



# Executive Summary

# MULTIMODAL PLAN

Admin DRAFT  
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With: CivicWell, Fehr & Peers, EPS, JMD, DayOne



# What is the Multimodal Transportation Plan?

The HWB Multimodal Plan is a comprehensive guiding document that addresses the near- and long-term transportation and mobility needs of the Pico Rivera community under one unifying vision. The plan may be updated periodically as projects are added or completed and to reflect changes in technologies, demographics, industry guidance, and community priorities. It also presents policies and strategies that meet and exceed State goals pertaining to complete streets, GHG emissions, VMT reductions, and a multi-modal future.

The Multimodal and Streetscape Design Plan (MSDP) serves as the formal transportation/circulation element of the Specific Plan.

## How will this Plan be used?

The MSDP establishes a framework for decision making processes and collaborative opportunities with community members, regional partners, and others.

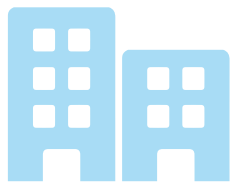
**City Decision-Makers**, such as City Council and the Planning Commission, will use this plan to inform budgeting, capital projects, programs, and development proposals.

**Regional Partners** will use the plan to evaluate the implementation of regional and local multimodal projects, that help achieve the the vision outlined in the plan.

**Community members, property owners, businesses** will use the plan to understand work within the community's transportation vision and key policies and programs for achieving these goals.

## Elements of the Plan:

Recommendations for the Multimodal and Specific Plans were organized to fall into one of the five categories below. Specific elements that can be found within the Multimodal Plan are listed below, while elements that will be found in the Specific Plan are not shown.



### Allowable Land Uses and Building Types

- Included in the Specific Plan, not in the Multimodal Plan.



### New Street Designs to Improve Safety & Mobility for All Users

- Concept design for Whittier Boulevard
- Design Guidelines



### More Parks, Open Space, Trails, & Recreation Facilities

- Streetscape and landscape guidelines



### More Quality Jobs + Economic Growth

- Parking Recommendations
- Public-Private Partnership Elements



### Climate Resilience, Environmental Sustainability, Equitable Community

- Policies for emerging transportation technologies (ride-share, electric vehicles)
- Sustainability District
- Active community engagement

## Relationship to Pico Rivera 2035 (PR 2035)

In 2020, the City of Pico Rivera developed a community and economic recovery framework to proactively address major challenges introduced by COVID-19, the economic downturn, climate change, impacts from the Whittier Narrows Dam Safety Project, and multiple unfunded State and federal mandates. The framework evolved into what is now the Pico Rivera 2035: Community Revitalization Program (PR 2035), a modern-day renaissance designed to stimulate holistic, smart, equitable, and sustained long-term community development and economic growth. This program integrates all types of projects from community planning to individual private projects. The Historic Whittier Boulevard (HWB) Specific Plan and Multimodal Plan is one of the first planning projects within the City that will support that Citywide Program.

## Historic Whittier Boulevard (HWB) Program

Before the launch of the Multimodal Plan, some individual projects had already been initiated or were planned. Eventually individual projects were grouped into an overarching HWB program so that all projects would complement each other in design and implementation. This Multimodal Plan has taken those projects into account and expanded upon them.

