



CITY OF PICO RIVERA Initiative Brief

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ROSEMEAD/LAKEWOOD BOULEVARD COMPLETE CORRIDOR PROJECT (BRT + ATP + TOD)



Information is subject to change without notice

Document will be update regularly

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Overview

The City of Pico Rivera is spearheading the development of a regional north-south bus rapid transit corridor along Rosemead/Lakewood Boulevard in the Gateway Council of Governments sub-region.

Introduction

The impacts of climate change have compelled aggressive actions and policies to reduce global greenhouse gas (GHG) emissions, reduce vehicles miles traveled (VMT), reduce energy demands, and reduce waste. National transportation policy is shifting from vehicle-dominated roads and highways to Complete Streets that prioritize people and emphasize mass transit (commuter rail, light rail, BRT), active transportation (Class-I & IV bikeways), micro electric vehicles, and that facilitate transit-oriented development. Similarly, Los Angeles County is divesting from highway expansion and now prioritizing multimodal and Complete Streets elements in all highway projects. The SR-710 North, the I-710 South, and the I-605 freeway projects are chief examples. Aside from much needed operational improvements on the I-605 freeway, it's safe to assume that the grander highway expansion project is unlikely to advance. Nevertheless, the need to address north-south mobility for people, vehicles, and goods movement remains. Converting Rosemead/Lakewood Boulevard to a Complete Street with BRT while jointly improving the flow of traffic on the I-605 can serve as a combined strategy to improve regional mobility and to stimulate transit-oriented community and economic development in the southeastern quadrant of Los Angeles County.

Project Description

The concept for a unified, regional north-south bus rapid transit corridor arose from various Complete Streets plans and projects along Rosemead/Lakewood Boulevard that are generally related but largely planned independently city by city. Nevertheless, the common denominator and shared goal is to convert the boulevard into a multimodal corridor. For example, the Gateway COG led an effort to develop a Complete Streets Master Plan from Pico Rivera to Long Beach that explored the introduction of active transportation facilities. Also, the SGVCOG is finalizing phase one of the San Gabriel Valley Transit Feasibility Study, which identifies and proposes Rosemead Boulevard from East Pasadena to Pico Rivera's planned Metro light rail station on Washington Boulevard as a high-priority, north-south alternative for bus rapid transit.

The **Rosemead/Lakewood Boulevard Complete Street & Bus Rapid Transit Project** aims to build synergy and streamline ongoing efforts in the San Gabriel Valley and the Gateway Cities to plan and build a 26-mile multimodal corridor that incorporates, where feasible, high-quality active transportation facilities and dedicated bus guideways to improve regional mobility, improve safety for vulnerable road users, and stimulate transit-oriented community and economic development. As the linchpin city between the San Gabriel Valley and Gateway Cities sub-regions, the City of Pico Rivera is spearheading efforts to facilitate early coordination until a regional, better-equipped planning entity such as Metro, a dedicated JPA, or a COG can undertake the project in full. *The project is subject to approval by each city and jurisdiction within the corridor.*

Corridor Cities

San Gabriel Valley	Miles
East Pasadena (unincorporated)	1.2
East San Gabriel (unincorporated)	1.1
Temple City	1.9
Rosemead	1.2
El Monte	0.7
South El Monte	0.9
Whittier Narrows (unincorporated)	2.6
Total miles in the San Gabriel Valley = 9.6	

Gateway Cities	Miles
Pico Rivera	4.3
Downey (0.6 miles shared with Bellflower)	4.6
Bellflower	1.4
Paramount (shared Bellflower)	0.9
Lakewood (1.5-miles shared with Long Beach)	2.5
Long Beach	3.0
Total miles in the Gateway Cities = 16.7	

