

Appendix M Transportation

LA RIVER PATH



Metro[®]

FINAL

Transportation Technical Report

Task 6.4.16 Transportation

Prepared for:



**Los Angeles County
Metropolitan Transportation Authority**

Prepared by:



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DISCLAIMER

This technical report documents additional supporting data related to transportation as described in California Environmental Quality Act Guidelines Appendix G's environmental checklist. This information also supports the Draft Environmental Impact Report for the LA River Path Project. The core data, in response to the environmental checklist, are provided in Draft Environmental Impact Report Section 3.16, *Transportation*.

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ACRONYMS AND ABBREVIATIONS

COVID	Coronavirus disease 2019
DASH	Downtown Area Short Hop
EB	eastbound
HRT	heavy rail transit
I-	Interstate highway route
LACFD	Los Angeles County Fire Department
LADOT	Los Angeles Department of Transportation
LAFD	Los Angeles Fire Department
LAPD	Los Angeles Police Department
LAX	Los Angeles International Airport
LRT	light rail transit
MBL	Montebello Bus Lines
NB	northbound
NOP	Notice of Preparation
NP	No Parking
ROW	right-of-way
RSA	Resource Study Area
SB	southbound
SR	State Route
TA	tow away
TL1H	time limited 1-hour parking
TL2H	time limited 2-hour parking
TU	time-unlimited parking
Union Station	Los Angeles Union Station
US	United States Route
USC	University of Southern California
VFD	Vernon Fire Department
WB	westbound

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INTRODUCTION

The LA River Path Project (Proposed Project) would create a safe and world-class active transportation path along the LA River between Elysian Valley in the City of Los Angeles and the Cities of Vernon and Maywood that would enhance and provide recreational opportunities, livability, and regional and local connectivity and provide an outstanding user experience, access to economic opportunity, and separation from vehicular traffic for people of all ages and abilities. This new transportation facility would contribute to improved health, economic, environmental, transportation, and equity issues throughout and beyond the study area.

Shaped by Proposed Project stakeholders and communities throughout the conceptual design public engagement process, the objectives of the Proposed Project include:

- Providing to the extent feasible a seamless pedestrian and bicycling path between the San Fernando Valley in Los Angeles and the LA River Bicycle Path in Long Beach.
- Improving safety for pedestrians and bicyclists from existing conditions.
- Increasing access from local neighborhoods to employment centers, regional destinations, resources, and amenities, including healthcare services.
- Reducing vehicle miles traveled by allowing people to walk and bicycle on a dedicated, vehicle-separated path through and within Los Angeles County, thereby reducing trip lengths and expanding travel choices.
- Improving access to opportunity for historically under-invested communities, especially in low-income households earning less than \$60,000 per year and marginalized communities.
- Creating a path that feels safe, comfortable, and is a world-class transportation facility open to people of all ages and abilities.
- Creating a path that meets the needs of both recreational and utilitarian users.

This technical report documents additional supporting data related to transportation as described in California Environmental Quality Act Guidelines Appendix G's environmental checklist. This information also supports the Draft Environmental Impact Report for the LA River Path Project. The core data, in response to the environmental checklist, are provided in Draft Environmental Impact Report Section 3.16, *Transportation*.

EXISTING SETTING

This chapter highlights the existing transportation system near the transportation resource study area (RSA). The RSA is defined as a 2-mile-wide area with 1 mile on each side of the LA River's centerline for the entire length of the Proposed Project's permanent and temporary footprints (including construction staging areas) that encompass the alignments and access points for the Proposed Project and its options. For active transportation facilities, accessibility to the river was assessed within 0.5-mile on each side of the LA River's centerline.

The facilities in the transportation analysis include streets, freeway systems, public transit providers, and pedestrian and bicycle facilities. While the Proposed Project and its options does not propose any physical modifications to the existing transportation facilities, it is important to understand the surrounding transportation modes and transit usage to evaluate the potential sources of mode shift to the LA River Path.

2.1 Transit

The RSA has existing railroad and bus transit services provided by Metro, Metrolink, Amtrak, and other transit operators such as intercity, local, or municipal bus providers. The service types include:

- **Metro heavy rail transit (HRT) and light rail transit (LRT):** Trains operating in dedicated rights-of-way (ROWs). LRT generally operates at-grade and adjacent to vehicular traffic, while HRT operates underground.
- **Metrolink regional commuter rail:** Longer-distance train service on dedicated tracks, with limited stops and higher speeds.
- **Amtrak passenger rail:** Medium and long-distance intercity services in the nation and some provinces in Canada.
- **Metro rapid:** A system of high-speed bus services incorporating signal priority and fewer stops to reduce travel time.
- **Metro express bus:** Defined routes with limited stops that generally use freeways for a portion of their trips to reduce travel time.
- **Metro local bus:** Defined routes with more stops that usually operate on city streets for most of their trips.
- **Downtown Area Short Hop (DASH):** Local routes in Los Angeles, with a high density of stops operated by Los Angeles Department of Transportation (LADOT).
- **Other local and limited bus:** Local and express bus services operated by other municipalities and agencies, including City of Montebello Bus Lines (MBL) and Foothill Transit.

Figure 2-1 shows the Metro's rail and rapid transit services in and around the RSA. With the opening of the Metro's Regional Connector transit project in June 2023, the designation of some of Metro's rail lines were reconfigured and redefined. The rail lines shown in Figure 2.1 reflect these changes.

Figure 2-1. Metro Transit Services Around Resource Study Area As of June 2023



Figure 2-2 shows the Metro's rail and rapid services in and around the RSA as of the California Environmental Quality Act Notice of Preparation (NOP), and prior to the opening of the Metro's Regional Connector transit project. Sections 2.1.1 to 2.1.3 provide detailed descriptions of the transit services, which are based on conditions at the time of the NOP's publication (October 2019). In some cases (particularly for Metro Rail), the transit line definitions have changed since NOP; however, for consistency, the details reported are based on the service at that time. Changes to the transit system since the NOP do not affect the analysis or conclusions in the impact determination, and do not have a substantive effect on the bicycle and pedestrian forecasts described in Draft Environmental Impact Report Section 3.16, *Transportation*.

