

SOUTHERN CALIFORNIA



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Transportation

Keith Millhouse, Ventura County

Transportation Commission

## MEETING OF THE

# TRANSPORTATION COMMITTEE

***Thursday, October 3, 2013  
10:00 a.m. – 12:00 p.m.***

**SCAG Main Office  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Board Room  
Los Angeles, CA 90017  
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email [harris-neal@scag.ca.gov](mailto:harris-neal@scag.ca.gov)

Agendas & Minutes for the Transportation Committee are also available at: [www.scag.ca.gov/committees/tc.htm](http://www.scag.ca.gov/committees/tc.htm)

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## Transportation Committee

### *Members – October 2013*

#### Members

#### Representing

* 35. Hon. Kris Murray	<i>Anaheim</i>	District 19
* 36. Hon. Steven Neal	<i>Long Beach</i>	District 29
* 37. Hon. Shawn Nelson		Orange County
* 38. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
39. Hon. Micheál O'Leary	<i>Culver City</i>	WSCCOG
* 40. Hon. Gary Ovitt		San Bernardino County
* 41. Hon. Bernard C. Parks	<i>Los Angeles</i>	District 55
* 42. Hon. Linda Parks		VCOG
* 43. Hon. Gregory Pettis	<i>Cathedral City</i>	District 2
44. Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
* 45. Hon. Ronald Roberts	<i>Temecula</i>	District 5
* 46. Hon. Mark Rutherford	<i>Westlake Village</i>	District 44
47. Hon. Damon Sandoval		Morongo Band of Mission Indians
48. Hon. David Spence	<i>La Cañada/Flintridge</i>	Arroyo Verdugo Cities
* 49. Hon. Karen Spiegel	<i>Corona</i>	District 63
50. Hon. Tim Spohn	<i>City of Industry</i>	SGVCOG
51. Hon. Barb Stanton	<i>Town of Apple Valley</i>	SANBAG
* 52. Hon. Jeff Stone	<i>Riverside County</i>	Riverside County
* 53. Hon. Jess Talamantes	<i>Burbank</i>	District 42
54. Hon. Brent Tercero	<i>Pico Rivera</i>	GCCOG
* 55. Hon. Donald Voss	<i>La Cañada/Flintridge</i>	District 36

\* Regional Council Member

# TRANSPORTATION COMMITTEE

## AGENDA

### OCTOBER 3, 2013

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*The Transportation Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.*

#### **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

*(Hon. Keith Millhouse, Chair)*

**PUBLIC COMMENT PERIOD** – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker’s card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

#### **REVIEW AND PRIORITIZE AGENDA ITEMS**

**Time    Page No.**

#### **CONSENT CALENDAR**

##### **Approval Item**

- |   |                   |  |          |
|---|-------------------|--|----------|
| 1. <u>Minutes of the September 12, 2013 Meeting</u> | <b>Attachment</b> |  | <b>1</b> |
|---|-------------------|--|----------|

#### **ACTION ITEM**

- |   |                   |                 |          |
|---|-------------------|-----------------|----------|
| 2. <u>Proposed 2015 Federal Transportation Improvement Program (FTIP) Guidelines</u><br><i>(Rich Macias, Director, Transportation Planning)</i> | <b>Attachment</b> | <b>10 mins.</b> | <b>7</b> |
|---|-------------------|-----------------|----------|

**Recommended Action:** Approve the proposed 2015 FTIP Guidelines used by the County Transportation Commissions to develop and submit their county TIPS to SCAG and refer to the RC for approval.

#### **INFORMATION/DISCUSSION ITEMS**

- |  |                   |                 |           |
|--|-------------------|-----------------|-----------|
| 3. <u>Bus Rapid Transit in the SCAG Region</u><br><i>(Steve Fox, SCAG Staff)</i>                                     | <b>Attachment</b> | <b>20 mins.</b> | <b>9</b>  |
| 4. <u>Update on Housing Element Compliance Status from SCAG Jurisdictions</u><br><i>(Ma’Ayn Johnson, SCAG Staff)</i> | <b>Attachment</b> | <b>10 mins.</b> | <b>29</b> |
| 5. <u>Highway-Rail Grade Separation in the SCAG Region</u><br><i>(Mike Jones, SCAG Staff)</i>                        | <b>Attachment</b> | <b>15 mins.</b> | <b>30</b> |
| 6. <u>SCAG Local Input Status Update</u><br><i>(Simon Choi, SCAG Staff)</i>  | <b>Attachment</b> | <b>10 mins.</b> | <b>42</b> |

# TRANSPORTATION COMMITTEE

## AGENDA

### OCTOBER 3, 2013

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<u>INFORMATION/DISCUSSION ITEMS - <i>continued</i></u>		<u>Time</u>	<u>Page No.</u>
7. <u>Sidewalks and the Urban Forest: Maximizing Investments for Quality of Life</u> (Alan Thompson, SCAG Staff)	Attachment	10 mins.	49
8. <u>Bicycle Route 66 Concept Plan</u> (Alan Thompson, SCAG Staff)	Attachment	20 mins.	56

#### CHAIR'S REPORT

(Hon. Keith Millhouse, Chair)

#### STAFF REPORT

(Akiko Yamagami, SCAG Staff)

#### FUTURE AGENDA ITEM(S)

Any Committee member or staff desiring to place items on a future agenda may make such a request.

#### ADJOURNMENT

*The next meeting of the Transportation Committee (TC) is scheduled for Thursday, November 7, 2013, at the SCAG Los Angeles Office.*

Transportation Committee  
of the  
Southern California Association of Governments  
September 12, 2013

*Minutes*

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Transportation Committee (TC) held its meeting at SCAG's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Keith Millhouse, Moorpark. A quorum was present.

**Members Present:**

- |   |                                  |
|---|----------------------------------|
| Hon. John Addleman, Rolling Hills Estates               | SBCCOG                           |
| Hon. Bruce Barrows, Cerritos                            | District 23                      |
| Hon. Russell Betts, Desert Hot Springs                  | CVAG                             |
| Hon. Bob Botts, Banning                                 | RCTC                             |
| Hon. Gene Daniels, Paramount                            | District 24                      |
| Hon. Jeff DeGrandpre, Eastvale                          | District 4                       |
| Hon. Mario Guerra, Downey                               | District 25                      |
| Hon. Matthew Harper, Huntington Beach                   | District 64                      |
| Hon. Jim Hyatt, Calimesa                                | District 3                       |
| Hon. Trish Kelley, Mission Viejo                        | OCCOG                            |
| Hon. Michele Martinez, Santa Ana                        | District 16                      |
| Hon. Andrew Masiel, Sr.                                 | Pechanga Band of Luiseño Indians |
| Hon. Ryan McEachron, Victorville                        | District 65                      |
| Hon. Marsha McLean, Santa Clarita                       | District 67                      |
| Hon. Dan Medina, Gardena                                | District 28                      |
| Hon. Barbara Messina, Alhambra                          | District 34                      |
| Hon. Keith Millhouse, Moorpark ( <i>Chair</i> )         | VCTC                             |
| Hon. Jim Morton, Lynwood                                | District 26                      |
| Hon. Brett Murdock, Brea                                | District 22                      |
| Hon. Kris Murray, Anaheim                               | District 19                      |
| Hon. Steven Neal, Long Beach                            | District 29                      |
| Hon. Pam O'Connor, Santa Monica                         | District 41                      |
| Hon. Micheál O'Leary, Culver City                       | WCCOG                            |
| Hon. Linda Parks  | Ventura County                   |
| Hon. Greg Pettis, Cathedral City                        | District 2                       |
| Hon. Teresa Real Sebastian, Monterey Park               | SGVCOG                           |
| Hon. Ron Roberts, Temecula                              | District 5                       |
| Hon. Karen Spiegel, Corona                              | District 63                      |
| Hon. Tim Spohn, City of Industry                        | SGVCOG                           |
| Hon. Barb Stanton, Apple Valley                         | SANBAG                           |
| Hon. Jeff Stone   | Riverside County                 |
| Hon. Brent Tercero, Pico Rivera                         | GCCOG                            |
| Hon. Don Voss, City of La Cañada-Flintridge             | District 36                      |
| Hon. Alan Wapner, City of Ontario ( <i>Vice-Chair</i> ) | SANBAG                           |

**Members Not Present:**

Hon. Mike Antonovich	Los Angeles County
Hon. Glen Becerra, Simi Valley	District 46
Hon. Art Brown, Buena Park	District 21
Hon. Paul Eaton, Montclair	District 9
Hon. Roy Francis, La Habra Heights	District 31
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Bill Hodge, Calexico	ICTC
Hon. Jose Huizar, Los Angeles	District 61
Hon. Randon Lane, Murrieta	Murrieta
Hon. James C. Ledford	Palmdale
Hon. Brian McDonald	Chemehuevi Indian Tribe
Hon. Leroy Mills, Cypress	District 18
Hon. Shawn Nelson	Orange County
Hon. Gary Ovitt	San Bernardino County
Hon. Bernard C. Parks, Los Angeles	District 55
Hon. Mark Rutherford, Westlake Village	District 44
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. David Spence, La Cañada-Flintridge	Arroyo Verdugo Cities
Hon. Jess Talamantes, Burbank	District 42
Mr. Aziz Elattar	Caltrans District 7

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Keith Millhouse, Moorpark, called the meeting to order at 10:03 a.m. and Hon. Jeff Stone led the Pledge of Allegiance. Hon. Millhouse introduced new committee member, Andrew Masiel, Sr., from Pechanga Band of Luiseño Indians.

**PUBLIC COMMENT PERIOD**

No members of the public requested to make a comment.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There was no reprioritization of the agenda.

**CONSENT CALENDAR**

**Approval Item**

1. Minutes of the August 1, 2013 Meeting

A MOTION was made (Barrows) to approve the Consent Calendar. The MOTION was seconded (Martinez) and UNANIMOUSLY APPROVED. Motion passed.

## INFORMATION/DISCUSSION ITEMS

### 2. State Performance Measure Comment Letter to the U.S. Department of Transportation (DOT)

Ping Chang, SCAG Staff, provided an update on the Performance Measure Comment letter to the U.S. Department of Transportation. Mr. Chang reported that in anticipation of the DOT's rule-making on performance measures for Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), a group of California State agencies recently provided a joint comment letter to DOT. It was noted that the proposed performance measures are either already part of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) or generally consistent with the RTP/SCS framework. Staff will continue to monitor MAP-21 related activities at the state and national levels.

### 3. Litigation Update

Joann Africa, Chief Counsel, reported on recent litigation activities per the agenda Staff Report which includes information regarding an August 2013 State Supreme Court decision in favor of Metro Expo Authority related to the Exposition Phase 2 Project (extending the existing light rail from Culver City to Santa Monica).

Hon. Micheál O'Leary, Culver City, thanked SCAG for providing an amicus brief in support of the Exposition Phase 2 Project during the litigation process.

### 4. Cargo-Oriented Development (COD)

Public comments were received from Denny Zane, Move LA and John Longville, Move I.E. (Inland Empire). Mr. Zane stated that Move LA seeks to promote discussion and collaboration on regional transportation systems including goods movement and a clean freight network. Mr. Longville noted that Move I.E. was created in response to Move LA's success and that it seeks opportunities for closer collaboration between Los Angeles and San Bernardino counties on clean freight as well as achieving a Metrolink connection to Ontario Airport.

Scott Bernstein, President, Center for Neighborhood Technology (CNT), reported on Cargo-oriented development (COD). Mr. Bernstein stated that COD is a growth strategy in which industrial, downtown and suburban areas can be redeveloped by leveraging existing transportation assets such as rail yards, intermodal facilities, seaports, inland ports and airports. The strategy seeks ways to link manufacturing, distribution and other businesses at key locations often near underutilized freight assets to promote more inclusive planning and underutilized economic stimulus.

Mr. Bernstein stated that COD seeks to intensify land use adjacent to transportation terminals and sees local governments playing a key role through zoning considerations. Additionally, efforts are accompanied by more efficient freight logistics, smarter use of freight yard land as well as movement toward clean transportation technologies. Mr. Bernstein noted that COD may serve as an increasingly advantageous development option for communities to capture hidden value in goods movement activities.

Hon. Trish Kelley, Mission Viejo, asked about Form-Based Zoning. Mr. Bernstein responded that Form-Based Zoning focuses on the desired outcome and seeks to work with the form of the development to best align it with the street network or to modify the street network to make it more walkable and better connected.

Hon. Linda Parks, Ventura County, asked about the potential for e-highway trucking and the available energy sources. Mr. Bernstein responded that he is supportive of using renewable energy to power transportation facilities as it provides the benefit of clean transportation and also a more reliable energy source.

5. Draft 2015 Federal Transportation Improvement Program (FTIP) Guidelines

Pablo Gutierrez, SCAG staff, provided an update on the Draft 2015 FTIP Guidelines. Mr. Gutierrez noted that SCAG, CALTRANS, the county transportation commissions, and the Transportation Conformity Working Group (TCWG) have updated the 2015 FTIP Guidelines. The final guidelines will be presented at the October 3, 2013 Transportation Committee meeting to recommend Regional Council approval.

6. SCAG Aviation Program Draft Consultant Scope of Work for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

Ryan N. Hall, SCAG staff, provided an update on the Aviation Program Draft Consultant Scope of Work for the 2016 RTP/SCS. Mr. Hall reported that the scope of work was developed along with key aviation industry stakeholders represented on the Aviation Technical Advisory Committee (ATAC).

Hon. Alan Wapner, asked if San Diego County Regional Airport Authority is included in the study. Mr. Hall responded that San Diego will be asked to participate.

A MOTION was made (McLean) to recommend the aviation demand forecasting for passengers, air operations and cargo take into account planned ground access improvements including transit and rail. The MOTION was seconded (Morton).

Hon. Trish Kelley, Mission Viejo, asked if the Transportation Committee would retain approval over actions made by a potential Aviation Subcommittee. Mr. Hall reported that an Aviation Subcommittee would report to the Transportation Committee who would approve any actions taken by the Subcommittee.

A vote was conducted on the MOTION to modify the scope of work wording to take into account planned passenger ground access improvements. The motion was approved unanimously. Motion passed.

7. Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS)

Kimberly Clark, SCAG staff, provided an update on the local input communication letter for the bottom-up process. Ms. Clark noted that on August 1, 2013, the Regional Council approved a protocol for communications between SCAG and local jurisdictions regarding local input and review process of the growth forecast and land use datasets for the 2016

RTP/SCS. Ms. Clark reported that the local input communication letter will be distributed to jurisdictions in October, which will initiate the bottom-up local input process for the upcoming 2016 RTP/SCS.

Ms. Clark noted that the letter seeks to not only establish communication channels between SCAG and the 197 jurisdictions, but to provide an overview of the contents and work plan for the 2016 RTP/SCS. It will also provide a list of maps, data, land use information to be reviewed and a general schedule of milestones and deadlines for review of key socioeconomic datasets required.

### **CHAIR'S REPORT**

Hon. Keith Millhouse, Moorpark, acknowledged Supervisor Linda Parks, Ventura County, for her efforts in creating the Kanan Shuttle. The Kanan Shuttle is a new transit service that links schools, recreation and business destinations in Ventura County. It attracted capacity ridership and will increase safety, mobility and reduce congestion. Hon. Millhouse asked that the meeting be adjourned in memory of the 24 Metrolink riders who were in the accident on September 12, 2008. Hon. Millhouse noted that Positive Train Control is being installed on all Metrolink lines.

### **STAFF REPORT**

Akiko Yamagami, SCAG staff, provided an update on MAP-21, Section 5310 Designated Recipient status. SCAG has been consulting with the CTC's to establish recommended recipients which will be presented at the November 7, 2013 Regional Council meeting.

### **ADJOURNMENT**

The meeting adjourned at 11:20 a.m. in memory of the 24 Metrolink victims of the accident on September 12, 2008. The next meeting of the Transportation Committee will be held Thursday, October 3, 2013 at the SCAG Los Angeles office.



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Akiko Yamagami, Senior Regional Planner  
Transportation Planning

**Transportation Committee Attendance Report**

**2013**

Member (including Ex-Officio) Last Name, First Name	Representing	X = County Represented						X = Attended				= No Meeting		NM = New Member					
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	April	GA May	June	No Mtg. July	Aug	Sept	Oct	Nov	Dec
Addleman, John	Rolling Hills Estates		X					X		X	X		NM			X			
Antonovich, Michael*	Los Angeles County		X					X		X	X				X				
Barrows, Bruce*	Cerritos		X					X		X	X			X		X	X		
Becerra, Glen*	Simi Valley		X						X	X	X			X		X			
Betts, Russell	CVAG				X			X	X	X	X			X		X	X		
Botts, Bob	Banning, RCTC				X			NM	X	X	X			X		X	X		
Brown, Art	Buena Park			X				NM	X	X				X		X			
Daniels, Gene*	Paramount		X					X	X	X	X			X		X	X		
DeGrandpre, Jeff	Eastvale				X			NM	X	X	X			X		X	X		
Eaton, Paul*	Montclair		X								X								
Elattar, Aziz	Caltrans - District 7									X	X			X		X			
Francis, Roy	La Habra Heights		X								NM			X		X			
Guerra, Mario	Downey		X							X						X	X		
Hack, Bert	Laguna Woods			X				X	X	X	X			X		X			
Harper, Matthew*	Huntington Beach			X				X		X	X			X			X		
Herrera, Carol*	Diamond Bar		X					X	X	X				X		X			
Hodge, Bill	Clexico, ICTC	X							X	X	X			X		X			
Huizar, Jose*	Los Angeles		X																
Hyatt, Jim	Calimesa				X			X	X	X	X			X		X	X		
Kelley, Trish	Mission Viejo			X				X	X					X		X	X		
Lane, Randon	Murrieta				x			NM	X	X	X			X					
Ledford, James C.	Palmdale/No. LA County		X							X									
Martinez, Michele*	Santa Ana			X				X	X	X	X			X		X	X		
Masiel, Andrew	Pechanga Luiseño Indians																NM		
McDonald, Brian	Chemehuevi Indian Tribe					X													
McEachron, Ryan	Victorville					X		X	X	X	X			X			X		
McLean, Marsha*	Santa Clarita		X					X	X	X	X			X		X	X		
Medina, Dan*	Gardena		X								X			X		X	X		
Messina, Barbara*	Alhambra		X					X	X	X	X			X		X	X		
Millhouse, Keith* (Chair)	Moorpark						X	X	X	X	X					X	X		
Mills, Leroy*	Cypress			X				X	X	X	X			X		X			
Morton, Jim	Lynwood		X						X	X	X			X		X	X		
Murdock, Brett	Brea			X				X	X	X	X			X		X	X		
Murray, Kris	Anaheim			X						NM		X				X	X		
Neal, Steven*	Long Beach		X					X		X	X					X	X		
Nelson, Shawn*	Orange County			X												X			
O'Connor, Pam*	Santa Monica		X					X	X	X				X		X	X		
O'Leary, Micheál	Culver City/WCCOG		X					X	X	X				X		X	X		
Ovitt, Gary*	San Bernardino County					X		X	X		X			X		X			
Parks, Bernard*	Los Angeles		X																
Parks, Linda	Ventura County						X	NM	X	X				X		X	X		
Pettis, Gregory*	Cathedral City				X			X	X	X	X			X		X	X		
Real Sebastian, Teresa	Monterey Park/SGVCOG		X					X		X	X			X		X	X		
Roberts, Ron*	Temecula				X			X	X	X	X					X	X		
Rutherford, Mark	Westlake Village		X					X						X					
Sandoval, Damon	Morongo Band of Mission Indians				X														
Spence, David	Flintridge/Arroyo Verdugo Cities		X					X	X	X	X			X		X			
Spiegel, Karen	Corona/WRCOG				X			X	X	X	X					X	X		
Spohn, Tim	Industry/SGVCOG		X					X	X	X	X			X		X	X		
Stanton, Barb	Apple Valley					X								NM		X	X		
Stone, Jeff*	Riverside			X				X	X		X			X		X	X		
Talamantes, Jess	Burbank/SFVCOG		X						X		X			X					
Tercero, Brent	Pico Rivera		X											NM		X	X		
Voss, Don*	La Cañada Flintridge		X					X	X	X	X			X		X	X		
Wapner, Alan* (Vice-Chair)	Ontario					X		X	X	X				X		X	X		
<b>Totals</b>		<b>1</b>	<b>26</b>	<b>9</b>	<b>10</b>	<b>5</b>	<b>2</b>												

\* Regional Council Member

**-DATE:** October 3, 2013  
**TO:** Transportation Committee (TC)  
Regional Council (RC)  
**FROM:** Rich Macias, Director, Transportation Planning (213) 236-1805; [macias@scag.ca.gov](mailto:macias@scag.ca.gov)  
**SUBJECT:** Proposed 2015 Federal Transportation Improvement Program (FTIP) Guidelines

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION FOR TC:**

Approve the proposed 2015 FTIP Guidelines used by the County Transportation Commissions to develop and submit their county TIPS to SCAG and refer to the RC for approval.

**RECOMMENDED ACTION FOR RC:**

Approve the proposed 2015 FTIP Guidelines.

