

### 1.3.4 Transportation System Performance

To define and address mobility issues, SCAG developed regional performance indicators that help in understanding the problem, setting goals for improvement, and measuring progress towards the goals. SCAG is responsible for regional transportation planning for six counties within Southern California: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. In 2004, SCAG released Destination 2030, the Regional Transportation Plan (RTP) that provides basic policy and program framework to improve the transportation system and integrate it with the best possible growth patterns for the region through 2030.

Destination 2030 is a performance based plan with the following goals: maximize mobility and accessibility, ensure safety and reliability, preserve our transportation system, maximize productivity of our system, protect the environment, and encourage land-use and growth patterns that complement our transportation system. SCAG developed performance indicators and measures to quantify the goals and evaluate progress towards achieving the goals. Table 1-11 lists the performance indicators, associated measures, and final projected outcomes. The outcomes are estimated for the Plan as a whole for 2030, and not for individual projects.

If no action is taken, the performance indicators in the region would worsen. SCAG estimates that daily vehicle miles in the region will increase from 361.5 million under the 2000 Base Year to 488.8 million under the 2030 Baseline. The average travel speed would reduce from 35.2 mph to 31.9 mph during this time period. Daily person hours of delay would increase from 2.2 million hours under the 2000 Base Year to 5.4 million hours under the 2030 Baseline. The average daily delay per capita would increase from 8.0 minutes under the 2000 Base Year to 14.2 minutes under the 2030 Baseline. The percentage of peak period evening work trips completed within 45 minutes for autos and transit would decrease from 88 percent and 33 percent under 2000 conditions to 83 percent and 29 percent under 2030 Baseline, respectively. The home to work travel times would increase from 21.6 minutes to 25.9 minutes.

The Eastside Transit Corridor Phase 2 project would contribute to alleviating the mobility problem in the region, helping to achieve SCAG's Destination 2030 goals. The proposed project offers a public transit alternative that would improve mobility and accessibility in the region and provide commuters with a reliable transportation option. The PSA includes multiple major intersections that have significant traffic congestion and long delays. The public transit alternative could reduce daily vehicle trips and miles traveled, which could improve traffic flow at these intersections and throughout the region. Targeted areas with high population densities and households dependent on public transit increase potential ridership, thereby increasing the project benefits and making it more cost-effective. Improving transit alternatives within the PSA is one way to help reduce regional travel demand. Providing alternatives to the automobile will help to offset increased commuter

patterns associated with residential and employment population growth within Los Angeles County.

**Table 1-11 Performance Indicators, Measures and Outcomes of Destination 2030 Goals**

Performance Indicator	Performance Measure		Plan 2030	Base Year 2000	Baseline 2030
<b>Mobility</b>	Average Daily Speed (Miles per Hour)		35.2	35.9	31.9
	Average Daily Delay (Daily Person Hours in millions)		3.2	2.2	5.4
<b>Accessibility</b>	Percent PM peak period work trips within 45 minutes of home	Autos:	90%	88%	82%
		Transit:	37%	33%	29%
<b>Reliability</b>	Percent variation in travel time	6am-7am	10%	11%	N/A
		7am-8am	13%	15%	
		8am-9am	13%	15%	
		3pm-4pm	19%	21%	
		4am-5pm	18%	20%	
		5am-6pm	17%	19%	
<b>Safety</b>	Daily accident rates per million persons	Fatalities	0.27	0.28	0.28
		Injuries	10.7	11.0	11.0
		Property Damage	17.5	18.2	18.2
<b>Productivity</b>	Roadway capacity – vehicles per hour/lane (Lost Lane Miles)	am peak	377	332	N/A
		pm peak	302	266	
<b>Sustainability</b>	Total cost per capita to sustain current system performance		Plan 2030 estimates an additional cost of \$20 per capita per year over base year		
<b>Preservation</b>	Maintenance cost per capita to preserve system at base year conditions (base year 2002, constant 2002 dollars)		-\$80	-\$63 (2002)	N/A
<b>Environmental</b>	Emissions generated by travel (over Baseline 2030)	CO PM10 Exhaust PM10	Plan 2030 estimates: 6-8% reduction 6-8% reduction 8-11% reduction		
<b>Environmental Justice</b>	Benefit vs. Burden by quintiles* – Auto Percentage of Tax Paid and Time Savings (Quintile 1=lowest income, Quintile 5=highest income)	1 2 3 4 5	Plan 2030 estimates:		
			Expenditure		Time Savings
			9%	6%	
			13%	14%	
			18%	21%	
	24%	29%			
	37%	30%			
	Benefit vs. Burden by quintiles* – Local Transit Percentage of Tax Paid and Time Savings (Quintile 1=lowest income, Quintile 5=highest income)	1 2 3 4 5	Expenditure		Time Savings
			9%	23%	
			13%	30%	
18%			23%		
24%			16%		
37%	8%				

\*Quintile – statistical distribution of a population representing 20% of a given amount. Source: SCAG Destination 2030, 2004

### 1.3.5 Potential Travel Markets

The travel market for the proposed transit alternative is made up of activity centers, areas under future development, and travel patterns within the PSA and region. The travel market information has been an important element in determining ridership trends and potential alternatives that would maximize transit patrons.