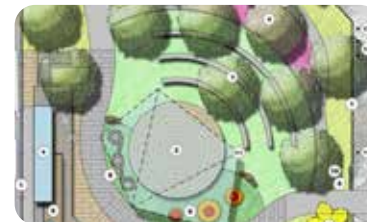
IDEA Lab



Façade Improvement Program



Passons Active Depot (PAD) Park



Landscape Median Project



Back Alley Paseos

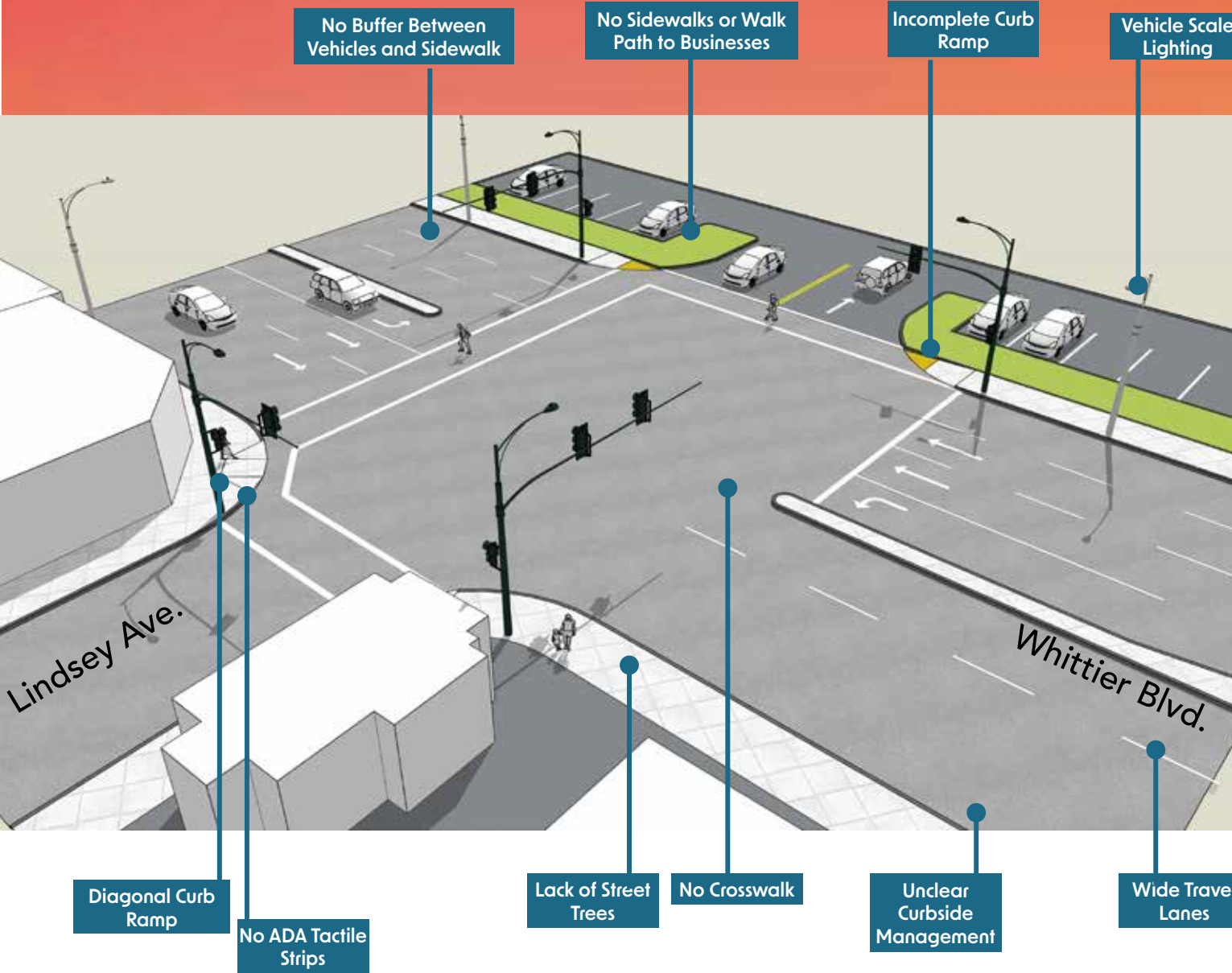


# Vision

Historic Whittier Boulevard is a vibrant destination that is safe, reliable, and accessible by all members of the community. It is well connected to neighborhoods and regional transportation networks. New designs improve safety, public health, climate resilience, and quality of life while contributing to economic development.