**EXECUTIVE SUMMARY:**

*SCAG, in cooperation with the State (Caltrans), the County Transportation Commissions (CTCs), and the Transportation Conformity Working Group (TCWG) has completed the update of the 2015 FTIP Guidelines. These Guidelines will be modified if programs under Moving Ahead for Progress in the 21st Century (MAP-21) legislation are modified, added, and/or deleted to be consistent with applicable law. On September 12, 2013, the Draft Guidelines were presented to the Transportation Committee (TC) as an Information Item.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan; Goal 2: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**

SCAG, in cooperation with the CTCs, TCWG and other local, state and federal partners, has completed its update of the 2015 FTIP Guidelines. SCAG received comments on September 6, 2013 from local, state and federal agencies as well as other interested parties, and has revised the document as necessary. These Guidelines reflect the current process of transportation programming. The following are the updates to these Guidelines:

Overall, language has been clarified to reflect the Moving Ahead for Progress in the 21st Century (MAP-21) legislation. Additional updates to the 2015 FTIP Guidelines are as follows:

- FTIP Adoption Schedule
- Technical updates to regional emissions and modeling criteria
- Updates to database codes necessary to conduct transportation conformity analysis
- Language clarification where necessary

# REPORT

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SCAG is required under both federal and state laws to develop an FTIP. The FTIP is the short-range program that implements the goals and policies identified in the long-range Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). Federal law requires that the FTIP be updated at a minimum of every four years, adopted by SCAG, and sent to the Governor for approval. Consistent with state statute, SCAG along with the Metropolitan Planning Organizations (MPOs) in California, update the FTIP every two years to coincide with the development of the Federal Statewide Transportation Improvement Program (FSTIP). The guidelines are updated prior to the FTIP update by SCAG staff working in collaboration with the county transportation commissions and the TCWG to ensure that all current legal, administrative, and technical requirements are met. These guidelines assist the county transportation commissions in developing and submitting the county Transportation Improvement Programs (TIPs) for inclusion into SCAG's FTIP.

The guidelines will be modified if programs are modified, added, and/or deleted to be consistent with applicable laws. However, any changes or modifications that affect SCAG's policy will be presented to the Transportation Committee and Regional Council for approval.

Hard-copies of the proposed 2015 FTIP Guidelines are available upon request and may be accessed online at: <http://ftip.scag.ca.gov/Documents/Final2015FTIPGuidelines.pdf>

The Draft 2015 FTIP Guidelines comments and responses may be accessed online at: <http://ftip.scag.ca.gov/Documents/Draft2015FTIPGuidelinesComments.pdf>

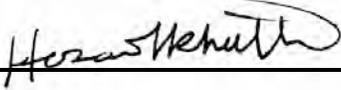
**FISCAL IMPACT:**

Work associated with this item is included in the current FY 13-14 Overall Work Program (14-030.SCG00146 Federal Transportation Improvement Program)

**ATTACHMENT:**

None

**DATE:** October 3, 2013  
**TO:** Transportation Committee (TC)  
**FROM:** Steve Fox, Senior Regional Planner, 213-236-1855, fox@scag.ca.gov  
**SUBJECT:** Bus Rapid Transit in the SCAG Region

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**  
*This report updates Transportation Committee members on recent Bus Rapid Transit (BRT) developments in the SCAG region. Several BRT projects are in the planning stages or have been implemented recently in several counties. SCAG staff and Russell Chisholm, Transportation Demand & Management, Inc. (TMD), will brief TC members.*

**STRATEGIC PLAN:**  
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**  
BRT is bus transit service that reduces travel time through treatments such as signal priority, automatic vehicle location, dedicated bus lanes, limited-stop service, and pre-boarding fare payment. BRT service is often branded with its own fleet livery and stations. In our region, L.A. Metro operates the Orange Line and the Metro Rapid network. The Orange Line is "true" BRT, operating exclusively on its own right-of-way. The Metro Rapid network runs along city streets in mixed-flow traffic lanes (some bus lanes are in the planning phase, including Wilshire Blvd.), but benefits from signal priority, unique branding and limited stops. Both services have reduced passenger travel time by 15 to 25% and have attracted new riders to transit. BRT is "scalable," meaning a transit agency can implement one or two of the basic attributes to their existing service at a low cost, resulting in considerable speed and quality of service improvements for its customers. Generally, transit agencies continue to run the underlying local service (but at perhaps less frequency than before) for those customers who are travelling shorter distances.

The Orange County Transportation Authority (OCTA) recently started its "Bravo!" service along Harbor Blvd., and Omnitrans will begin operating its "sbX" service in April of next year. The San Bernardino Associated Governments (SANBAG) is looking at additional corridors in San Bernardino County to implement improved bus service, and the Riverside Transit Agency (RTA) is also looking at several corridors for BRT or BRT-like services. The following are brief descriptions of these projects:

L.A. "Metro Rapid"  
L.A. Metro was the first transit agency in our region to implement BRT service in the summer of 2000. Metro Rapid service opened on Wilshire and Ventura Blvds. to coincide with the opening of the Red Line subway to North Hollywood. BRT attributes included signal priority, limited-stop service, unique branding,

and dedicated stations. The two services were an immediate success, attracting many new riders to transit and connecting to the Red and Purple Lines. Metro went on to open Rapids on 18 additional corridors. Culver City Bus, Santa Monica's Big Blue Bus, and Torrance Transit also started their own Rapid services as part of Metro's overall countywide network of 26 corridors. Big Blue Bus runs four Rapids: Rapid 3 along Lincoln Boulevard. between downtown Santa Monica and the Aviation Green Line station serving Los Angeles International Airport (LAX), Rapid 7 along Pico Blvd. between downtown Santa Monica and the Western Purple Line station, Rapid 12 along Westwood Blvd. and Palm Ave. between UCLA and the Culver City Expo Line station, and Rapid 20 that offers peak period service between downtown Santa Monica and the Culver City Expo Line station. Torrance Transit runs its Rapid (Line 3) between downtown Long Beach and South Bay Galleria, and the Culver City Bus runs its Rapid (Line 6) between UCLA and the Fox Hills Mall Transit Center along Sepulveda Blvd.

Metro is currently involved in a new initiative with its Countywide BRT and Street Design Improvement Study in order to identify a minimum of five corridors countywide for new BRT service, including peak period bus lanes and other bus speed improvement strategies.

### Orange County

OCTA started their "Bravo!" limited-stop bus service on June 10, 2013. The new Route 543 operates along Harbor Blvd. between the Fullerton Transportation Center and MacArthur Blvd. in Costa Mesa. Harbor Blvd. was chosen because it is one of Orange County's highest bus ridership corridors. Ridership on the new route has already exceeded the initial first-year projection. The "Bravo!" service is not a full BRT service because it only uses the high-frequency, limited-stop, and unique branding service elements. The new service is a pilot project and additional elements such as signal priority and bus stop amenities may be added in the future. A second "Bravo!" route on the Westminster Ave./17th St corridor between Tustin and Long Beach may be implemented within the next few years if funding becomes available.

### San Bernardino County

SANBAG's 2010 Long Range Transportation Plan identified 10 corridors within the county where BRT service would be desirable. Number one on the list is the "sbX," that is currently under construction and expected to open in April of next year. The "sbX" will run along a 15.7-mile corridor with transit signal priority between northern San Bernardino and Loma Linda serving Cal State San Bernardino, downtown San Bernardino and Loma Linda University Medical Center. It will include 60-foot, five-door articulated buses (the first in the U.S.) seating about 60 passengers; about six miles of bus-only lanes; 16 art-inspired stations at key university, government, business, entertainment and medical centers; and four park-and-ride lots.

In the planning phases are two additional corridors: The Foothill Blvd. corridor and the Holt Ave. corridor. The Foothill Blvd. corridor stretches from the Montclair Transcenter Metrolink Station to downtown San Bernardino. This corridor is currently comprised of two routes: Line 66, operating between Montclair Transcenter and the Fontana Metrolink station, and Line 14, operating between Fontana Metrolink and downtown San Bernardino. One of the study's findings is that it makes sense to extend BRT service in to the City of Highland. SCAG is a partner with SANBAG in this planning effort, and recommendations include interim, short-term and long-term recommendations with partial to full BRT alternatives, based on funding availability. (A representative from the consultant team is presenting the study results at today's meeting as part of this report.)

# REPORT

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Omnitrans' Line 61 corridor is also in the planning phases for BRT service. This corridor runs from the Downtown Pomona Metrolink Station to the Fontana Metrolink Station along Holt Blvd., Archibald Ave., and 4<sup>th</sup> St./San Bernardino Ave., serving Ontario International Airport, Ontario Mills Mall and downtown Fontana. This study has not yet been completed, but is expected to also recommend both short and long term recommendations with partial to full BRT alternatives based on funding availability.

## Riverside County

RTA is studying several of its corridors for BRT service, which will be branded "RapidLink." The first priority is its Line 1, which runs along University Ave. and Magnolia Blvd. between the University of California, Riverside (UCR) and the West Corona Metrolink station, serving UCR, downtown Riverside, the Riverside Metrolink station and the Galleria at Tyler. Like OCTA's Bravo!, in order to roll out the service the most cost effectively, RTA plans to use branded buses and bus stops with limited-stop service to begin with, then add BRT elements such as signal priority and dedicated stations as funds become available. Service is expected to start in 2015 provided funding is secured.

## **NEXT STEPS:**

Staff will continue to provide support for regional BRT planning efforts, and periodically brief the TC on BRT developments in the region.

## **FISCAL IMPACT:**

Staff work related to this project is included in the current OWP under Work Element No. 13-140.SCG00121.01 Transit Planning.

## **ATTACHMENTS:**

1. PowerPoint Presentation: "Bus Rapid Transit in the SCAG Region"
2. PowerPoint Presentation: "Foothill Blvd/5th St. Transit Corridor – Findings and Recommendations"

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# Bus Rapid Transit (BRT) in the SCAG Region

Transportation Committee

October 3, 2013



## BRT in the SCAG Region

- L.A. Metro first in our region with first Metro Rapids implemented in June 2000
- OCTA started first Bravo! in June of this year
- San Bernardino County's sbX starting in the Spring of 2014
- SANBAG and Omnitrans studying two additional corridors at this time
- Riverside Transit Agency (RTA) planning to launch its first BRT in 2015

## BRT Attributes

- Dedicated bus lanes
- Traffic signal priority
- Limited-Stop service
- Pre-boarding fare payment
- Low-floor boarding
- Unique branding
- Frequent service (15 minutes or better)
- General speed increases of 15% to 25% over traditional local bus service

## BRT Attributes

- BRT is Scalable
- Transit agencies can implement a range of BRT elements to improve bus service in an environment of scarce resources
- "Full BRT" to "BRT Light"
- Underlying Local service remains in corridor, with frequency adjusted based on travel patterns



## Metro Orange Line

- Metro Orange Line is full BRT
- Completely dedicated right-of-way on old rail corridor
- Includes ticket vending machines for pre-boarding fare payment
- Recent branch to Chatsworth opened last summer
- Been very successful

## Metro Orange Line



## OCTA Bravo!

# BRAVO!

- Ridership has exceeded first-year projection
- BRT components: high-frequency, low-floor bus, and unique branding
- Three-year pilot-project
- Bravo! on Westminster Ave/17th St corridor may be implemented within the next five years

*Less stop. More go.*



## OCTA Bravo

# BRAVO!

### Route 543

*Less stop. More go.*

- Fullerton Transportation Center to Costa Mesa
- Harbor Blvd one of OCTA's highest ridership corridors
- Initial travel-time savings with limited stop service
- Weekday: 10 minute peak and 15 minute off-peak frequency
- Regular \$2 cash fare



## sbX

- Serves E St. and Kendall Dr. corridors between North San Bernardino and Loma Linda
- 16 Center and Side-running Stations – Art reflects the culture & heritage of communities
- 4 Park & Ride lots
- CNG, 60-foot articulated 5-door buses
- 10-minute headways during peak hours; 15-minute off-peak hours
- Interior bike racks

## sbX



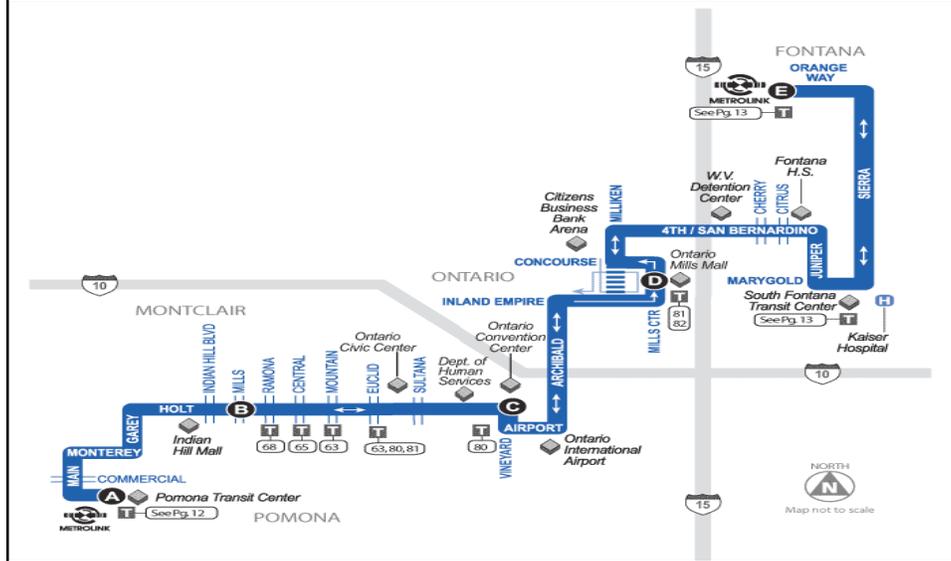
## San Bernardino County

- SANBAG and Omnitrans currently studying two additional corridors for BRT service
- Foothill Blvd. corridor from Montclair Transcenter to Fontana Metrolink Station
- Corridor currently served by two lines – study recommends extending BRT in to Highland
- Consultant briefing TC on draft recommendations today

## San Bernardino County

- Line 61 corridor also under study
- Downtown Pomona to Fontana Metrolink along Holt Blvd., Archibald Ave., and 4<sup>th</sup> St./San Bernardino Ave.
- Serves Pomona Metrolink, Ontario International Airport, Ontario Mills Mall and downtown Fontana
- Includes at least 3.5 miles of bus lanes in Ontario
- Study on-going

## Omnitrans Line 61



## Riverside County

- Riverside Transit Agency planning "RapidLink" service
- First would be its Line 1
- Runs between the University of California, Riverside (UCR) and Corona Transit Center along University and Magnolia Aves.
- Like Bravo!, using limited-stop and branding BRT elements initially
- Starting in 2015

## Next Steps

- Staff will continue to assist in regional BRT planning efforts
- These new BRT services help implement 2012 RTP/SCS goals and recommendations
- Staff will periodically update the TC on BRT developments

Thank you.



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**Governments**  
**SANBAG**  
Working Together

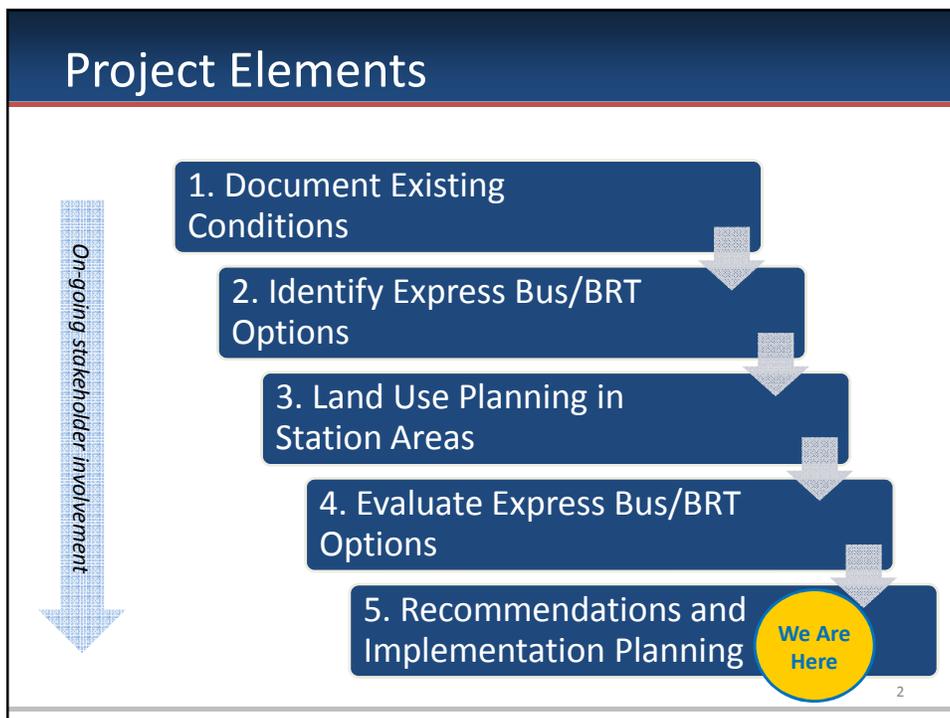


**SOUTHERN CALIFORNIA**  
**ASSOCIATION of GOVERNMENTS**

### Foothill Boulevard/5<sup>th</sup> Street Transit Corridor Findings and Recommendations

SCAG Transportation Committee  
October 3, 2013

**TMD URS** **CAMBRIDGE**





## STUDY OVERVIEW

3

## Service Options

Analyzed three main service options, and five total alternatives:

Service	Stop Spacing	Key Characteristics
Local	¼ mile	Mixed-Flow Operation
Rapid	½ - 1 mile	Mixed-Flow Operation, Distinctive Branding, Signal Priority
BRT	½ - 1 mile	Dedicated Lane, Distinctive Branding, Signal Priority

Analyzed with and without underlying Local Service

4

## Land Use

- Analysis of existing and future land use conditions to identify opportunities and challenges
- Identified recommendations to improve transit and land use coordination



FOOTHILL & MOUNTAIN

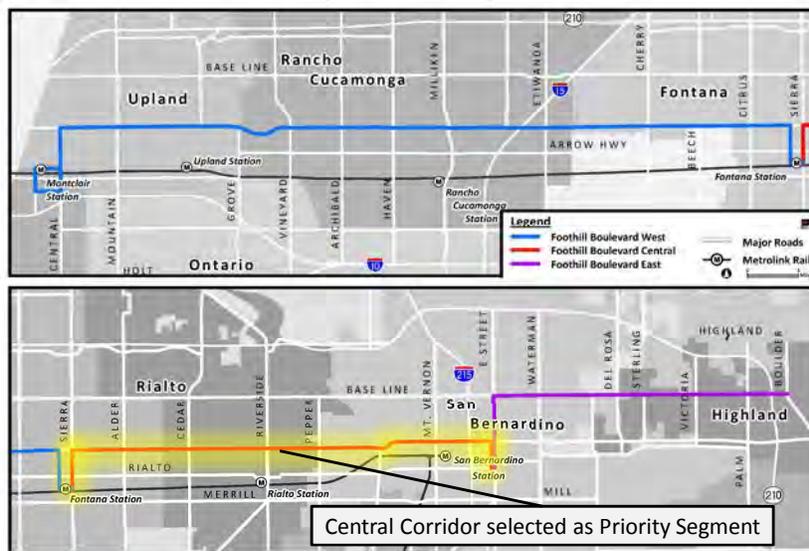
**OPPORTUNITIES**

**CHALLENGES**

**RECOMMENDATIONS**

5

## Alignments Studied



6

## Preferred Alternatives



- Evaluation criteria identified **Rapid with Local** as the preferred alternative for short-term implementation
- **BRT with Local** identified as the preferred alternative for long-term implementation

7

## Priority Segment (Central Corridor) Costs

Total Capital and Operating/Maintenance Costs		
Cost Category	Rapid with Local	BRT with Local
Overall Capital Cost	\$20.5M – \$24.5M	\$99.3M – \$106.6M
Yearly Operating & Maintenance Cost	\$4.1M - \$4.4M	\$4.4M – \$5.7M
Annualized Capital and O&M Cost	\$5.7M – \$6.4M	\$10.1M – \$12.5M

8

## Priority Segment (Central Corridor) Costs

Cost per New Rider and Per Route Mile		
Metric	Rapid with Local	BRT with Local
Annualized Capital Cost per New Rider	\$2.37 - \$2.84	\$6.35 - \$7.54
Annualized Capital Cost per Mile	\$192k - \$230k	\$638k - \$759k
Yearly Cost per New Rider (O&M and annualized capital)	\$6.10 - \$6.97	\$9.77 - \$12.39
Yearly Cost per Mile (O&M and annualized capital)	\$873k - \$944k	\$1.36M - \$1.63M

Rapid/BRT are large capital investments, but *yearly operating and maintenance costs exceed the initial capital costs.*

9

## Funding Challenges

- Capital:
  - FTA New/Small Starts grants
  - Local sources of funding have not been identified
- Operating:
  - Omnitrans anticipates an operating shortfall of \$2.5 million

10

## Immediate-Term Recommendation

- Owing to current funding challenges, the immediate-term recommendation is the **no-build scenario**
- Are there interim improvements that can and should be considered?

