

CHAPTER 5

Circulation Element

Introduction

Mobility—the ability to get from one place to another—is an essential component of a desirable and economically sustainable community. The degree of mobility within a community depends on the efficiency and connectivity of the various components that comprise the transportation network: roadways, sidewalks and trails, bicycle routes, rail lines, and transit services. There are important linkages among the City's public transportation system, its pattern of land use, environmental management practices, and supporting infrastructure.

The purpose of the Circulation Element is to provide a safe, efficient, and adequate circulation system in the city. Although traffic on local roads is generally free-flowing, major thoroughfares, particularly the major routes connecting the community to regional freeway systems, experience congestion at key intersections and along several segments during peak traffic hours.

Pico Rivera is largely a built-out community. Integrated solutions that improve mobility for all modes of travel are needed, including enhancing the efficiency of existing roadways and the ability to walk, bicycle, and use transit. While public transportation systems serve the community, and rail transit is planned, transit services need to be expanded sufficiently to provide a reasonable alternative to auto use for most travelers.

To ensure the continued availability of a responsive transportation system that supports the mobility needs of Pico Rivera's residents and businesses, the Circulation Element sets forth provisions for a multimodal transportation system, including existing and future roadways and intersections, pedestrian and bicycle paths, public transit, and parking facilities.

The Circulation Element presents the City's policies for achieving and maintaining safe, efficient, and reliable mobility for residents, visitors, goods, and services throughout the community. Through implementation of this Element, the City seeks to:

- Establish and maintain a safe and efficient roadway and highway network with adequate carrying capacity during peak travel hours;
- Make provisions for local and regional transit services that represent viable alternatives to automobile travel during peak commuting hours as well as



View of the Passons underpass

adequately accommodating the needs of transit-dependent residents throughout the day;

- Support the community’s local economy by providing for the movement of needed goods by truck and rail without impacting the community’s residential neighborhoods;
- Enhance the ability of children to safely access schools, parks, and library facilities by walking or riding bicycles; and
- Provide adequate and accessible parking facilities.
- Build a walkable city, reduce traffic congestion, improve transit, and expand the bicycle network.

Vehicular Movement

Operations and Issues

Pico Rivera is surrounded by several state and interstate highways that form the backbone of the regional transportation network, including the Santa Ana Freeway (I-5) to the south, the San Gabriel River Freeway (I-605) to the east, and the Pomona Freeway (CA 60) less than 2 miles to the north. The highway system affords Pico Rivera with good connectivity to the remainder of the Los Angeles basin and beyond.

The city’s roadway network consists of a hierarchy of streets that accommodate local trips and regional travel through Pico Rivera as well as to adjacent communities. This network is characterized by high traffic volumes during peak hours along many of the city’s major roadways, with relatively lower volumes on the remainder of the city’s streets.



View of congested intersection in Pico Rivera.

Level of Service (LOS) is used to describe operations and perceived traffic congestion on roadways. LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. LOS is used similarly to a grading scale and ranges from LOS A as least congested through LOS F as most congested. The General Plan identifies LOS D or better as the desired objective for intersections within the city. **Table 5-1** provides a description of each level of service letter grade as well as the range of delays associated with each grade. **Table 5-2** provides the range of scores associated with each LOS for pedestrian and bicycle travel modes.

Pico Rivera faces several challenges relating to the operations and design of its roadway network. These include:

- The LOS at many intersections is approaching design capacity, causing vehicles to wait multiple signal changes before entering the intersections.

- Congestion along the adjacent and nearby highways results in backups along city streets near interchanges, as well as vehicles using the city roadway network as alternative routes.
- High levels of ingress and egress from adjacent uses on several of the City's roadways slows the flow of traffic, preventing these roadways from functioning to their true capacity.

Table 5-1
Intersection Automobile Mode Levels of Service (LOS) Criteria

LOS	Description of Drivers' Perception and Traffic Operation	Delay in Seconds	
		Unsignalized	Signalized
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	< 10	< 10
B	This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.	> 10 and < 15	> 10 and < 20
C	This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 15 and < 25	> 20 and < 35
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	> 25 and < 35	> 35 and < 55
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	> 35 and < 50	> 55 and < 80
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 50	> 80

Source: Highway Capacity Manual, 2010

Table 5-2
Intersection Non-Automobile Mode LOS Criteria

LOS	LOS Score
A	< 2
B	> 2 and < 2.75
C	>2.75 and < 3.5
D	> 3.5 and < 4.25
E	>4.25 and < 5.00
F	> 5.00

Source: *Highway Capacity Manual*, 2010

- The traffic-carrying capacities of Beverly Boulevard, Whittier Boulevard, Washington Boulevard, and Telegraph Road are restricted by older, narrower bridges over the Rio Hondo and San Gabriel rivers, while the carrying capacity of Rosemead Boulevard and Paramount Boulevard are restricted to the south by the under-crossings of the I-5 freeway.
- The ability to provide additional lanes, turning lanes at intersections, and other improvements on the City’s major thoroughfares is constrained by restricted rights-of-way, minimal building setbacks, and the need for utility relocations.
- There are several at-grade railroad crossings of city roadways that impact traffic flows and safety.
- Many of the City’s roadways do not incorporate “Complete Streets” elements such as bicycle lanes and transit/bus turnouts. As a result, the City’s bicycle system is incomplete and buses tend to block travel lanes as they stop to pick up and drop off passengers.

Local Roadway Network

As stated previously, roadway widening is not possible without taking considerable property and right-of-way. Therefore, roadway widening is not necessarily a practical proposition in the City. Given the challenges to widen existing streets, the Circulation Element anticipates that existing roadway widths will likely remain on most streets in the City. Therefore, where needed major improvements are infeasible, alternative measures are pursued to ease congestion. These include signal timing coordination, prohibiting or limiting on-street parking, traffic systems management, demand management, and alternative travel modes. The City of Pico Rivera is committed to exploring and utilizing feasible technologies for traffic system management to improve traffic flow and to cost-effectively enhance capacity where roadway widening is not possible. However, in the interest of providing improved pedestrian and vehicular mobility, non-motorized transportation options and improved safety, the City may

consider future street widening pursuant to appropriate traffic studies. The City recently received grants to widen the bridges at Telegraph Road and Washington Boulevard at the western city limits and will continue to pursue grants and other funding to widen bridges for improved safety and mobility.

