TECHNICAL MEMORANDUM

Date: September 06, 2022

To: Kenner Guerrero, City of Pico Rivera and Thomas Mericle, TKM Engineering

From: Himangi Mutha and Mark Doty, TJKM

Subject: System Review Memorandum for City of Pico Rivera Local Roadway Safety Plan (LRSP)

This technical memorandum summarizes the planning documents, projects underway, and studies reviewed for the City of Pico Rivera Local Road Safety Plan (LRSP). The purpose of this memorandum is to ensure the LRSP vision, goals, and E's strategies (Education, Enforcement, Engineering, Equity, and Emergency Medical Services (EMS)) are aligned with prior planning efforts, planned transportation projects, and non-infrastructure programs for the City. The documents reviewed are listed below:

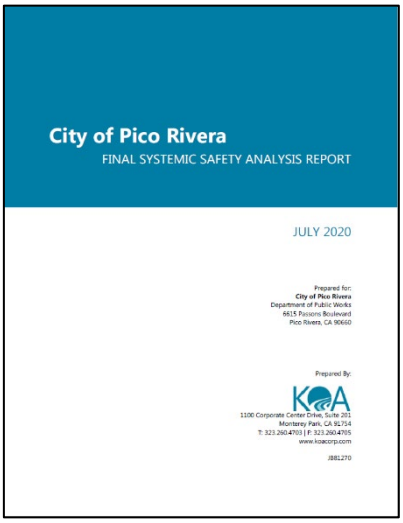
1. City of Pico Rivera Final Systemic Safety Analysis Report (2020)
2. Pico Rivera General Plan | Circulation Element (2014)
3. City of Pico Rivera Strategic Plan (2022-2023)
4. Pico Rivera Regional Bikeway Project (2019)
5. Pico Rivera Urban Greening Plan (2015)
6. Pico Rivera Capital Improvement Plan | Fiscal Year (2021- 2023)
7. Gateway Cities Strategic Transportation Plan (2016)
8. Pico Rivera Safe Routes to School Program, 2013-2015 (2015)
9. Lakewood/Rosemead Boulevard Master Plan and Complete Street Evaluation (2018)
10. Washington Boulevard Transit Oriented Development Specific Plan (2019)
11. Historic Whittier Boulevard Revitalization Program Specific Plan and Multimodal Plan
12. Whittier Boulevard Bike Trail Connection to Pico Rivera State Historic Park (2018)
13. Historic Whittier Boulevard Bike and Pedestrian Bridge (2021-2022)
14. Gold Line East Side Extension TOD Plan (2017)
15. Telegraph Road Over San Gabriel River Bridge (2021)
16. Washington Boulevard Bridge Over Rio Hondo Channel (2022)
17. Metro Eastside Gold Line Project (2022)
18. High Speed Rail Phase II (2021)

19. Citywide Parking Analysis (2019)
20. LA County Long Range Transportation Plan | LRTP (2020)
21. LA County Traffic Improvement Plan (2008)
22. LA County Bicycle Master Plan | Final Plan (2012)
23. LA County A Plan for Safer Roadways | Vision Zero (2020-2025)

The following sections include brief descriptions of these documents and how they inform the development of the LRSP. A detailed list of relevant policies and projects is listed in **Table 1**.

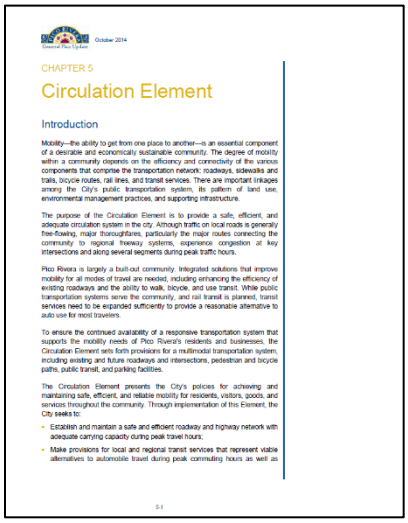
CITY OF PICO RIVERA SYSTEMIC SAFETY ANALYSIS REPORT (SSAR) (2020)

The City of Pico Rivera Systemic Safety Analysis Report (SSAR) analyzes collision data, assesses infrastructure deficiencies through an inventory of roadway system elements, and identifies roadway safety solutions on a citywide basis. The SSAR includes; crash data source and analysis techniques, crash patterns within the City, crash data analysis, field investigation, proposed safety countermeasures, safety improvement projects, collision reduction benefits, cost estimation, prioritization of safety projects, and recommended projects for HSIP Cycle 10. The SSAR focused on analysis of four principal corridors within the City: Whittier Blvd, Passons Blvd, Slauson Ave, and Paramount Blvd.


City of Pico Rivera
FINAL SYSTEMIC SAFETY ANALYSIS REPORT
JULY 2020
Prepared for:
City of Pico Rivera
Department of Public Works
6615 Passons Boulevard
Pico Rivera, CA 90660
Prepared By:
KOA
1100 Corporate Center Drive, Suite 201
Monterey Park, CA 91754
T: 323.260.4703 | F: 323.260.4705
www.koacorp.com
J881270

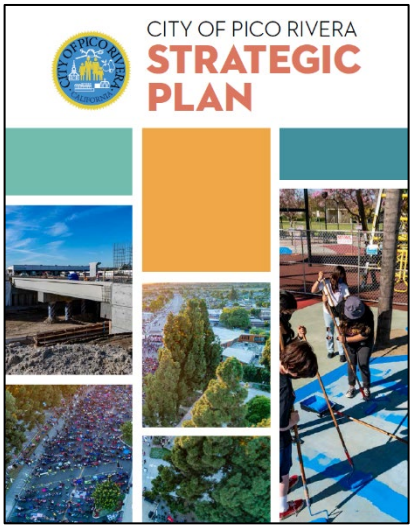
PICO RIVERA GENERAL PLAN | CIRCULATION ELEMENT (2014)

The General Plan Circulation Element identifies safe, reliable and accessible transportation needs, through policies and standards to enhance its design and maintenance of an integrated multi-modal transportation system. The 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. An analysis of the existing transportation system is included in the element, as well as a set of policies to guide the development of Pico Rivera's transportation system. These goals and policies inform City's Local Roadway Safety Plan to improve roadway safety for active transportation users while encouraging users to choose walking, bicycling, and transit as a mode of transportation in Pico Rivera to reduce traffic trips and improve environmental quality.


October 2014
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

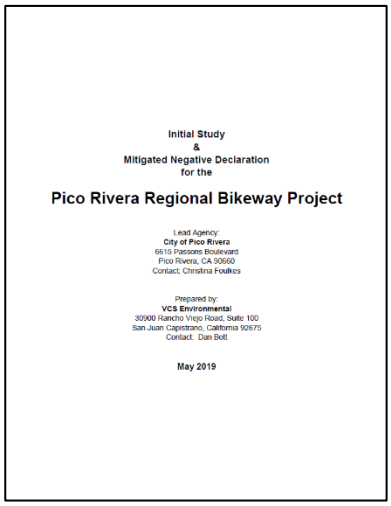
CITY OF PICO RIVERA STRATEGIC PLAN (2022-2023)

The fundamental components of the Strategic Plan is to include a mission, vision and values statements, and concise goals, strategies, and actions.It also includes shared vision of transportation and warehousing, educational services, healthcare and social assistance. The plan includes providing city services, stewardship resources and encourging infrastructure improvements benefiting residents, businesses and visitors. The plan includes data collected from the public outreach and engagement strategies in order develop the strategic plan. The improvements identified in this plan will inform the safety improvements and connecivity strategies to be recommended in the City's Local Roadway Safety Plan.



PICO RIVERA REGIONAL BIKEWAY PROJECT (2019)

The Regional Bikeways Project involves the construction of a Class IV Bikeway and associated water quality and road improvements to Mines Ave between Paramount Blvd and the San Gabriel River, construction of a bicycle/pedestrian bridge over the San Gabriel River, and reconstruction and restriping of the Class I Bikeway and Class II Bikeway along Dunlap Crossing Rd. This document contains the Initial Study & Mitigated Negative Declaration for the project as required by the California Environmental Quality Act (CEQA). The project includes implementation shared road design for both pedestrian and bicycle, road upgrades using landscape planters, physical barriers and on-street parking. The improvements identified in this plan will inform the safety improvements and strategies to be recommended in the City's Local Roadway Safety Plan for countermeasures in the area.


Initial Study
&
Mitigated Negative Declaration
for the

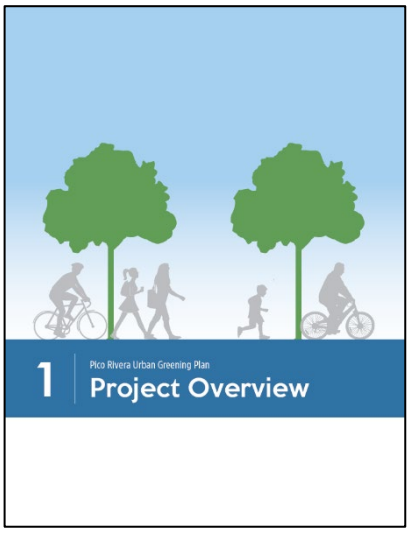
Pico Rivera Regional Bikeway Project

Lead Agency:
City of Pico Rivera
6615 Passons Boulevard
Pico Rivera, CA 90660
Contact: Christina Foulkes

Prepared by:
VCS Environmental
30900 Rancho Viejo Road, Suite 100
San Juan Capistrano, California 92675
Contact: Dan Bolt

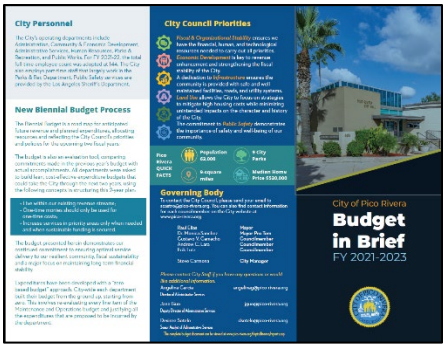
May 2019

PICO RIVERA URBAN GREENING PLAN (2015)



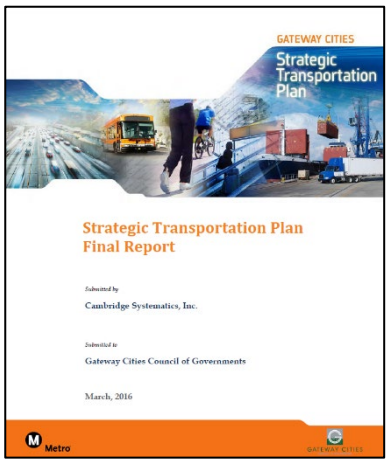
The City of Pico Rivera's Urban Greening Plan (UGP) presents projects that provide a safe and connected bicycle network and pedestrian improvements, creates a unifying street tree canopy for more walkable and bikeable neighborhoods, and identifies prospective green spaces and hydrology improvements. The Urban Greening Plan establishes a system of green streets by incorporating walking, biking, storm water management, and street trees within Pico Rivera's streets. Additionally, the plan provides recommendations on how to successfully implement and maintain these green streets. The City has experienced the cumulative impacts of environmental, social, and economic vulnerabilities that affect quality of life and the built environment. This plan addresses many of these issues by providing a safe and connected multi-modal transportation system, unifying street tree palette, and opportunities for storm water management. The plan through policies and standards has addressed key objectives which reflect proposed improvements and ped/bike management to operate and manage site ped/bike requirements.

