

RTIP ID# LAE3085				
TCWG Consideration Date				
Project Description				
<p>The proposed roadway improvement project is located entirely within the City of Commerce. The portion of Washington Boulevard that is subject to the proposed construction project extends from a point located 350 feet west of Indiana Street continuing easterly to the Santa Ana (I-5) Freeway. The proposed improvements will occur within the Washington Boulevard public right-of-way. The project area has a linear length of 2.8 miles.</p> <p>The proposed project will involve intersection improvements along Washington Boulevard and roadway restriping that will facilitate the addition of a third travel lane in each direction during the peak hour traffic periods. The improvements will be confined to the existing roadway right-of-way. The project is designed to relieve congestion along this roadway segment. The traffic analysis prepared for the proposed project demonstrated that a substantial improvement in the roadway’s operating level of service would result from the proposed project’s implementation. (See Attachment A)</p>				
Type of Project (use Table 1 on instruction sheet)				
“Change to regionally significant street.”				
County District 7 – LA 0 CMRC	Narrative Location/Route & Postmiles			
	The proposed roadway improvement project is located entirely within the City of Commerce. The portion of Washington Boulevard that is subject to the proposed construction project extends from a point located 350 feet west of Indiana Street continuing easterly to the Santa Ana (I-5) Freeway.			
Caltrans Projects – EA#				
Lead Agency: City of Commerce				
Contact Person Alex Hamilton	Phone# 323-722-4805	Fax# 323-888-6537	Email alexh@ci.commerce.ca.us	
Hot Spot Pollutant of Concern (check one or both) PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
<input type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input checked="" type="checkbox"/> Other
Scheduled Date of Federal Action:				
NEPA Assignment – Project Type (check appropriate box)				
<input type="checkbox"/> Exempt	<input checked="" type="checkbox"/> Section 326 –Categorical Exemption		<input type="checkbox"/> Section 327 – Non-Categorical Exemption	
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	2008	2012	2013	2014
End	2010	2013	2013	2015

Project Purpose and Need (Summary)

The proposed project involves a number of roadway improvements to Washington Boulevard. The following objective will be accomplished as part of the proposed project's implementation:

1. The Washington Boulevard roadway will be improved so that it meets the City's current design standards outlined in the City of Commerce General Plan.
2. Washington Boulevard will be improved so that it can safely and efficiently accommodate existing and projected traffic demands; and,
3. Damage to the roadway surface will be repaired.

The proposed roadway and intersection improvements are classified as a "congestion relief project." The level of service at the Washington Boulevard intersections will improve with the traffic lane improvements, turning lanes, and intersection controls. The improvements contemplated for Washington Boulevard are specifically aimed at repairing and upgrading the existing deteriorated roadway. *The Washington Boulevard roadway segment in Commerce (west of the I-5 Freeway) represents the major remaining link of the roadway that still contains two travel lanes in each direction.* The Washington Boulevard segment in Pico Rivera and Montebello (to the east of Commerce) and in Vernon (west of Commerce) consist of three travel lanes. The Washington Boulevard improvement project will eliminate an existing "bottleneck" resulting from the different roadway configuration. In addition, the obsolete and deteriorating condition of the roadway is leading to increased traffic hazards and further congestion. Finally, obsolete and inadequate pedestrian facilities, signals, and rail crossings will be upgraded to current standards. *The location of the project area is shown in Attachment A and the Project Description is provided in Attachment B.*

Surrounding Land Use/Traffic Generators *(especially effects on diesel traffic)*

The portion of Washington Boulevard that is subject to the proposed construction project extends from a point located 350 feet west of Indiana Street continuing easterly to the Santa Ana (I-5) Freeway. The proposed improvements will occur within the Washington Boulevard public right-of-way. Land uses along the entire Washington Boulevard corridor include smaller commercial uses and commercial manufacturing uses. The BNSF rail yard is located along the westernmost portion of the corridor (west of the I-710 Freeway). The majority of the diesel trucks use that segment of Washington Boulevard located to the west of the I-710 Freeway that provides access to the BNSF rail yard. The proposed Washington Boulevard Roadway Improvement Project *will not add* to the existing number of truck trips using this roadway. The Washington Boulevard improvement project will improve the existing level of service with the reconfiguration of the travel lanes (restriping, redesign of medians, etc.) that would facilitate the addition of a third travel lane during the peak hour traffic periods.