The City's streets are organized in a hierarchy according to their functional classification. This hierarchy recognizes the type, volume and character of intended traffic service. The City's roadway classifications are summarized in **Table 5-3**:

Pico Rivera's Circulation Plan is illustrated in **Figure 5-1**. The Circulation Plan identifies the existing and planned network of major roadways intended to support planned land uses within the community, circulation policies, economic development goals, and other general plan priorities.

The City's circulation system is also made up of a number of private streets. Pico Rivera's private streets are illustrated in **Figure 5-2**.

As Pico Rivera moves forward into its future, the community's transportation and land use plans will provide for implementation of regional plans and programs, such as the Los Angeles County Congestion Management Plan, Regional Transportation Plan and Sustainable Communities Strategy, South Coast Air Quality Management Plan, and other applicable regulations aimed at enhancing the sustainability of the transportation network, minimizing energy use, and reducing air pollutants and greenhouse gas emissions.

Roadway Classifications

These represent general guidelines and should be considered in context relative to adjacent land use and the primary function of the arterial or collector as appropriate.

Table 5-3
Roadway Classifications and Standards

Classification	Description	Standards	
		Right of Way ¹	Capacity ³
Major Arterials	These streets are four to six lane roadways that connect regional facilities and accommodate intra-city and sub-regional level travel. There is limited interference to traffic flow. Major arterials typically function as truck routes and emergency response routes. However, they are not exclusively auto-dominated streets and provide sidewalks, bike lanes and transit facilities. Limited on-street parking may be allowed with an appropriate overall design and the street may also include landscaped medians.	100 – 120 feet	Up to 50,000 ADT depending on number of lanes.
Secondary Arterials	These streets are four lane roadways that serve as intermediaries between collectors and major arterials. They are typically used for shorter trips to activity centers, jobs, and other local destinations. Secondary arterials have been or will be built to an enhanced standard to address transit, bicycle, pedestrian, and/or equestrian travel. Secondary arterials may serve as truck routes in certain locations.	80 – 100 feet	Up to 25,000 ADT depending on number of lanes.
Collectors	Collector streets are primarily two lane; facilities; but can be up to four lanes. They serve as intermediate routes that connect arterials to local streets and accommodate intra-city travel. They provide access within and between neighborhoods. They may also carry local transit service and provide on-street parking. Collectors provide bike routes and sidewalks. Traffic calming strategies may be applied.	60 – 80 feet	Up to 25,000 ADT depending on number of lanes
Local Streets	Local streets are two lane roadways that provide direct access to adjacent properties. They typically serve the interior of neighborhoods and are not intended for through traffic. Local streets should accommodate pedestrian and bicycle travel, although bike lanes are not needed given the low traffic volumes. On-street parking is often provided and traffic calming strategies may be applied.	60 feet ²	< 8,000ADT

Source: City of Pico Rivera, Public Works Department.

1. The City Engineer may recommend widening the street greater than the maximum standard as reasonably necessary to accommodate complete streets improvements (including vehicular, bicycle, and pedestrian traffic) pursuant to a traffic study that shows public safety will not be reduced.
2. A "special circumstance" exemption exists for the local roadway classification which would permit a minimum ultimate right-of-way down to 30 feet if the City Engineer and City Council determine the following:
 - The roadway will be utilized to improve residential neighborhood circulation.
 - Residential uses are limited to one side of the street only.
 - Sidewalks required on residential side.
 - Non-residential side must be a passive use such as a park or school.
 - The street can only connect with local roadways.
 - Existing physical barriers preclude obtaining the recommended right-of-way.
3. Due to the generalized nature of ADT capacities, the values are typically viewed as general rather than absolute guides for estimating levels of service and sizing the future roadway system. Research shows that Transportation Systems Management (TSM) measures increase the roadway capacity by approximately 7 percent, but depending on the roadway segments' traffic patterns, directional splits and availability of dedicated turn lanes can vary from 5 to 10 percent. TSM measures may include strategies such as signal coordination, intersections widening, and access management.