Initial Feasibility & Outreach

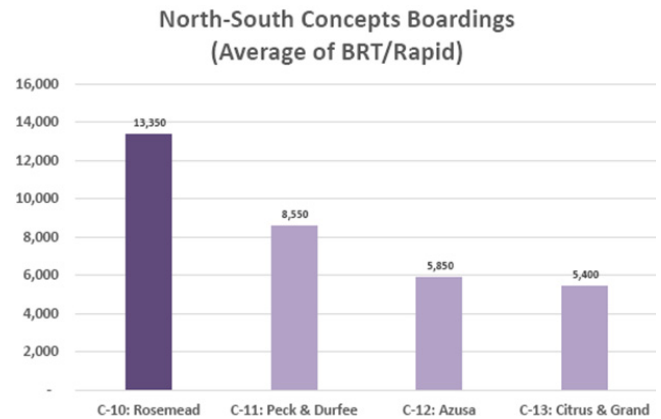
The City of Pico Rivera fully recognizes that a regional project of this nature requires engagement, collaboration, and approval from each respective city in the corridor. Pico Rivera is currently serving as the lead agency due to the direct coordination with the San Gabriel Valley COG's BRT plans to connect with the Eastside Gold Line station on Washington Blvd. As such, Pico Rivera has formally engaged Mark Christoffels of HDR to develop a high-level feasibility study; support outreach efforts to corridor stakeholders; and to draft a white paper regarding a possible joint-powers planning and construction authority. At this stage, Pico Rivera is aiming to secure additional seed funding to update the GWCOG's Rosemead/Lakewood Boulevard Complete Streets Master Plan with a comprehensive vision and preliminary design (5%) for a bus rapid transit line within the corridor. During this initial planning phase, staff will establish a formal technical advisory committee comprised of members from each city to inform and fully vet the preliminary vision plan. The scope of work will also include public outreach and engagement along with presentations to each city council, appropriate commissions, and other jurisdictional authorities as necessary. Pico Rivera will also engage Metro and the GWCOG to determine the most appropriate project management strategy beyond the initial vision planning stage.

The City of Pico Rivera has conducted outreach to the following:

Entity	General Summary
San Gabriel Valley COG - Executive & Project Team	Ongoing coordination to advance a BRT into Pico Rivera and connect to the planned Metro Eastside Gold Line Station on Washington Bl.
Gateway COG executive team	Supportive; recognize the value of the proposed project; offered to help coordinate outreach with appropriate oversight bodies
GWCOG - City Managers Committee	Supportive; open to exploring feasibility and capture public comment; recommended additional outreach to corridor cities; recognize the potential for transportation mode shift to transit, GHG & VMT reductions, and to promote transit-oriented economic & community development.
GWCOG - Rosemead/Lakewood Bl. TAC	Open to initial planning to explore feasibility and capture public sentiments; Outlined initial areas of concern related to traffic impacts
Eco-Rapid Transit JPA - Ex. Director	Supportive; recognize the potential for transportation mode shift to transit, GHG & VMT reductions, and to promote transit-oriented economic & community development.
Regional Elected Representatives: <ul style="list-style-type: none"> - US Rep. Linda Sanchez - District Staff - CA Senator Bob Archuleta (Pico Rivera) - District Staff - CA Senator Lena Gonzalez (Long Beach) - CA ASM Calderon - District Staff - LACo Sup. Hahn - Metro Deputies & District Staff - LACo Sup. Barger - Metro Deputy - Metro Director & Councilman Dutra - Metro Deputy - Metro Director & Councilman Sandoval - Metro Deputy 	Supportive; recognize the potential for transportation mode shift to transit, GHG & VMT reductions, to promote transit-oriented economic & community development, and to connect major points of interests (e.g. LBC Airport)
Planned: <ul style="list-style-type: none"> - 91/605/405 TAC & Metro Highway Division - 1 on 1 with Corridor Cities - City Managers & appropriate staff - US Rep. Garcia - US Rep. Napolitano - CA ASM Rendon - Transit Agencies (MBL, LBC Transit, & Foothill Transit) 	TBD

Ridership Projections

Based on preliminary ridership analysis resulting from the San Gabriel Valley Transit Feasibility Study, a short-term BRT service on Rosemead/Lakewood Boulevard is estimated to generate over 13,000 boardings and new transit trips. Ridership projections would only escalate as local cities proceed in bolstering job/work centers, producing new housing inventories, and developing transit-oriented communities along the transit corridor.



