3.14 Transportation and Traffic

3.14.1 Introduction

This section discusses the Project setting in relation to transportation and traffic. It describes existing conditions, current applicable regulatory setting, and potential impacts from operation and construction of the Build Alternatives and the No Project Alternative. The study area for transportation and traffic is the General Study Area (GSA) for analyses related to transit ridership and regional transportation/VMT. Other potential transportation impacts (pedestrian and bicycle impacts, and emergency access) are analyzed within the Detailed Study Area (DSA). The study area for transportation and traffic is the GSA for assessing regional conditions and the DSA for assessing local conditions and Project impacts. Information in this section is based on the Eastside Transit Corridor Phase 2 Transportation and Traffic Impacts Report (Appendix N).

3.14.2 Regulatory Framework

3.14.2.1 Federal

There are no existing federal regulations applicable to transportation that are applicable to this Project.

3.14.2.2 State

Assembly Bill (AB) 1358 – Complete Streets Act. AB 1358 requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists.

Senate Bill (SB) 743, which was codified in Public Resources Code Section 21099, required the California Office of Planning and Research (OPR) to establish new CEQA Guidelines "for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." The new criteria were required to move away from vehicle delay and level-of-service (LOS) and move toward more multimodal concepts "that may include, but are not limited to, vehicle miles traveled (VMT), vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

In 2018, Section 15064.3 was added to the CEQA Guidelines to reflect the provisions of Senate Bill 743. The section addresses both land use and transportation projects, and broadly describes the methodology, including the potential for qualitative analysis, used to assess VMT. The overall guidance for transportation projects is that they are presumed to have a less-than-significant project impact if they reduce VMT (CEQA Guidelines, §15064.3(b)(2)). Agencies are given "broad discretion" to select the methodology for analysis, or even apply a qualitative approach. As described in Section 1.5.6 of the Transportation Impact Analysis Report, the analysis and impact determinations have used a VMT-based approach.

3.14.2.3 Local

Metro is the state-designated planning and programming agency for Los Angeles County and submits recommended transportation projects and programs to Southern California Association of Governments (SCAG) for inclusion in the Regional Transportation Plan (RTP). The *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016 RTP/SCS) is the tool used for identifying the transportation priorities of the SCAG region. The *2016 RTP/SCS* includes the Project among the list of projects in the Strategic Plan. In 2020, the *2016 RTP/SCS* was updated to the *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (*2020 RTP/SCS*), which prioritizes project investments through the year 2045. The Project is included in the list of projects anticipated to be initiated or completed through the *2020 RTP/SCS*'s horizon year of 2045.

The Project is also listed in the *Los Angeles Country Transportation Expenditure Plan* (2016) developed by Metro for implementing the transportation projects funded by Measure M, a sales tax measure to fund infrastructure expansion throughout Los Angeles County. Other Metro plans include the Metro Grade Crossing Safety Policy (2010), Transit-Oriented Communities (TOC) Policy (2018) and *TOC Implementation Plan* (2020), *NextGen Bus Plan* (2020), Metro's Title 8 Metro Parking Ordinance (2020), the *2020 Long Range Transportation Plan* (LRTP), and Metro's *First/Last Mile Guidelines* (2021).

Other local planning and regulatory tools that help to guide transportation planning and development in the region include the Gateway Cities Council of Governments (GCCOG)'s *Strategic Transportation Plan* (2016) that outlines goals and objectives for transportation improvements in cities of southern Los Angeles County, and county and general plans, specific plans, and master plans. The *Los Angeles County 2035 General Plan* (adopted October 2015) provides guidelines for unincorporated areas of Los Angeles County that are located within the GSA. The County of Los Angeles Department of Public Works' 2012 *Bicycle Master Plan* covers the entire county's plans and currently acts as the long range bicycle plan for the county. Additionally, *Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities* provides a policy framework for how the County proposes to get more people walking, make walking safer, and support healthy active lifestyles. The framework includes Community Pedestrian Plans for unincorporated communities in Los Angeles County. A *Community Pedestrian Plan for East Los Angeles* is being prepared and is currently receiving public input to identify safety and walkability enhancements. The *Community Pedestrian Plan for West Whittier-Los Nietos* was adopted in 2019 by the Los Angeles County Board of Supervisors. The General Plans, Circulation Elements and corresponding Specific Plans for the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs and Whittier provide local regulatory frameworks and policies related to transportation and traffic issues. General and Specific Plans for each of the jurisdictions are discussed in more detail in Appendix N.

3.14.3 Methodology

The GSA is utilized for analyses related to transit ridership and regional transportation/VMT. Other potential transportation impacts (pedestrian and bicycle impacts, and emergency access) are analyzed within the DSA. The transportation area of potential impact focuses on transit, regional transportation, pedestrian, bicycle and personal mobility circulation in the vicinity of the proposed stations for the Build Alternatives and design options, and within one-quarter mile of each potential MSF site options. It also includes all signalized intersections along the Alternatives that would cross at-grade. As detailed in Attachment A of Appendix N, Metro consulted with jurisdictions within the GSA to confirm the methodology and collect additional data.

3.14.3.1 Transit

Data on the existing transit network within the GSA were obtained from the individual transit providers for the base year, including operator, type, service area, hours of operation, and current ridership. The existing transit network data for the base year was obtained in 2019. The base year ridership data is from 2018, the most recent available data at the time of the study. The same transit data is being used for consistency with the previous analysis and with the baseline data. The proposed transit improvements in the GSA are described in the transit impact analysis section including the *Measure M Expenditure Plan*, as presented in the latest 2018 Los Angeles County Metro's regional travel demand forecasting model, the Corridor Based Model 2018 (CBM18).

Ridership forecasts, VMT estimates, and other travel demand modeling projections are based on the results of the CBM18. The base year data in the CBM18 is from 2017 and represents the data that was most recently available when the model was created in 2018. This data has been used to represent 2019, the base year in this study. Future projections reflect conditions in 2042, the model's horizon forecast year. The CBM18 was updated and refined specifically for use in this study to ensure that major roadway and transit improvements expected to be completed by 2042 were included. The travel demand modeling analysis includes Metro Measure M projects identified in the *Measure M Expenditure Plan* and included in the CBM18 identified to be completed by 2042. Similarly, any roadway improvement projects specified by GSA jurisdictions are included in the travel demand modeling analysis. Projects expected to be completed by the year 2042 are included in the No Project and Build Alternatives.

3.14.3.2 Regional Transportation

Data on the existing regional transportation network for the GSA and region were obtained for the base year, including roadway infrastructure and regional travel performance measures. The existing roadway network was itemized for freeway and arterial segments in 2019. Regional transportation performance measures were extracted from the Metro travel demand model, CBM18, including VMT, vehicle hours traveled (VHT), average vehicle speed in miles per hour (mph), and AM and PM peak vehicle trips for both the region and GSA. The proposed transit improvements in the region are described in the Existing Setting section including the *Measure M Expenditure Plan*, as presented in CBM18. Detailed information on the TDM methodology is provided in Appendix N.

3.14.3.3 Pedestrian and Bicyclists

Existing and planned pedestrian and bicycle facilities within the DSA were obtained from the *Los Angeles County Bicycle Master Plan* (Los Angeles County 2012), *Metro Active Transportation Strategic Plan* (Metro 2016), *Gateway Cities Strategic Transportation Plan* (GCCOG/Metro 2016), *San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study* (SGV ATP 2019), *Montebello Bicycle Master Plan* (Montebello 2018), *Santa Fe Springs Active Transportation Plan* (Santa Fe Springs 2020), Pico Rivera's *Urban Greening Plan* (Pico Rivera 2018), Whittier's *Bicycle Transportation Plan* (Whittier, 2013), and Commerce's *Bicycle and Pedestrian Plan* (Commerce 2020). Facility and bicycle route and potential conflict locations were observed through field surveys conducted in April 2019. Bicycle and pedestrian counts were conducted at 39 intersections within the DSA at the same time as the vehicular counts during the typical weekday peak commute hours of 7:00 to 9:00 am and 4:00 to 6:00 pm during the regular school year on Tuesday, March 19 and Wednesday, March 20, 2019. The future projections for weekday pedestrian trips to and from the project stations were estimated using the Metro Travel Demand Model for each Build Alternative.

3.14.3.4 Emergency Access

Fire and police stations are identified within the DSA to address whether the Build Alternatives would affect emergency response times and capabilities resulting in the need for new or expanded facilities to maintain adequate levels of service, as well as the potential for any fire and police stations within the DSA to be directly impacted as a result of new construction or operations.

3.14.3.5 Impact Designation

The impact evaluation methodologies are presented in Section 4.3 of Appendix N for transit, VMT, traffic circulation, pedestrian circulation, bicycle and personal mobility circulation, construction, and MSF options. Environmental impacts were evaluated for the period of Project construction and operation. A construction impact is considered temporary and occurs only during the time of constructing a Build Alternative, whereas an operational impact is considered a permanent impact occurring during the operation of a Build Alternative.

3.14.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a Build Alternative would have a significant impact related to Transportation and Traffic if it would:

Impact TRA-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Impact TRA-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

Impact TRA-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

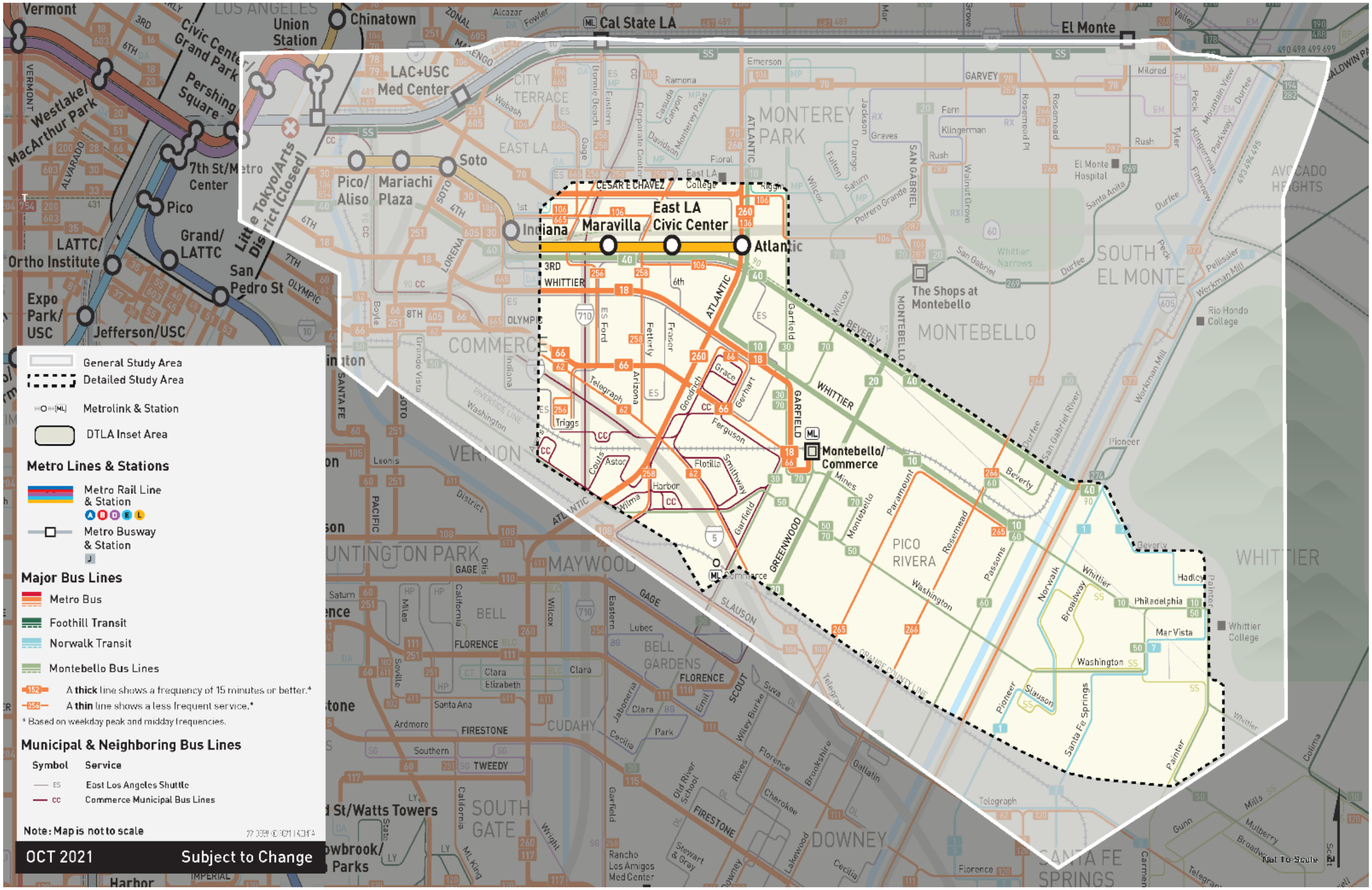
Impact TRA-4: Result in inadequate emergency access.

3.14.5 Existing Setting

3.14.5.1 Transit

The DSA is served by local and regional transit agencies, including Metro bus and rail services, Metrolink commuter rail, Montebello Bus Lines, Commerce Municipal Bus Lines, Norwalk Transit, Foothill Transit, and El Sol Shuttle (East Los Angeles Shuttle) as shown in **Figure 3.14.1**. Transit service types within the DSA include rapid bus, express bus, limited bus, LRT, commuter rail, and local bus lines. Commuter and intercity rail service within the DSA are provided by Metrolink with stations in the cities of Montebello and Commerce. There are no existing or planned direct routes that would parallel the Project corridor without several transit transfers. **Table 3.14-1** shows that the ridership on existing bus lines in the DSA is high, with 55 percent of the bus routes operating with over 1,000 riders per day (27 out of 49 bus routes).

As part of the approved *NextGen Bus Plan*, buses would arrive every 5 to 10 minutes for 83 percent of current riders (compared to around 48 percent prior to implementation). This would be achieved by increasing frequency of buses, improving service on most routes, and allocating more buses in areas with the greatest demand. Under the *NextGen Bus Plan*, existing local and rapid bus routes would be combined into new lines, rerouted, or have other efficiency improvements. Frequencies would be adjusted on new lines to align with passenger demand. Transit signal priority that has been a key part of rapid service would also be seamlessly incorporated into the operation of these new lines. The anticipated result would be faster door-to-door trips for riders. The majority of Metro bus lines within the DSA would be revised per the *NextGen Bus Plan*.