PICO RIVERA CAPITAL IMPROMENTION PLAN (2021-2023)



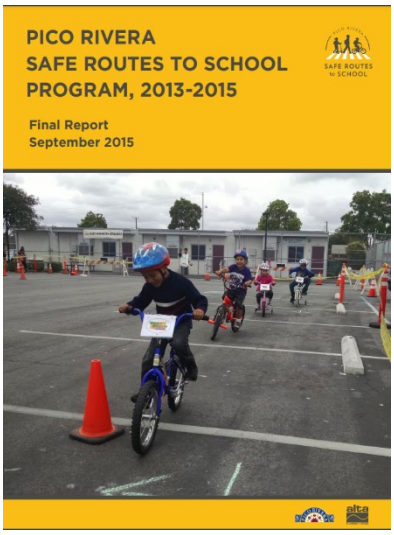
The City of Pico Rivera's Capital Improvement Program (CIP) is a planning document for long-term fiscal sustainability and to support City's quality of life by providing improved design, construction and renovation of major capital projects. Over $10 million in traffic projects are planned for FY 2021-22. The financial plan is developed by City Staff and is adopted by the City Council as a guide for prioritization of various projects to accomplish community goals. The CIP reflects to meet annual goals and funding availability, prioritized capital projects and community needs. These improvements influence Pico Rivera's built and natural environment and help guide the trajectory of future growth or change. The improvements identified in this plan will inform the safety improvements and strategies to be recommended in the City's Local Roadway Safety Plan to ensure consistency.

GATEWAY CITIES STRATEGIC TRANSPORTATION PLAN (2016)



The Strategic Transportation Plan (STP) includes studies to improve the complex transportation network within the Gateway Cities of Los Angeles County. The STP encompasses all modes of surface transportation in the Gateway Cities, including local and regional arterial highways, freeways, local and regional transit, park and ride lots, and active transportation. This plan uses new, state-of-the-art multimodal modeling and analysis to develop a strategic plan for sub regional travel throughout the Gateway Cities and connecting to the Southern California region. The plan has been developed a collaborative process that included significant input, review and approval of all of the jurisdictions throughout the process of developing the plan. The primary objectives of the GCCOG is coordination of transportation infrastructure among its member agencies, neighboring jurisdictions and other regional agencies including the Los Angeles County Metropolitan Transportation Authority (Metro). The improvements identified in this plan will inform the safety improvements and strategies to be recommended in the City's Local Roadway Safety Plan to ensure consistency.

PICO RIVERA SAFE ROUTES TO SCHOOL PROGRAM, 2013-2015 (2015)



The plan includes comprehensive goals to support traveling to school by active modes, and to improve traffic safety for children who walk and bike to school. The Plan talks about various strategies and recommendations to encourage active transportation amongst children to walk or bike to school. These strategies include SRTS Coordinator and Task Force and branding development, spreading awareness through websites, educational programs, encouragement programs, evaluation programs, enforcement programs. Part of the engineering and traffic improvements, the city also focuses on expanding the bike and walkable routes system to school from nearby communities and also focuses on better connectivity throughout the city. The Plan focuses of the strengths of active transportation and strategies for safer routes to school to be recommended in the City's Local Roadway Safety Plan.

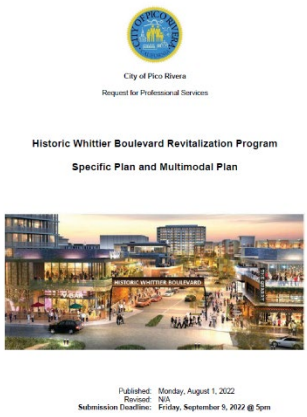
LAKEWOOD/ ROSEMEAD BOULEVARD MASTER PLAN AND COMPLETE STREET EVALUATION (2018)

The plan includes comprehensive goals to support comprehensive multimodal transportation, and enhance sustainability of the communities and address regional transportation needs. The Plan talks about various strategies and recommendations to improve commute to school and implement complete street plans, enhance pedestrian and bicycle plans and improve traffic operations. There strategies will provide opportunities to revitalize the corridor through urban design, mixed used- development and improved transit, bike and pedestrian connectivity. Implementing improvements will attract more development and commercial businesses. The Plan focuses on multi-use, increases multi-modal connectivity and better transit facilities and infrastructure to be recommended in the City's Local Roadway Safety Plan.

WASHINGTON BOULEVARD TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN (2019)

The Washington and Rosemead TOD Specific Plan address revitalization and reuse of the Washington/Rosemead area of future Gold Lone extension in the City of Pico Rivera. The plan creates a framework that strategically assesses and executes an implementation plan an also provides a compact multi-modal, mixed-use, and sustainable environment for the community. The plan also establishes a vibrant, interconnected community-oriented environment that reinforces and reuses, revitalization of the community. The plan would certainly enhance pedestrian and bicycle connectivity and create better mobility options. TOCs include 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. The plan also concentrates on sustainable and mixed used solutions as part this specific plan. The Plan focuses on multi-use, increases multi-modal connectivity and better transit facilities and infrastructure to be recommended in the City's Local Roadway Safety Plan.

HISTORIC WHITTIER BOULEVAD REVILATIZATION PROGRAM SPECIFIC PLAN AND MULTIMODAL PLAN (2022)


City of Pico Rivera

Request for Professional Services

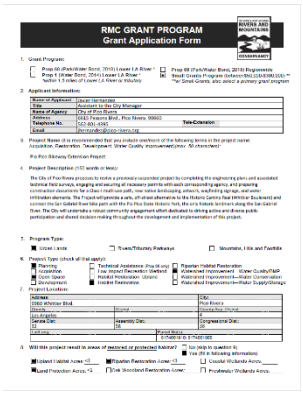
Historic Whittier Boulevard Revitalization Program

Specific Plan and Multimodal Plan

Published: Monday, August 1, 2022
Revised: N/A
Submission Deadline: Friday, September 9, 2022 @ 5pm

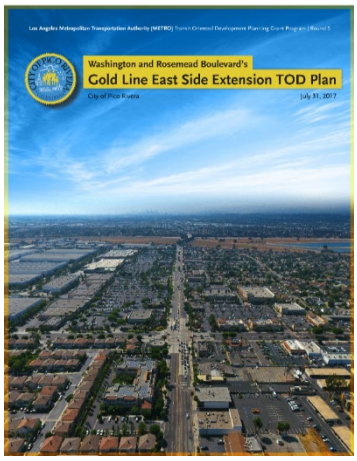
The plan is a data driven, community-oriented standards and guidelines that will serve as blueprint for future development of the corridor, hounding and infrastructure along the corridors that spurs smart growth, mobility and economic activity while retaining the integrity and identify the needs of the community. The revitalization program would enhance multimodal and streetscape design plan, overlay and landscape median improvements of the corridors. The plan includes citywide multi-modal connectivity which will help to close the digital divide in the city and will open access network will allow for multiple service providers to use the network to offer more choice to consumers. The plan also define goals for better connectivity in the unincorporated areas in the City. The Plan focuses on incorporating sustainability, resiliency, accessibility, complete streets, and multi-modal transportation to be recommended in the City's Local Roadway Safety Plan.

WHITTIER BOULEVAD BIKE TRIAL CONNECTION TO PIO PICO STATE HISTORIC PARK (2018)


RMC GRANT PROGRAM
Grant Application Form

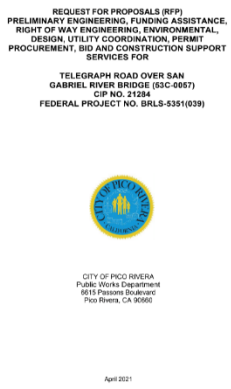
The City proposes a project to propose Class 1 multi-use path, new native landscaping, artwork, wayfinding signage and water infiltration elements. This project will provide a safe, off-street alternative to the Historic Camino Real (Whittier Boulevard) and connect the San Gabriel River bike path with the Pio Pico State Historic Park. The project proposes extended Class-1 regional bikeway network and promote safe, active modes of transportation as a meaningful way to reduce greenhouse gas emissions. The project is focuses on the urban land use considering the goals and policies of the local, regional and State planning criteria. The project would improve access to the Pio Pico State Park with active transportation and improve connectivity within the city. The project focuses on incorporating sustainability, accessibility, improved infrastructure, and active transportation to be recommended in the City's Local Roadway Safety Plan.

GOLD LINE EAST SIDE EXTENTIOSN TOD PLAN (2017)



The TOD Plan supports municipalities across LA County to advance comprehensive transit-supportive planning efforts. Metro has a vested interest in planning efforts around transit stations that promote, encourage and support transit riders and the interface between public transportation and surrounding communities. Metro's Transit Supportive Planning Toolkit (Toolkit) will be the basis for how Metro will evaluate grant applications for Metro's Grant Program and how grant-funded planning efforts are advanced. Interested parties must demonstrate how their proposed project will advance Metro's goals of encouraging transit supportive planning efforts and increasing transit ridership. Transit supportive places are areas where the presence of effective and predictable transit can be enhanced through appropriate patterns and types of development. This can be achieved through practices such as community-scaled density, diverse land use mix, reduced reliance upon private automobiles, and enhanced infrastructure for pedestrians, bicyclists and people of all ages and abilities. The project focuses on incorporating sustainability, accessibility, improved infrastructure, and active transportation to be recommended in the City's Local Roadway Safety Plan.

