under Section 7.1, can you please respond to this email with your concurrence on using this methodology for this study?

Koon, Jessica

From: Thomas R. Lopez <ThomasLopez@santafesprings.org>
Sent: Thursday, March 14, 2019 11:50 AM
To: Koon, Jessica
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request
Attachments: SP-155_Wash-Broadway_2003.pdf; SP-158_Wash-Sorensen_LACO_2004.pdf; SP-173_Norwalk-Washington.pdf; Washington & Broadway_6-26-07.pdf; Washington & Norwalk_6-26-07.pdf; Broadway 2016 ADT_Washington-Norwalk.pdf; Norwalk 2016 ADT_Washington-Boer.pdf; Sorensen 2016 ADT_Washington-Slauson.pdf; Washington 2016 ADT_Broadway-E'ly City Limits.pdf; Washington 2016 ADT_Norwalk-Broadway.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Jessica, here are the signal plans and signal timing plans that we have for the three study locations. Also, I've attached the ADT's for Washington Bl. and the volume data for the streets that intersection Washington Bl. The City is not planning any widening or realignment projects along Washington Bl., however, if redevelopment does occur along the south side of Washington Bl., the City would require a dedication of right of way and local widening so that the street could accommodate 3-thru lanes in the future. Let me know if I've missed anything.

Tom Lopez | Traffic Engineer
City of Santa Fe Springs | Public Works Engineering
11710 Telegraph Road | Santa Fe Springs, CA 90670
(562) 868-0511, Ext 7342 | (562) 409-7651 Fax
tomlopez@santafesprings.org | www.santafesprings.org

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From: Koon, Jessica [mailto:Jessica.Koon@aecom.com]
Sent: Wednesday, March 13, 2019 1:24 PM
To: Thomas R. Lopez <ThomasLopez@santafesprings.org>
Cc: Noe Negrete <NoeNegrete@santafesprings.org>; Swartz, John (Los Angeles) <john.swartz@aecom.com>; Akkinepally, Vamshi <Vamshi.Akkinepally@aecom.com>
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request

Hi Tom,

Thank you for reaching out to me. Attached is a map of the study area intersections, as well as the traffic methodology memo that includes the HCM methodology. The HCM methodology is slightly different than the ICU methodology. Vamshi Akkinepally from our team is leading the traffic analysis and can answer more specific questions regarding this methodology. I've copied him on this email.

The intersections in your jurisdiction that our team is planning to collect traffic data from are:

City of Montebello

A thick, solid yellow horizontal bar is positioned directly below the text "City of Montebello".



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

The following is information/data that is needed from each city to prepare the technical memorandums for the Supplemental/Recirculated Draft EIS/EIR. The first list is information that is needed from each city, the second list is information unique to each city, and the third list is specific information needed for the transportation impact evaluation.

General Information Needs Request from All Cities

- Tax Rate Information for each relevant property type for each city/county, typically found in each city's Annual Report — PROVIDED LINK
- List of historic landmarks and historic monuments that are designated by a local ordinance, or are considered significant historical resources by the local jurisdiction — PLANNING
- Police station locations, and service areas for each station — POLICE
- Fire station locations, and service areas for each station — FIRE
- Designated emergency service routes within the community (if applicable) — FIRE
- Statistics on staffing levels for both police and fire departments (i.e. # of full-time, part-time, etc.) — POLICE/FIRE
- Any contract arrangements, for both police and fire, with any of the surrounding cities or County of Los Angeles — POLICE/FIRE
- Local groundwater/surface water management plans — PUBLIC WORKS
- Figures/maps of floodplains and inundation areas in each city — PLANNING
- Designated truck/haul routes — PUBLIC WORKS
- Standard Construction Measures that apply to all construction projects if applicable (address such things as neighborhood notice requirements, local business disruption, traffic control plans, hazardous material disposal, hours of construction, and utilities) — PUBLIC WORKS/PLANNING
- Geology, geotechnical, environmental data from consultants' report in the vicinity of the alignment — PLANNING
- Funded Capital Program identifying infrastructure projects to be in construction by the year 2042 for each individual City, Agency or Utility along both corridors. — PUBLIC WORKS
- A list of planned, pending, and/or recently completed projects to be implemented by 2042. — PLANNING
- Copies of drawings, as-builts, GIS info, etc. for the following:
 1. Water, sewer, storm drain base maps — PUBLIC WORKS
 2. Other city owned utilities, if applicable (steam, chilled water, gas, etc) — N/A
 3. Roadway as-builts along project limits — PUBLIC WORKS
 4. Any site development plans for projects being permitted along the alignment — PLANNING
 5. GIS layers of city-owned utilities, ROW, city-owned parcels, and layers of city-owned improvements (if applicable) (MapGuide or similar — with links to as-builts) — PUBLIC WORKS
 6. Utility agreements with private/public and third parties — PUBLIC WORKS
 7. Major utility replacement/improvements (local streets) — N/A (BEVERLY BLVD — SEE)
 8. Local street improvement plans — PUBLIC WORKS



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9. Project schedules if possible →
10. Permit requirements for Survey, traffic control and Construction — PUBLIC WORKS
11. City staging areas or lay-down areas — N/A
12. Co-op agreements with Caltrans or other oversight agencies on major projects → PUBLIC WORKS

Specific Information Needs Request

Commerce

Commerce Retail Center Specific Plan

Downey

General Plan (hard copy and electronic copy if available)
Municipal Code (hard copy and electronic copy if available)

Los Angeles County

Emerald Necklace Master Plan

Monterey Park

Pedestrian Linkages Plan
Market Place at Monterey Park

South El Monte

General Plan (hard copy and electronic if available)

Whittier

General Plan (hard copy and electronic if available)
Municipal Code (hard copy and electronic if available)
Redevelopment Plan

Informational Needs Request for Transportation Impact Evaluation

The assistance of the Los Angeles County Metropolitan Transportation Authority (Metro) is required to coordinate with the appropriate agencies and local/regional jurisdictions for the Eastside Transit Corridor Phase 2 Project to identify project study area limits, analytical locations, available information and evaluation methodology including:

- Concurrence on intersections to be assessed (see Table 1) — PUBLIC WORKS (DONE)
- Obtain recent intersection turning movement traffic volume data and vehicle classification counts (typically within the past two years) for typical weekday a.m. and p.m. peak periods for each study intersection — PUBLIC WORKS



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- In addition, intersection data that shows traffic volumes by link (i.e., through traffic, right turn, left turn), number of lanes for each link and average speed of free flow link *PW (IF ANY)*
- Obtain bicycle and pedestrian count data at intersections *PW (IF ANY)*
- Obtain recent annual average daily traffic (AADT) for study freeway mainline and roadway segments (see Table 2) *- PUBLIC WORKS*
- Identify thresholds of significant project-related impacts for all travel modes, as currently approved by each affected jurisdiction/agency
- Concurrence on use of intersection capacity utilization (ICU) methodology or Highway Capacity Manual (HCM) methodology *- PUBLIC WORKS (DONE)*
- Concurrence on methodology for developing future traffic and transit growth rates *- PW (DONE)*
- Identify future transportation roadway and transit network, with confirmed list of any planned and/or programmed improvements *- PUBLIC WORKS*
- Obtain speed limits of roadways identified as part of study intersections (Table 1) *- PUBLIC WORKS*
- Identify preferred traffic and parking mitigation tools and strategies *- PUBLIC WORKS*
- Identify preferred traffic and parking mitigation measures *- PUBLIC WORKS*
- Obtain transit ridership data (daily ridership by line) for all local and regional transit operators that operate within your city boundary. *- TRANSPORTATION*

Eastside Transit Corridor Phase 3	
Table 1: List of Study Intersections	
1	Atlantic Boulevard / 1st Street / SR-60 WB Ramps
2	Atlantic Boulevard / SR-60 EB Ramps
3	Atlantic Boulevard / Pomona Boulevard
4	Atlantic Boulevard / Beverly Boulevard
5	Woods Ave/Beverly Blvd
6	Atlantic Blvd/4th St
7	Atlantic Blvd/Eagle St
8	Atlantic Blvd/6th St
9	Atlantic Blvd/Hubbard St
10	Atlantic Blvd/Whittier Blvd
11	Atlantic Blvd/Verona St
12	Atlantic Blvd/Olympic Blvd
13	Atlantic Blvd/Union Pacific Ave
14	Atlantic Blvd/Telegraph Rd/Ferguson Dr
15	Hillview Avenue / Pomona Boulevard
16	Hillview Avenue / Beverly Boulevard
17	Hoefner Ave/Flotilla St



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18	Tubeway Ave/Smithway St
19	Gayhart St / Washington Blvd
20	Gerhart Avenue / Pomona Boulevard
21	Gerhart Avenue / Pomona Boulevard/Via Campo
22	Findlay Avenue / Pomona Boulevard
23	Garfield Avenue / Pomona Boulevard
24	Garfield Avenue / Via Campo
25	Wilcox Avenue/ Pomona Boulevard
26	Wilcox Avenue / Via Campo
27	Fulton Ave/Pomona Blvd
28	Garfield Avenue / Washington Boulevard
29	Yates Avenue / Washington Boulevard
30	Vail Avenue / Washington Boulevard
31	Maple Avenue / Washington Boulevard
32	Greenwood Avenue / Washington Boulevard
33	Montebello Boulevard / Washington Boulevard
34	Bluff Road / Washington Boulevard
35	Paramount Boulevard / Washington Boulevard
36	Crossway Drive / Washington Boulevard
37	Rosemead Boulevard / Washington Boulevard
38	Passons Boulevard / Washington Boulevard
39	Pioneer Boulevard / Washington Boulevard
40	Norwalk Boulevard / Washington Boulevard
41	Norwalk Boulevard / Broadway
42	Broadway / Washington Boulevard
43	Sorensen Avenue / Washington Boulevard
44	Lambert Road / Washington Boulevard
45	Lambert Road / Santa Fe Springs Road
46	Putnam Street / Washington Boulevard
47	Whittier Boulevard / Washington Boulevard / Santa Fe Springs Road
48	Potrero Grande Drive / Pomona Boulevard / SR-60 WB Off Ramps
49	Paramount Boulevard / SR-60 WB Ramps / Neil Armstrong Street - CALTRANS
50	Paramount Boulevard / SR-60 EB Ramps / Town Center Drive - CALTRANS
51	Paramount Boulevard / Montebello Road
52	Montebello Town Center / Montebello Boulevard - CALTRANS
53	Montebello Blvd/SR-60 EB Ramps - CALTRANS
54	Plaza Drive / Montebello Boulevard
55	Walnut Grove Avenue / San Gabriel Boulevard
56	San Gabriel Boulevard / SR-60 WB Ramps



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57	San Gabriel Boulevard / Montebello Town Center
58	San Gabriel Boulevard / Plaza Drive
59	Merced Avenue / SR-60 WB Ramps / Santa Anita Avenue
60	Santa Anita Avenue / SR-60 EB Ramps
61	SR-60 EB Ramps / Durfee Avenue
62	Durfee Avenue / Slack Road
63	Durfee Avenue / Farndon Street
64	Durfee Avenue / SR-60 WB Ramps
65	Peck Road / Durfee Avenue

New intersection compared to the previous EIR



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Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Table 2: Study Area Freeway and Roadway Segments

Roadway/Freeway	From	To
Atlantic Boulevard	Riggin Street	Beverly Boulevard
Beverly Boulevard	Woods Avenue	Gerhart Avenue
Broadway	Mines Boulevard	Norwalk Boulevard
Atlantic Boulevard	SR 60 Freeway	Beverly Boulevard
Atlantic Boulevard	Beverly Boulevard	Whittier Boulevard
Atlantic Boulevard	Whittier Boulevard	Telegraph Road
Gerhart Avenue	Pomona Boulevard	Beverly Boulevard
Greenwood Avenue	Beach Street	Date Street
Hill Drive	Paramount Boulevard	Rosemead Boulevard
Lambert Road	Washington Boulevard	Greenleaf Avenue
Long Beach Fwy (I-710)	SR-60 Fwy	I-5 Fwy
Merced Avenue	Rush Street	SR-60
Montebello Boulevard	Lincoln Avenue	San Gabriel Boulevard
Norwalk Boulevard	Saragosa Street	Slauson Avenue
Olympic Boulevard	Arizona Avenue	Goodrich Boulevard
Paramount Boulevard	Hill Drive	Montebello Boulevard
Paramount Boulevard	Mines Avenue	Rex Road
Passons Boulevard	Mines Avenue	Rex Road
Peck Road	Rush Street	I-605
Pioneer Boulevard	Saragosa Street	Slauson Avenue
Pomona Boulevard	Woods Avenue	Potrero Grande Drive
Pomona Freeway (SR-60)	I-710	I-605 Freeway
Portrero Grande Drive	Hill Drive	Lincoln Avenue
Riggin Street	Atlantic Boulevard	Garfield Avenue
Rosemead Boulevard	Mines Avenue	Rex Road
Rosemead Boulevard	Rush Street	Durfee Avenue
San Gabriel Boulevard	Rush Street	Rosemead Boulevard
San Gabriel River Fwy (I-605)	SR-60 Fwy	Washington Boulevard
Santa Ana Fwy (I-5)	I-710 Fwy	I-605 Fwy
Santa Anita Avenue	Rush Street	Durfee Avenue
Sorensen Avenue	Gretna Avenue	Slauson Avenue
Via Campo	Atlantic Boulevard	Wilcox Avenue
Washington Boulevard	Garfield Avenue	Yates Ave
Washington Boulevard	Yates Ave	Bluff Road



Metro

Washington Boulevard	Bluff Road	I-605 Freeway
Washington Boulevard	I-605 Freeway	Norwalk Boulevard
Washington Boulevard	Norwalk Boulevard	Lambert Road
Whittier Boulevard	Hay Street	Wilcox Avenue
Whittier Boulevard/Santa Fe Springs	Mar Vista Street	Mulberry Drive
Whittier Boulevard	Pomona Boulevard	Whittier Boulevard

New roadway segment compared to the previous EIR

Koon, Jessica

From: Kouri, Sam <SKouri@cityofmontebello.com>
Sent: Thursday, March 07, 2019 10:25 AM
To: Koon, Jessica; Barrio, Tom; Batson, Danilo
Cc: Keller, Brad; Swartz, John (Los Angeles); Sosa, Ray; Barnes, Dennis
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request

Jessica ---- See comments below

From: Koon, Jessica [mailto:Jessica.Koon@aecom.com]
Sent: Thursday, March 07, 2019 9:38 AM
To: Barrio, Tom; Batson, Danilo; Kouri, Sam
Cc: Keller, Brad; Swartz, John (Los Angeles); Sosa, Ray
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request
Importance: High

Hi Tom,

Thank you for forwarding this information on to others who would assist our team in collecting the data. I would like to clarify that our team is planning to collect as much information as we can for the items included in the list below within the next week, so not all of the items need to be provided this week. John and myself are available next week if you'd to meet to discuss the remainder of the items included on the list. Please let us know what times work best for you and your team.

The two critical items we are requesting the city's confirmation on by the end of this week (3/8) is your concurrence on the study area intersections **Also include any intersection that are to be closed in your study** that have been identified to conduct traffic counts, as well as concurrence on using the Highway Capacity Manual methodology for intersection analysis. **Approved for use in Montebello** If there are no concerns with these two items, can you please respond to this e-mail with your concurrence on our proposed use of the Highway Capacity Manual methodology for intersection analysis and with our proposed analysis of the intersections identified in the traffic methodology memo?

Thank you,

Jessica Koon
Transportation Planner
Transportation Planning Group, LA Metro Region
O 213.996.2229 C 480.695.7099
jessica.koon@aecom.com

AECOM
300 S. Grand Ave., Los Angeles, CA 90071
T 213.593.8100 F 213.593.8053
aecom.com

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From: Barrio, Tom [mailto:TBarrio@cityofmontebello.com]
Sent: Wednesday, March 06, 2019 7:43 PM
To: Batson, Danilo; Kouri, Sam
Cc: Gonzalez, Ivan D.; 'derosierlk@cdmsmith.com'; Keller, Brad; Koon, Jessica; Swartz, John (Los Angeles); Sosa, Ray;

Koon, Jessica

From: Batson, Danilo <DBatson@cityofmontebello.com>
Sent: Monday, March 25, 2019 8:15 AM
To: Koon, Jessica
Cc: Swartz, John (Los Angeles)
Subject: FW: Eastside Transit Corridor Phase 2 project - Data Request
Attachments: P400-FY 2018.pdf; P400-FY 2019 - mid year.pdf

GM Jessica,

In case these were not sent to you already, thanks.

Danilo

From: Barrio, Tom
Sent: Tuesday, March 19, 2019 6:13 PM
To: Batson, Danilo; Pelaez, Fernando; Johnson, Kurt; Mancha, Manuel; Feske, Matthew
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request

Danilo attached please find ridership

Tom Barrio
Director of Transportation
400 So. Taylor Ave.
City of Montebello, CA 90640
(323) 216-9532
tbarrio@cityofmontebello.com

From: Batson, Danilo
Sent: Tuesday, March 19, 2019 1:57 PM
To: Pelaez, Fernando; Johnson, Kurt; Mancha, Manuel; Feske, Matthew; Barrio, Tom
Subject: FW: Eastside Transit Corridor Phase 2 project - Data Request
Importance: High

To All,

I have a conference call scheduled today with Metro regarding their list. Please provide a status update for your department on collecting a providing the requested information identified on the attached as your department. being able to provide.

Thanks

Danilo

From: Batson, Danilo
Sent: Wednesday, March 13, 2019 1:47 PM
To: 'Koon, Jessica'
Cc: Swartz, John (Los Angeles); Kouri, Sam; Keller, Brad; Pelaez, Fernando; Johnson, Kurt; Mancha, Manuel; Feske,

Koon, Jessica

From: Osorio, Frank <FOsorio@cityofmontebello.com>
Sent: Thursday, March 14, 2019 4:56 PM
To: Koon, Jessica
Cc: Pelaez, Fernando
Subject: FW: Montebello Fire Department Information
Attachments: Station Assignments Mar 2019.doc

Good afternoon Ms. Koon,

I'm forwarding you this email that was prepared at the request of Fernando Pelaez, Fire Chief for the Montebello Fire Department for your upcoming Transit Corroder meeting.

Please contact Chief Pelaez at (323) 558-8234 cell or myself to verify receipt of this email. You can also reply via email. Let me know if there's any further information required. Thank you...

Respectfully,
Frank Osorio, Fire Captain
Montebello Fire Dept.
Fosorio@cityofmontebello.com
(323) 887-4510 Office
(909) 261-9870 Cell

From: Osorio, Frank
Sent: Thursday, March 14, 2019 2:14 PM
To: Pelaez, Fernando
Subject: Montebello Fire Department Information

Fire Chief Pelaez,

Per your request, here's the information and attachment for the Transit Corroder meeting.

Fire Station Addresses:

Mutual Aid Cities:

Fire Station 55 (Headquarters)
600 N Montebello Blvd
Montebello, CA 90640
(323) 887-4510

Fire Station 56
1166 S Greenwood Ave
Montebello, CA 90640
(323) 887-4520

Fire Station 57
2950 W Via Acosta
Montebello, CA 90640

Fire Station Boundaries:

Fire Station 55
San Gabriel Blvd – North
W Olympic Blvd – South
Van Norman St – East
N Vail Ave – West

Fire Station 56
Truck Way – North
Telegraph Rd – South
S Bluff Rd – East
S Vail Ave – West

Fire Station 57
Via Campo St – North
W Olympic Blvd – South

Automatic &

Fire Station 55
LA Co FD
Monterey Park FD
San Gabriel FD

Fire Station 56
LA Co FD
Downey FD
Vernon FD

Fire Station 57
LA Co FD
Monterey Park FD

Koon, Jessica

From: Keller, Brad <BKeller@cityofmontebello.com>
Sent: Wednesday, March 13, 2019 3:14 PM
To: Batson, Danilo; Koon, Jessica
Cc: Swartz, John (Los Angeles); Kouri, Sam; Pelaez, Fernando; Johnson, Kurt; Mancha, Manuel; Feske, Matthew; Barrio, Tom
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request

Hello all,

Here is the information requested from police.