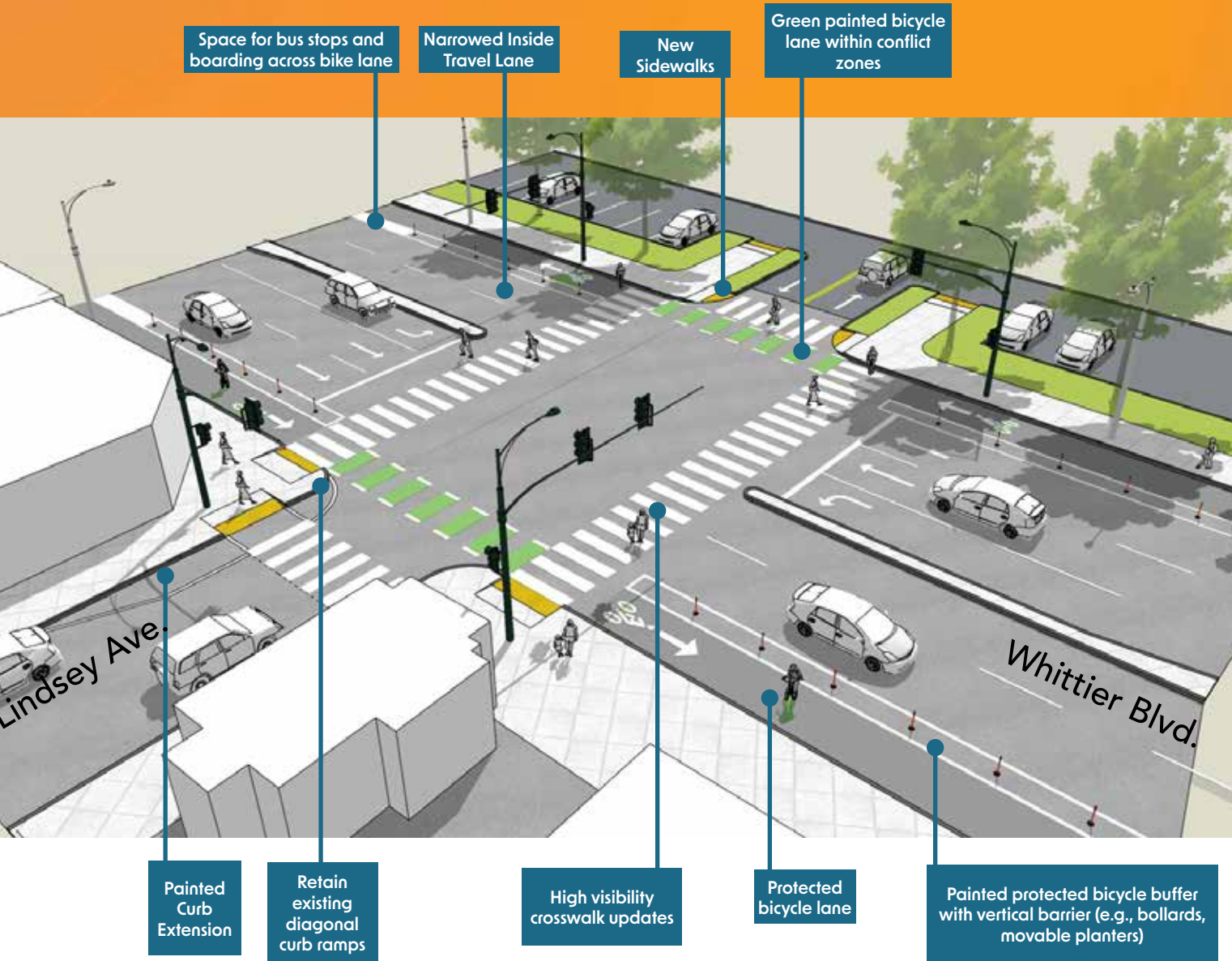
# Typical Existing Condition



2024 - 2026

- CEQA documentation
- Specific Plan approval
- Secure funding (grants and/or other sources)
- Develop schematic to construction designs for Phase 1 Condition
- Targeted pilot projects for temporary design condition as funds are available
- Sustainability district certification
- Detailed design for Rosemead / Whittier intersection

# Temporary Design Condition

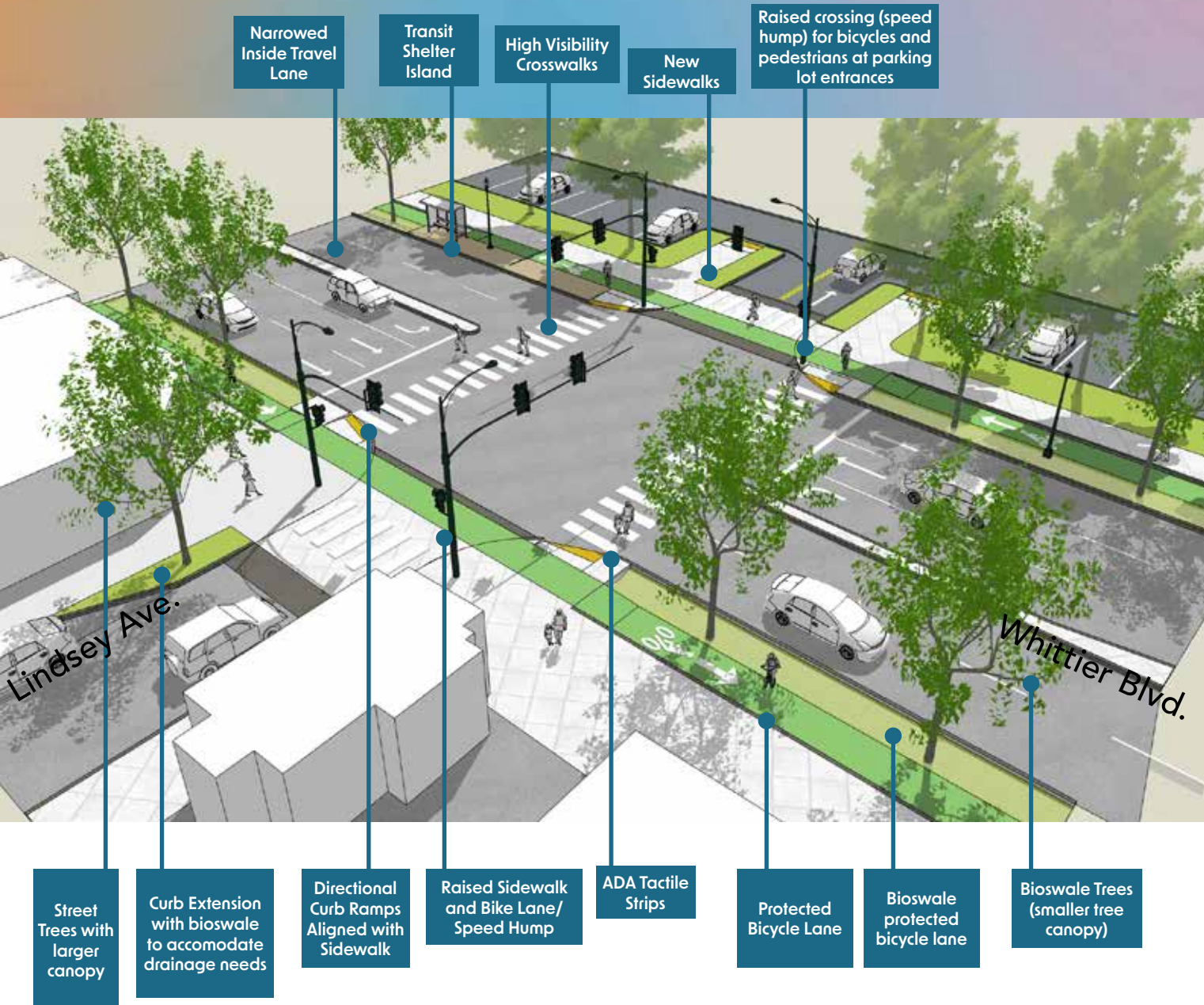


2027 - 2030

- Full implementation of temporary design condition
- On-going monitoring of traffic volumes and other metrics
- Refine Cost Estimates for final condition
- 100% construction design for final design condition

Surface Capital Costs	\$4M
Design / Traffic Costs	\$1M
Contingencies / Bonds / Etc.	\$2.5M
<b>Estimated Total:</b>	<b>\$7.5 M</b>

# Advanced Final Design Condition



2030+

- Construction of permanent design
- On-going monitoring of traffic volumes and other metrics
- Costs based on Q2 2024, may need to be adjusted based on projecting timing.
- Final cost estimate for utilities such as under grounding power lines, storm water shall be determined at time of implementation.