Estimate Timeline

2021	2022	2023	2024	2025	2026	2027	2028	2029/32
Initial Analysis & Outreach		Feasibility Study	Planning & Design			Construction		Revenue Service
			5%	15%	30%	60%	100%	
			CEQA / NEPA					

Early Funding Pursuits

As part of the early coordination efforts, the City of Pico Rivera is actively targeting the following funding opportunities:

Funding Program	Due (2023)	Amount	Notes
91/605/405 TAC - APPROVED	January	\$250,000	Vision (5%) + Complete Streets Master Plan Update
Caltrans & SCAG Sustainable Transpo	March	\$1,400,000	15% Design + Environmental Scoping + Outreach
Caltrans Highways 2 Boulevards	Summer	\$2,000,000	Must apply to both H2B 30% Design + CEQA/NEPA
USDOT Highways 2 Boulevards	October	\$2,000,000	
Congressional Earmarks	April	\$6,000,000	Sen. Padilla, Rep Sanchez & Garcia; 100% Design
City Contributions	TBD	TBD	Each may be asked to contribute a nominal amount
	Total =	\$11,650,000	

Funding Program	Due (2023)	Amount	Notes
Regional Resilience Planning and Implementation Grant	Summer	\$400,000	Regional projects and plans that improve climate resilience and reduce risks from climate impacts
Caltrans Climate Adaptation	March	\$1,500,000	Identify adaptation projects and strategies for transportation infrastructure
Caltrans Strategic Partnerships	March	\$250,000	A sub-category funds regional transit-focused planning projects that address multimodal transportation deficiencies
	Total =	\$2,150,000	

Connections to Regional Points of Interest

A bus rapid transit line along Rosemead/Lakewood Boulevard provides a much-needed, high-quality, north-south transit alternative to the I-605 freeway. The 26-mile route traverses 13 cities and unincorporated communities and connects major points of interest in the region such as multiple east-west transit lines, regional parks and open spaces, medical centers, educational institutions, large commercial and job centers, and the Long Beach Airport.



Downtown Pico Rivera
Metro Eastside Gold Line Station
Commuter Rail Station

Foothill Gold Line Station
San Gabriel Mountains Shuttle

Whittier Narrow Rec Area
Rio Hondo Bikeway
San Gabriel River bikeway

Kaiser Permanente Medical Center
Metro Green Line
Metro West Santa Ana Branch

Long Beach Airport
Long Beach VA Center
Cal State Long Beach
Shuttle to Downtown Long Beach,
Metro Blue Line, & beach



Existing Projects Within the Corridor

Area: San Gabriel Valley

Project: San Gabriel Valley Transit Feasibility Study

Status: Phase I Feasibility - Complete

Overview: The study will evaluate short- and long-term transit options designed to enhance communities and the lives of residents, commuters and visitors, with a focus on our most vulnerable populations: transit-dependent populations and equity-focus communities constrained by existing transportation systems. Rosemead Boulevard running from between the L Line's Sierra Madre Villa Station and a future rail stop at Washington Boulevard was recommended for implementation over the 10-15 years.