#### Activity Centers and Destinations

Several activity centers with heavy traffic activity and high population or commercial density exist within the PSA. Activity centers generally serve the population of several communities. These areas generate large numbers of trips, such as a central business district, large shopping center, or large university. Figure 1-18 illustrates the activity centers categorized by education, recreational, business/industrial, and commercial activity within the PSA. Table 1-12 provides a detailed list of these facilities.

Educational - several institutions fall within or immediately adjacent to the PSA boundary, including the East Los Angeles (27,481 students) and Rio Hondo (20,121 students) Community Colleges, as well as two four-year universities, Whittier College (2,054 students) and Cal State University, Los Angeles (20,565 students)<sup>4</sup>.

Recreational Areas - the PSA is home to State recreational centers and local sports/activity centers. The most notable are the Whittier Narrows Recreation Center, Montebello Golf Course, and Industry Country Club.

Health & Medical Services - within the PSA, there are a number of facilities that provide vital health and medical services to residents and throughout the region, including medical centers such as Monterey Park Hospital, Beverly Hospital, Presbyterian Intercommunity Hospital, Greater El Monte Community Hospital and Whittier Presbyterian Hospital.

Business/Industrial Parks - are concentrated in the Cities of Commerce, El Monte, and Industry. These areas provide a range of employment opportunities including industrial, major retail and office jobs.

Commercial - several commercial centers exist within the PSA ranging from neighborhood/main street retail to large regional malls and shopping centers. Main street retail districts, such as Whittier Blvd. and Uptown Whittier, are magnets for high volume pedestrian activity. The Cities of Commerce, Montebello and Pico Rivera each have large regional centers, which attract residents from within and outside of the PSA.

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<sup>4</sup> Fall 2006 student population count from collegetoolkit.com



**Table 1-12 Activity Centers in PSA**

City	Activity Center	# on Map
Commerce	Citadel Regional Shopping Center	1
	Commerce Casino	2
El Monte	El Monte Busway Station	3
	Five Points Plaza	4
Industry	Industry Office Park	5
Los Angeles	Historic Whittier Blvd. Shopping District	6
Montebello	Beverly Bowl	7
	Beverly Hospital	8
	Montebello Golf Course	9
	Montebello Mart Shopping Center	10
	Montebello Town Center	11
	Montebello Town Square Shopping Center	12
	Newmark Street Mall	13
Monterey Park	Atlantic Square Shopping Center	14
	East Los Angeles Community College	15
	Garfield Medical Center	16
	Landmark Shopping Center	17
	Monterey Park Hospital	18
	Monterey Park Mall	19
	Monterey Park Village	20
Taipei Center	21	
Pico Rivera	Pico Rivera Towne Center	22
Rosemead	Jess Gonzales Sports Park	23
Santa Fe Springs	Santa Fe Springs Market Place	24
	Santa Fe Springs Promenade	25
South El Monte	Greater El Monte Community Hospital	26
Whittier	California Country Club	27
	Model Plaza Shopping Center	28
	Pico Rivera Sports Arena	29
	Presbyterian Intercommunity Hospital	30
	Rio Hondo College	31
	Uptown Whittier District	32
	Village Square Shopping Center	33
	Whittier College	34
	Whittier Narrows Recreation Center	35
	Whittier Station Shopping Center	36

Source: LA County Department of Planning, Google, City Planning documents.

### Potential Development

Many of the cities in the PSA are focusing on redevelopment projects to meet increasing residential and commercial demands. Several large commercial centers or mixed use developments have been identified within the PSA in Figure 1-19. These centers are typically ideal locations for public transit services due to the potential to capture a large share of patrons and alleviate traffic congestion to and from the areas.

The following describes the potential redevelopment projects in the PSA.