Surface Capital Costs \$16M

Design / Traffic Costs \$3M

Contingencies / Bonds / Etc. \$11M

**Estimated Total: \$30 M**

# Existing Conditions Summary

Overall, all the existing conditions create three primary issues related to mobility and the future of the City. When considered together, they...

## 1. do not promote the highest quality of life possible.

## 2. are not setup to respond to future trends and challenges.

## 3. do not align with available funding opportunities.

### Traffic Patterns and Road Design



- **Sixty percent of traffic** on Whittier Boulevard **does not stop or start** in the city.
- Current design encourages more traffic.
- Traffic today can be accommodated in fewer travel lanes.

Design Whittier to serve local residents and businesses, not pass-through traffic

### Safety



- Whittier Boulevard is the **2nd most dangerous roadway** in the city for crashes.
- Three percent of traffic is related to large vehicles (i.e., trucks and buses)
- Narrow sidewalks, vehicle-oriented lighting, and wide street crossings with large corner radii contribute to unsafe conditions for vulnerable users.

Introduce vehicle traffic calming; prioritize streets that support vulnerable users: children, seniors, pedestrians, bicyclists, and people with disabilities

### Health, Equity, and Climate Change



- Census tract 5004.02 is in the **93rd percentile of disadvantaged communities**, represents pollution and population characteristic burdens Citywide
- A lack of trees and open spaces increase elements like heat island effect that reduce quality of life and worsen climate change impacts.

Provide shade, capture rainwater, add small open spaces that improve the environment and quality of life

### Population Trends



- The city has many long-term residents and an aging population.
- Younger families have **difficulty finding housing that is available and affordable**

Encourage 8-80 City principles, which supports seniors and children; provide public-realm improvements that support a range of new housing types

### Economic Development



- The Plan Area has many retail stores and retail jobs, but provide incomes below what is need for City housing prices; Most **residents leave the City for professional jobs**
- **Large surface parking lots are underutilized**, which may be a chance to improve property values.

Design for people, not cars, as a key tool for attracting investment and creating new jobs



# Community Engagement Summary

The HWB Multimodal and Specific Plans will be a community-led plan. They support a primary goal of the project: **to educate and empower the public to actively participate throughout the decision making process.**

The first phase of community engagement efforts occurred between October 2022 and May 2023 and culminated in the a multi-day community design charrette. Over 1,500 people, including elected officials, stakeholders, and community members, were engaged during the course of the first phase of engagement.

The second Community Design Charrette was held the first week in October and culminated with the Open House was held on Saturday, October 7th from 9-2pm at the IDEA Lab. Similar to the first design charrette, the open house styled event was organized into a variety of sections each displaying different proposed recommendations for the HWB corridor.



Stakeholder tour to City of Orange, CA



Meeting between Youth Ambassadors and USC urban planning graduate students



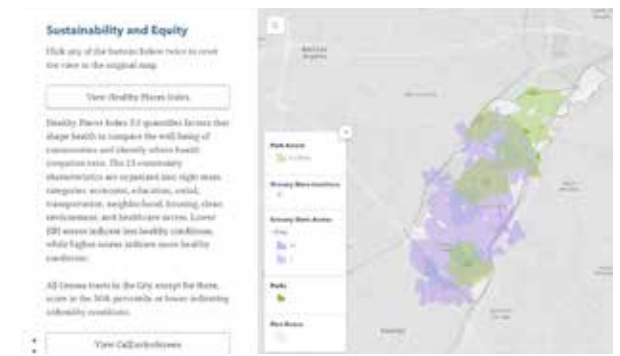
Project pop-up booth at the Pico Rivera Farmer's Market