**LAKEWOOD/ROSEMEAD
BOULEVARD**

Master Plan and Complete Street Evaluation



Prepared By



GATEWAY CITIES

Area: Gateway Cities – Corridor Cities

Project: Lakewood/Rosemead Boulevard Master Plan

Status: Vision Plan - Complete

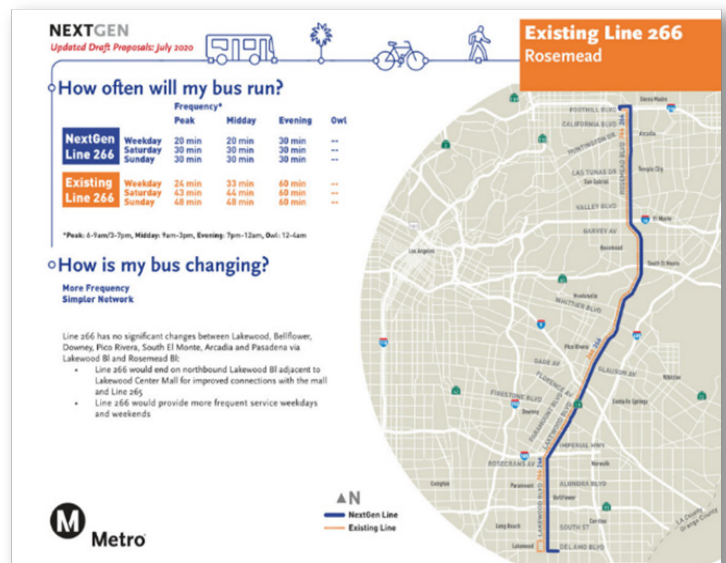
Overview: A guide for creating a more attractive, livable, and pedestrian and bike friendly environment that operates effectively and efficiently for all modes of transportation along Lakewood/Rosemead Boulevard within the Gateway Cities. Specific goals are to: 1) improve the multimodal mobility and access, 2) promote and preserve multimodal transportation system, 3) improve safety and security, 4) foster livable and healthy communities, 5) promote social equity and environmental justice, 6) improve the air quality, and 7) support economic vitality and quality of life of its communities.

Area: Los Angeles County

Project: Metro's NextGen Bus Plan

Status: Approved – In Implementation

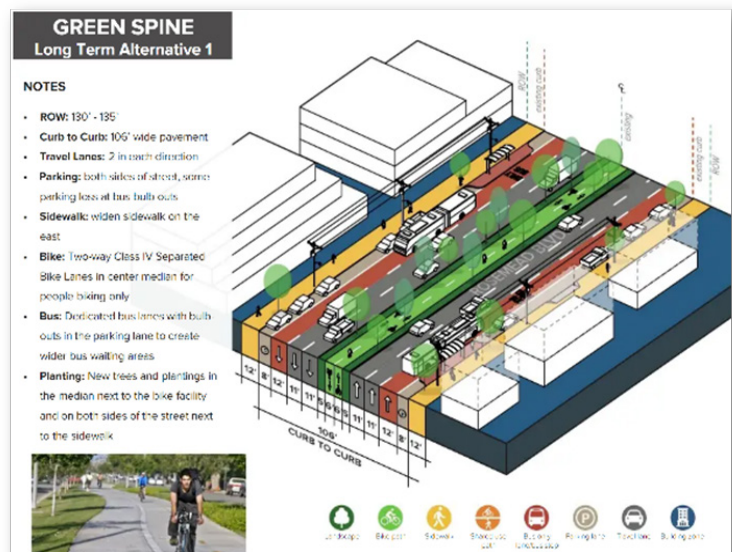
Overview: A reimagined bus system that focuses on providing fast, frequent, reliable and accessible service to meet the needs of today's riders. The proposed improvements would: improve and expand midday, evening and weekend service, creating an all-day, 7-day-a-week service; create a more comfortable and safer waiting environment. The plan calls for 20-minute peak frequency service on Rosemead Blvd. from the Foothill Gold Line - Sierra Madra Villa Station to Del Amo Blvd. in Lakewood.