- Atlantic Times Square<sup>5</sup> – The project will include a 205,000 square-foot shopping center and adjacent 210-unit condo complex. The center will be anchored by an AMC Theatre. This is a mixed-use redevelopment project in Monterey Park along Atlantic Blvd. at the northeast corner of Atlantic and Hellman.
- Cascades Market Place<sup>6</sup> – This project is a 507,000 square-foot shopping center and will be the largest in Monterey Park. It is north of the Pomona Freeway and west of Paramount Blvd.
- El Monte Transit Village Specific Plan<sup>7</sup> – The Transit Village is a mixed use development project with office, retail, residential, transit and open space uses on Santa Anita Ave. The Mixed-Use Sub-District is just north of I-10 and proposes various land use types to encourage pedestrian utilization throughout the sub-district and approximately 16 acres of publicly-accessible parkland.
- Monterey Park Towne Center<sup>8</sup> – The town center is a 94,000 square-foot site consisting of 109 condominiums and approximately 71,366 square feet of commercial space. It is at the southeast corner of Garfield and Garvey Ave. in Monterey Park.
- Pico Rivera Towne Center<sup>9</sup> – The project is a 60-acre open air shopping center on Rosemead Blvd. and Washington Blvd.
- Pico Rivera Village Walk<sup>10</sup> – The project is a 12-acre shopping center anchored by Krikorian Theatres. It is at the southwest corner of Whittier Blvd. and Paramount Blvd.
- The Village at Heritage Springs<sup>11</sup> – This project is a residential community with 554 attached and detached housing units on 54.5 acres. It is bounded by Telegraph Rd. to the north, Bloomfield Rd. to the east, Clark Ave. to the south, and Norwalk Blvd. to the west in Santa Fe Springs.
- Veranda Crest<sup>12</sup> - This is a 42-unit condominium at Rosemead Blvd. and Whittier Blvd. in Pico Rivera.

<sup>5</sup> City of Monterey Park website, Economic Development Department

<sup>6</sup> City of Monterey Park website, Economic Development Department

<sup>7</sup> City of El Monte website, Community Development Department

<sup>8</sup> City of Monterey Park website, Economic Development Department

<sup>9</sup> Vestar Development Co., [vestar.com/newsite/PropMngmt.html](http://vestar.com/newsite/PropMngmt.html)

<sup>10</sup> City of Pico Rivera website, Redevelopment Agency

<sup>11</sup> Comstock Homes, [thevillagesatheritagesprings.com](http://thevillagesatheritagesprings.com)

<sup>12</sup> Comstock Homes, [comstock-homes.com/3\\_12.asp](http://comstock-homes.com/3_12.asp)



- Whittier Blvd. Specific Plan and Streetscape in Montebello<sup>13</sup> – This project proposes development and redevelopment along the Whittier Blvd. corridor through Montebello. The project supports mixed use development and improved design controls.
- Whittier Blvd. Specific Plan in Whittier<sup>14</sup> – This project includes development and redevelopment on Whittier Blvd. from Broadway Ave. to Valley Home Rd. in Whittier. It has plans for five new districts along the boulevard: Gateway Segment, Workplace District, Shopping Center Clusters, Commercial Expansion/Auto Sales Segment, and Neighborhood Spine.
- Whittier Uptown Specific Plan<sup>15</sup> – The goal of the Uptown Whittier project is to develop a pedestrian-oriented, mixed residential and retail area with distinct character and smart transportation and planning. The area covers 185 acres and 35 city blocks from Hadley St. to the north, Painter Ave. to the east, Penn St. to the south, and Pickering Ave. to the west.

### Travel Demand and Patterns

The regional transportation network includes 9,000 lane-miles of freeway, more than 42,000 lane-miles of arterials, and several large public transit service providers.<sup>16</sup> Yet growth of the transportation system has not kept pace with population growth and increases in transportation demand. As the population in the region doubled from 1960 to 2000, highway miles increased by less than 30 percent.<sup>17</sup> The congestion caused by insufficient transportation lanes affects both personal travel and goods movement. The majority of the congestion is from travel on the highways and local arterial network regardless of transportation mode. If the current trend persists, travel delays are expected to rise to 5.4 million person hours by 2030, more than double currently experienced delays, which will deeply affect productivity.<sup>18</sup> Expanding the public transportation system will provide more choices for commuters and potentially reduce travel demand and patterns on major highway and arterial systems.

A full one-third of the work trips originating in the PSA are destined for areas within the PSA. Additionally, Central Los Angeles, including the Central Business District, is the number one ranked destination zone for external trips that originate in the PSA with over 50,000 daily trips (25 percent of external trips). The Eastside Transit Corridor Phase 2 project would provide an east/west transit spine to serve both the internal and external travel market. Figures 1-20 and 1-21 illustrate travel patterns to and from the Eastside PSA using spider diagrams.