Figure 2-2. Metro Transit Services Around Study Area As of Notice of Preparation (October 2019)



2.1.1 Metro Rail

The five Metro rail lines (before the reconfiguration with the opening of the Regional Connector) in the vicinity of the Proposed Project and its options are described below. As shown in Figure 2-2, the Metro L Line passes through the RSA, with a central stop at the Los Angeles Union Station (Union Station) en route to terminal stations in Azusa and East Los Angeles. The L Line has the Pico/Aliso Station on the east and the Little Tokyo/Arts District Station on the west side of the Proposed Project and its options. The Metro B and D Lines run from just west of the Proposed Project and its options at Union Station en route to terminal stations in North Hollywood (where the Metro B Line connects to the Metro G Line en route to the San Fernando Valley) and Wilshire/Western in Los Angeles (the Metro D

Line terminus). West of the Proposed Project and its options, the Metro A Line runs north-south, from Seventh Street/Metro Center Station in the north to Long Beach in the south. The Metro E Line runs concurrently with the Metro A Line from the Seventh Street/Metro Center Station in Downtown Los Angeles to Washington Boulevard, then separates en route to its terminus station in Santa Monica. These lines are described in further detail in the following sections.

The Metro B and D Lines are HRT. The Metro A, E, and L Lines are LRT. Table 2-1 shows the service frequency or headways of the Metro rail lines before the reconfiguration with the opening of the Regional Connector.

Table 2-1. Summary of Metro Rail Line Service Frequency as of Notice of Preparation (Headways in Minutes)

Line	Weekdays			Saturdays		Sundays	
	Peaks	Daytime	Evening	Daytime	Evening	Daytime	Evening
L	10–11	12	12–20	12–20	12–20	12–20	12–20
B	6–12	6–12	5–20	7–14	6–14	7–14	6–14
D	6–12	6–12	6–20	7–14	6–14	7–14	6–14
A	10	10–12	10–12	12	12–20	12	12–20
E	10	12	10–20	12	12–20	12	12–20

Source: Metro 2021d

Note: Metro's rail line service frequencies on select routes are subject to change.

2.1.1.1 Metro L Line

As shown in Figure 2-2, the Metro L Line is an LRT line that runs east-west between Azusa and East Los Angeles via Union Station. The Metro L Line is 31 miles long with 27 stops. Pico/Aliso station is the closest stop to the Proposed Project and its options. Table 2-2 shows the ridership statistics on the Metro L Line before the reconfiguration with the opening of the Regional Connector.

Table 2-2. Summary of Metro L Line Ridership Statistics as of the Notice of Preparation

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	47,656	419,037	255	12,152,208	106,854,365
Saturday	29,318	257,789	52	1,524,512	13,405,034
Sunday	24,374	210,296	58	1,413,674	12,197,179
Total	-	-	365	15,090,394	132,456,578

Source: Metro n.d.

Note: 2020 ridership decreased significantly due to the coronavirus disease 2019 (COVID) pandemic; therefore, 2019 ridership statistics were used for this table.

2.1.1.2 Metro B Line

As shown in Figure 2-2, the Metro B Line is an HRT underground line that runs primarily north-south between Union Station and North Hollywood. The Metro B Line is 16 miles long with 14 stops. Union Station is the closest stop to the Proposed Project and its options within the RSA. Table 2-3 shows the ridership statistics on the Metro B Line before the reconfiguration with the opening of the Regional Connector.

Table 2-3. Summary of Metro B Line Ridership Statistics as of the Notice of Preparation

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	133,413	630,644	255	34,020,330	160,814,100
Saturday	77,070	398,068	52	4,007,654	20,699,533
Sunday	64,612	340,829	58	3,747,506	19,768,094
Total	-	-	365	41,775,490	201,281,727

Source: Metro n.d.

Notes:

2020 ridership decreased significantly due to the COVID pandemic; therefore, 2019 ridership statistics were used for this table.

Ridership numbers include the Metro D Line.

2.1.1.3 Metro D Line

As shown in Figure 2-2, the Metro D Line is an HRT line that runs east-west between Downtown Los Angeles Seventh Street/Metro Center Station and Koreatown (Wilshire/Western Station). The Metro D Line is 6 miles long with eight stops, six of which are shared with the Metro B Line. Like the Metro B Line, the Metro D Line shares Union Station within the RSA. Ridership numbers for the Metro D Line were not reported separately by Metro but are included in the Metro B Line ridership data (refer to Table 2-3).

2.1.1.4 Metro A Line

As shown in Figure 2-2, the Metro A Line is an LRT line that runs north-south between the Seventh Street/Metro Center Station in Downtown Los Angeles and Downtown Long Beach. The Metro A Line is about 22 miles long with 22 stops. Except for the Washington Station in the vicinity of the RSA limits, the Metro A Line does not have stops within the RSA. Table 2-4 shows the ridership statistics on the Metro A Line before the reconfiguration with the opening of the Regional Connector.

Table 2-4. Summary of Metro A Line Ridership Statistics as of the Notice of Preparation

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	64,648	482,659	255	16,485,352	123,077,941
Saturday	32,075	258,959	52	1,667,918	13,465,852
Sunday	29,013	227,656	58	1,682,746	13,204,072
Total	-	-	365	19,836,016	149,747,865

Source: Metro n.d.

Note:

2020 ridership decreased significantly due to the COVID pandemic and in 2019 the southern half of Metro A Line stations were closed; therefore, 2018 ridership statistics were used for this table.