11

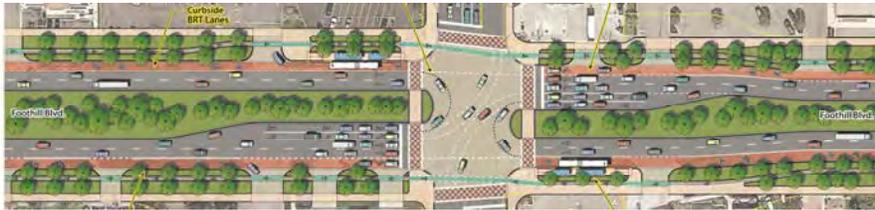


## IMPLEMENTATION PLAN

12

## Implementation Strategy

Phase	Transit Option	Land Use Configuration
Interim	Limited-Stop Overlay	<ul style="list-style-type: none"><li>• Begin station-area densification and streetscape enhancements</li><li>• Protect future right of way</li></ul>
Short-term	Rapid with Local	<ul style="list-style-type: none"><li>• Continue densification and expand streetscape enhancements</li><li>• Introduce stations</li><li>• Continue protecting future right-of-way</li></ul>
Long-term	BRT with Local	<ul style="list-style-type: none"><li>• Continue densification and further expand streetscape enhancements</li><li>• Construct dedicated right-of-way</li></ul>



## Implementation Plan: Operating Attributes

- Scale according to available operating and capital dollars
  - Consider piloting low-cost interim solutions that improve the customer experience
- Prioritize the most ridership-intensive corridor segments first
- Central Corridor best matches the profile of other successful Rapid bus corridors

## Overall Summary

- Foothill/5<sup>th</sup>/Baseline corridor project should be put on hold until operating and capital funding is identified
- When funds are available, scale investment with corridor growth
  - Explore lower cost options like limited overlay service
  - Phase into Rapid with Local service on priority corridor segments
  - Lay groundwork for investment in capital-intensive BRT

**DATE:** October 3, 2013

**TO:** Community, Economic, and Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)

**FROM:** Ma' Ayn Johnson; Senior Regional Planner, Land Use & Environmental Planning; (213)  
236-1975; [johnson@scag.ca.gov](mailto:johnson@scag.ca.gov)

**SUBJECT:** Update on Housing Element Compliance Status from SCAG Jurisdictions

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

For Information Only - No Action Required.

**EXECUTIVE SUMMARY:**

*SCAG completed its 5th RHNA cycle with the adoption of the Final Regional Housing Needs Assessment (RHNA) Allocation Plan by the Regional Council on October 4, 2012 and approval of the Final Allocation Plan by California Department of Housing and Community Development (HCD) on November 26, 2012. Local jurisdictions are required to adopt updated Housing Elements for the 5<sup>th</sup> planning cycle by October 15, 2013. Per the request at the September CEHD meeting, SCAG staff will provide an update on the status of 5th housing element compliance in the SCAG region.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**

To comply with state housing law, jurisdictions within California must update their housing element every eight (8) years. In addition to providing a site and zoning analysis to accommodate the projected housing need as determined by the RHNA Allocation Plan, jurisdictions are required to assess their existing housing needs. Housing elements for the 5th planning cycle (October 2013 to October 2021) must be adopted by jurisdictions within the SCAG region by October 15, 2013. Typically, jurisdictions adopt their respective final housing elements after receiving comments from HCD on their submitted draft housing element.

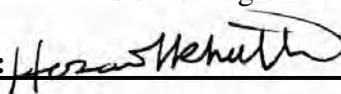
According to HCD, as of mid-September 2013, a little over 50% of the 197 local jurisdictions in the SCAG region have submitted draft Housing elements for the 5<sup>th</sup> planning cycle for HCD's review. It is anticipated that many jurisdictions will be adopting local housing elements by the October deadline. In addition, by comparison, 85% of the local jurisdictions in the SCAG region had compliant Housing elements for the 4<sup>th</sup> cycle planning period and SCAG expects at least the same with respect to the 5<sup>th</sup> cycle Housing elements. The most up-to-date list of Housing elements under review by HCD is available at: <http://www.hcd.ca.gov/hpd/hrc/plan/he/review.pdf>. Please note that this list includes local jurisdictions that are outside of the SCAG region. Some jurisdictions on the list have not adopted their Housing Elements for the 4<sup>th</sup> planning cycle. To assist with the matter, SCAG recently sent letters to these jurisdictions urging them to contact HCD to address the situation.

**FISCAL IMPACT:** Work associated with this item is included in the FY 2013-14 OWP under 080.SCG00153.06.

**ATTACHMENT:** None

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**DATE:** October 3, 2013  
**TO:** Transportation Committee (TC)  
**FROM:** Mike Jones, Senior Regional Planner, (213) 236-1978, jonesm@scag.ca.gov  
**SUBJECT:** Highway-Rail Grade Separation in the SCAG Region

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**

*Highway-rail grade crossings in the SCAG region can be locations with significant safety problems, posing serious risks for collisions between trains and on-road vehicles. These safety concerns are expected to increase as the number of trains carrying cargo through the SCAG region is projected to increase dramatically over the RTP/SCS time horizon because of forecasted trade growth. Through the Comprehensive Regional Goods Movement Plan and Implementation Strategy effort, SCAG partnered with regional stakeholders to identify over 71 regional grade separations to increase safety, reduce vehicle delay and decrease emissions upon their implementation. However, eliminating collisions at highway-rail grade crossings in the SCAG region remains a critical concern. SCAG staff will make a presentation on recent successes and continuing regional efforts to address highway-rail safety issues through the implementation of grade separations.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 1: Improvement of regional decision-making by providing leadership and consensus building on key plans and policies; Objective b) Establish initiatives which bolster the ability and skills of the Regional Council and SCAG staff to understand articulate and utilize emerging ideas, policies and trends; and Objective c) Maintain transparency in all aspects of Agency's regional planning work; and Goal 4 - Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner; Objective a) Develop data and information to support planning, modeling and assessment programs and initiatives.

**BACKGROUND:**

Grade crossings can be the source of significant delay to the traveling public, pose a serious risk of collisions between trains and vehicles, hinder the movement of emergency vehicles, and result in increased pollution as idling vehicles at grade crossings emit more pollution than when they are moving. The 2012-2035 RTP/SCS projects that railroad traffic will increase dramatically by 2035, with grade crossing delays expected to increase by an average of 269 percent between 2010 and 2035 for all railroad lines combined. If nothing is done to alleviate the congestion at the blocked crossings, there will be serious impacts to the region's mobility, economy, environment, and quality of life.

Through the Comprehensive Regional Goods Movement Plan and Implementation Strategy effort, SCAG worked with regional partners to assess, prioritize, and place 71 highway-rail grade crossings in the Constrained Plan of the 2012-2035 RTP/SCS. These projects are estimated to eliminate 5,782 vehicle hours of delay, reduce safety concerns, and decrease emissions from idling vehicles by 22,789 pounds per day

# REPORT

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when completed. Another 56 grade separations were included in the Strategic Plan of the 2012-2035 RTP/SCS.

However, a significant number of safety concerns remain. SCAG staff will discuss recent data regarding safety at regional highway-rail grade crossings, as well as current work being pursued by regional partners for project implementation.

**FISCAL IMPACT:**

No Fiscal Impact.

**ATTACHMENT:**

PowerPoint Presentation: “Highway-Rail Grade Separation in the SCAG Region”

## HIGHWAY-RAIL GRADE SEPARATION IN THE SCAG REGION



SCAG Transportation  
Committee  
October 3, 2013

Mike Jones, Senior Regional Planner  
Southern California Association of Governments

## Highway-Rail Grade Crossing Safety in the U.S.

- A Grade Crossing is a location where a public highway, road, street, or private roadway, including associated sidewalks, and pathways, crosses railroad tracks at grade (same level as the street).
- Grade crossings pose challenges related to congestion and harmful emissions, but safety remains a critical concern.
- Nearly every 180 minutes in America, someone is hit by a train. (FRA)
- There have been about 270 deaths a year at public and private grade crossings, but the number of fatalities has gone down by 54 percent over the last two decades.

## Federal Railroad Administration (FRA) Web Accident Prediction System

- Generates report listing highway-rail grade crossings ranked by predicted collisions per year.
- Does not rank grade-crossings in terms of most dangerous to least dangerous
- Intended to assist decision-makers in determining where scarce highway-rail grade crossing resources can best be directed
- Not the sole indicator of the condition of a specific public highway-rail intersection

## Predicted Collisions per Year

- Of the Top 100 grade crossings, 8 are in the SCAG region
- 4 of the 6 SCAG have a grade crossing listed in the Top 100 (Los Angeles, Orange, Riverside, and Ventura)
- Of those 8, three are in the top 50, and 1 is the third-most dangerous (Nogales St.)

RANK	PRED. COLLIS	RR	COUNTY	CITY	ROAD
3	0.4635	UP	LOS ANGELES	LOS ANGELES	NOGALES ST.
42	0.245081	BNSF	LOS ANGELES	SANTA FE SPRINGS	LOS NIETOS RD.
49	0.234305	BNSF	RIVERSIDE	RIVERSIDE	CHICAGO AVE.
53	0.226187	UP	VENTURA	OXNARD	RICE ROAD
62	0.217115	BNSF	LOS ANGELES	SANTA FE SPRINGS	ROSECRANS/MAR Q
64	0.216157	BNSF	RIVERSIDE	RIVERSIDE	ADAMS ST.
65	0.207159	SCAX	ORANGE	SANTA ANA	GRAND AVE.
73	0.20364	BNSF	ORANGE	ANAHEIM	TUSTIN AVE.

## ACTUAL COLLISIONS

- Between 2008-2011, the 8 grade crossings in the SCAG region had 23 total collisions.
- The Nogales St. had the most (6) followed by Rice Road (4).

	NUMBER OF COLLISIONS (TOP 100 Most Dangerous Crossings)				Total
	2011	2010	2009	2008	
<b>U.S.</b>	63	80	73	66	<b>282</b>
<b>SCAG Region</b>	6	9	5	3	<b>23</b>
<b>Percentage</b>	10%	11%	7%	5%	<b>8%</b>

## MEETING THE CHALLENGE

- SCAG and its partners have assessed and included 71 grade-separation projects in the Constrained Plan of the 2010-2035 RTP/SCS.
- These projects are estimated to eliminate 5,782 vehicle hours of delay, reduce safety concerns, and decrease emissions from idling vehicles

# CROSSING COLLISIONS

sgvtribune.com  
SAN GABRIEL VALLEY

## Freight train strikes tractor trailer in Rowland Heights

By Ruby Gonzales, Staff Writer @RubyGonzales2 on Twitter San Gabriel Valley Tribune  
Posted: 08/12/2013 09:36:47 PM PDT  
Updated: 08/02/2013 02:11:39 PM PDT



## Metrolink train hits pedestrian in Pomona

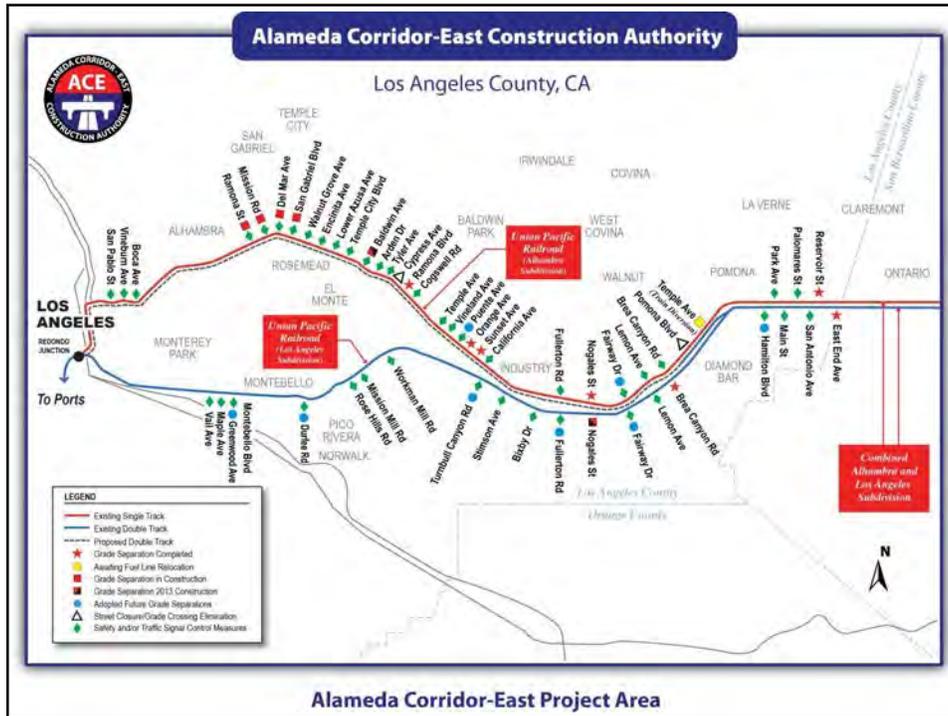
By Loree Murguez, Inland Valley Daily Bulletin  
and Monica Rodriguez, Inland Valley Daily Bulletin  
09/06/13

POMONA -> A male pedestrian died Thursday morning after being hit by a Metrolink train in the area of Hamilton Boulevard and First Street, Pomona police said.

## Alameda Corridor-East Corridors



- Union Pacific Railroad
- Burlington Northern Santa Fe Rail Lines
- Alameda Corridor Transportation Authority
- ACE Project, San Gabriel Valley
- Alameda Corridor-East Corridors
- East LA Yard
- Hobart Yard



## UNDER CONSTRUCTION

Construction started in May 2013. 40 freight & 12 Metrolink trains daily—will increase to 91 trains by 2025. 43,000 vehicles. 9 crossing collisions over the last 10 years (three in 2013).



**Nogales Street Grade Separation**  
City of Industry/County of Los Angeles

# UNDER CONSTRUCTION

Baldwin Avenue  
Grade Separation  
City of El Monte



Construction started in January 2013.

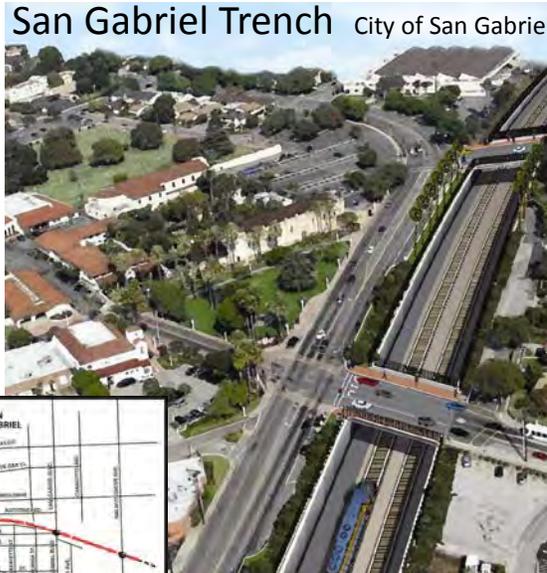
Two train-vehicle collisions at the crossing in the past 10 years.

# UNDER CONSTRUCTION

San Gabriel Trench City of San Gabriel



Construction started in 2012.  
Four crossing collisions over the last 10 years, with two motorists killed and two injured.



# CONSTRUCTION IN 2014

Puente Avenue Grade Separation City of Industry/Los Angeles County



Five train-vehicle collisions at the crossing in the past 10 years.



# CONSTRUCTION IN 2014

Fairway Drive Grade Separation City of Industry/Los Angeles County



Two train-vehicle collisions at the crossing in the past 10 years.



# CONSTRUCTION IN 2016

Durfee Avenue Grade Separation Pico Rivera



One train-vehicle collision at the crossing in the past 10 years.

# CONSTRUCTION IN 2016

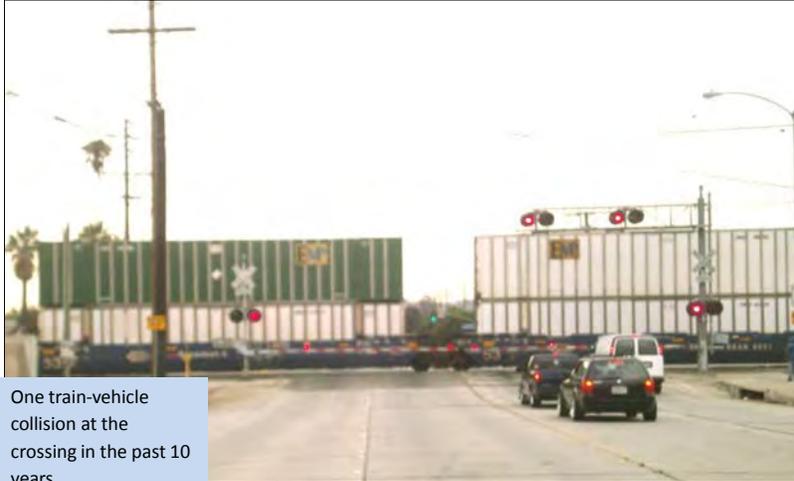
Fullerton Road Grade Separation City of Industry/Los Angeles County



Two train-vehicle collisions at the crossing in the past 10 years.

# CONSTRUCTION IN 2016

## Hamilton Avenue Grade Separation City of Pomona

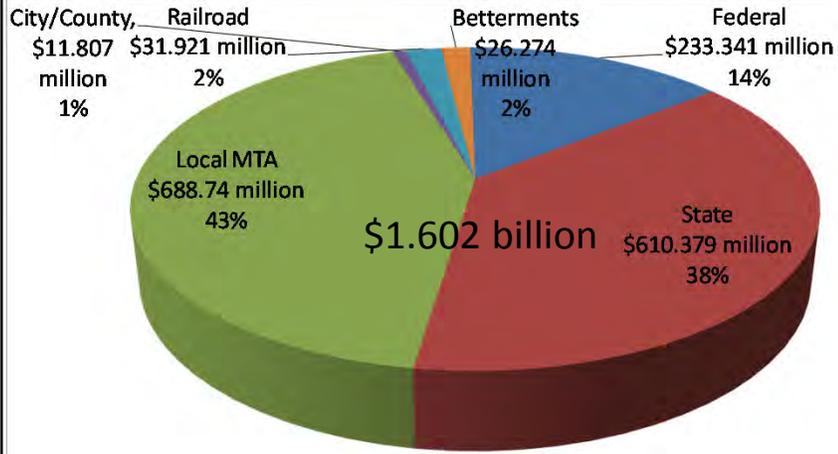


One train-vehicle collision at the crossing in the past 10 years.

## ADOPTED FUTURE PROJECTS

LOCATION	JOBS CREATED	LOCATION	COST (EST. IN MILLIONS)	STATUS
Greenwood Ave. Grade Separation	1,253	Montebello	\$69.6	Concept Plans
Fairway Dr. (Alhambra Sub.) Grade Separation – Flyover	1,519	Industry/Walnut	\$84.4	Concept Plans
Turnbull Canyon Rd. Grade Separation	1,728	Industry/LA County	\$96.0	Concept Plans
<b>TOTAL</b>	<b>4,500</b>		<b>\$250</b>	
<b>UNALLOCATED FUNDS AVAILABLE</b>			<b>\$85.0</b>	
<b>FUNDING SHORTFALL</b>			<b>\$165.0</b>	

## FUNDS COMMITTED TO DATE



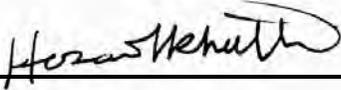
Total: \$1.602 billion

**DATE:** October 3, 2013

**TO:** Community Economic and Human Development (CEHD) Committee  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)

**FROM:** Jung Seo, Senior Regional Planner, 213-236-1861, [seo@scag.ca.gov](mailto:seo@scag.ca.gov)

**SUBJECT:** SCAG Local Input Status Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**

*SCAG staff will provide a status report on land use input received from local jurisdictions and updates completed to SCAG's database for development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS).*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan; Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective c: Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

**BACKGROUND:**

SCAG has worked with local jurisdictions to update its land use database (compiled and published as Map Book) as the first stage of the bottom-up local input process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS). Beginning in March 2013, staff communicated with 197 local jurisdictions and coordinated with each subregional organization to request the most recent land use information to ensure accuracy of the land use information which will then be carried over into the general plan-based growth forecasts for 2020, 2035, and 2040. This stage of land use data collection and review (i.e., Stage 1) is also introduced and highlighted in the September 12, 2013 CEHD agenda report, Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016 RTP/SCS.

With the collaborative support of local jurisdictions and subregional organizations, SCAG staff received general plan land use input from 134 local jurisdictions and completed land use updates for 131 cities as of September 11, 2013 (see Attachment). Staff will continue to reach out to the remaining local jurisdictions to collect the updated land use input and to confirm SCAG staff's land use updates during Stage 2 of the process. Staff will also provide local planners with GIS training and other GIS services necessary to maintain the local jurisdictions' GIS land use database.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY 2013-14 Overall Work Program under 045.SCG00694.01 GIS Development and Applications and 045.SCG00694.03 Professional GIS Services Program Support.

**ATTACHMENT:**

Current Status on Land Use Input and Updates of Local Jurisdictions

## Status of Land Use Input and Map Book Review from Local Jurisdictions

(As of 9/20/13)

COUNTY	SUBREGION	CITIES IN SUBREGION	INITIAL LAND USE INPUT RECEIVED? <sup>1</sup>	INPUT RECEIVED? <sup>1</sup> (%)	RESPONSE ON MAP BOOK RECEIVED? <sup>2</sup>	RESPONSE RECEIVED <sup>2</sup> (%)
Imperial	ICTC	8	6	75%	2	25%
Los Angeles	Arroyo Verdugo	3	3	100%	0	0%
Los Angeles	City Of Los Angeles	3	2	67%	1	33%
Los Angeles	GCCOG	26	14	54%	6	23%
Los Angeles	Las Virgenes Malibu COG	5	3	60%	2	40%
Los Angeles	North Los Angeles County	3	3	100%	0	0%
Los Angeles	SBCCOG	15	12	80%	3	20%
Los Angeles	SGVCOG	30	14	47%	8	27%
Los Angeles	WCCOG	4	4	100%	1	25%
Orange	OCCOG	35	26	74%	14	40%
Riverside	CVAG	10	7	70%	2	20%
Riverside	WRCOG	19	13	68%	6	32%
San Bernardino	SANBAG	25	20	80%	2	8%
Ventura	VCOG	11	11	100%	6	55%
<b>Totals</b>		<b>197</b>	<b>138</b>	<b>70%</b>	<b>53</b>	<b>27%</b>

*(Please note that the cities in the San Fernando Valley Council of Governments (SFVCOG) are not included to avoid double counting of city numbers.)*

1. Beginning in March 2013, SCAG staff contacted each local jurisdiction in the region and requested general plan land use and zoning information. The initial land use input was integrated into SCAG's land use database.