Police Station Location, and service areas for each station. 1600 W. Beverly Blvd, Montebello CA 90640 – Services the City of Montebello (no other stations or sub-stations)

Statistics on staffing levels for Police – Fulltime funded sworn police officers 74, current FT police officers 65. Fulltime funded fulltime support staff 28, current FT support staff 24. Funded part-time staff 18 current 14. Patrol staffs a minimum of 5 officers and one supervisor per 12 hour shift Sun-Thurs. Minimum 6 officers and one supervisor Thur.-Sat night from 6pm to 4am.

Any contract arrangements for police with any surrounding agencies – Police contracts with the Los Angeles County Sheriff's Department for use of their Air Support.

Best regards, Brad

Brad Keller – Chief of Police
Montebello Police Department
1600 West Beverly Blvd.
Montebello, California 90640
Office: (323) 480-8000 ext. 288
Fax: (323) 887-1317
Email: bkeller@cityofmontebello.com
Connect With Us: [facebook](#) [twitter](#) [instagram](#) [nixle](#)



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Koon, Jessica

From: Batson, Danilo <DBatson@cityofmontebello.com>
Sent: Tuesday, March 19, 2019 10:20 AM
To: Koon, Jessica
Cc: Swartz, John (Los Angeles); Kouri, Sam; Barnes, Dennis
Subject: RE: Eastside Transit Corridor Phase 2 project - Timing Sheet (Part 1)
Attachments: Findlay @ Via Campo.pdf; Garfield @ Pomona.pdf; Garfield @ Via Campo.pdf; Montebello Blvd @ Paramount Blvd.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jessica,

Here are the requested traffic signal timing sheets.

Best regards,

Danilo Batson
Assistant City Manager
City of Montebello
1600 W. Beverly Boulevard
Montebello, CA 90640
(323) 887-1462 (office)
(323) 889-9976 (cell)
dbatson@cityofmontebello.com

Koon, Jessica

From: Batson, Danilo <DBatson@cityofmontebello.com>
Sent: Tuesday, March 19, 2019 10:17 AM
To: Koon, Jessica
Cc: Swartz, John (Los Angeles); Kouri, Sam; Barnes, Dennis
Subject: RE: Eastside Transit Corridor Phase 2 project - Timing Sheet (Part 2)
Attachments: Pomona @ Findlay.pdf; Vail @ Washington.pdf; Washington @ Bluff.pdf; Washington Bl @ Greenwood Av.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jessica,

Here are the requested traffic signal timing sheets.

Best regards,

Danilo Batson
Assistant City Manager
City of Montebello
1600 W. Beverly Boulevard
Montebello, CA 90640
(323) 887-1462 (office)
(323) 889-9976 (cell)
dbatson@cityofmontebello.com

Koon, Jessica

From: Batson, Danilo <DBatson@cityofmontebello.com>
Sent: Tuesday, March 19, 2019 10:35 AM
To: Koon, Jessica
Cc: Swartz, John (Los Angeles); Kouri, Sam; Barnes, Dennis
Subject: RE: Eastside Transit Corridor Phase 2 project - Timing Sheet (Part 3)
Attachments: Montebello Blvd @ Plaza Drive-Driveway.pdf; Washington Bl @ Montebello Bl.pdf; Washinton Bl @ Maple Ave.pdf; Wilcox Av. @ Montebello Plaza Dwy. (E_W) may not need this location.pdf

Hi Jessica,

Here are the requested traffic signal timing sheets.

Best regards,

Danilo Batson
Assistant City Manager
City of Montebello
1600 W. Beverly Boulevard
Montebello, CA 90640
(323) 887-1462 (office)
(323) 889-9976 (cell)
dbatson@cityofmontebello.com

Koon, Jessica

From: Batson, Danilo <DBatson@cityofmontebello.com>
Sent: Monday, March 11, 2019 3:59 PM
To: Koon, Jessica
Cc: Swartz, John (Los Angeles); Sosa, Ray; Kouri, Sam
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request
Attachments: 2014 Truck Route.pdf

Hi Jessica,

Attached is Montebello Truck Route.

Thanks

Danilo

From: Batson, Danilo
Sent: Monday, March 11, 2019 3:01 PM
To: 'Koon, Jessica'
Cc: Keller, Brad; Swartz, John (Los Angeles); Sosa, Ray; Barrio, Tom; Kouri, Sam
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request

Jessica,

You'll need to contact Caltrans for the signal timing for the following intersections:

- 1) Via Campo/Markland/SR60
- 2) Paramount/Neil Armstrong/SR60
- 3) Paramount/Town Center/SR60

Thanks

Best regards,

Danilo Batson
Assistant City Manager
City of Montebello
1600 W. Beverly Boulevard
Montebello, CA 90640
(323) 887-1462 (office)
(323) 889-9976 (cell)
dbatson@cityofmontebello.com

From: Koon, Jessica [mailto:Jessica.Koon@aecom.com]
Sent: Thursday, March 07, 2019 9:38 AM
To: Barrio, Tom; Batson, Danilo; Kouri, Sam

Koon, Jessica

From: Batson, Danilo <DBatson@cityofmontebello.com>
Sent: Monday, March 25, 2019 9:52 AM
To: Koon, Jessica
Cc: Swartz, John (Los Angeles); Kouri, Sam; Barnes, Dennis
Subject: RE: Eastside Transit Corridor Phase 2 project - Timing Sheet (Part 3)
Attachments: Specs_1360 239 Beverly-Wilcox Intersection-Final Specs-HV-11-27-18.docx; Water Map.pdf; FY 2018-19 CIP Carry Over Budget.pdf; FY18-19 CIP Budget_ 071718.pdf; Agr No. 3266 - Program Supplement Agr. No. 011-F to Administering Agency-State Agr. No.pdf

GM Jessica/John,

Please find below the information discussed during our last conference call:

- 1) Local groundwater/surface water management plans – there are 5 water providers in the City of Montebello. Attached is a map indicating the area each company covers and phone numbers. You'll need to get the plans from each water company. San Gabriel Water Company maintains the City's water systems (#2 on the map), they can provide you with the plan for the City's water systems.
- 2) Standard Construction Measures... - see attached plan and specifications template.
- 3) Funded Capital Program... see 2 pages attached. However, the City is looking a street improvement bond to make an investment of approx. \$20 to \$30 million dollars in the next 5 years.
- 4) Major Utilities Replacement/Improvements – As mentioned during our call, SCE is planning to underground their existing overhead lines on Beverly Blvd, from Montebello Blvd to 4th Street. Also, you'll need to contact them regarding their Mesa Substation project has it impacts your project alignment along the SR60 and potentially other locations (as they upgrade their transmission lines along their easement east of Garfield Avenue. LA County has to TSSP projects coming along one on Beverly (from East La to Pico Rivera) and one on Washington Blvd - early stage of planning (East LA to Pico Rivera). Also, Pico Rivera received a grant to reconstruct the Washington Blvd bridge over Rio Hondo.
- 5) City staging areas or lay-down areas – None.
- 6) Co-op agreements with Caltrans or other oversight agencies on major projects – As all other cities Montebello has an Master Federal Aid agreement with Caltrans, under which the City completes various State and Federal Aid project improvements. Montebello will be completing proposed improvements to Garfield/Via Campo under an HSIP Grant (see attached).

Staff is still researching base maps and as-built for Washington Blvd, Garfield, Via Campo and Pomona Blvd, including permit requirements. I'll check with our Traffic Engineer tomorrow regarding the most recent ADT counts for the same aforementioned streets.

Best regards,

Danilo Batson
Assistant City Manager
City of Montebello
1600 W. Beverly Boulevard
Montebello, CA 90640

City of Pico Rivera



Koon, Jessica

From: Swartz, John (Los Angeles)
Sent: Wednesday, March 06, 2019 9:31 AM
To: Jazmin Faccuseh
Cc: Koon, Jessica
Subject: RE: data info requested by Metro

Thank you Jazmin.
I appreciate your time and efforts on this.

John Swartz, AICP, LEED AP, CPE
Transportation Planning Manager
AECOM, Transportation Planning, LA Metro Region
O 213.330.7239 C 213.300.4684
john.swartz@aecom.com

From: Jazmin Faccuseh [mailto:jfaccuseh@pico-rivera.org]
Sent: Wednesday, March 06, 2019 7:32 AM
To: Swartz, John (Los Angeles)
Subject: FW: data info requested by Metro

Good Morning John,
Please see the update below. I will review the information that Public Works placed on our network when I return—after 1pm. I'm off to an RFP panel and will be available after 1.

Thanks! Stay dry!



Jazmin Faccuseh
Management Analyst, City Manager's Office
City of Pico Rivera
6615 Passons Blvd., Pico Rivera, CA 90660
p: 562-801-4307 f: 562-801-4765



I am in the office Tuesday – Friday 7:00 am to 5:30 pm

From: Luis Osuna
Sent: Tuesday, March 5, 2019 6:00 PM
To: Jazmin Faccuseh
Cc: Kenner Guerrero; Maria J. Carrillo; Linda Garay
Subject: RE: data info requested by Metro

Good evening,

See responses in **green** to the six most pressing items requested:

- Concurrence on study area intersections to be studied for traffic impact analysis to be discussed by call or meeting.
The City concurs with Metro's proposed study area intersections (Paramount Blvd/Washington Blvd, Crossway Dr. / Washington Blvd, Rosemead Blvd / Washington Blvd & Passons Blvd / Washington Blvd).

- Intersection turning movement volume count data, within the past two years, for weekday AM and PM peak periods as well as weekend peak periods at each study intersection. **This information is not available.**
- Recent annual average daily traffic data (AADT) or average daily traffic data (ADT) within the past two years for the freeway mainline and roadway segments in between the study intersections. For specific locations, please refer to Table 2: Study Area Freeway and Roadway Segments of the Final Tech Memo Data Needs Request submitted by Metro. **Latest Information (2014) has been placed on the network project file.**
- Signal timing plans for the signalized intersections in the study area. **Information has been placed on the network project file.**
- Concurrence on the use of Highway Capacity Manual methodology for intersection analysis. **City concurs with Metro on using this methodology for this project.**
- Identify future transportation roadway and transit network, with confirmed list of any planned and/or programmed improvements. **Kenner to provide this information (HSIP Cycle 7/8?).**



Luis H. Osuna, PE, CCM

Senior Engineer
City of Pico Rivera
Public Works Department
6615 Passons Blvd. Pico Rivera CA 90660
Office: 562-801-4364 Email: losuna@pico-rivera.org

Office Hours: Monday – Thursday 7:00 am to 5:30pm

Koon, Jessica

From: Jazmin Faccuseh <jfaccuseh@pico-rivera.org>
Sent: Friday, March 08, 2019 9:12 AM
To: Swartz, John (Los Angeles)
Cc: Koon, Jessica
Subject: FW: data info requested by Metro
Attachments: Washington I-605 Arterial Concpntl. Plans.pdf; Attachment C - Mines Ave Concept.pdf; CIP 21278 - Washington&Rosemead.pdf

Good Morning John,
Please see forwarded email and attachments.

Thank you,



Jazmín Faccuseh

Management Analyst, City Manager's Office
City of Pico Rivera
6615 Passons Blvd., Pico Rivera, CA 90660
p: 562-801-4307 f: 562-801-4765



I am in the office Tuesday – Friday 7:00 am to 5:30 pm

From: Kenner Guerrero
Sent: Friday, March 8, 2019 9:10 AM
To: Jazmin Faccuseh
Cc: Maria J. Carrillo; Linda Garay; Luis Osuna
Subject: RE: data info requested by Metro

Good morning Jazmin,

Please see the response to bullet #6 below:

- Identify future transportation roadway and transit network, with confirmed list of any planned and/or programmed improvements.
 - **Traffic Signal Upgrades Citywide, HSIPL-5351(037), CIP 21348** - Install 12" hardware (12" LED lenses, backplates, signal timing/emergency vehicle preemption upgrades) and pedestrian countdown signal heads at the following intersections within the study area:
 - Paramount Boulevard at Washington Boulevard
 - Rosemead Boulevard at Washington Boulevard
 - Mines Avenue at Paramount Boulevard
 - Mines Avenue at Rosemead Boulevard
 - **Traffic Signal Improvements, HSIPL-5351(035), CIP 21353** – Upgrade traffic signal hardware (12" LED lenses, backplates, signal timing/emergency vehicle preemption upgrades) and pedestrian countdown signal at the following intersections within the study area:

- Washington Boulevard at Crossway Drive
 - Paramount Boulevard at Rex Road
- **Hot Spot Intersection Improvement Rosemead Boulevard at Washington Boulevard, CIP 21278** – Restripe intersection and modifying striping to replace dedicated right lane turn pockets to through lanes along northbound and southbound Rosemead Boulevard. Please see attached concept and striping plan for reference.
 - **Pico Rivera Regional Bikeway, ATPL-5351 (032), CIP 21280** - he project includes a Class I bike path along Mines Avenue from the Rio Hondo Channel to the San Gabriel River, a new bridge structure located approximately 2,600 feet north of Mines Avenue spanning the San Gabriel River and Class I and II bike lanes along Dunlap Crossing Road from the San Gabriel River to Norwalk Boulevard. The proposed improvements on Mines Avenue include but are not limited to: pavement reconstruction; installation of bio-swailes; reconfiguration of parking lanes; upgrading street lights; traffic signal modifications at Rosemead Boulevard and Mines Avenue; and landscaping. Please see attached concept for reference.

If you need additional information, please let me know.

Thanks,



Kenner Guerrero | Associate Engineer
 City of Pico Rivera | 6615 Passons Blvd. | Pico Rivera, CA 90660
 ☎ (562) 801-4351 | 📠 (562) 949-2525 | ✉ kguerrero@pico-rivera.org
 Office Hours: Tuesday – Friday, 7:00 a.m. – 5:30 p.m.

From: Jazmin Faccuseh
Sent: Tuesday, March 05, 2019 7:48 PM
To: Luis Osuna
Cc: Kenner Guerrero; Maria J. Carrillo; Linda Garay
Subject: Re: data info requested by Metro

Thank you, Luis.

On Mar 5, 2019, at 6:00 PM, Luis Osuna <losuna@pico-rivera.org> wrote:

Good evening,

See responses in **green** to the six most pressing items requested:

- Concurrence on study area intersections to be studied for traffic impact analysis to be discussed by call or meeting. **The City concurs with Metro’s proposed study area intersections (Paramount Blvd/Washington Blvd, Crossway Dr. / Washington Blvd, Rosemead Blvd / Washington Blvd & Passons Blvd / Washington Blvd).**
- Intersection turning movement volume count data, within the past two years, for weekday AM and PM peak periods as well as weekend peak periods at each study intersection. **This information is not available.**
- Recent annual average daily traffic data (AADT) or average daily traffic data (ADT) within the past two years for the freeway mainline and roadway segments in between the study intersections. For specific

Koon, Jessica

From: Jazmin Faccuseh <jfaccuseh@pico-rivera.org>
Sent: Friday, March 15, 2019 4:03 PM
To: Koon, Jessica
Cc: Swartz, John (Los Angeles)
Subject: FW: Metro Data Request (Washington Boulevard)
Attachments: Flooding Chapter.pdf

Jessica,
Please see email below and attachment. I also uploaded the email and attachment onto Dropbox just now so that you can continue to have a central location where I deposit all info and you don't have to constantly search through your inbox for the piecemeal info we send you.

I'll include all emails containing info in the body of the email under dropbox subfolder titled "Emails containing info within body" for lack of a better name right now.

Thank you,



Jazmín Faccuseh

Management Analyst, City Manager's Office
City of Pico Rivera
6615 Passons Blvd., Pico Rivera, CA 90660
p: 562-801-4307 f: 562-801-4765



I am in the office Tuesday – Friday 7:00 am to 5:30 pm

From: Julia Gonzalez
Sent: Friday, March 15, 2019 1:32 PM
To: Jazmin Faccuseh
Cc: Maria J. Carrillo
Subject: Metro Data Request (Washington Boulevard)

Jazmin,

Here's the info.

Julia

Truck Routes <http://qcode.us/codes/picorivera/> See Section 10.56
 See General Plan "Circulation Element"

Historic Landmarks [General Plan](#) See Table 3.1

Emergency Routes See link [Emergency Route](#) However this is going to be updated and more than likely Whittier, Slauson and Telegraph will be included.

Flood Plain See attached. Also USACE has updated maps. Please contact George Sunny at (213) 452-3827.

See FEMA

Here's a link to their EIS on the [Whittier Narrows Dam Safety Modification Study](#)

Bicycle Routes General Plan See Circulation Element
[Urban Greening Plan](#) See Chapter 2

Planning Projects within 1 mile since 2014

Candlewood Hotel hotel development. Construction has not started.	6605 Rosemead Blvd	Entitlement approved. 4 story 86 unit
Former Deardens Building tenant spaces. Completed.	6001 Rosemead Blvd	Conversion of furniture store into several
Sares- Regis Industrial building. Completion estimated by Summer 2019.	7919 Paramount Blvd	Construction of a 59,618 sq ft industrial
Sares Regis Industrial land. Completion estimated by Summer 2019.	7860 Paramount Blvd	138,005 SF of industrial on 6.90 acres of
Burke Site Estimated Completion 2021. Construction as not started.	APN 6384-004-900	18 SFD. Entitlement approved.
Alere industrial building. Completed.	7875 Telegraph Blvd	Construction of 122,746 square foot
Buffalo Spot into existing corner com'l center. Completed.	9332 Washington Blvd	Construction of com'l pad to incorporate
City Ventures units. Completion estimated for Spring/Summer 2019.	7650 Passons Blvd	Construction of 36 condo
Industrial 55,597 square feet and 30,706 square feet.	8800 Slauson Blvd	Completed. Two Warehouse Building
Townhome Development Completed.	7025-7031 Passons Blvd	17 unit townhome development.
Commercial Development Completed.	9209-9211 Telegraph Road	3,675 sq ft commercial bldg.

Koon, Jessica

From: Jazmin Faccuseh <jfaccuseh@pico-rivera.org>
Sent: Thursday, March 21, 2019 6:23 PM
To: Koon, Jessica
Cc: Swartz, John (Los Angeles)
Subject: LASD and LACoFD - data
Attachments: SKM_C454e18071713330.pdf

The City of Pico Rivera contracts with both Los Angeles County Sheriff's Department (LASD) and Los Angeles County Fire Department (LACoFD).

LASD

1 Sheriff's station in the City
6631 Passons Blvd., Pico Rivera, CA 90660
3 shifts per day (Early Morning, Daytime, Nighttime) and on average 4 radio cars assigned to the city per each shift
Service Level Authorization sheet is attached.