2.1.1.5 Metro E Line

As shown in Figure 2-2, the Metro E Line is an LRT line that runs primarily east-west between the Seventh Street/Metro Center and Santa Monica stations. The Metro E Line is 15 miles long with 19 stops. Like the Metro A Line, the closest stop to the Proposed Project and its options is the Seventh

Street/Metro Center Station located approximately 2 miles west of the Proposed Project and its options. Table 2-5 shows the ridership statistics on the Metro E Line before the reconfiguration with the opening of the Regional Connector.

Table 2-5. Summary of Metro E Line Ridership Statistics as of the Notice of Preparation

Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	58,002	409,088	255	14,790,523	104,317,559
Saturday	33,774	249,284	52	1,756,236	12,962,778
Sunday	29,695	218,318	58	1,722,309	12,662,416
Total	-	-	365	18,269,068	129,942,752

Source: Metro n.d.

Note:

2020 ridership decreased significantly due to the COVID pandemic; therefore, 2019 ridership statistics were used for this section.

2.1.2 Metrolink and Amtrak

2.1.2.1 Metrolink

Metrolink is a regional commuter rail service that operates seven routes. Six Metrolink routes are within the RSA, all via Union Station: the Antelope Valley Line, the Ventura Line, the San Bernardino Line, the Orange County Line, the Riverside Line, and the 91/Perris Valley Line. Table 2-6 shows the service frequencies (total number of trains per day) of the Metrolink lines within the RSA.

Table 2-6. Summary of Metrolink Line Service Frequency as of the Notice of Preparation

Line	Daily Service Frequency (trains/day)	
	Weekday	Weekend
Antelope Valley Line	22	12
Ventura County Line	20	Saturday: 2 Sunday: none
San Bernardino Line	36	16
Orange County Line	19	8
Riverside Line	11	None
91/Perris Valley Line	12	4

Source: Metrolink 2021

Note: Metrolink's line service frequencies on select routes are subject to change.

Union Station, as a full-service stop, is the closest stop to the Proposed Project and its options that is shared by all six lines. Table 2-7 below shows the average ridership statistics for the Metrolink lines within the RSA.

Table 2-7. Summary of Metrolink Average Ridership Data as of the Notice of Preparation

Line	Weekday
Antelope Valley Line	6,644
Ventura Line	4,424
San Bernardino Line	10,970
Riverside Line	3,808
Orange County Line	10,280
91/Perris Valley Line	3,366
Total	39,492

Source: Metrolink 2020

Note:

Ridership data provided in this table are the latest pre-COVID data from Metrolink (second quarter 2019-20 ridership).

2.1.2.2 Amtrak

Amtrak is a passenger railroad service that provides medium- and long-distance intercity services in the United States and Canada. Amtrak has five routes within the RSA all via Union Station: the Coast Starlight, Pacific Surfliner, Southwest Chief, Sunset Limited, and Texas Eagle. Table 2-8 shows the service frequencies (total number of trains per day) of the Amtrak lines at Union Station.

Table 2-8. Summary of Amtrak Operation Frequency as of the Notice of Preparation

Routes	Days of Operation	Service Frequency (train/day)
Coast Starlight	Monday–Friday, Saturday, Sunday	2
Pacific Surfliner	Monday–Friday, Saturday, Sunday	21
Southwest Chief	Monday–Thursday	1
	Saturday	2
Sunset Limited	Monday, Sunday	1
	Wednesday, Friday	2
Texas Eagle	Monday, Sunday	1
	Wednesday, Friday	2

Source: Amtrak 2021

Note: Amtrak's operation frequencies on select routes are subject to change.

2.1.3 Bus

2.1.3.1 Metro Bus

Metro operates several types of bus services throughout its larger service area. These services can generally be categorized as rapid, express, and local. The major bus services in each category within the RSA are described in the following paragraphs.

2.1.3.1.1 Metro Rapid

Rapid is a bus service that operates primarily in mixed-flow traffic on heavily traveled corridors with transit signal priority on signals along the route, with limited stops and enhanced bus stations. As shown in Figure 2-2, the Metro J 910 Line is the major line in the RSA. Table 2-9 summarizes its service frequency (that is, minutes between buses).

Table 2-9. Summary of Metro Rapid Service Frequency as of the Notice of Preparation (Minutes Between Buses)

Line	Weekday				Saturday				Sunday			
	Peak	Midday	Evening	Owl	Peak	Midday	Evening	Owl	Peak	Midday	Evening	Owl
J 910	5	10	10	15–30	15	15	20	30–60	15	15	20	30–60

Source: Metro 2020c

Note: Metro's service frequencies on select lines are subject to change.

Peak: 6–9 am/3–7 pm, Midday: 9 am–3 pm, Evening: 7 pm–12 am, Owl: 12–4 am

As shown in Figure 2-2, the Metro J 910 Line connects El Monte in northeast Los Angeles with Downtown Los Angeles and San Pedro in the south via Interstate (I-)10, State Route (SR)-110, and Pacific Avenue. This line traverses US Route (US)-101 overcrossing of the LA River.

2.1.3.1.2 Metro Express

Metro Express routes provide long-distance trips with fewer stops along the route and more stops at the beginning and end of the routes. The express routes usually operate from stations with park-and-ride lots, with stops at major activity centers or transfer points. The routes use freeways and high-occupancy vehicle, high-occupancy toll, or bus lanes. Table 2-10 shows the service frequency of the Metro Express routes in the RSA.

Table 2-10. Summary of Metro Express Service Frequency as of the Notice of Preparation (Minutes Between Buses)

Line	Weekday				Saturday				Sunday			
	Peak	Midday	Evening	Owl	Peak	Midday	Evening	Owl	Peak	Midday	Evening	Owl
487	15	30	30	-	60	60	60	-	60	60	60	-
489	20	-	-	-	-	-	-	-	-	-	-	-

Source: Metro 2020c

Note: Metro's service frequencies on select lines are subject to change.