2. On August, 9th, 2013, SCAG staff sent an email to each jurisdiction's planning director and city manager for their review on the draft Map Book and input is requested by September 13th, 2013. SCAG staff have incorporated all feedbacks on the Map Book received. For those jurisdictions who have yet to submit input to SCAG by the initial deadline (September 13th, 2013), staff will continue to receive revisions on the Map Book during the next stage of the Local Input Process (November 2013 through May 2014).

**Status of Land Use Input and Map Book Review from Local Jurisdictions**

*(As of 9/20/13)*

COUNTY	SUBREGION	CITY	INITIAL LAND USE INPUT RECEIVED? <sup>1</sup>	RESPONSE ON MAP BOOK RECEIVED? <sup>2</sup>
Imperial	ICTC	Brawley	Yes	No
Imperial	ICTC	Calexico	Yes	Yes
Imperial	ICTC	Calipatria	No	No
Imperial	ICTC	El Centro	No	No
Imperial	ICTC	Holtville	Yes	No
Imperial	ICTC	Imperial	Yes	No
Imperial	ICTC	Unincorporated	Yes	No
Imperial	ICTC	Westmorland	Yes	Yes
Los Angeles	Arroyo Verdugo	Burbank	Yes	No
Los Angeles	Arroyo Verdugo	Glendale	Yes	No
Los Angeles	Arroyo Verdugo	La Canada Flintridge	Yes	No
Los Angeles	City of Los Angeles	Los Angeles	Yes	Yes
Los Angeles	City of Los Angeles	San Fernando	No	No
Los Angeles	City of Los Angeles	Unincorporated	Yes	No
Los Angeles	GCCOG	Artesia	No	Yes
Los Angeles	GCCOG	Avalon	Yes	No
Los Angeles	GCCOG	Bell	No	No
Los Angeles	GCCOG	Bell Gardens	Yes	No
Los Angeles	GCCOG	Bellflower	Yes	Yes
Los Angeles	GCCOG	Cerritos	Yes	Yes
Los Angeles	GCCOG	Commerce	No	No
Los Angeles	GCCOG	Compton	Yes	No
Los Angeles	GCCOG	Cudahy	No	No
Los Angeles	GCCOG	Downey	Yes	No
Los Angeles	GCCOG	Hawaiian Gardens	Yes	No
Los Angeles	GCCOG	Huntington Park	No	No
Los Angeles	GCCOG	La Habra Heights	No	No
Los Angeles	GCCOG	La Mirada	No	No
Los Angeles	GCCOG	Lakewood	Yes	Yes
Los Angeles	GCCOG	Long Beach	Yes	No
Los Angeles	GCCOG	Lynwood	No	No
Los Angeles	GCCOG	Maywood	Yes	No
Los Angeles	GCCOG	Norwalk	No	No
Los Angeles	GCCOG	Paramount	Yes	No
Los Angeles	GCCOG	Pico Rivera	Yes	Yes
Los Angeles	GCCOG	Santa Fe Springs	Yes	No
Los Angeles	GCCOG	Signal Hill	No	Yes
Los Angeles	GCCOG	South Gate	No	No
Los Angeles	GCCOG	Vernon	No	No
Los Angeles	GCCOG	Whittier	Yes	No
Los Angeles	Las Virgenes Malibu COG	Agoura Hills	Yes	Yes
Los Angeles	Las Virgenes Malibu COG	Calabasas	Yes	No
Los Angeles	Las Virgenes Malibu COG	Hidden Hills	No	No
Los Angeles	Las Virgenes Malibu COG	Malibu	Yes	Yes
Los Angeles	Las Virgenes Malibu COG	Westlake Village	No	No
Los Angeles	North Los Angeles County	Lancaster	Yes	No
Los Angeles	North Los Angeles County	Palmdale	Yes	No

**Status of Land Use Input and Map Book Review from Local Jurisdictions**

*(As of 9/20/13)*

COUNTY	SUBREGION	CITY	INITIAL LAND USE INPUT RECEIVED? <sup>1</sup>	RESPONSE ON MAP BOOK RECEIVED? <sup>2</sup>
Los Angeles	North Los Angeles County	Santa Clarita	Yes	No
Los Angeles	SBCCOG	Carson	Yes	Yes
Los Angeles	SBCCOG	El Segundo	Yes	No
Los Angeles	SBCCOG	Gardena	Yes	No
Los Angeles	SBCCOG	Hawthorne	No	No
Los Angeles	SBCCOG	Hermosa Beach	Yes	Yes
Los Angeles	SBCCOG	Inglewood	Yes	No
Los Angeles	SBCCOG	Lawndale	No	No
Los Angeles	SBCCOG	Lomita	Yes	No
Los Angeles	SBCCOG	Manhattan Beach	Yes	No
Los Angeles	SBCCOG	Palos Verdes Estates	Yes	No
Los Angeles	SBCCOG	Rancho Palos Verdes	Yes	No
Los Angeles	SBCCOG	Redondo Beach	Yes	No
Los Angeles	SBCCOG	Rolling Hills	No	Yes
Los Angeles	SBCCOG	Rolling Hills Estates	Yes	No
Los Angeles	SBCCOG	Torrance	Yes	No
Los Angeles	SGVCOG	Alhambra	No	Yes
Los Angeles	SGVCOG	Arcadia	Yes	Yes
Los Angeles	SGVCOG	Azusa	Yes	No
Los Angeles	SGVCOG	Baldwin Park	Yes	No
Los Angeles	SGVCOG	Bradbury	Yes	No
Los Angeles	SGVCOG	Claremont	Yes	No
Los Angeles	SGVCOG	Covina	Yes	No
Los Angeles	SGVCOG	Diamond Bar	No	No
Los Angeles	SGVCOG	Duarte	Yes	No
Los Angeles	SGVCOG	El Monte	Yes	No
Los Angeles	SGVCOG	Glendora	Yes	Yes
Los Angeles	SGVCOG	Industry	No	Yes
Los Angeles	SGVCOG	Irwindale	No	No
Los Angeles	SGVCOG	La Puente	No	No
Los Angeles	SGVCOG	La Verne	No	No
Los Angeles	SGVCOG	Monrovia	No	No
Los Angeles	SGVCOG	Montebello	No	Yes
Los Angeles	SGVCOG	Monterey Park	No	No
Los Angeles	SGVCOG	Pasadena	Yes	No
Los Angeles	SGVCOG	Pomona	No	Yes
Los Angeles	SGVCOG	Rosemead	Yes	No
Los Angeles	SGVCOG	San Dimas	Yes	No
Los Angeles	SGVCOG	San Gabriel	No	Yes
Los Angeles	SGVCOG	San Marino	No	No
Los Angeles	SGVCOG	Sierra Madre	No	No
Los Angeles	SGVCOG	South El Monte	Yes	Yes
Los Angeles	SGVCOG	South Pasadena	Yes	No
Los Angeles	SGVCOG	Temple City	No	No
Los Angeles	SGVCOG	Walnut	No	No
Los Angeles	SGVCOG	West Covina	No	No
Los Angeles	WCCOG	Beverly Hills	Yes	No

**Status of Land Use Input and Map Book Review from Local Jurisdictions**  
(As of 9/20/13)

COUNTY	SUBREGION	CITY	INITIAL LAND USE INPUT RECEIVED? <sup>1</sup>	RESPONSE ON MAP BOOK RECEIVED? <sup>2</sup>
Los Angeles	WCCOG	Culver City	Yes	No
Los Angeles	WCCOG	Santa Monica	Yes	Yes
Los Angeles	WCCOG	West Hollywood	Yes	No
Orange	OCCOG	Aliso Viejo	Yes	No
Orange	OCCOG	Anaheim	Yes	Yes
Orange	OCCOG	Brea	Yes	No
Orange	OCCOG	Buena Park	Yes	No
Orange	OCCOG	Costa Mesa	Yes	Yes
Orange	OCCOG	Cypress	No	No
Orange	OCCOG	Dana Point	No	No
Orange	OCCOG	Fountain Valley	No	Yes
Orange	OCCOG	Fullerton	Yes	No
Orange	OCCOG	Garden Grove	Yes	No
Orange	OCCOG	Huntington Beach	Yes	Yes
Orange	OCCOG	Irvine	Yes	Yes
Orange	OCCOG	La Habra	Yes	Yes
Orange	OCCOG	La Palma	Yes	No
Orange	OCCOG	Laguna Beach	Yes	No
Orange	OCCOG	Laguna Hills	Yes	No
Orange	OCCOG	Laguna Niguel	Yes	Yes
Orange	OCCOG	Laguna Woods	Yes	No
Orange	OCCOG	Lake Forest	No	Yes
Orange	OCCOG	Los Alamitos	Yes	No
Orange	OCCOG	Mission Viejo	Yes	Yes
Orange	OCCOG	Newport Beach	Yes	Yes
Orange	OCCOG	Orange	Yes	Yes
Orange	OCCOG	Placentia	No	No
Orange	OCCOG	Rancho Santa Margarita	Yes	Yes
Orange	OCCOG	San Clemente	Yes	No
Orange	OCCOG	San Juan Capistrano	Yes	No
Orange	OCCOG	Santa Ana	Yes	No
Orange	OCCOG	Seal Beach	Yes	No
Orange	OCCOG	Stanton	No	No
Orange	OCCOG	Tustin	Yes	Yes
Orange	OCCOG	Unincorporated	No	Yes
Orange	OCCOG	Villa Park	Yes	No
Orange	OCCOG	Westminster	No	No
Orange	OCCOG	Yorba Linda	No	No
Riverside	CVAG	Blythe	No	No
Riverside	CVAG	Cathedral City	Yes	No
Riverside	CVAG	Coachella	Yes	Yes
Riverside	CVAG	Desert Hot Springs	No	No
Riverside	CVAG	Indian Wells	Yes	No
Riverside	CVAG	Indio	Yes	No
Riverside	CVAG	La Quinta	Yes	No
Riverside	CVAG	Palm Desert	Yes	No
Riverside	CVAG	Palm Springs	Yes	No

**Status of Land Use Input and Map Book Review from Local Jurisdictions**  
(As of 9/20/13)

COUNTY	SUBREGION	CITY	INITIAL LAND USE INPUT RECEIVED? <sup>1</sup>	RESPONSE ON MAP BOOK RECEIVED? <sup>2</sup>
Riverside	CVAG	Rancho Mirage	No	Yes
Riverside	WRCOG	Banning	Yes	No
Riverside	WRCOG	Beaumont	No	No
Riverside	WRCOG	Calimesa	Yes	Yes
Riverside	WRCOG	Canyon Lake	No	No
Riverside	WRCOG	Corona	Yes	Yes
Riverside	WRCOG	Eastvale	No	No
Riverside	WRCOG	Hemet	Yes	No
Riverside	WRCOG	Jurupa Valley	No	No
Riverside	WRCOG	Lake Elsinore	Yes	No
Riverside	WRCOG	Menifee	Yes	No
Riverside	WRCOG	Moreno Valley	Yes	No
Riverside	WRCOG	Murrieta	Yes	No
Riverside	WRCOG	Norco	No	No
Riverside	WRCOG	Perris	Yes	Yes
Riverside	WRCOG	Riverside	Yes	No
Riverside	WRCOG	San Jacinto	Yes	No
Riverside	WRCOG	Temecula	Yes	Yes
Riverside	WRCOG	Unincorporated	Yes	Yes
Riverside	WRCOG	Wildomar	No	Yes
San Bernardino	SANBAG	Adelanto	Yes	No
San Bernardino	SANBAG	Apple Valley	Yes	No
San Bernardino	SANBAG	Barstow	Yes	Yes
San Bernardino	SANBAG	Big Bear Lake	Yes	No
San Bernardino	SANBAG	Chino	Yes	No
San Bernardino	SANBAG	Chino Hills	Yes	No
San Bernardino	SANBAG	Colton	No	No
San Bernardino	SANBAG	Fontana	Yes	No
San Bernardino	SANBAG	Grand Terrace	Yes	No
San Bernardino	SANBAG	Hesperia	Yes	No
San Bernardino	SANBAG	Highland	Yes	No
San Bernardino	SANBAG	Loma Linda	Yes	No
San Bernardino	SANBAG	Montclair	Yes	No
San Bernardino	SANBAG	Needles	Yes	No
San Bernardino	SANBAG	Ontario	Yes	No
San Bernardino	SANBAG	Rancho Cucamonga	Yes	No
San Bernardino	SANBAG	Redlands	No	No
San Bernardino	SANBAG	Rialto	No	No
San Bernardino	SANBAG	San Bernardino	Yes	No
San Bernardino	SANBAG	Twentynine Palms	Yes	No
San Bernardino	SANBAG	Unincorporated	Yes	No
San Bernardino	SANBAG	Upland	No	No
San Bernardino	SANBAG	Victorville	Yes	No
San Bernardino	SANBAG	Yucaipa	Yes	No
San Bernardino	SANBAG	Yucca Valley	No	Yes
Ventura	VCOG	Camarillo	Yes	Yes
Ventura	VCOG	Fillmore	Yes	No

**Status of Land Use Input and Map Book Review from Local Jurisdictions**  
*(As of 9/20/13)*

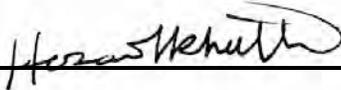
<b>COUNTY</b>	<b>SUBREGION</b>	<b>CITY</b>	<b>INITIAL LAND USE INPUT RECEIVED? <sup>1</sup></b>	<b>RESPONSE ON MAP BOOK RECEIVED? <sup>2</sup></b>
Ventura	VCOG	Moorpark	Yes	Yes
Ventura	VCOG	Ojai	Yes	Yes
Ventura	VCOG	Oxnard	Yes	No
Ventura	VCOG	Port Hueneme	Yes	Yes
Ventura	VCOG	San Buenaventura	Yes	No
Ventura	VCOG	Santa Paula	Yes	No
Ventura	VCOG	Simi Valley	Yes	No
Ventura	VCOG	Thousand Oaks	Yes	Yes
Ventura	VCOG	Unincorporated	Yes	Yes

1. Beginning in March 2013, SCAG staff contacted each local jurisdiction in the region and requested general plan land use and zoning information. The initial land use input was integrated into SCAG's land use database.

2. On August, 9th, 2013, SCAG staff sent an email to each jurisdiction's planning director and city manager for their review on the draft Map Book and input is requested by September 13th, 2013. SCAG staff have incorporated all feedbacks on the Map Book received. For those jurisdictions who have yet to submit input to SCAG by the initial deadline (September 13th, 2013), staff will continue to receive revisions on the Map Book during the next stage of the Local Input Process (November 2013 through May 2014).

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**DATE:** October 3, 2013  
**TO:** Transportation Committee (TC)  
**FROM:** Alan Thompson, Senior Regional Planner, 213.236.1940, thompson@scag.ca.gov  
**SUBJECT:** Sidewalks and the Urban Forest: Maximizing Investments for Quality of Life

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**  
*SCAG staff will present information on best practices for maintaining sidewalks in built out neighborhoods particularly those with urban treescapes. At the August 1, 2013 Energy and Environment Committee (EEC) meeting, a representative from Fehr and Peers Associates discussed this topic. The EEC requested that this item be presented to the Transportation Committee.*

**STRATEGIC PLAN:**  
This item supports SCAG's Strategic Plan, Goal 1, Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective c) Provide practical solutions for moving new ideas forward.

**BACKGROUND:**  
Many neighborhoods in the SCAG region were built in the early to middle portion of the 20<sup>th</sup> century and have sidewalks that do not meet current ADA standards in that they may have shade trees with roots that make the sidewalks impassible. These trees are often considered by residents to be an essential neighborhood value, not only by providing shade but also a sense of character to various neighborhoods. Various strategies exist that may assist cities in maintaining/upgrading sidewalks without necessarily removing trees and allowing the neighborhood character to remain.

**FISCAL IMPACT:**  
No Fiscal Impact.

**ATTACHMENT:**  
PowerPoint Presentation: "Sidewalks and the Urban Forest"

# Sidewalks and the Urban Forest:

Maximizing our Investments for Quality of Life

October 3, 2013

Alan Thompson  
Senior Regional Planner



## Benefits of the Urban Forest

- Air pollution reduction
- Shade and heat protection
- Stormwater storage
- Increased property values
- Carbon offsets



## ADA needs:

- Adequate sidewalk width
- Limited grades for sidewalks and cross slopes
- Landing areas in steeper sections
- Slip resistant surface materials with consistent appearance
- Consistent levels and elevations
- Pedestrian space free of obtrusions and obstacles
- Curb ramps at intersections
- Countdown timers, detectable warnings, accessible pedestrian signals, directional ramps at intersections



## The \$64,000 Question

**How can we preserve our street trees but provide accessible facilities?**



## Santa Monica, 2000: Installed rubber sidewalks



Photo credit: <http://terrecon.com>

- Pilot project near ficus trees with roots causing sidewalk damage
- Removable 1'x2.5'x2" panels
- ADA compliant
- Follow-up review and maintenance in 2002, 2005
- Expansion of rubber sidewalks program in 2005 to more than 40 locations
- Product: Rubbersidewalks by Terrecon

## Rutherford NJ, 2010: Installed plastic sidewalks



Photo credit: <http://terrecon.com>

- Pilot project on Erie Avenue in Rutherford
- Interlocking 2'x2.5'x1.75" panels made of recycled plastic
- ADA compliant
- Removable to allow for root maintenance, with channelized undersides to accommodate root growth
- Product: Terrewalks by Terrecon

## Burbank CA, 2010: Elevated sidewalks



- Burbank Water & Power demonstration project
- Suspended pavement frames used to raise sidewalk plane above soil layer
- Elevated sidewalks leave space for root growth
- 90% of rainfall stays on site, out of storm drains
- Product: Silva Cells by DeepRoot

## What can local communities do?

- Conduct an inventory: understand your problem areas
- Explore options with pilot projects
- Partner with local resources: Street Tree Seminar, International Society of Arboriculturists, Tree People
- New construction: choose tree species carefully to avoid root problems
- Prioritize reinvestment in existing infrastructure.....



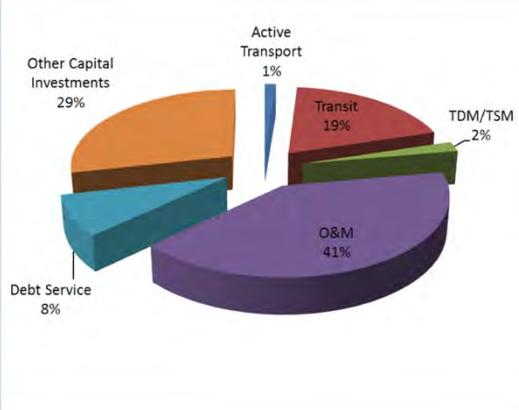
**States Look to Pay Repair Tab**

**U.S. keeps building new highways while letting old ones crumble**  
 McClatchy Newspapers (Curtis Tate and Greg Gordon)  
 Posted: 02/03/2013 9:54 AM

In California, transportation officials estimate that 60 percent of the state's roads and a quarter of its bridges need to be repaired or replaced, at a projected cost of \$70 billion over a decade, some \$52 billion more than the available funds.

Revenue Problem?

Exacerbating the Problem?



Category	Percentage
O&M	41%
Other Capital Investments	29%
Transit	19%
Debt Service	8%
TDM/TSM	2%
Active Transport	1%

What role do spending decisions play?

**Smart Growth America**  
Making Neighborhoods Great Together

**Repair Priorities Map**

Use the map below to find out how much each state spent on it get its roads into good condition and keep them that way. Click

**California**

70% of California's roads have fallen out of good condition, and it would take approximately \$1,277,422,682 per year over the next twenty years to bring all of the state's roads into good repair and keep them that way. Despite this need, between 2004 and 2008 California spent 20% of its highway capital funds on road expansion - \$790,707,369 - but only 17% on road repair and maintenance - \$674,290,234. [Read More](#)

**Spending Problem?**

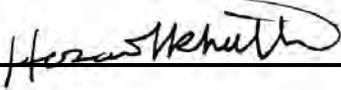
Questions?

Alan Thompson  
[thompson@scag.ca.gov](mailto:thompson@scag.ca.gov)  
 213.236.1940

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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**DATE:** October 3, 2013  
**TO:** Transportation Committee (TC)  
**FROM:** Alan Thompson, Senior Regional Planner, 213.236.1940, thompson@scag.ca.gov  
**SUBJECT:** Bicycle Route 66 Concept Plan

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**

*SCAG Staff will present on the concept plan for the California portion of Bicycle Route 66, a potential part of the United States Bicycle Route System.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 1, Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective c) Provide practical solutions for moving new ideas forward.

**BACKGROUND:**

SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) recommended a regional network of bikeway corridors connecting every city in the SCAG region. One of these proposed regional bike corridors is Bicycle Route 66, from Needles to Santa Monica. Actual routes would be decided at the local level.

The American Association of State and Highway Transportation Officials (AASHTO) and the Adventure Cycling Association have partnered to help create a national bike route system, similar in concept to the National Highway System. Several proposed routes will travel through the SCAG region. One of these is Bicycle Route 66, with a corridor developed alongside the original route from Illinois to California. As with the SCAG plan, actual routes will be developed at the local level.

The attached concept plan offers potential routes along the Route 66 corridor. These routes consist of existing bikeways, locally planned bikeways or gap closures. The purpose of the concept plan is to facilitate discussion amongst local agencies and jurisdictions in collaborating on a final route.

The next step is for advocates such as the Adventure Cycling Association to approach local jurisdictions in order to finalize the route. If and when a city chooses to have part of the final route through their jurisdiction a resolution is needed. Once resolutions are received from every city along the route, the State of California can then formally request AASHTO to officially designate the route as part of the United States Bike Route System.