LACoFD

3 Fire stations in the City

Station 25
9209 Slauson Avenue, Pico Rivera, CA 90660

Station 40
4864 Durfee Avenue, Pico Rivera, CA 90660

Station 103
7300 Paramount Boulevard, Pico Rivera, CA 90660



Jazmin Faccuseh

Management Analyst, City Manager's Office
City of Pico Rivera
6615 Passons Blvd., Pico Rivera, CA 90660
p: 562-801-4307 f: 562-801-4765



I am in the office Tuesday – Friday 7:00 am to 5:30 pm

City of Whittier



Koon, Jessica

From: mchapman@cityofwhittier.org
Sent: Thursday, March 07, 2019 11:32 AM
To: Koon, Jessica; Swartz, John (Los Angeles); Sosa, Ray
Cc: cmcnamara@cityofwhittier.org; kcason@cityofwhittier.org; dschickling@cityofwhittier.org; jkeena@cityofwhittier.org
Subject: Re: Eastside Transit Corridor Phase 2 project - Data Request - City of Whittier Email 1 of 2
Attachments: AADT and ADT between study intersections.zip; Intersection Turning Movement Volume Count Data.zip

Per your request for Traffic related info, please see the following City responses in red (the attachments are large so this is Email 1 of 2) :

1. Concurrence on study area intersections to be studied for traffic impact analysis to be discussed by call or meeting
We are in agreement with the requested intersection study locations within Whittier:
 - ✓ Lambert Road/Washington Blvd.
 - ✓ Lambert Road/Santa Fe Springs Road
 - ✓ Putnam Street/Washington Blvd.
 - ✓ Whittier Blvd/Washington Blvd/Santa Fe Springs Road (State Controlled) (Metro Hot Spots Project)
2. Intersection turning movement volume count data, within the past two years, for weekday AM and PM peak periods as well as weekend peak periods at each study intersection.
See folder Intersection Turning Movement Volume Count Data for counts at the following Metro Hot Spots project intersections:
 - ✓ Whittier Blvd/Washington Blvd/Santa Fe Springs Road (State Controlled) (Metro Hot Spots Project)
 - ✓ Whittier Blvd/Painter Ave (State Controlled) (Metro Hot Spots Project)
 - ✓ Whittier Blvd/Colima Road (State Controlled) (Metro Hot Spots Project)
3. Recent annual average daily traffic data (AADT) or average daily traffic data (ADT) within the past two years for the freeway mainline and roadway segments in between the study intersections. For specific locations, please refer to Table 2: Study Area Freeway and Roadway Segments of the Final Tech Memo Data Needs Request submitted by Metro.
See folder -AADT and ADT between study intersections
4. Signal timing plans for the signalized intersections in the study area.
See folder - Signal Timing Plans
5. Concurrence on the use of Highway Capacity Manual methodology for intersection analysis.
The City is in concurrence with the HCM 6th Edition methodology and evaluating intersections using Synchro software version 10 as described in your methodology memo.
6. Identify future transportation roadway and transit network, with confirmed list of any planned and/or programmed improvements
Please confirm that the LA County model includes the Metro Hot Spots widening/lane configuration projects. These projects are anticipated to be constructed by year 2022. I have attached the Preliminary Engineering drawings of three (3) of the Hot Spots Projects within the vicinity and the existing counts at those intersections for your reference. (See folder Intersection Turning Movement Volume Count Data)
Additionally please confirm the LA County model includes → “The Groves at Whittier” a brand new 750 residential unit and commercial center is currently under construction with an estimated completion year of 2022. The project site is approximately 75.6 acres bound by Whittier Boulevard to the north; light industrial and storage to the east; Presbyterian Intercommunity Hospital (PIH Health) to the south; existing residential to the

south, southwest and west; and Sorensen Avenue and existing commercial uses to the northwest. The entire specific plan for the area which includes a location map, can be found on the city website under the Lincoln Specific Plan: <https://www.cityofwhittier.org/home/showdocument?id=652>

Michelle Chapman, PE
Senior Civil Engineer
City of Whittier | Public Works Dept.
(562) 567-9505
mchapman@cityofwhittier.org

Koon, Jessica

From: mchapman@cityofwhittier.org
Sent: Thursday, March 07, 2019 11:35 AM
To: Koon, Jessica; Swartz, John (Los Angeles); Sosa, Ray
Cc: cmcnamara@cityofwhittier.org; kcason@cityofwhittier.org; dschickling@cityofwhittier.org; jkeena@cityofwhittier.org
Subject: RE: Re: Eastside Transit Corridor Phase 2 project - Data Request - City of Whittier Email 2 of 2
Attachments: Signal Timing Plans.zip

Email 2 of 2 (this concludes the large attachments) ☺

Please let us know if you have any questions.

Thanks!

Michelle Chapman, PE
Senior Civil Engineer
City of Whittier | Public Works Dept.
(562) 567-9505
mchapman@cityofwhittier.org

From: Michelle Chapman
Sent: Thursday, March 7, 2019 11:32 AM
To: 'Jessica.Koon@aecom.com' <Jessica.Koon@aecom.com>; 'John.Swartz@aecom.com' <John.Swartz@aecom.com>; 'Ray.Sosa@aecom.com' <Ray.Sosa@aecom.com>
Cc: Conal McNamara <cmcnamara@cityofwhittier.org>; Kyle Cason <kcason@cityofwhittier.org>; Dave Schickling <dschickling@cityofwhittier.org>; James Keena <jkeena@cityofwhittier.org>
Subject: Re: Eastside Transit Corridor Phase 2 project - Data Request - City of Whittier Email 1 of 2

Per your request for Traffic related info, please see the following City responses in red (the attachments are large so this is Email 1 of 2) :

1. Concurrence on study area intersections to be studied for traffic impact analysis to be discussed by call or meeting
We are in agreement with the requested intersection study locations within Whittier:
 - ✓ Lambert Road/Washington Blvd.
 - ✓ Lambert Road/Santa Fe Springs Road
 - ✓ Putnam Street/Washington Blvd.
 - ✓ Whittier Blvd/Washington Blvd/Santa Fe Springs Road (State Controlled) (Metro Hot Spots Project)
2. Intersection turning movement volume count data, within the past two years, for weekday AM and PM peak periods as well as weekend peak periods at each study intersection.
See folder [Intersection Turning Movement Volume Count Data](#) for counts at the following Metro Hot Spots project intersections:
 - ✓ Whittier Blvd/Washington Blvd/Santa Fe Springs Road (State Controlled) (Metro Hot Spots Project)
 - ✓ Whittier Blvd/Painter Ave (State Controlled) (Metro Hot Spots Project)
 - ✓ Whittier Blvd/Colima Road (State Controlled) (Metro Hot Spots Project)

Koon, Jessica

From: mchapman@cityofwhittier.org
Sent: Monday, March 11, 2019 3:24 PM
To: Koon, Jessica; Swartz, John (Los Angeles); Sosa, Ray
Cc: cmcnamara@cityofwhittier.org; kcason@cityofwhittier.org; dschickling@cityofwhittier.org; jkeena@cityofwhittier.org
Subject: RE: Re: Eastside Transit Corridor Phase 2 project - Data Request - City of Whittier Email 2 of 2
Attachments: Draft E&TS for SR-72 From PM 0.000 to PM 6.767.pdf

Adding to your request,
Last week we received an updated speed survey for segments along Whittier Blvd from Post Mile 0 to PM 6.767. The attached DRAFT speed survey data also includes recent AADT for segments along Whittier Blvd.
Feel free to reach out to us if you have any questions.

Thanks!

Michelle Chapman, PE
Senior Civil Engineer
City of Whittier | Public Works Dept.
(562) 567-9505
mchapman@cityofwhittier.org

From: Koon, Jessica <Jessica.Koon@aecom.com>
Sent: Thursday, March 7, 2019 11:50 AM
To: Michelle Chapman <mchapman@cityofwhittier.org>; Swartz, John (Los Angeles) <john.swartz@aecom.com>; Sosa, Ray <Ray.Sosa@aecom.com>
Cc: Conal McNamara <cmcnamara@cityofwhittier.org>; Kyle Cason <kcason@cityofwhittier.org>; Dave Schickling <dschickling@cityofwhittier.org>; James Keena <jkeena@cityofwhittier.org>
Subject: RE: Re: Eastside Transit Corridor Phase 2 project - Data Request - City of Whittier Email 2 of 2

Thank you Michelle!

Jessica Koon
Transportation Planner
Transportation Planning Group, LA Metro Region
O 213.996.2229 C 480.695.7099
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aecom.com

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From: mchapman@cityofwhittier.org [<mailto:mchapman@cityofwhittier.org>]
Sent: Thursday, March 07, 2019 11:35 AM
To: Koon, Jessica; Swartz, John (Los Angeles); Sosa, Ray

Koon, Jessica

From: mchapman@cityofwhittier.org
Sent: Thursday, March 21, 2019 5:47 PM
To: Koon, Jessica; Swartz, John (Los Angeles)
Cc: cmcnamara@cityofwhittier.org; kcason@cityofwhittier.org; dschickling@cityofwhittier.org; jkeena@cityofwhittier.org; sjulius@cityofwhittier.org
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request - City of Whittier Email 1 of 3
Attachments: GIS_Metro_032019.gdb.zip; Whittier HazMitPlan 12.8.15 (City Adopted Plan).pdf; MS4 Permit.pdf; Truck Hall Routes.doc; Storm Drain Wall Map.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jessica,

Please see the answers to your requests for information within the next 3 emails. This is email 1 of 3. The attachments are large. See my locations for the items in red below.

General Information Needs Request from All Cities

- Tax Rate Information for each relevant property type for each city/county, typically found in each city's Annual Report ([See Assessor Site](#))
- List of historic landmarks and historic monuments that are designated by a local ordinance, or are considered significant historical resources by the local jurisdiction ([GIS Layer](#))
- Police station locations, and service areas for each station ([Whittier Police Department, Address: 13200 Penn St, Whittier, CA 90602](#))
- Fire station locations, and service areas for each station ([Served by LA County Fire Department](#))
- Designated emergency service routes within the community (if applicable) ([Whittier HazMitPlan 12.8.15 \(City Adopted Plan\).pdf](#).)
- Statistics on staffing levels for both police and fire departments (i.e. # of full-time, part-time, etc.)
- Any contract arrangements, for both police and fire, with any of the surrounding cities or County of Los Angeles
- Local groundwater/surface water management plans ([MS4 Permit.pdf](#))
- Figures/maps of floodplains and inundation areas in each city ([GIS](#))
- Designated truck/haul routes ([Truck Hall Routes.doc](#))
- Standard Construction Measures that apply to all construction projects if applicable (address such things as neighborhood notice requirements, local business disruption, traffic control plans, hazardous material disposal, hours of construction, and utilities)
- Geology, geotechnical, environmental data from consultants' report in the vicinity of the alignment
- Funded Capital Program identifying infrastructure projects to be in construction by the year 2042 for each individual City, Agency or Utility along both corridors.
- A list of planned, pending, and/or recently completed projects to be implemented by 2042. ([GIS](#))
- Copies of drawings, as-builts, GIS info, etc. for the following:
 1. Water, sewer, storm drain base maps ([Storm Drain Wall Map.pdf](#), [Plans Folder](#), [GIS](#))
 2. ~~Other city owned utilities, if applicable (steam, chilled water, gas, etc)~~
 3. Roadway as-builts along project limits ([Plans Folder](#))
 4. Any site development plans for projects being permitted along the alignment
 5. GIS layers of city-owned utilities, ROW, city-owned parcels, and layers of city-owned improvements (if applicable) (MapGuide or similar – with links to as-builts) ([GIS](#))
 6. Utility agreements with private/public and third parties ([Franchise Agreements](#))
 7. Major utility replacement/improvements (local streets) ([Plans Folder](#))

8. Local street improvement plans (Plans Folder)
 9. Project schedules if possible (N/A)
 10. Permit requirements for Survey, traffic control and Construction
 11. City staging areas or lay-down areas (N/A)
 12. Co-op agreements with Caltrans or other oversight agencies on major projects
- Specific Information Needs Request
 - General Plan (General Plan.pdf)
 - Municipal Code (Municipal Plan.doc)
 - ~~Redevelopment Plan~~ Specific Plans (Specific Plan Folder)

If you have any specific questions we can answer moving forward please let us know.

Thanks!

Michelle Chapman, PE
Senior Civil Engineer
City of Whittier | Public Works Dept.
(562) 567-9505
mchapman@cityofwhittier.org

From: Koon, Jessica <Jessica.Koon@aecom.com>
Sent: Wednesday, March 13, 2019 1:31 PM
To: Michelle Chapman <mchapman@cityofwhittier.org>; Swartz, John (Los Angeles) <john.swartz@aecom.com>
Cc: Conal McNamara <cmcnamara@cityofwhittier.org>; Kyle Cason <kcason@cityofwhittier.org>; Dave Schickling <dschickling@cityofwhittier.org>; James Keena <jkeena@cityofwhittier.org>
Subject: RE: Re: Eastside Transit Corridor Phase 2 project - Data Request - City of Whittier Email 2 of 2

Hi Michelle,

Thursday at 9:30 sounds great! I'll send you and others a meeting invite now.

Thank you,

Jessica Koon
Transportation Planner
Transportation Planning Group, LA Metro Region
O 213.996.2229 C 480.695.7099
jessica.koon@aecom.com

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From: mchapman@cityofwhittier.org [<mailto:mchapman@cityofwhittier.org>]
Sent: Wednesday, March 13, 2019 12:43 PM
To: Koon, Jessica; Swartz, John (Los Angeles)
Cc: cmcnamara@cityofwhittier.org; kcason@cityofwhittier.org; dschickling@cityofwhittier.org; jkeena@cityofwhittier.org
Subject: RE: Re: Eastside Transit Corridor Phase 2 project - Data Request - City of Whittier Email 2 of 2

Koon, Jessica

From: mchapman@cityofwhittier.org
Sent: Wednesday, April 03, 2019 9:27 AM
To: Koon, Jessica; Swartz, John (Los Angeles)
Cc: cmcnamara@cityofwhittier.org; kcason@cityofwhittier.org; dschickling@cityofwhittier.org; jkeena@cityofwhittier.org; sjulius@cityofwhittier.org
Subject: RE: Eastside Transit Corridor Phase 2 project - City of Whittier - Data

Good Morning,

Here are the final items per your information request.

- *Statistics on staffing levels for both police and fire departments (# of full-time, part-time).*

Whittier has an approved budget for 86 officers. We have 51 full-time staff and 19 part-time staff; They would have to contact LA County Fire for their staffing.

- *Any contract arrangements for police or fire services?*

Yes, we have a contract with Santa Fe Springs since 1995 for policing services. The contract includes 35 police officers and 5 full time professional records staff.

Thanks,

Michelle Chapman, PE
Senior Civil Engineer
City of Whittier | Public Works Dept.
(562) 567-9505
mchapman@cityofwhittier.org

From: Koon, Jessica <Jessica.Koon@aecom.com>
Sent: Monday, March 25, 2019 2:44 PM
To: Michelle Chapman <mchapman@cityofwhittier.org>; Swartz, John (Los Angeles) <john.swartz@aecom.com>
Cc: Conal McNamara <cmcnamara@cityofwhittier.org>; Kyle Cason <kcason@cityofwhittier.org>; Dave Schickling <dschickling@cityofwhittier.org>; James Keena <jkeena@cityofwhittier.org>; Shannon Julius <sjulius@cityofwhittier.org>
Subject: RE: Eastside Transit Corridor Phase 2 project - City of Whittier - Data

Hi Michelle,

Thank you for organizing this and uploading the information to dropbox. We have successfully downloaded the files and appreciate everyone's efforts in collecting the appropriate data for this project. I will look for your e-mail later this week regarding the police/fire staffing levels and contract agreements with local/county police and fire.

Best regards,

Jessica Koon
Transportation Planner
Transportation Planning Group, LA Metro Region
O 213.996.2229 C 480.695.7099

City of Monterey Park



From: Lopez, Frank [mailto:FLopez@MontereyPark.ca.gov]
Sent: Friday, March 08, 2019 11:26 AM
To: Koon, Jessica
Cc: Swartz, John (Los Angeles)
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request

Jessica,

Good morning. Please find attached and below the priority data requested:

- We concur with the traffic methodology memo and study intersections within the City of Monterey Park.
- We have recent volume counts for the segments below, but not turning movements. See table below and attached sheets.

Memo Study Area	City Segment	ADT	Year
1. Atlantic Blvd/1st Street/SR\$B!>(J60 WB Ramps 2. Atlantic Blvd/SR\$B!>(J60 EB Ramps 3. Atlantic Blvd/Pomona Blvd 4. Atlantic Blvd/Beverly Blvd	S. Atlantic Blvd: Floral to South City Boundary	34,044	2017
20. Gerhart Ave/Pomona Blvd 21. Gerhart Ave/Pomona Blvd/Via Campo	Gerhart Ave: Riggin to S. City Bndry	none	
Pomona Blvd/Gerhart	Pomona: Garfield to Gerhart	5,319	2017
22. Findlay Ave/Pomona Blvd	Findlay: Riggin to S. City Bndry	none	
23. Garfield Ave/Pomona Blvd 24. Garfield Ave/Via Campo	S. Garfield Ave: Riggin to S. City Bndry	23,968	2017
25. Wilcox Ave/Pomona Blvd 26. Wilcox Ave/Via Campo	Wilcox: Riggin to Pomona	7,819	2017
27. Fulton Ave/Pomona Blvd	Pomona Blvd: Markland to Garfield	20,477	2017
48. Potrero Grande Dr/Pomona Blvd/SR\$B!>(J60 WB Off Ramps	Potrero Grande Dr: Arroyo Dr to Markland	14,030	2017

- Signal Timing Sheets attached, however some signals although within City limits are not controlled by the City and therefore we do not have access to timing sheets; see the table below for appropriate agency:

Intersections	AGENCY			
	Monterey Park	Montebello	LA County PWks	CALTRANS Dist-7
1. Atlantic Boulevard/1st Street/SR\$B!>(J60 WB Ramps 2. Atlantic Boulevard/SR\$B!>(J60 EB Ramps 3. Atlantic Boulevard/Pomona Boulevard 4. Atlantic Boulevard/Beverly Boulevard			X	

20. Gerhart Avenue/Pomona Boulevard 21. Gerhart Avenue/Pomona Boulevard/Via Campo	X			
22. Findlay Avenue/Pomona Boulevard		X		
23. Garfield Avenue/Pomona Boulevard 24. Garfield Avenue/Via Campo		X		
25. Wilcox Avenue/Pomona Boulevard 26. Wilcox Avenue/Via Campo	X			
48. Potrero Grande Drive/Markland/SR(J60 WB Off Ramps				X

- The only non-maintenance roadway project planned within Monterey Park and along the Eastside project corridor would be the Potrero Grande Median Project, which is still in conceptual phase and therefore we don't have plans. However, it will maintain two lanes in each direction so we don't expect it will negatively affect the traffic capacity.

This is what we have available with regard to the immediate request. We will follow up with other items we have available listed on data request attachment from Metro.

Hope this helps,
Frank

Frank A. Lopez, P.E. | Assistant City Engineer | P [626.307.1330](tel:626.307.1330)
Public Works Dept/Engineering Division | **City of Monterey Park**

From: Koon, Jessica [mailto:Jessica.Koon@aecom.com]
Sent: Thursday, March 07, 2019 12:59 PM
To: Lopez, Frank
Cc: McAvoy, Mark; Bow, Ron; Swartz, John (Los Angeles)
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request
Importance: High

Hi Frank,

I'm checking in with you regarding the data request we discussed earlier this week. Have you had time to review the priority items? If you could please look into these items by tomorrow, this would be greatly beneficial for us as we start our own traffic counts next week. With that said, can you please respond to the numbered list below? Let me know if you have questions or need clarification.

- An e-mail concurring with the intersections we are identifying to study as part of the EIS/EIR traffic analysis. Attached is a map of the intersections identified in the methodology memo for quick reference. ("Study Intersections")
- Any recent turning movement counts for the intersections listed in the traffic methodology memo within Monterey Park.
- Any information you have on planned roadway projects in Monterey Park that would affect the traffic capacity. Particularly along the alignment. Attached is a map of the alignment. ("ESP2 Study Area Map with Alts")

Best regards,

Jessica Koon

Koon, Jessica

From: Lopez, Frank <FLopez@MontereyPark.ca.gov>
Sent: Friday, March 22, 2019 4:29 PM
To: Koon, Jessica
Cc: Swartz, John (Los Angeles); Lieu, John
Subject: FW: Eastside Transit Corridor Phase 2 project - Data Request

Hi Jessica,

Here are two links (below) to some of the information requested. You will also see an email from our Engineering Tech, John Lieu, with a link to Google Drive for as-builts and other data requested. Let me know if we are missing anything. Likely we don't have it or we didn't know where to get it.

Regards,

Frank A. Lopez, P.E. | Assistant City Engineer | P [626.307.1330](tel:626.307.1330)
Public Works Dept/Engineering Division | **City of Monterey Park**

From: Tewasart, Samantha
Sent: Thursday, March 21, 2019 5:17 PM
To: Lopez, Frank
Cc: McAvoy, Mark
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request

Hi Frank,

Please see the items below, which appears to be the only Planning items requested from Metro – unless you notice something else.

Specific Information Needs Request

1. Pedestrian Linkages Plan: <https://www.montereypark.ca.gov/524/Pedestrian-Linkages-Plan>
2. Market Place at Monterey Park: <https://www.montereypark.ca.gov/1054/Monterey-Park-Market-Place> and <https://www.dropbox.com/s/c8r8ali3h838k6x/SP7918-Site%20Plan%20-%20Monterey%20Park.pdf?dl=0>

Thank you,

Sam

*Senior Planner
City of Monterey Park
Community and Economic Development Department
Planning Division
Phone: (626) 307-1324
Email: stewasart@montereypark.ca.gov*

From: Tewasart, Samantha
Sent: Thursday, March 21, 2019 1:51 PM
To: Lopez, Frank

Koon, Jessica

From: Lieu, John <JLieu@MontereyPark.ca.gov>
Sent: Friday, March 22, 2019 4:38 PM
To: Koon, Jessica; Lopez, Frank
Cc: Swartz, John (Los Angeles); Vega, Cesar
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request

Hello Jessica,

Here is the link to the plans: https://drive.google.com/open?id=1qvD6y1PCYJUIMjrom_VQ8PRCfcYUnMIX

Should you have any questions, please contact me.