The proposed project will improve the flow of traffic along the corridor and at the intersections. A recent traffic study prepared for the project design indicated that delay times at the intersections will be shortened compared to the existing and no project condition. The trucks traveling on the improved roadway will experience less acceleration and braking in the mid-block segments and experience less idling times at the intersections due to the improved traffic flow. The reduction in braking and acceleration associated with the existing congestion will result in a reduction in diesel emissions, including particulate emissions. Finally, the roadway surface is deteriorating and the roadway improvement will eliminate the particulates related to the deteriorating roadway surfaces.

The location of the project area is shown in Attachment A and the Project Description is provided in Attachment B.

Opening Year: Build and No Build LOS, AADT, % and #trucks, truck AADT of proposed facility

The proposed project's construction will take approximately 12 months to complete. The entire project will be completed by 2015. The Washington Boulevard Improvement Project will not result in any additional traffic generation beyond the baseline levels. The traffic levels for the year 2015 both *without the project* and *with the project* will be the same. The proposed additional traffic lane and the intersection improvements will result in an improvement in the level of service compared to the No Build scenario. [Please see the Traffic Study Summary and the Truck Count Study in Attachment C.](#)

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The proposed project's construction will take approximately 12 months to complete. The entire project will be completed by 2015. The Washington Boulevard Improvement Project will not result in any additional traffic generation beyond the baseline levels. The traffic levels for the year 2035 both *without the project* and *with the project* will be the same. The proposed additional traffic lane and the intersection improvements will result in an improvement in the level of service for the build-out year (2013) compared to the No Build scenario. [A recent traffic study prepared for the project's design engineer indicated that delay times at the intersections will be shortened compared to the existing and no project condition. The trucks traveling in the improved roadway will experience less acceleration and braking in the mid-block segments and experience less idling times at the intersections. The reduction in braking and acceleration associated with the existing congestion will result in a reduction in diesel emissions, including particulate emissions. Please see the Traffic Study Summary and the Truck Count Study in Attachment C.](#)

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

[No freeway interchanges are involved with the proposed project. The majority of the truck traffic using Washington Boulevard use that segment of Washington Boulevard located to the west of the I-710 to access the rail yards. Intersection peak hour truck volumes along this segment constitutes between 27% to 30% of the total traffic. The percentage of peak hour truck traffic at those intersections located on Washington Boulevard east of the I-710 is much lower, accounting for between 8% and 16% of the total traffic. Please see the Traffic Study Summary and the Truck Count Study in Attachment C.](#)

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

[No freeway interchanges are involved with the proposed project. Please see the Traffic Study Summary and the Truck Count Study in Attachment C.](#)

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)

The improvements contemplated for Washington Boulevard are specifically aimed at repairing and upgrading the existing deteriorated roadway. The Washington Boulevard roadway segment in Commerce (west of the I-5 Freeway) represents the major remaining link of the roadway that still contains two travel lanes in each direction. While the proposed project is expected to improve operations and travel flow along the improved roadway segment, the travel time savings would not be expected to induce significant changes in travel behavior. There are a limited number of major roadways in Commerce (Whittier Boulevard, Bandini Boulevard, and Slauson Avenue) that parallel Washington Boulevard and none of these roadways serve the same geographic area that is served by Washington Boulevard. Accordingly, shifts in traffic volumes from these other east-west corridors to Washington Boulevard due to the addition of a single travel lane in each direction along this localized, arterial roadway section will not occur. As a result, the Washington Boulevard Improvement Project in and of itself will cause a substantial shift in existing and future travel patterns given the existing corridor configurations outside of the City of Commerce.

