



Executive Summary

MULTIMODAL PLAN

Adopted 23 April 2024



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 Street design, GHG and VMT reductions, and creating a multi-modal future.

The Multimodal Plan will serve as the formal transportation/circulation element of the Specific Plan.

How will this plan be used? The plan establishes a framework for decision-making processes and collaborative opportunities with community members, regional partners, and others.

- **City Decision-Makers**, such as the City Council and 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 vision outlined in the plan.
- **Community members, property owners, and businesses** will use the plan to understand the policies and programs for achieving the community's transportation vision.

Elements of the Plan:

Recommendations for the Multimodal and Specific Plans were organized 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 or grayed out.



New Street Designs to Improve Safety & Mobility for All Users

- Concept design for Whittier Boulevard
- Multimodal Facilities Design Guidelines



More Parks, Open Space, Trails, & Recreation Facilities

- Streetscape and landscape guidelines
- Ideal location and concepts for parklets



More Quality Jobs + Economic Growth

- Parking Recommendations
- Public-Private Partnership Elements
- Enable & support outdoor dining



Climate Resilience, Environmental Sustainability, Equitable Community

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



Allowable Land Uses and Building Types

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

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 are 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.

HWB Program Elements

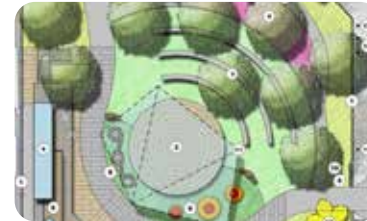
IDEA Lab



Façade Improvement Program



Passons Active Depot (PAD) Park



Landscape Median Project



Back Alley Paseos



PR 2035 Framework

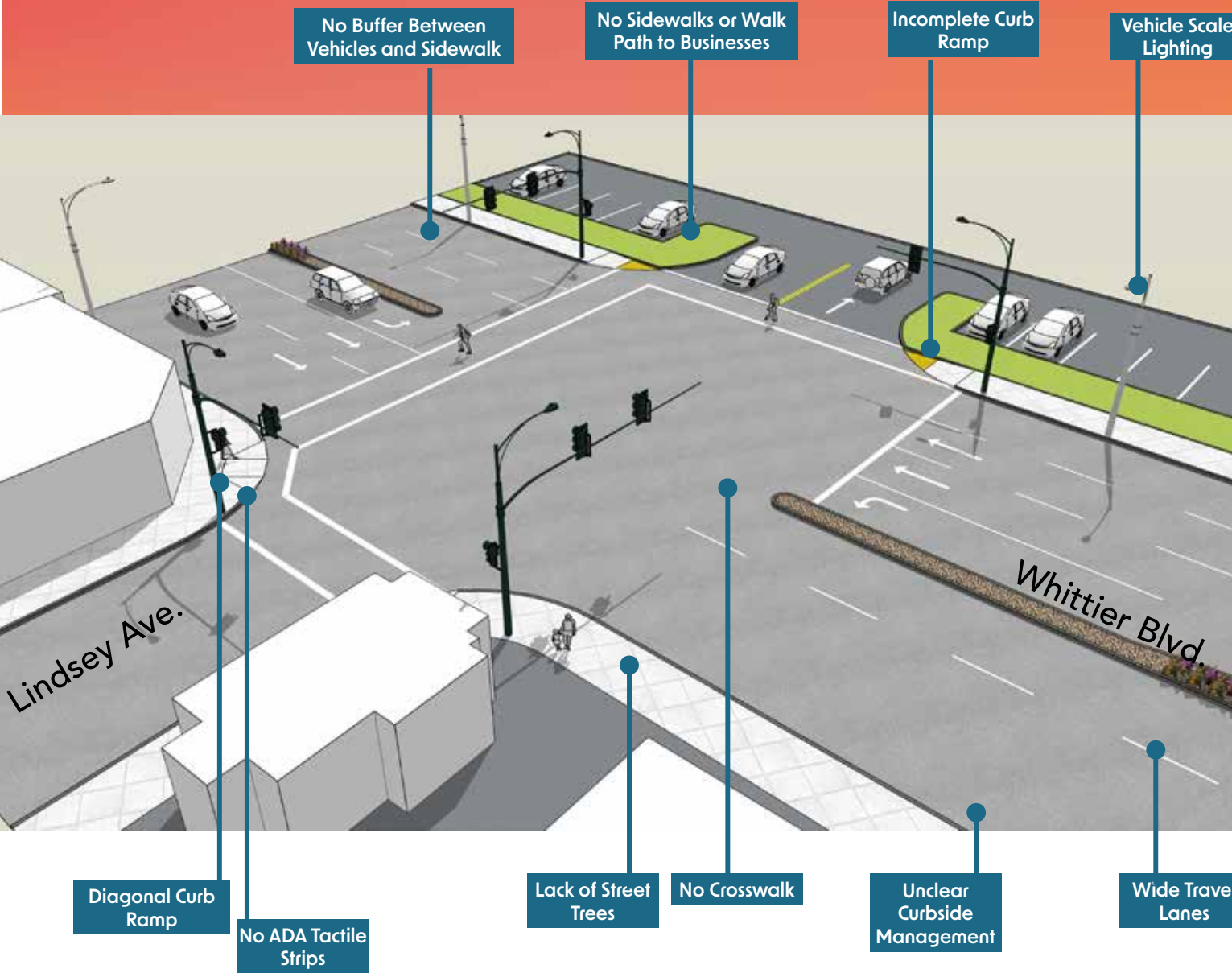


Vision

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

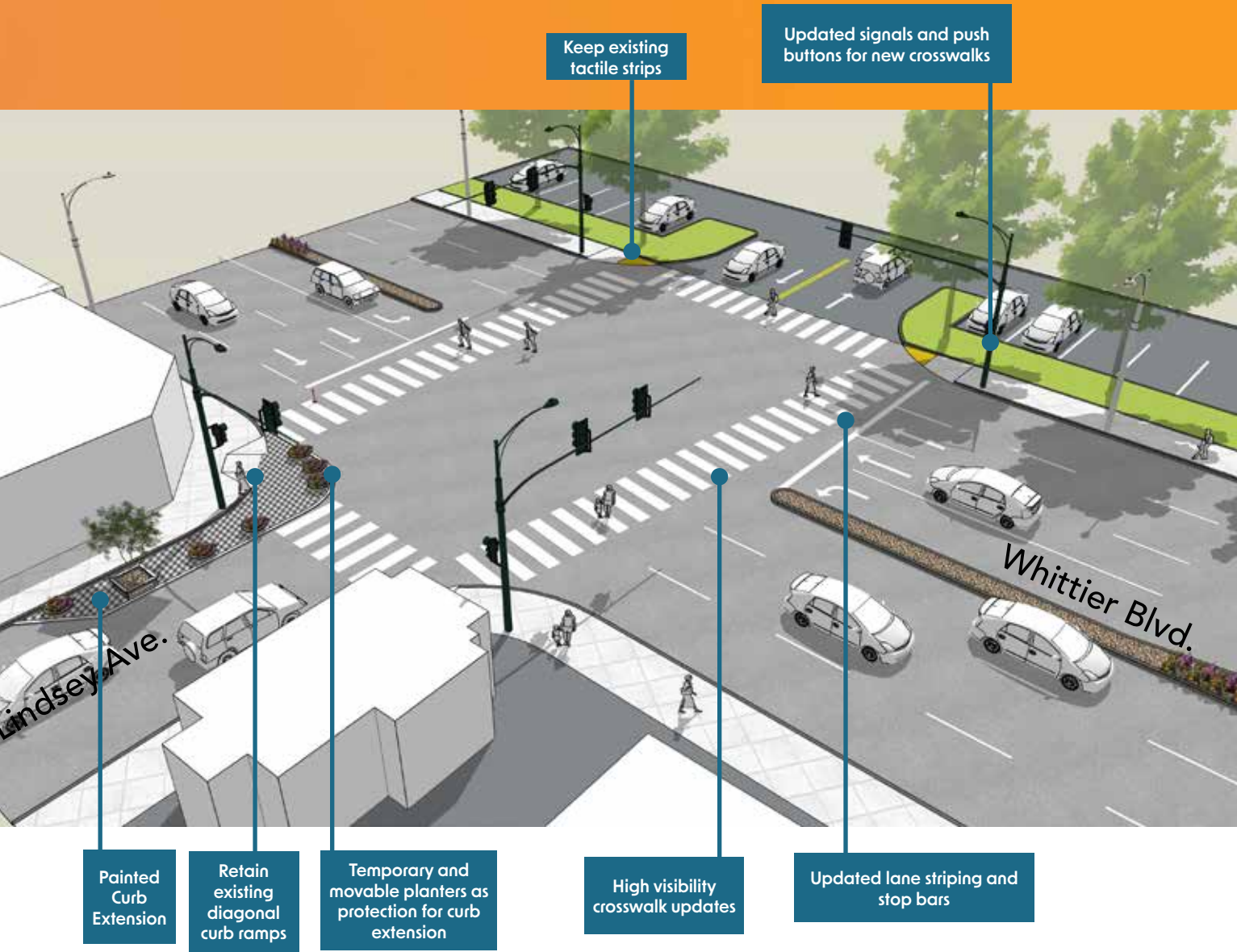


2024 - 2025

- CEQA documentation
- Specific Plan approval
- Secure funding (grants and/or other sources)
- Develop schematic to construction designs for Phase 1 and Phase 2 projects
- Sustainability district certification
- Detailed design for Rosemead / Whittier intersection
- Targeted pilot projects for temporary design condition as funds are available

Phase I: Intersection Improvements

2025 - 2026



- Implementation of painted crosswalk and intersection improvements
- Painted curb extensions
- Other targeted pilot projects for temporary design condition as funds are available
- On-going monitoring of traffic volumes and other metrics

Surface Capital Costs	\$2 M
Design / Traffic Costs	\$.5 M
Contingencies / Bonds / Etc.	\$.5 M
*Estimated Total:	\$3 M

* Please see the full Plan for detailed cost estimates.