Thank you,

John Lieu

City of Monterey Park
Civil Engineering Technician
(626) 307-1329 (p)
(626) 307-2500 (f)
jlieu@montereypark.ca.gov

From: Koon, Jessica [mailto:Jessica.Koon@aecom.com]
Sent: Friday, March 22, 2019 4:32 PM
To: Lopez, Frank
Cc: Swartz, John (Los Angeles); Lieu, John
Subject: RE: Eastside Transit Corridor Phase 2 project - Data Request

Thank you Frank for forwarding this information along. It is greatly appreciated! We will review the materials we've collected and will reach out to you if we have additional questions.

Have a great weekend,

Jessica Koon
Transportation Planner
Transportation Planning Group, LA Metro Region
O 213.996.2229 C 480.695.7099
jessica.koon@aecom.com

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Los Angeles County





Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

The following is information/data that is needed from each city to prepare the technical memorandums for the Supplemental/Recirculated Draft EIS/EIR. The first list is information that is needed from each city, the second list is information unique to each city, and the third list is specific information needed for the transportation impact evaluation.

General Information Needs Request from All Cities

- Tax Rate Information for each relevant property type for each city/county, typically found in each city's Annual Report - [County Assessor or Look up online](#)
- List of historic landmarks and historic monuments that are designated by a local ordinance, or are considered significant historical resources by the local jurisdiction - [see link to County GIS portal for historic/cultural info. Historic Landmarks and records commission. \(Look online for contacts.\)](#)
- Police station locations, and service areas for each station - [on public GIS system](#)
- Fire station locations, and service areas for each station- [on public GIS system](#)
- Designated emergency service routes within the community (if applicable) - [reach out to local police /fire](#)
- Statistics on staffing levels for both police and fire departments (i.e. # of full-time, part-time, etc.) - [contact police & fire](#)
- Any contract arrangements, for both police and fire, with any of the surrounding cities or County of Los Angeles- [contact police & fire](#)
- Local groundwater/surface water management plans - [public works - water/resource - see stormwater planning](#)
- Figures/maps of floodplains and inundation areas in each city- [public works -](#)
- Designated truck/haul routes- [public works or building & safety](#)
- Standard Construction Measures that apply to all construction projects if applicable (address such things as neighborhood notice requirements, local business disruption, traffic control plans, hazardous material disposal, hours of construction, and utilities)- [building & safety](#)
- Geology, geotechnical, environmental data from consultants' report in the vicinity of the alignment- [public works -](#)
- Funded Capital Program identifying infrastructure projects to be in construction by the year 2042 for each individual City, Agency or Utility along both corridors. [public works -](#)
- A list of planned, pending, and/or recently completed projects to be implemented by 2042.
- Copies of drawings, as-builts, GIS info, etc. for the following: - [all city owned utilities- public works. For GIS, see GIS link.](#)

1. Water, sewer, storm drain base maps
2. Other city owned utilities, if applicable (steam, chilled water, gas, etc)
3. Roadway as-builts along project limits
4. Any site development plans for projects being permitted along the alignment - [significant projects- regional planning.](#)

1/15/2019 GIS layers of city-owned utilities, ROW, city-owned parcels, and layers of city-owned improvements (if applicable) (MapGuide or similar – with links to as-builts) Page 1

6. Utility agreements with private/public and third parties
7. Major utility replacement/improvements (local streets)
8. Local street improvement plans



Metro

9. Project schedules if possible
10. Permit requirements for Survey, traffic control and Construction
11. City staging areas or lay-down areas
12. Co-op agreements with Caltrans or other oversight agencies on major projects

Specific Information Needs Request

Commerce

Commerce Retail Center Specific Plan

Downey

General Plan (hard copy and electronic copy if available)
Municipal Code (hard copy and electronic copy if available)

Los Angeles County

Emerald Necklace Master Plan - **Clement at parks.**

Monterey Park

Pedestrian Linkages Plan
Market Place at Monterey Park

South El Monte

General Plan (hard copy and electronic if available)

Whittier

General Plan (hard copy and electronic if available)
Municipal Code (hard copy and electronic if available)
Redevelopment Plan

Informational Needs Request for Transportation Impact Evaluation

The assistance of the Los Angeles County Metropolitan Transportation Authority (Metro) is required to coordinate with the appropriate agencies and local/regional jurisdictions for the Eastside Transit Corridor Phase 2 Project to identify project study area limits, analytical locations, available information and evaluation methodology including:

- Concurrence on intersections to be assessed (see Table 1) - **Bill Swindel**
- Obtain recent intersection turning movement traffic volume data and vehicle classification counts (typically within the past two years) for typical weekday a.m. and p.m. peak periods for each study intersection - **Bill Swindel**

From: [Bill Swindle](#)
To: [Swartz, John \(Los Angeles\)](#); [Cervantes, Eduardo \(CervantesE@metro.net\)](#)
Cc: [Koon, Jessica](#); [Mario Rodriguez](#); [Marty Amundson](#); [Henry Hernandez](#); [Jeff Pletyak](#); [Kent Tsujii](#); [John Burton](#)
Subject: RE: Eastside Transit Corridor Phase 2 - Priority Data Requests
Date: Friday, March 08, 2019 10:47:54 AM

John,

My agency concurs with your analyses utilizing the Highway Capacity Manual methodology of those intersections within the subject study limits which my agency maintains. Please contact me if you wish to discuss. Thank you.

Kind regards,

Bill Swindle, P.E.
Railroad Coordinator
Los Angeles County Public Works
Office: (626) 458-3935

From: Swartz, John (Los Angeles) <john.swartz@aecom.com>
Sent: Friday, March 8, 2019 10:35 AM
To: Bill Swindle <WSwindle@dpw.lacounty.gov>; Cervantes, Eduardo (CervantesE@metro.net) <CervantesE@metro.net>
Cc: Koon, Jessica <Jessica.Koon@aecom.com>
Subject: RE: Eastside Transit Corridor Phase 2 - Priority Data Requests

Hi Bill,

Thank you for providing the responses below.

Just one minor item. Could you please respond to this e-mail with your concurrence of our analysis of these intersections for this study?

Let's touch base early next week regarding the remaining non-traffic data requests. I will also be meeting with James Drevno to identify contacts for some of the remaining items.

Again, thank you for your time and efforts.

John Swartz, AICP, LEED AP, CPE
Transportation Planning Manager
AECOM, Transportation Planning, LA Metro Region
O 213.330.7239 C 213.300.4684
john.swartz@aecom.com

From: Bill Swindle [<mailto:WSwindle@dpw.lacounty.gov>]
Sent: Thursday, March 07, 2019 4:51 PM
To: Swartz, John (Los Angeles); Cervantes, Eduardo (CervantesE@metro.net)
Cc: Koon, Jessica
Subject: RE: Eastside Transit Corridor Phase 2 - Priority Data Requests

Please see **responses** below.

Please contact me if you wish to discuss. Thank you.

Kind regards,

Bill Swindle, P.E.
Railroad Coordinator
Los Angeles County Public Works
Office: (626) 458-3935

From: Swartz, John (Los Angeles) <john.swartz@aecom.com>
Sent: Monday, February 25, 2019 5:44 PM
To: Bill Swindle <WSwindle@dpw.lacounty.gov>; Cervantes, Eduardo (CervantesE@metro.net) <CervantesE@metro.net>
Cc: Koon, Jessica <Jessica.Koon@aecom.com>
Subject: RE: Eastside Transit Corridor Phase 2 - Priority Data Requests

Hi Bill,

Thank you for talking with me. I hope I was able to provide some clarity on the amount of info we're hoping to receive.

I would like to offer to meet with you to go through the full list (Attachment B) so that I can minimize the effort on your part. Let's schedule a time in the next couple weeks.

In the meantime, if you could please look into the traffic items, we would greatly appreciate it. Please feel free to call me and we can go over this.

- Traffic Methodology Memo – (attached “ESP2 Traffic Methodology Memo”)
 - Please review for concurrency with the Highway Capacity Manual methodology for intersection analysis.
 - **In order to maintain consistency with the entire study the HCM analysis for County intersection is acceptable.**
- Traffic Counts (19 intersections)
 - East Los Angeles – Intersections 1-14
 - **Only 1 intersection has counts available within the 2 year window (Atlantic at Whittier, please see attached).**
 - West Whittier/Los Nietos- Intersections 39-43
 - **No intersections have counts available within the 2 year window.**
 - Recent annual average daily traffic data (AADT) or average daily traffic data (ADT) within the past two years for the freeway mainline and roadway segments in between the study intersections. For specific locations, please refer to Table 2: Study Area Freeway and Roadway Segments of the Final Tech Memo Data Needs Request submitted by Metro.
 - **No roadways have ADT counts available within the 2 year window.**
- Volume data adjacent to alignment
 - **No adjacent roadways have ADT counts available within the 2**

year window.

- Roadway projects adjacent to the proposed alignment (re-alignments or widenings, not re-surfacing or maintenance)
 - No projects have been proposed.

Thanks and best regards,

John Swartz, AICP, LEED AP, CPE
Transportation Planning Manager
AECOM, Transportation Planning, LA Metro Region
O 213.330.7239 C 213.300.4684
john.swartz@aecom.com

From: Bill Swindle [<mailto:WSwindle@dpw.lacounty.gov>]
Sent: Monday, February 25, 2019 4:56 PM
To: Cervantes, Eduardo (CervantesE@metro.net); Swartz, John (Los Angeles)
Subject: RE: Eastside Transit Corridor Phase 2 - Priority Data Requests

John (not James),

Thanks for calling me back. Please see this link below regarding our storm drain network, and please call me tomorrow to discuss. Thanks.

<https://dpw.lacounty.gov/fcd/stormdrain/disclaimer.cfm>

Bill Swindle, P.E.
Railroad Coordinator
Los Angeles County Public Works
Office: (626) 458-3935

From: Bill Swindle
Sent: Monday, February 25, 2019 2:32 PM
To: Cervantes, Eduardo (CervantesE@metro.net) <CervantesE@metro.net>; 'john.swartz@aecom.com' <john.swartz@aecom.com>
Subject: FW: Eastside Transit Corridor Phase 2 - Priority Data Requests
Importance: High

Eduardo and James,

Please contact me to discuss. Thank you.

Kind regards,

Bill Swindle, P.E.
Railroad Coordinator
Los Angeles County Public Works
Office: (626) 458-3935

Koon, Jessica

From: Jose Jimenez <jjimenez@soelmonte.org>
Sent: Thursday, March 21, 2019 11:49 AM
To: Koon, Jessica; Swartz, John (Los Angeles)
Subject: FW: Eastside Phase 2- Traffic Counts

Jessica and John,

Staff has reviewed the recommended list of intersections in City of South El Monte, and have no additional comments.

Thanks,

Jose D. Jimenez

Community Development Director

City of South El Monte

1415 Santa Anita Avenue

South El Monte California, 91733

jjimenez@soelmonte.org

Tel: (626) 579-6540 Extension: 3218

From: Jennifer Vasquez
Sent: Tuesday, March 19, 2019 1:34 PM
To: Jennifer Vasquez
Cc: Jose Jimenez; Dianna Gomez; Rachel Barbosa
Subject: Eastside Phase 2- Traffic Counts

Council is bcc'd.

Jose has informed me that Metro will be placing down some LOS measuring strips to get traffic counts; please see summary from Metro below:

This e-mail is to inform you that our traffic count firm, National Data & Surveying Services (NDS) will be out in the field performing traffic counts at the intersections today and tomorrow.
Below is the detailed list of intersections the firm will be conducting.

Tuesday 03/19/2019		
20	Gerhart Avenue/Pomona Boulevard	East LA/Montebello
21	Gerhart Avenue/Pomona Boulevard/Via Campo	East LA/Montebello
22	Findlay Avenue/Pomona Boulevard	Montebello/Monterey Park
23	Garfield Avenue/Pomona Boulevard	Montebello
24	Garfield Avenue/Via Campo	Montebello
25	Wilcox Avenue/Pomona Boulevard	Montebello
26	Wilcox Avenue/Via Campo	Montebello
27	Fulton Avenue/Pomona Boulevard	Montebello/Monterey Park
39	Pioneer Boulevard/Washington Boulevard	Unincorporated
40	Norwalk Boulevard/Washington Boulevard	Unincorporated/Sana Fe Springs
41	Norwalk Boulevard/Broadway	West Whittier-Los Nietos
42	Broadway/Washington Boulevard	West Whittier-Los Nietos/Santa Fe Springs

From: James Drevno [<mailto:JDrevno@planning.lacounty.gov>]
Sent: Thursday, February 21, 2019 11:18 AM
To: Swartz, John (Los Angeles)
Cc: Koon, Jessica; Mi Kim; Nick Franchino
Subject: RE: Eastside Transit Corridor Phase 2 - Priority Data Requests

Good Morning John,

The organization chart for the Department of Public Works can be found at this link:
<https://dpw.lacounty.gov/landing/DPWorgChart.pdf>

For traffic-related information, reaching out to Emiko Thompson and/or Dave MacGregor may be a good place to start.

Emiko Thompson
(626) 300-4700
ethomp@pw.lacounty.gov

Dave MacGregor
(626) 458-3900
dmacgreg@pw.lacounty.gov

As for our Department's data collection, I am including Nick Franchino on this email. He is the head of our GIS Section and would be able to provide more information as to how the County's GIS data is stored. Nick, I recall you mentioning that the data requested is federated across County departments.

Looking through the Data Request again, most of the data should be housed in the Department of Public Works. The LA County Sheriff's and Fire Departments also manage their own data. The Historic Landmarks and Records Commission may be a good place to start for information about historic landmarks.

Based on the information you find out from Public Works, we should be able to meet to go over any other gaps. Our offices are located in the LA County Hall of Records.

Thank you,

James Drevno
Regional Planner, Community Studies East
Los Angeles County Department of Regional Planning

From: Swartz, John (Los Angeles) <john.swartz@aecom.com>
Sent: Thursday, February 21, 2019 10:37 AM
To: James Drevno <JDrevno@planning.lacounty.gov>
Cc: Koon, Jessica <Jessica.Koon@aecom.com>
Subject: RE: Eastside Transit Corridor Phase 2 - Priority Data Requests

From: [James Drevno](#)
To: [Swartz, John \(Los Angeles\)](#)
Cc: [Koon, Jessica](#); [Mi Kim](#)
Subject: RE: Eastside Transit Corridor Phase 2 - Priority Data Requests
Date: Wednesday, March 06, 2019 5:53:57 PM

Hi John,

Unfortunately I am all booked up in meetings tomorrow. The earliest would be next week. Beyond those contacts I sent you regarding items that would be housed within Public Works, I do not have any specific contacts that would speed up the process of getting the information. To me it looks like the vast majority of the data request would be for data from Public Works. Staff at Public Works would have more knowledge about how their Department staff is organized, and could point you in the right direction.

Below is a link to our public GIS-NET system, which may help some of your data needs (historic resource links, Sheriff's/Fire stations, etc.). I highly recommend utilizing this resource to see if it covers your remaining data needs.

http://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public

The LA County Sheriff's Department and the LA County Fire Department statistics should be accessible through those respective departments. Beyond the information in our GIS system or from Public Works, I am not sure if I have other County contacts that would be helpful to your needs.

Perhaps you could list out your remaining data needs and we could go from there? Email would be best tomorrow, as I will be out in the field for part of the day.

James Drevno
Regional Planner, Community Studies East
Los Angeles County Department of Regional Planning

From: Swartz, John (Los Angeles) <john.swartz@aecom.com>
Sent: Wednesday, March 06, 2019 3:29 PM
To: James Drevno <JDrevno@planning.lacounty.gov>
Cc: Koon, Jessica <Jessica.Koon@aecom.com>
Subject: RE: Eastside Transit Corridor Phase 2 - Priority Data Requests

Hi James,

Thank you for speaking with me on Feb 21st. I wanted to follow-up with you to identify who we should be speaking with to gather all of the remaining non-traffic related items. Can you please call me Wed afternoon or Thursday AM?

Thanks and best regards,

From: [Bill Swindle](#)
To: [Swartz, John \(Los Angeles\)](#); [Cervantes, Eduardo \(CervantesE@metro.net\)](#)
Cc: [Koon, Jessica](#); [James Drevno](#)
Subject: RE: Eastside Transit Corridor Phase 2 - Priority Data Requests
Date: Wednesday, March 06, 2019 2:20:44 PM

Hi John,

You may access the traffic signal timing sheets for those requested locations within the limits of the subject project at the following link:

<ftp://dpwftp.co.la.ca.us/pub/PDD/Metro%20Eastside%20Transit%20Corridor%20Phase%202/>

The two locations of Atlantic Blvd. @ SR 60 WB Ramps and Atlantic Blvd. @ SR 60 EB Ramps are maintained by Caltrans, and we do not have copies of their timing sheets.

We are feverishly working to procure the remaining requested information which I will forward as it becomes available.

Please contact me if you wish to discuss. Thank you.

Kind regards,

Bill Swindle, P.E.
Railroad Coordinator
Los Angeles County Public Works
Office: (626) 458-3935

From: Swartz, John (Los Angeles) <john.swartz@aecom.com>
Sent: Wednesday, February 27, 2019 12:09 PM
To: Bill Swindle <WSwindle@dpw.lacounty.gov>; Cervantes, Eduardo (CervantesE@metro.net) <CervantesE@metro.net>
Cc: Koon, Jessica <Jessica.Koon@aecom.com>; James Drevno <JDrevno@planning.lacounty.gov>
Subject: RE: Eastside Transit Corridor Phase 2 - Priority Data Requests

Here is the attachment.

John Swartz, AICP, LEED AP, CPE
Transportation Planning Manager
AECOM, Transportation Planning, LA Metro Region
O 213.330.7239 C 213.300.4684
john.swartz@aecom.com

From: Swartz, John (Los Angeles)
Sent: Wednesday, February 27, 2019 11:46 AM
To: 'Bill Swindle'; 'Cervantes, Eduardo (CervantesE@metro.net)'
Cc: Koon, Jessica; 'JDrevno@planning.lacounty.gov'
Subject: RE: Eastside Transit Corridor Phase 2 - Priority Data Requests

Hi Bill,

Thank you again for talking with me. Attached is a map of the intersections. I have circled the ones in unincorporated LA county.

Koon, Jessica

From: Bill Swindle <WSwindle@dpw.lacounty.gov>
Sent: Wednesday, April 10, 2019 7:31 AM
To: Swartz, John (Los Angeles)
Cc: Koon, Jessica
Subject: RE: Eastside Phase 2- Traffic Counts
Attachments: Metro - Eastside Transit Corridor Phase 3.xlsx

John,

I apologize for not returning our response to you sooner. I hope you understand the rather general and broad nature of your request required a thorough response in light of our current workloads.