Area: Whittier Narrows - Unincorporated Los Angeles County
Project: Rosemead Boulevard Complete Street Improvements Phase I
Status: Planning/Environmental - Complete
Overview: Reconfigure 2.6-miles of Rosemead Boulevard to accommodate new bicycle and pedestrian facilities that separate users from vehicular traffic; provides a continuous pedestrian network connecting Pico Rivera and South El Monte; wayfinding signage; enhanced transit facilities; improve access and connectivity to surrounding trail networks in the greater Whittier Narrows Recreation Area; and improve pedestrian and ADA safety at the on/off ramps to the SR-60 freeway.

Area: City of South El Monte
Project: Reimagine Rosemead Blvd.
Status: Early Planning - Complete
Overview: A planning study that will identify opportunities to enhance the corridor to better support residents and businesses, set the stage for the future development, enhance safety and create a lively and connected street for neighbors and visitors to stop, walk, bike, and shop. This street provides bus connections, and access to Whittier Narrows Park, Rio Hondo Trail, and Lashbrook Park.



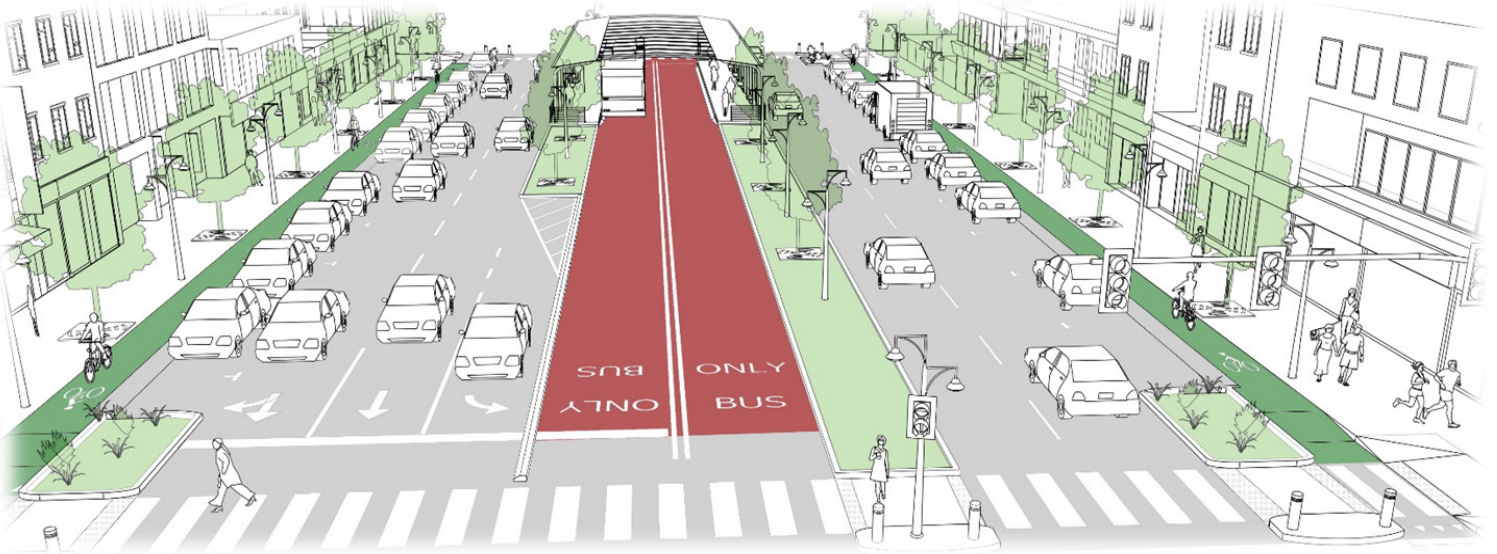
Area: Temple City
Project: Rosemead Blvd. Complete Street Project
Status: Implementation Complete
Overview: Two miles of protected Class-IV bikeways; landscaped bioswales and center medians (500 trees and 60,000 plants); public art; wider sidewalks with pedestrian and ADA safety features; new pedestrian street lighting; new street branding; street repaving and restriping; enhanced bus shelters; and bicycle facilities such as parking, fix-it stations, wayfinding signage, and intersection detection signals.