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 3.14.1. Detailed Study Area Transit Routes

Table 3.14-1. Detailed Study Area Transit Routes and Lines (Rail and Bus)

Transit Line	Operating Route			Frequency Weekday (Minutes)			Average Daily Ridership[1]
	From/To	To/From	Via	am	Mid-Day	pm	
Metro Rail							
Metro L (Gold) Line	APU/Citrus College Station	Atlantic Station	Metro L (Gold) Line Corridor, 1st Street & 3rd Street	7	7-12	7-20	52,183
Metrolink Commuter Rail							
Riverside Line	Riverside – Downtown	Union Station	UPRR	30-80	180	180	4,400
Metro Local Bus Lines to/from Downtown Los Angeles[2]							
18	Koreatown	Montebello	Whittier Blvd.	5-10	6-12	20-60	18,167
62	Hawaiian Gardens	Boyle Heights	Telegraph Blvd.	20-60	20-60	30-60	4,154
66	Wilshire/Western D Line Station	Montebello	Olympic Blvd.	5-20	19-37	20-60	11,300
68	Mariachi Plaza L Line Station	Atlantic Blvd. / Pomona Blvd.	Cesar Chavez Avenue	15-30	20-40	20-60	5,215
Metro Local Bus East-West Lines[2]							
176	El Monte	Highland Park	Mission Dr. & Garfield Avenue	45	45	50	1,636
Metro Local Bus North-South Lines[2]							
258	Alhambra	Paramount	Fremont Avenue & Eastern Avenue	40	41	40-60	2,494
260	Altadena	Artesia A (Blue) Line Station	Fair Oaks Avenue & Atlantic Avenue	15-20	20-30	15-60	10,159
265	Pico Rivera	Lakewood Center Mall	Paramount Blvd.	40	60	55	1,389
Metro Express Bus North-South Line[2]							
577	El Monte J Line Station	VA Medical Center	Pomona Blvd, Santa Anita Avenue & Park Road	40-45	45	40-50	989

Transit Line	Operating Route			Frequency Weekday (Minutes)			Average Daily Ridership[1]
	From/To	To/From	Via	am	Mid-Day	pm	
Metro Rapid Bus Service[2]							
720	Santa Monica	Commerce	Whittier Blvd.	3-15	10-20	10-20	27,253
762	Pasadena	Compton	Fair Oaks Avenue & Atlantic Blvd.	17-30	30	35-70	3,593
770	Downtown Los Angeles	El Monte	Cesar Chavez Avenue & Garvey Avenue	13	16	30	6,546
Montebello Bus Lines							
10	Monterey Park	Pico Rivera & Whittier	Atlantic Blvd. & Whittier Blvd.	10-30	12-24	6-15	3,610
20	Commerce	Rosemead & San Gabriel	Montebello Blvd. & San Gabriel Blvd.	20-40	20-40	20-25	4,704
30	South Gate	Alhambra	Garfield Avenue	48	48	40	5,086
40	Downtown Los Angeles	Whittier	Beverly Blvd.	12-20	12-20	12	1,783
50	Downtown Los Angeles	La Mirada	Washington Blvd.	30	30	35-40	3,811
70	Commerce	Montebello Town Center	Via Campo & Wilcox Avenue	45	45	50	4,215
90X	Taylor Ranch	Downtown Los Angeles	Beverly Blvd.	20	-	20-40	733
Commerce Municipal Bus Lines							
Blue	City Circulator Service		Triggs Street, Eastern Avenue, Goodrich Blvd. & Washington Blvd.	80	80	80	-
Red	City Circulator Service		Same as Blue	75-80	70	70	-
Green	City Circulator Service		Garfield Avenue, Bandini Blvd. & Washington Blvd.	65	65	65	-
Orange	City Circulator Service		Same as Green	85	85	85	-
Yellow	City Circulator Service		Same as Green	70	80-85	80	-

Transit Line	Operating Route			Frequency Weekday (Minutes)			Average Daily Ridership[1]
	From/To	To/From	Via	am	Mid-Day	pm	
Purple	City Circulator Service		Olympic Blvd., Triggs Street, Atlantic Blvd., Telegraph Road & Garfield Avenue	70	70-80	70	-
Citadel Outlets Express	Hoefner Avenue (Citadel Outlets)	Hoefner Avenue (Citadel Outlets)	Hoefner Avenue, Tuberway Avenue, Washington Blvd.	5-60	3-30	13-65	-
Norwalk Transit Bus Lines							
1	Bellflower	Rio Hondo College	Santa Fe Springs Blvd. & Pioneer Blvd.	30	30	30	481
7	Whittwood Town Center	Northwest Whittier	Whittier Blvd., Norwalk Blvd. & Beverly Blvd.	40-45	45	40-50	-
Foothill Transit Bus Lines							
269	El Monte J Line Station	Montebello Town Center	Santa Anita Avenue & Dufree Avenue	30	30	30	404
274	West Covina	Industry / Whittier	Puente Avenue & Workman Mill Road	60	60	60	437
El Sol (East Los Angeles Shuttle)							
Union Pacific / Salazar Park	3rd Street & La Verne Avenue	3rd Street & La Verne Avenue	3rd Street, 6th Street, Eastern Avenue, Indiana Street	60	60	60	-
Whittier Blvd./ Saybrook Park	3rd Street & La Verne Avenue	3rd Street & La Verne Avenue	3rd Street, 6th Street, Westside Dr., Whittier Blvd.	60	60	60	-
City Terrace / East Los Angeles College	3rd Street & La Verne Avenue	3rd Street & La Verne Avenue	3rd Street, Rowan Avenue, Floral Dr., Cesar Chavez Avenue	60	60	60	-

Source: CDM Smith/AECOM JV, 2019 from Metro, Metrolink; Foothill Transit; the cities of Montebello, Monterey Park, Commerce, Norwalk; and Los Angeles County Public Works.
Notes:
1 Average daily ridership (boardings) obtained from each jurisdiction represent numbers from Fiscal Year 2018.
2 Metro Bus routes and lines/or frequency are anticipated to be altered based on information in the NextGen Bus Plan.

3.14.5.2 Regional Transportation

The GSA is well-served by multiple Interstate Highways, a State Highway, and multiple north-south and east-west arterial streets, including some of the most prominent freeways in the region. The freeways and highways within the GSA include Interstate-605 (I-605), I-5, I-70, and State Route 60 (SR-60). The freeways in the GSA link the Port of Los Angeles and Port of Long Beach to the nation's Interstate System. These freeways carry among the highest volumes of goods movement in the country. Additionally, several roadway arterials in the GSA are heavily used by truck traffic for goods movement. Arterials in Commerce and western Montebello serve a dense industrial, manufacturing, and commercial business district. Arterials adjacent to freeways also serve as alternative trucking routes. All freeways in the GSA carry more than 3,000 trucks daily during the mid-day peak period. Washington Boulevard and Garfield Avenue both carry 400 and 800 trucks during the mid-day peak period. Other roadways carry 400 or fewer trucks during the mid-day peak period. **Table 3.14-2** presents transportation statistics throughout the region for existing conditions in the base year, and for AM and PM peak hour data for the GSA.

Table 3.14-2. Regional Transportation Statistics for Existing Conditions

Region-wide Statistics	Existing Conditions
Regional	
Vehicle Miles Traveled (VMT)	475,761,000
Vehicle Hours Traveled (VHT)	14,414,000
Average Vehicle Speed (mph)	33.0
AM Peak Vehicle Trips	8,298,500
PM Peak Vehicle Trips	11,113,200
General Study Area	
VMT	12,070,000
VHT	410,000
Average Vehicle Speed (mph)	29.4
AM Peak VMT	2,612,000
AM Peak VHT	115,000
AM Peak Average Speed (mph)	22.7
AM Peak Vehicle Trips	278,100
PM Peak VMT	3,255,000
PM Peak VHT	130,000
PM Peak Average Speed (mph)	25.0
PM Peak Vehicle Trips	367,100

Source: CDM Smith/AECOM JV, 2019; Metro CBM18.

3.14.5.3 Roadway Characteristics Summary

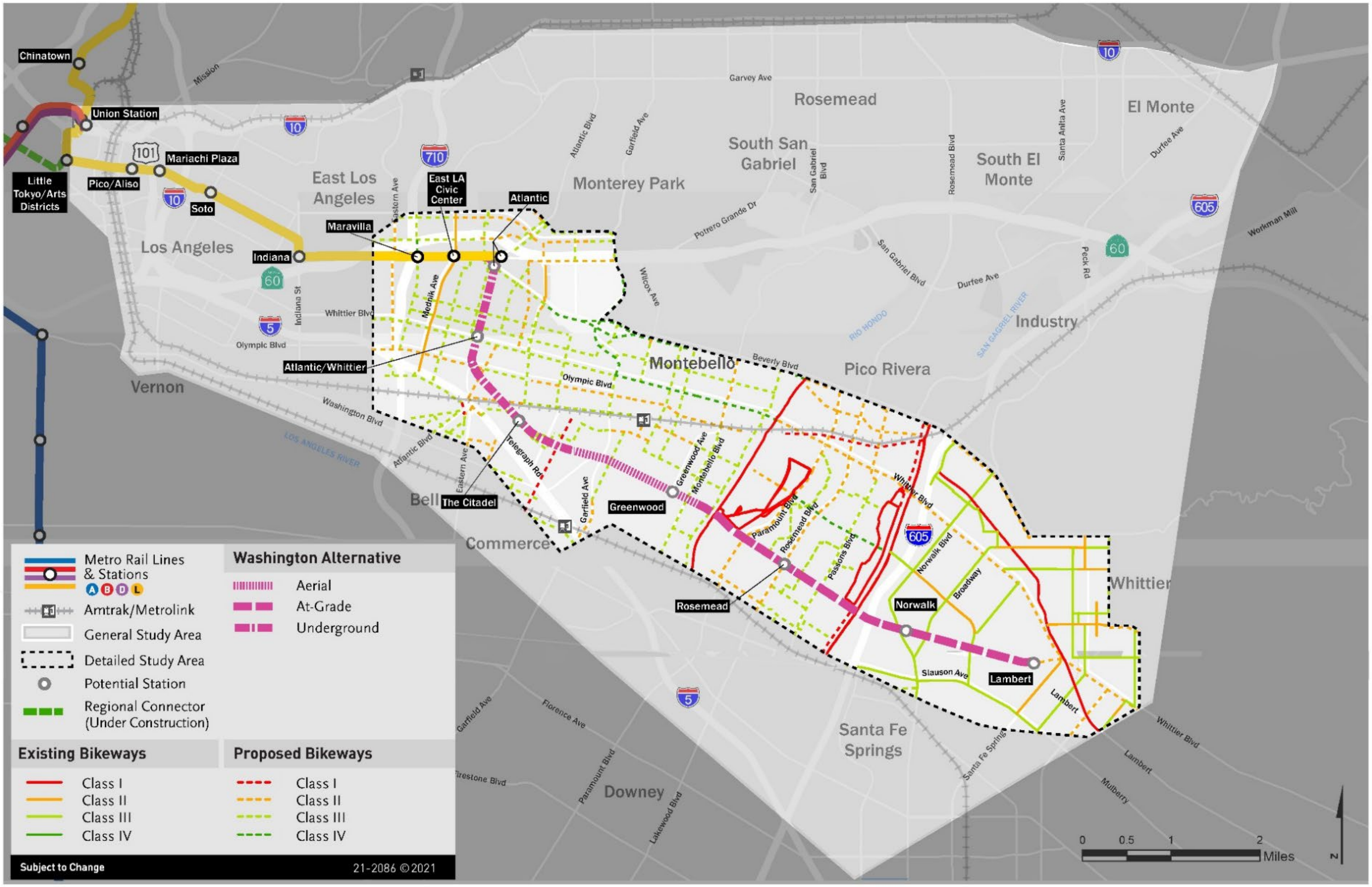
There are several key arterial roadways in the DSA. Key north/south roadways include Atlantic Boulevard, Garfield Avenue, Greenwood Avenue, Paramount Boulevard, Rosemead Boulevard, Passons Boulevard, Pioneer Boulevard, Norwalk Boulevard, Broadway, and Sorensen Avenue. Key east/west roadways include Pomona Boulevard/Via Campo, Beverly Boulevard, Whittier Boulevard, Olympic Boulevard, Washington Boulevard, and Telegraph Road. Characteristics of these key arterial roadways were compiled based on fieldwork conducted in the GSA. A summary of roadway characteristics, off-street and on-street parking in the vicinity of the Project stations and along the Build Alternatives, and daily traffic volumes along the key arterials, is provided in Appendix N.

3.14.5.4 Pedestrian and Bicycle Circulation

The entire arterial street system network is considered open to pedestrian traffic, either on sidewalks or road shoulders, except for locations where no shoulder exists. In many locations in the DSA, pedestrian flow is impeded due to missing, inadequate or unsafe sidewalks and crossings. Existing pedestrian conditions throughout the DSA are qualitatively assessed near each of the Project stations. The number of pedestrians observed during the peak period ranges from 0 to 223 per hour and the number of bicyclists ranges from 0 to 9 per hour, depending on the intersection. Pedestrian and bicycle activity are higher on arterials in the denser neighborhoods along Atlantic Boulevard and significantly lower along arterials in lower density neighborhoods along Washington Boulevard and freeway-adjacent streets. Attachment B of Appendix N provides detailed counts by intersection for pedestrian and bicycle existing conditions within DSA.

The existing bicycle circulation in the DSA consists of a network of approximately 51 miles of Class I, II, III, and IV bicycle facilities. This includes approximately 15.6 miles of Class I bicycle paths. The Class I bicycle paths are located along the west side of the Rio Hondo and along the east and west sides of the San Gabriel River. The San Gabriel River trail is a multi-use trail running north-south extending from Azusa to Seal Beach. The Rio Hondo Bike Path extends between Monrovia and South Gate, where it connects to the Los Angeles River bicycle path. Additional Class I bike paths exist along the Whittier Greenway Trail and a circular path within the Rio Hondo Floodplains.