**FISCAL IMPACT:**

None

**ATTACHMENTS:**

- 1) PowerPoint Presentation: "Planning the Route: California"
- 2) Bike Route 66 Concept Plan

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*Cycling*

**"AMERICA'S MOTHER ROAD"**





## Planning the Route: California



Alan Thompson

Senior Planner

October 3, 2013  
SCAG Transportation  
Committee



*Cycling*

**"AMERICA'S MOTHER ROAD"**



**CORRIDOR PLAN**  
June 2013

The map on The United States Bicycle Route System is a reference document, a starting point for discussion, a source of information, not a prescription.

Participating Commuters are not required, but 80-90% will use some form of transit way to develop. These numbers have been assigned route numbers.

Additional Commuters provide additional transportation for commuter routing. These numbers have not been assigned to any facilities but may be generated. Consideration may be added or existing conditions added to routes.



THE UNITED STATES BICYCLE ROUTE SYSTEM

Adventure Cycling Association  
America's Bicycle Route Experts

AMERICAN ASSOCIATION OF STATE HIGHWAY ENGINEERS  
**AASHTO**

Participating U.S. Bicycle Routes designated by AASHTO appear as outlined lines on the Corridor Map. For specific route information visit [www.adventurecycling.org/](http://www.adventurecycling.org/) routeinformation.

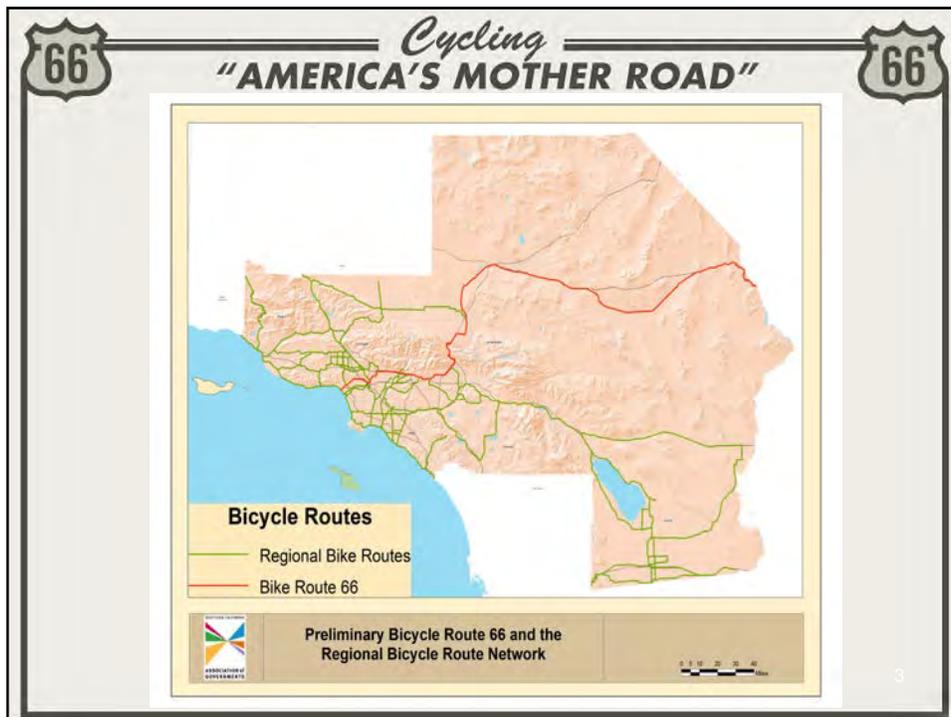
PROTECTED CORRIDOR

ALTERNATE CORRIDOR

PRIVATE OR PUBLIC TRAIL

UNITED STATES BICYCLE ROUTE

Connecting People, Communities, and the Nation



*Cycling*  
"AMERICA'S MOTHER ROAD"

## History

**Route 66:**

- Formally Established in 1926
- Not fully paved until 1939
- Disestablished in 1985
- Immortalized in:
  - Grapes of Wrath – John Steinbeck
  - Route 66 Television series 1960-1964
  - Cars – Pixar/Walt Disney
  - Baby Boomer vacation trips

4



*Cycling*

**"AMERICA'S MOTHER ROAD"**



## Economic Generator

**Thousands of local restaurants, hotels and repair shops**

- First Drive Thru Restaurant in Springfield, MO
- Ted Drewes Frozen Custard in St. Louis
- Tourist Attractions
- Last Gas next 100 miles



*Cycling*

**"AMERICA'S MOTHER ROAD"**



## What Happened?

- Increased use of chain restaurants and hotels
- Continuing realignment/straightening of the route
- And finally, the completion of the National Interstate System
- Much of small town America was just passed by.



6



*Cycling*  
**"AMERICA'S MOTHER ROAD"**  
**Rebirth**



**Movies Bring A New Generation of Travelers**

Pixar's Cars used Existing architecture to bring Radiator Springs to Life at Disney California Adventure, and helped accelerate interest in Route 66

... But does it have to be by car?



*Cycling*  
**"AMERICA'S MOTHER ROAD"**



A new generation of Americans are touring the United States by bicycle, rediscovering Route 66 and other iconic destinations





*Cycling*  
"AMERICA'S MOTHER ROAD"



# Bike Route 66

What do you see at 10-15 miles per hour that you don't see at 65+ miles per hour?

EVERYTHING



9



*Cycling*  
"AMERICA'S MOTHER ROAD"



# Existing Bikeways (2010)



10



- Cycling*  
"AMERICA'S MOTHER ROAD"
- ## Implementation
- ✓
    - Develop Draft Route Structure
      - Recently traveled by ACA
  - ✓
    - Develop BR66 Concept Plan
      - Based on Illinois BR66 Concept Plan
      - Includes draft Route Structure
  - ✗
    - Use BR66 Concept Plan for Stakeholder Input/Recommendations
      - Resolutions supporting BR66
      - Finalize route
- 12

*Cycling*  
"AMERICA'S MOTHER ROAD"

## Cities Along Proposed Route

<ul style="list-style-type: none"> <li>• <b>San Bernardino County Cities:</b></li> <li>• Barstow</li> <li>• Fontana</li> <li>• Hesperia</li> <li>• Montclair</li> <li>• Needles</li> <li>• Rancho Cucamonga</li> <li>• Rialto</li> <li>• San Bernardino</li> <li>• Upland</li> <li>• Victorville</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Los Angeles County Cities:</b></li> <li>• Arcadia</li> <li>• Azusa</li> <li>• Beverly Hills</li> <li>• Claremont</li> <li>• Duarte</li> <li>• Glendora</li> <li>• Irwindale</li> <li>• La Verne</li> <li>• Los Angeles</li> <li>• Monrovia</li> <li>• Pasadena</li> <li>• Pomona</li> <li>• San Dimas</li> <li>• Santa Monica</li> <li>• South Pasadena</li> <li>• West Hollywood.</li> </ul>
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13

*Cycling*  
"AMERICA'S MOTHER ROAD"

## Implementation (cont.)

- Once Route is designated
- Develop Signage and Wayfinding Strategies
- Improve Roadway for bicyclists
  - As part of normal roadway maintenance
  - As stand-alone bikeway project









*Cycling*

**"AMERICA'S MOTHER ROAD"**



## Sample Page from Concept Plan

### **Needles**

In Needles, the preliminary Bike Route 66 travels south to North along Broadway, turning west on Needles Highway/W. Broadway/River Road. As it passes Interstate 40, the road turns into the National Trails Highway. The Bike Route will connect with Interstate 40 again at West Park Road.

### **Implementation**

Implementation will involve finalizing the route through Needles, posting signage and possibly painting bike lane, and installing bike racks in front of businesses.

Primary coordination will be with the City of Needles and local business community. It is important to note that leaving Needles, traveling west, there will be long distances traveled without access to water.



For more information  
please contact

Alan Thompson  
Senior Transportation Planner  
[Thompson@scag.ca.gov](mailto:Thompson@scag.ca.gov)



SOUTHERN CALIFORNIA  
**ASSOCIATION of GOVERNMENTS**  
[www.scag.ca.gov](http://www.scag.ca.gov)

## Vision for Bike Route 66

*Establish Bike Route 66 as part of a functional network of regional bicycle routes connecting the region and serving commuter, recreational and touring cyclists.*

Route 66 was a significant component in the development of Southern California throughout the 20<sup>th</sup> century. Many visitors to Route 66 wish to experience the historic landscapes and architectural

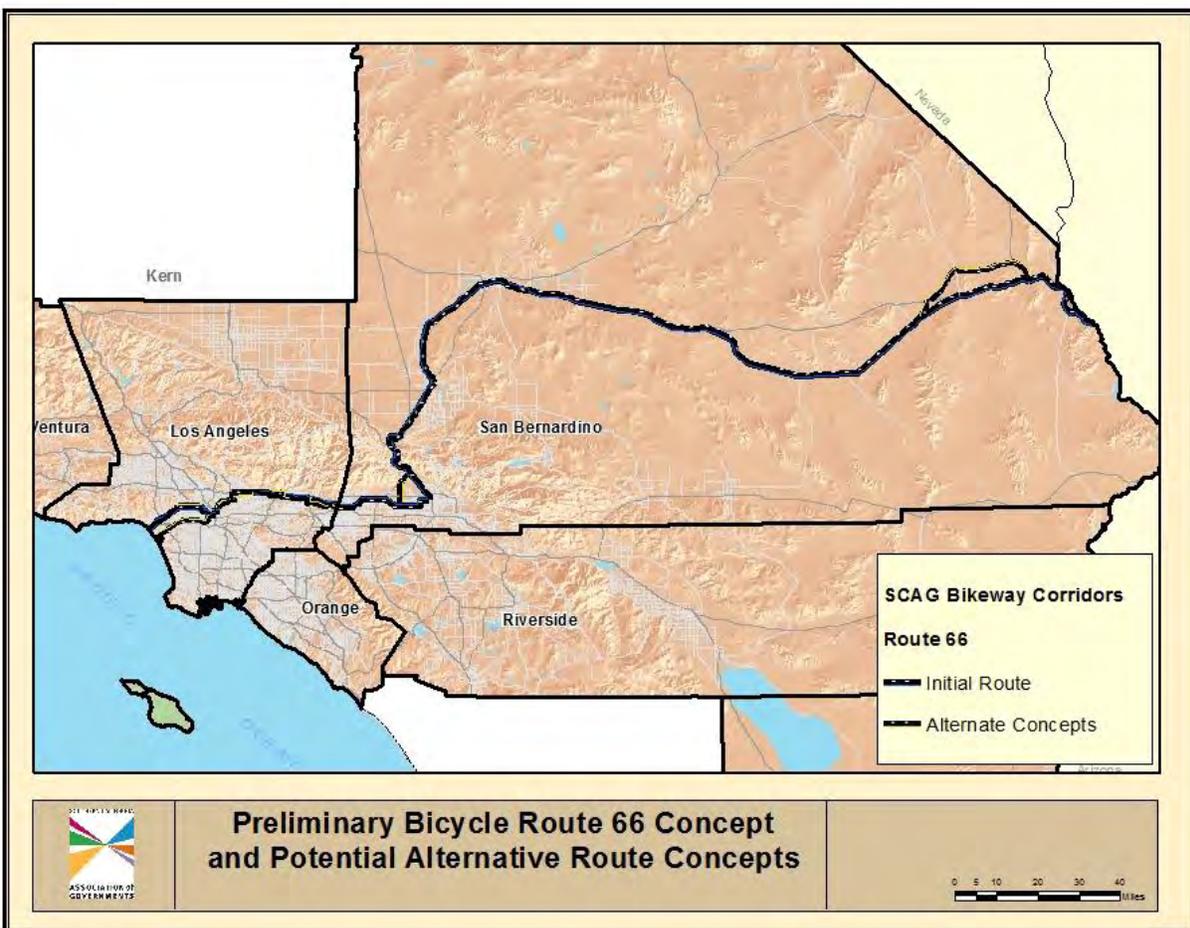
and cultural heritage of the route.

This experience can be even more rewarding when accomplished at the low speeds of bicycling or walking.

Establishing a designated route, with signage, and dedicated bikeways offers commuting, utilitarian and recreational cyclists a comfortable facility that is an integrated part of the Southern California regional bikeway system.

Continuous from Needles to Santa Monica, the proposed Bike Route is on the original Route 66, where possible, and on nearby streets and off-street paths where traffic conditions and local preferences lean towards a lower speed, lower traffic experience.

Improving bicyclist access along a marked Bike Route 66 provides increased commute options for residents, and provides greater opportunities for visitors and recreational riders to engage in local



Chapter One: Introduction

commerce.

The Route is still in development. The Bike Route 66 Concept Plan displays the preliminary 280-mile alignment developed in the SCAG 2012-2035 Regional Transportation Plan to provide a framework for developing specific on-road segments and off-road paths.

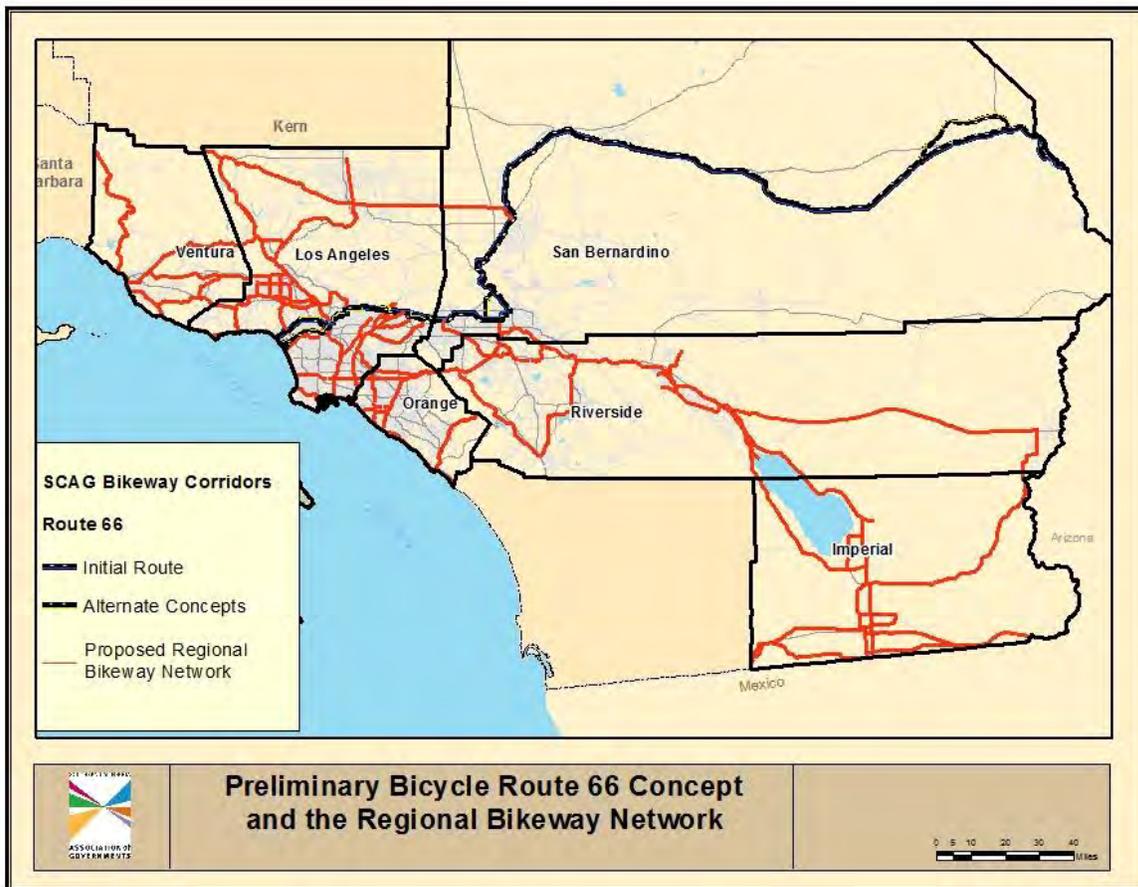
The Concept Plan is intended as a general guide for Bike Route 66 to improve awareness throughout the region and State.

Local jurisdictions are encouraged to use this Concept Plan to develop, refine and manage the Bike Route in a manner that best serves their areas, and to collaborate with neighboring communities to make the Bike Route a facility that benefits the entire region.

Once adopted by local governments, the final bike route alignment will be submitted to the California Department of Transportation (Caltrans) and the American Association of State and Highway

Transportation Officials (AASHTO) for National Bicycle Route designation.

Bike Route 66 is expected to serve, not just as a linear bikeway, but also part of an interconnected network of regional and local bikeways connecting all cities in the region.



## Goals and Objectives

**Goal:** *Develop the Bike Route 66 System within Southern California through consensus and local sponsorships*

### **Objectives:**

Designate and implement a system of on-road and off-road bikeways along historic Route 66 from the Arizona border to Santa Monica. Designate segments that are as close to the historic road as feasible.

Keep flexibility in concept plan implementation, to give local decision-makers the ability to develop and change the Route as needed to best meet local needs and goals.

Designate routes that consider safety and provide for reasonable bicycle use and evaluate new segments and revisions in the route for safety and suitability for average cyclists.

Connect the trail to commuter, tourism, recreational and educational resources.

**Goal:** *Move from Planning to Implementation*

### **Objectives:**

Work with local officials to erect signs along the entire trail corridor, both off-road and on-road.

Promote the tourism, recreational, and educational aspects of the trail.

## What is a Bike Route?

In the context of Bike Route 66, the Route will be a mix of bikeway types depending upon the location:

- Class 1 bikeways (off-street paths or trails),
- Class 2 bikeways (on-street bike lanes),

- Class 3\* bikeways (bike friendly streets, often with sharrow symbols),
- Bicycle Boulevards, a term referred to low speed streets optimized for bicycle traffic, and
- Cycletracks (on-street bikeways physically separated from traffic lanes).

*\*Class 3 Bikeways are often referred to as Bike Routes. In the context of this Plan, the term Bike Route refers to Bike Route 66, rather than a specific bikeway type.*



## On-Road Alignment

On-road, Bike Route 66 should be aligned on the historic Route 66 where suitable for bicycles or on neighboring low stress side streets. In areas where there is no other access, on Freeway shoulders where permitted by Caltrans.

The majority of Bike Route 66 will initially be on shared-use roadway (Class 3) and on-street bike lanes (Class 2).

Where traffic volumes and speeds are such that staying on Historic Route 66 is impractical, local roads that are near/adjacent but have less traffic will be designated.

## Off-Road Alignment

Off-Road, Bike Route 66 will incorporate bike paths created from historic transportation assets, such as the Pacific Electric Trail a 20 mile long path that partially parallels Historic Route 66. These bikeways can provide less stressful alternatives to higher speed streets along Historic Route 66 in urbanized areas.

It is important to note, local jurisdictions responsible for sponsorship will make the final decision as to route alignments, both on-road and off-road.

**Goal:** *Coordinate with Other Regional/Local Bikeway Initiatives*

### **Objectives:**

Work with local and State officials to connect Bike Route 66 to regional and local bikeways.

Bike Route 66 is more than a single bikeway traversing the state. Linkages to regional and local bikeways will make it part of the regional backbone of bikeways. With dedicated routes and adequate wayfinding signage, recreational and commuter bicycling can increase dramatically. This, in turn, can reduce roadway congestion and its air quality impacts improving the health and quality of life for southern California residents and visitors.



## CHAPTER TWO

### Road Jurisdictions

Responsible jurisdictions include Caltrans, Los Angeles and San Bernardino County and nine cities in San Bernardino County and 16 cities in Los Angeles County.

#### San Bernardino County

##### Cities:

- Barstow
- Fontana
- Hesperia
- Montclair
- Needles
- Rancho Cucamonga
- Rialto
- San Bernardino
- Upland

- Victorville.

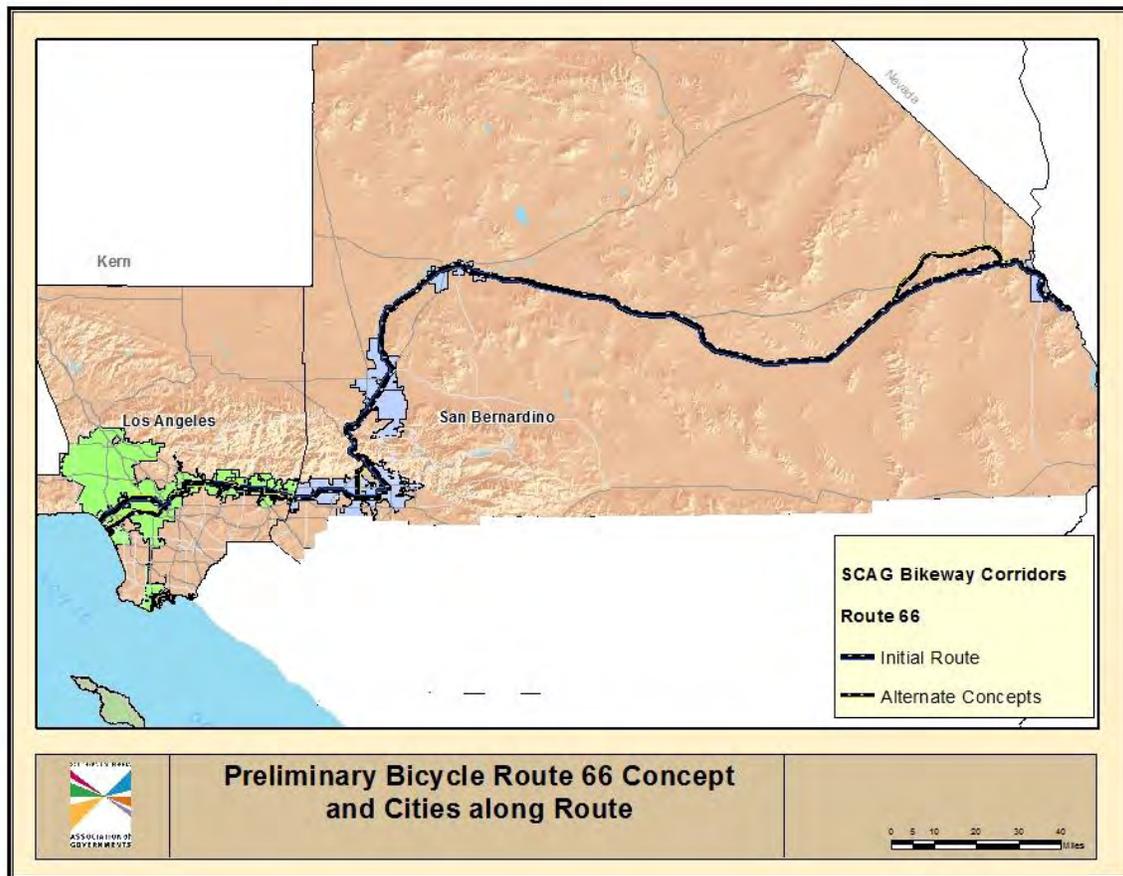
#### Los Angeles County Cities:

- Arcadia
- Azusa
- Beverly Hills
- Claremont
- Duarte
- Glendora
- Irwindale
- La Verne
- Los Angeles
- Monrovia
- Pasadena
- Pomona
- San Dimas
- Santa Monica
- South Pasadena
- West Hollywood.