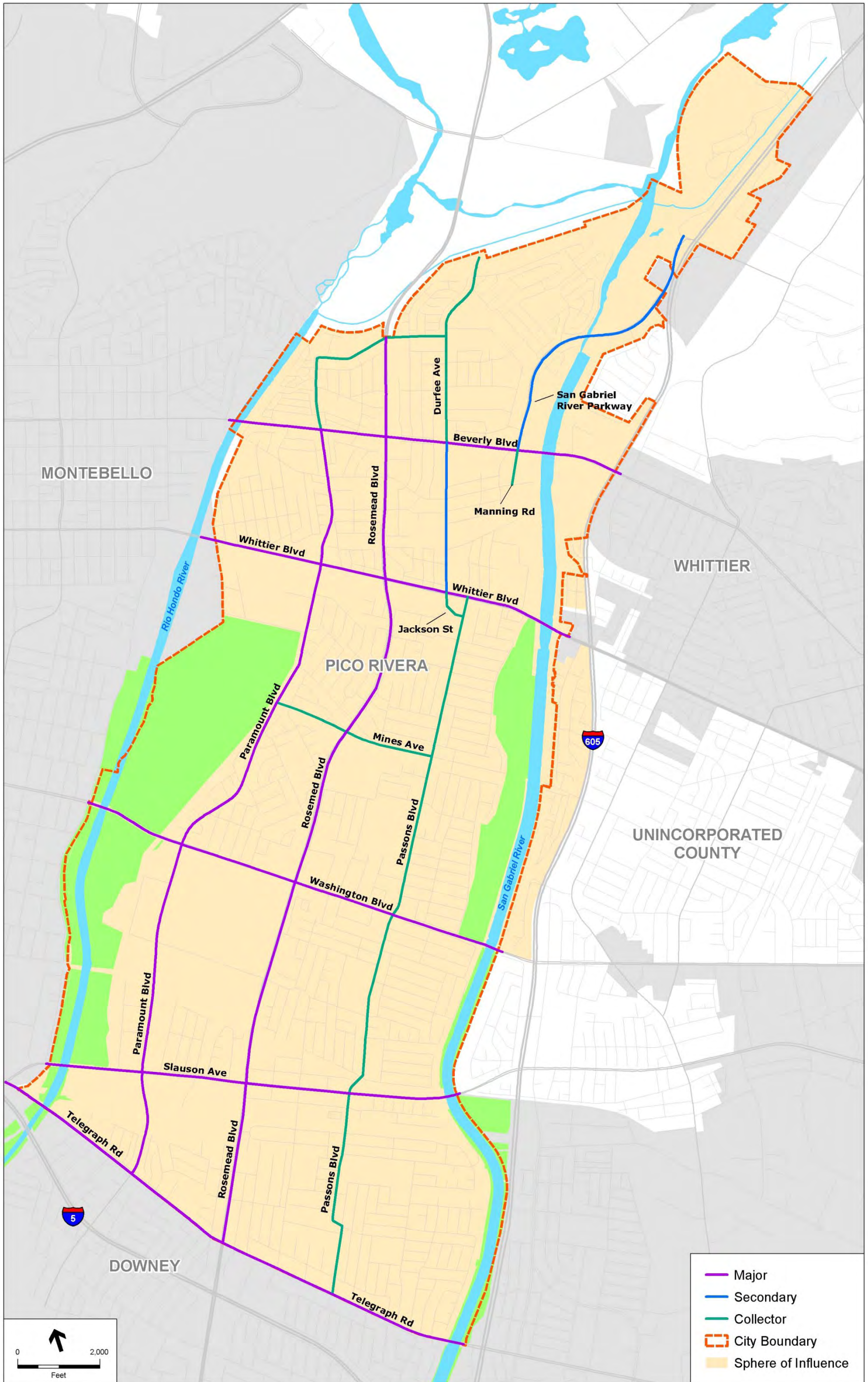


Figure 5-1: Circulation Plan

This page intentionally left blank.



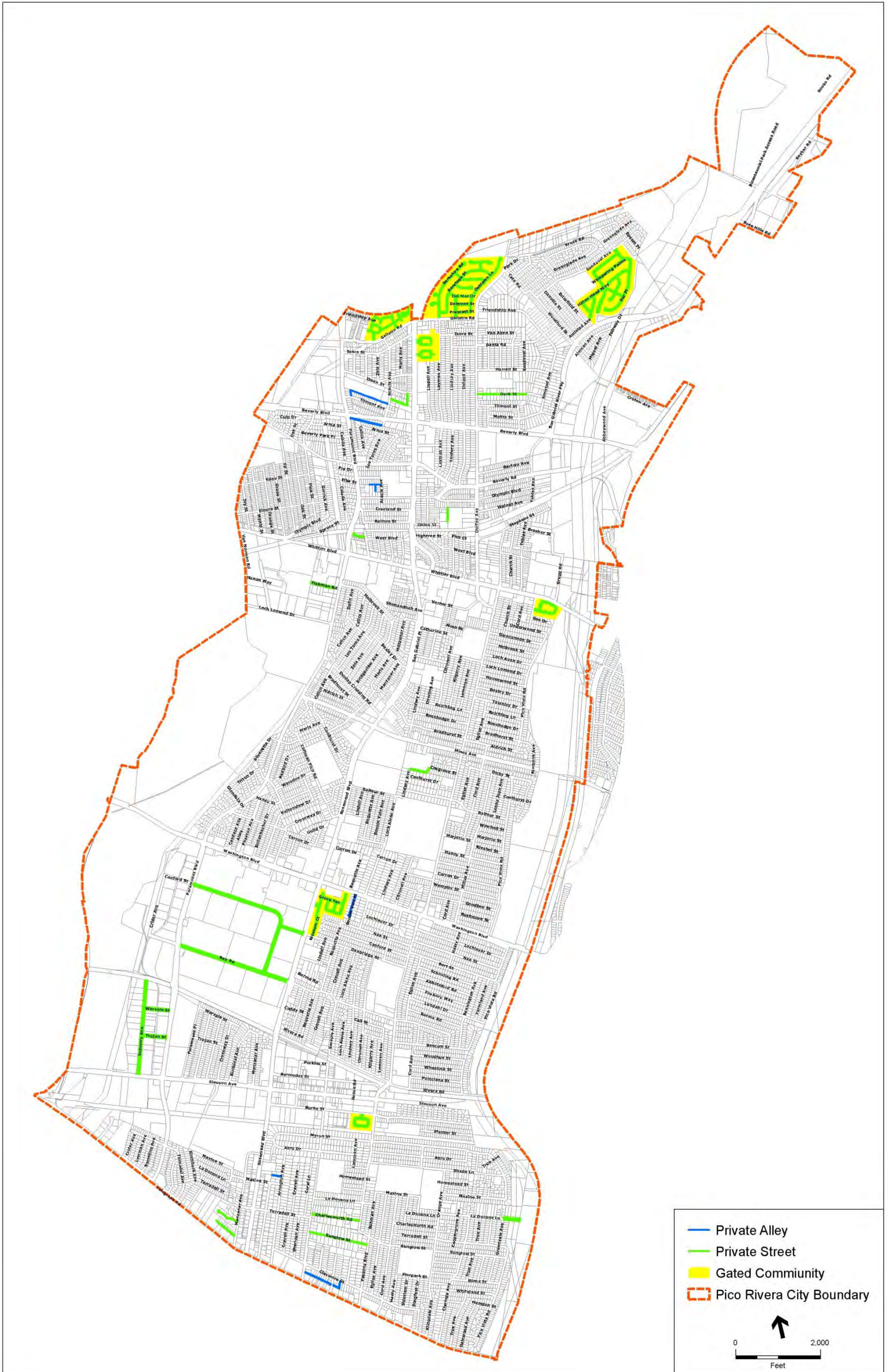


Figure 5-2: Private Streets

This page intentionally left blank.



Goods Movement

Pico Rivera has a large number of industrial and commercial businesses that rely on efficient truck and rail travel through the City to move goods and supplies. Heavy truck traffic along the City's streets can result in increased maintenance costs due to infrastructure degradation, and can impact residential and other noise-sensitive land uses. To monitor and regulate truck travel, the City has formally designated truck routes, as shown in **Figure 5-3**. In designating and modifying truck routes, the City will balance the need for serving its industrial and commercial land uses with the need to protect residential neighborhoods and other sensitive uses from noise, air quality, and other potential impacts of truck travel. Where truck routes have been modified or route designations have been removed, existing truck uses may continue to use previously designated truck routes until such time that the use is relocated or transitions to a more compatible use for the area.