There are 8.8 miles of Class II bicycle lanes and 23.7 miles of Class III bicycle lanes in the DSA that are concentrated within Pico Rivera, Whittier, and in East Los Angeles. The bicycle lanes in Pico Rivera are on Mines Boulevard and Hadley Street and serve as a connection to the Class III bicycle routes along Norwalk Boulevard, Broadway, Sorenson Avenue, and other minor residential roadways in the southeast part of the DSA. Whittier's bicycle network includes Class II bicycle lanes and Class III bicycle routes throughout the city that provide connections to the 4.5-mile Whittier Greenway Trail. East Los Angeles has limited bicycle facilities within the DSA. Approximately three miles of Class IV bicycle boulevards along Woods Avenue and Hubbard Street connect to the Class II and Class III facilities on Mednick Avenue, Ford Boulevard, and Sadler Avenue. Existing and planned bikeways are shown on **Figure 3.14.2.**



Sources: County of Los Angeles (2012), Metro (2016), Montebello (2018); Gateway Cities Council of Governments/Metro (2016); Pico Rivera (2018); Whittier (2013), Commerce (2020).
Note: Map may not be consistent with ground markings and signs.

Figure 3.14.2. Existing and Planned Bicycle Facilities (2042)

3.14.5.5 Emergency Access

Fire prevention, protection, and emergency medical services in the DSA are provided by the Los Angeles County Fire Department (LACFD) in unincorporated areas of Los Angeles County (East Los Angeles and West Whittier-Los Nietos), and the cities of Commerce, Pico Rivera, and Whittier. Fire protection services are also provided by the Montebello Fire Department in Montebello and by the Santa Fe Springs Department of Fire-Rescue in Santa Fe Springs.

Law enforcement, police services, and civil processes in the DSA are provided by the Los Angeles County Sherriff's Department in unincorporated areas of Los Angeles County (East Los Angeles and West Whittier-Los Nietos), and the cities of Commerce and Pico Rivera. Police protection services are also provided by the Montebello Police Department in Montebello and the Whittier Police Department in Whittier and Santa Fe Springs.

Fire stations, police and sheriff departments, and hospitals/key medical facilities within the DSA are identified in Appendix N. The closest facilities to the Project include LACFD Fire Station 50 on Saybrook Avenue in Commerce, Los Angeles County Sheriff's Department - East Los Angeles on East 3rd Street in East Los Angeles, the Kaiser Permanente East Los Angeles Medical Offices, and Presbyterian Intercommunity Hospital (PIH) Whittier Hospital in the city of Whittier.

I-605 freeway is identified as a primary disaster route and Washington Boulevard is identified as a secondary disaster route for the Los Angeles County Operational Area and both are designated as emergency evacuation routes for the cities within the DSA (i.e., cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier) (Los Angeles County 2012).[1]

3.14.6 Impact Evaluation

3.14.6.1 Impact TRA-1: Conflict with Programs, Plans, and Policies

Impact TRA-1: Would a Build Alternative conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

3.14.6.1.1 Alternative 1 Washington

Operational Impacts

Alternative 1 is forecasted to increase countywide transit travel by approximately 7,700 new transit trips daily compared to the No Project Alternative (difference between daily linked transit trips for Alternative 1 and the No Project Alternative), and approximately 15,000 total weekday boardings. Travel time between the Atlantic station (relocated/reconfigured) and the Lambert station for Alternative 1 would be approximately 22.6 minutes, which would be approximately 9 minutes faster than the projected auto travel time (32 minutes) between these two points. Local bus operating speeds may decrease along Washington Boulevard from east of Garfield Avenue to east of Carob Way due to

[1] Disaster routes are freeway, highway, or arterial routes pre-identified for use during times of crisis. These routes are utilized to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property, and minimize impacts to the environment. An evacuation route is used to move the affected population out of an impacted area.

proposed traffic lane reconfigurations, which would result in reduction of roadway capacity along Alternative 1. As such, re-routing and/or relocating existing bus stops on Montebello Line 50 may be required. In addition, Alternative 1 may result in minor increases in ridership for bus lines that provide connections or feeder services to the alignment. However, existing bus routes have capacity, and with anticipated improvements described in the *NextGen Bus Plan*, additional efficiencies and improvement will be made to local services. Additionally, Alternative 1 would not conflict with future transit services but would provide travel time savings benefits and would enhance transit connectivity with the existing local bus network. Alternative 1 would support several regional and local plans and policies and would not conflict with adopted regional or local policies or plans related to roadway circulation or transit. Alternative 1 would also enhance transit connectivity between the stations and the surrounding areas and thereby increase ridership countywide. Therefore, operation of Alternative 1 would result in less than significant impacts related to transit.

Alternative 1 would result in a reduction in general-purpose travel lanes from three lanes to two lanes, and the elimination of ingress/egress movements at driveways and selected cross streets along Washington Boulevard, which could require some changes to truck ingress/egress for industrial properties in Commerce and Montebello. Approach and departure routes for trucks, for example, might need to change slightly to accommodate new turn restrictions at selected locations. However, Alternative 1 would not preclude vehicle or truck access along Washington Boulevard, and left-turn movements would continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue) at signalized intersections as set forth in PM TRA-1 (**Section 3.14.7.1**). In addition, parallel east–west routes (e.g., Telegraph Road, Olympic Boulevard, Whittier Boulevard) would continue to serve as alternatives to Washington Boulevard, providing additional connections to and from the regional freeway network. As such, changes in general-purpose travel lanes would be consistent with local and regional circulation elements and plans. Therefore, operation of Alternative 1 would result in less than significant impacts related to traffic circulation.

Alternative 1 would provide bicycle circulation and enhanced access in the immediate station areas, such as bike parking and connections to existing nearby bike facilities within up to a 600-foot radius for improved bicycle-to-transit connections, which would be determined during preliminary engineering. At some locations along the alignment, sidewalks would be relocated, widened, and/or replaced with the same widths where possible to accommodate the light rail guideway, TPSS, stations, or other related infrastructure, but only in the immediate area adjacent to these elements; however, these would be improvements to existing conditions by enhancing the overall walkability and bike accessibility of the proposed station areas. Sidewalks would not be altered to the extent that pedestrian circulation would be impaired or in violation of American Disabilities Act (ADA) standards as set forth in PM TRA-1. Alternative 1 would attract approximately 330 to 940 peak hour walk and bike trips per station, with lower volumes throughout the day and on weekends. This level of pedestrian activity would not create severe overcrowding during the peak period that would interfere with pedestrian accessibility, as current pedestrian volumes are relatively low. As such, the surrounding pedestrian facilities would have sufficient capacity to accommodate the increase in pedestrian volumes and the peak hour walk trips.

There are no existing bicycle facilities along Alternative 1. The following are the proposed bicycle facilities along Alternative 1:

- Class III on Woods Avenue between Dorner Drive and Olympic Boulevard (Los Angeles County)
- Class III on Beverly Boulevard between 3rd Street and Gerhart Avenue (Los Angeles County)

- Class III on Smithway Street between Flotilla Avenue and Tubeway Avenue (Commerce)
- Class I as Edison Utility right-of-way between Ferguson Drive and Gage Avenue (Commerce)
- Class III on Yates Avenue between Flotilla and Gage Avenue (Commerce)
- Class III on Montebello Boulevard between Montebello Way/Truck Way and Sycamore Street (Montebello)
- Class III on Bluff Road between Whittier Boulevard and Sycamore Street (Montebello)
- Class III on Paramount Boulevard between Gallatin Road and Telegraph Road (Pico Rivera)
- Class III on Crossway between Coffman Pico Road and Washington Boulevard (Pico Rivera)
- Class II on Rosemead Boulevard between Gallatin Road and Telegraph Road (Pico Rivera)
- Class III on Loch Alene Avenue between Balfour Street and Nan Street (Pico Rivera)
- Class II/III on Passons Blvd between Jackson Street and Telegraph Road (Pico Rivera)
- Class I along Pico Rivera Trail (Pico Rivera)
- Class III on Washington Boulevard between Lambert Road and Santa Fe Springs Road (Whittier)

The proposed Class III bicycle routes would still be accommodated through roadway striping during operations and would not conflict with Alternative 1. Additional Class III bicycle routes that cross Atlantic Avenue are proposed, but Alternative 1 would be in an underground configuration with roadways restored for operations and therefore not conflict with Alternative 1. The proposed Class I and Class II bicycle facilities would not be located along Washington Boulevard and only cross Washington Boulevard at applicable intersections where bicycle and pedestrian traffic would be allowed to cross with bicycle and pedestrian facilities remaining accessible as set forth in PM TRA-1. Therefore, operation of Alternative 1 would result in less than significant impacts related to pedestrian and bicycle circulation.

Design Options

Atlantic/Pomona Station Option

Operational impacts would be similar to those described under the base Alternative 1, because Alternative 1 with the Atlantic/Pomona Station Option would be underground from the transition from at-grade to underground on Pomona Boulevard, and underneath Atlantic Boulevard south of 4th Street. As such, there are no additional impacts to other transit routes, traffic circulation, pedestrian circulation, or bicycle circulation compared to the base Alternative 1. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

Under the Montebello At-Grade Option, operational impacts would be similar to those described under the base Alternative 1. The approach and departure routes for trucks may need to change slightly to accommodate turn restrictions for the at-grade option at selected locations between Yates Avenue and Carob Way where the Montebello At-Grade Option reconnects with the base Alternative 1. However, the Montebello At-Grade Option would not preclude vehicle or truck access along Washington Boulevard, and left-turn movements would continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue) at signalized intersection as set forth in PM TRA-1. In addition, parallel east-west routes (e.g., Telegraph Road, Olympic Boulevard, Whittier Boulevard) would continue to serve as alternative routes to Washington Boulevard, providing additional connections to and from the regional freeway network. However, the Montebello At-Grade Option would require narrower sidewalk widths (five to eight feet) than the aerial configuration (12 feet) to accommodate the at-grade track alignment along Washington Boulevard. The adjustment in sidewalk width would occur along Washington Boulevard from 620 feet west of South Vail Avenue to the intersection of Washington Boulevard and South Vail Avenue intersection. The adjusted sidewalk would be compliant with ADA requirements and as set forth in PM TRA-1 (**Section** Project Measures**3.14.7.1**) and would not result in an impediment to pedestrian circulation. Operation of Alternative 1 would not result in a significant impact to bicycle circulation and the Montebello At-Grade Option would not create any significant impacts as the proposed Class III bicycle route on Yates Avenue between Garfield Ave and Flotilla Street would still maintain through access for bicyclists. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact.

Construction Impacts

Construction of Alternative 1 would require temporary closures of intersections, lanes, or sidewalks, which may result in disruptions to bus service along Atlantic Boulevard, Flotilla Street, Smithway Street, and Washington Boulevard. As the Project would be constructed in segments, these temporary lane closures and turn restrictions would not affect all intersections simultaneously. During construction, temporary re-routing and relocation of bus stops may be needed for the following transit lines:

- Metro Line 260
- Montebello Bus Lines 10, 40, and 90
- Commerce Purple City Circulator (on Atlantic Boulevard)
- Commerce Blue and Orange City Circulator (on Smithway Street)
- Montebello Bus Lines 20 (on Greenwood Avenue), 30, and 70 (on Garfield Avenue)
- Montebello Line 50 (on Washington Boulevard)

As such, construction of Alternative 1 would result in a significant impact related to transit circulation, as construction activities would disrupt the circulation system through temporary roadway closures, lane closures, and sidewalk closures. Implementation of MM TRA-1, discussed in **Section 3.14.7**, would require preparation of a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes and implementing a public outreach program in coordination with transit agencies for temporary bus stop relocation, which would reduce impacts to less than significant.

Construction activities for Alternative 1 would require temporary closures and detours that would cause a reduction in capacity along affected roads, particularly along Washington Boulevard, which is an important truck route. Trucks using Washington Boulevard would be affected due to temporary closures and associated detours. At the proposed Commerce/Citadel station, industrial properties that rely on Smithway Street as their only access point for trucks would also be affected during project construction if access is unable to be maintained during construction. Prohibiting access to these properties would be considered a significant impact. Furthermore, construction of the transition segment from at-grade to underground near the intersection of 3rd Street and Atlantic Boulevard would require temporary lane reconfiguration between La Verne Avenue and the existing Atlantic Station to accommodate the open cut trench for the transition, but through-traffic and existing turning movements would be maintained on 3rd Street. Additionally, the bridges over the Rio Hondo and San Gabriel River would be replaced, and construction would require a temporary reduction in the number of travel lanes on the two bridges. The bridge reconstruction would occur in two phases (one for each side of the bridge) and the roadways would be partially closed for an extended period of time. This would result in a significant impact related to traffic circulation. Implementation of MM TRA-1, discussed in **Section 3.14.7**, would require the preparation of a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes and coordinating with local business owners, which would reduce impacts to less than significant.

Excavated material would be loaded into trucks and transported along designated truck routes within the Project corridor right-of-way (ROW) and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Consistent with local plans, truck routes that may be used for transporting and hauling construction-related materials include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, Washington Boulevard, Paramount Boulevard, Rosemead Boulevard, Slauson Avenue, and Whittier Boulevard. Actual volumes of material and specific routes would depend on a number of factors, including the construction contract limits, individual contractor's choices, and coordination with the city jurisdictions. Cooperation with the corridor cities would occur throughout the construction process. Restrictions on haul routes can be incorporated into the construction specifications according to local permitting requirements as set forth in PM TRA-2. Further, implementation of MM TRA-1, discussed in **Section 3.14.7**, would include the identification of haul routes that are consistent with local land use and mobility plans. In cooperation with the corridor cities and implemented throughout the construction process, these routes would be situated to minimize noise, vibration, and other possible impacts, which would ensure impacts to traffic circulation associated with haul routes would be less than significant.