Open house at the IDEA lab



Virtual Open House



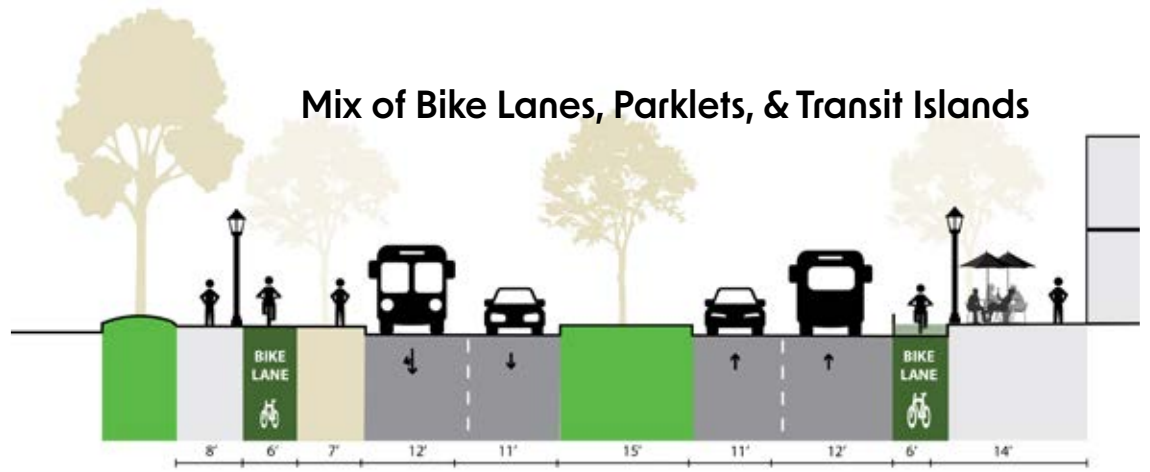
ESRI Project Story Map

**Completed over 75 events and engaged with over 6,000 stakeholders and community members**

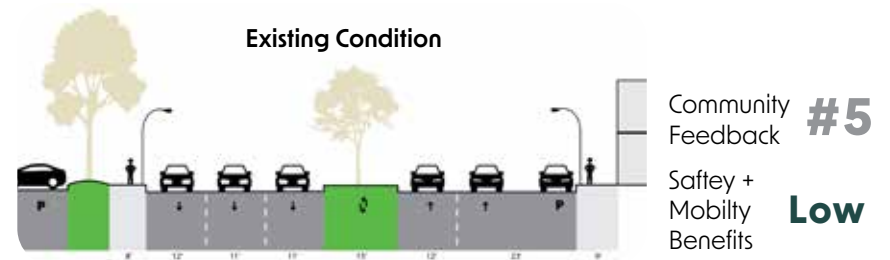
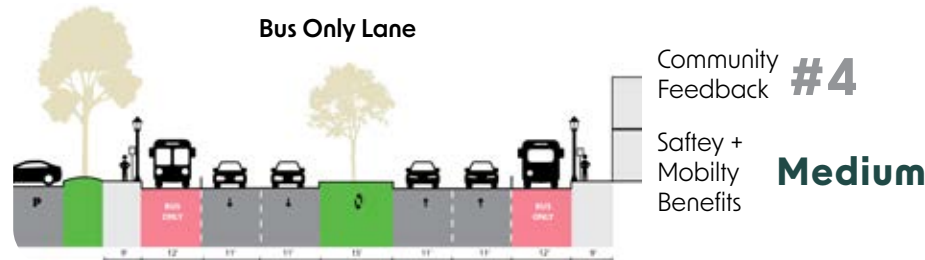
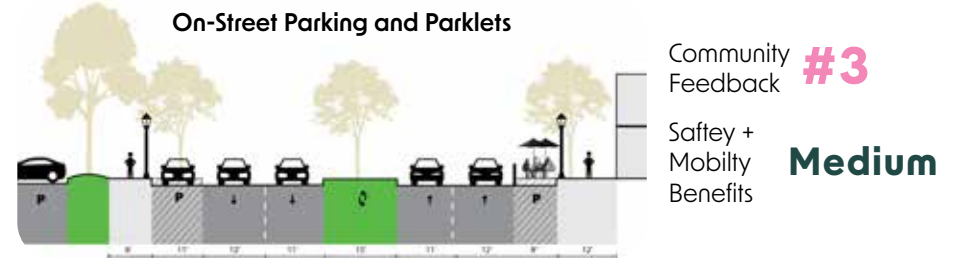
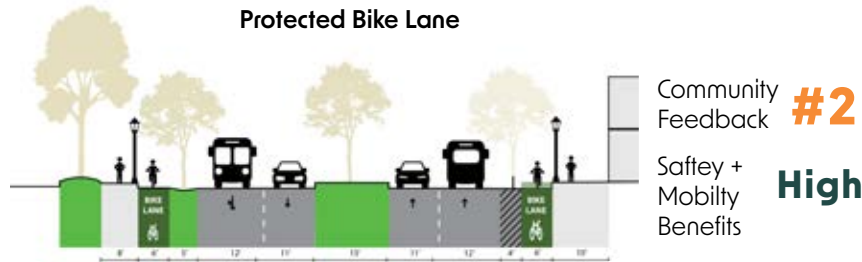
# Whittier Blvd. Alternatives Analysis

The project team developed alternative designs for Whittier Boulevard. Those alternatives were analyzed through public engagement events, quantitative metrics, and discussions with City staff and decision makers in order to arrive at a preferred updated design for Whittier Boulevard. The preferred design is shown to the right. Ultimately, the preferred design is one that prioritizes pedestrian-oriented features, bicycle facilities, business benefits, and transit amenities.

## Mix of Bike Lanes, Parklets, & Transit Islands



Community Feedback	Safety Benefits	Cost & Flexibility	Traffic Considerations	Funding Opportunities
Safety <b>#2</b>	<b>Highest</b>	<b>\$\$\$\$</b>	<ul style="list-style-type: none"> <li>Accommodates Current Traffic</li> <li>Potential for some on-street parking to be preserved</li> <li>Aligns with neighboring cities along the corridor</li> </ul>	<b>Highest</b>
Accessible <b>#1</b>	<ul style="list-style-type: none"> <li>Improves visibility of bike/ped</li> <li>Provides protective barriers</li> </ul>	<ul style="list-style-type: none"> <li>Offers incremental implementation approach.</li> <li>Can experiment with lower-cost, temporary options</li> </ul>		<ul style="list-style-type: none"> <li>Funding sources prioritize "Complete Streets" features</li> <li>Projects that prioritize safety for vulnerable road users is more competitive.</li> </ul>
Enjoyable <b>#1</b>				
Online Survey <b>#1</b>				



# Multimodal Plan Framework

## Plan Goals

### Goal MM-1: Provide Safe Streets for All Users



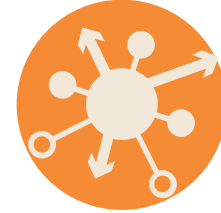
Create a mobility network that provides a balance between all modes but prioritizes safety for the most vulnerable road users.