Peak: 6–9 am/3–7 pm, Midday: 9 am–3 pm, Evening: 7 pm–12 am, Owl: 12–4 am

Details of the individual Metro Express lines are:

- Line 487 links the A Line Sierra Madre Villa Station and Union Station via San Gabriel Boulevard, Las Tunas Drive, Mission Drive, Del Mar Avenue, and the I-10 Express Lanes. The line traverses the US 101 overcrossing of the LA River in the RSA.
- Line 489 links Arcadia and Downtown Los Angeles during peak hours on weekdays via Rosemead Boulevard, Valley Boulevard, Del Mar Avenue, and the I-10 Express Lanes. The line traverses the US 101 overcrossing of the LA River in the RSA.

In addition, Metro provides Dodger Stadium Express service from/to Union Station West to/from Dodger Stadium from 90 minutes before a baseball game through the end of the second inning for all home games.

2.1.3.1.3 Metro Local Bus

There are several Metro Local bus routes in the RSA. These routes operate on city streets with several stops. Major local bus routes in the RSA along with their service frequencies are presented in Table 2-11.

Table 2-11. Summary of Metro Local Bus Service Frequency as of the Notice of Preparation (Minutes Between Buses)

Line	Weekday				Saturday				Sunday			
	Peak	Midday	Evening	Owl	Peak	Midday	Evening	Owl	Peak	Midday	Evening	Owl
18	6	7.5	10	60	7.5	7.5	10	60	7.5	7.5	10	60
33	7.5	10	10	60	10	10	10	60	10	10	10	60
40	10	10	15-30	-	15	15	15-30	-	15	15	15-30	-
45	5	7.5	10-30	60	7.5	7.5	15-30	60	7.5	7.5	15-30	60
60	5	10	15-30	60	10	10	15-30	60	10	10	15-30	60
66	10	10	15-30	-	15	15	15-30	-	15	15	15-30	-
70	7.5	7.5	10-30	60	10	10	15-30	60	10	10	15-30	60
76	12	12	15-30	60	20	20	30	60	20	20	30	60
78	10	10	20-30	-	20	20	30	-	20	20	30	-
81	10	12	15-20	60	20	20	20	60	20	20	20	60
90	20	20	30-60	-	30	30	30-60	-	30	30	30-60	-
94	15	15	30-60	60	30	30	30-60	60	30	30	30-60	60
251	10	10	15	30-60	15	15	20-30	30-60	15	15	20-30	30-60
296	60	60	60	-	60	60	60	-	60	60	60	-

Source: Metro 2020c

Note: Metro's service frequencies on select lines are subject to change.

Peak: 6–9 am/3–7 pm, Midday: 9 am–3 pm, Evening: 7 pm–12 am, Owl: 12–4 am

Details of the individual Metro Local bus routes, as of the time of the NOP, are:

- Route 18 is an east-west local service that operates between Metrolink Montebello-Commerce Station and Downtown Los Angeles via Sixth Street and Whittier Boulevard. The line traverses the Sixth Street overcrossing of the LA River in the RSA.
- Route 33 is an east-west local service between Union Station and Santa Monica via Venice Boulevard.
- Route 40 is a north-south local service between Union Station and Downtown Inglewood Station via Broadway, Martin Luther King Jr. Boulevard, Crenshaw Boulevard, and Florence Avenue.
- Route 45 is a north-south local service between Lincoln Heights, Downtown Los Angeles, and Harbor Freeway Station via Broadway. The line traverses the Broadway overcrossing of the LA River in the RSA.
- Route 60 is a north-south local service from Downtown Los Angeles to Long Beach via Grand Avenue, Seventh Street, Santa Fe Avenue, and Long Beach Boulevard/Pacific Avenue.
- Route 66 is an east-west local service from Montebello to the Metro D Line Wilshire/Western Station via Western Avenue, Olympic Boulevard, and Eighth Street. The line traverses the Olympic Boulevard overcrossing of the LA River in the RSA.
- Route 70 is an east-west local service from El Monte to Downtown Los Angeles via Garvey Avenue, E Cesar E Chavez Avenue, and Grand Avenue. The line traverses the E Cesar E Chavez Avenue overcrossing of the LA River in the RSA.
- Route 76 is an east-west local service from El Monte Bus Station to Downtown Los Angeles via Valley Boulevard, Main Street, and Grand Avenue. The line traverses the Main Street overcrossing of the LA River in the RSA.
- Route 78 is an east-west local service from Arcadia to Downtown Los Angeles via Figueroa Street, Mission Road, and Las Tunas Drive. The line traverses the E Cesar E Chavez Avenue overcrossing of the LA River in the RSA.
- Route 81 is a north-south local service from South Los Angeles to Downtown Los Angeles to Eagle Rock via Figueroa Street, SR 110, and Yosemite Drive. The line traverses the SR 110 overcrossing of the LA River in the RSA.
- Route 90 is a north-south local service from North Hollywood to Sunland to Glendale to Downtown Los Angeles via Vineland Avenue, Foothill Boulevard, San Fernando Road, and Hill Street. The line traverses the SR 110 overcrossing of the LA River in the RSA.
- Route 94 is a north-south local service from North Hollywood to Downtown Los Angeles via Magnolia Boulevard, San Fernando Boulevard, SR 110, and Hill Street. The line traverses the SR 110 overcrossing of the LA River in the RSA.
- Route 251 is a north-south local service from Cypress Park to Lynwood mostly via Avenue 26, Daly Street, Soto Street, Pacific Boulevard, Florence Avenue, State Street, and California Avenue. The line traverses the Soto Street overcrossing of the LA River in the RSA.
- Route 296 is a north-south local service from Downtown Burbank to Riverside Drive, then to Metro A Line Lincoln/Cypress Park Station via Figueroa Street. The line traverses Riverside Drive and SR 110 in the RSA.

2.1.3.1.4 Metro Vanpool

The Metro Vanpool Program is designed to ease work commutes by allowing commuters to ride with others they work with. The aim of the program is to take single occupancy vehicles off the roads, reduce emissions per person, and provide transit service in areas that lack it. Vanpool riders may take routes near or within RSA.