Temporary sidewalk closures would be required along construction areas, including during construction of the at-grade and aerial segments and along 3rd Street during construction of the transition from the existing at-grade alignment to an underground configuration. For the aerial segment, the erection of falsework (temporary support structures) and the installation of the aerial guideway columns may affect sidewalk access. For at-grade segments, roadway and guideway construction on Washington Boulevard east of Montebello Boulevard may require temporary sidewalk closures for extended periods. Temporary sidewalk closures may also occur at other locations along Alternative 1, including cut and cover segments near the Atlantic station (relocated/reconfigured) and east of Greenwood Avenue and in the vicinity of the aerial and at-grade station construction, as well as the bridges on Washington Boulevard crossing over the Rio Hondo and San Gabriel River. Pedestrian through-access and access to adjacent properties along these segments would need to be maintained during construction as set forth in PM TRA-2 (**Section** Project Measures**3.14.7.1**). Although temporary, the potential disruptions to pedestrian circulation would result in a significant impact to pedestrian conditions during project construction.

Alternative 1 would require temporary lane or roadway closures during construction that could affect existing and proposed bike routes. There are proposed bicycle facilities crossing Atlantic Avenue, but the underground segment would be constructed using a TBM and therefore, roadways and bicycle lanes would not be disrupted. Construction on Woods Avenue and Beverly Boulevard for the Atlantic station (relocated/reconfigured) would require temporary closures to sidewalks and roadways due to cut and cover construction near this station. There are proposed bicycle facilities at this location which could temporarily be affected bicycle circulation.

Construction of the aerial and at-grade segments would require temporary roadway closures that could affect bicycle circulation. Although there are no existing or proposed facilities on Washington Boulevard, there are proposed bicycle facilities that cross Washington Boulevard along Montebello Boulevard and Garfield Avenue and which would be temporarily impacted during falsework installation if the bicycle lanes are constructed before the construction of Alternative 1. Additionally, construction along Washington Boulevard would shift some of the through-traffic movements to Mines Avenue, portions of which that are located between Paramount Boulevard and Sorenson Avenue are designated as Class II bicycle lanes and Class III bicycle routes. Consequently, the flow of bicycle traffic would be hampered due to increased traffic volumes on Mines Avenue.

Temporary lane closures may affect proposed north-south bike routes at all of the proposed station locations. Bicycle traffic movements would be maintained during construction, but lane reductions and street closures would inhibit the flow of bicycle traffic and may require detours. In addition, during demolition and reconstruction of the bridges on Washington Boulevard crossing over the Rio Hondo and San Gabriel River, the Class I bicycle paths would be temporarily affected. This may include temporary closures limiting passage on the paths that extend under the bridges. Although temporary, the potential disruptions to bicycle circulation would result in a significant impact to bicycle conditions during project construction.

As described herein, construction of Alternative 1 would result in a significant impact related to bicycle and pedestrian circulation. Implementation of MM TRA-1, identified in **Section 3.14.7**, would require a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing pedestrian and bicycle detour routes, temporary pedestrian shelters, and wayfinding signage, which would reduce impacts to less than significant.

Design Options

Atlantic/Pomona Station Option

The transition from at-grade to underground would be similar for the Atlantic/Pomona Station Option as the base Alternative 1, but would require less cut-and-cover construction on Pomona Boulevard as the alignment would turn at a shallower angle through the Pomona/Beverly intersection for placement of the station platform. Similarly, there would be less cut-and-cover construction on Atlantic Boulevard as the underground trackwork would be located under the parcels to the east of Atlantic Boulevard instead of under the public ROW. Two small additional segments of Atlantic Boulevard (just north of Beverly Boulevard) and Beverly Boulevard (just east of Atlantic Boulevard) would require cut-and-cover construction to accommodate the turn from the station to the parcels just east of Atlantic Boulevard. Cut-and-cover segments would require temporary lane closures and may also require temporary sidewalk closures for construction activities. Additionally, the same temporary roadway, lane, and sidewalk closures for the base Alternative 1 would occur during construction of Alternative 1 with the Atlantic/Pomona Station Option; however, less would be needed under the design option as the cut-and-cover construction would be out of the public ROW as compared to the base Alternative 1 with cut-and-cover construction occurring underneath Atlantic Boulevard at this location. Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would result in a significant impact related to the disruptions to transit and traffic, pedestrian, and bicycle circulation. Implementation of MM TRA-1, discussed in **Section 3.14.7**, would require preparation of a Traffic Management Plan that specifies measures to minimize disruption of transit and traffic, pedestrian, and bicycle circulation during construction, and would thus reduce impacts to less than significant.

Montebello At-Grade Option

Construction impacts would be similar to those described under the base Alternative 1 with an aerial alignment at this location. For the Montebello At-Grade Option, Washington Boulevard may require lane closures for extended periods and may also require temporary sidewalk closures for construction activities. Specifically for the Montebello At-Grade Option, temporary lane and sidewalk closures would be needed to construct the transition from aerial to at-grade between Garfield Avenue to Montebello Boulevard, but through-traffic and pedestrian access to buildings would be maintained. The same temporary closures for the base Alternative 1 would occur during construction of Alternative 1 with the Montebello At-Grade Option. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would result in a significant impact related to the disruptions to transit, traffic, pedestrian, and bicycle circulation. Implementation of MM TRA-1, discussed in **Section 3.14.7**, would require preparation of a Traffic Management Plan that specifies measures to minimize disruption of transit and traffic, pedestrian, and bicycle circulation during construction, and would thus reduce impacts to less than significant.

3.14.6.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

The base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option are forecasted to increase countywide transit travel by almost 4,000 new transit trips daily compared to the No Project Alternative (difference between daily linked transit trips for the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option and the No Project Alternative). The base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option are forecasted to have over 7,800 total weekday boardings. Because the alignments would operate almost entirely underground, local traffic or bus operations would be maintained to accommodate through-traffic and existing turning movements. In addition, minor increases in ridership for bus lines may occur that provide connections or feeder services to the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option. The Project would support several regional and local plans and policies, would not conflict with adopted regional or local policies or plans, and would enhance transit connectivity between the stations and the surrounding areas, thereby increasing ridership countywide when compared to the No Project Alternative. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in less than significant impacts related to transit services.

The base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in minor changes to lane configurations at intersections to accommodate new or modified circulation patterns, such as near the intersection of 3rd Street and Atlantic Boulevard between La Verne Ave and the existing Atlantic Station to accommodate the open cut trench for the transition, but through-traffic and existing turning movements would be maintained. New traffic signals or modifications to existing traffic signals (e.g., signal phasing changes) to accommodate light rail movements, traffic circulation patterns at intersections, and grade crossings and to facilitate pedestrian access to/from stations (e.g., mid-block crossings at stations) would be required. As set forth in PM TRA-1, these changes would be designed according to applicable Metro Rail Design Criteria (MRDC) and standards and would provide for adequate emergency access and would not result in a substantial or measurable increase in VMT. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in less than significant impacts related to traffic circulation.

The base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option 2 would provide bicycle circulation and access amenities in the immediate station areas as set forth in PM TRA-1, such as bike parking and connections to existing nearby bike facilities within up to a 600-foot radius to improve bicycle-to-transit connections, which would be determined during preliminary engineering. At some locations along the alignment, sidewalks would be relocated, widened, and/or replaced with the same widths where possible to accommodate the related infrastructure but only in the immediate area adjacent to these elements; however, these would be improvements to existing conditions by enhancing the overall walkability and bike accessibility of the proposed station areas. In no instances would sidewalks be altered to the extent that pedestrian circulation would be impaired or in violation of ADA standards and as set forth in PM TRA-1.

Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would attract approximately 385 to 945 peak hour walk and bike trips per station, with lower volumes throughout the day and on weekends. This level of pedestrian activity would not create severe overcrowding during the peak period that would interfere with pedestrian accessibility, as current pedestrian volumes are relatively low. As such, the surrounding pedestrian facilities would have sufficient capacity to accommodate the increase in pedestrian volumes and the peak hour walk trips.

There are no existing bicycle facilities along the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option. The following bicycle facilities are proposed along the alignments:

- Class III on Woods Avenue between Dorner Drive and Olympic Boulevard(Los Angeles County)
- Class III on Beverly Boulevard between 3rd Street and Gerhart Avenue (Los Angeles County)
- Class III on Smithway Street between Flotilla Avenue and Tubeway Avenue (Commerce)

The proposed Class III bicycle routes would be accommodated through roadway striping during operations and would not conflict with the base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station Option. Additional Class III bicycle routes that cross Atlantic Avenue are proposed; however, these routes would not conflict with the base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station Option as the alignment would be primarily underground and roadways would be restored for operations. The proposed bicycle facilities that intersect the base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station Option would remain accessible and allow bicyclists and pedestrians to cross at the Atlantic Boulevard intersections as set forth in PM TRA-1. Overall, the base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station Option would enhance walkability in the proposed station areas, include improvements coordinated with the local jurisdictions, and would not conflict with any identified local programs, plans, or policies as set forth in PM TRA-1. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in less than significant impacts related to pedestrian and bicycle circulation.

Construction Impacts

Base Alternative and Design Option

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would include the construction of bored tunnels and transition structures. At locations with cut-and-cover underground segments, temporary closures of some intersections, lanes, or sidewalks may be necessary during construction, which may disrupt bus service along Atlantic Boulevard, Flotilla Street, and Smithway Street. As the Project would be constructed in segments, these temporary lane closures and turn restrictions would not affect all intersections simultaneously. During construction, temporary re-routing and relocation of bus stops may be needed for the following transit lines:

- Metro Line 260
- Montebello Bus Lines 10, 40, and 90
- Commerce Purple City Circulator (on Atlantic Boulevard)
- Commerce Blue and Orange City Circulator (on Smithway Street)
- Citadel Outlet shuttle service (on Smithway Street)

Due to the temporary roadway closures, lane closures, and sidewalk closures, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in significant impacts. Implementation of MM TRA-1, discussed in **Section 3.14.7**, would require preparation of a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes and implementing a public outreach program, and would thus reduce impacts to less than significant.

At the proposed Commerce/Citadel station, industrial properties that depend on Smithway Street as their only access point for trucks would be affected during project construction if access is unable to be maintained during construction. Prohibiting access to these properties would be considered a significant impact. Furthermore, construction of the transition segment from at-grade to underground near the intersection of 3rd Street and Atlantic Boulevard would require temporary lane reconfigurations to accommodate the cut-and-cover for the underground transition. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in significant impacts related to traffic circulation. Implementation of MM TRA-1, discussed in **Section 3.14.7**, would require the preparation of a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes and coordinating with local business owners, and would thus reduce impacts to less than significant.

Excavated material would be loaded into trucks and transported along designated truck routes within the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Consistent with local plans, truck routes that may be used for transporting and hauling construction-related materials include Atlantic Boulevard, Saybrook

Avenue, Telegraph Road, Washington Boulevard, Paramount Boulevard, Rosemead Boulevard, Slauson Avenue, and Whittier Boulevard. Cooperation with the corridor cities would occur throughout the construction process. Restrictions on haul routes can be incorporated into the construction specifications according to local permitting requirements as mandated by MM TRA-2. Further, implementation of MM TRA-1, discussed in **Section 3.14.7**, would include the identification of haul routes that are consistent with local land use and mobility plans. In cooperation with the corridor cities and implemented throughout the construction process, these routes would be situated to minimize noise, vibration, and other possible impacts, which would ensure impacts to traffic circulation associated with haul routes would be less than significant.

Temporary sidewalk closures would be required during construction along the cut-and-cover section on 3rd Street during construction of the transition from the existing at-grade alignment to an underground configuration. Construction of Alternative 2 with the Atlantic/Pomona Station Option would require less cut-and-cover construction on Pomona Boulevard and Atlantic Boulevard as compared to the base Alternative 2, but cut-and-cover construction would still be required. Additional temporary sidewalk closures may occur at other locations along Alternative 2, including cut and cover segments near the Atlantic station (relocated/reconfigured). Access to adjacent properties would need to be maintained during construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option, but disruptions to pedestrian circulation would occur. Although temporary, the potential disruptions to pedestrian circulation would result in a significant impact to pedestrian conditions during project construction.

There are multiple proposed bicycle facilities crossing Atlantic Avenue, but the base Alternative 2 or Alternative 2 with the Atlantic/Pomona would be constructed almost entirely underground using a tunnel boring machine, and, therefore, would not disrupt the roadways at those locations. Bicycle facilities are proposed on Woods Avenue and Beverly Boulevard along the cut-and-cover segment near the Atlantic station (relocated/reconfigured) that would be impacted during construction and require temporary sidewalk and roadway closures, which would temporarily impact bicycle circulation. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona would result in a significant impact related to pedestrian and bicycle circulation. Implementation of MM TRA-1, discussed in **Section 3.14.7**, would require a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing pedestrian and bicycle detour routes, temporary pedestrian shelters, and wayfinding signage, and would thus reduce impacts to less than significant.

3.14.6.1.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

The base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option are forecasted to increase countywide transit travel by almost 6,000 new transit trips daily compared to the No Project Alternative (difference between daily linked transit trips for the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and the No Project Alternative), and approximately 11,000 total weekday boardings. The base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would save 9 and 16 minutes of travel time between the Atlantic station and Greenwood station as compared to the No Project Alternative average auto travel time and average peak northbound bus travel time respectively. Local bus operating speeds may decrease due to proposed traffic lane reconfigurations along Washington Boulevard, which would result in the reduction of roadway capacity along the alignments. As such, re-routing and/or relocating existing bus stops on Montebello Line 50 may be required. In addition, the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option may result in minor increases in ridership for bus lines that provide connections or feeder services. Additionally, Alternative 3 would not conflict with future transit services, but would provide travel time savings benefits compared to the No Project Alternative, and would enhance transit connectivity with the existing local bus network. The base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would support several regional and local plans and policies, would not conflict with adopted regional or local policies or plans, and would enhance transit connectivity between the stations and the surrounding areas. The base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would thereby increase ridership countywide when compared to the No Project Alternative. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in less than significant impacts related to transit.