### Goal MM-2: Employ Environmental Design



Residents and the natural environment are healthier and more resilient through the provision of low-emission mobility options, green infrastructure, and sustainable design approaches.

### Goal MM-3: Ensure Connectivity and Accessibility



The street network provides safe and convenient connections to local and regional destinations and activity centers. People of all ages and abilities can freely choose from mobility options that are accessible, affordable, and best meets their needs.

### Goal MM-4: Encourage Placemaking



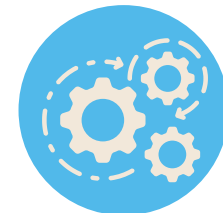
Promote the approach that streets are not just for moving vehicles but also valuable part of the public realm so that streets complement land uses, promote community interaction and create a sense of joy.

### Goal MM-5: Create Opportunity for Economic Sustainability



Streets can improve economic conditions in multiple ways - good design can create new economic opportunities and attract investment; multimodal streets can promote the use of affordable transportation options; and efficient use of resources in construction and on-going maintenance can benefit cities.

### Goal MM-6: Integration with Future Planning



The City coordinates with other citywide and regional planning efforts to support implementation.

# Multimodal Plan Primary Take-a-Ways

## Improves Safety for All Users

A new design for Whittier Boulevard is based upon current best practices for street design to improve safety, which creates separate spaces and predictable movements on major roads. There will be updated physical elements including better crosswalks, street trees, and protection from vehicles to support the mobility of the most vulnerable users including seniors, children, and people who have different mobility requirements.

## Aligns with Neighbor Cities and Accommodates Traffic

The new design for Whittier Boulevard will still be able to accommodate current, and future, traffic volumes. Currently, up to 32,000 vehicles a day use Whittier Boulevard, but

### 4 lanes w/ left-turn

accommodate **36,800** vehicles per day. Furthermore, a design with four lanes and a left-turn lane would align with the design in the City of Montebello (shown below)

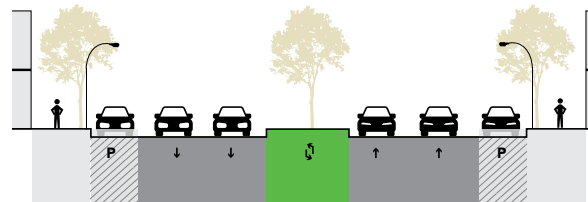
## Promotes Economic Development and Placemaking

The design for Whittier Boulevard will be paired with many other projects to ensure that elements like sufficient parking are preserved, but also use underutilized space for pedestrian facilities like parklets, which encourage people to visit local businesses.

## NACTO Design for Major Streets



## Whittier Boulevard in Montebello

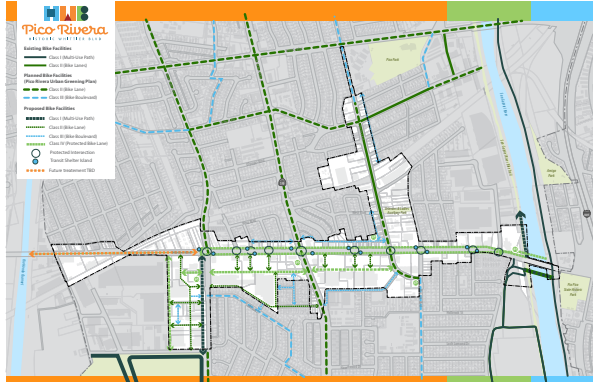


## Proposed New On-Street Parking

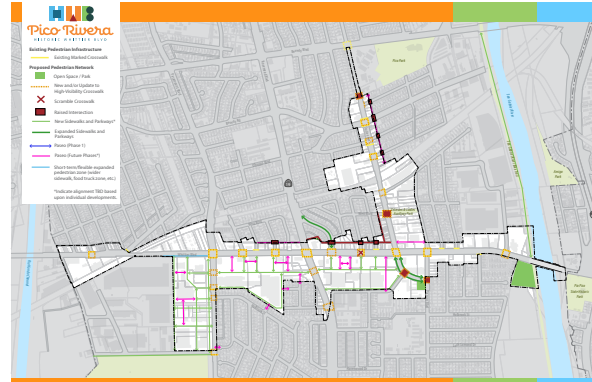


# Proposed Multimodal Network

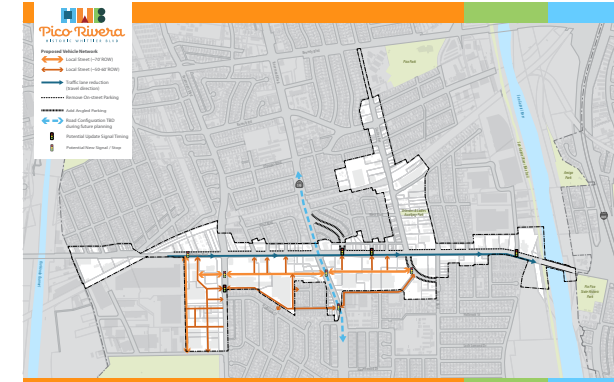
## Bicycle and Transit Network



## Pedestrian Network



## Vehicle Network



Protected  
Bicycle Lanes



Wider  
sidewalks,  
more  
greenery, curb  
extensions, etc.