2.1.3.2 Downtown Area Short Hop

Other transit operators serving the area include municipal operators, contract operators, and localities. The LADOT DASH system is one of the major operators in the area. Table 2-12 shows the service frequency of DASH lines close to/within the RSA.

Table 2-12. Summary of LADOT DASH Service Frequency as of the Notice of Preparation

Line	Daily Service Frequency (minutes)		
	Weekday	Saturday	Sunday
Downtown A	7	10	15
Downtown D	6	10	15
Lincoln Heights/Chinatown	30	30	30
Boyle Heights/East LA	20	30	30

Source: LADOT 2021

Note: LADOT's service frequencies on select lines are subject to change.

Details of the individual LADOT DASH lines, as of the time of the NOP, are:

- Downtown Route A is a circular service in the Downtown Los Angeles area that connects Little Tokyo with City West and the Arts District.
- Downtown Route D is a circular service in the Downtown Los Angeles area that connects Union Station with South Park.
- Lincoln Heights/Chinatown is a circulator service northeast of Downtown Los Angeles that connects Lincoln Heights to Chinatown. The line traverses along Main Street and Broadway that over cross LA River in the RSA.
- Boyle Heights/East LA is a circular service east of Downtown Los Angeles that connects east Los Angeles to Lincoln Heights.

2.1.3.3 Foothill Transit Bus Lines

Foothill Transit provides bus services throughout Southern California's San Gabriel and Pomona Valleys, including express bus routes to Downtown Los Angeles. Table 2-13 summarizes bus line 699's service frequency in the vicinity of the RSA.

Table 2-13. Summary of Foothill Transit Bus Lines Service Frequency as of the Notice of Preparation

Line	Daily Service Frequency (minutes)
699	10–25

Source: Foothill Transit 2021

Note: Foothill service frequencies on select lines are subject to change.

Line 699 is an express service that connects Montclair with Downtown Los Angeles via I-10. The line has a stop at Patsaouras Transit Plaza in Union Station.

2.1.3.4 Montebello Bus Lines

The City of Montebello operates MBL, which covers various locations in Downtown Los Angeles and East Los Angeles. Table 2-14 presents the MBL lines and their service frequency in the RSA vicinity.

Table 2-14. Summary of Montebello Bus Lines Service Frequency as of the Notice of Preparation

Line	Daily Service Frequency (minutes)		
	Weekday	Saturday	Sunday
50 (Washington Blvd)	20–60	55–65	55–65
90 (MBL Express)	20–60	-	-

Source: MBL 2021

Note: MBL's service frequencies on select lines are subject to change.

Details of the individual lines, as of the time of the NOP, are:

- Route 50 (Washington Boulevard) connects La Mirada with Commerce with Downtown Los Angeles via Washington Boulevard and Hill Street. The line traverses Washington Boulevard overcrossing of the LA River in the RSA.
- Route 90 (MBL Express) connects Whittier to Downtown Los Angeles via Beverly Boulevard, SR 60, US 101, Spring Street, and Fifth Street. The line traverses US 101 overcrossing of the LA River in the RSA.

2.1.3.5 Los Angeles International Airport FlyAway Bus

The Los Angeles International Airport (LAX) FlyAway Bus service is provided by the Los Angeles World Airports, the owner and operator of LAX and Van Nuys (VNY) general aviation airports. Depending on the time of the day, the LAX FlyAway Bus offers 30-minute to one-hour service frequency between LAX and the Patsaouras Transit Plaza at Union Station daily.

2.1.3.6 Greyhound Bus

Greyhound Lines operates an intercity bus service that serves travelers across North America. The Greyhound Los Angeles station is located on Seventh Street, 0.5 mile west of the Proposed Project and its options. Greyhound has daily bus services from/to Los Angeles to/from various destinations, including San Francisco, Las Vegas, and Phoenix.

2.1.3.7 FlixBus

FlixBus offers intercity bus services in Europe, North America, and Brazil. The closest stop to the Proposed Project and its options is at Union Station. FlixBus has daily bus services from/to Los Angeles to/from various destinations, including San Diego, San Francisco, and Las Vegas.

2.1.3.8 Megabus

Megabus offers intercity bus services across North America. The closest stop to the Proposed Project and its options is at Union Station. Megabus has daily services from/to Los Angeles to/from various destinations, including Las Vegas.

2.2 Active Transportation

The bicycle and pedestrian elements in the RSA are described in the subsections below. The bicycle facilities range from Class I Bikeways to major Class III bike routes with pedestrian facilities generally provided on major roadways.

2.2.1 Bicycle Facilities

Per Caltrans' *Highway Design Manual* (Caltrans 2019), bicycle facility classifications are:

- Class I Bikeways are also known as bicycle paths, shared-use paths, or bicycle trails. They provide completely separate ROWs designated for the exclusive use of bicycles and/or pedestrians, with minimal vehicle cross flows. Most of these bikeways are located along flood control channels, riverbanks, active or inactive rail corridor ROWs, or utility corridor ROWs.
- Class II Bikeways are also known as bicycle lanes. These facilities provide striped lanes for one-way bicycle travel on a street.
- Class III Bikeways are also known as bicycle routes. These facilities are suggested travel ways marked by "bike route" signs but have no other signs, striping, or markings separating bicycle traffic from vehicular traffic.
- Class IV Bikeways are protected bike lanes that are physically separated from the vehicle travel lane by more than the white stripe. Separation may be accomplished with grades, flexible bollards, or permanent barriers.

Figure 2-3 shows existing and planned bicycle networks from the City of Los Angeles *Mobility Plan 2035* (City of Los Angeles Department of City Planning 2016) and the City of Vernon *Bicycle Master Plan* (City of Vernon 2017).