TELEGRAPH ROAD OVER SAN GABRIEL RIVER BRIDGE (2021)


REQUEST FOR PROPOSALS (RFP)
PRELIMINARY ENGINEERING, FUNDING ASSISTANCE, RIGHT OF WAY ENGINEERING, ENVIRONMENTAL, DESIGN, UTILITY COORDINATION, PERMIT PROCUREMENT, BID AND CONSTRUCTION SUPPORT SERVICES FOR

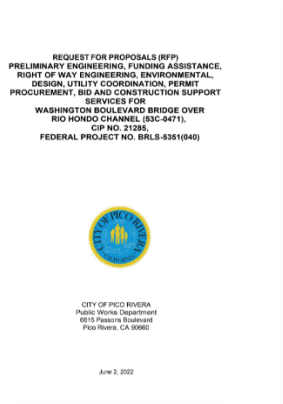
TELEGRAPH ROAD OVER SAN GABRIEL RIVER BRIDGE (53C-0057)
CIP NO. 21284
FEDERAL PROJECT NO. BRLS-5351(039)

CITY OF PICO RIVERA
Public Works Department
6615 Passons Boulevard
Pico Rivera, CA 90660

April 2021

The goal of the project is to replace the bridge utilizing the most cost effective methods and with consideration of the visual context of the bridge within the City. The proposed project work shall include, but not be limited to the replacement of the bridge, access roadways, driveways, and any necessary removal of existing facilities, detours, stage construction, bridge approaches, and any necessary utility relocations. The bridge replacement would require three stages of construction. Four lanes of traffic maintains on the existing bridge. Traffic lanes periodically closes to facilitate certain construction activities during the construction phase of the project. During the construction phases a one traffic lane will be provided on the newly constructed northerly portion of the bridge and one lane will be provided in the southern portion of the bridge. The project focuses on incorporating improved accessibility, improved infrastructure to be recommended in the City's Local Roadway Safety Plan.

WASHINGTON BOULEVARD BRIDGE OVER RIO HONDO CHANNEL (2022)

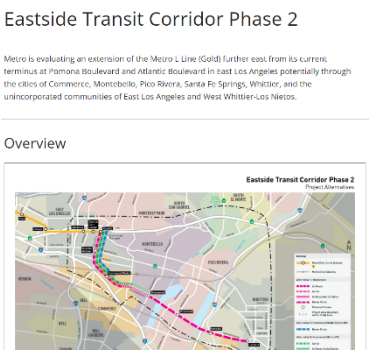

REQUEST FOR PROPOSALS (RFP)
PRELIMINARY ENGINEERING, FUNDING ASSISTANCE, RIGHT OF WAY ENGINEERING, ENVIRONMENTAL, DESIGN, UTILITY COORDINATION, PERMIT PROCUREMENT, BID AND CONSTRUCTION SUPPORT SERVICES FOR
WASHINGTON BOULEVARD BRIDGE OVER RIO HONDO CHANNEL (83C-0471), CIP NO. 21285, FEDERAL PROJECT NO. BRLS-5351(040)

CITY OF PICO RIVERA
Public Works Department
6615 Passons Boulevard
Pico Rivera, CA 90660

June 2, 2022

The study of the project includes life cycle cost analysis which determines removal and replacement of the bridge. This proposal of the improvements to the bridge would improve ADT volume in the city and will have great impact of the communities and commercial centers. This proposal would refine traffic analysis to determine the number of lanes provided to each direction of traffic. The construction phases involves closure of the center if the bridge with 4 lanes available to each direction of traffic. The proposal also involves the closure of both the northernmost and southernmost portions of the bridge and also leaving open two lanes to each direction of traffic. It also involves the closure if center of the bridge leaving 2 lanes of traffic open to each direction. The Plan focuses on incorporating improved accessibility and infrastructure to be recommended in the City's Local Roadway Safety Plan.

METRO EASTSIDE GOLD LINE PROJECT (2022)

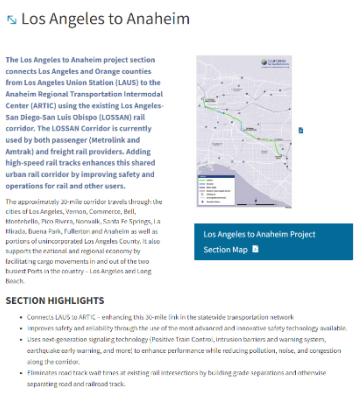

Eastside Transit Corridor Phase 2

Metro is evaluating an extension of the Metro L Line (Gold) further east from its current terminus at Pomona Boulevard and Atlantic Boulevard in East Los Angeles potentially through the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos.

Overview

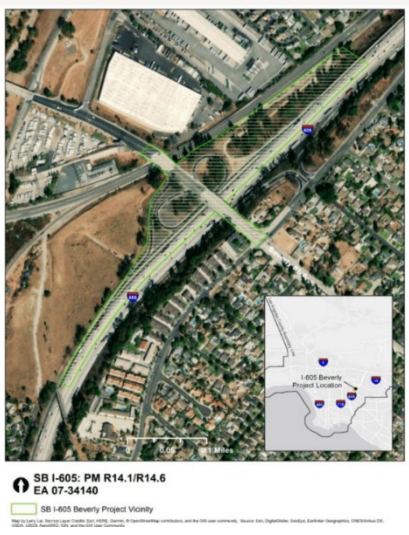
The Metro is evaluating an extension of the Metro L Line (Gold) further east from its current terminus at Pomona Boulevard and Atlantic Boulevard in East Los Angeles potentially through the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos. The purpose of the Eastside Transit Corridor Phase 2 project is to provide a transit connection to the Metro Gold Line Eastside Extension linking communities farther east of Los Angeles to the regional transit network, to improve mobility within the project study area by enhancing transit options, and to address projected growth in an environmentally responsible manner. Additional considerations supporting the need for the Eastside Transit Corridor Phase 2 project include: increased travel demand and projected land use changes; a project area that comprises more than 50 percent of external trip destinations to Central Los Angeles and Los Angeles Central Business District; large concentrations of population and employment presently creating mobility and accessibility challenges; and the high level of automobile congestion on local arterial and highway networks in the project area. The Plan focuses on incorporating sustainability, better accessibility and connectivity to be recommended in the City's Local Roadway Safety Plan.

HIGH SPEED RAIL PHASE II (2021)



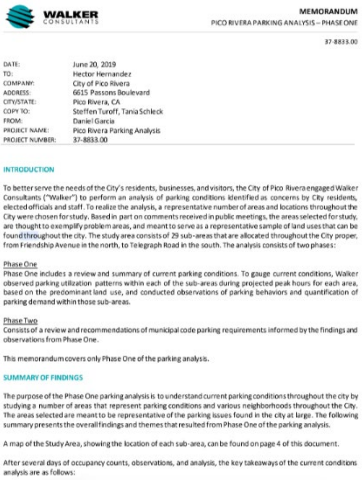
The approximately 30-mile corridor travels through the cities of Los Angeles, Pico Rivera, Norwalk, Santa Fe Springs, La Mirada, Buena Park, Fullerton and Anaheim as well as portions of unincorporated Los Angeles County. Adding high-speed rail tracks enhances this shared urban rail corridor by improving safety and operations for rail and other users. Corridor is currently used by both passenger (Metrolink and Amtrak) and freight rail providers. This proposed project would enhance this 30-mile link in the statewide transportation network. Improves safety and reliability through the use of the most advanced and innovative safety technology available. Eliminates road track wait times at existing rail intersections by building grade separations and otherwise separating road and railroad track. Reduces passenger delays caused by mixing freight and passenger services and provides the capacity for more convenient and easier to use passenger service and schedules. The plan also define goals for better connectivity in the unincorporated areas in the City. The Plan focuses on incorporating accessibility and improved connectivity to be recommended in the City's Local Roadway Safety Plan.

SB I-605 BEVERLY BOULEVARD INTERCHANGE IMPROVEMENTS (2020)



The project consists of replacing the southern bound I-605 on-ramp and off-ramp with a diamond configuration that includes a direct on-ramp and off-ramp, ramp metering and a new signal at Beverly Boulevard allowing for access to both directions of the street. The California Department of Transportation (Caltrans) in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro) and the Gateway cities council of governments (GCCOG) proposes to improve the southern I-605 Beverley Boulevard Interchange through ramp reconfiguration, removal of the collector-distributor road, and provisions of a anew signaled intersection at Beverley Boulevard to allow for eastbound and westbound movement. The plan also define goals for better connectivity in the unincorporated areas in the City. The Plan focuses on incorporating sustainability, resiliency, accessibility, and multi-modal transportation to be recommended in the City's Local Roadway Safety Plan.

PICO RIVERS CITYWIDE PARKING ANALYSIS (2019)



WALKER CONSULTANTS

MEMORANDUM
PICO RIVERA PARKING ANALYSIS – PHASE ONE
37-8833.00

DATE: June 20, 2019
TO: Hector Hernandez
COMPANY: City of Pico Rivera
ADDRESS: 6615 Passons Boulevard
CITY/STATE: Pico Rivera, CA
COPY TO: Steffen Turoff, Tania Schleck
FROM: Daniel Garcia
PROJECT NAME: Pico Rivera Parking Analysis
PROJECT NUMBER: 37-8833.00

INTRODUCTION

To better serve the needs of the City's residents, businesses, and visitors, the City of Pico Rivera engaged Walker Consultants ("Walker") to perform an analysis of parking conditions identified as concerns by City residents, elected officials and staff. To realize the analysis, a representative number of areas and locations throughout the City were chosen for study. Based in part on comments received in public meetings, the areas selected for study, are thought to exemplify problem areas, and meant to serve as a representative sample of land uses that can be found throughout the city. The study area consists of 29 sub-areas that are allocated throughout the City proper, from Friendship Avenue in the north, to Telegraph Road in the south. The analysis consists of two phases:

Phase One
Phase One includes a review and summary of current parking conditions. To gauge current conditions, Walker observed parking utilization patterns within each of the sub-areas during projected peak hours for each area, based on the predominant land use, and conducted observations of parking behaviors and quantification of parking demand within those sub-areas.