Green  
Infrastructure  
and  
permeable,  
sustainable  
materials



Transit Shelter  
Islands



High visibility  
crossing  
combined with  
placemaking



Streets  
designed for  
all modes,  
to increase  
safety, and  
promote local  
businesses



Protected  
Bicycle  
Intersection

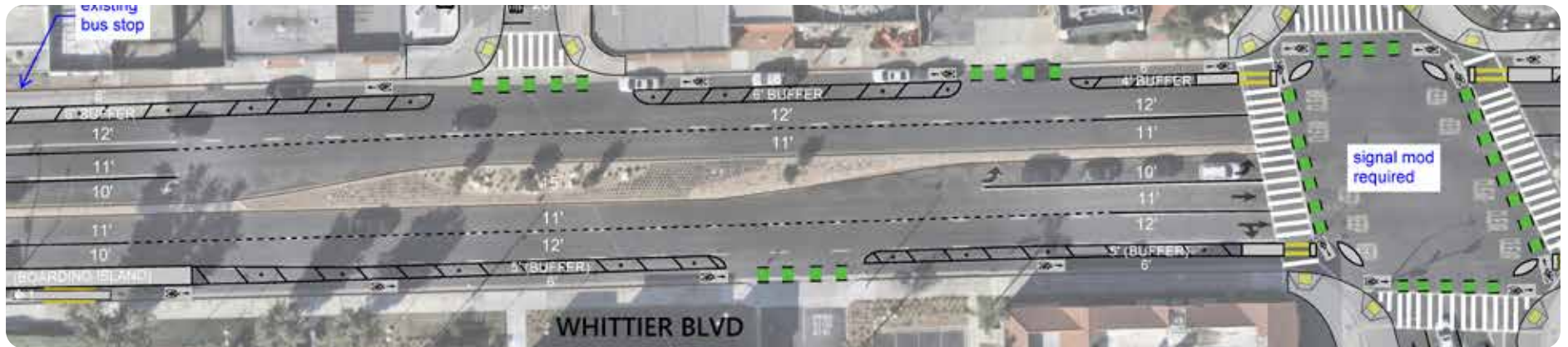


Small plaza  
spaces and  
open spaces



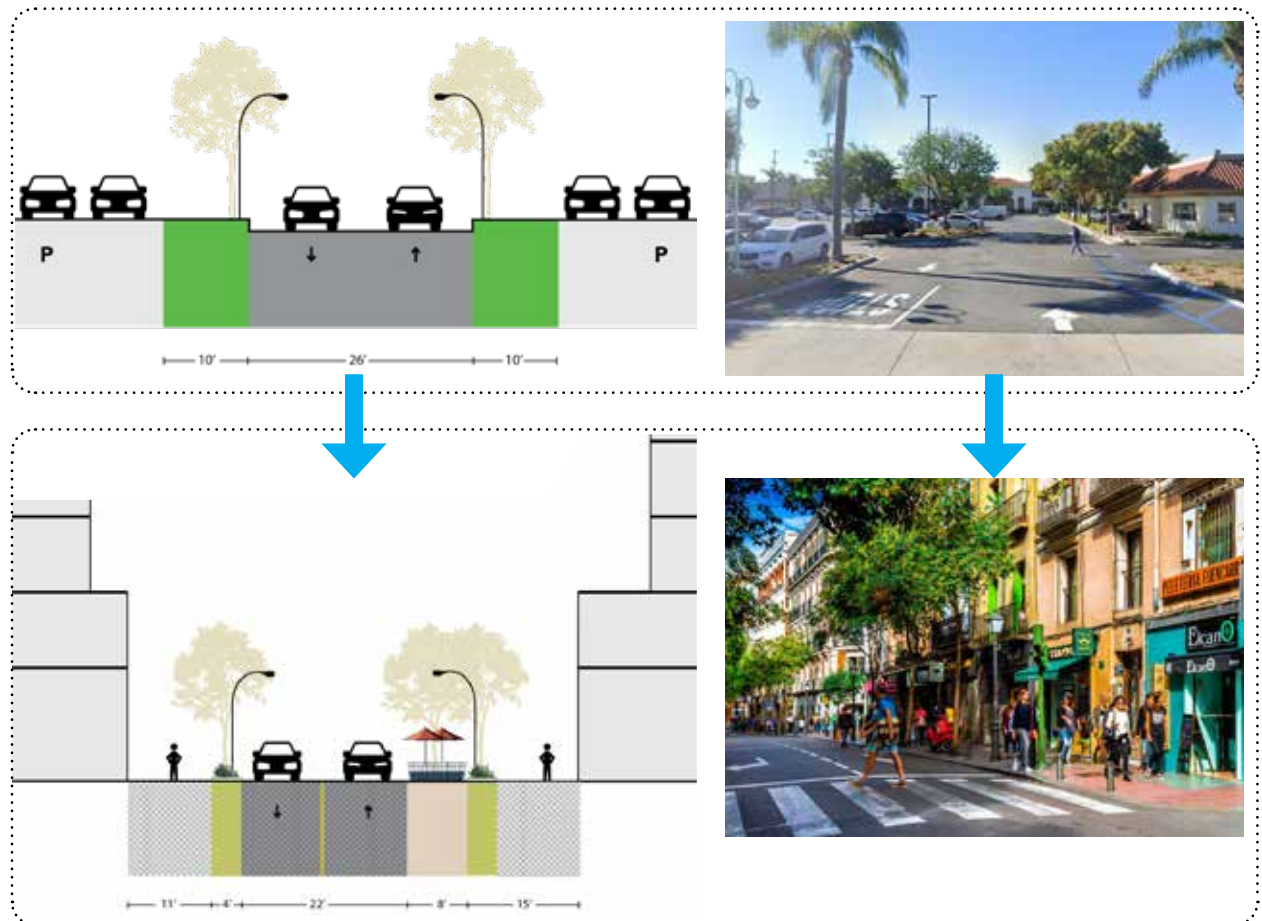
P3 parking  
structures  
for public  
parking and  
catalyze new  
development