The base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in the reduction in the number of general-purpose travel lanes on portions of the alignment along Washington Boulevard from three lanes to two lanes to allow for the placement of columns to support the aerial segments between Garfield Avenue and Montebello Boulevard). Minor changes to lane configurations at intersections could also be required to accommodate new or modified traffic circulation patterns, such as near the intersection of 3rd Street and Atlantic Boulevard to accommodate the open cut trench for the transition, but through traffic and existing turning movement would be maintained. New traffic signals or modifications to existing traffic signals (e.g., signal phasing changes) to accommodate light rail movements and traffic circulation patterns at intersections and grade crossings and to facilitate pedestrian access to/from stations (e.g., mid-block crossings at stations). Access changes would occur at selected cross streets due to LRT aerial crossings or at-grade crossings for the Montebello At-Grade Option, including prohibition of left-turn ingress/egress or through access. As set forth in PM TRA-1 (**Section 3.14.7.1**), these changes would be designed according to applicable MRDC and standards, would provide for adequate emergency access, and would not result in a substantial or measurable increase in VMT.

The base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not preclude vehicle or truck access along Washington Boulevard, and left-turn movements would continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue) at signalized intersections, as set forth in PM TRA-1. In addition, parallel east–west routes (e.g., Telegraph Road, Olympic Boulevard, Whittier Boulevard) would continue to serve as alternative travel routes to Washington Boulevard, providing additional connections to and from the regional freeway network. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in less than significant impacts related to traffic circulation.

The base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would ensure that adequate sidewalk widths are maintained along aerial segments, both along the corridor and at station locations, so that pedestrian circulation would not be impaired or in violation of ADA standards or as set forth in PM TRA-1. Additional enhancements to the existing signalized crosswalks, such as marked crosswalks, would serve to further improve pedestrian circulation and non-motorized access to transit stations as set forth in PM TRA-1. In addition, other amenities, such as pedestrian-level lighting at stations, would improve the attractiveness and perception of safety. Although, the Montebello At-Grade Option would require narrower sidewalk widths (five to eight feet) than the aerial configuration (12 feet) to accommodate the at-grade track alignment along Washington Boulevard from 620 feet west of South Vail Avenue to the intersection of Washington Boulevard and South Vail Avenue intersection, the adjusted sidewalk would be compliant with ADA requirements and would not result in an impediment to pedestrian circulation. The base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would attract approximately 460 to 870 peak hour walk and bike trips per station with lower volumes throughout the day and on weekends. This level of pedestrian activity would not create severe overcrowding during the peak period that would interfere with pedestrian accessibility, as current pedestrian volumes are relatively low. As such, the surrounding pedestrian facilities would have sufficient capacity to accommodate the increase in pedestrian volumes and the peak hour walk trips.

There are no existing bicycle facilities along the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option. The following bicycle facilities are proposed along Alternative 3:

- Class III on Woods Avenue between Dorner Drive and Olympic Boulevard(Los Angeles County)
- Class III on Beverly Boulevard between 3rd Street and Gerhart Avenue (Los Angeles County)
- Class III on Smithway Street between Flotilla Avenue and Tubeway Avenue (Commerce)
- Class I as Edison Utility right-of-way between Ferguson Drive and Gage Avenue (Commerce)
- Class III on Yates Avenue between Flotilla and Gage Avenue (Commerce)

The proposed Class III bicycle routes would still be accommodated through roadway striping during operations and would not conflict with the Project. Additional Class III bicycle routes that cross Atlantic Avenue are proposed; however, these routes would not conflict with the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option as these alignments would be underground and roadways would be restored for operations. The proposed Class I and Class II bicycle facilities would not be located along Washington Boulevard and only intersect Washington Boulevard at applicable intersections where bicycle and pedestrian traffic would be allowed to cross with bicycle and pedestrian facilities remaining accessible as set forth in PM TRA-1. Overall, the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would enhance walkability in the immediate vicinity of the proposed station areas and include improvements coordinated with the local jurisdictions, and would not conflict with any identified local programs, plans, or policies as set forth in PM TRA-1. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in less than significant impacts related to pedestrian and bicycle circulation.

Construction Impacts

Base Alternative and Design Options

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would include construction of bored tunnels, cut-and-cover underground segments, transition structures, and aerial and at-grade segments. At locations with cut-and-cover underground segments and aerial segments, temporary closures of some intersections, lanes, or sidewalks may be necessary during construction, which may disrupt bus service along Atlantic Boulevard, Flotilla Street, Smithway Street, and Washington Boulevard. As the Project would be constructed in segments, these temporary lane closures and turn restrictions would not affect all intersections simultaneously. During construction, temporary re-routing and relocation of bus stops may be needed for the following transit lines:

- Metro Line 260
- Montebello Bus Lines 10, 40, and 90
- Commerce Purple City Circulator (on Atlantic Boulevard)
- Commerce Blue and Orange City Circulator (on Smithway Street)
- Citadel Outlet shuttle service (on Smithway Street)
- Montebello Bus Lines 20 (on Greenwood Avenue), 30 and 70 (on Garfield Avenue)
- Montebello Line 50 (on Washington Boulevard)

Due to the temporary roadway closures, lane closures, and sidewalk closures, the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in significant impacts related to transit during construction. Implementation of MM TRA-1, discussed in **Section 3.14.7**, would require preparation of a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes and implementing a public outreach program, and would thus reduce impacts to less than significant.

Construction activities for the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would require temporary closures and detours that would cause a reduction in capacity along affected roads, particularly along Washington Boulevard, which is an important truck route. Trucks using Washington Boulevard would be affected due to these closures and associated detours. At the proposed Commerce/Citadel station, industrial properties that rely on Smithway Street as their only access point for trucks would also be affected during project construction if access is unable to be maintained during construction. Prohibiting access to these properties would be considered a significant impact. Furthermore, construction of the transition segment from at-grade to underground near the intersection of 3rd Street and Atlantic Boulevard would require temporary lane reconfiguration between La Verne Avenue and the existing Atlantic Station to accommodate the open cut trench for the transition, but through-traffic and existing turning movements would be maintained on 3rd Street. Implementation of MM TRA-1, discussed in **Section 3.14.7**, would require the preparation of a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes and coordinating with local business owners, and would thus reduce impacts to less than significant.

Excavated material would be loaded into trucks and transported along designated truck routes within the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Consistent with local plans, truck routes that may be used for transporting and hauling construction-related materials include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, Washington Boulevard, Paramount Boulevard, Rosemead Boulevard, Slauson Avenue, and Whittier Boulevard. Actual volumes of material and specific routes would depend on a number of factors, including the construction contract limits, individual contractor's choices, and coordination with the city jurisdictions. As set forth in PM TRA-2 (**Section 3.14.7.1**), cooperation with the corridor cities would occur throughout the construction process and restrictions on haul routes can be incorporated into the construction specifications according to local permitting requirements. Further, implementation of MM TRA-1, discussed in **Section 3.14.7**, would include the identification of haul routes that are consistent with local land use and mobility plans. These routes would be situated to minimize noise, vibration, and other possible impacts, which would ensure impacts to traffic circulation associated with haul routes would be less than significant.

Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a significant impact related to traffic circulation. Implementation of MM TRA-1, discussed in **Section 3.14.7**, would require the preparation of a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes and coordinating with local business owners, and would thus reduce impacts to less than significant.

Temporary sidewalk closures would be required along construction areas, including during construction of at-grade and aerial segments and along 3rd Street during construction of the transition from the existing at-grade alignment to an underground configuration. For the aerial segment, the erection of falsework (temporary support structures) and the installation of the aerial guideway columns may affect sidewalk access. Temporary sidewalk closures may also occur at other locations along the alignment, including cut and cover segments near the Atlantic station (relocated/reconfigured). Specifically, for the Montebello At-Grade Option, temporary lane and sidewalk closures would be needed to construct the transition from aerial to at-grade between Garfield Avenue to Montebello Boulevard, but through-traffic and pedestrian access to buildings would be maintained. Pedestrian access to adjacent properties would need to be maintained during construction as set forth in PM TRA-2. Although temporary, the potential disruptions to pedestrian circulation would result in a significant impact to pedestrian conditions during project construction.

Temporary lane closures may affect existing and proposed bike routes. There are multiple proposed bicycle facilities crossing Atlantic Avenue, but the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would be constructed using a TBM in this segment and therefore would not disrupt the roadways at those locations during construction. There are proposed bicycle facilities along the cut-and-cover segment near the Atlantic station (relocated/reconfigured). Construction on Woods Avenue and Beverly Boulevard would require temporary closures to sidewalks and roadways at these locations, which would temporarily affect bicycle circulation. In addition, temporary lane closures may affect north-south bike routes at proposed station locations. Bicycle traffic movements would be maintained during construction, but lane reductions and street closures would inhibit the flow of bicycle traffic and may require detours. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a significant impact related to bicycle and pedestrian circulation. Implementation of MM TRA-1, discussed in **Section 3.14.7**, would require a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing pedestrian and bicycle detour routes, temporary pedestrian shelters, and wayfinding signage, and would thus reduce impacts to less than significant.

3.14.6.1.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

The Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would not conflict with local or regional transit operations or with adopted regional or local policies or plans. Therefore, operation of an MSF site option would result in less than significant impacts related to regional and local transit.

The Commerce MSF site option would involve only minor changes to traffic circulation, including new or modified driveways and the permanent closure of a portion of Corvette Street (between Saybrook Avenue and Davie Avenue). The closure of Corvette Street would have a negligible effect on traffic circulation, as adjacent properties would become part of the MSF, and alternative east–west connections would be provided by Fleet Street to the north and Gayhart Street to the south.

The Montebello MSF site option or the Montebello MSF At-Grade Option would involve only minor changes to traffic circulation, including new or modified driveways. If the Montebello MSF site option is selected, the aerial structure would be located in the median of Washington Boulevard between Gayhart Street and Yates Avenue and would require roadway reconfiguration and restriping. There would still be sufficient space for through-traffic on Washington Blvd and existing left-turn movements would continue to be allowed to and from major cross-streets (e.g., Garfield Avenue). The tracks leading to the Montebello MSF site option under Alternative 1 would be in an aerial configuration over Acco Street and therefore, would not require closure of this roadway during operations. For the Montebello MSF At-Grade Option, Acco Street would be closed to through access and cul-de-sacs are proposed to either side of the lead tracks. Alternative east–west connections would be provided by Flotilla Street to the north and Washington Boulevard to the south. Access would be maintained to properties to the west of the vacated portion of Acco Street via Yates Avenue as set forth in PM TRA-3 (**Section 3.14.7.1**).

As described above, the operation of an MSF site option would result in less than significant impacts related to traffic circulation.

The Commerce MSF site option would acquire ROW on Corvette Street from the city of Commerce. Pedestrian access along this roadway would be permanently decommissioned as a result of this alternative. The land use in this area is industrial with little existing pedestrian activity and sidewalk facilities are intermittent or non-existent; therefore, a substantial increase in pedestrian activity due to the LRT and MSF is not anticipated, and the potential for conflicts between pedestrians and LRT operations would be minimal. No plans or programs are approved that would expand or enhance the pedestrian network immediately surrounding the Commerce MSF site option. Therefore, elimination of pedestrian access along Corvette Street and around the proposed Commerce MSF site option would have a less than significant impact on pedestrian conditions during operations.

The city of Commerce has proposed a Class III Bicycle Route along Flotilla Street and Saybrook Avenue along the perimeter roadways of the proposed Commerce MSF site option. The city of Montebello has proposed bicycle facilities along Flotilla Street and Vail Avenue along the perimeter roadways of the proposed Montebello MSF site option and the Montebello MSF At-Grade Option. The potential for conflicts between bicyclists and Project operations would be minimal or non-existent, and the proposed bicycle facilities would not conflict, nor be blocked by the Commerce MSF site option, Montebello MSF site option, and the Montebello MSF At-Grade Option during operations. Therefore, operation of an MSF site option would have a less than significant impact related to bicycle and pedestrian circulation.

Construction Impacts

MSF Site Options and Design Option

Construction of the Commerce MSF site option, Montebello MSF site option, and the Montebello MSF At-Grade Option would include standard methods associated with construction of trackwork and buildings, including demolition of existing facilities, leveling of land, and construction of new sheds and maintenance buildings, as well as trackwork for storage of light rail vehicles (LRVs). During construction, temporary roadway and lane closures would be required, resulting in potential disruptions to bus service. Two bus lines would be affected due to construction of the Commerce MSF site option just west of Garfield Avenue and north of Gayhart Street. The city of Commerce's Blue and Orange Lines that operate on Smithway Street and Washington Boulevard would require temporary rerouting and relocation of bus stops during construction. Additionally, Montebello Bus Line 50, which operates on Washington Boulevard, would require temporary rerouting and relocation of bus stops during construction of the Montebello MSF site option. Therefore, construction of the Commerce MSF site option or the Montebello MSF At-Grade Option would result in significant impacts related to transit circulation. Implementation of MM TRA-1, discussed in **Section 3.14.7**, would require a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing vehicle and pedestrian detour routes and implementing a public outreach program, and would thus reduce impacts to less than significant.

Construction of the Commerce MSF site option would require closure of a portion of Corvette Street (between Saybrook Avenue and Davie Avenue) that would eventually become part of the Commerce MSF site option, and could also require other temporary changes to traffic circulation and controls, such as lane closures or detours. Construction of the Montebello MSF site option would require a temporary closure of a portion of Acco Street, and could also require other temporary changes to traffic circulation and controls, such as lane closures or detours to construct the aerial guideway for the tracks on Washington Boulevard and those leading from Washington Boulevard to the Montebello MSF site option. Construction of the Montebello MSF At-Grade Option would require the permanent closure of Acco Street to through traffic and cul-de-sacs would be constructed on either side of the lead tracks. These effects would, however, be minor, and would be localized to the immediate vicinity of the proposed Commerce MSF site option, Montebello MSF site option, and the Montebello MSF At-Grade Option, and along roadways that are generally lightly used and primarily accommodate local access (as opposed to through-traffic). As set forth in PM TRA-4 (**Section 3.14.7.1**), access to nearby properties would be maintained throughout the course of construction, and alternative routes would be available for any streets requiring a full closure (e.g., use of Corvette Street would be routed to Fleet Street for the Commerce MSF site option, or Gayhart Street, and use of Acco Street would be routed to Flotilla Street or Washington Boulevard for the Montebello MSF site option and Montebello MSF At-Grade Option). Therefore, construction of an MSF site option would result in less than significant impacts related to traffic circulation.