Phase Two
Consists of a review and recommendations of municipal code parking requirements informed by the findings and observations from Phase One.

This memorandum covers only Phase One of the parking analysis.

SUMMARY OF FINDINGS

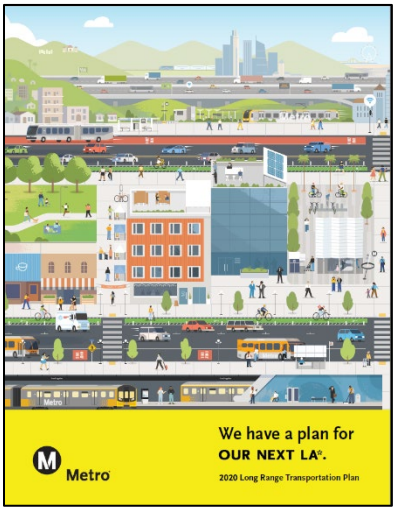
The purpose of the Phase One parking analysis is to understand current parking conditions throughout the city by studying a number of areas that represent parking conditions and various neighborhoods throughout the City. The areas selected are meant to be representative of the parking issues found in the city at large. The following summary presents the overall findings and themes that resulted from Phase One of the parking analysis.

A map of the Study Area, showing the location of each sub-area, can be found on page 4 of this document.

After several days of occupancy counts, observations, and analysis, the key takeaways of the current conditions analysis are as follows:

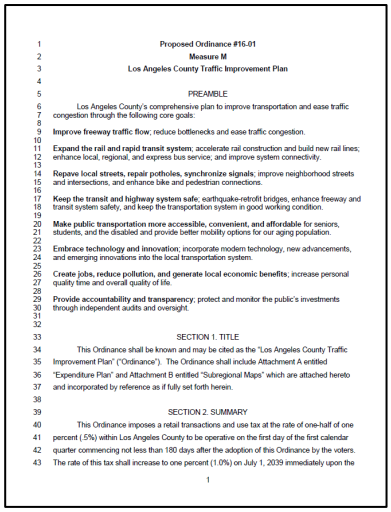
The parking analysis consists of parking utilization patterns within each of the sub areas during projected peak hours for each area, based on the predominant land use, and conducted observations of parking behaviors and quantification of parking demand within those sub areas. Phase two consists of a review and recommendations of municipal code parking requirements informed by the findings and observations from Phase One. The purpose of the Phase One parking analysis is to understand current parking conditions throughout the city by studying a number of areas that represent parking conditions and various neighborhoods throughout the City. The areas selected are meant to be representative of the parking issues found in the city at large. The plan also define goals for parking analysis and reduce congestion in the City. The Plan focuses on incorporating high demand parking spaces and reduce the impact of parking congestion in the city to be recommended in the City's Local Roadway Safety Plan.

LA COUNTY LONG RANGE TRANSPORTATION PLAN (2020)



The plan outlines Metro's visionary outcome is to double the share of transportation modes other than solo driving. The Plan lays out the future roadmap for the county to bring more transportation infrastructure and improved access to transit, resilient and vibrant future for LA County. It focuses on better transit, less congestion, complete streets, and access to opportunities. The actions and goals guide the equity of the city to ensure affordable transportation choices for the needs and sustainability for improved streets and transportation planning.
The plan also focuses strenghts of active transportation connections, community amentities and trail system within the city. The improvements identified in this plan will inform the safety improvements and strategies to be recommended in the City's Local Roadway Safety Plan to ensure consistency.

LA COUNTY TRAFFIC IMPROVEMENT PLAN (2008)



Proposed Ordinance #16-01
Measure M
Los Angeles County Traffic Improvement Plan

PREAMBLE

Los Angeles County's comprehensive plan to improve transportation and ease traffic congestion through the following core goals:

Improve freeway traffic flow; reduce bottlenecks and ease traffic congestion.

Expand the rail and rapid transit system; accelerate rail construction and build new rail lines; enhance local, regional, and express bus service; and improve system connectivity.

Repave local streets, repair potholes, synchronize signals; improve neighborhood streets and intersections, and enhance bike and pedestrian connections.

Keep the transit and highway system safe; earthquake-retrofit bridges, enhance freeway and transit system safety, and keep the transportation system in good working condition.

Make public transportation more accessible, convenient, and affordable for seniors, students, and the disabled and provide better mobility options for our aging population.

Embrace technology and innovation; incorporate modern technology, new advancements, and emerging innovations into the local transportation system.

Create jobs, reduce pollution, and generate local economic benefits; increase personal quality time and overall quality of life.

Provide accountability and transparency; protect and monitor the public's investments through independent audits and oversight.

SECTION 1. TITLE

This Ordinance shall be known and may be cited as the "Los Angeles County Traffic Improvement Plan" ("Ordinance"). The Ordinance shall include Attachment A entitled "Expenditure Plan" and Attachment B entitled "Subregional Maps" which are attached hereto and incorporated by reference as if fully set forth herein.

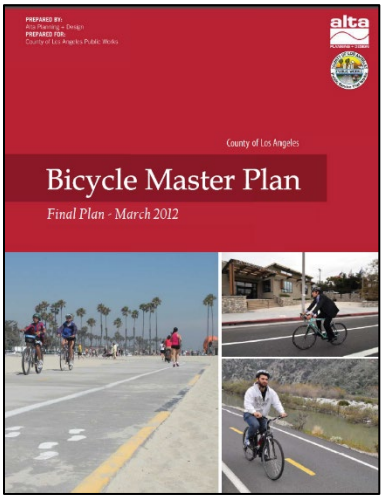
SECTION 2. SUMMARY

This Ordinance imposes a retail transactions and use tax at the rate of one-half of one percent (.5%) within Los Angeles County to be operative on the first day of the first calendar quarter commencing not less than 180 days after the adoption of this Ordinance by the voters. The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the

1

The Plan includes comprehensive goals to improve transportation and ease traffic congestion through improved freeway traffic flow, expand the rail and rapid transit system, repave local streets, repair potholes, synchronize signals, keep the transit and highway system safe, make public transportation more accessible, convenient and affordable, invest in transportation infrastructure. The Plan also focuses on expanding the rail/subway/bus system, and also focuses on better connectivity throughout the county.
The Plan focuses of the strengths of active transportation and strategies for safety improvements to be recommended in the City's Local Roadway Safety Plan.

LA COUNTY BICYCLE MASTER PLAN | FINAL PLAN (2012)



The LA County Bicycle Master Plan provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the county by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity and encouraging more residents to bike. The plan also focuses on projects that improve safety and convenience for bicycle commuters within the county. The plan explores various options for street designs and innovative bicycle lane treatments. The recommendation includes bicycle infrastructure improvements, bicycle-related programs, implementation strategies and policy and design guidelines to incorporate additional improvements to transportation facilities in the county. The goals and policies included in the plan have helped develop and implement bicycle-friendly policies, programs and infrastructure. The improvements identified in this plan will inform the safety improvements and strategies to be recommended in the City's Local Roadway Safety Plan.

LA COUNTY A PLAN FOR SAFER ROADWAYS | VISION ZERO (2020-2025)

The LA County Vision Zero Plan in a five-year plan focusing on achieving the golas of eleiminating traffic- related fatalities on unincorporated County roadways by 2035. The plan also includes elements which will reduce sever injuries and traffic collisions in the long term. The plan identifies vision for the future objectives and actions to enhance traffic safety in collboration with government and community partners. The Plan also includes health equity, data- driven process, and transperancy regulating serval goals and objectives. The plan describes potential findings for ped/bike safety and countermeasures to reduce collisions and traffic congestion. Vision Zero supports and complements and help achieve multiple County policies, plans and actions to create healtier, sustainble and more vibrant communites. The improvements identified in this plan will inform the safety improvements and strategies to be recommended in the City's Local Roadway Safety Plan.

Table 1: Matrix of Planning Goals, Policies, and Projects

Document	Highlights
Pico Rivera Systemic Safety Analysis Report (2020)	The SSAR focused on four main corridors for analysis and improvements. They were Whittier Boulevard, Passons Boulevard, Slauson Avenue, and Paramount Corridor. For Whittier Boulevard, the following intersections were analyzed: Rosemead Boulevard, Paramount Boulevard, Durfee Avenue, Gregg Avenue, Passons Boulevard, Millux Avenue and Lindsey Avenue. The following roadway segments were also analyzed: The whole Whittier corridor and the portions from Esperanza Avenue and Gregg Road and Rosemead Boulevard to Paramount Boulevard. For Passons Boulevard Corridor, the following intersections were analyzed: Washington Boulevard, Slauson Avenue, Rex Road, and Rivera Road. The roadway segments analyzed were: Washington Boulevard to Rex Road and Rex Road to Rivera Road. For Slauson Avenue, intersections analyzed were: Rosemead Boulevard, Paramount Boulevard, Reeve Road, Serapis Avenue, and Crossway Drive. Roadway segments analyzed were Paramount Boulevard to Serapis Avenue and Serapis Avenue to Songfest Drive. The Paramount Boulevard intersections analyzed included: Gallatin Road, Beverly Boulevard, Beverly Road, Loch Lomond Drive, Mines Avenue, Maris Avenue, Washington Boulevard, Rex Road, Trojan Street, Slauson Avenue, Maxine Street, and Telegraph Road. Roadway segments included: Beverly Boulevard to Gallatin Road, Whittier Boulevard to Mines Avenue, Mines Avenue to Washington Boulevard, and Washington Boulevard to Rex Road. Safety Countermeasures were recommended at additional intersections and roadway segments. The additional intersections analyzed with countermeasures recommended included: • Beverly Boulevard and Durfee Avenue • Rex Road and Rosemead Boulevard • Rosemead Boulevard and Danbridge Street • Beverly Boulevard and Pine Street

Document	Highlights
	• Beverly Boulevard and Sandoval Avenue • Kilgarry Avenue and Danbridge Street • Rosemead Boulevard and Havewood Drive Roadway segments included: • Gallatin Road from Paramount Boulevard to Rosemead Boulevard • Kruse Road from Durfee Avenue to Narrows Drive • Mines Avenue from Paramount Boulevard to San Gabriel River
Pico Rivera General Plan | Circulation Element (2014)	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: **Goals** ○ 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 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. **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 to a different location (potentially along Washington Boulevard) to anchor higher intensity transit-oriented development.