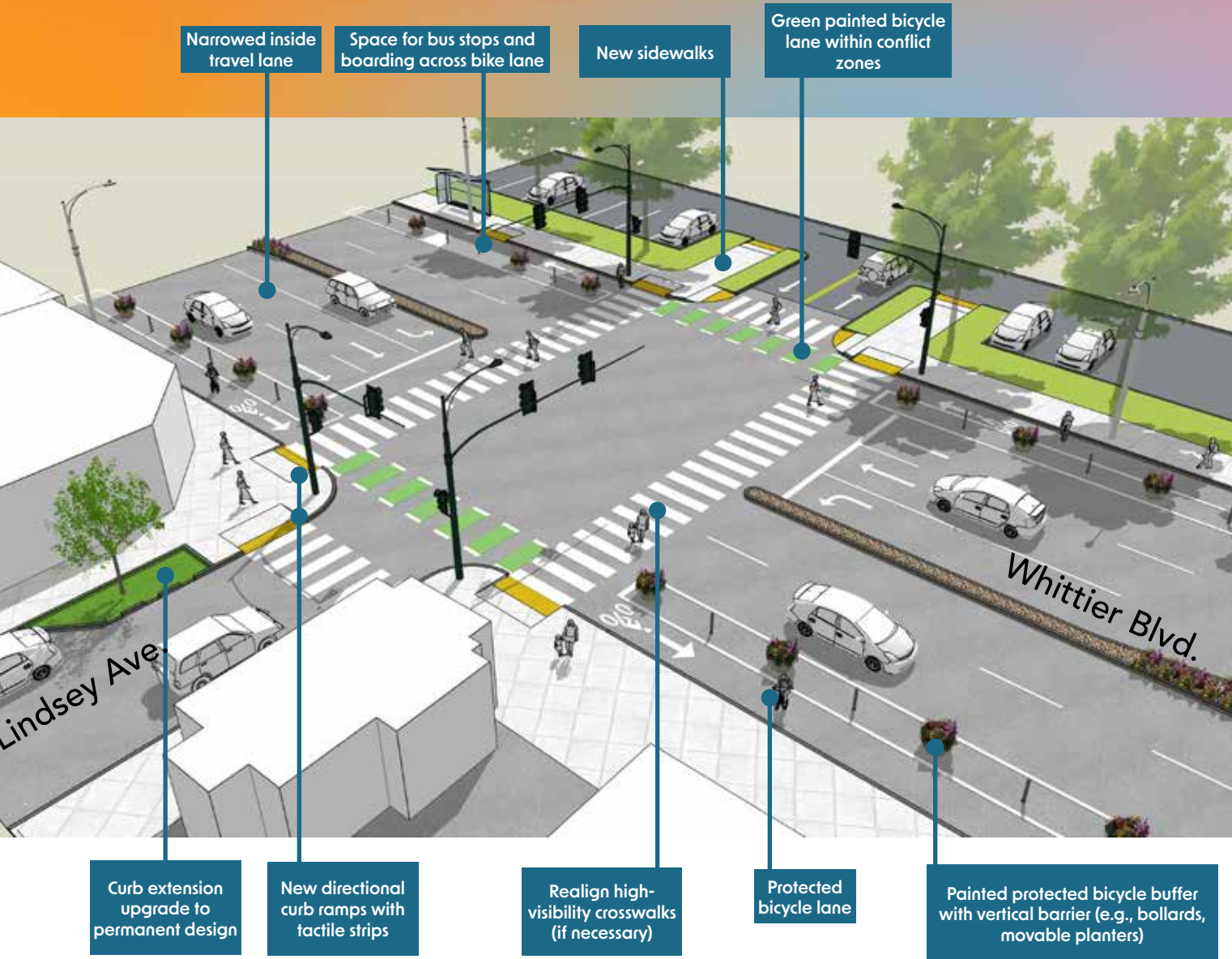
Phase 1 Projects: 1-2 Years

ID	Project	Project Description
1	Los Paseos - Phase 1	Targeted beautification improvements including shade trees, landscaping, decorative lighting, murals and art, and facade improvements
2	Facade Improvement Program	Small business grant program to improve facades (Whittier Blvd., Durfee Ave, and Los Paseos) and corridor aesthetic
3	Los Paseos Mural Program	Partnership with professional and local artists to paint murals
4	Los Paseos Parking/Plaza #1 (4944 Lindsey Ave) - Phase 1	Targeted beautification improvements including shade trees, landscaping, decorative lighting, murals and art, and furniture; introduce flexible uses for community events
5	Los Paseos Parking/Plaza #2 (4940 Deland Ave) - Phase 1	
6	IDEA Lab - Phase 1	Facade improvements and interior remodel
7	Electrical Art Box Program - Phase 2	Continuation of Phase 1 program; installation of local artist murals
8	PAD Park - Phase 1	Demolition of existing structures, grading, and turf planting
9	High-Visibility Crosswalks	Update crosswalks with high-visibility decorative treatments
10	Painted Curb Extensions	Decorative painted curb extensions and movable barriers at key locations including at intersection of Lindsey Ave./ Whittier Blvd.
11	Durfee Ave. /Jackson St. Redesign	Angled parking and sidewalk widening; potential for public improvement contribution from redevelopment project
12	San Gabriel Pl. Redesign	Installation of angled parking and center median with landscaping and shade trees
13	Pio Pico State Historic Park Trail Connector	Multi-use trail connection between the San Gabriel River Bike Path and Pio Pico State Historic Park
14	Parklet Design Implementation Plan	Develop design guidelines for the implementation of parklets, treelets, and other micro-park spaces
15	Branding, Signage, and Furniture Improvements	Implementation of the Branding, Signage, and Furniture Master Plan



Example of painted crosswalks and/or curb extensions that could be completed in Phase 1.

Phase 2: Pilot Design Condition



2027 - 2030

- Full implementation of pilot bicycle lane design condition to claim street right-of-way for bike and/or pedestrian space
- Upgrade painted curb extensions to advanced design conditions
- On-going monitoring of traffic volumes and other metrics
- Refine cost estimates and 100% construction design for final design condition

Surface Capital Costs	\$4 M
Design / Traffic Costs	\$0.5 M
Contingencies / Bonds / Etc.	\$2.5 M
*Estimated Total:	\$7 M

* Please see the full Plan for detailed cost estimates.

Phase 2 Projects: 3-5 Years

ID	Project	Project Description
16	Protected Bike Lanes - Pilot Condition	Striped buffered/protected bike lanes from Paramount to San Gabriel River
17	Paramount Blvd. Greenway	Develop a bike path connection between Whittier Blvd. pilot condition bike lanes and the Rio Hondo Spreading Grounds trail network
18	Paramount Blvd. to Rio Hondo Bike Lanes	Coordinate with City of Montebello to plan and design pilot and permanent conditions for bike connection from Paramount Blvd. to Rio Hondo River
19	Los Paseos - Phase 2	Further beautification improvements such as street trees, lighting, public art, etc., as well as major updates to new permeable pavement material, drainage, and undergrounding utilities
20	PAD Park - Phase 2	Implementation of final design TBD - updates to park landscaping and construction of built structures
21	Update Curb Extensions to Advanced Design Condition	Convert painted curb extensions to a permanent curb extension and creation of micro open spaces (e.g., bioswale, outdoor seating, community garden, etc.) based upon local community engagement
22	Jackson / Durfee Raised Intersection	Reconstruction of the Durfee and Jackson intersection to a raised intersection, curb extension, high visibility crossings, lighting and landscaping
23	Passons / Jackson Raised Intersection	Reconstruction of the Passons and Jackson intersection to a raised intersection, curb extension, high visibility crossings, lighting and landscaping
24	Surface Parking Lot Entrance Upgrades	As potential circulation updates required for potential redevelopment projects on the South side of Whittier Blvd., update existing entrances to surface parking lots from Whittier Blvd. with new sidewalks and raised pedestrian crossing.