<sup>13</sup> Freedman Tung & Bottomley, [ftburbandesign.com/WhittierBlvd.SpecificPlanandStreetscape](http://ftburbandesign.com/WhittierBlvd.SpecificPlanandStreetscape)

<sup>14</sup> Freedman Tung & Bottomley, [ftburbandesign.com/Whittier\\_Bldv\\_Specific\\_Plan](http://ftburbandesign.com/Whittier_Bldv_Specific_Plan)

<sup>15</sup> City of Whittier, [insidewhittier.com/cgi-bin/store.cgi?&Category=uptown](http://insidewhittier.com/cgi-bin/store.cgi?&Category=uptown)

<sup>16</sup> SCAG 2004 RTP Chapter 2

<sup>17</sup> SCAG 2004 RTP Executive Summary

<sup>18</sup> SCAG 2004 Draft RTP EIR

Travel patterns identified in Year 2000 factored census data taken from the Census Transportation Planning Package (CTPP) indicate the following:

- Central Los Angeles, including the CBD, is the number one rank destination zone for work trips produced in the greater Eastside area with over 50,000 daily trips (nearly 25 percent of external trip destinations).
- The Metro rail network provides access through the Union Station hub to Pasadena and Long Beach – The greater travel zones, which include Pasadena (e.g., western San Gabriel) and Long Beach (e.g., Gateway Cities), together comprise a destination market shed of another 70,000 daily work trips produced from the greater Eastside area (nearly 30 percent of external trip destinations).
- Work trips internal to the greater Eastside area comprise nearly 115,000 daily trips, or about 40 percent of all trips – expansion of transit coverage within the PSA could tap into this market.
- Three areas currently served by the Metro rail and bus network, Central Los Angeles, Western San Gabriel Valley, and the South Bay, comprise nearly 70 percent of the destinations for Eastside trips – therefore expansion of transit within the PSA could potentially serve a high proportion of residents.
- There are even greater numbers of trips attracted to Eastside destinations than trips produced in the Eastside PSA. Many of these trips originate in zones to the north, south and west, which are served by the Metro Rail system. The Eastside Transit Corridor Phase 2 will provide a rail spine traversing the greater Eastside area that in conjunction with a robust bus grid provides transit service for inbound trips.

## Summary

Identifying key activity centers, potential development sites, as well as major trip origin and destinations within the PSA, are important aspects of evaluating the travel market in relation to the proposed fixed transit alternative. The potential development projects dispersed throughout the PSA create areas effective for transit use. By analyzing and integrating land use and origin and destination, these development projects can attract new trips to and from the PSA and account for potential transit-using communities. The highest level of trip activity can be served by the proposed transit investment for trips to work, school, shopping, recreation, entertainment, regional destinations, etc.

Trip origin and destination identifies the likely trip generators in the Eastside and region, including major residential, retail, and employment centers. Preliminary projections for Year 2030 show travel patterns continuing from the Eastside PSA to Central Los Angeles, but with nearly 33 percent growth over existing conditions. These same preliminary travel projections show that construction of an extension of the light rail line to the vicinity of I-605 would

increase Gold Line rail trips by about 40 percent over the amount with only the Phase 1 project (e.g., daily rail trips in the range of 30,000 to 45,000 with Phase 1 alone may increase to as high as 40,000 to 60,000 with the extension). Potential travel markets would benefit from an extension of the Metro Gold Line Eastside Extension Phase 1. As population growth outpaces the rest of the region, the need to respond to travel demand and alternative transportation, such as a fixed transit route, becomes more evident.

### 1.3.6 Community Factors

Community factors indicative of transit dependency and other socioeconomic factors are considered as part of the AA study process. A meaningful portion of Los Angeles County's transit dependent population lies within the PSA, a trend that is projected to continue through 2030. Transit dependent factors take into account the population's elderly (65+ years) and young (age 18 and under), low-income households, number of households with zero vehicles, and public transportation users. A higher concentration of transit dependent communities is found in the western portion of the PSA. These communities are in closer proximity to downtown Los Angeles and benefit from a higher concentration of Metro Bus routes. Moving further east through the PSA, transit dependent communities are served primarily by local circulator bus services. Providing an extended fixed-guideway transit system beyond the current terminus of the Metro Gold Line Eastside Extension would allow transit dependent communities further east increased mobility and connectivity to regional as well as local services.

#### Household Income

Socioeconomic trends in the PSA are correlated to transit-dependent communities; household income is an important factor. In 2005, the PSA had about 79,000 low-income households, about 72,000 medium income households, and only about 25,000 high-income households. Low-income households include those households considered to be living in poverty. The US Census Bureau's defined 2005 poverty threshold is an annual average salary of \$12,755 for a two-person household. Low-income households represented about 45 percent of the PSA's total households. The high proportion of low-income households increases the need for public transit. Figure 1-22 shows the distribution of low-income households in 2005. A substantial number of census tracts within the PSA have greater than 1,000 low-income households. These are found in areas such as Monterey Park, South San Gabriel (area of unincorporated Los Angeles County), Rosemead, Montebello and Whittier. Figure 1-23 shows the distribution of low-income households in 2030. In the PSA, low-income households are projected to increase from about 80,000 in 2005 to about 99,000 in 2030.