Below is a list of the projects we are aware of, that may cross or come near the Eastside Transit Corridor Phase 2 project:

- 710 North Mobility Improvement Projects – funding was requested from Metro on 4/8/19:
 - Vision Zero Enhancements for East LA
 - East LA Pedestrian Accessibility Improvements
 - Olympic Blvd Multi-Modal Transportation Improvements
 - Whittier Blvd Multi-Modal Transportation Improvements
 - East LA Traffic Signal Enhancements
 - Atlantic Blvd Multi-Modal Transportation Improvements

- GMED/RMD - RMRA projects within the next 5 years:

POMONA BLVD	From	WOODS AV	To	ATLANTIC BL
SAN GABRIEL BLVD	From	MUSCATEL AV	To	BS/P FY /1684
W OLYMPIC BLVD	From	ATLANTIC BL	To	GOODRICH BL
S ATLANTIC BLVD	From	WHITTIER BL	To	BEVERLY BL
S ATLANTIC BLVD	From	BEVERLY BL	To	POMONA BL
S ATLANTIC BLVD	From	OLYMPIC BL	To	VERONA ST
WHITTIER BLVD	From	LA VERNE AV	To	ATLANTIC BL
SANTA ANITA AV	From	0800 S BS/P FY /1685	To	BS/P FY /1685
W BEVERLY BLVD	From	POMONA BL	To	ATLANTIC BL
MUSCATEL AV	From	0185 N HAZEL AV	To	0540 N HAZEL AV
MILNA AV	From	BENAVON ST	To	WASHINGTON BL
VIA CORONA	From	ATLANTIC BL	To	MARGARET AV
BRADWELL AV	From	LOCHINVAR ST	To	0130 N LOCHINVAR ST
CENTER PL	From	AMALIA AV	To	GOODRICH BL
VERONA ST	From	0130 E VANCOUVER AV	To	ATLANTIC BL
6TH ST	From	FERRIS AV	To	ATLANTIC BL
DANBY AV	From	BENAVON ST	To	WASHINGTON BL
LOUIS PL	From	WOODS AV	To	ATLANTIC BL
AMALIA AV	From	UNION PACIFIC AV	To	OLYMPIC BL
HUBBARD ST	From	ARIZONA AV	To	ATLANTIC BL
VICKI DR	From	0210 S WASHINGTON BL	To	WASHINGTON BL

EAGLE ST	From	WOODS AV	To	ATLANTIC BL
MILLERGROVE DR	From	BENAVON ST	To	WASHINGTON BL
UNION PACIFIC AV	From	AMALIA AV	To	GOODRICH BL
REPETTO ST	From	ATLANTIC BL	To	AMALIA AV
4TH ST	From	MEDNIK AV	To	ATLANTIC BL

The planned subdivisions listed below are nearby the proposed alignment. However we do not know the timing of each project. List of tentative maps near the proposed projects:

- TR 64804 Montebello
- TR 74167 Montebello
- MAP 82368 Montebello
- MAP 082246 Montebello
- MAP 82490 Commerce
- TR 70288 – Unincorporated
- PM 68211 Unincorporated
- TR 73319 Monterey Park
- PM 71243 – Unincorporated
- PM 74267 – Unincorporated
- PM 73265 Unincorporated
- TR 71208 Unincorporated
- TR 72949 South El Monte
- PM 72948 South El Monte
- PM 69054 South El Monte
- TR 71358 South El Monte
- PM 71775 Santa Fe Spring
- PM 70625 Santa Fe Spring
- TR 72953 Whittier

We don't have vicinity maps, however, I would recommend using the Land Records Viewer. Use the Tentative Tract and Parcel Map layers.

<https://dpw.lacounty.gov/sur/landrecords/>

Otherwise, it would require obtaining copies of each subdivision map which could take some time to compile and would be expensive.

Also, attached is a list of addresses with underground storage tanks at them for which Public Works has jurisdictional oversight.

If you would like to obtain copies of highway as-built plans, please feel free to visit our plan vault located at our headquarters building in Alhambra.

You may also access all storm drain plans, profiles, and as-built plans at our website

<https://dpw.lacounty.gov/fcd/stormdrain/disclaimer.cfm>

Please contact me if you wish to discuss. Thank you.

Kind regards,

Bill Swindle, P.E.

City of South El Monte



Koon, Jessica

From: Jose Jimenez <jjimenez@soelmonte.org>
Sent: Monday, April 01, 2019 4:22 PM
To: Koon, Jessica; Swartz, John (Los Angeles)
Subject: RE: Eastside Phase 2- Traffic Counts

Jessica,

See my findings below. Let me know if you have any questions.

Thanks,

Jose D. Jimenez

Community Development Director

City of South El Monte

1415 Santa Anita Avenue

South El Monte California, 91733

jjimenez@soelmonte.org

Tel: (626) 579-6540 Extension: 3218

From: Koon, Jessica [<mailto:Jessica.Koon@aecom.com>]

Sent: Thursday, March 28, 2019 12:03 PM

To: Jose Jimenez; Swartz, John (Los Angeles)

Subject: RE: Eastside Phase 2- Traffic Counts

Importance: High

Hi Jose,

Thank you for your efforts thus far in collecting data for the Eastside Phase 2 Data request. We are at the point of wrapping up our efforts with the data collection and proceeding with the technical analysis. We would like to check in with you to see how things are coming on the remaining item. Do you have any updates you can share this week? Please let us know if you have any questions and if there is anything we can do to alleviate the efforts on your side.

In particular, we are looking for the following:

- Written concurrence on using Highway Capacity Manual for intersection analysis – We are okay with the methodology.
- Intersection turning movement volume count data, AADT or ADT, and signal timing sheets for Durfee/Peck Road – Our consultant was unable to generate the information. She tells me that they thought they had it, but that was not the case.
- Future roadway/transit plans w/ confirmed list of improvements to be in construction by 2042 – None at the moment.
- Geotech, env, geology data from reports adjacent to alignments – a major portion of the project area is not within any planned area where technical studies were prepared.
- Groundwater/ surface water management plans – Defer to Army Corps of Engineer
- Drawings, As-Builts, GIS for: - GIS data to be provided on flash and mailed to address provided below. GIS data contains parcel and zoning information only.
 - Other city owned utilities
 - Roadway as-builts along project limits
 - Any site development plans for projects being permitted along the alignment
 - GIS Layers of Utilities
 - GIS Layers of city owned ROW, parcels, etc
 - GIS Layers of city improvements
 - Utility agreements with public/private third parties
 - Major Utility replacement/improvement projects planned
 - Local street improvement plans

Koon, Jessica

From: Jose Jimenez <jjimenez@soelmonte.org>
Sent: Friday, March 08, 2019 11:04 AM
To: Swartz, John (Los Angeles)
Cc: Koon, Jessica; Rene Salas
Subject: RE: Eastside Phase 2- Data Requests

John,

Our Public Work Consultant is telling us that all we have are raw traffic counts (No LOS Analysis) along Durfee Avenue and Peck Road. Do you think this will be helpful?

Also, a copy of the City's General Plan is provided below:

<http://www.ci.south-el-monte.ca.us/CITYDEPARTMENTSSERVICES/CommunityDevelopment/Planning.aspx>

Finally, I would like to take you up on your offer to meet, preferably next week to discuss the Highway Capacity Manual Methodology and intersection analysis. I will ask for the City's Public Works Director to join us as well.

Let me know your thoughts.

Jose D. Jimenez

Community Development Director

City of South El Monte

1415 Santa Anita Avenue

South El Monte California, 91733

jjimenez@soelmonte.org

Tel: (626) 579-6540 Extension: 3218

From: Swartz, John (Los Angeles) [mailto:john.swartz@aecom.com]

Sent: Friday, March 08, 2019 10:44 AM

To: Jose Jimenez

Cc: Koon, Jessica

Subject: Eastside Phase 2- Data Requests

Hi Jose,

Thank you for coordinating with us thus far. As of today, we have not yet received feedback regarding the traffic methodology or traffic data. We are scheduled to initiate our field work, including traffic counts, starting next week. If you can please provide any of the traffic items asap, we would greatly appreciate it. Most importantly, please send an e-mail with the city's concurrence on our proposed use of the Highway Capacity Manual Methodology for traffic impacts and concurrence with the intersections we are analyzing within your jurisdiction (SR60 Eastbound Ramp/Durfee Ave, Durfee Ave/Slack Rd, Durfee/Farndon, Durfee/SR60 Westbound Ramp, and Peck Rd/Durfee Ave). Feel free to call me directly if you would like to discuss today or next week.

I would like to offer to meet with you to go over the remaining data requests from Metro's original e-mail and answer any questions you may have so that we may have all of the data collected by March 22nd.

Again, thank you for your time and efforts. We understand the city is busy and we would like to assist with this data request so that it is as smooth as possible for you and your staff.

Best regards,

- Project schedules if possible
- Co-op agreements with Caltrans or other oversight agencies on major projects

Thank you,

Jessica Koon

Transportation Planner
Transportation Planning Group, LA Metro Region
O 213.996.2229 C 480.695.7099
jessica.koon@aecom.com

AECOM

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aecom.com

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From: Jose Jimenez [mailto:jjimenez@soelmonte.org]
Sent: Thursday, March 21, 2019 11:49 AM
To: Koon, Jessica; Swartz, John (Los Angeles)
Subject: FW: Eastside Phase 2- Traffic Counts

Jessica and John,

Staff has reviewed the recommended list of intersections in City of South El Monte, and have no additional comments.

Thanks,

Jose D. Jimenez

Community Development Director
City of South El Monte
1415 Santa Anita Avenue
South El Monte California, 91733
jjimenez@soelmonte.org
Tel: (626) 579-6540 Extension: 3218

From: Jennifer Vasquez
Sent: Tuesday, March 19, 2019 1:34 PM
To: Jennifer Vasquez
Cc: Jose Jimenez; Dianna Gomez; Rachel Barbosa
Subject: Eastside Phase 2- Traffic Counts

Council is bcc'd.

Jose has informed me that Metro will be placing down some LOS measuring strips to get traffic counts; please see summary from Metro below:

This e-mail is to inform you that our traffic count firm, National Data & Surveying Services (NDS) will be out in the field performing traffic counts at the intersections today and tomorrow.
Below is the detailed list of intersections the firm will be conducting.

Tuesday 03/19/2019

City of Rosemead



Koon, Jessica

From: Rey Alfonso <Ralfonso@cityofrosemead.org>
Sent: Wednesday, March 20, 2019 11:38 AM
To: Swartz, John (Los Angeles)
Cc: Koon, Jessica
Subject: RE: Eastside Transit Corridor Phase 2- Data Requests

Hi John,

Yes, I concur with the use of the Highway Capacity Manual methodology for intersection analysis.

Thanks,

Rey Alfonso

Director of Public Works



8838 E. Valley Blvd.
Rosemead, CA 91770
Office: (626) 569-2158
Cell: (626) 418-2587

www.cityofrosemead.org



From: Swartz, John (Los Angeles) [mailto:john.swartz@aecom.com]
Sent: Tuesday, February 26, 2019 11:16 AM
To: Rey Alfonso <Ralfonso@cityofrosemead.org>
Cc: Koon, Jessica <Jessica.Koon@aecom.com>; Gloria Molleda <gmolleda@cityofrosemead.org>
Subject: Eastside Transit Corridor Phase 2- Data Requests

Hi Rey,

Thank you for talking with me.

Please let me know if you have any question regarding the data we are requesting. I can offer to go through these with you in-person or via conference call, whichever you prefer.

As I mentioned, we are hoping to collect the traffic items this week (if possible) and the rest of the information within 2-3 weeks.

Please note there are no intersections within the city of Rosemead, so we do not need intersection turning movements, but if you could please look into the other traffic items we are requesting, I would greatly appreciate it.

The following are priority items we need from the cities.

- Concurrence on study area intersections to be studied for traffic impact analysis to be discussed by call or meeting
- Recent annual average daily traffic data (AADT) or average daily traffic data (ADT) within the past two years for the freeway mainline and roadway segments in between the study intersections. For specific locations, please refer to Table 2: Study Area Freeway and Roadway Segments of the Final Tech Memo Data Needs Request submitted by Metro.

- Signal timing plans for the signalized intersections in the study area.
- Concurrence on the use of Highway Capacity Manual methodology for intersection analysis.
- Identify future transportation roadway and transit network, with confirmed list of any planned and/or programmed improvements

Please find attach, the following for our discussion:

1. Original Data request from Metro- “Attachment B- Eastside Phase 2 Data List” - (originally sent from Metro PM- Laura Cornejo.)
2. Traffic Methodology Memo – “ESP2_Traffic Methodology Memo_Draft 2_02122019”
3. Map of study area with the alternatives – “ESP2 Study Area Map with Alts”
4. Google map showing the intersections included in the traffic impact study – “Study Intersections”

John Swartz, AICP, LEED AP, CPE
Transportation Planning Manager
AECOM, Transportation Planning, LA Metro Region
O 213.330.7239 C 213.300.4684
john.swartz@aecom.com

City of Commerce



Koon, Jessica

From: Belgin Cuhadaroglu <BCuhadaroglu@ci.commerce.ca.us>
Sent: Tuesday, April 02, 2019 10:12 AM
To: Koon, Jessica
Cc: Swartz, John (Los Angeles); Seung W. Yang
Subject: RE: Eastside Transit Corridor Data Request
Attachments: GeneralPlan2020.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jessica,

See my answers marked in red.

And also,

I attached the General Plan 2020 to this E-Mail.

Please let me know if you have any further questions, please contact me.

Thank you!



Belgin Cuhadaroglu | *Associate Civil Engineer*
City of Commerce
Public Works and Development Services Department
2535 Commerce Way, Commerce, CA 90040
Phone: 323-722-4805, x2248 | FAX: 323-888-6537
e-mail: bcuhadaroglu@ci.commerce.ca.us

From: Koon, Jessica [mailto:Jessica.Koon@aecom.com]
Sent: Thursday, March 28, 2019 1:10 PM
To: Belgin Cuhadaroglu; Seung W. Yang
Cc: Swartz, John (Los Angeles)
Subject: Eastside Transit Corridor Data Request

Hi Belgin,

Thank you for your efforts thus far in collecting data for the Eastside Phase 2 Data request. We are at the point of wrapping up our efforts with the data collection and proceeding with the technical analysis. We would like to check in with you to see how things are coming on the remaining item. Do you have any updates you can share this week? Please let us know if you have any questions and if there is anything we can do to alleviate the efforts on your side.

In particular, we are looking for the following:

- Written concurrence on using Highway Capacity Manual for intersection analysis
Yes, The City of Commerce concurs on using Highway Capacity Manual for intersection analysis.
- Intersection turning movement volume count data, AADT or ADT, and signal timing sheets for Durfee/Peck Road
Durfee/Peck Road is not in the City of Commerce.
- Future roadway/transit plans w/ confirmed list of improvements to be in construction by 2042.

To far into the future.

- Geotech, env, geology data from reports adjacent to alignments
I already provided. See the link below.
<https://www.dropbox.com/home/EastsideTransitCorridorProject>
- Groundwater/ surface water management plans
None that the City can find.
- Drawings, As-Builts, GIS for:
 - Other city owned utilities
 - Roadway as-builts along project limits
 - Any site development plans for projects being permitted along the alignment
 - GIS Layers of Utilities
 - GIS Layers of city owned ROW, parcels, etc
 - GIS Layers of city improvements
 - Utility agreements with public/private third parties
 - Major Utility replacement/improvement projects planned
 - Local street improvement plans
 - Project schedules if possible
 - Co-op agreements with Caltrans or other oversight agencies on major projects

For GIS data requests, contact Manuel Acosta of the Planning department, the City of Commerce-
macosta@ci.commerce.ca.us

Regarding obtaining sub-structure or utility information, please read below:

Please note that the City of Commerce does NOT have within its files any comprehensive “vault” of improvement plans. You would actually need to search for them in the County websites shown below. They are all in PDF format and can be downloaded for *free*.

1. Street and Drainage Plans - <http://dpw.lacounty.gov/des/design/hwyMain.cfm>
2. Sewer Plans - <http://dpw.lacounty.gov/smd/sewernetwork/>
3. Storm Drain Plans - <http://dpw.lacounty.gov/fcd/stormdrain/index.cfm>
4. Tract Maps, Parcel Maps, Flood Maps, Field Books, etc. (see tabs on left of page) - <http://dpw.lacounty.gov/smpm/landrecords/TractMaps.aspx>

For the Utilities (Electric, Gas, Phone, Water), you will have to contact each utility agency individually-
<http://www.ci.commerce.ca.us/index.aspx?nid=244>

Thank you,

Jessica Koon
Transportation Planner
Transportation Planning Group, LA Metro Region
O 213.996.2229 C 480.695.7099
jessica.koon@aecom.com

AECOM
300 S. Grand Ave., Los Angeles, CA 90071
T 213.593.8100 F 213.593.8053
aecom.com

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Koon, Jessica

From: Belgin Cuhadaroglu <BCuhadaroglu@ci.commerce.ca.us>
Sent: Wednesday, March 13, 2019 9:58 AM
To: Swartz, John (Los Angeles)
Cc: Seung W. Yang; Koon, Jessica
Subject: RE: (City of Commerce, CA) Status of Data Request ~ Eastside Transit Corridor Phase 2 project - Data Request

Dear John,

We, the City of Commerce concur with the following intersections you have selected to analyze for this study.

1. Atlantic Blvd/Telegraph Rd/Ferguson Dr.
2. Hoefner Ave/ Flotilla St
3. Tube Way / Smith Way
4. Gayhart St / Washington Blvd
5. Garfield Ave / Washington Blvd.
6. Yates Ave / Washington Blvd

For the encroachment permit, please submit the certificate of liability insurance with \$1 million limits with the City of Commerce as either the certificate holder OR as "additionally insured." For liability, the City also requires \$2 million aggregate coverage.

In addition, please let me know the location, time and date you will be doing the traffic count.

Regarding obtaining sub-structure or utility information; Please note that the City of Commerce does NOT have within its files any comprehensive "vault" of improvement plans. You would actually need to search for them in the County websites shown below. They are all in PDF format and can be downloaded for free.

1. Street and Drainage Plans - https://urldefense.proofpoint.com/v2/url?u=http-3A__dpw.lacounty.gov_des_design_hwyMain.cfm&d=DwIFAw&c=TQzoP61-bYDBLzNd0XmHrw&r=OSDJESo9lBqbZ7aWC6oap2_04p2NBVXEw6jFTDH6V6c&m=L9QeV2cQRyUZSxlCaSb8FdKij5_9PIH-7MeawPRL__o&s=32Txw8em8HwULDBqsVfrWYqhbCemptX_TkBXy7CPYrU&e=
2. Sewer Plans - https://urldefense.proofpoint.com/v2/url?u=http-3A__dpw.lacounty.gov_smd_sewernetnetwork_&d=DwIFAw&c=TQzoP61-bYDBLzNd0XmHrw&r=OSDJESo9lBqbZ7aWC6oap2_04p2NBVXEw6jFTDH6V6c&m=L9QeV2cQRyUZSxlCaSb8FdKij5_9PIH-7MeawPRL__o&s=M6J2YniL96viUgWDXPv2QSU7IX_SM3i7Wd-NkR1mKm0&e=
3. Storm Drain Plans - https://urldefense.proofpoint.com/v2/url?u=http-3A__dpw.lacounty.gov_fcd_stormdrain_index.cfm&d=DwIFAw&c=TQzoP61-bYDBLzNd0XmHrw&r=OSDJESo9lBqbZ7aWC6oap2_04p2NBVXEw6jFTDH6V6c&m=L9QeV2cQRyUZSxlCaSb8FdKij5_9PIH-7MeawPRL__o&s=pHD9r1W7xJ58C9IM3MKIW3Z9eF5xU5keb9u7mQkgaus&e=
4. Tract Maps, Parcel Maps, Flood Maps, Field Books, etc. (see tabs on left of page) - https://urldefense.proofpoint.com/v2/url?u=http-3A__dpw.lacounty.gov_smpm_landrecords_TractMaps.aspx&d=DwIFAw&c=TQzoP61-

bYDBLzNd0XmHrw&r=OSDJESo9IBqbZ7aWC6oap2_04p2NBVXEw6jFTDH6V6c&m=L9QeV2cQRyUZSxICaSb8FdKij5_9PIH-7MeawPRL__o&s=p-eflkryX1ztNX9TAfKv54mcB9-D7wvx8906WhTo_NA&e=

For the Utilities (Electric, Gas, Phone, Water), you will have to contact each utility agency individually-
https://urldefense.proofpoint.com/v2/url?u=http-3A__www.ci.commerce.ca.us_index.aspx-3Fnid-3D244&d=DwIFAw&c=TQzoP61-

bYDBLzNd0XmHrw&r=OSDJESo9IBqbZ7aWC6oap2_04p2NBVXEw6jFTDH6V6c&m=L9QeV2cQRyUZSxICaSb8FdKij5_9PIH-7MeawPRL__o&s=tBEf4kzMjy-b2Qq6xOnKDE1mHMLdZi_-_Z_SkX4jXSE&e=

If you have any further questions, please contact me.

Thank you!

Belgin Cuhadaroglu | Associate Civil Engineer City of Commerce Public Works and Development Services Department
2535 Commerce Way, Commerce, CA 90040
Phone: 323-722-4805, x2248 | FAX: 323-888-6537
e-mail: bcuhadaroglu@ci.commerce.ca.us

-----Original Message-----

From: Swartz, John (Los Angeles) [mailto:john.swartz@aecom.com]

Sent: Monday, March 11, 2019 6:05 PM

To: Belgin Cuhadaroglu

Cc: Seung W. Yang; Koon, Jessica

Subject: RE: (City of Commerce, CA) Status of Data Request ~ Eastside Transit Corridor Phase 2 project - Data Request

Hi Belgin,

My apologies for the delayed response. To clarify, we are requesting concurrence with the intersections we have selected to analyze for this study (based on their proximity to the alignment).