Figure 2-3. Existing and Planned Bicycle Networks Around the Resource Study Area



Existing Class I Bikeways in the vicinity of the RSA are:

- The LA River Trail runs north-south along LA River from Atlantic Boulevard in the City of Vernon to Long Beach. The bikeway is parallel to I-710.
- The LA River Trail runs north-south along LA River from Elysian Valley in Los Angeles to Riverside Rancho. The bikeway is primarily parallel to I-5.
- The Riverside Drive Viaduct connects Cypress Park to Elysian Valley over the LA River.
- The Rio Hondo Bike Path runs parallel to Rio Hondo and joins the LA River Trail at the confluence of Rio Hondo and the LA River in South Gate.

Existing major Class II Bikeways in the vicinity of the RSA are:

- Mission Road between Cesar E Chavez Avenue and Broadway
- Spring Street between Main Street and Cesar E Chavez Avenue
- Main Street between Venice Boulevard and Cesar E Chavez Avenue
- Third Street between Santa Fe Avenue and San Pedro Street
- Los Angeles Street between First Street and Alameda Street
- Eighth Street between Boyle Avenue and Olympic Boulevard

Existing major Class III bike routes in the vicinity of the RSA are:

- First Street between Boyle Avenue and Pedro Street/Judge John Aiso Street
- Second Street between Santa Fe Avenue and Spring Street
- Lorena Street between Grande Vista Avenue and Third Street

2.2.2 Pedestrian Facilities

Table 2-15 lists existing pedestrian facilities from north to south in the RSA. Pedestrian facilities were studied on main streets in the RSA. All streets listed in Table 2-15 have sidewalk facilities on both directions at least within half a mile of both sides of the Proposed Project and its options. The only exception is southbound Downey Road, which does not have a sidewalk between Bandini Boulevard and Slauson Avenue due to the rail tracks.

Table 2-15. Summary of the Existing Pedestrian Facilities within the Resource Study Area

Location (orientation)	Sidewalk Availability		Closest Crosswalk			
	Eastbound/ Westbound	Southbound/ Westbound	East/ North	Distance to Proposed Project/ Options (miles)	South/ West	Distance to Proposed Project/Options (miles)
Main St (E/W)	X	X	Lamar St	0.12	Leroy St	0.33
Cesar E Chavez Ave (E/W)	X	X	Mission Rd	< 0.1	Lyon St	0.26
First St (E/W)	X	X	Mission Rd	< 0.1	Vignes St	0.22

Table 2-15. Summary of the Existing Pedestrian Facilities within the Resource Study Area

Location (orientation)	Sidewalk Availability		Closest Crosswalk			
	Eastbound/ Westbound	Southbound/ Westbound	East/ North	Distance to Proposed Project/ Options (miles)	South/ West	Distance to Proposed Project/Options (miles)
Fourth St (E/W)	X	X	Anderson St	0.2	Molino St	0.33
Sixth St/ Whittier Blvd (E/W)	X	X	Boyle Ave	0.56	Mateo St	0.26
7th St (E/W)	X	X	Rio St	0.16	Santa Fe Ave	0.16
Olympic Blvd (E/W)	X	X	Boyle Ave	0.23	Santa Fe Ave	0.27
Washington Blvd (E/W)	X	X	Soto St	0.18	15th St	0.35
37th St/Bandini Blvd (E/W)	X	X	Sierra Pine Ave	0.31	Soto St	0.12
Soto St (N/S)	X	X	26th St	0.24	37th St/ Bandini Blvd	0.13
Downey Rd (N/S)	X		Bandini Blvd	< 0.1	Leonis Blvd	0.47
Atlantic Blvd (E/W)	X	X	Bandini Blvd	0.48	District Blvd	< 0.1

2.3 Parking

This section describes the existing on-street parking supply, and the existing off-street parking supply. There is a wide range of parking types and regulations. There is extensive on- and off-street parking, both free and paid. Many of the on-street parking spaces are time limited and not controlled by meters. All the LA River overcrossings within the RSA are regulated as no parking areas at all times.

2.3.1 On-Street Parking Availability

The evaluation of existing on-street parking conditions is presented in Table 2-16 from north to the south of the RSA. The on-street parking conditions were studied on the main streets within the RSA. The parking assessment was focused on the area approximately 0.5 mile on each side of the Proposed Project and its options.

Table 2-16. Summary of On-Street Parking Availability

Location (orientation)	From	To	Parking Types			
			NB/EB	Other Restrictions	SB/WB	Other Restrictions
Main St (EB/WB)	Elmyra St	Leroy St	TU	TA (4 pm–6 pm)	TL1H	TA (7 am–9 am)
	Leroy St	Sotello St	NP	--	NP	--
	Sotello St	Wilhardt St	NP	--	TU	--
	Wilhardt St	Gibbons	NP	--	NP	--
	Gibbons	Lamar St	NP	--	TL1H	--
	Lamar St	Clover St	TL1H	TA (4 pm–6 pm), NP (2 am–6 am)	TL1H	TA (7 am–9 am), NP (2 am–6 am)
	Clover St	Ave 19	TL1H	TA (7 am–9 am), NP (2 am–6 am)	TL1H	TA (7 am–9 am), NP (2 am–6 am)
	Ave 19	Moulton Ave	TL1H	TA (4 pm–6 pm), NP (2 am–6 am)	TU	--
	Moulton Ave	Ave 20	TU	--	TU	--
	Ave 20	Ave 21	TU	TA (4 pm–6 pm)	NP	--
Ave 21	Daly St	NP	--	NP	--	
Cesar E Chavez Ave (EB/WB)	Alameda St	Pennsylvania Ave	NP	--	NP	--
	Pennsylvania Ave	Echandia Ave	TU	TA (7 am–9 am)	TU	--
First St (EB/WB)	Central Ave	Mission Rd	NP	--	NP	--
	Mission Rd	Anderson St	TU	--	NP	--
	Anderson St	US-101 Overcrossing	NP	--	NP	--
Fourth St (EB)	Alameda St	Hewitt St	TU	TA (4 pm–6 pm)	--	--
Fourth Pl (WB)	Alameda St	Hewitt St	TL2H	--	--	--
Fourth St (EB/WB)	Hewitt St	Gless St	NP	--	NP	--
Sixth St/ Whittier Blvd (EB/WB)	Alameda St	Mill St	NP	--	TU	TA (8 pm–7 am)
	Mill St	I-5/I-10 Interchange	NP	--	NP	--
7th St (EB/WB)	Lawrence St	Mill St	NP	--	NP	--
	Mill St	Wilson St	NP	--	TU	--
	Wilson St	Mateo St	NP	--	NP	--
	Mateo St	Imperial St	TL1H	--	NP	--
	Imperial St	Hollins St	NP	--	NP	--
	Hollins St	Breed St	TU	--	TU	--
Olympic Blvd (EB/WB)	I-10 Overcrossing	Soto St	NP	--	NP	--