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.

Document	Highlights
	• 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. **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. **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. **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.

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.

Document	Highlights
	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: o Prioritize needed intersection improvements. o Identify potential funding sources for needed intersection improvements. o 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. **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.

Document	Highlights

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.

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.

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

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

Document	Highlights
	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. **Policy 5.4-4 Bicycle Support Facilities.** Require bicycle parking and support facilities at new industrial, commercial, institutional developments, and transit facilities, as appropriate. **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. **Goal 5.5** **Well-managed parking opportunities that are balanced with traffic congestion and other City priorities.**

Document	Highlights
	Policy 5.5-1 Parking Standards. Ensure that City parking standards are appropriate to the use and location of existing and new 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.
City of Pico Rivera Strategic Plan (2022-2023)	Strategic plans are a vital tool for local jurisdictions to ensure that the priorities set by the City Council are conveyed in the organization's goals, that strategies are clearly defined to meet those goals, and the overall city government is accountable for meeting the community's needs. • The fundamental components of a strategic plan include mission, vision and values statements, and concise goals, strategies, and actions. Defining the mission of the organization provides a starting point for the planning process; the vision defines the end goal, and the values guide how the organization will behave to reach that goal. **Goals and Strategies:** **Fiscal and Organization Sustainability:** Create a city government built to adapt to change. **Strategies:** o Build a more transparent and sustainable fiscal system to improve trust and efficiency. o Identify and implement opportunities for financial efficiency. o Improve organizational effectiveness to reduce costs and streamline efforts. o Foster organizational sustainability to ensure long-term stability. o Develop, retain, and acquire an effective team within the city.

Document	Highlights
	Economic Development and Land use Encourage the development of vacant/underutilized space, creatively plan for growth and engage the business community to transform the city as an economic and cultural hub. **Strategies** o Foster an environment that promotes diverse business growth, attraction, retention, and housing opportunities in the city. o Create special assessment districts to finance and facilitate economic development. o Facilitate public infrastructure improvements that enhance safety, accessibility, and mobility. o Establish the City of Pico Rivera as an environmentally friendly, sustainable community that attracts green industries. **Infrastructure** Plan, fund, build and maintain reliable and cost- effective infrastructure that contributes to enhancing quality of life. **Strategies:** o Prepare and update master plans to ensure up-to-date planning, innovative practices, sustainable methods, and future technology. o Develop funding policies and strategies to invest in infrastructure planning, construction, and maintenance. o Complete construction of necessary infrastructure projects to implement master plans in a timely manner. o Facilitate a high-level of maintenance of City infrastructure to reduce increased costs from prolonged deferral. **Community Engagement** Foster a connected, collaborative and actively participating city and workforce. Strategies: o Increase community participation and inclusion to cultivate a powerful sense of community pride and public awareness. o Continue city communications and media content to inform, involve, and empower stakeholders. o More effectively communicate information to be transparent, open, and accountable.

Document	Highlights
Pico Rivera Regional Bikeway Project (2019)	**Circulation Element** **Goals and Policies applicable to this project:** • **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. ○ **Policy 5.1-3 Complete Streets:** Accommodate other modes of travel such as bicycling and walking when implementing roadway improvements, where feasible. 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. ○ **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. • **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.

Document	Highlights
	○ **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. Project Proposed: ○ Mines Avenue Class IV Bikeway ○ Mines Avenue Bikeway Bridge ○ Dunlap Crossing Road Bikeways
Pico Rivera Urban Greening Plan (2015)	**Goals for Trees along Transit Corridors:** ○ Increase canopy cover using upright species and varying height to add interest. ○ Encourage infill of existing vacancies where feasible. ○ Plant trees in patterns where feasible. Plant tall and short, fine textured with coarse textured to add interest to the street. ○ Use predominantly columnar or vase-shaped species in the parkway. ○ Median islands can be planted with broader crowing species and accented with specimen palms or other trees that can be used for wayfinding purposes. Bicycle and Pedestrian Corridors: These streets should have consistent character due to bicycle and pedestrian improvements for non-motorized users, and their connections within Pico Rivera and surrounding cities. Areas identified as Bike/Ped focus can use trees that are more diverse than the Commercial and Transit areas. ○ Streets that have bicycle facilities and connections to schools, parks and retail. ○ Streets that should have wayfinding, consistent tree palette and adequate shade for pedestrians. ○ Provide trees species that can be kept at 8 feet from grade to allow room for bicyclists. ○ Decrease summer peak temperatures and sun exposure by increasing large crowning shade trees where parkway space allows. ○ Avoid species with large hard pods or other obstructions that might land in the street.

Document	Highlights
	○ New tree planting should take into consideration that a bicyclist needs at least 3 feet of lateral clearance to operate and avoid trees that might encroach on that space. **Type of Green Streets:** ○ **Commercial Green Streets:** Emphasizes specific branding to establish a strong retail presence. The street includes coordinated streetscape furnishings. Surrounding buildings are typically mixed-use with ground floor retail. ○ **Transit Green Street:** Highlights the transit stops on specific streets. These streets focus on creating safe, attractive pedestrian and/or bicycle connections as a priority to allow optimized access to transit stops. **Pedestrian/bike Green Street:** Creates a comfortable and safe walking environment which includes a bicycle facility or access to school and parks. The street design focuses on walking, biking, and connecting major origins and destinations. **Neighborhood Green Street:** Enhances the walking environment, attracting more pedestrians and creating open space opportunities in residential neighborhoods. Design elements may include different paving materials and textures, landscaping that is adjacent to the roadway, and curb less streets. **Pedestrian Facilities Element** The commercial green street is primarily concerned with the pedestrian environment, and safe routes for pedestrians should be provided, including: ○ Timing of intersections and signal calibration ○ Raised crosswalks and pedestrian signal countdowns ○ Wide sidewalks with adequate street lighting ○ Pedestrian parklets ○ Access to adjacent retail **Standard Improvement:** ○ Corner Curb Extension ○ Pedestrian Scale Lighting ○ Marked Crosswalks ○ Parkway Plants ○ Ped Signals (Countdown) ○ Street trees

Document	Highlights
	○ Special Paving in Sidewalk Zone ○ New Signal and Signal Calibration ○ Street Furnishings ○ Class 3 Bike Routes Class2 Bike Lane **Bicycle Facilities Element:** In addition to walking, people may walk to a bus stop. It is important for adjacent streets to provide safe bicycle routes. Bicycle facilities include: ○ Class 3 bike routes with sharrow markings and roadway signage that bikes may take the lane. ○ Bike lanes if right of way exists.
Pico Rivera Capital Improvement Plan (2021-2023)	The City's Departments have various initiatives for FY 2021-2023 using the City's Council's Major priorities as a guide. • The budget presented herein demonstrates our continued commitment to ensuring optimal service delivery to our resilient community, fiscal sustainability and a major focus on maintaining long-term financial stability. • Expenditures have been developed with a "zero based budget" approach. City-wide each department built their budget from the ground up, starting from zero. • This involves re-evaluating every line item of the Maintenance and Operations budget and justifying all the expenditures that are proposed to be incurred by the department. ○ Recognizing the need for preventative maintenance and repairs to preserve City facilities and infrastructure, the City Council continues to fund multiple capital projects. ○ The Capital Improvement Program (CIP) is a long range fiscal forecast, which identifies major public improvements to the City's infrastructure over the next five years. ○ The City's CIP encompasses street and roadway improvements, park projects, information technology upgrades, facilities infrastructure improvements and other large-scale capital projects. ○ The five-year CIP plan has been developed in accordance with the recommendations set forth in the master plans completed over the last year that include water, wastewater, storm drain, Americans with Disabilities Act (ADA) and Pavement Management Program (to assess the condition of our streets).

Document	Highlights
	The total CIP budget for the five-year period of FY 2021-26 is $187 million. Of this amount, over $114 million represents continuing projects and $73 million in new project funding being requested for FY 2021-22. **City Council Priorities:** • Fiscal and Organizational Sustainability • Economic Development • Infrastructure • Land Use • Public Safety
Gateway Cities Strategic Transportation Plan (2016)	The STP encompasses all modes of surface transportation in the Gateway Cities, including: o Local and regional arterial highways; o Freeways; o Local and regional transit; o Park-and-ride lots; o Active transportation; and o Goods movement and logistics. **Active Transportation Policy Issues:** o **Coordinated Planning.** Although regional connectivity requires regional coordination, active transportation infrastructure planning and implementation are typically conducted at the jurisdictional level. Differing local preferences and priorities can create institutional obstacles to planning and implementation of bicycle or pedestrian infrastructure. Enhanced coordination between jurisdictions, Metro and the GCCOG is a sub-regional priority. o **Integrated Construction**. Transit, roadway, and major utility projects near major transit hubs should incorporate the improvements identified in this ATP and local plans. Interagency coordination will maximize the limited investment dollars available, and minimize disruptions associated with construction projects. o **Safety.** Perceived safety and personal security are important determinants of whether one will choose to walk or bicycle over other means of transportation. Surveys indicate that many do not feel safe or comfortable riding on streets that exhibit high vehicle volumes and travel speeds, or that do not provide marked or separated bicycle lanes.