For the encroachment permit, please let us know what will be required.

I wanted to follow-up with you to identify who we should be speaking with to gather all of the remaining non-traffic related items on the data request list. Are you available to have a call on Tuesday to discuss?

Thanks and best regards,

John Swartz, AICP, LEED AP, CPE

Transportation Planning Manager

AECOM, Transportation Planning, LA Metro Region O 213.330.7239 C 213.300.4684 john.swartz@aecom.com

-----Original Message-----

From: Belgin Cuhadaroglu [mailto:BCuhadaroglu@ci.commerce.ca.us]

Sent: Thursday, March 07, 2019 4:58 PM

To: Swartz, John (Los Angeles)

Cc: Seung W. Yang

Subject: FW: (City of Commerce, CA) Status of Data Request ~ Eastside Transit Corridor Phase 2 project - Data Request

John,

We are not sure what you really want the City to concur. Could you please explain?

Thank you

Koon, Jessica

From: Belgin Cuhadaroglu <BCuhadaroglu@ci.commerce.ca.us>
Sent: Thursday, February 21, 2019 1:55 PM
To: Sosa, Ray
Cc: Gonzalez, Ivan D.; Swartz, John (Los Angeles); Claude McFerguson; derosierlk@cdmsmith.com; Cornejo, Laura; Koon, Jessica; Seung W. Yang; Maryam Babaki
Subject: RE: (City of Commerce, CA) Status of Data Request ~ Eastside Transit Corridor Phase 2 project - Data Request

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ray,

You can find some of the requested information at the following link:

<https://www.dropbox.com/home/EastsideTransitCorridorProject>

CityofCommerce-SpeedStudy-TrafficSurvey.pdf

Traffic Signal Timing for the following intersections:

Atlantic Blvd- Everington St_Signal Timing Charts_2009.pdf Atlantic Blvd- Harbor St_Signal Timing Charts_2009.pdf
Atlantic Blvd- Jardine St_Signal Timing Charts_2009.pdf Atlantic Blvd- Sheila St_Signal Timing Charts_2009.pdf Atlantic Blvd- Telegraph Rd_Signal Timing Charts_2018.pdf Washington Blvd-Atlantic Blvd_Signal Timing Charts_2010.pdf
Washington Blvd-CommerceWay_Signal Timing Charts_2010.pdf Washington Blvd-Eastern Ave_Signal Timing Charts_2010.pdf Washington Blvd-Fidelia Avenue_Signal Timing Charts_2010.pdf Washington Blvd-Gayhart St_Signal Timing Charts_2010.pdf Washington Blvd-Leo Avenue_Signal Timing Charts_2010.pdf Washington Blvd-O'Neill Avenue_Signal Timing Charts_2010.pdf Washington Blvd-Saybrook Avenue_Signal Timing Charts_2010.pdf Washington Blvd-Telegraph Rd_Signal Timing Charts_2006.pdf Washington Blvd-Yates Avenue_Signal Timing Charts_2010.pdf

We concur the use of Highway Capacity Manual methodology for intersection analysis.

If you have any questions, please contact me.
My contact information is shown below.

Thank you

Belgin Cuhadaroglu | Associate Civil Engineer City of Commerce Public Works and Development Services Department
2535 Commerce Way, Commerce, CA 90040
Phone: 323-722-4805, x2248 | FAX: 323-888-6537
e-mail: bcuhadaroglu@ci.commerce.ca.us

-----Original Message-----

From: Seung W. Yang
Sent: Friday, February 15, 2019 4:34 PM
To: 'Sosa, Ray'; Maryam Babaki

Koon, Jessica

From: Belgin Cuhadaroglu <BCuhadaroglu@ci.commerce.ca.us>
Sent: Wednesday, March 20, 2019 9:35 AM
To: Swartz, John (Los Angeles)
Cc: Seung W. Yang; Koon, Jessica; Akkinepally, Vamshi
Subject: RE: (City of Commerce, CA) Status of Data Request ~ Eastside Transit Corridor Phase 2 project - Data Request

Dear John,

Good morning!

Just to let you know that I added two geotechnical reports in to the Dropbox. See the link below.

https://urldefense.proofpoint.com/v2/url?u=https-3A__www.dropbox.com_home_EastsideTransitCorridorProject&d=DwIFAw&c=TQzoP61-bYDBLzNdOXmHrw&r=OSDJESo9lBqbZ7aWC6oap2_04p2NBVXEw6jFTDH6V6c&m=rKA7G509jV9yWkhIRdgoEn23KoXpl_iRmwXAThpSl0&s=ZvpBF3Wqo_iPtkmprvcHGmmg-1mGjoR5zfw5IE47CeM&e=

Please let me know if you have any questions.

Thank you

Belgin Cuhadaroglu | Associate Civil Engineer City of Commerce Public Works and Development Services Department
2535 Commerce Way, Commerce, CA 90040
Phone: 323-722-4805, x2248 | FAX: 323-888-6537
e-mail: bcuhadaroglu@ci.commerce.ca.us

-----Original Message-----

From: Swartz, John (Los Angeles) [mailto:john.swartz@aecom.com]
Sent: Tuesday, March 19, 2019 5:02 PM
To: Belgin Cuhadaroglu
Cc: Seung W. Yang; Koon, Jessica; Akkinepally, Vamshi
Subject: RE: (City of Commerce, CA) Status of Data Request ~ Eastside Transit Corridor Phase 2 project - Data Request

Hi Belgin,

Thank you very much for the last minute request of processing the permit today.
Much appreciated!

John Swartz, AICP, LEED AP, CPE
Transportation Planning Manager
AECOM, Transportation Planning, LA Metro Region O 213.330.7239 C 213.300.4684 john.swartz@aecom.com

-----Original Message-----

From: Swartz, John (Los Angeles)
Sent: Tuesday, March 19, 2019 9:30 AM
To: 'Belgin Cuhadaroglu'
Cc: Seung W. Yang; Koon, Jessica; Akkinepally, Vamshi

Regards,

Belgin Cuhadaroglu | Associate Civil Engineer City of Commerce Public Works and Development Services Department
2535 Commerce Way, Commerce, CA 90040
Phone: 323-722-4805, x2248 | FAX: 323-888-6537
e-mail: bcuhadaroglu@ci.commerce.ca.us

-----Original Message-----

From: Belgin Cuhadaroglu
Sent: Thursday, March 7, 2019 4:14 PM
To: 'Swartz, John (Los Angeles)'
Cc: Koon, Jessica; Seung W. Yang; 'Ray.Sosa@aecom.com'
Subject: RE: (City of Commerce, CA) Status of Data Request ~ Eastside Transit Corridor Phase 2 project - Data Request

Dear John,

Attached please find the Intersection traffic counts at various intersections.

You can also find some additional information at the following link;

https://urldefense.proofpoint.com/v2/url?u=https-3A__www.dropbox.com_home_EastsideTransitCorridorProject&d=DwIFAw&c=TQzoP61-bYDBLzNd0XmHrw&r=K1KCK-2NPa51HC-jdbwt46hy8LhMiEkeqkhyuzuTjs8&m=1APDj5eW4xU03jCRxF9VOTCgmAJAcoVaJ26mSm2V7Qc&s=n2KkUJX14HJlI10zwpynii0CK4v8r6nvOGv3GoC-hQ0&e=

By looking at the Table 1 (List of study intersections), only four (4) of them are in the City of Commerce jurisdiction.

Atlantic Blvd/Telegraph Rd/Ferguson Dr.
Hoefner Ave/ Flotilla St (there is no traffic signal at the intersection) Tubeway Ave / Smithway Sr (there is no traffic signal at the intersection) Gayhart St/ Washington Blvd

We need to issue an encroachment permit if you are planning to do any traffic counts.
Please let me know.

Regards,

Belgin Cuhadaroglu | Associate Civil Engineer City of Commerce Public Works and Development Services Department
2535 Commerce Way, Commerce, CA 90040
Phone: 323-722-4805, x2248 | FAX: 323-888-6537
e-mail: bcuhadaroglu@ci.commerce.ca.us

-----Original Message-----

From: Swartz, John (Los Angeles) [mailto:john.swartz@aecom.com]
Sent: Thursday, March 7, 2019 11:06 AM
To: Belgin Cuhadaroglu

Koon, Jessica

From: Akkinepally, Vamshi
Sent: Tuesday, March 19, 2019 5:00 PM
To: Swartz, John (Los Angeles)
Cc: Koon, Jessica
Subject: [BULK] URGENT REQUEST FOR ENCROACHMENT PERMIT FOR METRO GOLD LINE EXTENSION EASTSIDE PHASE 2 PROJECT - Traffic Data Collection (NDS Job 19-5141 & 19-5142)
Attachments: (Permit#190307-0001)-(Various intersections)- (NDS_AECOM).pdf

Hi John,

Attached is the encroachment permit from Commerce. NDS is all set to continue with their data collection tomorrow.

Would you please thank Belgin for helping us with this in the last minute?

Thanks.

Vamshi Akkinepally, TE
Senior Transportation Planner
D +1-714-689-7339
vamshi.akkinepally@aecom.com

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Orange, CA 92868 USA
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From: Belgin Cuhadaroglu [mailto:BCuhadaroglu@ci.commerce.ca.us]
Sent: Tuesday, March 19, 2019 4:24 PM
To: 'josie@ndsdata.com' <josie@ndsdata.com>
Cc: Gustavo Clavijo <gustavo@ndsdata.com>; blake@ndsdata.com; kellymarie@ndsdata.com; Akkinepally, Vamshi <Vamshi.Akkinepally@aecom.com>; Seung W. Yang <swyang@ci.commerce.ca.us>; Al.Pagani@TRANSTECH.ORG; Jeffrey.Hirsh@TRANSTECH.ORG
Subject: RE: [BULK] URGENT REQUEST FOR ENCROACHMENT PERMIT FOR METRO GOLD LINE EXTENSION EASTSIDE PHASE 2 PROJECT - Traffic Data Collection (NDS Job 19-5141 & 19-5142)

Dear Josie,

Here is the scanned copy of the approved permit (Attached).

Thank you



Belgin Cuhadaroglu | *Associate Civil Engineer*
City of Commerce
Public Works and Development Services Department
2535 Commerce Way, Commerce, CA 90040
Phone: 323-722-4805, x2248 | FAX: 323-888-6537
e-mail: bcuhadaroglu@ci.commerce.ca.us

From: Josie Crivello [<mailto:josie@ndsdata.com>]
Sent: Tuesday, March 19, 2019 4:15 PM
To: Belgin Cuhadaroglu
Cc: Gustavo Clavijo; blake@ndsdata.com; kellymarie@ndsdata.com; Akkinepally, Vamshi
Subject: RE: [BULK] URGENT REQUEST FOR ENCROACHMENT PERMIT FOR METRO GOLD LINE EXTENSION EASTSIDE PHASE 2 PROJECT - Traffic Data Collection (NDS Job 19-5141 & 19-5142)
Importance: High

Hi again Belgin! Here is the general liability certificate. ☺

Could we possibly proceed with tomorrow's collection so all the counts are conducted on the same day for Metro?

Cheers,
Josie

From: Josie Crivello [<mailto:josie@ndsdata.com>]
Sent: Tuesday, March 19, 2019 3:57 PM
To: 'Belgin Cuhadaroglu'
Subject: RE: [BULK] URGENT REQUEST FOR ENCROACHMENT PERMIT FOR METRO GOLD LINE EXTENSION EASTSIDE PHASE 2 PROJECT - Traffic Data Collection
Importance: High

Hi Belgin,

Attached, please find the professional liability insurance. I am still waiting on the other certificate and will send it over as soon as possible.

Cheers,
Josie Crivello
Director of Client Relations

NDS – National Data & Surveying Services
1535 S La Cienega Blvd, Los Angeles, CA 90035
Tel: (323) 782-0090 | Fax: (323) 375-1666
www.ndsdata.com

Connect with me on LinkedIn! www.linkedin.com/pub/josie-crivello/99/318/1b1/

Caltrans



DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

July 15, 2019

Ms. Jenny Cristales-Cevaltos
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza; Mall Stop 99-22-6
Los Angeles, CA 90012

RE: Eastside Transit Corridor Phase 2 Project –
Notice of Preparation (NOP) of a
Supplemental Draft Environmental Impact
Statement /Environmental Impact Report
(Supplemental Draft EIS/EIR)
SCH# 2010011062
GTS # 07-LA-2019-02536
Vic. LA-60/PM: R 3.349 to
LA-60/PM: 11.201

Dear Ms. Jenny Cristales-Cevaltos:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's NOP of a Supplemental Draft EIS/EIR. The proposed project would extend the Metro Gold Line, a light rail transit (LRT) line, from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County. The four alternatives to be evaluated in the Supplemental Draft EIS/EIR include: No Build Alternative, SR 60 Alternative, Washington Alternative, and Combined Alternative. The Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors will consider adopting a Locally Preferred Alternative (LPA) based on the findings of the Supplemental Draft EIS/EIR.

After reviewing the Supplemental Draft EIS/EIR, Caltrans has the following comments:

- If the "Washington Alternative" or "Combined Alternative" are selected, Caltrans suggests that the project please analyze the traffic impact on the interchange of Washington and Interstate 605 for potential queuing and delay.
- Caltrans recommends that Highway Capacity Manual (HCM) methodology be used when assessing the impact a project may have on the State Highway System. For a traffic impact study of freeway mainline, weave, merge and diverge segments, the methodologies in Chapter 12, 13, and 14 of the Highway Capacity Manual (HCM) 6th edition are limited to under saturated flow conditions. When a freeway facility has oversaturated conditions, Chapter 10 is recommended to be used to determine a more precise density. It is acknowledged that there are limitations of the HCM methodology and it is recommended to use a traffic simulation model for the analysis.

The impact is considered to be significant, if the traffic generated by the project (a) causes one or more freeway segment's demand to exceed capacity (congested flow); or (b) when the segment is already

congested, causes an increase in the demand/capacity ratio of greater than 1%.

Impacts to off-ramps are considered significant if the traffic generated by the project causes queueing that: (a) exceeds 85% of the off-ramp's storage capacity; or (b) when an auxiliary lane is present, exceeds the lesser of one-half the length of auxiliary lane or 1,000 feet.

When analyzing intersections please consider utilizing Synchro 10. Also, for intersection analysis, instead of using signal timing optimization for matching existing field conditions, please use actual traffic signal timing.

Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impact. For any future project we encourage the Lead Agency to integrate transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use.

- For the "SR 60 Alternative", "Washington Alternative" and "Combined Alternative" the project will operate within Caltrans' right of way. If one of these alternatives is chosen a Caltrans Encroachment Permit may be required.

Further information included for your consideration;

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at reece.allen@dot.ca.gov and refer to GTS# 07-LA-2019-02536

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Eastside Transit Corridor Phase 2 Project – Notice of Preparation (NOP)

Response to Caltrans District 7 Comments dated July 15,2019

After reviewing the Supplemental Draft EIS/EIR, Caltrans has the following comments:

1. If the “Washington Alternative” or “Combined Alternative” are selected, Caltrans suggests that the project please analyze the traffic impact on the interchange of Washington and Interstate 605 for potential queuing and delay.

AECOM- The travel demand modeling forecasts project a reduction in regional VMT for all build alternatives compared to the No Build Alternative. Therefore, the Project is expected to reduce traffic volumes (freeway and local) in the region and any added station related freeway trips are expected to be minimal. The Project alignments are not anticipated to directly affect freeway traffic at the interchange of Washington and Interstate 605, therefore no freeway analysis was conducted. (Note, the southbound off-ramp is a stop-controlled intersection and the northbound off-ramp intersects at Pioneer Blvd, not Washington Blvd).

2. Caltrans recommends that Highway Capacity Manual (HCM) methodology be used when assessing the impact a project may have on the State Highway System. For a traffic impact study of freeway mainline, weave, merge and diverge segments, the methodologies in Chapter 12, 13, and 14 of the Highway Capacity Manual (HCM) 6th edition are limited to under saturated flow conditions. When a freeway facility has oversaturated conditions, Chapter 10 is recommended to be used to determine a more precise density. It is acknowledged that there are limitations of the HCM methodology, and it is recommended to use a traffic simulation model for the analysis.

AECOM- The HCM methodology was used to conduct the analysis of the study intersections on selected surface streets only. The travel demand modeling forecasts project a reduction in regional VMT for all build alternatives compared to the No Build Alternative. Therefore, the Project is expected to reduce traffic volumes (freeway and local) in the region and any added station related freeway trips are expected to be minimal. The Project alignments are not anticipated to directly affect freeway mainline weave, merge/diverge segment performance, therefore no freeway analysis was conducted.

3. The impact is considered to be significant, if the traffic generated by the project (a) causes one or more freeway segment’s demand to exceed capacity (congested flow); or (b) when the segment is already congested, causes an increase in the demand/capacity ratio of greater than 1%.

AECOM- See response to items 1 and 2. The Project alignments are not anticipated to directly affect freeway segments; therefore, no freeway analysis was conducted.

4. Impacts to off-ramps are considered significant if the traffic generated by the project causes queueing that: (a) exceeds 85% of the off-ramp’s storage capacity; or (b) when an auxiliary lane is present, exceeds the lesser of one-half the length of auxiliary lane or 1,000 feet.

AECOM- Traffic impact analysis was conducted at selected off-ramp locations. The traffic analysis found that the project will not cause queueing that exceeds 85% of the off-ramp’s storage capacity. Therefore, there will be no significant impacts are expected at the ramp termini.

5. When analyzing intersections please consider utilizing Synchro 10. Also, for intersection analysis, instead of using signal timing optimization for matching existing field conditions, please use actual traffic signal timing.

AECOM- The intersection traffic analysis was conducted using Synchro 10, therefore the analysis is consistent with Caltrans' intersection analysis methodology requirements. The traffic analysis was performed with the timing from the signal timing sheets as received from Caltrans for existing conditions.

6. Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impact. For any future project we encourage the Lead Agency to integrate transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non- motorized travel and transit use.

AECOM- The traffic methodology includes using a VMT analysis for CEQA purposes. The VMT results will be extracted from the Metro model for each alternative and reported at the regional and study area level.

7. For the "SR 60 Alternative", "Washington Alternative" and "Combined Alternative" the project will operate within Caltrans' right of way. If one of these alternatives is chosen a Caltrans Encroachment Permit may be required.

AECOM- Applicable encroachment permits will be secured for any activities within Caltrans' right-of-way.

8. Further information included for your consideration;

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

AECOM- No comment (Caltrans statement only)

9. Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

AECOM- No comment (Caltrans statement only)

10. As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit.

AECOM- Applicable transportation permits will be secured for any Project related oversized-transport vehicles travelling on Caltrans' facilities.