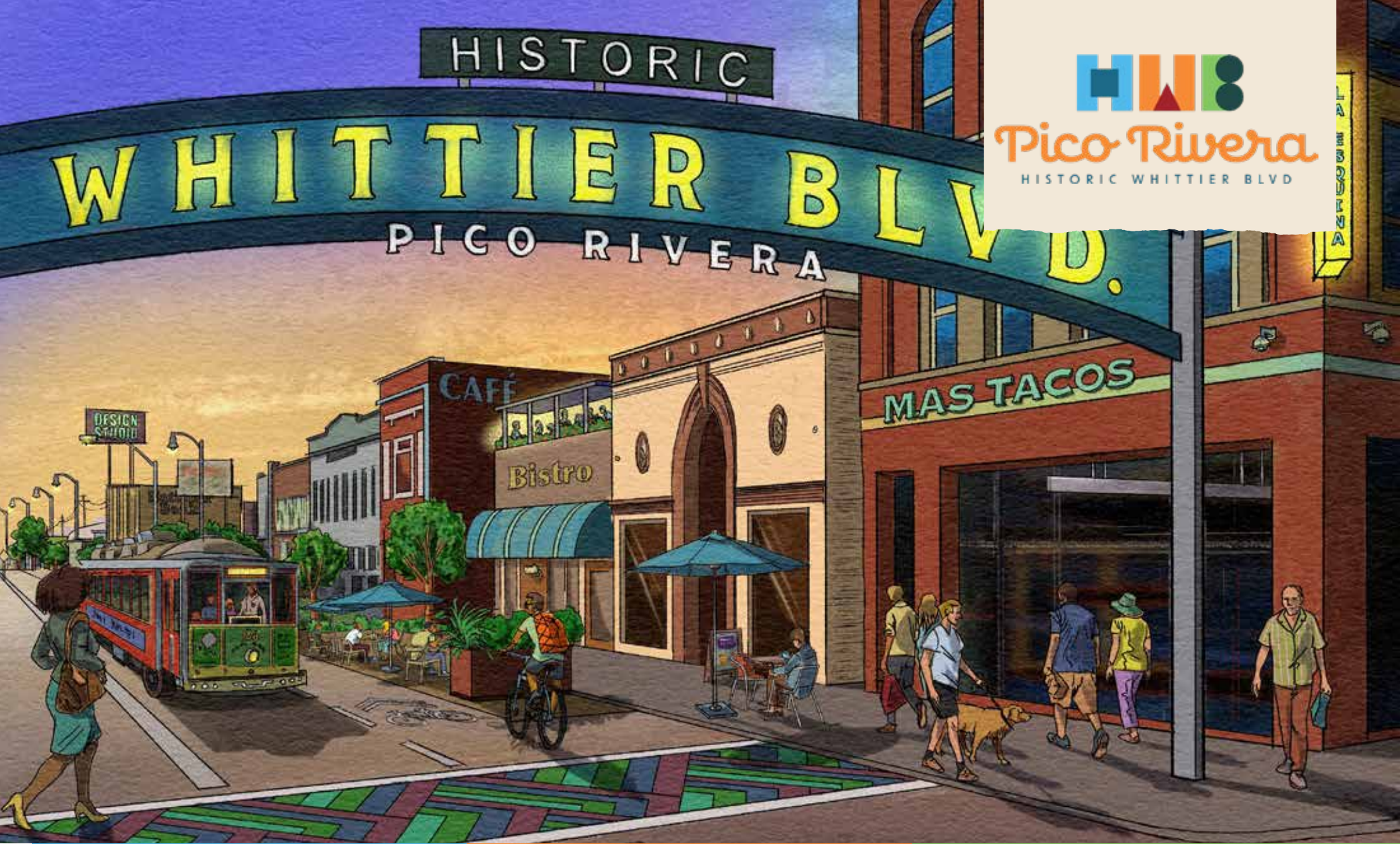
# Multimodal Concept Plans and Design Guidelines



Based on the preferred design, 30% design concepts were developed for segments and intersections of Whittier Boulevard. New street typologies were developed to guide the transition toward a more connected street network and complement redevelopment potential. Physical improvements were recommended throughout the study area, shown in the network maps on the following page. Design Guidelines were developed for the following categories below.

- Sustainability
- Pedestrians
- Bicycles
- Transit
- Vehicles / Streets
- Parking
- Curbside Management
- Streetscape and Placemaking
- Lighting
- Green Infrastructure
- Materials and Landscape





Project Sponsors



Project Management + Outreach



Technical Consultants



With: Fehr & Peers, EPS, JMD