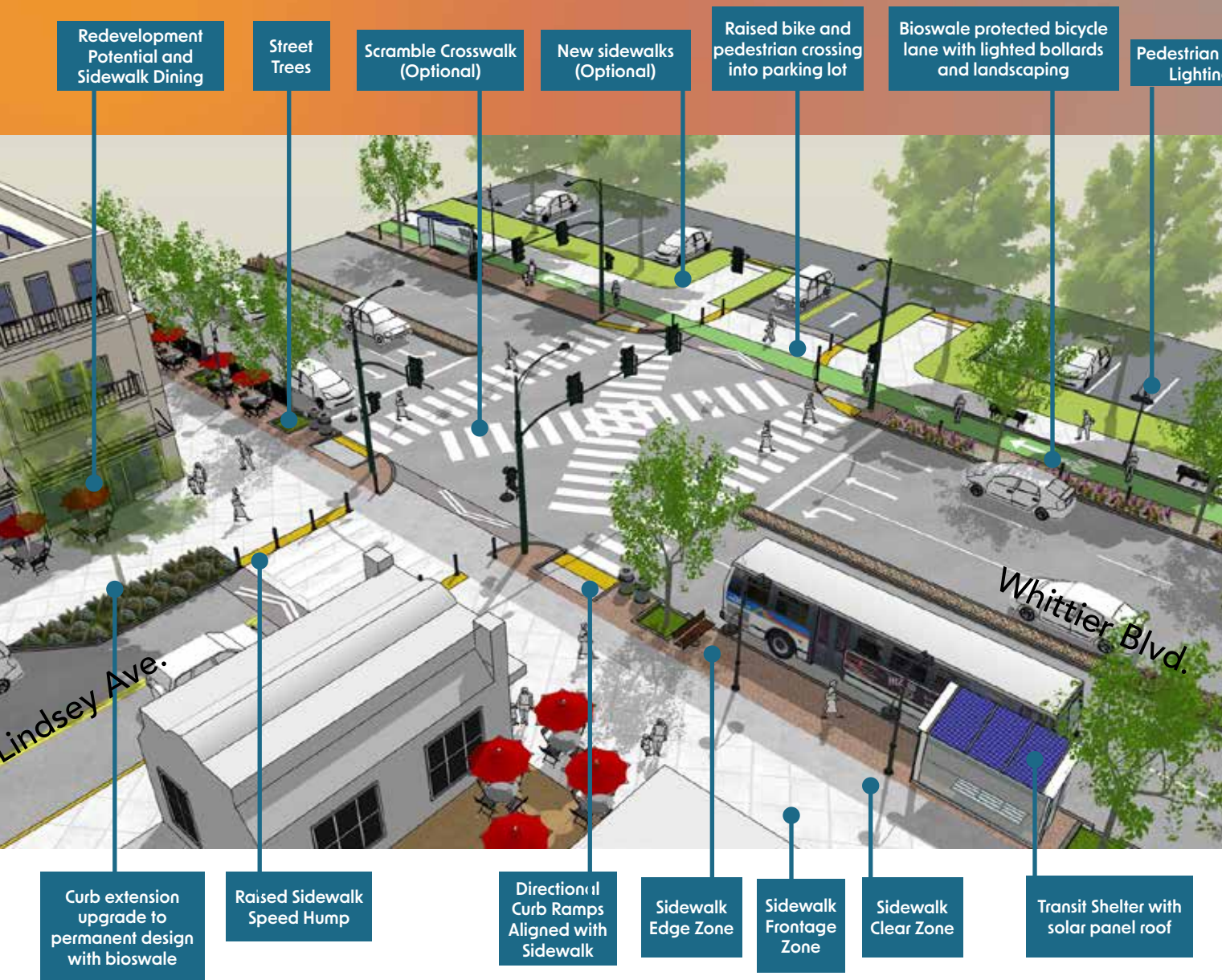


Example of painted protected bicycle lane in a pilot condition with planters as a buffer from moving vehicles.



Example of permanent curb extension with a bioswale, street tree, and pedestrian seating, which could be upgraded from a painted curb extension completed in Phase I

Phase 3 - Option A: Expanded Sidewalk



2027 - 2030

- Expanded sidewalks to replace on-street parking on north side of Whittier Blvd.
- Implementation of bioswale protected bicycle lane on south side of Whittier Blvd.
- Raise pedestrian crossings to sidewalk level across minor streets and parking entrances
- Upgradable options based on need/performance - e.g., adding scramble crosswalk

Cost estimates for Phase 3, Option A will depend upon design conditions explored during schematic design phase, some of which are described on the following page. However, it is anticipated implementation of this option would exceed cost estimates shown in Phase 3 - Option B.

Redevelopment Potential and Sidewalk Dining

Street Trees

Scramble Crosswalk (Optional)

New sidewalks (Optional)

Raised bike and pedestrian crossing into parking lot

Bioswale protected bicycle lane with lighted bollards and landscaping

Pedestrian Scale Lighting

Curb extension upgrade to permanent design with bioswale

Raised Sidewalk Speed Hump

Directional Curb Ramps Aligned with Sidewalk

Sidewalk Edge Zone

Sidewalk Frontage Zone

Sidewalk Clear Zone

Transit Shelter with solar panel roof

Option A shows a variation of the recommended design condition for Phase 3, which demonstrates the transition of painted right-of-way spaces to permanent improvements and depends upon grant funding levels. All of the individual projects listed in Phase 2 and Phase 3 - Option B (pg. 9, 13) are still applicable to this option, with expanded sidewalks substituted for the bioswale protected, street level bicycle lane design on the north (westbound) side of Whittier Boulevard. The rendering for Option A provides a conceptual design of elements, which will need to be refined during subsequent design phases and will have an impact upon final costs. A few key considerations for design and costs are described below:

Design Considerations

Street Grade / Stormwater

Extending the sidewalk to the proposed bioswale outside curb edge in Phase 3 may have implications for stormwater runoff because it will reduce the distance for the cross slope of the roadway. There is potential that the north side of Whittier Blvd. may need to be regraded and/or new green infrastructure treatments will need to be necessary to accommodate stormwater flows.

Utility Relocation

There are currently underground utilities along Whittier Blvd.. These may want to be relocated depending upon final design condition (e.g., location of lighting and street trees); additionally, utilities may want and/or need to be upgraded over time based on ongoing redevelopment of the corridor. Permeable paving is also recommended for areas where underground utilities are located to facilitate easier maintenance and upgrades. Cost estimates relative to utilities will be determined during schematic and final design phases.