The Commerce MSF site option would temporarily decommission roadways and sidewalks and permanently decommission a portion of Corvette Street. The Montebello MSF site option would temporarily close Acco Street, however, the Montebello MSF At-Grade Option would permanently close Acco Street and decommission sidewalks in the area. The Commerce MSF site option and the Montebello MSF site options are located in an industrially zoned area where pedestrian activity is minimal and sidewalk facilities are intermittent or non-existent. The decommissioning of sidewalks in the neighborhood around the proposed Commerce MSF site option, Montebello MSF site option, and the Montebello MSF At-Grade Option would have minimal impacts to pedestrian circulation during construction, as there are no planned pedestrian improvement programs in these areas. Therefore, construction of an MSF site option would result in less than significant impacts related to pedestrian circulation.

There is a proposed Class III Bicycle Route along Flotilla Street and Saybrook Avenue that construction activities for the Commerce MSF site option could interfere with, and may require temporary closures. Additionally, proposed bicycle facilities along Flotilla Street and Vail Avenue could interfere with and could require temporary closures during construction activities of the Montebello MSF site option. Therefore, construction of an MSF site option would result in significant impacts related to bicycle circulation. Implementation of MM TRA-1, discussed in **Section 3.14.7**, would require a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing bicycle detour routes and wayfinding signage, and would thus reduce impacts to less than significant.

3.14.6.2 Impact TRA-2: Conflict with CEQA Guidelines

Impact TRA-2: Would a Build Alternative cconflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

3.14.6.2.1 Alternative 1 Washington

Operational Impacts

Alternative 1 would result in reduced VMT (approximately 10,000 daily) compared to the No Project Alternative. Alternative 1 includes various changes to traffic circulation, including travel lane reductions, lane configuration changes, new or modified traffic signals and pedestrian crossings, and access changes at selected cross streets. The Governor's OPR technical guidance specifies that transit and active transportation projects, including all passenger rail, bus and BRT, and bicycle and pedestrian infrastructure projects generally reduce VMT and are therefore anticipated to cause less than significant impacts on transportation. Thus, streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed use development. Additionally, as set forth in PM TRA-1 (**Section 3.14.7.1**), components of the Project shall include new or modifications to existing traffic signals to accommodate light rail movements and traffic circulation patterns at intersections, enhancements to existing signalized crosswalks, and bicycle circulation and access amenities in immediate station areas. As such, operation of Alternative 1 would not likely lead to a substantial or measurable increase in vehicle travel. Therefore, operation of Alternative 1 would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and no impacts would occur.

Design Options

Atlantic/Pomona Station Option

Operation of Alternative 1 with the Atlantic/Pomona Station Option would result in some differences in station design and access, but the general location of proposed stations would remain unchanged from the base Alternative 1. Changes to traffic circulation would be implemented in accordance with OPR technical guidance and as set forth in PM TRA-1 (**Section 3.14.7.1**) as described under the base Alternative 1. There may be minor differences in travel time under this design option, but ridership and VMT would generally remain the same as the base Alternative 1**.** Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and no impacts would occur.

Montebello At-Grade Option

Operation of Alternative 1 with the Montebello At-Grade Option would result in some differences in station design and access, but the location of proposed stations would remain unchanged from the base Alternative 1. Changes to traffic circulation would be implemented in accordance with OPR technical guidance and as set forth in PM TRA-1 (**Section 3.14.7.1**) as described under the base Alternative 1. There may be minor differences in travel time under this design option, but ridership and VMT would generally remain the same as the base Alternative 1**.** Therefore, operation of Alternative 1 with the Montebello At-Grade Option would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and no impacts would occur.

Construction Impacts

Construction of Alternative 1 would temporarily generate additional VMT related to construction work activities, the transport of excavated materials, and transport of construction equipment and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation of Alternative 1. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes (e.g., detours) would generally be localized to the work area as set forth in PM TRA-2 (**Section 3.14.7.1**), they would not result in a substantial or long-term change in regional travel patterns. Therefore, construction of Alternative 1 would result in less than significant impacts.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 1, construction of Alternative 1 with the Atlantic/Pomona Station Option would involve a temporary increase in VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies. Any additional VMT would terminate upon completion of construction and would not be in effect during operation of the Project, when there would be an overall reduction in VMT compared to the No Project Alternative. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes would be generally localized to the work area as set forth in PM TRA-2 (**Section 3.14.7.1**), the construction of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact.

<u>Montebello At-Grade Option</u>

As with the base Alternative 1, construction of Alternative 1 with the Montebello At-Grade Option would involve a temporary increase in VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies. Any additional VMT would terminate upon completion of construction and would not be in effect during operation of the Project, when there would be an overall reduction in VMT compared to the No Project Alternative. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes would be generally localized to the work area as set forth in PM TRA-2 (**Section 3.14.7.1**), construction of Alternative 1 with the Montebello At-Grade Option would have a less than significant impact.

3.14.6.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in reduced VMT (approximately 5,000 daily) compared to the No Project Alternative. The base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would include various changes to traffic circulation, including lane configuration changes and new or modified traffic signals and pedestrian crossings. OPR technical guidance specifies that transit and active transportation projects, including all passenger rail, bus and BRT, and bicycle and pedestrian infrastructure projects generally reduce VMT and are therefore anticipated to cause less than significant impacts on transportation. Thus, streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed use development. Additionally, as set forth in PM TRA-1 (**Section 3.14.7.1**), components of the Project shall include new or modifications to existing traffic signals to accommodate light rail movements and traffic circulation patterns at intersections, enhancements to existing signalized crosswalks, and bicycle circulation and access amenities in immediate station areas. Thus, these changes would not likely lead to a substantial or measurable increase in vehicle travel. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and there would be no impact.

Construction Impacts

Base Alternative and Design Option

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would temporarily generate additional VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option, when there would be an overall reduction in VMT compared to the No Project Alternative. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes would be generally localized to the work area as set forth in PM TRA-2 (**Section 3.14.7.1**), construction of the base Alternative 2 and Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact.

3.14.6.2.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in reduced VMT (approximately 8,000 daily) compared to the No Project Alternative. OPR technical guidance specifies that transit and active transportation projects, including all passenger rail, bus and BRT, and bicycle and pedestrian infrastructure projects generally reduce VMT and are therefore anticipated to cause less than significant impacts on transportation. Thus, streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed use development. Additionally, as set forth in PM TRA-1 (**Section 3.14.7.1**), components of the Project shall include new or modifications to existing traffic signals to accommodate light rail movements and traffic circulation patterns at intersections, enhancements to existing signalized crosswalks, and bicycle circulation and access amenities in immediate station areas. Thus, these changes would not likely lead to a substantial or measurable increase in vehicle travel. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and no impacts would occur.

Construction Impacts

Base Alternative and Design Options

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would temporarily generate additional VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option, when there would be an overall reduction in VMT compared to the No Project Alternative. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes (e.g., detours) would generally be localized to the work area as set forth in PM TRA-2 (**Section 3.14.7.1**), construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not result in a substantial or long-term change in regional travel patterns such that there would be a significant impact related to VMT. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a less than significant impact.

3.14.6.2.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

As described above, transit and active transportation projects generally reduce VMT and are therefore presumed to cause a less than significant impact on transportation. The Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option are not stand-alone projects and would only be constructed in conjunction with the larger project to build and operate an extension of the existing Metro rail network. The MSF is a necessary component of the larger project, providing critical functions for the daily operation and maintenance of the proposed transit service. Thus, the VMT reductions with operation of the proposed transit service (whether under Alternative 1, Alternative 2, or Alternative 3 [the Montebello MSF site option would not be implemented under Alternative 2]) would not be possible without an MSF, and those VMT reductions would offset the operational VMT attributable to the MSF (e.g., maintenance workers commuting to/from the MSF). Furthermore, the Commerce MSF site option, Montebello MSF site option, and the Montebello MSF At-Grade Option would be located in relatively close proximity to the core of the greater Los Angeles metropolitan area and would involve a light industrial use (transit fleet maintenance) taking place at an infill site within an established light industrial district. Changes to traffic circulation would be implemented in accordance with OPR technical guidance and as set forth in PM TRA-1 (**Section 3.14.7.1**). The Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would therefore be unlikely to generate substantially different VMT characteristics than the surrounding existing uses such that they could result in a significant impact related to VMT. Therefore, operation of an MSF site option would result in a less than significant impact.

Construction Impacts

MSF Site Options and Design Option

Construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would temporarily generate additional VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies. Compared to the Montebello MSF site option, the Montebello MSF At-Grade Option would involve some differences in the scope and nature of construction activities. This may involve a temporary increase in VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies, compared to the Montebello MSF site option. This additional VMT for an MSF site option would terminate upon completion of construction and would not be in effect during operation of an MSF site option. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes (e.g., detours) would generally be localized to the work area as set forth in PM TRA-2, there would not be a substantial or long-term change in regional travel patterns such that construction an MSF site option would have a significant impact related to VMT. Therefore, construction of an MSF site option would result in a less than significant impact.

3.14.6.3 Impact TRA-3: Design Hazards or Incompatible Uses

Impact TRA-3: Would a Build Alternative substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

3.14.6.3.1 Alternative 1 Washington

Operational Impacts

Alternative 1 uses the existing street alignment and ROW for at-grade or aerial segments, and would not substantially increase hazards due to a geometric design feature. Alternative 1 would be designed, constructed, and operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the Occupational Safety and Health Administration (OSHA), California OSHA, California Public Utilities Commission (CPUC), California Manual of Uniform Traffic Control Devices (CA MUTCD), and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy). Stations and grade crossings would be designed in accordance with MRDC, including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations, as set forth in PM TRA-1 (**Section 3.14.7.1**). There would be no impact from the underground segments. For at-grade and aerial segments, station platforms would be located in the median of the roadway and would be accessible from signalized crosswalks. The possibility of conflicts between automobiles and pedestrians would arise if pedestrians do not use designated, signalized crosswalks to access station platforms. As set forth in PM TRA-1, best practice safety measures would be implemented to minimize potential conflicts including mid-block crosswalks, signal-protected pedestrian movements, channelization, high visibility curbs between the guideway and roadway to prohibit vehicles from driving onto the tracks, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to station platforms.

An initial screening (Milestone 1) analysis according to Metro's Grade Crossing Policy indicates that all proposed grade crossings under Alternative 1 would fall under the least restrictive category "At Grade Operation Should Be Feasible", with the exception of the crossing at the Lambert Road terminal approach. At this location, the alignment would be at-grade and cross eastbound traffic on Washington Boulevard to access the station platform. The initial screening shows that this location would fall under the "Possible At Grade Operation" category. This grade crossing, like the others proposed elsewhere on the line, would be designed according to applicable MRDC and standards and would include traffic signal coordination and upgrades to avoid conflicts between LRVs and eastbound traffic along Washington Boulevard. Nomographs for the initial screening analysis are provided in Attachment C of Appendix N.

As is common for at-grade LRT in Los Angeles County (including the at-grade portions of the first phase of the Eastside Transit Corridor that opened in 2009), and as set forth in PM TRA-1, vehicular and pedestrian crossings across the at-grade segments of the alignment would be limited to intersections controlled by traffic signals. Uncontrolled mid-block vehicular crossings of tracks and mid-block left-turns would not be permitted and would be physically prohibited by a curb between the roadway and at-grade guideway with a fence between the two tracks in the center of the guideway whenever feasible, as set forth in PM TRA-1. These changes may result in changes to approach and departure traffic patterns for some properties with existing vehicle access along Washington Boulevard (e.g., for parking lots, loading docks, etc.), but would not preclude access completely. Traffic can be expected to increase slightly at locations where left-turn movements would continue to be allowed as a result of these changes in circulation patterns, and treatments such as additional left-turn storage or signal timing/phasing adjustments would be incorporated to help accommodate these changes, where deemed feasible and appropriate in subsequent detailed design of the project. Therefore, operation of Alternative 1 would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Under Alternative 1 with the Atlantic/Pomona Station Option, there would be no impact for the underground segments. As set forth in PM TRA-1 (**Section 3.14.7.1**), the Atlantic/Pomona Station Option would be designed, constructed, and operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the OSHA, California OSHA, CPUC, MUTCD, and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy). Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

Similar to other at-grade segments of the alignment, the Montebello At-Grade Option would be designed per applicable State, Metro, and city design criteria and standards as set forth in PM TRA-1 (**Section 3.14.7.1**). An initial screening (Milestone 1) analysis according to Metro's Grade Crossing Policy indicates that all grade crossings under the Montebello At-Grade Option would fall under the least restrictive category "At Grade Operation Should Be Feasible", with the exception of the crossing at the Lambert Road terminal approach. At this location, the alignment would be at-grade and cross eastbound traffic on Washington Boulevard to access the station platform. The initial screening shows that this location would fall under the "Possible At Grade Operation" category. As set forth in PM TRA-1 (**Section 3.14.7.1**), this grade crossing would be designed according to applicable MRDC and standards and would include traffic signal coordination and upgrades to avoid conflicts between LRVs and eastbound traffic along Washington Boulevard. Nomographs for the initial screening analysis are provided in Attachment C of Appendix N. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would result in less than significant impacts.

Construction Impacts

During construction, pedestrians, bicyclists, and motorists would experience temporary safety hazards in the DSA localized around construction activities. This would result from temporary lane closures and the number and proximity of people and vehicles adjacent to the construction activities around station staging areas, and aerial and at-grade segments. The potential for such significant safety impacts would be minimized by compliance with OSHA, California OSHA, and Metro safety and security programs as set forth in PM TRA-2 (**Section 3.14.7.1**), which are designed to reduce potential impacts during construction to less than significant levels. Safety for pedestrians, bicyclists, and motorists would be maintained during construction using signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites. Therefore, because of compliance with the programs listed above, construction of Alternative 1 would result in less than significant impacts.