Document	Highlights
	○ **Connectivity**. The ability to access one's destination is a critical factor when considering transportation modes. Common barriers to accessibility for bicyclists and pedestrians in the Gateway Cities include gaps in the network of bike routes, lanes, and paths; impassable or non-existent sidewalks; linear barriers such as freeways, train tracks, and long blocks; and insufficient infrastructure to facilitate roadway crossings. Traveling long distances can be a barrier to active transportation, thus connecting bicycling and walking to transit is vital for enabling longer trips. **Transit Policy Issues:** ○ **Invest in service and operational improvements that improve the frequency and reliability of existing services.** Funding and financing should be used to preserve and maintain existing services. Where possible, investments should strive to enhance transit service frequency and reliability. ○ **Invest in enhanced personal security features**. Improve personal security of both patrons and employees at bus stops, stations and on buses by investing in enhanced lighting, closed-circuit cameras, and monitoring. ○ **Invest in transit access safety features**. Local jurisdictions and transit agencies share a mutual interest in improving first and last mile access to transit stations and stops. Transit agencies and jurisdictions should work together to improve the safety of bicyclists and pedestrians by addressing hazardous road crossings, removing barriers to access, and improving station area maintenance (e.g. pavement conditions). ○ **Invest in providing real-time arrival and departure information to customers.** Provide real-time bus arrival and departure information to improve system reliability and reduce uncertainty among transit users. ○ Invest in improved transit station and stop amenities to meet the needs of persons with disabilities and senior citizens. Ensure bus stops comply with Americans with Disabilities Act requirements. ○ **Invest in context-sensitive amenities at bus stops.** One size does not fit all when it comes to improving station/stop amenities. The needs of each station and stop in the transit system vary based on location, ridership demand, customer base,

Document	Highlights
	and other context-specific factors. Benches, shading, and other amenities should be implemented to meet the specific needs of each bus stop. ○ **Provide fare incentives to key transit users through regionally coordinated program.** Encourage targeted discounts for students, persons with disabilities, senior citizens, and/or participating employers. ○ **Improve coordination between transit agencies.** Regional constraints require regional solutions. Move toward improved regional cooperation between municipal transit providers and Metro to address system deficiencies, including a compatible fare collection payment system that meets the needs of customers.
Pico Rivera Safe Routes to School Program, 2013-2015 Final Report (2015)	Safe Routes to School (SRTS) is a national movement to support children and families in traveling to school by active modes, and to improve traffic safety for children who walk and bicycle. **SRTS Coordinator Responsibilities:** ○ Meet with school principals and introduce the program. ○ Meet with City departments and local groups to build relationships and partnerships. ○ Attend existing parent group meetings to obtain feedback on challenges to walking/biking and program opportunities. ○ Coordinate logistics with City, District and school staff. ○ Schedule Talk the Talk trainings, citywide bike festival, and other events. ○ Reports findings at Task Force meetings. **Walk Audit Recommendations:**

Location	Observed Change	Lead Agency
Klinedale Ave at Florpark St		Install RRFB (South Side)
Klinedale Ave at Florpark St	MUTCD signage is outdated	Replace existing signage with yellow-green S1-1 and W16-7P (Assembly B) signs

Document	Highlights		
	Florpark St between Hasty Ave and Klinedale Ave	Motor vehicle encroachment onto sidewalk creates obstacles for walkers.	Widen sidewalks to reduce motor vehicle encroachment and improve visibility
	Hasty Ave at Florpark St	No crosswalk on east side.	Construct a crosswalk (east side)
	Hasty Ave at Florpark St	No tactile domes on NE curb ramp.	Install tactile domes on NE curb ramps.
	Nova St at Orange Ave	No tactile domes on NE and SE curb ramps.	Install tactile domes on NE and SE curb ramps.
	Nova St at Orange Ave	MUTCD signage is outdated.	Replace existing signage with yellow-green S1-1 and W16-7P (Assembly B) signs.
	Orange Ave at Sunglow St	No tactile domes on NW, NE and SE curb ramps.	Install tactile domes on NW, NE and SE curb ramps.
	Orange Ave at Sunglow St	No crosswalk on east side.	Construct crosswalk (east side)
	Orange Ave at Sunglow St	MUTCD signage is outdated.	Replace existing signage with yellow-green S1-1 and W16-7P (Assembly B) signs.

Document	Highlights
Lakewood/Rosemead Boulevard Master Plan and Complete Street Evaluation	**Focus Area:** ○ **Lakewood Blvd at PCH:** This focus area is generally consistent with the "Residential Calming" street designation. ○ **Lakewood Blvd at I-405:** This focus area is generally consistent with the "Principal Route" street designation. ○ **Lakewood Blvd at Del Amo Blvd:** This focus area is generally consistent with the "Downtown Lifestyle" street designation. ○ **Lakewood Blvd at SR- 91:** These focus areas are generally consistent with the "Residential Calming," "Principle Route," and "Urban Activity" street designations. ○ **Lakewood Blvd at Alondra Blvd:** These focus areas are generally consistent with the "Residential Calming," "Principle Route," and "Urban Activity" street designations. ○ **Lakewood Blvd at Somerset Blvd & Future Eco Rapid Corridor:** These focus areas are generally consistent with the "Residential Calming," "Principle Route," and "Urban Activity" street designations. ○ **Lakewood Blvd at Firestone**: This focus area is generally consistent with "Residential Calming" street designations. ○ **Lakewood Blvd at Mines Ave:** This focus area is generally consistent with "Residential Calming" street designations. **Objectives:** ○ Identify improvements to reduce transportation related greenhouse gases ○ Identify concepts for creating sustainable communities ○ Identify and develop community to school or safe routes to school plans ○ Identify and develop Complete Street plans and streetscape plans ○ Identify and develop bike and pedestrian safety enhancement plans

Document	Highlights
	○ Identify traffic operations and safety enhancements opportunities **Goals:** ○ Corridor enhancements for multimodal mobility, access, safety and linkages ○ Transit improvement opportunities to preserve transit facilities and optimize transit infrastructure ○ Accessibility and connectivity of the multimodal transportation network **Proposed Projects;** ○ Reducing the Corridor's use as an I-405, SR-91, I-105, and I-5 relieve arterial and maximizing its ability to serve the communities as a complete street with enhanced/increased development ○ At-Grade Crossing Proposed for the West Santa Ana Branch Light Rail Line at Lakewood Boulevard ○ Reduce recurrent intersection delay and improve travel time reliability and information, fuel consumption, and emissions on designated truck route arterials through cross-jurisdictional signal coordination and updated signal controllers and systems Focus will be on the connectivity and relationship between the various transit lines. Proper evaluation of the transit connectivity relies on overall public circulation. Attention will be directed to the following planning elements: ○ Pedestrian pathways, such as sidewalks, need to occur throughout the community in order to effectively connect neighborhoods with facilities and amenities, such as parks, schools, businesses and social locations. ○ Sidewalks and/or trails are to be separated from adjacent streets by parkways and infiltration planters as presented in the streetscape, which are consistent with the Sustainable Strategies. ○ Crosswalks are to be clearly delineated and shall include paving enhancements for easy identification and traffic calming.
Washington Boulevard Transit Oriented Development Specific Plan (2019)	**Goals:** ○ Enhancement of economic development successes in the area ○ Creation of a mixed-used, compact, and multi-modal environment ○ Promotion if sustainable principles in design and development.

Document	Highlights
	○ Enhancement of the pedestrian scale and function of the built environment ○ Establishment of a complementary mix of cultural uses, public spaces and outdoor activities ○ Providing stronger connections with local neighborhoods and connectively with mobility options ○ Promoting a family-oriented, culturally enriched healthy lifestyle ○ Celebration and reinforcement of Pico Rivera's character and history ○ Support future regional transportation and transit planning objectives ○ Positioning the City to be highly competitive in securing future grant funding and alternative funding and financing options. **Policies affecting the Specific Plan Project Area:** **Circulation:** ○ GP 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 ○ GP 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 ○ GP 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. ○ GP 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. ○ GP Policy 5.4-8 ADA. Incorporate American with Disabilities Act (ADA) requirements to create an accessible pedestrian system that can serve all users. **General Plan Land Use:** ○ GP Policy 3.6-2 Sustainable Development. Promote land development practices that reduce energy and water

Document	Highlights
	consumption, pollution, greenhouse gas emissions, and disposal of waste materials. ○ GP Policy 3.8-2 Reuse and Intensification. Promote the reuse of vacant, underutilized and inefficient commercial uses for more economically productive purposes, including higher intensity businesses, housing admixed-use development. ○ GP Policy 3.8-3 Revitalization of Obsolete and Underused Properties. Encourage the consolidation of small parcels, joint public-private partnerships and land clearance and resale, to facilitate revitalization of underused and obsolete commercial properties. ○ GP Policy 3.6-3 Code Enforcement. Improve the appearance of substandard structures, properties and signage through improved code enforcement efforts, which is the primary means to ensure that properties are well-maintained. ○ GP Policy 3.7-2 Neighborhood Revitalization. Promote revitalization of neighborhoods in need by maintaining public improvements, encouraging infill development compatible with the scale and character of existing development, and supporting public and private efforts to upgrade and maintain neighborhood appearance and the existing housing stock. ○ GP Policy 3.7-5 Innovative Housing. Encourage development of innovative forms of housing that increase the diversity of affordable housing options in the city and provide additional quality housing options for residents of all income levels. ○ GP Policy 3.11-2 Specific Plans. Support the preparation and adoption of new specific plans consistent with policies pertaining to the redevelopment of properties within opportunity areas to assure achievement of the intended scale, character and quality of development **General Plan Housing;** ○ GP Policy 2.1: Support and promote the creation of new opportunities for affordable housing. ○ GP Policy 3.2: Pursue the feasibility of providing additional senior housing opportunities in the City. **Opportunity Areas and Corridors: (Washington and Rosemead Intersection)** ○ Ensure that any new transit-oriented development in this area is carefully planned by requiring a Specific Plan or Master Plan to

Document	Highlights
	ensure an appropriate mix of land uses, high quality design, and that infrastructure, amenities and services needed to adequately serve the development are provided. o Should the proposed above-grade transit station associated with the Gold Line Eastside Extension be developed, ensure that opportunities to enhance visibility of commercial uses, improved transit connections in the city and improved pedestrian access are addressed. o Support ongoing improvement of commercial properties in this area through programs of financial assistance, code enforcement, business investment district and partnerships with local businesses. **Opportunity Areas and Corridors: (Washington and Paramount Intersection)** o Implement Safe Routes to School recommendations to encourage the safety of children attending the school's further north. o Enhance the intersection through special lighting, signage, landscaping, architectural elements, paving and other unique features to reinforce its location as a key entry to the civic center. o Strengthen pedestrian and bicycle linkages between businesses at the intersection, to adjacent neighborhoods and to the Civic Center. **Zoning:** o GP Policy 4.2: Establish a mixed-use overlay zone and increase minimum density in identified areas to meet the City's housing need. o GP Policy 5.1: Continue to support changes to the City's Zoning Ordinance as a means to streamline the development process. The specific plan area is currently zoned for R-I–Residential Infill. o South of the site is currently zoned for P-F–Public Facilities, IPD–Industrial Planned Development and S-F–Single Family Residential; o West of the site is currently zoned for-G–General Industrial; o North of the site is currently zoned for C-I–General Commercial, C-G–Community Commercial, and S-F–Single Family Residential; o And east of the site is currently zoned for S-F–Single Family Residential, R-M–Multi-Family Residential, and C-G–Community Commercial.