Sidewalk Zones

The extended sidewalk should create at least three clear sidewalk zones: 1) building frontage zone, 2) circulation clear zone, and 3) street edge/amenity zone. The circulation clear zone should be at least six feet wide a be clear of any elements (e.g., furniture, lighting, signage, etc.) to facilitate clear movement. It is recommended that outdoor dining be located in the building frontage zone.

Pavement Materials

A primary difference between Option A and Phases 2/3b is the increase in new paving material for the extended sidewalk area. This option would benefit from using different materials to delineate different sidewalk zones. Permeable paving is recommended for the sidewalk amenity zone, which would complement street trees and/or flow-through planters in stormwater runoff. The sidewalk clear zone is recommended for a concrete treatment that would promote easy circulation for all users.

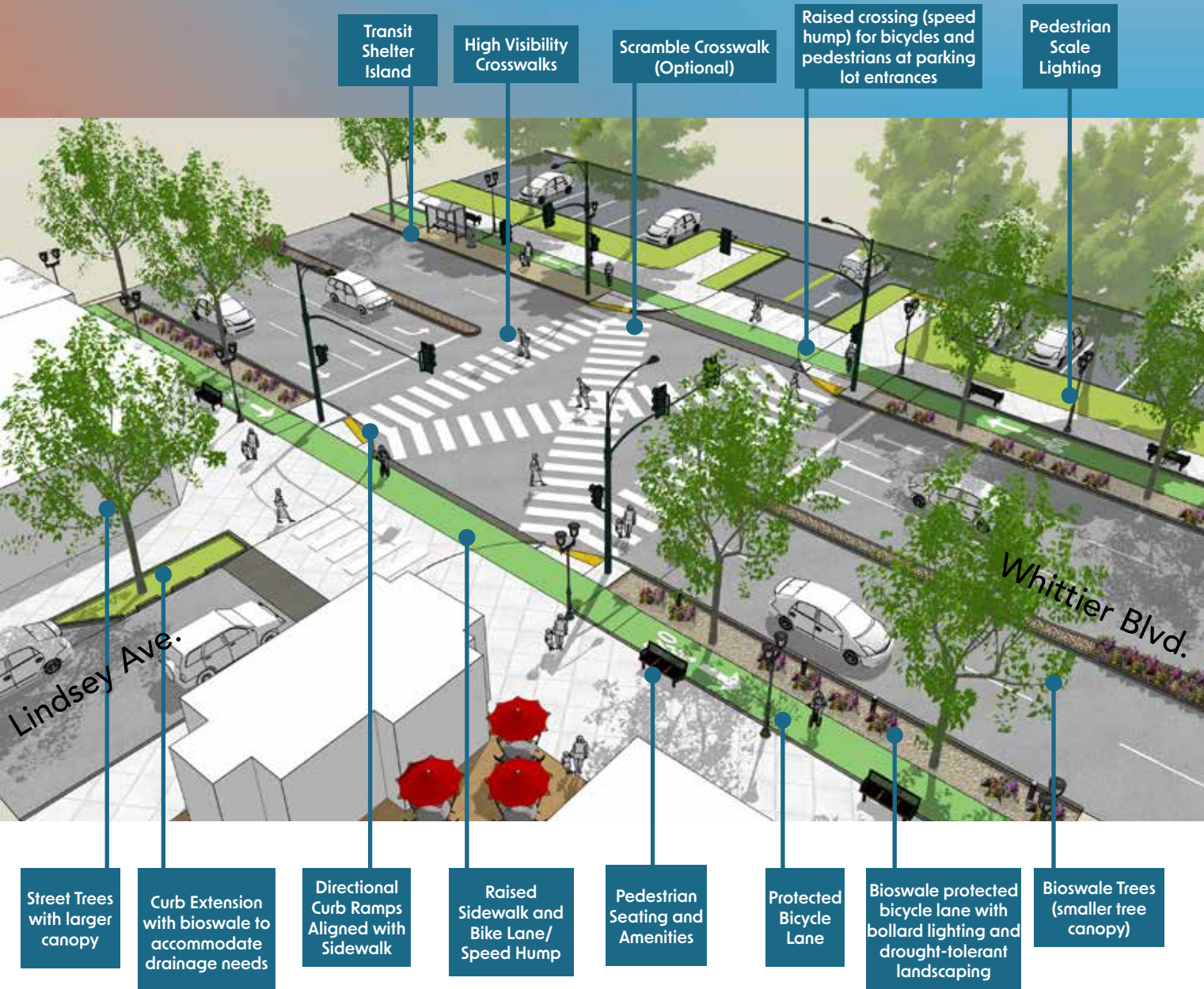


2nd Street in Austin, Texas provides a sidewalk area with different zones for walking, outdoor dining, and amenities, with a double row of trees.



A block of the Indianapolis Cultural Trail demonstrates how different pavement materials indicate different uses for the street right-of-way and integrates with adjacent buildings to create attractive outdoor dining spaces.

Phase 3 - Option B: Protected Bikeway



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	\$18 M
Design / Traffic Costs	\$3 M
Contingencies / Bonds / Etc.	\$15 M
*Estimated Total:	\$36 M

* Please see the full Plan for detailed cost estimates.

Phase 3 Projects: 5+ Years

ID	Name	Project Description	Related Project
25	San Gabriel River Trail (West Bank) - Phase 1	Open a bike trail on the west bank of the San Gabriel River using the existing service road. Other improvements such as lighting and landscaping to occur with adjacent redevelopment.	26
26	Whittier Boulevard Advanced Design	Implementation of the advanced design condition for Whittier Blvd., which replaces the pilot design condition. Includes bioswale protected bicycle lanes, new lighting and landscaping, updated crossings, and other design features.	16, 17, 18
27	Paramount Blvd. Greenway - Phase 2	Implement elements of the advanced design condition for Whittier Blvd. for the Paramount Greenway; which will depend upon adjacent redevelopment.	24; adjacent redevelopment
28	Targeted Intersection Updates	Update of key intersections to a scramble crosswalk design based upon future travel volumes (pedestrian and vehicle), safety enhancements, and community engagement	9, 10
29	Business Improvement District (BID)	Develop a BID or similar structure to implement and manage reinvestment of private redevelopment into public realm facilities.	16, 24 and private redevelopment
30	San Gabriel River Bike/ Ped Bridge	Update the San Gabriel River Bridge and/or provide a new pedestrian and bicycle only bridge across the San Gabriel River.	Pending current planning
31	Los Paseos - Phase 3	Implement design elements of Los Paseos - Phase 1 for existing alleys along Durfee Ave. North of the rail corridor.	