Design Options

Atlantic/Pomona Station Option

Construction impacts for Alternative 1 with the Atlantic/Pomona Station Option would be similar to those described under the base Alternative 1. The transition from at-grade to underground would be similar to the base Alternative 1 but would require less cut-and-cover construction on Pomona Boulevard as the alignment would turn at a shallower angle through the Pomona/Beverly intersection for placement of the station platform. Similarly, there would be less cut-and-cover construction on Atlantic Boulevard as the underground trackwork would be located under the parcels to the east of Atlantic Boulevard instead of under the public ROW. Two small additional segments of Atlantic Boulevard (just north of Beverly Boulevard) and Beverly Boulevard (just east of Atlantic Boulevard) would require cut-and-cover construction to accommodate the turn from the station to the parcels just east of Atlantic Boulevard. Overall, there would be less cut-and-cover construction, but the cut-and-cover segments would result in temporary safety hazards in the DSA localized around construction activities for pedestrians, bicyclists, and motorists. As with the base Alternative 1 and as set forth in PM TRA-2 (**Section 3.14.7.1**), construction of Alternative 1 with the Atlantic/Pomona Station Option would occur in compliance with OSHA, California OSHA, and Metro safety and security programs, which are designed to reduce potential impacts during construction to less than significant levels. Therefore, because of compliance with the programs listed above, construction of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

For the Montebello At-Grade Option, construction within the roadway for guideway operations on Washington Boulevard may require lane closures for extended periods and may also require temporary sidewalk closures for construction activities. As with the base Alternative 1 and as set forth in PM TRA-2 (**Section 3.14.7.1**), construction activities would occur in compliance with OSHA, California OSHA, and Metro safety and security programs, which are designed to reduce potential impacts during construction to less than significant levels. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would have less than significant impacts.

3.14.6.3.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

The base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would operate almost entirely in an underground configuration, which would result in no impacts related to hazards due to geometric design or incompatible land uses. Physical changes to transportation facilities and circulation at ground level, including the transition from the existing rail line to the new alignment and the aerial lead tracks to the MSF, would generally be minor in nature. These facilities under the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would be designed, constructed, and operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the OSHA, California OSHA, CPUC, CA MUTCD, and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy) as identified in PM TRA-1 (see **Section 3.14.7.1**). Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in less than significant impacts.

Construction Impacts

Base Alternative and Design Option

During construction, pedestrians, bicyclists, and motorists would experience temporary safety hazards in the DSA localized around construction activities. This would result from temporary lane closures and the number and proximity of people and vehicles adjacent to the construction activities around station staging areas. However, these impacts would be minimal because the alignment for the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would be almost entirely underground. Alternative 2 with the Atlantic/Pomona Station Option would transition from at-grade to underground and would require less cut-and-cover construction on Pomona Boulevard compared to the base Alternative 2, as the alignment would turn at a shallower angle through the Pomona/Beverly intersection for placement of the station platform. Similarly, there would be less cut-and-cover construction on Atlantic Boulevard for Alternative 2 with the Atlantic/Pomona Station Option, since the underground trackwork would be located under the parcels to the east of Atlantic Boulevard instead of under the public ROW as required for construction of the base Alternative 2. Two small additional segments of Atlantic Boulevard (just north of Beverly Boulevard) and Beverly Boulevard (just east of Atlantic Boulevard) would require cut-and-cover construction for Alternative 2 with the Atlantic/Pomona Station Option to accommodate the turn from the station to the parcels just east of Atlantic Boulevard. The potential for such significant safety impacts would be minimized by compliance with OSHA, California OSHA, and Metro safety and security programs and as set forth in PM TRA-2 (**Section 3.14.7.1**), which are designed to reduce potential impacts during construction to less than significant levels. Safety for pedestrians, bicyclists, and motorists would be maintained during construction using signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites. Therefore, because of compliance with the programs listed above, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in less than significant impacts.

3.14.6.3.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

The base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option use the existing street alignment and ROW for aerial segments and would not substantially increase hazards due to a geometric design feature. Additionally, the short 0.1-mile at-grade segment east of the underground tunnel portal would not introduce a new hazard as the existing Metro L (Gold) Line is already at-grade along this segment of 3rd Street. As set forth in PM TRA-1 (**Section 3.14.7.1**), the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would be designed, constructed, and operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the OSHA, CA OSHA, CPUC, CA MUTCD, and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy). There would be no impact from the underground segments. For aerial segments, station platforms would be located in the median of the roadway and would be accessible from signalized crosswalks. The Montebello At-

Grade Option would operate at-grade (in lieu of an aerial alignment) through Montebello between approximately Yates Avenue and Montebello Boulevard. This design option would include new grade crossings on this segment of the route, as well as an at-grade station at Greenwood Avenue, in lieu of the aerial station proposed under the base Alternative 3. The possibility of conflicts between automobiles and pedestrians would arise if pedestrians do not use designated, signalized crosswalks to access station platforms. As set forth in PM TRA-1, best practice safety measures would be implemented to minimize potential conflicts; measures could include mid-block crosswalks, signal-protected pedestrian movements, channelization, high visibility curbs between the guideway and roadway to prohibit vehicles from driving onto the tracks, barriers to protect and route pedestrians, ADA-compliant curb ramps, along with warning signs to provide for convenient and safe access to station platforms.

Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in less than significant impacts.

Construction Impacts

Base Alternative and Design Options

During construction, pedestrians, bicyclists, and motorists would experience temporary safety hazards in the DSA localized around construction activities. This would result from temporary lane closures and the number and proximity of people and vehicles adjacent to the construction activities around station location staging areas and aerial and at-grade guideway segments. As discussed in **Section 3.14.6.3.2**, there would be less cut-and-cover construction required for the construction of the Atlantic/Pomona Station Option. The potential for such significant safety impacts would be minimized by compliance with OSHA, California OSHA, and Metro safety and security programs as set forth in PM TRA-2 (**Section 3.14.7.1**), which are designed to reduce potential impacts during construction to less than significant levels. Safety for pedestrians, bicyclists, and motorists would be maintained during construction using signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites. Therefore, because of compliance with the programs listed above, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact.

3.14.6.3.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

Operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would include some minor changes to traffic circulation, such as new or modified driveways and the closure of a portion of Corvette Street (between Saybrook Avenue and Davie Avenue) for the Commerce MSF site option, but these changes would be designed according to applicable State, Metro, and city design criteria and standards as set forth in PM TRA-3 (**Section 3.14.7.1**). An initial screening (Milestone 1) analysis according to Metro's Grade Crossing Policy indicates that the yard lead crossing across westbound Washington Boulevard (west of Vail Avenue) serving the Montebello MSF site option would fall under the "Possible At Grade Operation" category. As set forth in PM TRA-1, this crossing would be designed according to applicable standards and would include traffic signal coordination and upgrades to avoid conflicts between LRVs and westbound traffic along Washington Boulevard. Therefore, operation of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would result in less than significant impacts.

Construction Impacts

MSF Site Options and Design Option

During construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option, pedestrians, bicyclists, and motorists would experience temporary safety hazards localized around construction activities in the industrial areas around the MSF site options. This would result from temporary lane closures and the number and proximity of people and vehicles adjacent to the construction activities for the aerial connection to the Commerce MSF site option, or the at-grade segment of the Montebello MSF At-Grade option. The potential for such significant safety impacts would be minimized by compliance with OSHA, California OSHA, and Metro safety and security programs as set forth in PM TRA-2 (**Section 3.14.7.1**), which are designed to reduce potential impacts during construction to less than significant levels. Safety for pedestrians, bicyclists, and motorists would be maintained during construction using signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites. Therefore, because of compliance with the programs listed above, construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would result in less than significant impacts.

3.14.6.4 Impact TRA-4: Inadequate Emergency Access

Impact TRA-4: Would a Build Alternative result in inadequate emergency access?

3.14.6.4.1 Alternative 1 Washington

Operational Impacts

Operation of Alternative 1 would potentially increase fire and police protection response times as a result of delays at new grade crossings. Grade crossings, particularly those along Washington Boulevard between Greenwood Boulevard and Lambert Road, could potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. This segment of Washington Boulevard experiences higher traffic volumes and land uses with higher rates of trip generation, which increases the likelihood of delay. In comparison, delays resulting from LRT operation would be less than delays from high traffic volumes due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, trains would clear signaled and unsignalized intersections more quickly to allow emergency vehicles to pass, as compared to vehicles in the thru-lanes which may not be able to clear the intersection as quickly due to traffic delays.

Although the transition from an at-grade to underground segment along 3rd Street between La Verne Avenue and Woods Avenue would be located directly in front of the East Los Angeles Sheriff Station and the Kaiser Permanente East Los Angeles Medical Offices, the Metro L (Gold) Line already operates at-grade along this segment of 3rd Street, and operation of Alternative 1 is unlikely to impact existing response times to or from the station or the Kaiser Permanente offices. PIH Health Whittier

Hospital, which includes emergency care services, is located on Washington Boulevard near Lambert Road. The intersection of Washington Boulevard and Lambert Road would be preserved as-is and would continue to facilitate the ingress and egress of emergency vehicles to and from the hospital. As standard practice and as set forth in PM TRA-1, Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services would be maintained under Alternative 1. In addition, all new LRT facilities and crossings would be designed in accordance with the MRDC, including the Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensure that response times are maintained at acceptable levels. Operation of the underground and aerial segments of Alternative 1 would not have any material impact to fire and police protection response times since those segments would not affect emergency vehicles travelling on surface streets. Consequently, fire and police protection response times are anticipated to remain at acceptable levels during operation of Alternative 1. Although operation of Alternative 1 would potentially result in an increase to fire and police protection response times, with implementation of the standard coordination and design practices identified above and as set forth in PM TRA-1, it is anticipated that emergency response times would remain at acceptable levels. Therefore, operation of Alternative 1 would result in a less than significant impact.

Design Options

Atlantic/Pomona Station Option

Under Alternative 1 with the Atlantic/Pomona Station Option, no facilities would be affected in the vicinity of the Atlantic/Pomona Station. The Atlantic/Pomona Station Option would be in an underground alignment and would not create any additional grade crossings or otherwise affect emergency response times. Underground segments of Alternative 1 with the Atlantic/Pomona Station Option would not have any material impact to fire and police protection response times since those segments would not affect emergency vehicles traveling on surface streets. Consequently, fire and police protection response times are anticipated to remain at acceptable levels during operations. As a result, operation of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact.

Montebello At-Grade Option

Under Alternative 1 with the Montebello At-Grade Option, no facilities would be affected in the vicinity of the Greenwood station. Compared to the base Alternative 1, the Montebello At-Grade Option would include five more at-grade crossings (including one pedestrian only at-grade crossing at Greenwood station) primarily between Yates Avenue and Montebello Boulevard along Washington Boulevard. As discussed above, at-grade crossings are not anticipated to cause a significant delay to fire and police protection vehicles. Any delay would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, trains would clear signaled and unsignalized intersections more quickly to allow emergency vehicles to pass, as compared to vehicles in the thru-lanes which may not be able to clear the intersection as quickly due to traffic delays. As standard practice and as set forth in PM TRA-1 (**Section 3.14.7.1**), Metro would coordinate with fire and police officials when designing grade crossings to ensure that access for police and fire protection services would be maintained. In addition, the LRT station and crossings would be designed in accordance with Metro Rail Design Criteria, including the Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Consequently, fire and police protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities for Alternative 1 with the Montebello At-Grade Option. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would result in less than significant impacts.

Construction Impacts

Construction activities for Alternative 1 would temporarily increase fire and police protection and response times as a result of periodic construction-related street closures or detours. Specifically, access to the East Los Angeles Sheriff Station on 3rd Street would be temporarily obstructed by construction activities, although the other access points to the station via Mednik Avenue and Gleason Street would remain open and accessible. The TBM would be launched from a vacant parcel used for miscellaneous utilities, east of Saybrook Avenue, across from the LACFD Fire Station 50. A temporary construction easement on part of the LACFD Fire Station 50 parcel would be acquired for the purposes of general construction activities. However, as set forth in PM TRA-2 (**Section 3.14.7.1**), access to the LACFD Fire Station 50 on Saybrook Avenue would be maintained during construction and the launch of the TBM. PIH Health Whittier Hospital, which includes emergency care services, is located on Washington Boulevard near Lambert Road. The intersection of Washington Boulevard and Lambert Road would be preserved as-is and would continue to facilitate the ingress and egress of emergency vehicles to and from the hospital, but could be impacted temporarily with road closures during construction activities for the Lambert Station. As set forth in PM TRA-2, Metro would coordinate with staff of the East Los Angeles Sheriff Station, LACFD Fire Station 50, and PIH Health Whittier Hospital in advance of any construction activities to preserve station access. Metro standard practices, as set forth in PM TRA-2, require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan, including detour routes, is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing. Therefore, construction of Alternative 1 would result in less than significant impacts.

Design Options

Atlantic/Pomona Station Option

Construction of the Atlantic/Pomona Station Option would not be located directly adjacent to fire, police, or medical facilities. As such, there would be no potential for construction activities to temporarily block access or otherwise disrupt operations. The remainder of Alternative 1 would have the same impacts as the base Alternative 1. Therefore, construction of Alternative 1 with the Atlantic/Pomona Option would result in a less than significant impact.

Montebello At-Grade Option

Construction of the Montebello At-Grade Option would not be located directly adjacent to fire, police, or medical facilities. As such, there would be no potential for construction activities to temporarily block access or otherwise disrupt operations. The remainder of Alternative 1 would have the same impacts as the base Alternative 1. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would result in less than significant impacts.

3.14.6.4.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not interfere with fire and police protection response times because it would occur almost entirely underground, and the guideway would not affect emergency vehicles traveling on surface streets. Although the transition from an at-grade to underground alignment along 3rd Street between La Verne Avenue and Woods Avenue is located directly in front of the East Los Angeles Sheriff Station and the Kaiser Permanente East Los Angeles Medical Offices, the Metro L (Gold) Line already operates at-grade along this segment of 3rd Street, and operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option is unlikely to impact existing response times to/from the station or the Kaiser Permanente offices. Consequently, fire and police protection response times are anticipated to remain at acceptable levels under the operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option. As discussed above, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option is not anticipated to affect fire and police protection response times. Therefore, operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in less than significant impacts.