Both the BNSF and Union Pacific railroads maintain lines through the City (see **Figure 5-3**). The BNSF line is a major corridor that connects the Ports of Los Angeles and Long Beach to the midwestern and eastern United States. Approximately 100 trains per day operate along this rail corridor, and are evenly split between freight and passenger trains. Coordination with BNSF and Union Pacific is required in order to minimize noise, air quality, and other impacts to sensitive uses from train travel, as well as to address traffic constraints and safety concerns associated with at-grade rail crossings of the City's roadways.



Passons underpass.

This page intentionally left blank.



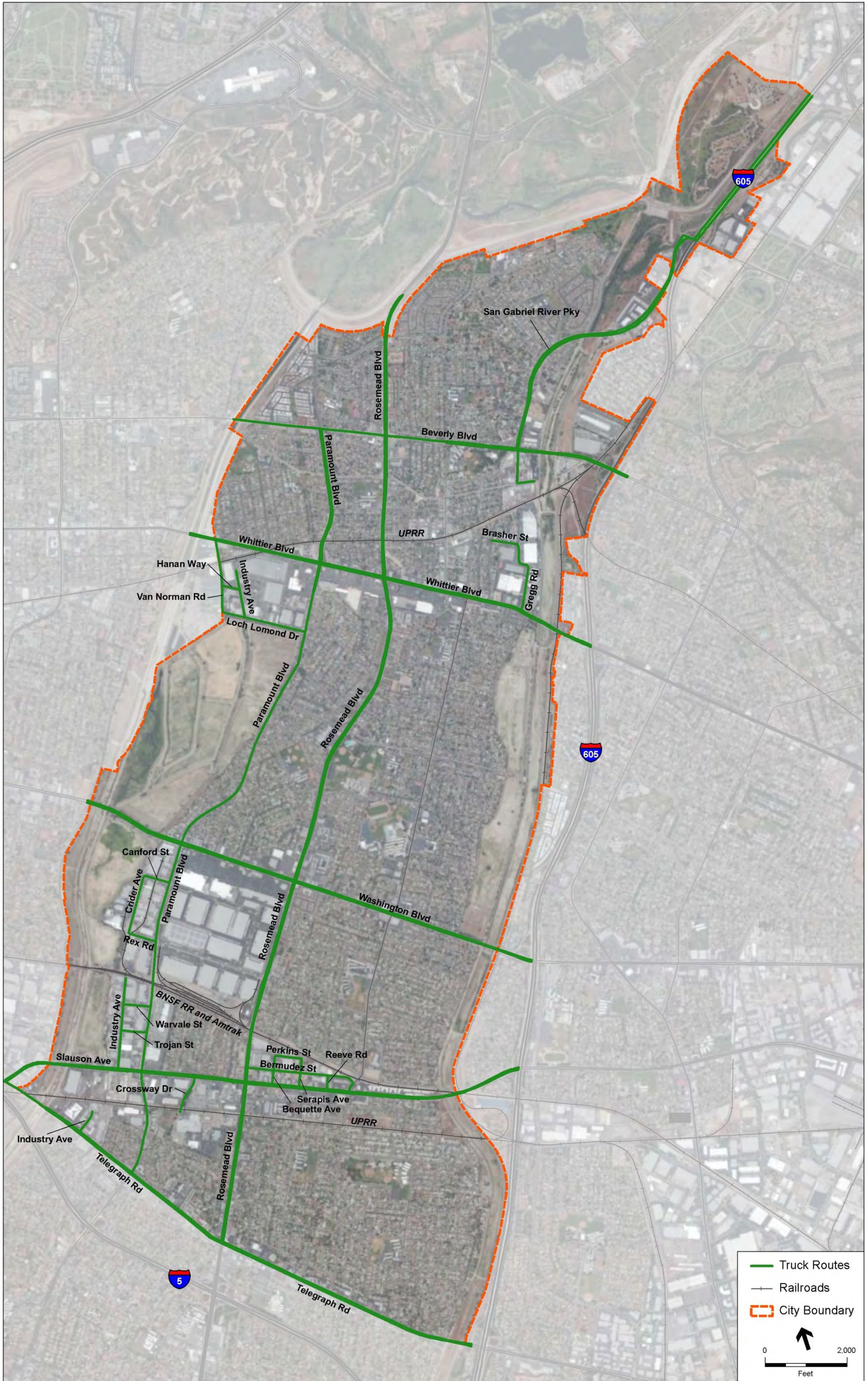


Figure 5-3: Truck Routes

This page intentionally left blank.



Transit

Metrolink is a regional rail system operated by the Southern California Regional Rail Authority, with all routes converging at downtown Los Angeles Union Station. The closest Metrolink stations are the Commerce Station located west of Pico Rivera in the City of Commerce and the Norwalk/Santa Fe Springs Station located to the south in the City of Norwalk. Both stations are on the Orange County line, which connects Oceanside and Orange County to downtown Los Angeles. The Norwalk/Santa Fe Springs station is also on the 91 line, which, extends from downtown Riverside to downtown Los Angeles. The Riverside line also traverses Pico Rivera, as shown in **Figure 5-4**.

Washington Boulevard is one of two alternative alignments for the proposed Metro Gold Line Extension (Eastside Transit Corridor Phase II). This alignment would include a proposed above-grade station at the intersection of Washington and Rosemead Boulevards. This station would enhance transit options for Pico Rivera's residents and employees, as well as provide opportunities for higher intensity transit-oriented development and related economic development activities at that intersection. At the same time, potential parking, traffic, and visual impacts associated with the proposed line and station will need to be addressed. Current funding scenarios show that local Measure R money could be available for the selected alignment starting in 2028. Potential state and federal funding sources that may be used to accelerate the project implementation schedule are also being explored.

The California High Speed Rail Authority is evaluating alternatives for a High Speed Rail system that would connect passengers from San Diego to Sacramento. Both an aerial option and an at-grade option are being considered through the City of Pico Rivera (see **Figure 5-4**). The current proposal is to run along the existing railroad near the BNSF rail yard, between Paramount Boulevard and Rosemead Boulevard. The project is currently in the planning process.