Example of scramble crosswalk in Pasadena, which could be an upgrade of the high visibility crosswalks completed during Phase 1.



Example of bioswale protected bicycle lane along Rosemead Boulevard in Temple City, which provides a case study for the development of the same facility along Whittier Boulevard due to similar roadway designs, traffic volumes, and adjacent land uses.

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 are an example of community-led plans. They support a primary goal of the projects: **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 field trip to City of Orange via Metrolink.



Charrette with USC graduate students and Youth Ambassadors.



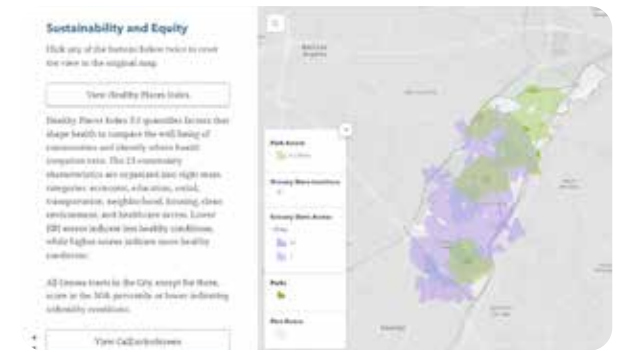
Pop-up booth at Pico Rivera Farmer's Market.



Open house during Community Design Charrette #1 in partially renovated IDEA Lab.



Image of the virtual open house that shares all project materials and in-person engagement events online.



Another online tool, ESRI Project Story Map, which provides information on the City, planning process, and proposed recommendations.

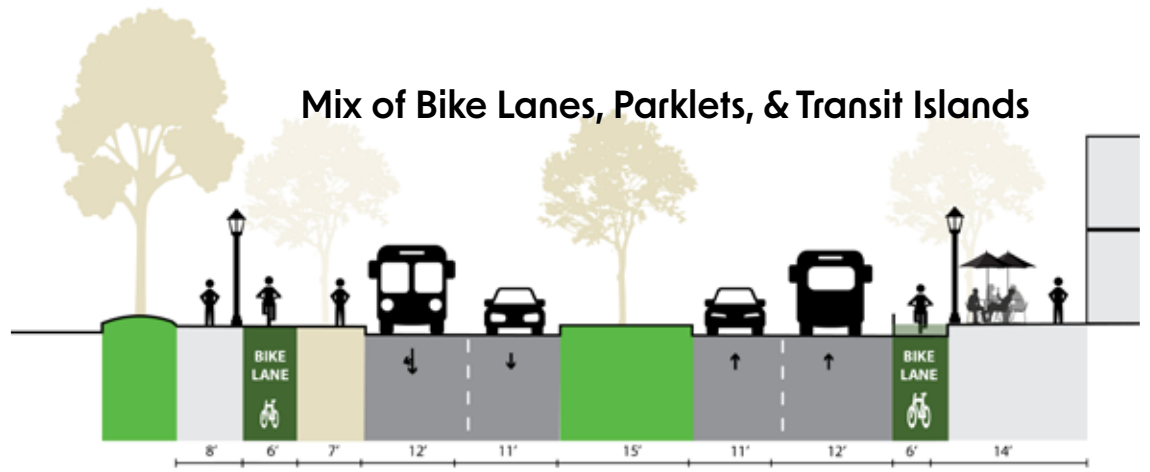
Completed over 75 events and engaged with over 6,000 stakeholders and community members

Whittier Blvd. Alternatives Analysis

Following the existing conditions analysis and initial visioning phase with the community and stakeholders, the project team developed multiple 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.

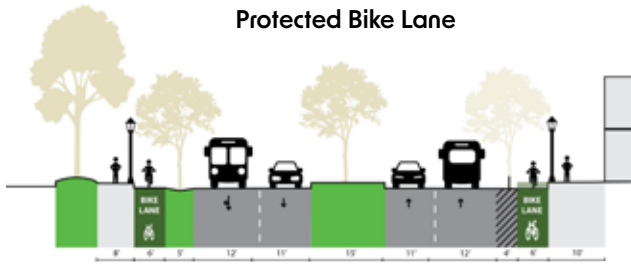
The alternatives shown on this page were the final five alternatives that the community were asked to rank. The preferred design is shown to the top-right. Ultimately, the preferred design is one that prioritizes pedestrian-oriented features, bicycle facilities, business benefits, and transit amenities.

Mix of Bike Lanes, Parklets, & Transit Islands



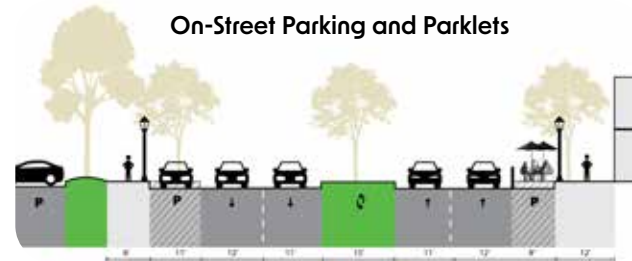
	Community Feedback	Safety Benefits	Cost & Flexibility	Traffic Considerations	Funding Opportunities
Safety	#2	Highest	\$\$\$\$	<ul style="list-style-type: none"> Accommodates Current Traffic 	Highest
Accessible	#1	<ul style="list-style-type: none"> Improves visibility of bike/ped Provides protective barriers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