Table 2-16. Summary of On-Street Parking Availability

Location (orientation)	From	To	Parking Types			
			NB/EB	Other Restrictions	SB/WB	Other Restrictions
	Soto St	Orme Ave	TU	TA (8 pm–6 am)	TU	TA (8 pm–6 am and 7 am–9 am)
Washington Blvd (EB/WB)	Santa Fe Ave	East of Washington Blvd Overcrossing	NP	--	NP	--
	East of Washington Blvd Overcrossing	Perino Pl	TU	TA (4 pm–6 pm)	TU	--
	Perino Pl	Soto St	NP	--	TU	--
	Soto St	West of Downey Rd	TU	--	TU	--
37th St/ Bandini Blvd (EB/WB)	38th St	Seville Ave	TU	--	TU	--
	Seville Ave	Vernon Industrial Park	NP	--	NP	--
	Vernon Industrial Park	Sierra Pine Ave	TU	--	TU	--
	Sierra Pine Ave	Downey Rd	NP	--	NP	--
Soto St (NB/SB)	46th St	Washington Blvd	NP	--	NP	--
Downey Rd (NB/SB)	50th St	Washington Blvd	NP	--	NP	--
Atlantic Blvd (EB/WB)	58th St	53rd St	TL2H (7 am– 6 pm)	NP (2 am–6 am)	TL2H (7 am– 6 pm)	NP (2 am–6 am)
	53rd St	52nd St	TL2H (7 am– 6 pm)	--	NP	--
	52nd St	Bandini Blvd	NP	--	NP	--

Notes:

-- = no other restriction	TA = tow away
EB = eastbound	TU = time-unlimited parking
NB = northbound	TL1H = Time limited 1-hour parking
NP = no parking	TL2H = Time limited 2-hour parking
SB = southbound	WB = westbound

Details of the individual streets are:

- Main Street between Elmyra Street and Daly Street has a combination of time-unlimited (TU) parking, time limited 1-hour (TL1H) parking, and no parking in either direction.

- Cesar E Chavez Avenue between Alameda Street and Pennsylvania Avenue has no parking on either side. Between Pennsylvania Avenue and Echandia Avenue, there are TU parking spaces in both directions, with a no stopping restriction between 7 am and 9 am in the westbound direction.
- First Street between Central Avenue and the US 101 overcrossing generally has no parking on either side, except for a limited number of TU spaces between Mission Road and Anderson Street on the westbound side.
- Fourth Street East between Alameda Street and Hewitt Street has TU parking on both sides of the street with no stopping between 4 pm and 6 pm. Fourth Place West has two-hour metered parking on both sides between Alameda Street and Hewitt Street. From Hewitt Street where the two separated directions merge on the west to Gless Street on the east, Fourth Street does not have parking on either side.
- Sixth Street/Whittier Boulevard between Alameda Street and the I-5/I-10 interchange generally has no parking on either side, except for TU parking spaces between Alameda Street and Mill Street in the westbound direction with no stopping between 8 pm and 7 am.
- Seventh between Lawrence Street and Hollins Street has no parking on the eastbound side, except for TL1H parking between Mateo Street and Imperial Street. In the westbound direction between Lawrence Street and Hollins Street, Seventh Street has no parking except for TU parking between Mill Street and Wilson Street. There is TU parking along Seventh Street between Hollins Street and Breed Street in both directions.
- Olympic Boulevard has no parking between the I-10 overcrossing and Soto Street on either side. Between Soto Street and Orme Avenue, Olympic Boulevard has TU parking on both sides with no stopping from 8 pm to 6 am, as well as no stopping from 7 am to 9 am in the westbound direction.
- Washington Boulevard has no parking between Santa Fe Avenue and east of the Washington Boulevard overcrossing of the LA River on either side. There is TU parking between the LA River overcrossing and Perino Place on both sides along Washington Boulevard with no stopping between 4 pm and 6 pm on the eastbound direction. Between Perino Place and Soto Street, there is no parking on the eastbound direction, and there are a few TU parking spaces in the westbound direction. Between Soto Street and west of Downey Road there is TU parking along Washington Boulevard on both directions.
- 37th Street/Bandini Boulevard between 38th Street and Seville Avenue has TU parking on both sides of the street. There is no parking between Seville Avenue and Vernon Industrial Park on either side. There is TU parking along Bandini Boulevard on both sides between Vernon Industrial Park and Sierra Pine Avenue on both directions. Bandini Boulevard has no parking between Sierra Pine Avenue and Downey Road on either side.
- On Sotto Street, there is no parking between 46th Street and Washington Boulevard.
- Downey Road between 50th Street and Washington Boulevard has no parking.
- Atlantic Boulevard between 58th Street and 53rd Street has 2-hour parking (from 7 am to 6 pm) in both directions. Between 53rd Street and 52nd Street, there is 2-hour parking in the eastbound direction, and no parking in the westbound direction along Atlantic Boulevard. Between 52nd Street and Bandini Boulevard, there is no parking on either side of the boulevard.

2.3.2 Off-street Parking Availability

Table 2-17 is a summary of existing off-street parking conditions from north to south within the RSA.