Public transportation within Pico Rivera is provided by the Los Angeles County Metropolitan Transportation Authority (Metro), Montebello, and Downey Link Bus Lines. The area's transit system provides an option for travel within the City, with good connectivity to the region, as shown in **Figure 5-5**. Included are several fixed-route bus lines, as well as dial-a-ride services. Many of the City's major roadways lack bus turnouts, requiring buses to stop in travel lanes and interrupt the flow of traffic to pick up and drop off passengers. Additional coordination with the transit providers is needed to identify locations along existing and proposed routes for incorporating bus turnouts.



Montebello Bus Lines.

5. Circulation Element

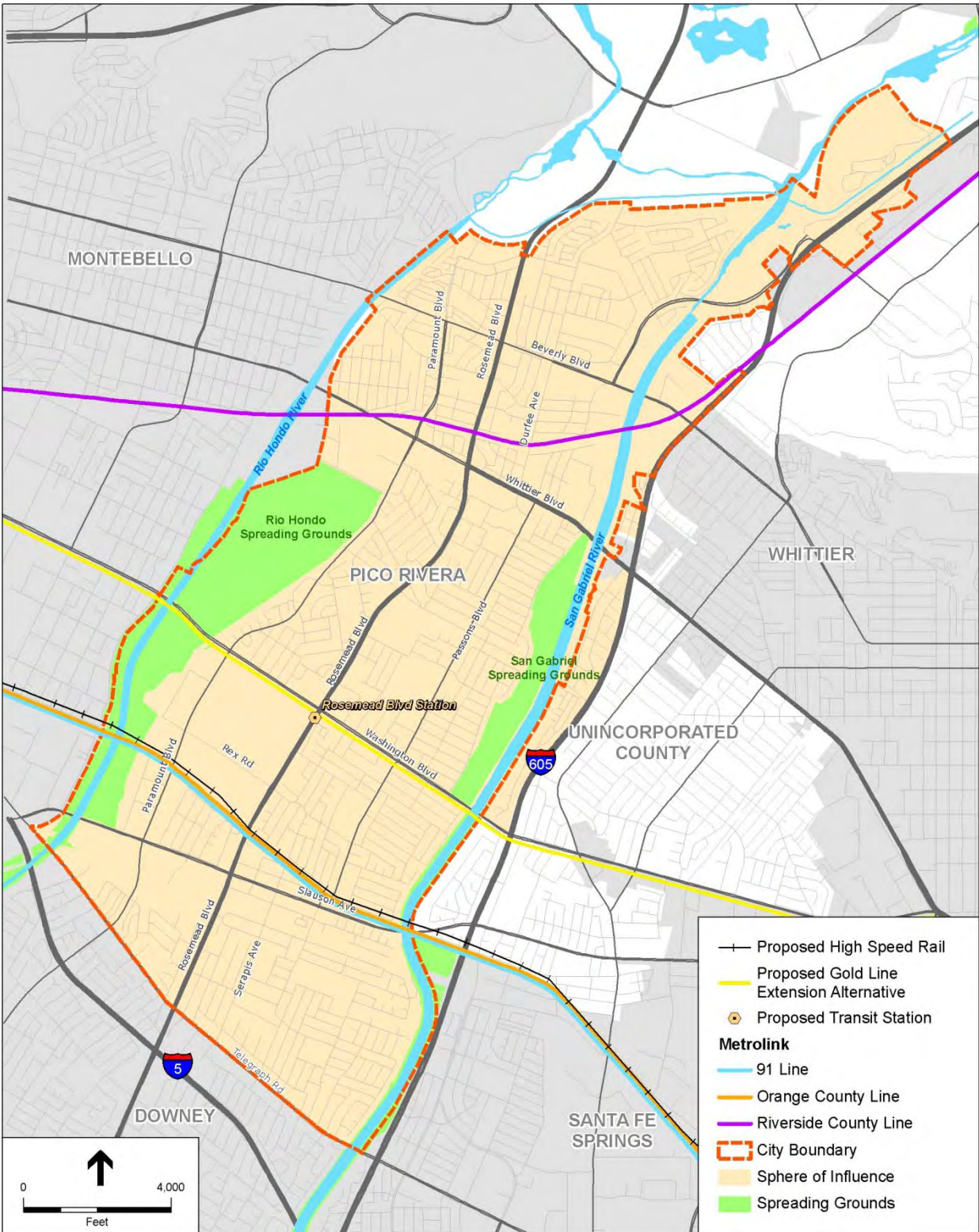


Figure 5-4: Transit Service Rail Lines



Figure 5-5: Transit Service Bus Lines

This page intentionally left blank.



Non-Motorized Transportation

Functional bicycle routes are scarce in Pico Rivera. Many of the city's designated bicycle routes have never been striped, and the high number of ingress and egress points on major roadways can make it difficult for bicyclists to safely use these roadways. On many roads, right-of-way is not available for striped bicycle lanes without removing on-street parking or widening the roadway. **Figure 5-6** illustrates the location of the city's designated bicycle routes. It also illustrates the city's existing and proposed equestrian trails.

Regional bicycle and off-road biking trails exist along the western side of the Rio Hondo Channel (called the Lario Bike Trail), and eastern side of the San Gabriel River (San Gabriel River Bike Trail). The Lario Bike Trail is the longest bikeway in the Los Angeles River Watershed. These regional trails provide off-street bicycle and pedestrian access to the Whittier Narrows Recreation Area to the north, adjacent cities to the south, and the Pacific Ocean. There are a number of access points to these regional trails near the City. Equestrian trails are located in the northern portion of the city. There is an improved equestrian trail that runs along the west side of San Gabriel River Parkway from Melita Street to the San Gabriel River. Another trail extends from San Gabriel River Parkway to Melita Street to Amistad Avenue, to Friendship Avenue, along the east side of Durfee Avenue (between Friendship Avenue and Kruse Road) and then along the west side of Durfee Avenue at Streamland Park. This trail connects to the northern city boundary and some proposed county trails.

The "Emerald Necklace Park Network" is a vision for a comprehensive 17-mile loop trail system of parks and greenways connecting 10 cities, including the City of Pico Rivera, and nearly 500,000 residents along the Río Hondo and San Gabriel rivers. The nonprofit group Amigos de los Rios, which works with local government, businesses, and residents to design and create quality public environments, created the Emerald Necklace Park Network vision. The proposed project would include enhancements to the Whittier Narrows area at the north end of the city. When complete, the Emerald Necklace will provide a regional network of trails and parks with connections that extend to the Angeles National Forest and the ocean.