BRT Guideway Alternatives

Bus rapid transit can take many forms and is largely dependent on local conditions, roadway constraints, and community input. BRT can be a combination of mixed-flow lanes, priority bus lanes, dedicated bus guideways, side- or center-running lanes and stations, and include a wide range of complimentary amenities, features, and elements. **No specific treatments, configurations or improvements are being recommended at this stage.** The project team is striving to generate a united vision and general implementation strategy for the corridor. Specific designs are subject to additional analysis, advanced planning and design, environmental clearance, and input from each city/jurisdiction within the corridor. The project team will establish a technical advisory committee to explore the range of alternatives and ultimately develop a consensus-driven recommendation for the corridor. Examples of BRT guideway alternatives are as follows:

Center-Running Lanes

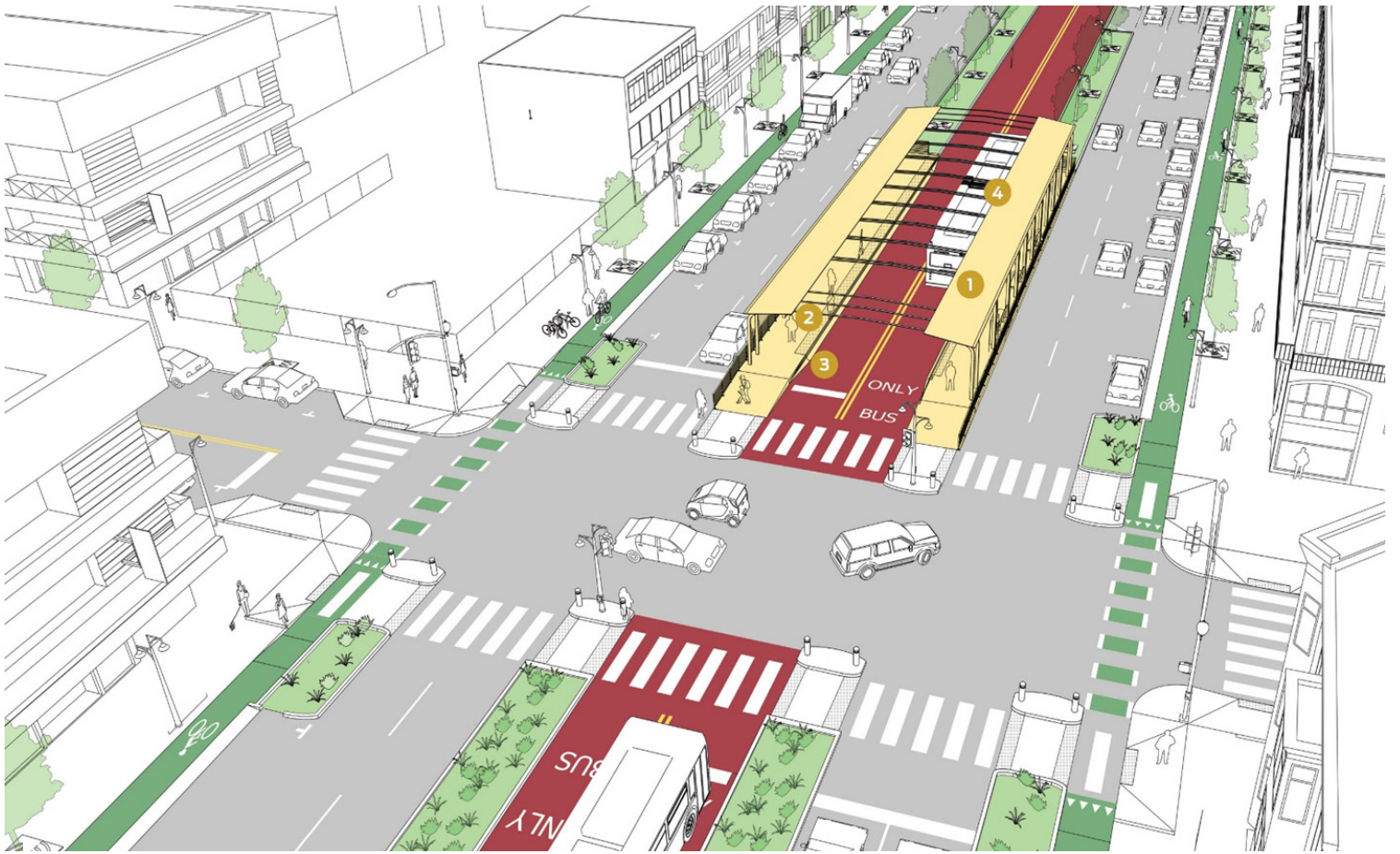
The dedicated bus guideways are separated from general flow vehicle traffic by landscaped medians, vertical elements, curbs, etc. Transit movements are prioritized at intersections via light synchronization. Stations/stops can be configured for right-side median or center-median boarding.