Protected Bike Lane



Community Feedback **#2**
 Safety + Mobility Benefits **High**

On-Street Parking and Parklets



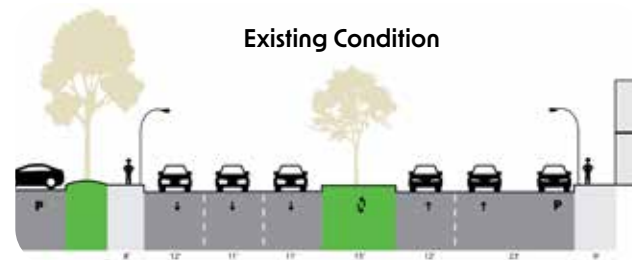
Community Feedback **#3**
 Safety + Mobility Benefits **Medium**

Bus Only Lane



Community Feedback **#4**
 Safety + Mobility Benefits **Medium**

Existing Condition



Community Feedback **#5**
 Safety + Mobility Benefits **Low**

Multimodal Plan Framework

Plan Goals

Goal MM-1: Provide Safe Streets for All Users



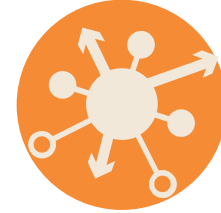
Create a mobility network that provides a balance between all modes but prioritizes safety for the most vulnerable road users.

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



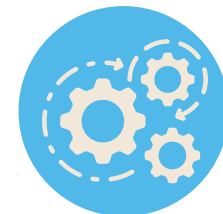
Promote the approach that streets are not just for moving vehicles but also valuable part of the public realm so that streets complement land uses, promote community interaction and create a sense of joy.

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.

NACTO Design for Major Streets



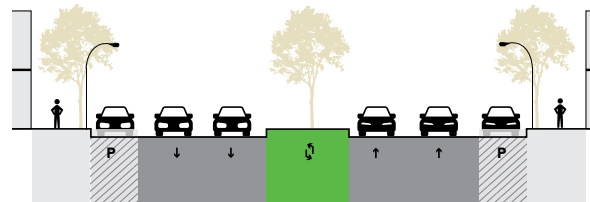
Aligns with Neighbor Cities and Accommodates Traffic

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 approximately 60% of vehicles do not start or stop in the City.

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

Whittier Boulevard in Montebello



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.

Proposed New On-Street Parking



Proposed Multimodal Network

Bicycle and Transit Network



Bioswale Protected Bicycle Lanes



Transit Shelter Islands and Amenities



Protected Bicycle Intersection

Pedestrian Network



Wider sidewalks, more greenery, curb extensions, etc.