A bicyclist using the sidewalk along Telegraph Road.



Lario Bike Trail

This page intentionally left blank.



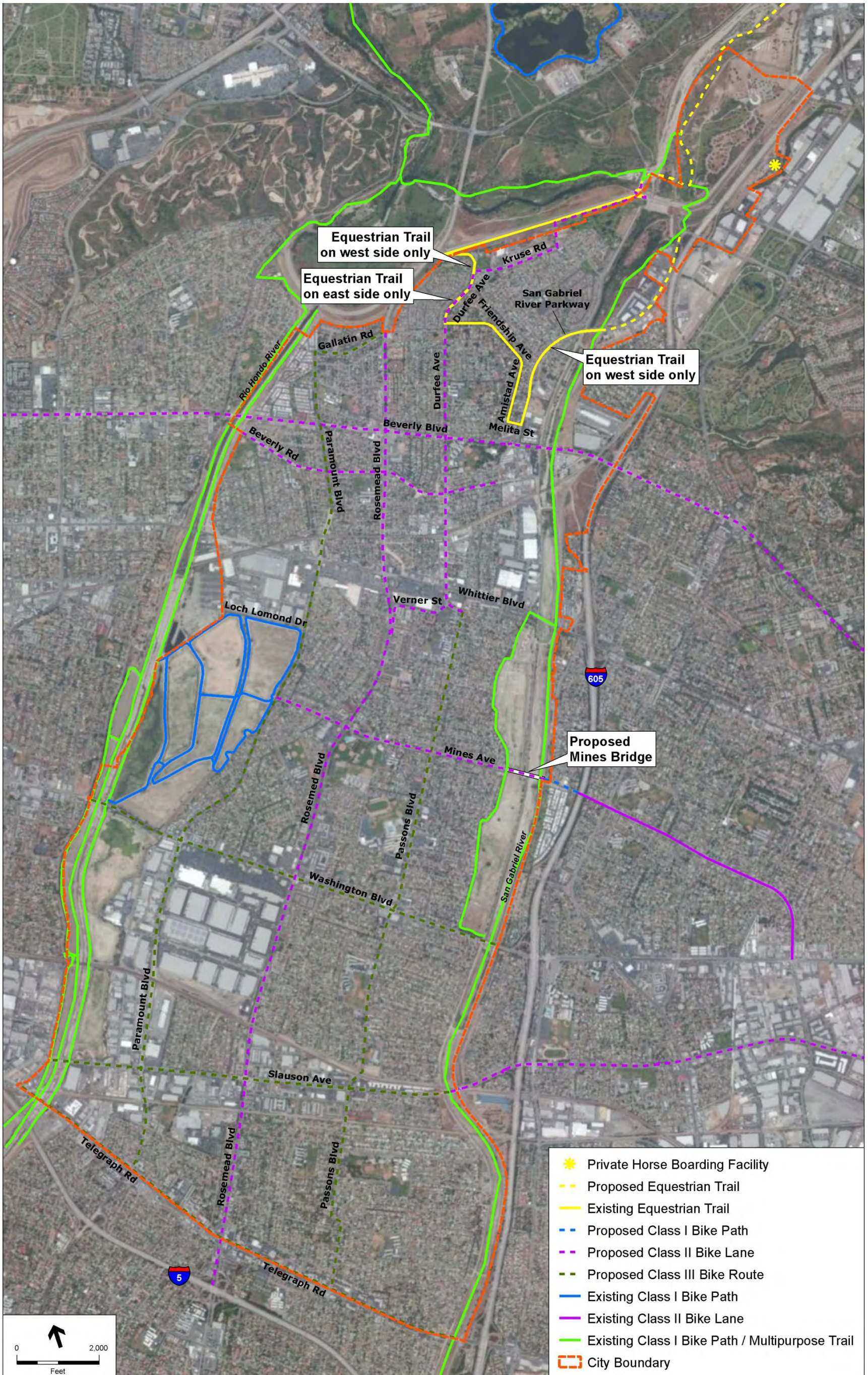


Figure 5-6: Existing and Proposed Trail Facilities

This page intentionally left blank.



Parking

While newer development in Pico Rivera generally includes adequate off-street parking, some older strip commercial developments in the City were originally designed with very limited or no off-street parking. These areas (such as along Telegraph Road, Whittier Boulevard, Rosemead Boulevard and Durfee Avenue) depend on on-street parking or offer parking at the rear of uses, accessed by commercial alleys. The City provides parking along the north side of Whittier Boulevard at two locations for use by patrons of surrounding businesses. However, these additional lots do not fully make up for the lack of parking for area businesses.

The lack of parking within older commercial corridors requires businesses to depend on the use of on-street parking. As a consequence, the carrying capacity along some major roadways is constrained by parking taking up potential travel lanes, as well as by vehicles entering and leaving on-street parking spaces.

Coordinating with local businesses to develop off-street parking solutions will help to improve roadway carrying capacity and reduce congestion, as well as benefit existing businesses and new economic development opportunities. Such solutions might include, but are not limited to, parking restrictions during peak travel hours, provision of joint-use off-street parking facilities, and inclusion of improvements to enhance alternative travel modes.

Goals, Objectives, Policies, and Implementation Actions

Complete Streets

Goal 5.1

Promote active living, improve local air quality, and enhance the livability of the community through an integrated multimodal network that serves all users within the City and offers convenient mobility options, including vehicular travel, transit services, bicycle routes, and pedestrian paths.

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.

Implementation Programs for Policy 5.1-1:

- *Work with Montebello Bus Lines to determine the feasibility and desirability of relocating the existing terminal along Passons Boulevard and Jackson Street*



On-street parking along Whittier Boulevard

Complete Streets

Assembly Bill 1358, also known as the California Complete Streets Act of 2008, requires cities and counties to include complete streets policies in their general plans. Complete streets are designed and operated to enable safe access for all users including motorists, bicyclists, pedestrians and public transit riders of all ages and abilities. Typical components of complete streets may include sidewalks, bike lanes, special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb bulb-outs and similar. Such components can be incorporated into the design of new streets, as well as improvements to existing roadways.

to a different location (potentially along Washington Boulevard) to anchor higher intensity transit-oriented development.