11. We recommend large size truck trips be limited to off-peak commute periods.

AECOM- No comment (Caltrans statement only)

ATTACHMENT B – PEDESTRIAN AND BICYCLE PEAK HOUR COUNTS

Table B-1. 2019 Pedestrian Count - AM Peak Hour Summary

ID	Intersection	North Leg		South Leg		East Leg		West Leg		Total	Peak Hour
		EB	WB	EB	WB	EB	WB	EB	WB		
1	Atlantic Blvd & 1st St/ SR-60 WB ramps	0	7	0	0	1	1	8	12	29	7:30 AM
2	Atlantic Blvd / SR-60 EB ramps	8	8	0	0	1	2	8	7	34	7:15 AM
3	Atlantic Blvd / Pomona Blvd	11	6	5	69	3	3	54	16	167	7:15 AM
4	Atlantic Blvd / Beverly Blvd	12	20	8	6	9	8	10	13	86	7:30 AM
5	Woods Ave / Beverly Blvd	See Table B-2								126	7:15 AM
6	Atlantic Blvd / 4th St	13	27	30	19	5	3	5	9	111	7:15 AM
7	Atlantic Blvd / Eagle St	18	34	26	44	11	13	13	6	165	7:30 AM
8	Atlantic Blvd / 6th St	24	74	13	39	16	11	7	7	191	7:30 AM
9	Atlantic Blvd / Hubbard St	104	62	22	17	114	80	28	20	447	7:30 AM
10	Atlantic Blvd / Whittier Blvd	145		33		114		41		333	7:45 AM
11	Atlantic Blvd / Verona St	4	4	6	1	21	2	6	7	51	7:30 AM
12	Atlantic Blvd / Olympic Blvd	15	13	19	14	30	9	15	17	132	7:30 AM
13	Atlantic Blvd / Union Pacific Ave	6	20	13	16	9	6	9	6	85	7:30 AM
14	Atlantic Blvd / Telegraph Rd/ Ferguson Dr	See Error! Reference source not found.								100	7:15 AM
15	Hillview Ave / Pomona Blvd	12	5	1	3	3	2	2	2	30	7:15 AM
16	Hillview Ave / Beverly Blvd	5	6	2	0	2	3	2	7	27	7:15 AM
17	Hoefner Ave / Flotilla St	0	0	0	1	0	0	1	12	14	7:30 AM
18	Tubeway Ave / Smithway St	0	0	1	0	5	1	1	0	8	7:30 AM
19	Gayhart St / Washington Blvd	0	1	1	1	1	0	2	2	8	7:30 AM
28	Garfield Ave / Washington Blvd	7	2	4	1	0	4	1	3	22	7:30 AM
29	Yates Ave / Washington Blvd	1	0	3	1	2	3	1	1	12	7:30 AM
30	Vail Ave / Washington Blvd	3	1	0	1	0	3	0	1	9	7:15 AM
31	Maple Ave / Washington Blvd	0	1	2	2	3	0	1	2	11	7:30 AM

Table B-1. 2019 Pedestrian Count - AM Peak Hour Summary

ID	Intersection	North Leg		South Leg		East Leg		West Leg		Total	Peak Hour
		EB	WB	EB	WB	EB	WB	EB	WB		
32	Greenwood Ave / Washington Blvd	0	3	10	8	44	18	8	7	98	7:30 AM
33	Montebello Blvd / Washington Blvd	2	1	6	9	9	5	15	4	51	7:30 AM
34	Bluff Road / Washington Blvd	2	1	1	0	0	0	1	2	7	7:30 AM
35	Paramount Blvd / Washington Blvd	2	6	10	4	3	3	2	11	41	7:30 AM
36	Crossway Dr / Washington Blvd	8	4	1	2	1	2	1	1	20	7:30 AM
37	Rosemead Blvd / Washington Blvd	10	3	6	3	10	3	4	4	43	7:30 AM
38	Passons Blvd / Washington Blvd	2	3	3	12	13	9	50	6	98	7:15 AM
39	Pioneer Blvd / Washington Blvd	2	0	2	0	1	8	0	0	13	7:15 AM
40	Norwalk Blvd / Washington Blvd	12	19	26	42	23	16	3	12	153	7:30 AM
41	Norwalk Blvd / Broadway	7	49	0	0	14	7	0	0	77	7:15 AM
42	Broadway / Washington Blvd	6	3	1	3	12	7	2	2	36	7:30 AM
43	Sorensen Ave / Washington Blvd	0	2	3	3	0	4	0	1	13	7:15 AM
44	Lambert Rd / Washington Blvd	5	1	6	11	6	8	0	0	37	7:30 AM
45	Lambert Rd / Santa Fe Springs Rd	5	7	5	18	11	23	1	25	95	7:15 AM
46	Putnam St / Washington Blvd	1	0	1	4	0	0	1	2	9	8:00 AM
47	Whittier Blvd/Washington Blvd/ Santa Fe Springs Rd	See Table B-4								8	7:30 AM

Source: AECOM (2019).

Table B-2. 2019 Pedestrian Count – Woods Ave / Beverly Blvd- AM Peak Hour Summary

ID	Intersection	NL		SL		EL		WL		SEL (Beverly)		WBR Cut-Out (Bev)		Total	Peak Hr
		EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB		
5	Woods Ave / Beverly Blvd	9	5	3	12	29	20	1	8	6	6	3	24	126	7:15 AM

Source: AECOM (2019).

Table B-3. 2019 Pedestrian Count – Atlantic Blvd / Telegraph Rd/ Ferguson Dr- AM Peak Hour Summary

ID	Intersection	NL		SL		EL		WL		SWL (Triggs)		NEL (Goodrich)		NBR Cut-Out (Atlantic)		SBR Cut-Out (Goodrich)		Total	Peak Hr
		EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB						
14	Atlantic Blvd / Telegraph Rd/ Ferguson Dr	11	5	0	0	0	14	1	13	18	6	0	3	5	10	0	14	100	7:15 AM

Source: AECOM (2019).

Table B-4. 2019 Pedestrian Count – Whittier Blvd/Washington Blvd/Santa Fe Springs Rd - AM Peak Hour Summary

ID	Intersection	NL		SL		EL		WL		NWL (Whittier)		Total	Peak Hr		
		EB	WB	EB	WB	NB	SB	NB	SB	EB	WB				
47	Whittier Blvd/Washington Blvd/ Santa Fe Springs Rd	1	0	0	0	0	0	0	0	4	2	1	0	8	7:30 AM

Source: AECOM (2019).

Table B-5. 2019 Pedestrian Count - PM Peak Hour Summary

ID	Intersection	North Leg		South Leg		East Leg		West Leg		Total	Peak Hour
		EB	WB	EB	WB	EB	WB	EB	WB		
1	Atlantic Blvd & 1st St/ SR-60 WB ramps	13	3	0	0	4	4	22	18	64	4:15 PM
2	Atlantic Blvd / SR-60 EB ramps	9	6	0	0	3	2	6	11	37	5:00 PM
3	Atlantic Blvd / Pomona Blvd	5	3	16	23	2	2	79	69	199	5:00 PM
4	Atlantic Blvd / Beverly Blvd	6	18	5	1	7	8	15	28	88	4:45 PM
5	Woods Ave / Beverly Blvd	See Error! Reference source not found.								84	5:00 PM
6	Atlantic Blvd / 4th St	7	7	1	7	5	3	9	11	50	5:00 PM
7	Atlantic Blvd / Eagle St	1	2	23	9	7	3	15	12	72	4:30 PM
8	Atlantic Blvd / 6th St	13	11	12	19	35	14	11	10	125	4:00 PM
9	Atlantic Blvd / Hubbard St	12	14	12	8	14	12	9	21	102	4:45PM
10	Atlantic Blvd / Whittier Blvd	133		18		0		22		173	5:00 PM
11	Atlantic Blvd / Verona St	2	9	7	8	17	6	11	18	78	4:30 PM
12	Atlantic Blvd / Olympic Blvd	20	19	13	13	14	9	22	25	135	4:30 PM
13	Atlantic Blvd / Union Pacific Ave	0	5	3	9	5	1	7	9	39	4:15PM
14	Atlantic Blvd / Telegraph Rd/ Ferguson Dr	See Error! Reference source not found.								117	4:00 PM
15	Hillview Ave / Pomona Blvd	3	4	3	1	4	4	2	3	24	4:30 PM
16	Hillview Ave / Beverly Blvd	3	4	6	4	6	4	4	5	36	4:45PM
17	Hoefner Ave / Flotilla St	0	0	0	2	0	0	24	0	26	4:30 PM
18	Tubeway Ave / Smithway St	0	2	0	0	1	0	0	1	4	4:45PM
19	Gayhart St / Washingotn Blvd	0	2	2	1	0	2	1	0	8	4:30 PM
28	Garfield Ave / Washington Blvd	3	10	3	1	2	6	1	0	26	4:45PM
29	Yates Ave / Washington Blvd	1	2	2	0	3	0	0	0	8	4:30 PM
30	Vail Ave / Washington Blvd	0	0	3	1	1	0	3	0	8	4:45PM
31	Maple Ave / Washington Blvd	0	0	2	2	0	0	0	1	5	4:45PM

Table B-5. 2019 Pedestrian Count - PM Peak Hour Summary

ID	Intersection	North Leg		South Leg		East Leg		West Leg		Total	Peak Hour
		EB	WB	EB	WB	EB	WB	EB	WB		
32	Greenwood Ave / Washington Blvd	4	4	15	4	6	3	6	10	52	4:15PM
33	Montebello Blvd / Washington Blvd	2	3	6	3	2	2	5	7	30	4:45PM
34	Bluff Road / Washington Blvd	1	3	0	1	0	0	2	0	7	5:00 PM
35	Paramount Blvd / Washington Blvd	6	4	6	3	6	2	3	2	32	4:45PM
36	Crossway Dr / Washington Blvd	19	12	1	2	5	16	2	6	63	5:00 PM
37	Rosemead Blvd / Washington Blvd	13	17	10	8	9	5	8	16	86	5:00 PM
38	Passons Blvd / Washington Blvd	4	2	6	7	6	9	5	5	44	4:30 PM
39	Pioneer Blvd / Washington Blvd	1	1	2	4	5	1	3	2	19	5:00 PM
40	Norwalk Blvd / Washington Blvd	8	5	21	8	14	12	8	1	77	5:00 PM
41	Norwalk Blvd / Broadway	2	3	0	0	1	1	0	0	7	4:30 PM
42	Broadway / Washington Blvd	10	5	4	1	2	17	7	1	47	5:00 PM
43	Sorensen Ave / Washington Blvd	2	2	7	4	4	1	2	0	22	4:30 PM
44	Lambert Rd / Washington Blvd	0	6	15	13	8	12	0	1	55	4:30 PM
45	Lambert Rd / Santa Fe Springs Rd	3	4	5	4	3	5	0	9	33	4:30 PM
46	Putnam St / Washington Blvd	3	4	2	5	0	0	0	1	15	4:00 PM
47	Whittier Blvd/Washington Blvd/ Santa Fe Springs Rd	See Error! Reference source not found.								23	5:00 PM

Source: AECOM (2019).

Table B 6. 2019 Pedestrian Count – Woods Ave / Beverly Blvd- PM Peak Hour Summary

ID	Intersection	NL		SL		EL		WL		SEL (Beverly)		WBR Cut-Out (Bev)		Total	Peak Hr
		EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB		
5	Woods Ave / Beverly Blvd	7	7	11	2	15	5	1	2	11	4	11	8	84	5:00 PM

Source: AECOM (2019).

Table B 7. 2019 Pedestrian Count – Atlantic Blvd / Telegraph Rd/ Ferguson Dr - PM Peak Hour Summary

ID	Intersection	NL		SL		EL		WL		SWL (Triggs)		NEL (Goodrich)		NBR Cut-Out (Atlantic)		SBR Cut-Out (Goodrich)		Total	Peak Hr
		EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB						
14	Atlantic Blvd / Telegraph Rd/ Ferguson Dr	10	17	0	0	13	1	6	4	0	28	0	2	21	0	14	1	117	4:00 PM

Source: AECOM (2019).

Table B 8. 2019 Pedestrian Count – Whittier Blvd/Washington Blvd/Sante Fe Springs Rd - PM Peak Hour Summary

ID	Intersection	NL		SL		EL		WL		NWL (Whittier)		Total	Peak Hr
		EB	WB	EB	WB	NB	SB	NB	SB	EB	WB		
47	Whittier Blvd/Washington Blvd/ Santa Fe Springs Rd	0	3	4	2	0	0	5	5	3	1	23	5:00 PM

Source: AECOM (2019).

Table B-6. 2019 Cyclist Count - AM Peak Hour Summary

ID	Intersection	Northbound			Southbound			Eastbound			Westbound			Total	Peak Hour
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
1	Atlantic Blvd & 1st St/ SR-60 WB ramps	0	0	0	0	1	0	0	0	0	0	0	0	1	7:30 AM
2	Atlantic Blvd / SR-60 EB ramps	0	1	0	0	0	0	0	0	0	0	0	0	1	7:15 AM
3	Atlantic Blvd / Pomona Blvd	0	0	0	0	0	0	1	0	0	0	1	0	2	7:15 AM
4	Atlantic Blvd / Beverly Blvd	1	0	1	0	2	0	0	0	0	1	4	2	11	7:30 AM
5	Woods Ave / Beverly Blvd	See Table B-7											2	7:15 AM	
6	Atlantic Blvd / 4th St	0	0	0	0	1	0	0	0	0	0	0	0	1	7:15 AM
7	Atlantic Blvd / Eagle St	1	2	1	0	2	0	0	0	0	0	1	0	7	7:30 AM
8	Atlantic Blvd / 6th St	0	2	0	0	2	0	1	0	0	0	0	1	6	7:30 AM
9	Atlantic Blvd / Hubbard St	0	2	0	0	2	0	0	2	0	0	1	0	7	7:30 AM
10	Atlantic Blvd / Whittier Blvd													5	7:15 AM
11	Atlantic Blvd / Verona St	0	4	0	0	3	0	0	0	0	0	0	0	7	7:30 AM
12	Atlantic Blvd / Olympic Blvd	0	2	0	1	0	1	1	0	1	0	1	1	8	7:30 AM
13	Atlantic Blvd / Union Pacific Ave	0	2	0	0	1	0	0	0	0	0	0	0	3	7:30 AM
14	Atlantic Blvd/Telegraph Rd/ Ferguson Dr	See Table B-8											5	7:30 AM	
15	Hillview Ave / Pomona Blvd	0	0	0	0	0	0	0	0	0	0	1	0	1	7:15 AM
16	Hillview Ave / Beverly Blvd	0	0	0	0	0	0	0	1	0	0	1	0	2	7:15 AM
17	Hoefner Ave / Flotilla St	0	0	0	0	0	0	0	0	0	0	1	0	1	7:30 AM
18	Tubeway Ave / Smithway St	0	0	0	0	0	0	0	0	0	0	0	0	0	7:30 AM
19	Gayhart St / Washington Blvd	0	0	0	0	0	0	0	1	0	0	1	0	2	7:30 AM
28	Garfield Ave / Washington Blvd	0	0	0	0	1	0	0	2	0	0	1	0	4	7:30 AM
29	Yates Ave / Washington Blvd	0	1	0	0	0	0	0	3	0	1	0	0	5	7:30 AM
30	Vail Ave / Washington Blvd	0	1	0	0	0	0	2	0	0	0	0	1	4	7:15 AM

Table B-6. 2019 Cyclist Count - AM Peak Hour Summary

ID	Intersection	Northbound			Southbound			Eastbound			Westbound			Total	Peak Hour
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
31	Maple Ave / Washington Blvd	0	1	0	0	0	1	1	0	0	1	0	0	4	7:30 AM
32	Greenwood Ave / Washington Blvd	0	2	0	0	0	0	0	0	0	0	0	0	2	7:30 AM
33	Montebello Blvd / Washington Blvd	0	1	0	0	0	0	0	0	0	0	0	0	1	7:30 AM
34	Bluff Road / Washington Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	7:30 AM
35	Paramount Blvd / Washington Blvd	0	1	0	0	1	0	0	0	0	0	0	0	2	7:30 AM
36	Crossway Dr / Washington Blvd	0	0	1	0	0	1	0	1	0	1	2	2	8	7:30 AM
37	Rosemead Blvd / Washington Blvd	0	1	1	0	3	2	1	0	0	1	2	0	11	7:30 AM
38	Passons Blvd / Washington Blvd	2	2	0	0	1	0	0	0	0	0	1	0	6	7:15 AM
39	Pioneer Blvd / Washington Blvd	1	0	0	0	0	0	0	2	0	0	2	0	5	7:15 AM
40	Norwalk Blvd / Washington Blvd	1	0	0	0	0	0	1	1	2	2	1	0	8	7:30 AM
41	Norwalk Blvd / Broadway	0	4	1	1	2	0	0	0	0	1	0	1	10	7:15 AM
42	Broadway / Washington Blvd	0	0	0	0	0	0	0	1	0	0	0	0	1	7:30 AM
43	Sorensen Ave / Washington Blvd	0	0	0	0	1	0	0	1	0	1	4	0	7	7:15 AM
44	Lambert Rd / Washington Blvd	0	0	0	0	1	0	0	0	0	0	0	0	1	7:30 AM
45	Lambert Rd / Santa Fe Springs Rd	0	1	0	0	0	1	1	0	0	0	0	0	3	7:15 AM
46	Putnam St / Washington Blvd	0	0	0	1	0	1	0	0	0	1	2	0	5	8:00 AM
47	Whittier Blvd/Washington Blvd/ Santa Fe Springs Rd	See Error! Reference source not found.											4	7:30 AM	

Source: AECOM (2019).

Table B-7. 2019 Cyclist Count – Woods Ave / Beverly Blvd- AM Peak Hour Summary

ID	Intersection	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NWL2	NWL	NWR	NWR2	Total	Peak Hr	
5	Woods Ave / Beverly Blvd	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	7:15 AM

Source: AECOM (2019).

Table B-8. 2019 Cyclist Count – Atlantic Blvd / Telegraph Rd/ Ferguson Dr- AM Peak Hour Summary

ID	Intersection	NBL2	NBL	NBT	NBT2	NBR	SBL2	SBL	SBT	SBT2	SBR	EBL	EBL1	EBT	EBR	EBR2	WBL1	WBL	WBT	WBR	WBR2	NER	SWR	Total	Peak Hr
14	Atlantic Blvd / Telegraph Rd/ Ferguson Dr	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	5	7:15 AM

Source: AECOM (2019).

Table B 12. 2019 Cyclist Count – Whittier Blvd/ Washington Blvd/ Sante Fe Springs Rd - AM Peak Hour Summary

ID	Intersection	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	SEL2	SEL	SER	SER2	Total	Peak Hr
47	Whittier Blvd/ Washington Blvd/ Santa Fe Springs Rd	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	4	7:30 AM

Source: AECOM (2019).

Table B-9. 2019 Cyclist Count - PM Peak Hour Summary

ID	Intersection	Northbound			Southbound			Eastbound			Westbound			Total	Peak Hr
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
1	Atlantic Blvd & 1st St/ SR-60 WB ramps	0	2	0	0	2	0	0	0	1	0	0	0	5	4:15 PM
2	Atlantic Blvd / SR-60 EB ramps	0	2	0	0	0	0	0	0	0	0	0	0	2	5:00 PM
3	Atlantic Blvd / Pomona Blvd	0	2	0	0	0	0	0	1	2	1	0	0	6	5:00 PM
4	Atlantic Blvd / Beverly Blvd	0	2	0	2	3	1	0	0	0	0	1	2	11	4:45 PM
5	Woods Ave / Beverly Blvd	See Table B-10											5	5:00 PM	
6	Atlantic Blvd / 4th St	0	4	0	0	2	0	0	1	0	0	4	0	11	5:00 PM
7	Atlantic Blvd / Eagle St	0	6	0	1	3	2	0	2	0	0	0	2	16	4:30 PM
8	Atlantic Blvd / 6th St	0	3	0	0	3	1	0	2	0	0	0	1	10	4:00 PM
9	Atlantic Blvd / Hubbard St	0	5	0	0	1	0	0	1	0	0	1	0	8	4:45 PM
10	Atlantic Blvd / Whittier Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	4:45 PM
11	Atlantic Blvd / Verona St	0	1	0	2	3	0	1	0	0	0	0	0	7	4:30 PM
12	Atlantic Blvd / Olympic Blvd	0	3	0	0	3	0	0	5	0	0	6	0	17	4:30 PM
13	Atlantic Blvd / Union Pacific Ave	0	3	0	0	1	0	0	0	0	0	2	0	6	4:15 PM
14	Atlantic Blvd / Telegraph Rd/ Ferguson Dr	See Table B-11											10	4:00 PM	
15	Hillview Ave / Pomona Blvd	0	0	1	0	0	0	0	3	1	0	2	0	7	4:30 PM
16	Hillview Ave / Beverly Blvd	0	0	0	0	0	0	0	0	1	0	0	0	1	4:45 PM
17	Hoefner Ave / Flotilla St	0	0	0	0	0	0	0	0	0	0	0	0	0	4:30 PM
18	Tubeway Ave / Smithway St	0	0	0	0	0	0	0	0	0	0	0	0	0	4:45 PM
19	Gayhart St / Washington Blvd	0	0	0	0	0	0	0	1	0	0	0	0	1	4:30 PM
28	Garfield Ave / Washington Blvd	0	1	1	0	1	0	0	0	0	0	0	0	3	4:45 PM
29	Yates Ave / Washington Blvd	0	1	0	1	0	0	0	0	0	1	0	0	3	4:30 PM
30	Vail Ave / Washington Blvd	0	0	0	2	0	0	0	1	0	0	1	0	4	4:45 PM

Table B-9. 2019 Cyclist Count - PM Peak Hour Summary

ID	Intersection	Northbound			Southbound			Eastbound			Westbound			Total	Peak Hr
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
31	Maple Ave / Washington Blvd	0	0	2	0	1	0	0	2	1	0	1	0	7	4:45 PM
32	Greenwood Ave / Washington Blvd	0	1	0	0	4	1	0	1	1	0	0	1	9	4:15 PM
33	Montebello Blvd / Washington Blvd	0	0	0	1	0	0	1	2	0	0	1	0	5	4:45 PM
34	Bluff Road / Washington Blvd	0	0	0	0	0	0	0	4	0	0	1	0	5	5:00 PM
35	Paramount Blvd / Washington Blvd	0	0	0	1	0	0	0	3	0	0	0	0	4	4:45 PM
36	Crossway Dr / Washington Blvd	0	0	0	1	1	1	2	5	0	0	2	0	12	5:00 PM
37	Rosemead Blvd / Washington Blvd	0	1	0	0	1	1	0	4	1	0	2	0	10	5:00 PM
38	Passons Blvd / Washington Blvd	0	0	1	0	1	0	0	3	0	0	1	1	7	4:30 PM
39	Pioneer Blvd / Washington Blvd	3	0	0	0	0	0	0	6	0	0	2	0	11	5:00 PM
40	Norwalk Blvd / Washington Blvd	1	1	1	0	0	0	0	2	2	0	1	0	8	5:00 PM
41	Norwalk Blvd / Broadway	0	3	1	0	1	0	0	0	0	0	0	0	5	4:30 PM
42	Broadway / Washington Blvd	0	0	0	0	2	0	0	4	0	0	7	0	13	5:00 PM
43	Sorensen Ave / Washington Blvd	0	3	0	0	2	0	0	2	0	0	5	0	12	4:30 PM
44	Lambert Rd / Washington Blvd	0	1	0	0	0	0	0	2	2	0	0	1	6	4:30 PM
45	Lambert Rd / Santa Fe Springs Rd	0	1	0	2	0	0	0	0	1	0	0	0	4	4:30 PM
46	Putnam St / Washington Blvd	0	0	0	0	0	0	0	1	0	0	1	1	3	4:00 PM
47	Whittier Blvd/Washington Blvd/Santa Fe Springs Rd	See Error! Reference source not found.											7	5:00 PM	

Source: AECOM (2019).