Construction Impacts

Base Alternative and Design Option

Construction activities for the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would potentially temporarily increase fire and police protection response times as a result of periodic construction-related street closures or detours. Specifically, access to the East Los Angeles Sheriff Station on 3rd Street would be temporarily obstructed by construction activities, although the other access points to the station via Mednik Avenue and Gleason Street would remain open and accessible. The TBM would be launched from a vacant parcel used for miscellaneous utilities, east of Saybrook Avenues, across from the LACFD Fire Station 50. A temporary construction easement on part of the LACFD Fire Station 50 parcel would be acquired for the purposes of general construction activities. However, access to the LACFD Fire Station 50 on Saybrook Avenue would be maintained during construction and the launch of the TBM. Metro would coordinate with staff of the East Los Angeles Sheriff Station and LACFD Fire Station 50 in advance of any construction activities to preserve station access. As set forth in PM TRA-2, Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan, including detours routes, is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing. Therefore, construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in less than significant impacts.

3.14.6.4.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would potentially increase fire and police protection response times as a result of response delays at new grade crossings. Compared to the base Alternative 3, Alternative 3 with the Montebello At-Grade Option would include five more at-grade crossings (including one pedestrian only at-grade crossing at Greenwood station). Grade crossings could potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. However, such delays would be less than delays from high traffic volumes due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, trains would clear signaled and unsignalized intersections more quickly to allow emergency vehicles to pass, as compared to vehicles in the thru-lanes which may not be able to clear the intersection as quickly due to traffic delays.

Although the transition from an at-grade to underground alignment along 3rd Street between La Verne Avenue and Woods Avenue is located directly in front of the East Los Angeles Sheriff Station and the Kaiser Permanente East Los Angeles Medical Offices, the Metro L (Gold) Line already operates at-grade along this segment of 3rd Street and operation of the Project is unlikely to impact existing response times to/from the station or the Kaiser Permanente offices. The underground and aerial configuration portions of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not have any material impact to fire and police protection response times since those segments would not affect emergency vehicles travelling on surface streets. As standard practice and as set forth in PM TRA-1, Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services would be maintained. In addition, all new LRT facilities and crossings would be designed in accordance with MRDC, including Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensure that response times are maintained at acceptable levels. Although operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would potentially result in an increase to fire and police protection response times, with implementation of the standard coordination and design practices identified above and as set forth in PM TRA-1, it is anticipated that emergency response times would remain at acceptable levels. As a result, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in less than significant impacts.

Construction Impacts

Base Alternative and Design Options

Construction activities for the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would temporarily increase fire and police protection response times as a result of periodic construction-related street closures or detours. Specifically, access to the East Los Angeles Sheriff Station on 3rd Street would be temporarily obstructed by construction activities, although the other access points to the station via Mednik Avenue and Gleason

Street would remain open and accessible. The TBM would be launched from a vacant parcel used for miscellaneous utilities, east of Saybrook Avenues, across from the LACFD Fire Station 50. A temporary construction easement on part of the LACFD Fire Station 50 parcel would be acquired for the purposes of general construction activities. However, access to the LACFD Fire Station 50 on Saybrook Avenue would be maintained during construction and the launch of the TBM. Metro would coordinate with staff of the East Los Angeles Sheriff Station and LACFD Fire Station 50 in advance of any construction activities to preserve station access. As set forth in PM TRA-2, Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan, including detours, is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in less than significant impacts.

3.14.6.4.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

The Commerce MSF site option, Montebello MSF site option, and the Montebello MSF At-Grade Option would be located in an industrial area. Operation of an MSF site option would not affect any buildings that provide emergency response services and would not affect emergency vehicles travelling on surface streets and therefore not interfere with emergency response times. The closure of a portion of Corvette Street would have a negligible effect on traffic circulation, as adjacent properties would become part of the Commerce MSF site option and alternative east–west connections are provided by Fleet Street to the north and Gayhart Street to the south. The decommissioning of sidewalks in the area around the proposed Montebello MSF site option and the Montebello MSF At-Grade Option would have a less than significant impact to pedestrian circulation during construction as there are no planned pedestrian improvement programs in this area. As set forth in PM TRA-3, any roadway changes would be designed according to applicable MRDC, including Fire/Life Safety Design Criteria and standards, and would provide adequate emergency access. Therefore, operation of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would result in less than significant impacts.

Construction Impacts

MSF Site Options and Design Option

The construction staging areas for the Commerce MSF site option, Montebello MSF site option, and the Montebello MSF At-Grade Option would be located in an industrial area with already limited points of access. The roadways, including the decommissioning of a portion of Corvette Street for the Commerce MSF site option, and the closure of Acco Street for the Montebello MSF site option and the Montebello MSF At-Grade Option, would not be located directly adjacent to fire, police, or medical facilities and are not primary emergency access routes nor provide direct access to emergency facilities. Therefore, construction of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would result in less than significant impacts.

3.14.7 Project Measures and Mitigation Measures

3.14.7.1 Project Measures

The following project measures are design features, best management practices, or other measures required by law and/or permit approvals. These measures are components of the Project and are applicable to all Build Alternatives, design options, and. MSF site options and MSF design option.

PM TRA-1: Operational BMPs for the Build Alternatives shall include the following:

- Sidewalks shall not be altered to the extent that pedestrian circulation would be impaired or in violation of ADA standards.
- Additional enhancements to the existing signalized crosswalks, such as marked crosswalks, shall further improve pedestrian circulation and non-motorized access to transit stations.
- Metro shall coordinate with local jurisdictions to enhance walkability in the immediate vicinity of the proposed station areas.
- Operation of the Project shall not conflict with any identified local programs, plans, or policies for circulation elements in coordination with local jurisdictions.
- New traffic signals or modifications to existing traffic signals (e.g., signal phasing changes) to accommodate light rail movements, traffic circulation patterns at intersections, grade crossings, and to facilitate pedestrian access to/from stations (e.g., mid-block crossings at stations) shall be designed in accordance with Metro Rail Design Criteria (MRDC) and standards.
- Bicycle circulation and access amenities shall be provided in the immediate station areas. Amenities may include bike parking and connections to existing nearby bike facilities within up to a 600-foot radius to improve bicycle-to-transit connections, and shall be determined during preliminary engineering.
- Proposed bicycle facilities that intersect the Build Alternatives at applicable intersections shall remain accessible and allow bicyclists and pedestrians to cross at those intersections.
- Project operations shall not preclude vehicle or truck access along Washington Boulevard, and left-turn movements shall continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue) at signalized intersections.
- Stations and grade crossings shall be designed in accordance with Metro Rail Design Criteria (MRDC), including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations.

- The Project shall be operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the Occupational Safety and Health Administration (OSHA), California OSHA, California Public Utilities Commission (CPUC), California Manual of Uniform Traffic Control Devices (CA MUTCD), and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy), to ensure emergency vehicle access and building standards ensure that response times are maintained and at acceptable levels.

- Best practice safety measures shall be implemented to minimize potential conflicts between vehicles and pedestrians. Measures may include mid-block crosswalks, signal-protected pedestrian movements, channelization, barriers high visibility curbs between the guideway and roadway to prohibit vehicles from driving onto the tracks, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to station platforms.

- Uncontrolled mid-block vehicular crossings of tracks and mid-block left-turns shall not be permitted and shall be physically prohibited by a curb between the roadway and at-grade guideway with a fence between the two tracks in the center of the guideway whenever feasible.

- Grade crossings shall include traffic signal coordination and upgrades in accordance with MRDC to avoid conflicts between LRVs and eastbound traffic along Washington Boulevard.

- Vehicular and pedestrian crossings across the at-grade segments of the alignment shall be limited to intersections controlled by traffic signals.

PM TRA-2: Construction BMPs for the Build Alternatives shall include the following**:**

- Cooperation with the corridor cities shall occur throughout the construction process. Restrictions on haul routes may be incorporated into the construction specifications according to local permitting requirements.

- Pedestrian access to adjacent properties along the Build Alternatives shall be maintained during construction.

- Construction-related traffic circulation changes shall generally be localized to the work area.

- Construction activities shall comply with OSHA, California OSHA, and Metro safety and security programs.

- Safety for pedestrians, bicyclists, and motorists shall be maintained during construction using signage, partial lane closures, construction barriers, and supervision by safety and security personnel at access points and throughout construction sites.

- Access to the LACFD Fire Station 50 on Saybrook Avenue shall be maintained during construction and the launch of the TBM.
- Metro shall coordinate with staff of the East Los Angeles Sheriff Station, LACFD Fire Station 50, and PIH Health Whittier Hospital in advance of any construction activities to preserve station access.
- Lane and/or road closures shall be scheduled to minimize disruptions, including detour routes, in coordination with local fire and police departments prior to construction. The nearest local first responders shall be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing.
- The Project shall be designed and constructed per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the Occupational Safety and Health Administration (OSHA), California OSHA, California Public Utilities Commission (CPUC), California Manual of Uniform Traffic Control Devices (CA MUTCD), and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy).

PM TRA-3: Operational BMPs for the MSF Site Options include the following:

- Access shall be maintained to properties to the west of the vacated portion of Acco Street via Yates Avenue.
- Minor changes to traffic circulation, such as new or modified driveways and the closure of a portion of Corvette Street (between Saybrook Avenue and Davie Avenue) for the Commerce MSF site option shall be designed according to applicable State, Metro, and city design criteria and standards.
- Any roadway changes shall be designed according to applicable MRDC, including Fire/Life Safety Design Criteria and standards, and shall provide adequate emergency access.

PM TRA-4: Construction BMPs for the MSF Site Options (must include but not be limited to):

- Access to nearby properties shall be maintained throughout the course of construction, and alternative routes shall be available for any streets requiring a full closure (e.g., use of Corvette Street would be routed to Fleet Street for the Commerce MSF site option, or Gayhart Street, and use of Acco Street shall be routed to Flotilla Street or Washington Boulevard for the Montebello MSF site option and Montebello MSF At-Grade Option).

3.14.7.2 Mitigation Measures

As identified in **Section 3.14.6**, the Build Alternatives and Build Alternatives with the design option(s), and MSF site options would have significant impacts on transportation under Impact TRA-1 (Conflict with Programs, Plans, and Policies). Mitigation measures to reduce the impacts are presented herein. MM TRA-1 applies to all Build Alternatives, the Build Alternatives with the design option(s), and the MSF site options. Mitigation Measure (MM) TRA-1 will be implemented to require development of a Traffic Management Plan that includes measures to minimize disruption during construction to reduce impacts on transit, traffic circulation and pedestrian and bicycle circulation.

Following the mitigation measures, **Table 3.14-3** identifies applicable measures and the combined impact after mitigation of the base alternatives with the associated MSF site option(s), and the alternatives with one or both design options (as applicable) with the associated MSF site option(s).

MM TRA-1: Metro shall prepare a Traffic Management Plan as needed to facilitate the flow of traffic in and around construction zones. The Traffic Management Plan shall include, at minimum, the following measures:

- Schedule a majority of construction-related travel (i.e., deliveries, hauling, and worker trips) during off-peak hours, and, where feasible, maintain two-way traffic circulation along affected roadways during peak hours.
- Designated routes for project haul trucks shall be located along the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Major streets may include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, Washington Boulevard, Paramount Boulevard, Rosemead Boulevard, Slauson Avenue, and Whittier Boulevard. In cooperation with the jurisdictions along the alignment and implemented throughout the construction process, these routes shall be consistent with local land use and mobility plans and situated to minimize noise, vibration, and other possible impacts.
- Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas.
- Develop and implement an outreach program and public awareness campaign in coordination with transit agencies to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures, including temporary bus stop relocation.
- Develop and implement a program with business owners to minimize effects to businesses during construction activity, including but not limited to signage programs and identification of detours (particularly for truck access).
- Where feasible, temporarily restripe roadways to maximize the vehicular capacity at locations affected by construction closures.

- Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at locations affected by construction closures.
- Where feasible, station traffic control officers at major intersections during peak hours to minimize delays related to construction activities.
- Provide wayfinding signage, lighting and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction.
- Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian shelters.
- Provide on-street bicycle detour routes and signage to address temporary effects to bicycle circulation and minimize inconvenience (e.g., lengthy detours) as to minimize users potentially choosing fewer safe routes if substantially rerouted.

3.14.8 Significance After Mitigation

As identified in **Table 3.14-3**, **with implementation of mitigation measures MM TRA-1, impacts related to conflicts with Programs, Plans, and Policies (Impact TRA-1) would be reduced to less than significant for all Build Alternatives, design options, and MSF site options.**

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Table 3.14-3. Summary of Mitigation Measures and Impacts After Mitigation

CEQA Impact Topic		Alternative 1: Washington Boulevard								Alternative 2: Commerce/Citadel IOS		Alternative 3: Washington/Greenwood IOS							
		Base Alternative 1[1]		Alternative 1 + Atlantic/Pomona Station Option		Alternative 1 + Montebello At-Grade Option		Alternative 1 + Atlantic/Pomona Station Option + Montebello At-Grade Option		Base Alternative 2[2]	Alternative 2 + Atlantic/ Pomona Station Option	Base Alternative 3[3]		Alternative 3 + Atlantic/Pomona Station Option		Alternative 3 + Montebello At-Grade Option		Alternative 3 + Atlantic/Pomona Station Option + Montebello At-Grade Option	
		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option
Impact TRA-1 Conflict with Programs, Plans, and Policies	Applicable Mitigation	MM TRA-1	MM TRA-1	MM TRA-1	MM TRA-1	MM TRA-1	MM TRA-1	MM TRA-1	MM TRA-1	MM TRA-1	MM TRA-1	MM TRA-1	MM TRA-1	MM TRA-1	MM TRA-1	MM TRA-1	MM TRA-1	MM TRA-1	MM TRA-1
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact TRA-2 Conflict with CEQA Guidelines	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact TRA-3 Design Hazards or Incompatible Uses	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Impact TRA-4 Inadequate Emergency Access	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS

Source: CDM Smith/AECOM JV, 2022.
Notes:
The Base Alternatives are shaded in light yellow. Design options are not shaded.
1 The Base Alternative 1 includes the Atlantic station (reconfigured/relocated) and aerial Greenwood station.
2 The Base Alternative 2 includes the Atlantic station (reconfigured/relocated).
3 The Base Alternative 3 includes the Atlantic station (reconfigured/relocated) and aerial Greenwood station.
Key:
NI = No Impact LTS = Less Than Significant SU = Significant and Unavoidable

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