- *If the proposed Washington Boulevard alignment for the Gold Line Extension is selected:*
 - *Work with Metro on design of the proposed transit station to minimize its visual impacts;*
 - *Work with Metro to determine necessary amenities to be included as part of the project (e.g., kiosk showing location of businesses and provision of overhead walkways to each quadrant of the intersection, intersection and aesthetic improvements along Washington Boulevard);*
 - *Make provisions for transit-oriented improvements (e.g., streetscape improvements) in the area; and*
 - *Increase densities and intensities, and allow mixed-use development at the Washington-Rosemead intersection.*

Policy 5.1-2 Serve All Users. Provide a safe, efficient, and accessible transportation network that meets the needs of all users in the community, including seniors, youth, and the disabled, and contributes to the community's quality of life by:

- Balancing the needs of all users of the public rights-of-way by providing safe and convenient travel and access for bicyclists, transit riders, freight and motor vehicle drivers, and people of all ages and abilities.
- Designing streets to accommodate larger vehicles such as buses, fire service vehicles, and freight delivery trucks without compromising pedestrian and bicycle safety.
- Providing safe and comfortable access for persons with disabilities.
- Providing public open space that integrates amenities including street trees and landscaping, street and sidewalk lighting, transit facilities, street furniture, water features, and public art work.

Policy 5.1-3 Complete Streets. Accommodate other modes of travel such as bicycling and walking when implementing roadway improvements, where feasible.

- Promote the use of transit by improving the efficiency of transit systems and creating safe and attractive walking environments.
- Promote the ability to walk by providing safe and comfortable pedestrian facilities and traffic signal timing that allows for the safe crossing of major roadways by pedestrians.
- Provide street lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or area, and that contributes to vehicular, pedestrian, and bicycle safety.

- Demand-actuated traffic signals should include push buttons to signal the need for pedestrians to cross, and include audible signals and countdown signs to assist the disabled in crossing streets.
- Demand-actuated traffic signals corresponding with bicycle routes should include bicycle sensitive loop detectors or push buttons adjacent to the curb.
- Permit the sharing or parallel development of pedestrian walkways with bicycle paths, where this can be safely accomplished, in order to maximize the use of public rights-of-way.
- Require the construction of attractive walkways in new residential, commercial, office, and industrial developments, including provision of shading for pedestrian paths.
- Maximize visibility and access for pedestrians, and encourage the removal of barriers for safe and convenient movement of pedestrians.

Implementation Program for Policy 5.1-3:

- *Develop design guidelines to address aesthetics and accommodate wider sidewalks, where feasible, within existing roadway widths by identifying a range of lane widths, and roadway and right-of-way widths. This will provide flexibility to accommodate existing roadway widths while providing for enhancements and will allow the characteristics of roadways to be tailored to their unique circumstances for the most efficient use. These guidelines should be coordinated as necessary with related policy documents and plans (such as the Bike and Pedestrian Trails Plans, Master Plans, Corridor Plans, or other).*

Policy 5.1-4 Smart Growth Development. Integrate transportation and land use decisions to enhance opportunities for development that is compact, walkable, and transit oriented.

Implementation Program for Policy 5.1-4:

- *Enact development standards and incentives that encourage development along major thoroughfares to contribute Complete Street amenities.*

Policy 5.1-5 Access to Key Locations. Strive to provide multimodal access throughout the City, but especially to key locations such as employment centers, schools, parks medical facilities, libraries, and grocery stores.

Policy 5.1-6 System Expansion. Require new development to contribute funds to area-wide transit improvements to expand the system and increase efficiency.

Implementation Program for Policy 5.1-6:

- *Establish a citywide fee program to expand transit facilities and to improve transit service.*

Additional policies addressing transit and non-motorized transportation modes can be found in the Healthy Communities Element section under "Healthy Transportation System."

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.

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.

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.

Policy 5.1-10 Amenities. Improve streetscape amenities around the city, including bus shelters and trash receptacles to create an enhanced environment and encourage usage.

Vehicular Movement

Goal 5.2

A roadway system that ensures the safe and efficient movement of people, goods, and services.

Policy 5.2-1 Roadway Plan. Plan, design, and improve roadways in accordance with Figure 5-1 Circulation Plan.

Policy 5.2-2 Level of Service Objective. Strive to achieve and maintain operations at intersections at LOS D or better at peak travel times within the City.

- In those locations where this objective is infeasible, implement all feasible mitigation measures.
- Require all development projects to provide their fair share (in the form of physical improvements and/or fee payment) for all feasible improvements.

Policy 5.2-3 Alternative Measures to Increase Efficiency. Maximize the operational efficiency of the roadway system by developing alternative measures where improvements are needed but are not feasible to implement. Measures can include traffic demand management programs, consolidation of driveways, and prohibiting on-street parking to ease congestion.

Implementation Program for Policy 5.2-3:

- *Develop a Traffic Signal Synchronization Plan to address signal coordination along major arterials and intelligent transportation systems such as centralized traffic control and real time travel information to manage traffic flows.*
- *Identify roadways and major intersections that would require alternative measures, and provide specific improvement proposals to ease congestion.*

- *Encourage the provision of reciprocal access and parking agreements between adjacent land uses, where appropriate, to facilitate off-street vehicular movement between adjacent commercial and other nonresidential uses, and to reduce the number of driveways along major roadways.*
- *Require existing driveways that are unnecessary or substandard to be removed or upgraded, wherever feasible, in conjunction with any on-site development or any adjacent street construction.*

Policy 5.2-4 Intersections. Identify intersection improvements needed throughout the city to provide acceptable levels of service to maintain consistency with the Circulation Element.

Implementation Program for Policy 5.2-4:

- *Prioritize needed intersection improvements.*
- *Identify potential funding sources for needed intersection improvements.*
- *As funds for intersection improvements become available, make improvements to priority intersections.*

Policy 5.2-5 Bridge Widening. Work with surrounding jurisdictions and the Southern California Association of Governments to plan for and secure funding for needed future bridge improvements over the Rio Hondo and San Gabriel Rivers.

Policy 5.2-6 Roadway Capacity. Create additional roadway capacity along Passons Boulevard and other roadways, where feasible, through elimination of on-street parking (either all day or during peak hours), as well as other street improvements that can be made within the existing right-of-way.

Policy 5.2-7 Park and Ride Lots. Maintain the existing park and ride lot at Pico Park and explore adding additional lots within the city to encourage carpooling, including at Smith Park.