Table B-10. 2019 Cyclist Count – Woods Ave / Beverly Blvd- PM Peak Hour Summary

ID	Intersection	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NWL2	NWL	NWR	NWR2	Total	Peak Hr
5	Woods Ave / Beverly Blvd	0	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	0	0	0	0	5	5:00 PM

Source: AECOM (2019).

Table B-11. 2019 Cyclist Count – Atlantic Blvd / Telegraph Rd/ Ferguson Dr- PM Peak Hour Summary

ID	Intersection	NBL2	NBL	NBT	NBT2	NBR	SBL2	SBL	SBT	SBT2	SBR	EBL	EBL1	EBT	EBR	EBR2	WBL1	WBL	WBT	WBR	WBR2	NER	SWR	Total	Peak Hr
14	Atlantic Blvd / Telegraph Rd/ Ferguson Dr	1	0	1	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	2	0	2	10	4:00 PM

Source: AECOM (2019).

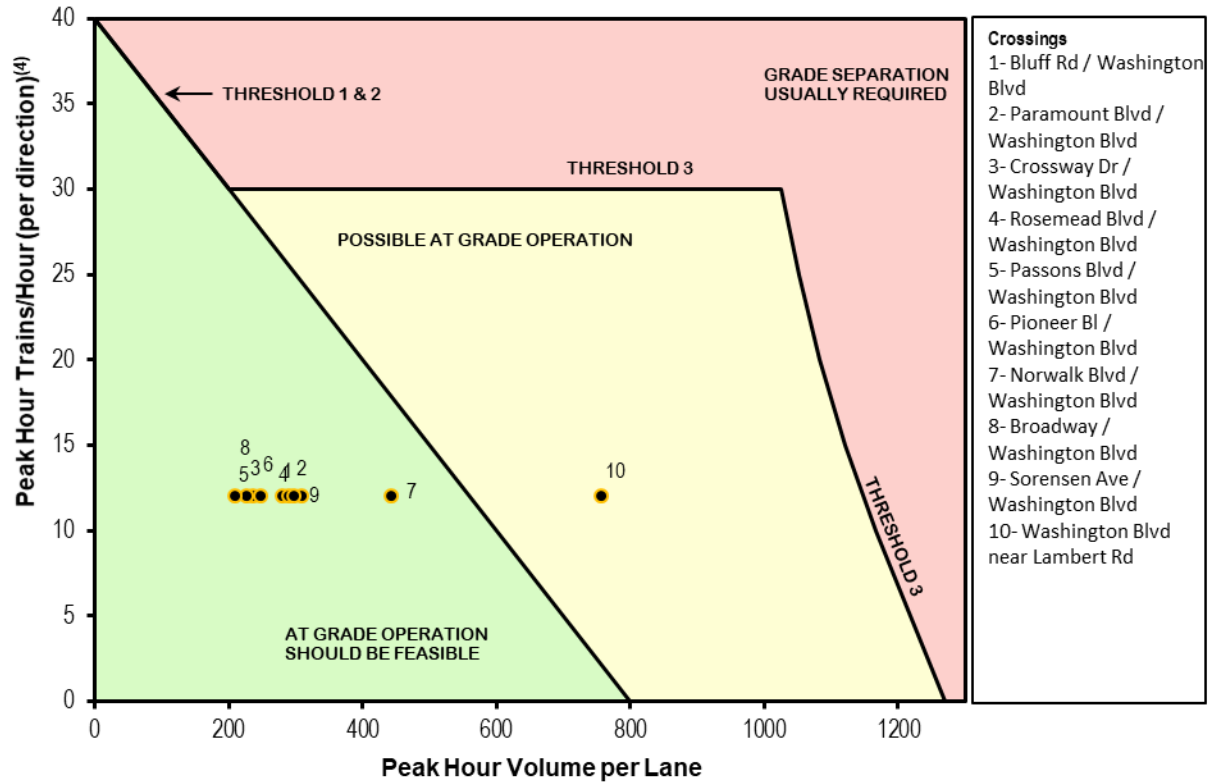
Table B 16. 2019 Cyclist Count – Whittier Blvd/ Washington Blvd/ Santa Fe Springs Rd - PM Peak Hour Summary

ID	Intersection	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	SEL2	SEL	SER	SER2	TOTAL	Peak Hr
47	Whittier Blvd/ Washington Blvd/ Santa Fe Springs Rd	0	1	0	1	0	1	0	0	0	1	1	0	0	1	1	0	0	0	0	0	7	5:00 PM

Source: AECOM (2019).

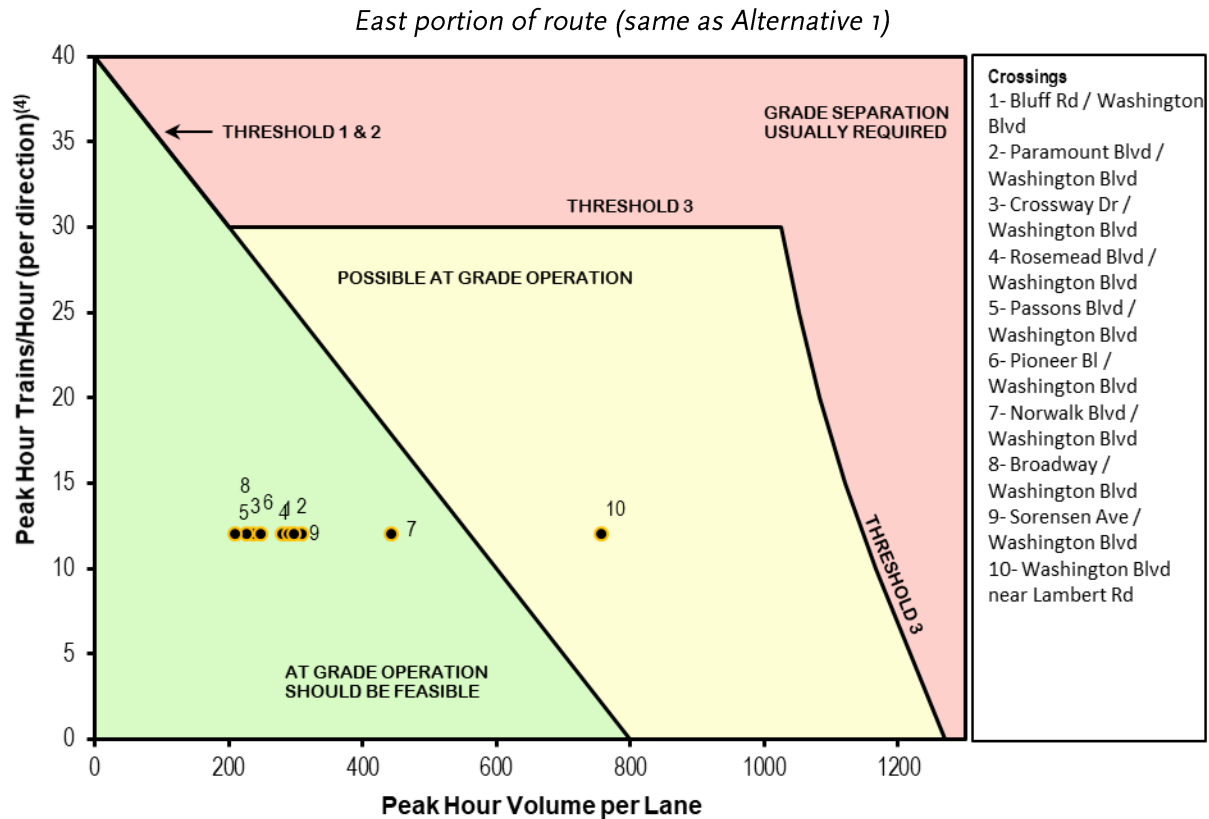
ATTACHMENT C – GRADE CROSSING INITIAL SCREENING

Alternative 1 Washington



NOTES:
 - Roadway volume is peak hour, highest per lane flow rate
 - Adapted from Institute of Transportation Engineers Informational report, Light Rail Transit Grade Separation Guildlines, 1992, Threshold 1 & Threshold 2 combines.

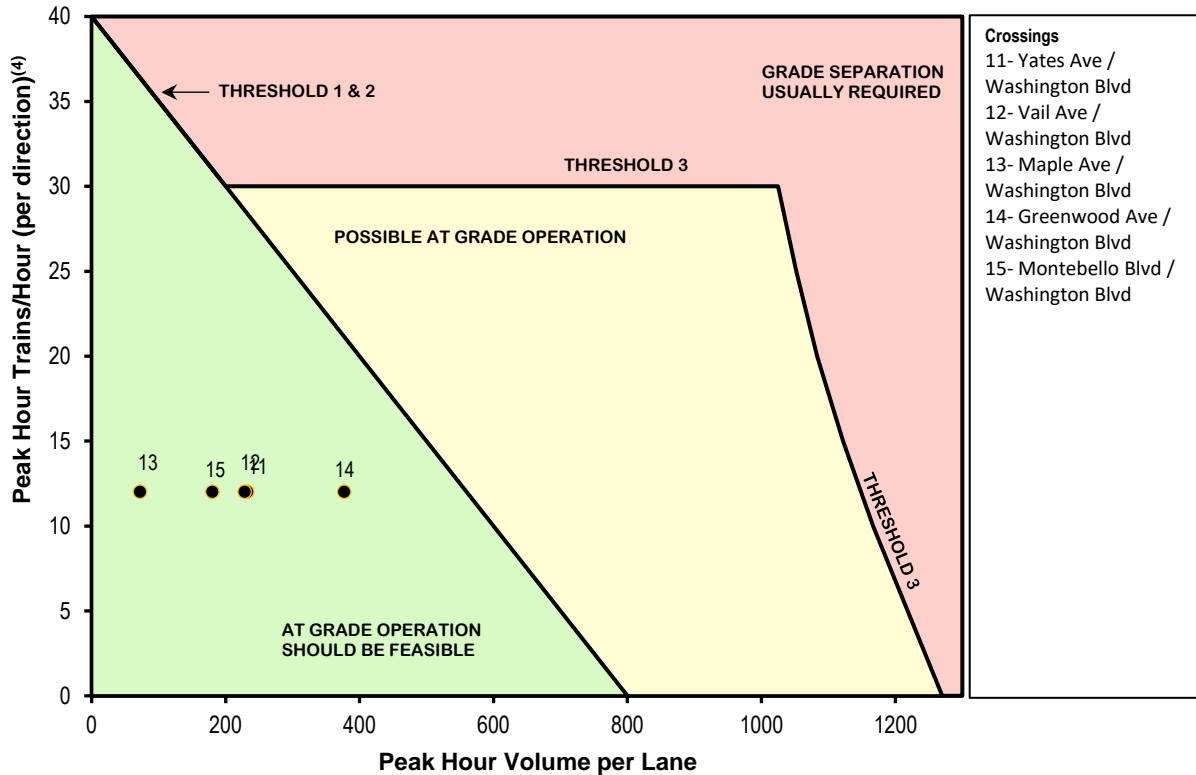
Montebello At-Grade Option



NOTES:
 - Roadway volume is peak hour, highest per lane flow rate
 - Adapted from Institute of Transportation Engineers Informational report, Light Rail Transit Grade Separation Guidelines, 1992, Threshold 1 & Threshold 2 combines.



West portion of route (Montebello at-grade segment)



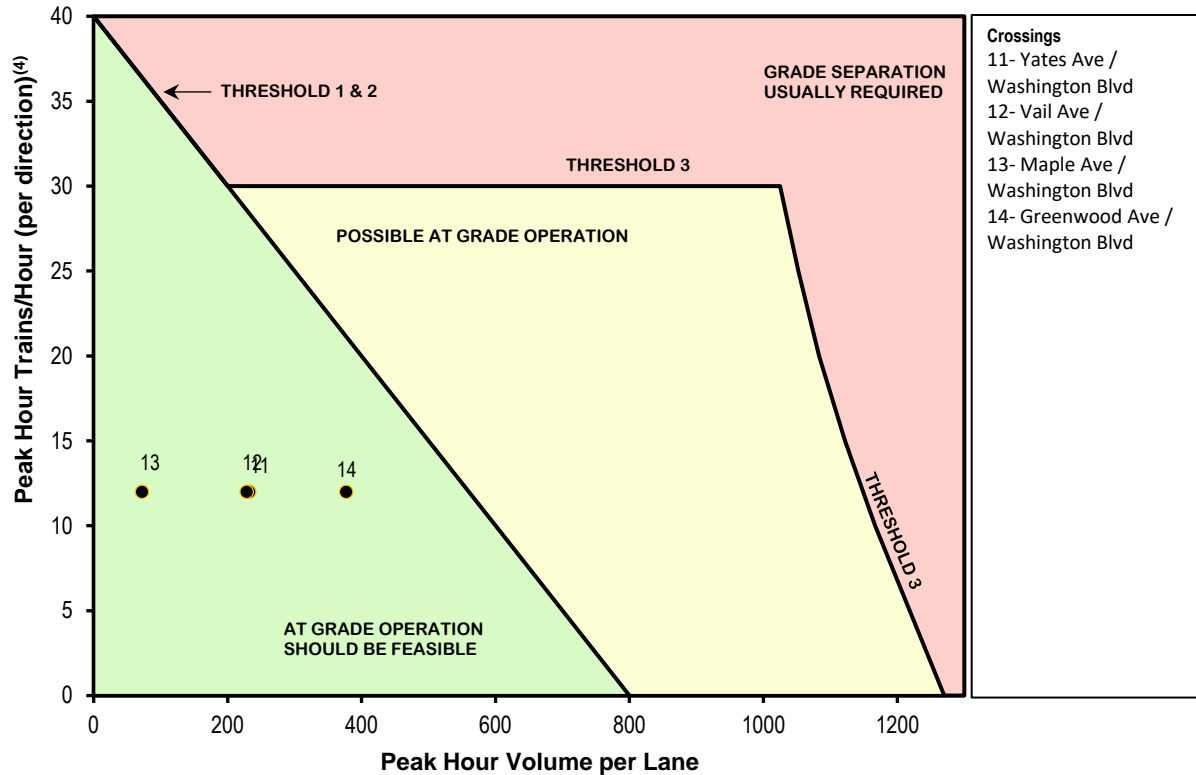
- Crossings**
- 11- Yates Ave / Washington Blvd
 - 12- Vail Ave / Washington Blvd
 - 13- Maple Ave / Washington Blvd
 - 14- Greenwood Ave / Washington Blvd
 - 15- Montebello Blvd / Washington Blvd

NOTES:

- Roadway volume is peak hour, highest per lane flow rate
- Adapted from Institute of Transportation Engineers Informational report, Light Rail Transit Grade Separation Guidelines, 1992, Threshold 1 & Threshold 2 combines.

Alternative 3 Atlantic to Greenwood IOS

Montebello At-Grade Option

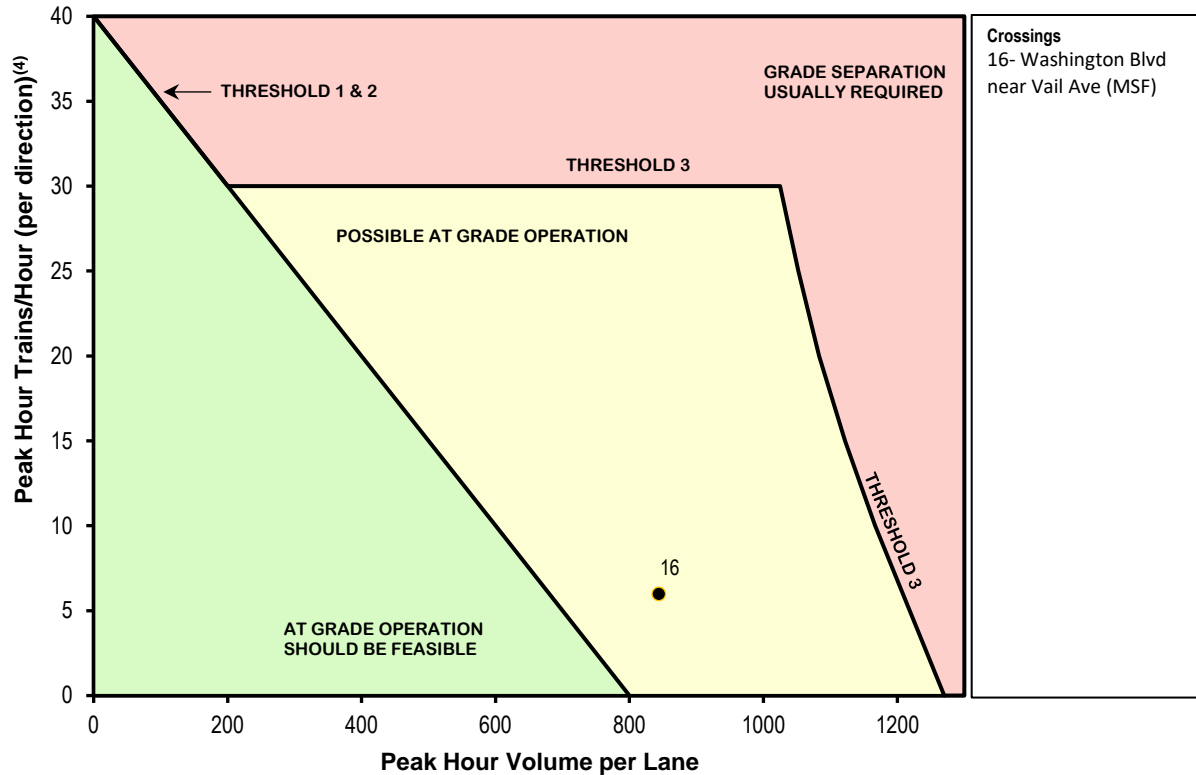


NOTES:

- Roadway volume is peak hour, highest per lane flow rate
- Adapted from Institute of Transportation Engineers Informational report, Light Rail Transit Grade Separation Guidelines, 1992, Threshold 1 & Threshold 2 combines.

Montebello MSF

Montebello At-Grade Option



NOTES:

- Roadway volume is peak hour, highest per lane flow rate
- Adapted from Institute of Transportation Engineers Informational report, Light Rail Transit Grade Separation Guidelines, 1992, Threshold 1 & Threshold 2 combines.