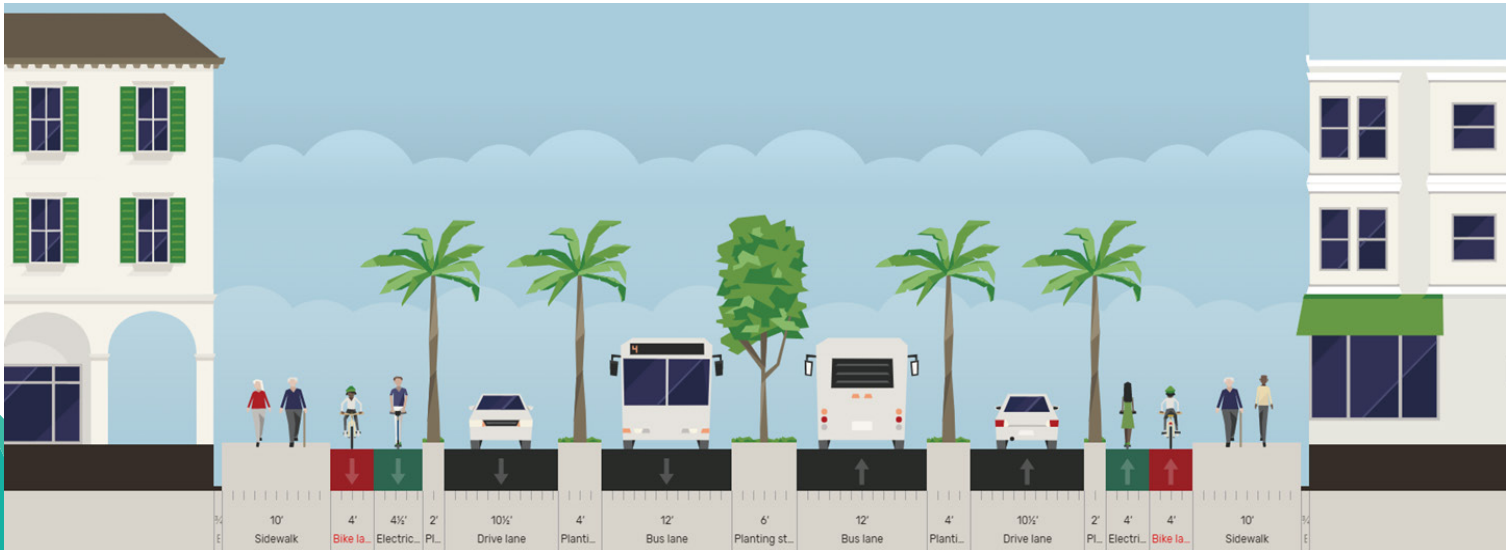
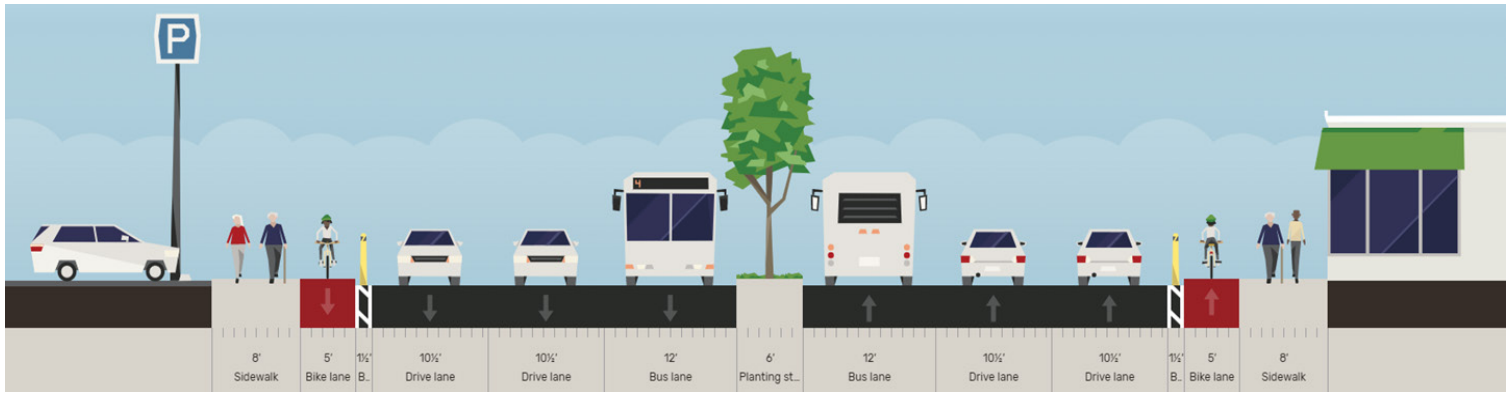