Policy 5.2-8 Medians. Identify proposed locations for enhanced medians within the community to improve the existing streetscape.

Implementation Program for Policy 5.2-8:

- *Develop priorities for the improvement of proposed medians.*

Policy 5.2-9 Private Streets. Private streets, where permitted, shall provide for adequate circulation and emergency vehicle access. Private streets that will accommodate more than 50 vehicles per hour in the peak hour or that are designed for on-street parking shall be designed to public street standards. The design of other private streets shall be subject to the review and approval of the Public Works Director. Prior to their approval, adequate provisions for the long-term maintenance of private streets shall be ensured. Private streets shall be improved to public street standards prior to acceptance of dedications to the City.

Additional policies addressing truck routes and railroad crossings can be found in the Healthy Communities Element section under "Safe Transportation System."

Policy 5.2-10 Traffic Studies. Require the preparation of site-specific traffic studies for new development proposals that are determined by the City to have the potential to impact traffic.

Policy 5.2-11 Funding Sources. Pursue and develop funding sources for the maintenance and rehabilitation of the transportation system.

Policy 5.2-12 Regional Coordination. Continue to coordinate transportation and land use plans and policies with local and regional planning agencies, and incorporate the Regional Transportation Plan, where feasible. This includes:

- Continuing to work with Caltrans and neighboring cities to minimize any cumulative significant impacts on State facilities, including Interstate 5, State Route 60, and State Route 605.
- Participation in the development of a fair share fee program if required by Caltrans, to address mitigation of significant impacts to the above listed state facilities.

Policy 5.2-13 Regional Trips. Coordinate with adjacent jurisdictions and regional agencies to address the impacts of trips originating outside of and passing through the city.

Policy 5.2-14 Transportation Demand Management. Promote transportation-demand management programs, as appropriate, for uses with substantial traffic-generating characteristics.

Implementation Program for Policy 5.2-14:

- *Provide incentives for City employees to commute to work using alternative modes of transportation to the use of single-occupant automobiles.*
- *Encourage employers to provide incentives for employees to commute to work using alternative modes of transportation or to carpool, and allow telecommuting and alternative work schedules.*

Policy 5.2-15 Traffic Calming. Consider development of a traffic calming program and implementation of traffic calming measures, where appropriate and feasible, to minimize the impacts on the use of local streets by vehicular traffic and to maintain the health, safety and livability of the neighborhoods.

Implementation Program for Policy 5.2-15:

- *Establish a Traffic Calming Program with clear guidelines of the process to evaluate traffic calming measures, to establish development standards, and to prioritize traffic calming requests.*

Policy 5.2-16 Pavement Maintenance. Utilize the 2012-2017 Pavement Management Program for the ongoing maintenance of city streets.

Goods Movement

Goal 5.3

A transportation network that moves goods efficiently within and through the community and region.

Policy 5.3-1 Efficient Movement. Support infrastructure improvements and the use of emerging technologies that facilitate the timely movement of trade, including facilities for the efficient intermodal transfer of goods between truck and rail.

- Maximize direct movement between industrial areas and freeways, with truck routes avoiding residential areas to the extent feasible.
- Design street systems serving industrial areas, including the primary routes accessing these areas, to accommodate the movement of trucks.

Policy 5.3-2 Rail. Work with railroad operators to facilitate the transport of goods by rail through the city when compatible with city traffic flows and other community priorities.

Policy 5.3-3 Off-Peak Deliveries. Encourage businesses to schedule deliveries at off-peak periods.

Bicycle and Pedestrian Network

Goal 5.4 A balanced transportation system where bicycling and walking are alternative methods to the automobile.

Policy 5.4-1 Continuous Network. Provide a safe and continuous bicycle and pedestrian network that links neighborhoods, parks, schools, libraries, commercial development, major employers, and other frequently visited destinations as a means of improving health in the city.

Policy 5.4-2 Roadway Improvement Projects. Incorporate bicycle and pedestrian features within roadway improvement projects, when feasible.

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.

Implementation Program for Policies 5.4-1 and 5.4-3:

- *Identify and pursue potential sources of grant funding for bicycle and pedestrian improvements.*

Policy 5.4-4 Bicycle Support Facilities. Require bicycle parking and support facilities at new industrial, commercial, institutional developments, and transit facilities, as appropriate.

Implementation Program for Policy 5.4-4:

Additional policies addressing equestrian trails and facilities can be found in the Healthy Communities Element.

- *Identify and pursue potential sources of grant funding to implement a bike share program and bicycle facilities.*
- *Support development of bicycle facilities and a bike share program at Smith Park and other locations in the city in close proximity to mass transit and regional bike routes.*

Policy 5.4-5 River Bike Trails. Improve, maintain, and expand bike trails along the Rio Hondo and San Gabriel river corridors.

Policy 5.4-6 Pedestrian Network. Improve the pedestrian network by incorporating streetscape improvements such as shade trees, plantings, lighting, and street furniture.

Policy 5.4-7 Sidewalk Deficiencies. Improve areas with sidewalk deficiencies to increase walking in Pico Rivera.

Policy 5.4-8 ADA. Incorporate American with Disabilities Act (ADA) requirements to create an accessible pedestrian system that can serve all users.

Policy 5.4-9 Regional System. Coordinate with surrounding jurisdictions, regional agencies, and non-profit groups to improve the Emerald Necklace Park Network, a loop trail system of parks and greenways which includes areas within the City of Pico Rivera.

Parking

Goal 5.5

Well-managed parking opportunities that are balanced with traffic congestion and other City priorities.

Policy 5.5-1 Parking Standards. Ensure that City parking standards are appropriate to the use and location of existing and new development.

Implementation Program for Policy 5.4-1:

- *Update parking standards for residential, commercial, industrial, and mixed-use development.*

Policy 5.5-2 Older, Strip Commercial. Develop off-street parking solutions for older, strip commercial developments only where reducing or eliminating on-street parking will improve carrying capacity and reduce congestion. Such solutions might include, but are not limited to, parking restrictions during peak travel hours or provision of joint use off-street parking facilities.

Policy 5.5-3 On-Street Parking Turnover. Implement parking management tools that maximize on-street parking turnover, where appropriate.

Policy 5.5-4 Shared Parking. Encourage parking in shared surface lots to make the most efficient use of land, while maximizing shared parking opportunities for uses with varied peak parking standards.