SCAG and USBR 66 advocates will approach local jurisdictions in support of sponsorship for the Route.

The sponsorship should include designation of final route approval through the local jurisdiction, a resolution of support, and, once route is designated, appropriate signage.

Appendix One provides requirements for determining the route structure, and Appendix Two provides a sample Resolution of Support.



### Chapter 3: Preliminary Route Concept

The following Route Concept is to allow for discussion with local jurisdictions to determine the route structure within cities and how best to connect to neighboring cities/counties/unincorporated areas.

#### Crossing into California

Bike Route 66 (from East to West) starts in California from the shoulder of the I-40 bridge where it crosses the Colorado River, connecting to the Arizona portion of Bike Route 66.

Caltrans District 8 allows bicyclists to cross the Colorado River using the I-40 Bridge and along the I-40 Freeway shoulder where there is no alternative

roadway for bicyclists.

Parts of the original Route 66 are no longer paved and do not connect to the Freeway. They are shown in the below map for reference only.

The Route continues westbound on I-40 until Exit 148. This road, part of the original Route 66 will merge onto US Route 95 and the name will change to Broadway as it approaches Needles.

This area is on existing roadways. Shoulders are narrow.

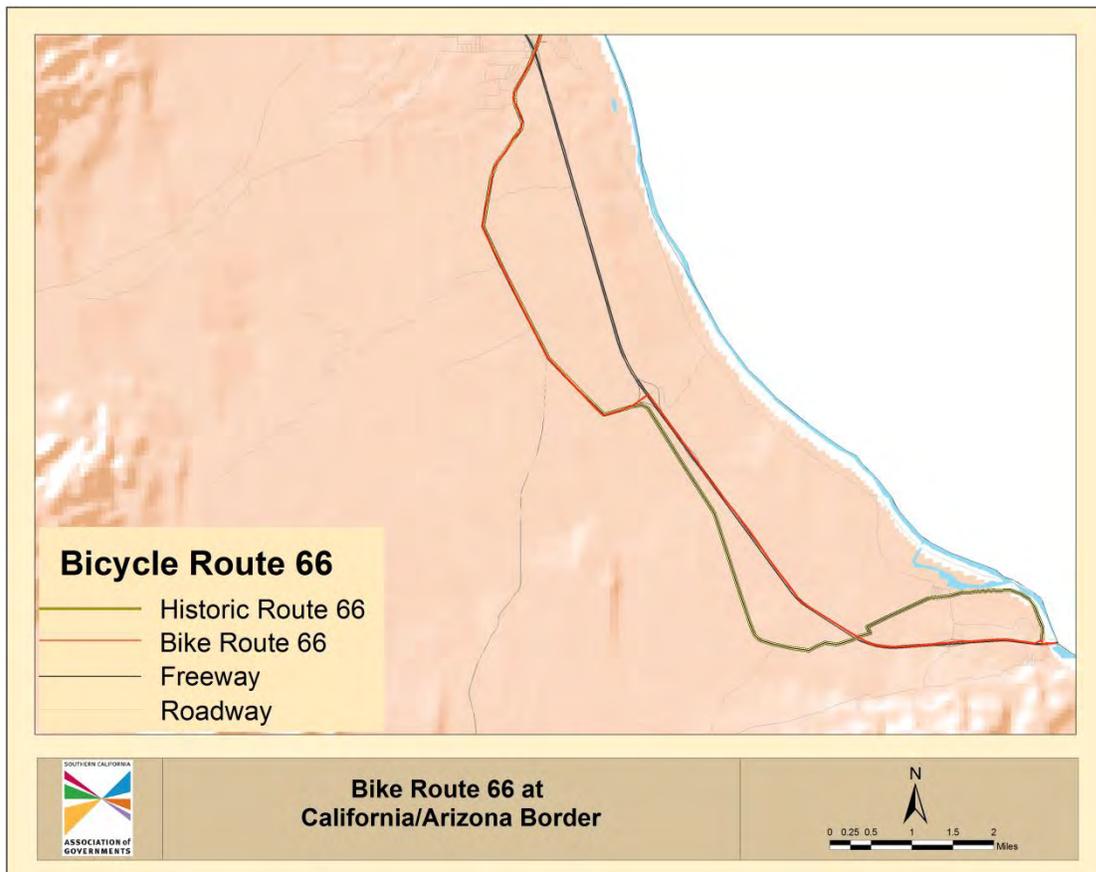
#### Implementation

Primary implementation will initially involve signage

through this area.

Subsequent implementation will involve considering bicycle travel in routine road maintenance and repair.

Coordination will likely be with Caltrans District 8, SANBAG, and San Bernardino County Department of Public works.





**Needles**

In Needles, the preliminary Bike Route 66 travels south to North along Broadway, turning west on Needles Highway/W. Broadway/River Road. As it passes Interstate 40, the road turns into the National Trails Highway. The Bike Route will connect with Interstate 40 again at West Park Road.

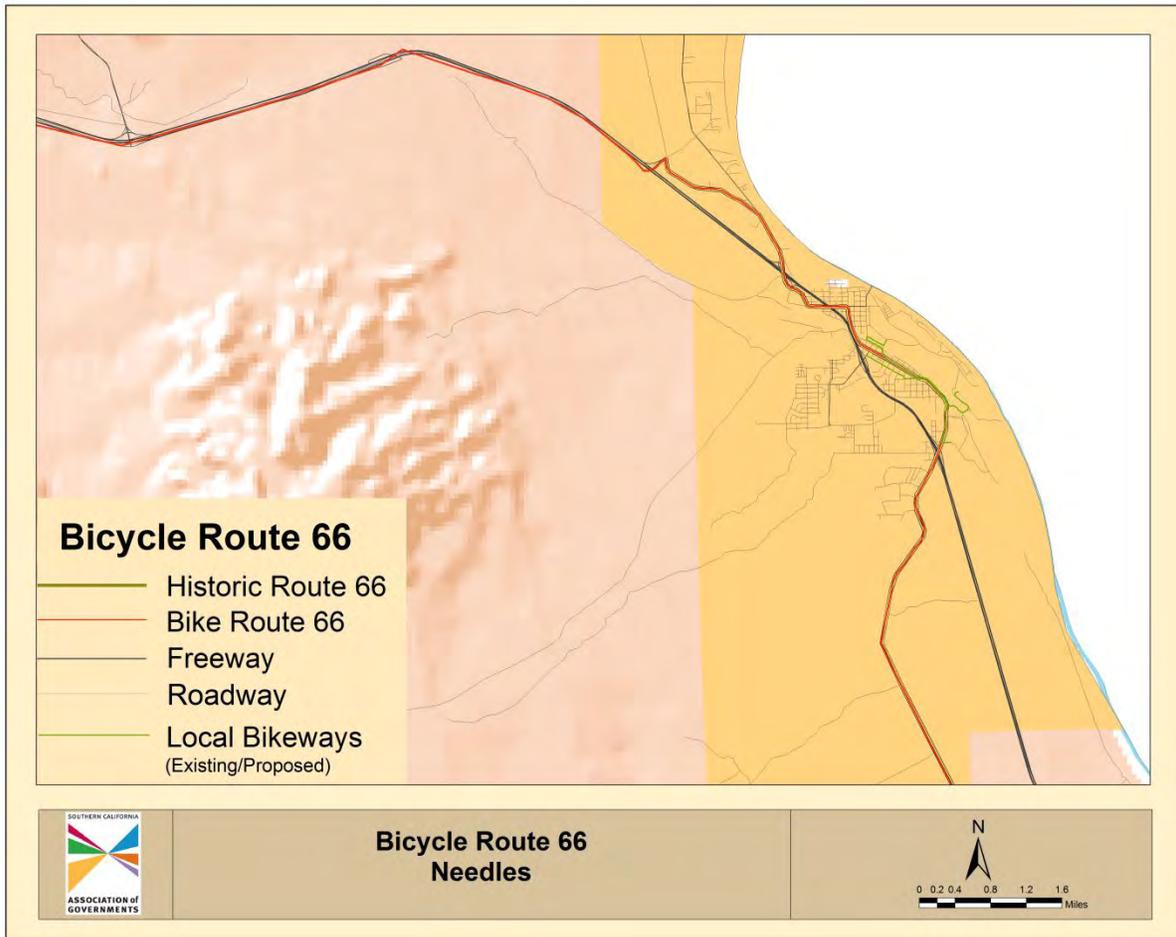
and installing bike racks in front of businesses.

Primary coordination will be with the City of Needles and local business community.

It is important to note that leaving Needles, traveling west, there will be long distances traveled without access to water.

*Implementation*

Implementation will involve finalizing the route through Needles, posting signage and possibly painting bike lane,



**Needles to Barstow (153 Miles)**

After entering Interstate 40 (west) from West Park Road, Bike Route 66 travels along Interstate 40 for 24 miles before exiting onto the original Route 66 via Mountain Springs Road.

(An alternate route takes you through Goff, an early Route 66 alignment)

Exiting the freeway on Mountain Springs Road, the Bike Route travels south of the freeway.

The communities that dot this section of historic Route 66 are ghost towns, or sparsely populated.

Obtaining water could be extremely difficult and can be life threatening especially with extreme temperatures in warmer seasons.

Thirteen miles after leaving the freeway, the Route enters the community of Essex.

From Essex, it is 21 miles from to Chambless.

It is 11.5 miles from Chambless to Amboy.

From Amboy to Ludlow, it is 28miles, where the route crosses the Freeway.

The Route slowly becomes more populated west of Ludlow. It is 31 miles from Ludlow to Newberry Springs

and the Route parallels the Freeway..

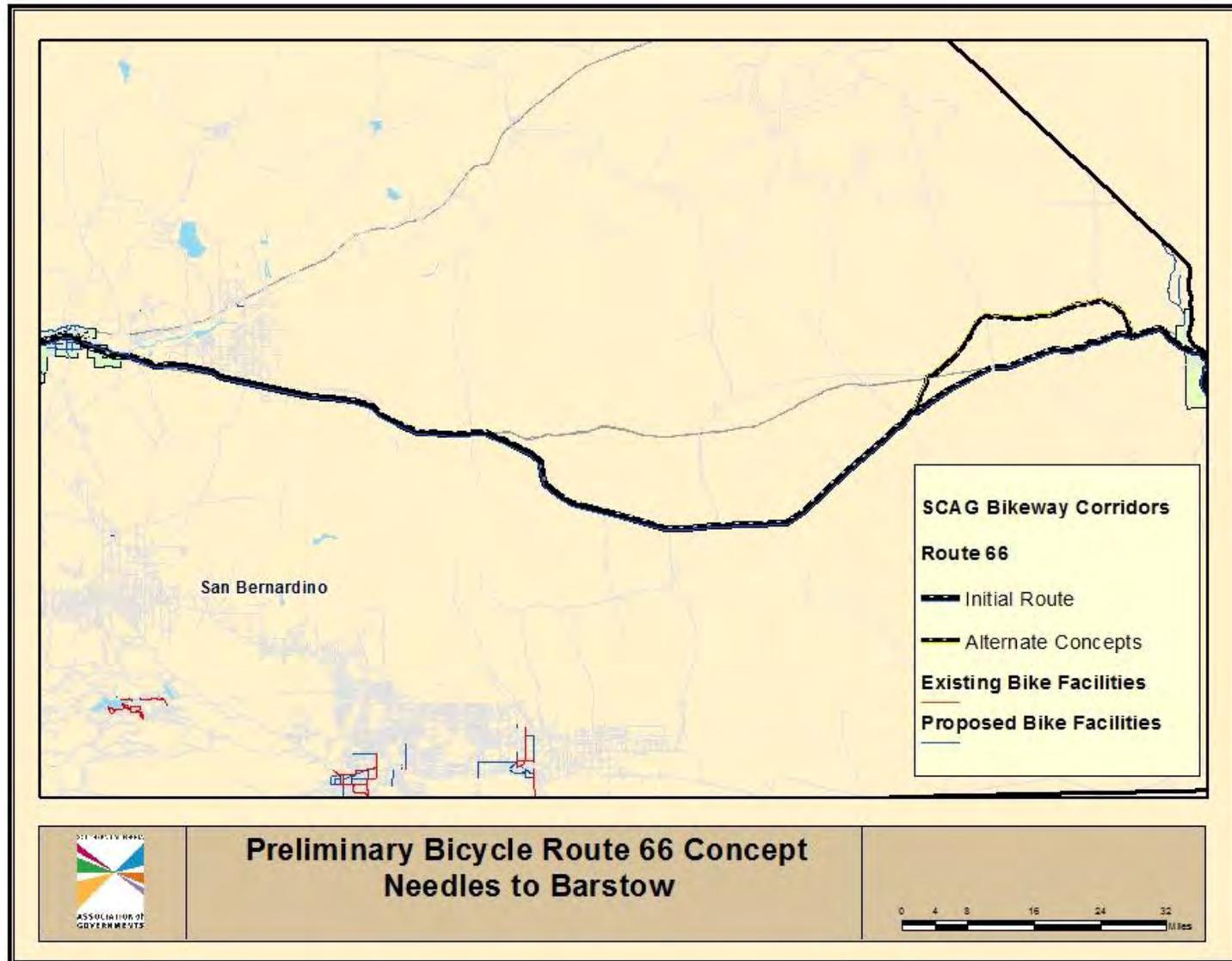
From Newberry Springs to Daggett it is 12 miles, and an additional 6.3 miles from Daggett to E. Main Street in Barstow.

However, the road surface is very degraded along certain sections paralleling the freeway. The County of San Bernardino has no plans for maintaining/improving those sections.

*Implementation*

Primary implementation will initially involve signage through this area. Subsequent implementation will involve considering bicycle travel in routine road maintenance and repair.

Coordination will likely be with Caltrans District 8, SANBAG, and San Bernardino County Department of Public works.



**Barstow**

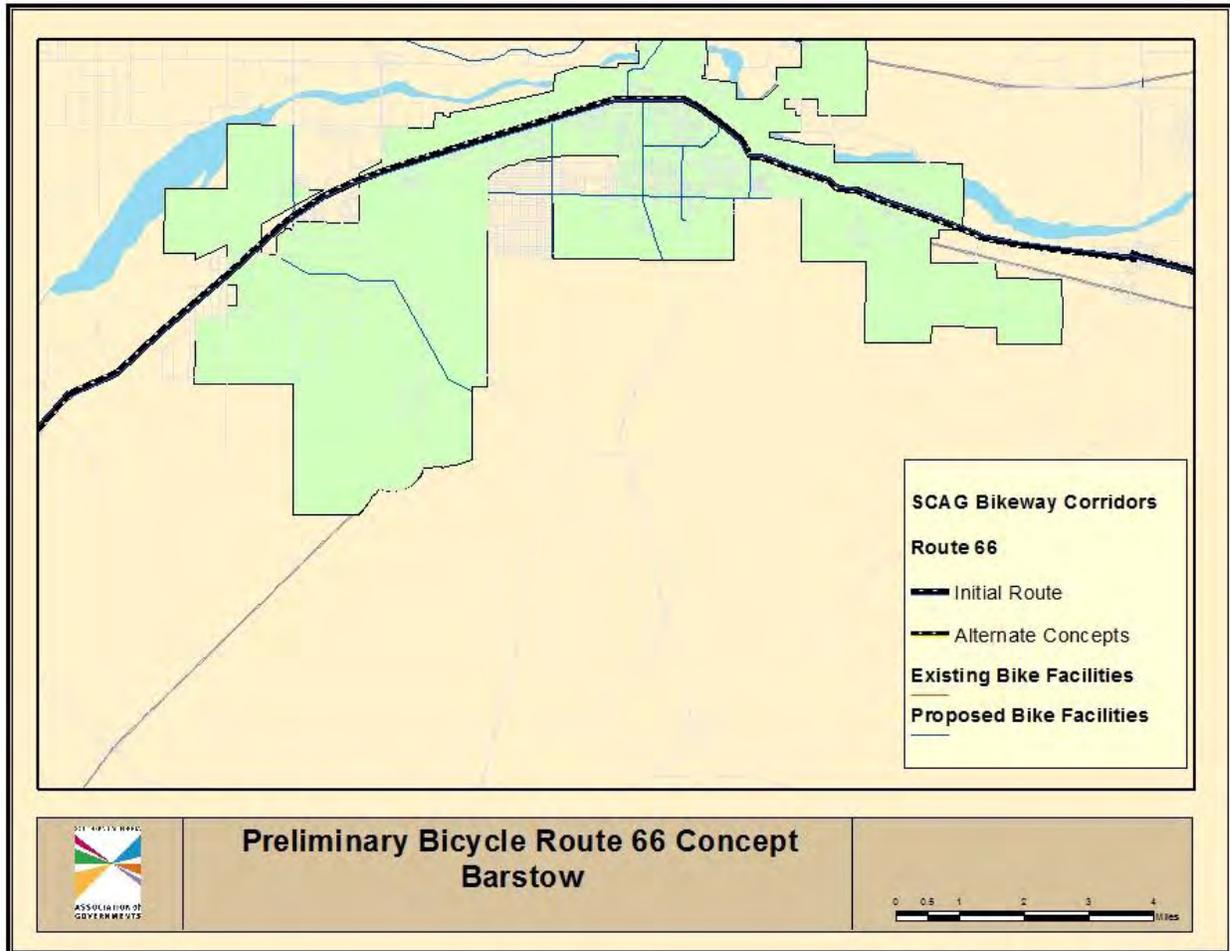
The preliminary route structure through Barstow (east to west) is along Main Street, which is also the National Trails Highway. It travels through the northern part of Barstow before leaving the city and traveling 23 miles to the community of Helendale.

as an existing or proposed bike lane.

Coordination would be with the City of Barstow and local business communities to install signage, and facilitate bicycle parking.

*Implementation*

Much of Main Street in the City of Barstow is recognized



**Barstow to Victorville (37 Miles)**

Bicycle Route 66 (east to west) follows the National Trails Highway the entire way from Barstow to Victorville.

*Implementation*

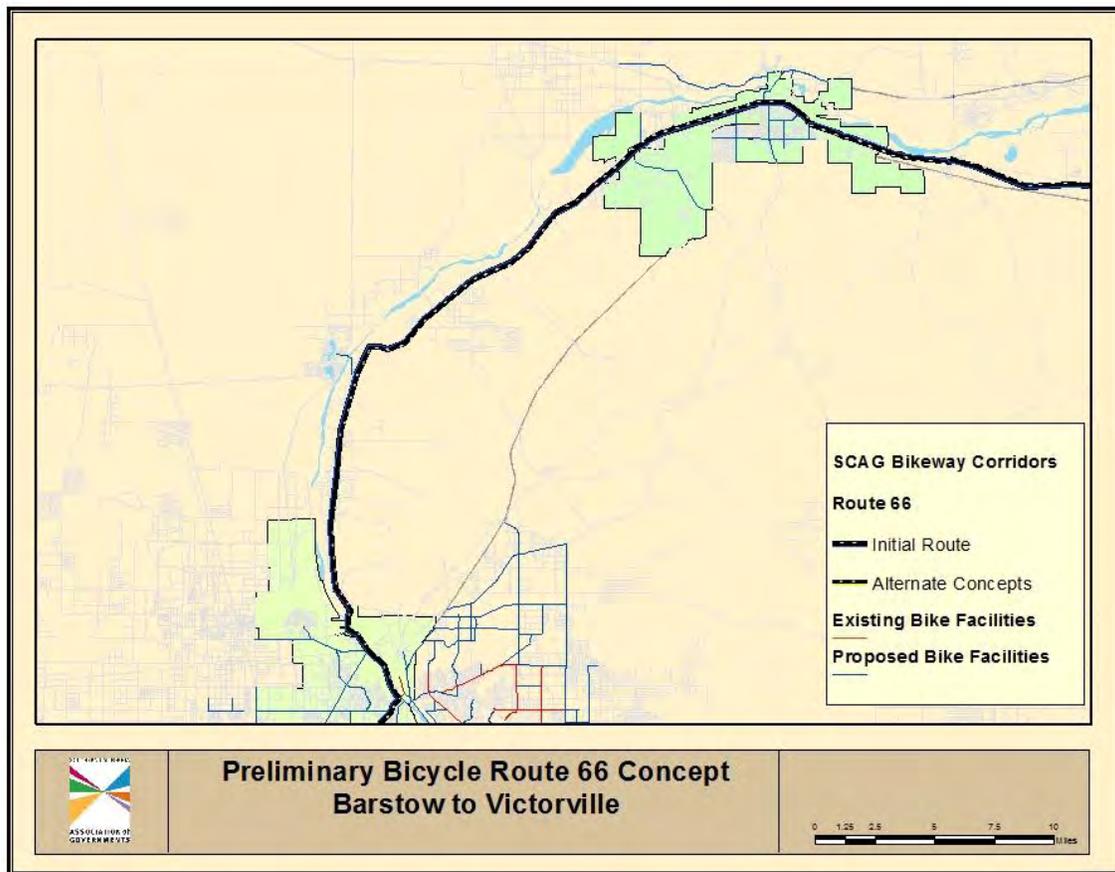
Primary implementation will initially involve signage through this area. Subsequent implementation will involve considering bicycle travel in routine road maintenance and repair.