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	Economic Development; ○ Policy 7.3-13 Workplace Alternatives. Promote the establishment of workplace alternatives, including home occupations and telecommuting to reduce peak hour congestion, including permitting home occupations in all residential districts. ○ Policy 7.3-14 Business Incubators. Encourage the development of technology incubators to promote entrepreneurship and support start-up companies. **Findings;** **Bike and Pedestrian access:** Potential for bike lanes along Washington boulevard to created increased access to the proposed Metro transit stop and to connect the Class I bike lanes along Rio Hondo and San Gabriel River. **Bike and Pedestrian access:** Increased pedestrian safety measures including additional crosswalks along Paramount, Rosemead and Washington to slow traffic and provide safer routes for residents to walk to work, nearby retail center, or to school. **Complete Neighborhoods:** Additional retail uses that serve immediate need of the surrounding community, including supermarkets and grocery stores, restaurants and eateries, and activity centers or open space parks to serve nearby neighborhoods. **Complete Neighborhoods:** Current housing conditions include majority single family residential, there are opportunities for increased multifamily housing as a part of mixed-use developments in commercial centers off Washington or infill residential development such as town =homes or condos. **Connectivity:** Washington Boulevard has the highest levels of collisions and lowest levels of service during peak traffic hours. Increased bicycle pedestrian services om Washington would provide additional routes of access to the proposed Metro Transit Stops.
Historic Whittier Boulevard Revitalization Program Specific Plan and Multimodal Plan	**Goals and Objectives:** ○ Develop a comprehensive assessment and analysis of the existing conditions, challenges and opportunities within the Whittier Boulevard and Durfee Avenue corridors and surrounding communities. ○ Establish a clear vision, mission, goals and objectives that will serve as the guiding principles for the major chapters of the Specific plan which aligns with the City's General Plan.

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	○ Develop data driven, community- oriented standards and guidelines that will serve as the blueprint for future development, housing and infrastructure along the corridors that spurs smart growth, mobility and economic activity while retaining the integrity and identify of the community it serves. ○ Develop a technical specific plan that incorporates modern industry standards and practices such as but not limited to form based code, sustainability, resiliency, accessibility, complete streets, multi-modal transportation and more. The project area generally encompasses the east-west Whittier Boulevard commercial corridor between the western city boundary shared with the City of Montebello and the eastern city boundary shared with the City of Whittier (see image below). The project area also includes a portion of the north-south Durfee Avenue corridor extending from Bartolo Avenue on the north end to Passons Boulevard on the south end. Please be advised that these project boundaries are not exact and are subject to change throughout the planning process. **Focused Areas:** ○ Land use planning and zoning ○ Mixed-use development with an emphasis on affordable housing ○ Parks, open, and recreation space ○ Urban streetscape, landscape and architectural design ○ Creative funding and financing mechanisms (e.g special assessment districts) ○ Multimodal transportation and mobility ○ Social justice, equity, diversity, and inclusion ○ Technology advancements and disruptive innovations in community development ○ Environment sustainability, climate change and resiliency ○ Public health and wellness ○ Public safety and security ○ Strategic partnership and leveraging resources ○ Private sector influence on community and economic development ○ Civil engineering

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	○ Environmental compliance ○ Communications, content creation, 3D modelling **Whittier Boulevard Overlay & Landscape Median Improvements:** ○ The Whittier Blvd Overlay Project consists of removing/grinding 2-inches of the existing asphalt and replaced with a 2-inch asphalt rubber hot mix from Paramount Boulevard to Durfee Avenue. ○ The Whittier Boulevard Landscape Median Improvements consist of the beautification of the median islands along Whittier Boulevard from Paramount Boulevard to the east City limits. ○ Some of the main improvements include the installation of an irrigation system, hardscape, drought tolerant plants and trees. **Pico Rivera Bikeway Extension Project:** ○ In partnership with the RMC, the City seeks to complete the engineering design plans for a Class-I multi-use trail adjacent to Whittier Blvd. ○ Connect the San Gabriel River bike path with the Pico Rivera State Historic Park, the only California State Historic Landmark along the San Gabriel River. **Multimodal & Streetscape Design Plan:** ○ Funded by the Caltrans Sustainable Communities Grant Program, the multimodal and streetscape design plan will serve as the formal transportation/circulation element of the Specific Plan and satisfy the independent deliverable of the Caltrans grant. ○ Through creative streetscape designs, this plan will explore and define a built environment that prioritizes the safety of vulnerable road users while promoting a more walkable, bikeable and transit-friendly community.
Whittier Boulevard Bike Trail Connection to Pio Pico State Historic Park (2018)	• Equitably engage the public, especially disenfranchised communities, while building capacity, trust, and confidence to actively participate in civic decision-making processes, • Increase access to cultural centers, historic landmarks, parks, open, and recreation space with an emphasis on Disadvantaged Communities; • Extend the Class-I regional bikeway network and promote safe, active modes of transportation as a meaningful way to reduce greenhouse gas emissions and improve public health outcomes;

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	• Beautify areas of the City that contribute to visual blight and instill a greater sense of social stewardship for public facilities among the public; • Boost climate resilience by educating the public, restoring natural habitats, improving water quality, reducing GHG, and utilizing renewable energy and/or reusable materials. • The Project will include localized wayfinding and directional signage to guide patrons to local attractions and destinations such as the historic park, the river bike path, and local transit stops. The signage will comply with regionally established standards and where possible exercise design discretion for interpretive signage and community-oriented education/information boards. • The Project will establish a new Class-I multi-use trail to accommodate safe passage between the San Gabriel River bike path and Pio Pico State Historic Park. The existing roadway condition does not include a bike lane and the sidewalk satisfies the minimum design standards for pedestrian use. The new trail will be ADA compliant and will be completely separated from vehicular traffic to accommodate a wide range of users, especially vulnerable road users. • The Project will activate and beautify an area that is otherwise considered visual blight due to the lack of landscape maintenance and regular illegal dumping. • The Project will add to the existing regional bikeway network by extending a Class-I trail connection from the San Gabriel River to the existing Pio Pico State Historic Park.
Gold Line East Side Extension TOD Plan (2017)	Transit Supportive Planning elements: 1. Compact Design: Higher density, especially within a quarter or half mile of a transit facility, can impact travel behavior by providing more opportunities to live in close proximity to transit. 2. Street and Network Connectivity: Well-connected streets and non-automobile networks bring destinations closer together, reduce travel distances, and improve pedestrian and bicycle access to adjacent areas and uses. 3. Affordable Housing: Low-income residents often have some of the highest rates of transit ridership. Adding new affordable housing near transit can improve access to employment, health

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	care and education opportunities, and reduce commuting cost for low-income families. 4. Transit Prioritization, accessibility and area design: Prioritizing transit and active transportation as the first and highest priority of a circulation network may result in increased transit service, through better travel times and speeds, which can result in significant transit ridership improvements. 5. Transportation Demand Management: TDM strategies influence a variety of factors to encourage greater transportation system efficiency, including trip mode, trip timing, travel safety and trip cost. 6. Complete Neighborhood: Complete neighborhoods include variety of housing options, retail and commercial services, and community services. Complete neighborhoods bring land uses and amenities closer together, reduce travel distances, and allow for more non- automobile trips. 7. Site Layout, Parking Layout & Building Design: Placing buildings towards the edges of streets and public spaces help create walkable urban environments. 8. Commercial Stabilization, Business Retention & Expansion: Commercial stabilization measures can help protect and encourage existing small, local businesses that serve the needs of neighborhood residents. 9. Parking Management: Efficient parking management can reduce the parking supply needed, allowing an increase in land use intensity, mix of uses, wider sidewalks and bike networks. 10. Pedestrian and Bicycle Circulation: Adding pedestrian and bicycle amenities to station areas and connecting those facilities to the surrounding area can create a more accessible transit environment, encouraging new riders.
Telegraph Road Over San Gabriel River Bridge (2021)	• The goal of the project is to replace the bridge utilizing the most cost effective methods and with consideration of the visual context of the bridge within the City. • The proposed project work shall include, but not be limited to the replacement of the bridge, access roadways, driveways, and any necessary removal of existing facilities, detours, stage construction, bridge approaches, and any necessary utility relocations.

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	• The bridge replacement would require three stages of construction. Four lanes of traffic maintains on the existing bridge. Traffic lanes periodically closes to facilitate certain construction activities during the construction phase of the project. • During the construction phases a one traffic lane will be provided on the newly constructed northerly portion of the bridge and one lane will be provided in the southern portion of the bridge.
Washington Boulevard bridge over Rio Hondo Channel (2022)	• The study of the project includes life cycle cost analysis which determines removal and replacement of the bridge. • This proposal of the improvements to the bridge would improve ADT volume in the city and will have great impact of the communities and commercial centers. • This proposal would refine traffic analysis to determine the number of lanes provided to each direction of traffic. The construction phases involves closure of the center if the bridge with 4 lanes available to each direction of traffic. • The proposal also involves the closure of both the northernmost and southernmost portions of the bridge and also leaving open two lanes to each direction of traffic. It also involves the closure if center of the bridge leaving 2 lanes of traffic open to each direction.
Metro Eastside Gold Line Project	The Public Participation Plan for the Eastside Transit Corridor Phase 2 project provides an efficient, proactive and comprehensive guide to community outreach efforts throughout the Draft EIS/EIR and Advanced Conceptual Engineering phases of this project. This Plan builds on the foundation of the public engagement effort developed during the Alternatives Analysis. The public involvement and consensus building effort for this project has several goals and objectives; it will: • Utilize an inclusive outreach strategy that both informs and maximizes input from a broad range of project stakeholders; Provide forums for residents, businesses and community leaders to participate in the planning process;

Document	Highlights
	• Create multiple opportunities for the generation of ideas, comments and possible mitigation measures; and, • Establish a forum for educating stakeholders on a regular basis as the project evolves.
High Speed Rail Phase II	• The Los Angeles to Anaheim project section connects Los Angeles and Orange counties from Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC) using the existing Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor. The LOSSAN Corridor is currently used by both passenger (Metrolink and Amtrak) and freight rail providers. Adding high-speed rail tracks enhances this shared urban rail corridor by improving safety and operations for rail and other users. • The approximately 30-mile corridor travels through the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, La Mirada, Buena Park, Fullerton and Anaheim as well as portions of unincorporated Los Angeles County. It also supports the national and regional economy by facilitating cargo movements in and out of the two busiest Ports in the country – Los Angeles and Long Beach. • Connects LAUS to ARTIC – enhancing this 30-mile link in the statewide transportation network • Improves safety and reliability through the use of the most advanced and innovative safety technology available. • Uses next-generation signaling technology (Positive Train Control, intrusion barriers and warning system, earthquake early warning, and more) to enhance performance while reducing pollution, noise, and congestion along the corridor. • Eliminates road track wait times at existing rail intersections by building grade separations and otherwise separating road and railroad track.