Table 2-17. Summary of Off-Street Parking Availability

Location	Address	Close Main Street	Distance to Proposed Project/Options (miles)
Union Station Parking East (northbound Vignes St)	811 N Vignes St Los Angeles, CA 90012	West Cesar E Chavez Ave	0.3 mile
Union Station Parking East (eastbound Cesar E Chavez Ave)	800 N Alameda St Los Angeles, CA 90012	West Cesar E Chavez Ave	0.3 mile
Union Station Parking West (Alameda St Entrance)	800 N Alameda St Los Angeles, CA 90012	West Cesar E Chavez Ave	0.7 mile
Union Station Parking West (Cesar E Chavez Entrance)	800 N Alameda St Los Angeles, CA 90012	West Cesar E Chavez Ave	0.5 mile
Blossom Plaza Public Parking	244 W College St Los Angeles, CA 90012	Spring St	0.8 mile
Motor Parks Public Parking	414 E Commercial St Los Angeles, CA 90012	West Cesar E Chavez Ave	0.9 mile
Parking Lot	300 S Central Ave Los Angeles, CA 90013	Fourth St	0.5 mile
Mateo Public Parking	1262 Palmetto St Los Angeles, CA 90013	Sixth St	0.4 mile

2.4 Emergency Services

2.4.1 Law Enforcement

Table 2-18 describes the police departments, police stations, and jails within the RSA vicinity.

Table 2-18. Summary of Existing Law Enforcement Facilities Near the Resource Study Area

Law Enforcement	Address	Close Main Street	Distance to Proposed Project/Options (miles)
LAPD Headquarters	101 S Main St Los Angeles, CA 90012	West First St	0.8 mile
LAPD Central Community Police Station	251 E Sixth St Los Angeles, CA 90014	West Sixth St/ Whittier Blvd	1.1 miles
Los Angeles County Sheriff's Department	211 W Temple St Los Angeles, CA 90012	West Cesar E Chavez Ave	0.9 mile
Hollenbeck Community Police Station	3400 S Central Ave Los Angeles, CA 90011	East First St	0.9 mile

Table 2-18. Summary of Existing Law Enforcement Facilities Near the Resource Study Area

Law Enforcement	Address	Close Main Street	Distance to Proposed Project/Options (miles)
Los Angeles County Sheriff	441 Bauchet St Los Angeles, CA 90012	West Cesar E Chavez Ave	0.5 mile
Vernon Police Department	4305 S Santa Fe Ave Vernon, CA 90058	37 th St/Bandini Blvd	0.9 mile
Twin Towers Correctional Facility	450 Bauchet St Los Angeles, CA 90012	West Cesar E Chavez Ave	0.4 mile
Metropolitan Detention Center	535 Alameda St Los Angeles, CA 90012	West Cesar E Chavez Ave	0.8 mile
Los Angeles County Sheriff Men's Central Jail	965 N Vignes St, Ste 7, Los Angeles, CA 90012	West Cesar E Chavez Ave	0.3 mile

Note:

LAPD = Los Angeles Police Department

2.4.2 Fire Departments

Table 2-19 lists fire departments in the RSA vicinity.

Table 2-19. Summary of Existing Fire Departments Near the Resource Study Area

Fire Department	Address	Close Main Street	Distance to Proposed Project/Options (miles)
LAFD, Station 1	2230 Pasadena Ave Los Angeles, CA 90031	East Pasadena Ave	0.4 mile
LAFD, Station 2	1962 East Cesar E Chavez Ave Los Angeles, CA 90033	East Cesar E Chavez Ave	0.8 mile
LAFD, Station 4	450 E Temple St Los Angeles, CA 90012	West First St	0.6 mile
LAFD, Station 9	430 Seventh St Los Angeles, CA 90014	West Seventh St	1.2 miles
LAFD, Station 25	2927 Whittier Blvd Los Angeles, CA 90023	East Whittier Blvd	1.2 miles
LAFD, Station 17	1601 S Santa Fe Ave Los Angeles, CA 90021	West Olympic Blvd	0.2 mile
VFD, Station 78	2800 S Soto St Vernon, CA 90058	North Soto St	0.2 mile
VFD, Station 77	4301 S Santa Fe Ave Vernon, CA 90058	West 37th St	0.8 mile
VFD, Station 76	3375 Fruitland Ave Vernon, CA 90058	South Downey Rd	0.6 mile
VFD, Station 79	4530 Bandini Blvd Vernon, CA 90058	East Bandini Blvd	1.4 miles

Table 2-19. Summary of Existing Fire Departments Near the Resource Study Area

Fire Department	Address	Close Main Street	Distance to Proposed Project/Options (miles)
LACFD, Station 163	6320 Pine Ave Bell, CA 90201	South Atlantic Blvd	1.0 mile
LACFD, Station 27	6031 Rickenbacker Rd Commerce, CA 90040	East Bandini Blvd	1.1 miles

Notes:

LACFD = Los Angeles County Fire Department

LAFD = Los Angeles Fire Department

VFD = Vernon Fire Department

2.4.3 Hospitals

Table 2-20 lists hospitals in the RSA vicinity.

Table 2-20. Summary of Existing Hospitals Near the Resource Study Area

Hospital	Address	Close Main Street	Distance to Proposed Project/Options (miles)
USC Keck Hospital	1500 San Pablo St Los Angeles, CA 90033	East Mission Rd	1.2 miles
Los Angeles County + USC Hospital	2051 Marengo St Los Angeles, CA 90033	East Mission Rd	1.0 mile
White Memorial Medical Center	1720 East Cesar E Chavez Ave Los Angeles, CA 90033	East Cesar E Chavez Ave	0.6 mile
Community Hospital of Huntington Park	2623 Slauson Ave Huntington Park, CA 90255	South Soto St, West 37th St	1.6 miles
Los Angeles Community Hospital	4081 E Olympic Blvd Los Angeles, CA 90023	East Olympic Blvd	2.2 miles

Note:

USC = University of Southern California

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