SANBAG, and San Bernardino County Department of Public works.

In addition, in the unincorporated community of Helendale, the installation of one or two bicycle racks where riders can stock up on water and other provisions should be requested.

**Victorville/Hesperia**

In Victorville, the National Trails Highway changes names to D Street as it crosses Interstate 15 (north



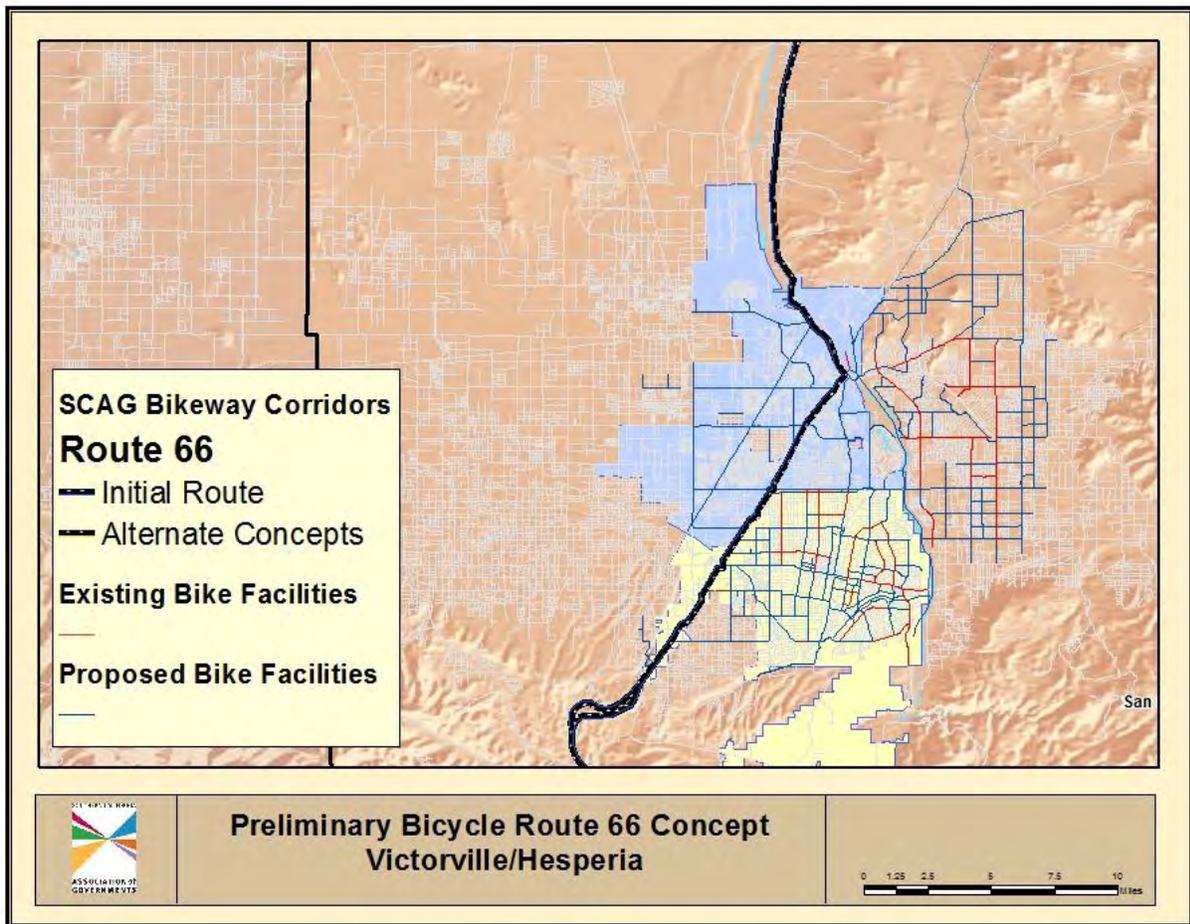
Coordination will likely be with Caltrans District 8,

to south).

### Chapter 3: Preliminary Route Concept

The Bike Route approaches 7<sup>th</sup> Street turning right, following the original Route 66.

Just east of Interstate 15, the route turns south onto Mariposa Avenue.



*Note: 7<sup>th</sup> Street is a four lane arterial. Alternative routing along nearby streets can be performed.*

**Cajon Pass/San Bernardino**

Traveling towards Los Angeles, the route continues on Mariposa Avenue. At Oak Hill Road, the rider would cross the freeway and then travel on the freeway shoulder exiting on SR138, and then getting immediately back on the freeway (safer than dealing with fast merging traffic).

The next off-ramp is

Exit at Kenwood Avenue. Turn right at Devore Road, cross the freeway and turn left on Cajon Blvd (preliminary concept) or continue straight onto Glen Helen Parkway (alternate concept).

**San Bernardino (preliminary concept)**

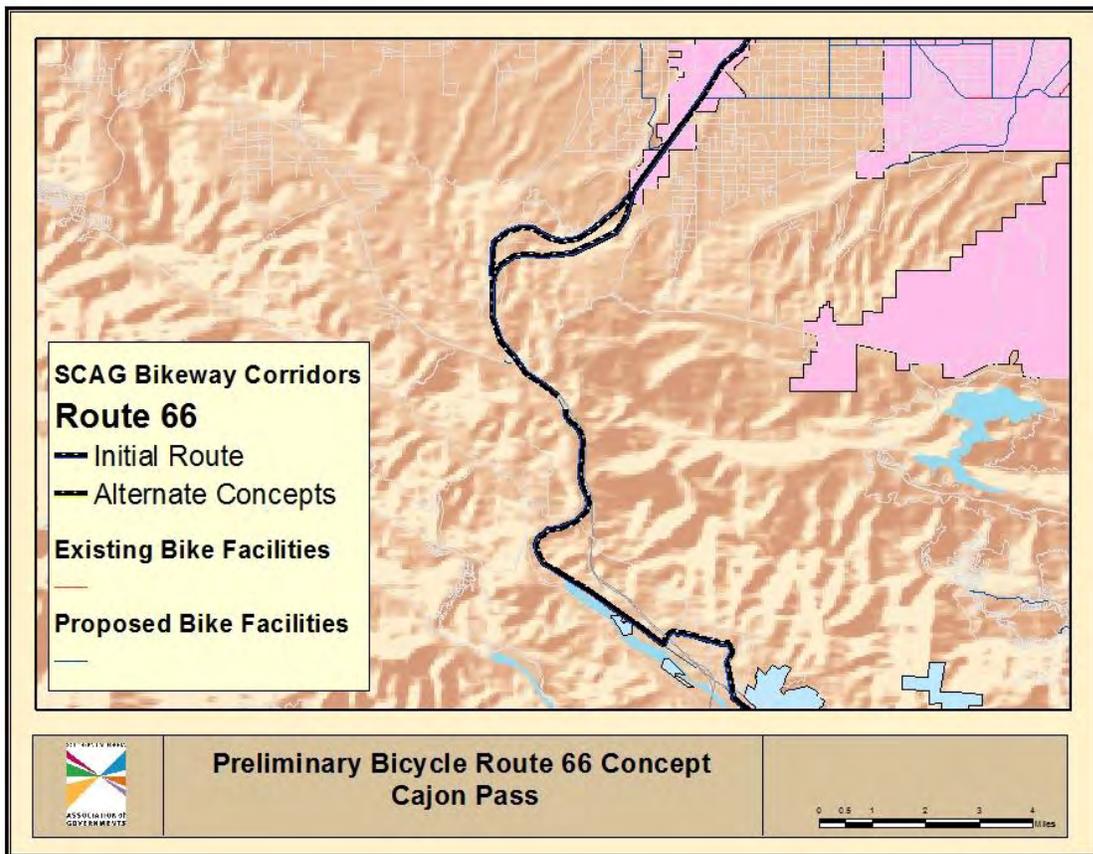
In San Bernardino, continue on Cajon as it turns into Mountain View. Turn left on

**San Bernardino Bypass (alternate concept)**

On Glen Helen Parkway, continue under I-15 freeway until the road ends at Lytle Creek Road.

Turn left (south) on Lytle Creek Road and it will turn into Sierra Ave.

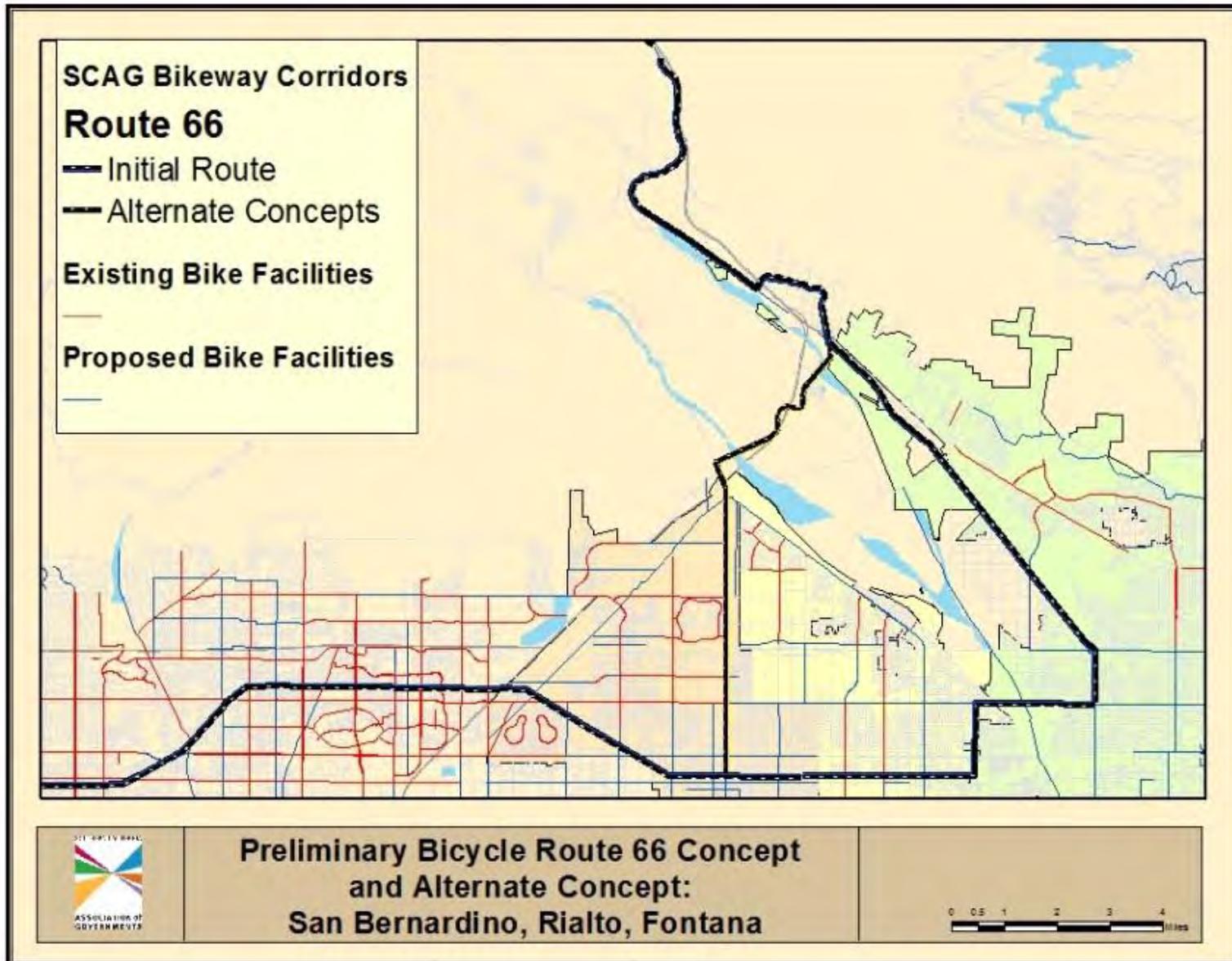
Follow Sierra Avenue past Foothill Blvd and just past Seville Blvd is the P.E. Trail.



Cleghorn road/Cajon Blvd.  
Exit at Cleghorn Road turning right onto Cajon Blvd.  
Continue south.

to Baseline. Turn south on Pepper street to access the P.E. Trail (connection not complete at this time.

Turn Right on the P.E. Trail.

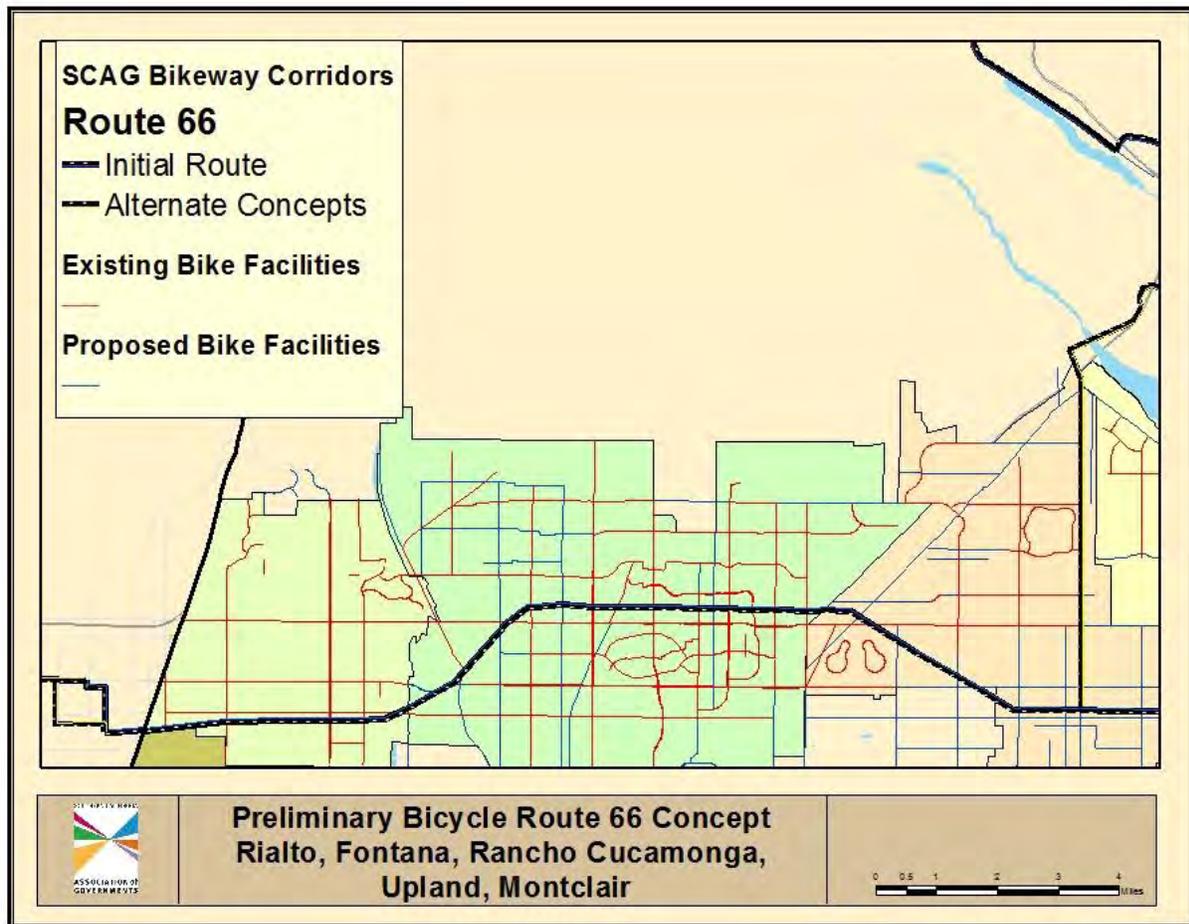


**Pacific Electric Trail**

Rialto, Fontana, Rancho Cucamonga, Upland and Montclair

The Pacific Electric Trail (PE Trail) is a 21-mile Class 1 Bike Path that spans from Rialto in the East to the edge of Claremont.

It follows the path of the Pacific Electric “Red Car” which was one of the predominant transit modes from Los Angeles to San Bernardino for the first half of the 20<sup>th</sup> Century.



level. These include:

- N. Indian Hill Blvd
- N. Mountain Ave.
- N. San Dimas Cyn Rd
- S. Lone Hill Ave.

### Claremont to San Dimas

Leaving the PE Trail heading west, the trail ends at Huntington Drive, which turns into 1<sup>st</sup> Street.

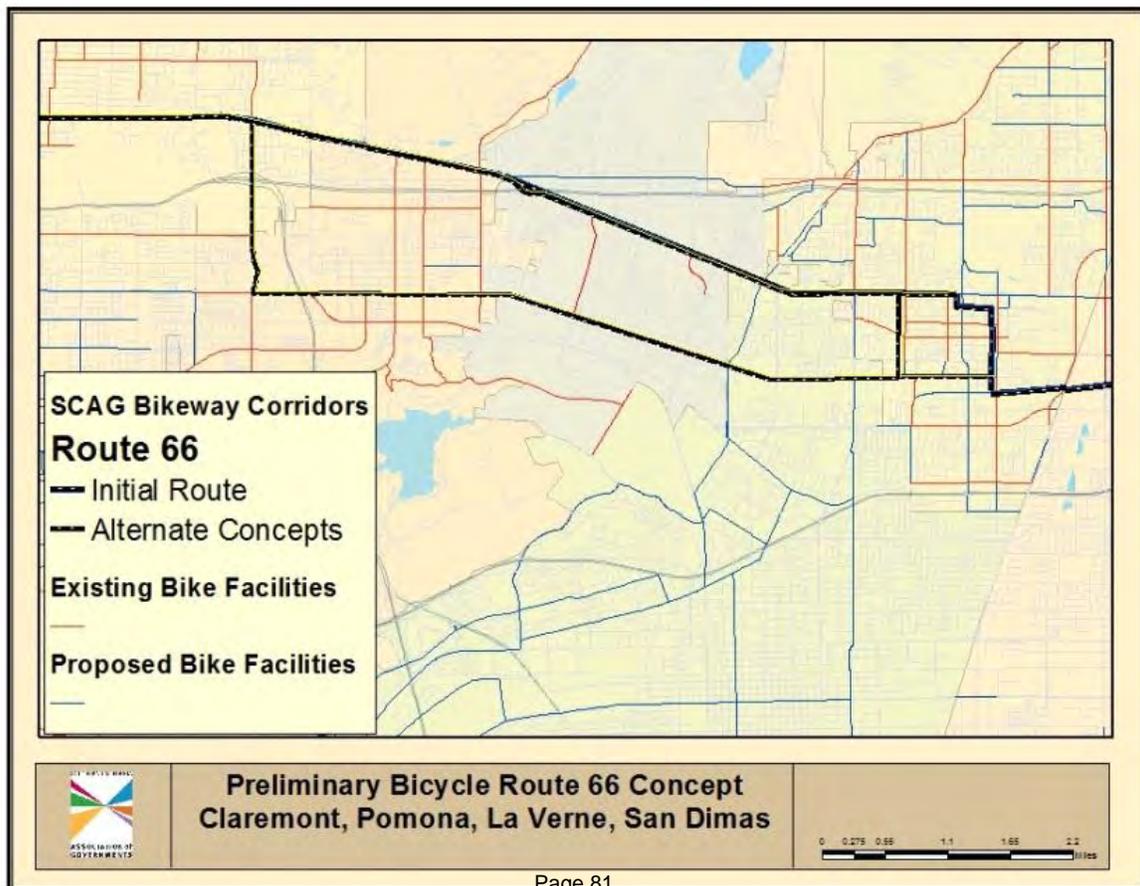
Bike Route 66 then turns north (right) on College Avenue for twelve blocks before turning west (left) onto Foothill Boulevard.

### Alternate Routes

From 1<sup>st</sup> Street, turn north (right) on College Avenue for two blocks onto W. Bonita Avenue. There are various alternatives to get onto Foothill Boulevard, depending upon comfort

### Glendora to Monrovia

Glendora follows Route 66, east to west. At N. Citrus Avenue, the route turns into East Alostia Avenue curving north, before turning into Foothill Boulevard traveling West.