High visibility crossing combined with placemaking



Small plaza spaces and open spaces

Vehicle Network



Green Infrastructure and permeable, sustainable materials

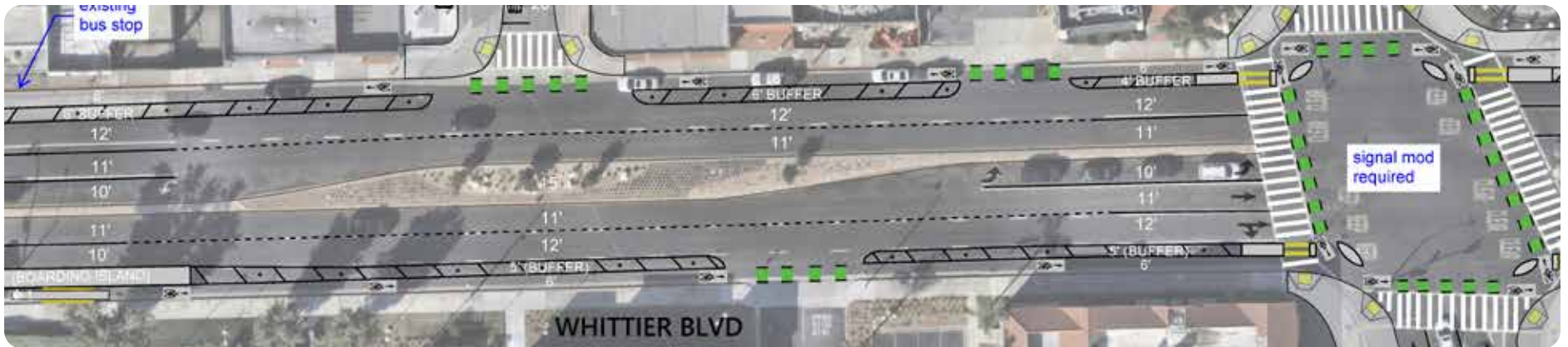


Streets designed for all modes, to increase safety, and promote local businesses



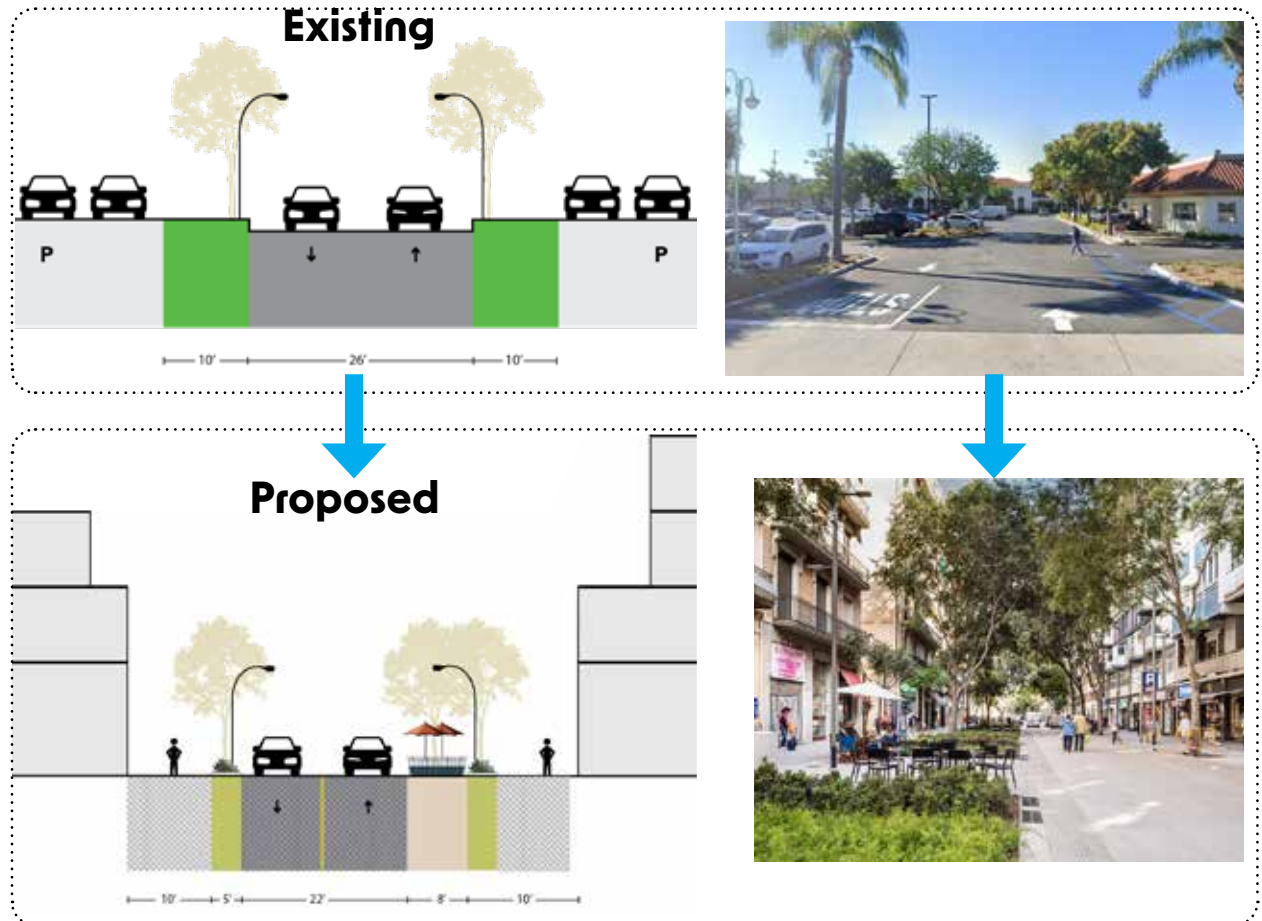
P3 parking structures for public parking and catalyze new development

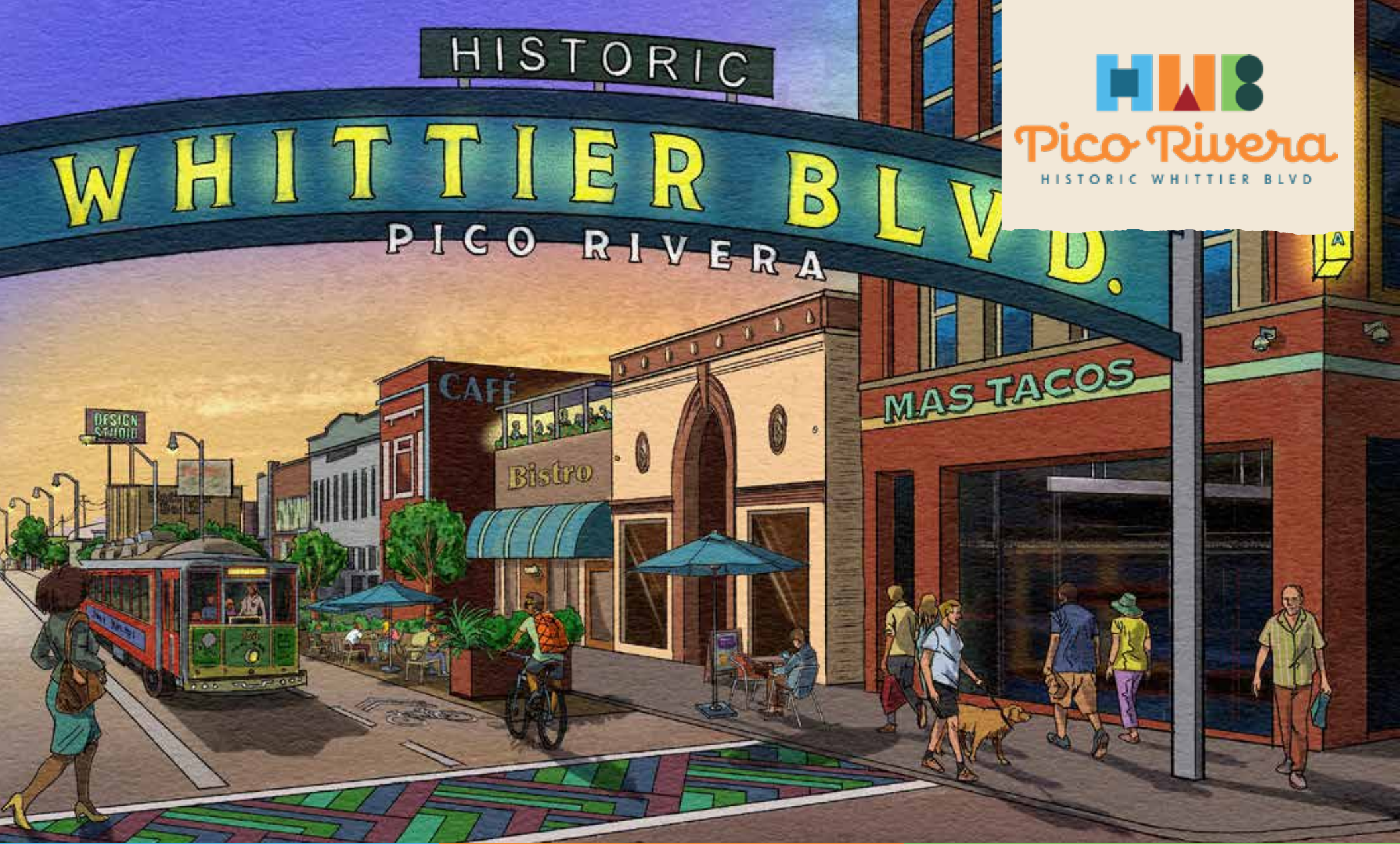
Multimodal Concept Plans and Design Guidelines



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 previous page. Design Guidelines were developed for the following categories:

- 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