Side-Running Lanes

The dedicated bus guideways are separated from general flow vehicle traffic and run adjacent to the curb where passengers board directly from the sidewalk. Side-running lanes can also be designed to complement a Class-IV bikeway.







Downtown Pico Rivera

Pico Rivera launched PR 2035, a comprehensive community revitalization program that prioritizes planning efforts and investments along major arterials including Rosemead Boulevard. Incidentally, Rosemead Boulevard is the only arterial that runs parallel to the I-605 freeway from end-to-end and is often used by motorists to bypass freeway congestion, resulting in impacts to local roadways, travel times, safety, and air quality. A BRT along Rosemead Boulevard will help accelerate and greatly contribute to a vibrant “uptown” and “downtown” in Pico Rivera that fully embraces a transit-oriented, mixed-use, and multimodal future. Pico Rivera is thereby well-aligned with global climate action and competitively positioned to attract public and private investments.



Economic Development Program

Downtown Pico Rivera is a robust community and economic development program consisting of the following major elements:

Public Investments	Est. Value*	Public Investments	Est. Value*
Metro Eastside Gold Line (9-miles)	\$6B	Downtown Zocalo	\$5 - 15 B
Rosemead Bl. CS & BRT (22-miles)	\$500M - \$1.5B	Sports & Entertainment District	\$4 - 8 B
Commuter Rail Station	\$20 - \$200M	Micro EV "Silicon River" District	\$2 - 4 B
River, Parks, Trails, Open, & Recreation	\$80 - \$200M		
Roads, bridges, utilities, etc.	\$50 - \$100M		
Total Public Investments=	\$6.6 - \$8B	Total Public Investments=	\$11 - \$27 B

* Estimates are based on a high-level, rough order of magnitude cost comparison with similar development programs nationwide.