### Chapter 3: Preliminary Route Concept

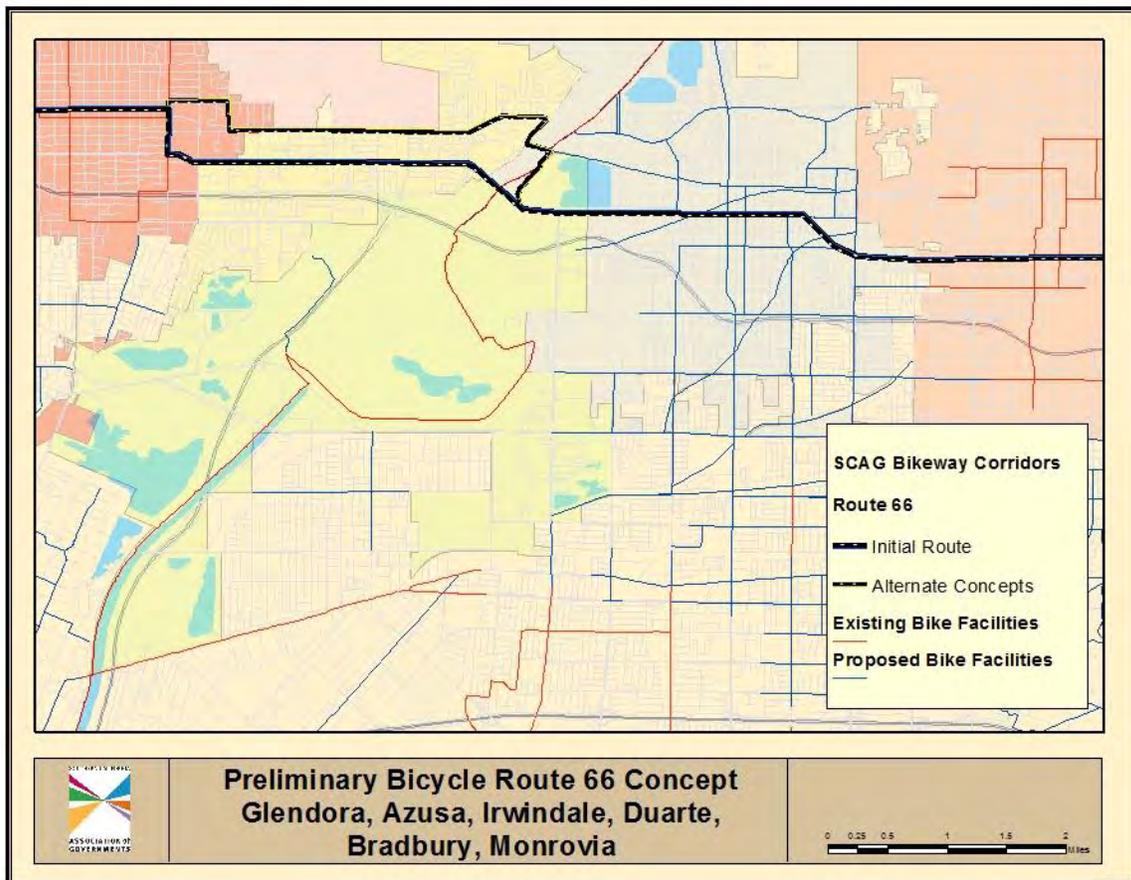
Turn north (right ) on Shamrock and turn west (left) on Colorado Blvd.

#### Alternative Route:

To avoid crossing a narrow bridge across the San Gabriel River and to travel on lower speed streets, exit Huntington Drive at the Lario San Gabriel River Trail parking lot, accessing the river trail traveling north (right), turning west (left) to cross the river and turning north again on Encanto Parkway. Turn west (left) on Royal Oaks following it to Bradbury Road. (Royal Oaks has a parallel bike/ equestrian trail for the

majority of the section).

Turn north on Bradbury Road, turn west on Lemon Road, followed by turning south on Shamrock and a quick right onto Colorado Boulevard.



**Monrovia to South Pasadena**

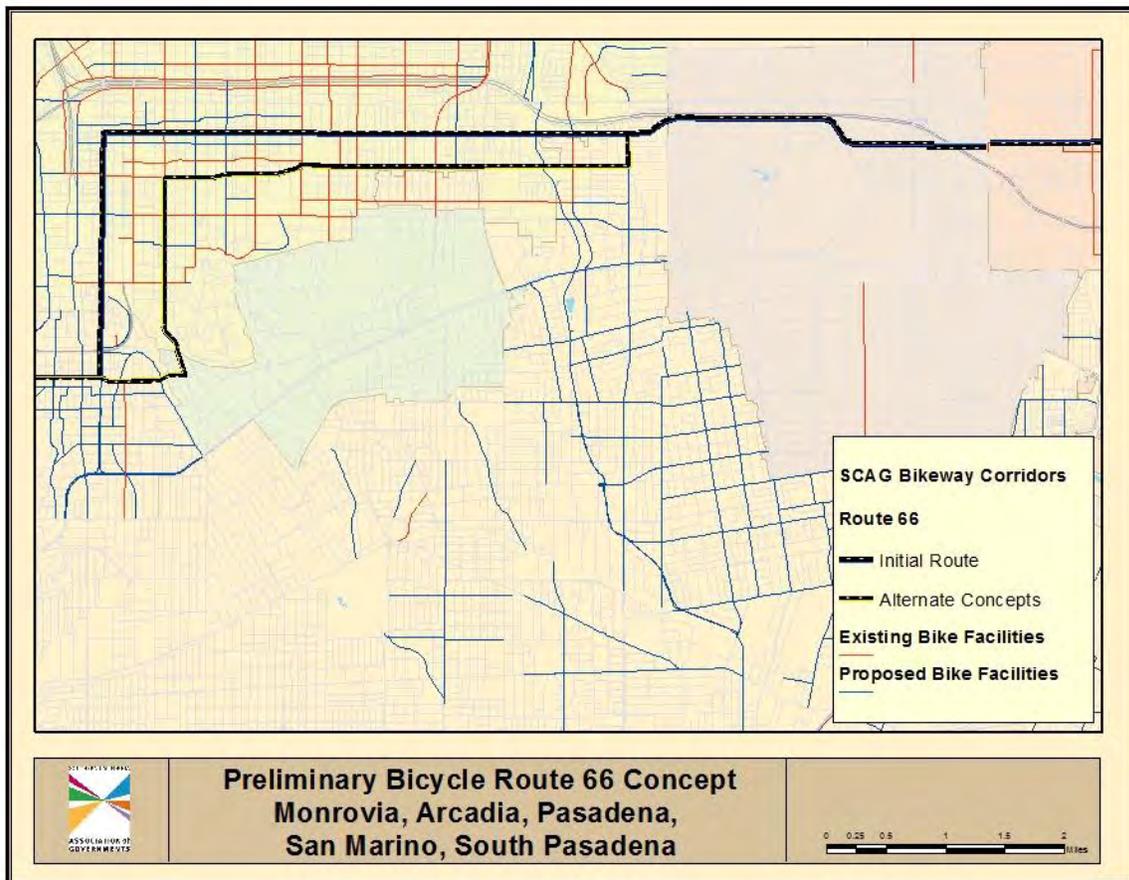
The proposed concept follows Colorado Boulevard into Pasadena, merging with the original Route 66 where Huntington Boulevard meets Colorado Boulevard.

It continues into Pasadena and travels south on Fair Oaks, also part of the original Route 66. The proposed concept then turns west (right) on Mission Boulevard into Old Town South Pasadena.

lower speed streets is to turn south on Rosemead Boulevard (once bike lanes are installed), turning west on Del Mar Boulevard. This section continues into Pasadena, turning south on Los Robles, another lower speed street. Los Robles intersects Mission Boulevard in San Marino. Turning west (right) on Mission Boulevard, and merging onto the primary route in Old Town South Pasadena.

*Alternate Route Concept*

An alternate route towards



**South Pasadena to Downtown Los Angeles**

From Old Town South Pasadena, continue west on Mission Boulevard. Before the roadway ends, the left lane turns left onto Pasadena Avenue. Continue on Pasadena Avenue until it merges to the right onto Hawthorne/Pasadena.

Follow this route across bridge (turns into York Boulevard), turning left on Figueroa. Follow Figueroa until San Fernando Road, turning left.

San Fernando Road turns into Avenue 20. Follow Avenue 20 until it ends at

Main Street. Turn south (Right) and follow Main Street .

Main Street ends at Alameda Avenue, turning left. Turn right on Cesar Chavez, which turns into Sunset Boulevard.

*Alternate Route:*

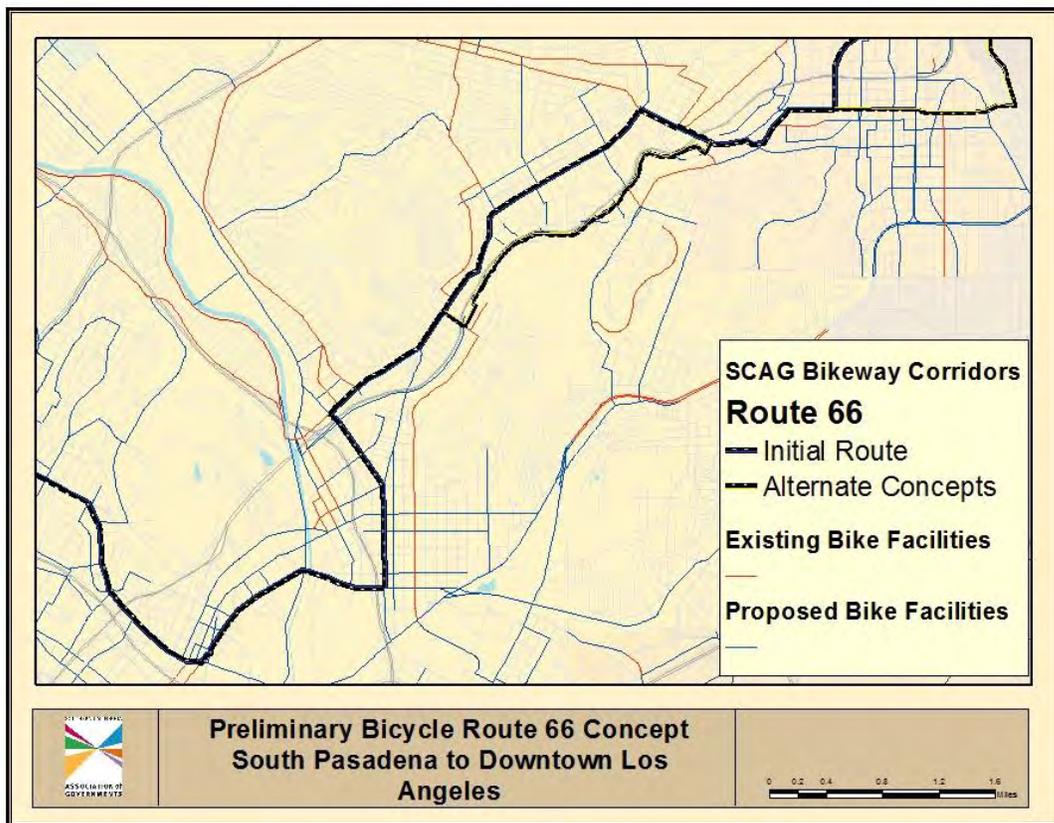
Rather than go across Pasadena Avenue Bridge (York Avenue, make left at stop light before bridge (Marmion Way). Turn into small park/equestrian stable parking lot. Follow into riverbed (bike path along riverbed is open during daylight hours, but closed at sunset and during rainstorms). Follow to end of

bike path. Bear right at end of bike path and travel up Mosher Avenue to Avenue 43. Turn right and travel to Figueroa Avenue, turning left.

Follow Figueroa until reaching San Fernando Road following the preferred Route instructions.

**Downtown Los Angeles to Beach**

Traveling west, Cesar Chavez Boulevard turns into Sunset Boulevard. Follow that until the road has a Y intersection (Sunset Junction). Bear left onto Santa Monica



### Chapter 3: Preliminary Route Concept

Boulevard.

Follow Santa Monica Boulevard until reaching Fourth Street in Santa Monica. Turn south (left) for two blocks, turning west (right) on Colorado Boulevard until reaching the Santa Monica Pier

#### Alternate Route 1

Instead of turning on Santa Monica Boulevard from Sunset Boulevard, continue on Sunset Boulevard three blocks until reaching Fountain Avenue.

Turn West (left) on Fountain Avenue. At Van Ness, you

will be forced to turn south (left) on La Mirada, turning north (right) on Bronson, and then west (left) on Fountain again.

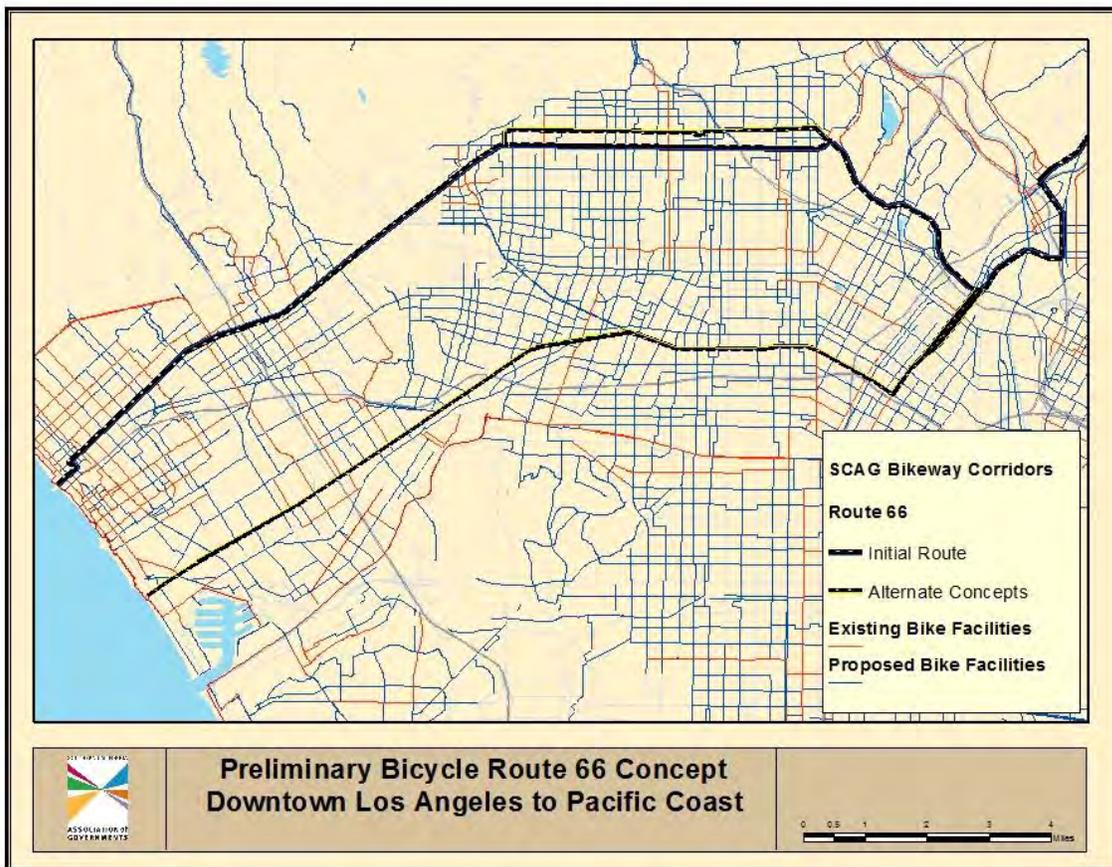
When the road starts to veer left, turn south (left) on N. Flores Street, turning west (left) again when it meets Santa Monica Boulevard.

#### Alternate Route 2

Once you turn onto Cesar Chavez Boulevard, after two blocks, turn south (left) onto Spring Street. Follow Spring Street (buffered bike lanes) past 15<sup>th</sup> Street, turning right onto Venice Boulevard.

Follow Venice Boulevard all the way to the beach.

Take the Beach Bike Path north (right) to the Santa Monica Pier.



**US Task Force on Numbered Bicycle Routes  
Corridor and Route Criteria for U.S. Bike Route System  
April 2006; Revised June 2006**

It is the aim of the AASHTO Task Force on Numbered Bicycle Routes to encourage the development of a coordinated system of interstate bicycle routes.

The Task Force is charged with developing a recommended national systems level or corridor-level plan for use in designating potential future U.S. bicycle routes. In developing this corridor plan, the task force recognized the need to establish guiding principles for selecting and/or recognizing routes for inclusion.

The Route/Corridor Criteria provide guidance to the Task Force for developing the corridor-level plan. The Specific Route Criteria may be incorporated at a local level as the corridor plan is adopted by state and local agencies and state routes are designated. The criteria are broken down into Primary and Secondary considerations in order to prioritize the criteria.

While the following criteria provide a guide for consistency, they are not intended to supersede state and local agencies' policies on designing cycling facilities nor are they intended to create a uniform approach which might be determined unfeasible, given the expanse and varying terrain and population densities across the U.S. When choosing a corridor/route and the specifics of a given route implementation, the totality of the route must be considered. It may well be that portions of a route do not meet these criteria but that when taken all together, they represent the best choice to achieve the goal of the route.

**Corridor Criteria - considerations when choosing corridors**

**Primary Considerations - Corridors should meet as many of the following as practicable:**

1. Meet the planning, design, and operational criteria in the AASHTO Guide for Development of Bicycle Facilities. .
2. Access destinations and regions with high tourism potential, including routes that incorporate important scenic, historic, cultural, and recreational values.
3. Link major metropolitan areas to connect key attractions and transportation nodes.
4. Reasonably direct in connecting cities or attractions.
5. Make natural connections between adjoining states, Canada, and Mexico when possible.
6. Have more or less even distribution north to south, east to west, though route density will need to consider both population density (greater populations may equal higher route densities) and available, suitable roads.
7. Include major existing and planned bike routes, including both on-road facilities and off-road shared use paths and trails that are suitable for road bikes.

### **Secondary Consideration**

8. Offer services and amenities such as restaurants, accommodations, camping, bicycle shops, and convenience/grocery stores at appropriate intervals.

### **Specific Route Criteria - considerations when choosing roads and trails**

#### **Primary Considerations- Specific Routes should meet as many of the following as practicable:**

1. Meet the planning, design, and operational criteria in the AASHTO Guide for Development of Bicycle Facilities. .
2. Offer services and amenities such as restaurants, accommodations, camping, bicycle shops, and convenience/grocery stores at appropriate intervals.
3. Go into the centers of metropolitan areas, using low-traffic and/or off-road bikeways when possible. Bypass routes could be considered to accommodate users who don't wish to enter the city or who are seeking a less urban experience.
4. Include spurs to target destinations (universities or other educational institutions, recreational areas, or other attractions) and to multimodal nodes such as airports and rail, bus, and transit stations.
5. Follow natural corridors and provide terrain suitable for cycling, avoiding extremely hilly and limited visibility winding roads when feasible.
6. Consider appropriate combinations of low daily traffic, low truck traffic, wide paved shoulders, lane striping, adequate sight distance, and traffic speed in order to be bicycle friendly.
7. In urban areas, be suitable for utility cycling (commuting, access to shopping, schools and universities, recreation centers, etc.). Consideration should be given to bicycle routes that can be used as evacuation routes for emergency situations.
8. Include major existing and planned bike routes, including both on-road facilities and off-road shared use paths and trails that are suitable for road bikes.

### **Secondary Consideration**

9. May include short stretches of high quality unpaved roads if needed to connect highly desirable paved road sections. (These roads should maintain the standard of road bike suitability).

**RESOLUTION [resolution number, e.g. 2013-106]**

**A RESOLUTION OF [city, county, state or applicable organization name] STATING ITS SUPPORT FOR THE DEVELOPMENT OF U.S. BICYCLE ROUTE [route number].**

**WHEREAS**, bicycle tourism is a growing industry in North America, presently contributing approximately \$47 billion dollars a year nationally to the economies of communities that provide facilities for said tourism; and

**WHEREAS**, the American Association of State Highway and Transportation Officials (AASHTO) has designated a corridor from Chicago, Illinois to Los Angeles, California to be developed as United States Bike Route 66 (USBR 66); and

**WHEREAS**, the [NAME OF GROUPS INVOLVED, IF ANY], with the cooperation of the California Department of Transportation and other stakeholders, have proposed a specific route to be designated as USBR 66, a map of which is herein incorporated into this resolution by reference; and

**WHEREAS**, the proposed USBR 66 traverses through [CITY OR OTHER LOCATION INFORMATION] and is expected to provide a benefit to local residents and businesses; and

**WHEREAS**, the [CITY, COUNTY, STATE OR APPLICABLE ORGANIZATION NAME] has duly considered said proposed route and determined it to be a suitable route through the [CITY OR OTHER LOCATION INFORMATION] and desire that the route be formally designated so that it can be appropriately mapped and signed, thereby promoting bicycle tourism in the Greater [LOCAL AREA] Community.

**NOW THEREFORE IT IS HEREBY RESOLVED** by the [CITY, COUNTY, STATE OR APPLICABLE ORGANIZATION NAME] that the [CITY OR OTHER LOCATION NAME] hereby expresses its approval and support for the development of USBR 66 and requests that the appropriate government officials take action to officially designate the route accordingly as soon as possible.

**BE IT FURTHER RESOLVED** by the [CITY, COUNTY, STATE OR APPLICABLE ORGANIZATION NAME] that the [CITY OR OTHER LOCATION NAME] agrees to post and maintain signs for said bicycle route once said designation has been made.

**ALL RESOLUTIONS AND PARTS OF RESOLUTIONS INsofar AS THEY CONFLICT WITH THE PROVISIONS OF THIS RESOLUTION BE AND THE SAME ARE HEREBY RESCINDED.**

The Resolution was introduced by [NAME OF INTRODUCER, E.G. Commissioner John Doe] and supported by [OTHERS IN ORGANIZATION, IF APPLICABLE]. The Resolution declared adopted by the following roll call vote:

**YEAS: [NAMES OF INDIVIDUALS VOTING YEA]**

**NAYS: [NAMES OF INDIVIDUALS VOTING NAY]**

**ABSENT: [NAMES OF INDIVIDUALS ABSENT]**

Resolution Approved for adoption on this [DAY] day of [MONTH] [YEAR].

DRAFT