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	• Reduces passenger delays caused by mixing freight and passenger services and provides the capacity for more convenient and easier to use passenger service and schedules. • Four proposed stations: LAUS, ARTIC, Norwalk/Santa Fe Springs and Fullerton.
SB I-605 Beverley Blvd. Interchange Improvement Project	• The project consists of replacing the southern bound I-605 on-ramp and off-ramp with a diamond configuration that includes a direct on-ramp and off-ramp, ramp metering and a new signal at Beverly Boulevard allowing for access to both directions of the street. • The California Department of Transportation (Caltrans) in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro) and the Gateway cities council of governments (GCCOG) proposes to improve the southern I-605 Beverley Boulevard Interchange through ramp reconfiguration, removal of the collector-distributor road, and provisions of a anew signaled intersection at Beverley Boulevard to allow for eastbound and westbound movement. • The plan also define goals for better connectivity in the unincorporated areas in the City.
Pico Rivera Citywide Parking Analysis (2019)	The purpose of the Phase One parking analysis is to understand current parking conditions throughout the city by studying a number of areas that represent parking conditions and various neighborhoods throughout the City. The areas selected are meant to be representative of the parking issues found in the city at large. The following summary presents the overall findings and themes that resulted from Phase One of the parking analysis. The level of parking Congestion observed among sub areas with the same land uses varied significantly. Some areas were found to experience parking issues. Others did not. • For example, not all sub areas characterized as Single Family Residential (SF) zones were found to have parking congestion issues.

Document	Highlights
	• Subarea F's parking congestion is likely due to the physical characteristics of the neighborhood i.e., older, smaller lots and structures, and driveways) meaning that more cars may be parking On-street because there is limited off -street space. • Off all the Single Family Residential (SF) sub-areas characteristics of the neighborhood meaning that more cars may be parking on- street because there is limited off-street space. • Multiple Family Residential (RM) Zones were observed to have high on street parking utilization, including sub- area M and T. This is typical in many multifamily zones throughout Southern California. • Residential streets near parks with youth and adult sports leagues appeared to experience spillover does not appear to be an issue during off- peak park hours. • Commercial Planned Development (CPD) sub-areas appear to have sufficient parking even with restaurant additions. • Commercial spillover into residential streets seems to occur in some sub- areas, the level of spillover does not yet appear to have reached a critical point.
LA County Long Range Transportation Plan (2020)	As outlined in the *Vision 2028 Strategic Plan*, Metro's visionary outcome is to double the share of transportation modes other than solo driving. The Plan details five goals: o Provide high-quality mobility options that enable people to spend less time traveling o Deliver outstanding trip experiences for all users of the transportation system o Enhance communities and lives through mobility and access to opportunity o Transform LA County through regional collaboration and national leadership o Provide responsive, accountable, and trustworthy governance within the Metro organization **Strategic Plan goals:** o **Better Transit:**

Document	Highlights
	Provide more transit options with improved quality and service. - Transit Projects - Bus Improvements - New Mobility Options ○ **Less Congestion:** Managing the transportation system to reduce the amount of time people spend in traffic. - Roadway Improvements - Congestion Managements - Goods Movements ○ **Complete Streets:** Making streets and sidewalks safe and convenient for everyone, to support healthy neighborhoods. - Bike and Pedestrian Projects - Local Streets Improvements - Station and Stop Access Enhancement ○ **Access to Opportunity:** Investing in communities to expand access to jobs, housing and mobility options. - Workforce initiatives - Support for Local Business - Transit Orients Communities Transit improvements in the 2020 LRTP, including the expansion of Metro Rail and Bus Rapid Transit, will help add more than 1,000,000 daily transit trips, an increase of 81%. For commute trips, this has the potential to increase transit mode share for daily trips to and from work from 8.8% to 14.7%. **Complete Streets:** Complete streets create a comprehensive, integrated network that utilizes infrastructure and design to allow safe and convenient travel along streets for all users. This means better connectivity and integration of all transportation modes, including active transportation, private vehicles, transit and commercial deliveries. Complete streets provide safer crossing and roadway facilities for bicyclists and pedestrians, have more greenery and fewer potholes, and help create a more environmentally sustainable transportation system.
LA County Traffic Improvement Plan (2008)	**Projects funded under traffic improvement plan**:

Document	Highlights
	• Transit Operating and Maintenance Sub fund, for Metro Rail Operations program funds, Transit Operations (Metro and Municipal Providers) program funds, ADA Paratransit for the disabled and metro discounts for seniors and students program funds. ○ Metro Rail Operations program funds are eligible to be used for Metro Rail State of Good Repair. ○ Transit Operations program funds are eligible to be used for Metro State of Good Repair. • Transit, First/Last Mile (Capital) Sub fund, for Transit Construction (including System Connectivity Projects – Airports, Union Station, and Countywide BRT) program funds and Metro State of Good Repair program funds. This sub fund shall include a Transit Contingency Sub fund. • Highway, Active Transportation, Complete Streets (Capital) sub fund, for Highway Construction (including System Connectivity Projects – Ports, Highway congestion Programs and Goods Movement) program funds and Metro Active Transportation Bicycle, Pedestrian, Complete Streets) program funds. This sub fund shall include a Highway Contingency Sub fund. • Local Return/Regional Rail Sub fund, for local Return program fuds and regional rail program funds. **Expenditure Plan Major Projects:** Such expenditures shall commence in the fiscal year identified in the column "Groundbreaking Start Date," or in the subsequent two fiscal years, except that expenditures for preconstruction costs may commence sooner.
LA County Bicycle Master Plan (2012)	The purpose of creating a Bicycle Master Plan for the County of Los Angeles, and how the community has been involved in the planning process. It also presents the benefits of bicycling, describing how a bicycle-friendly County will contribute to resolving general complex issues that affect the quality of life of its residents. **Goals, policies and implementation Actions:** The Goals, Policies, and Implementation Actions necessary to implement the Plan. The overarching goal of the Plan is to increase bicycling throughout the County of Los Angeles through the development and implementation of bicycle-friendly policies, programs, and infrastructure. To achieve this, the Plan identified the following goals:

Document	Highlights
	Goal 1 - Bikeway System: Expanded, improved, and interconnected system of County bikeways and bikeway support facilities. **Goal 2 - Safety:** Increased safety of roadways for all users. **Goal 3 - Education**: Develop education programs that promote safe bicycling. **Goal 4 - Encouragement Programs**: Encourage County residents to walk or ride a bike for transportation and recreation. **Goal 5 - Community Support**: Community supported bicycle network. **Goal 6 - Funding**: Funded Bikeway Plan. **Policies:** ○ **Policy 1.1** Construct the bikeways proposed in 2012 County of Los Angles Bicycle Master Plan over the next 20 years. ○ **Policy 1.2** Amend the County Code to encourage additional bikeways and bicycle support facilities. ○ **Policy 1.3** Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations. ○ **Policy 1.4** Support the development of bicycle facilities that encourage new riders. ○ **Policy 1.5** Complete regular updates of the bicycle master plan to be current with policies and requirements for grant funding and to improve network. ○ **Policy 1.6** Develop a bicycle parking policy. ○ **Policy 2.1** Implement projects that improve the safety of bicyclists at key locations. ○ **Policy 2.2** Encourage alternative streets standards that improve safety such as lane reconfigurations and traffic calming ○ **Policy 2.3** Support traffic enforcement activities that increase bicyclist's safety. ○ **Policy 2.4** Evaluate impacts on bicycles when designing new or reconfiguring streets ○ **Policy 2.5** Improve and enhance the County's suggested routes to school programs. ○ **Policy 2.7** Support the use of the Model Design Manual for living streets and design as a references for DPW. ○ **Policy 3.1** Provide bicycle education for all road users, children and adults ○ **Policy 3.2** Create safety education campaigns aimed at bicycle and motorists (eg: public service announcements, brochures)

Document	Highlights
	○ **Policy 3.3** Train county staff working a streets design, construction and maintenance projects to consider the safety of bicycles in their work. ○ **Policy 3.4** Support training for the California Highway Patrol (CHP) ○ **Policy 4.2** Support organized riders or cycling events, including those that may include periodic streets closures in the unincorporated areas. ○ **Policy 4.2** Encourage non-automobile commuting ○ Policy 4.3 Develop maps and wayfinding's signage and striping to assist navigating the regional bikeways.
LA County A Plan for safer Roadways (2020-2025)	**Guiding principles:** Three guiding principles will direct decision making as the County implements Vision Zero actions: ○ **Health Equity:** Reduce gaps in health outcomes by addressing the practices that disadvantage some populations over others and lead to health inequities. ○ **Data-driven process:** Identify where and why traffic collisions are happening and prioritize projects and programs in these areas. ○ **Transparency:** Maintain regular communication with the public about progress, and how the County is working to enhance traffic safety. **Objectives**: Based on meetings with community members, County departments, and partner agencies, a clear set of actions has been developed for the next five years to move closer to the goal of eliminating traffic fatalities and severe injuries. These actions include efforts to update, expand, and establish new processes, policies, trainings, projects, and programs. The actions are organized into five objectives. These objectives represent the County's priorities and help put the guiding principles into action. ○ Enhance County Processes and Collaboration ○ Address Health Inequities and Protect Vulnerable Users ○ Collaborate with Communities to Enhance Roadway Safety ○ Foster a Culture of Traffic Safety ○ Be Transparent, Responsive, and Accountable