Comments/Explanation/Details

Attachment A – Exhibits of Project Area

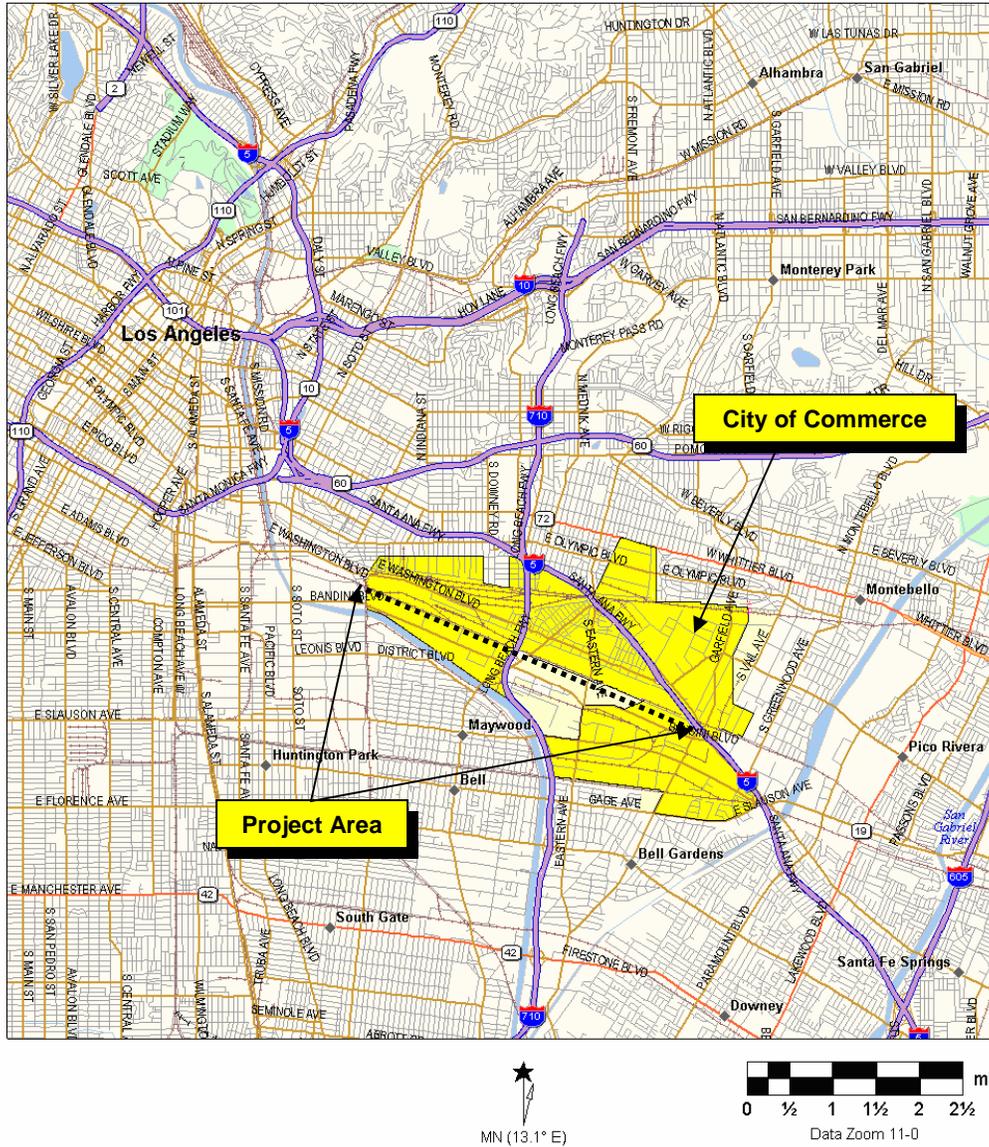
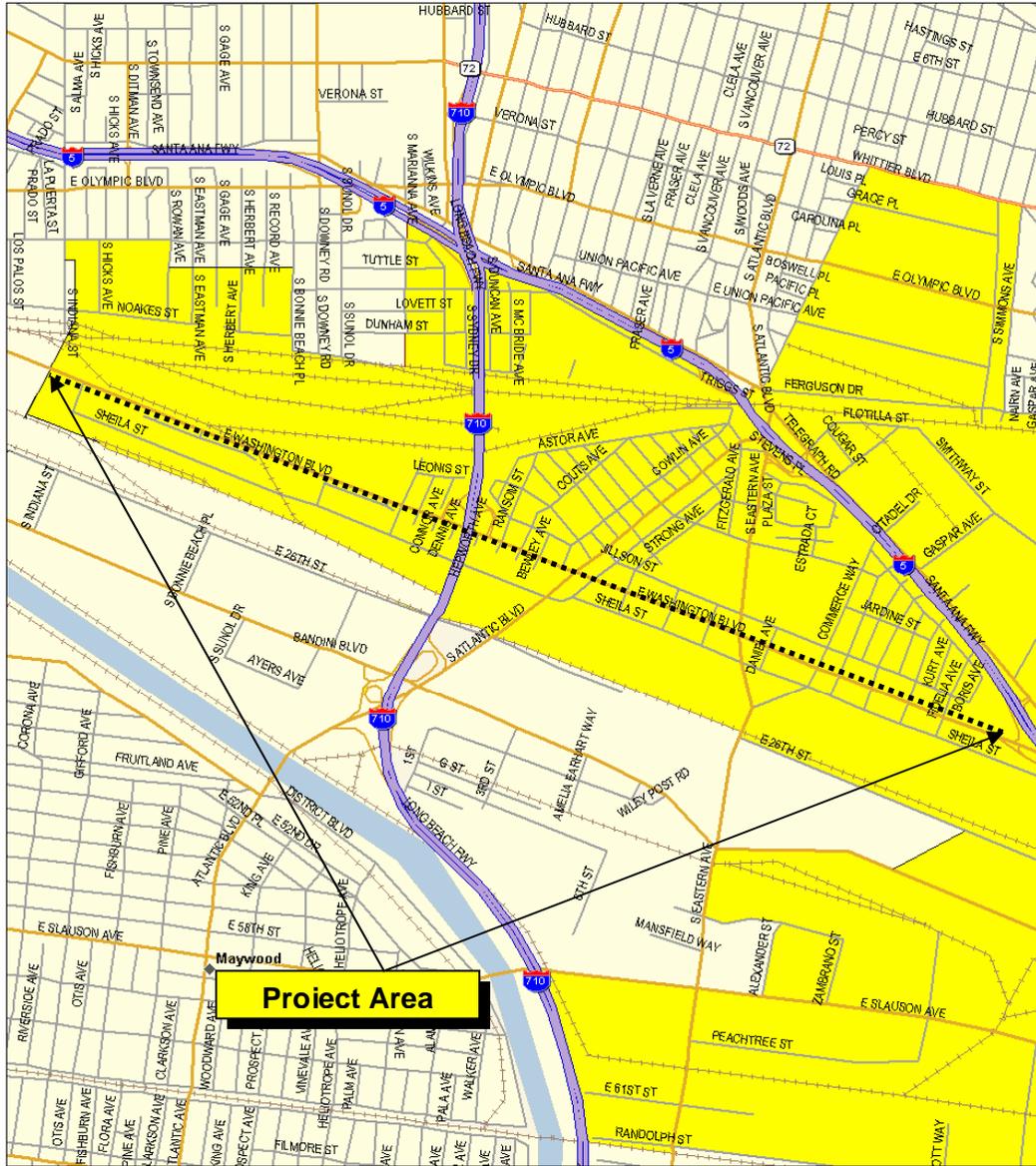


EXHIBIT 1
PROJECT AREA REGIONAL LOCATION

Comments/Explanation/Details

Attachment A – Exhibits of Project Area



★
MN (13.0° E)

0 800 1600 2400 3200 4000 ft
Data Zoom 13-0

EXHIBIT 2
PROJECT AREA LOCATION IN CITY

Comments/Explanation/Details

Attachment B – Project Description

The proposed roadway improvement project is located entirely within the City of Commerce. The portion of Washington Boulevard that is subject to the proposed construction project extends from a point located 350 feet west of Indiana Street continuing easterly to the Santa Ana (I-5) Freeway. The proposed improvements will occur within the Washington Boulevard public right-of-way. The project area has a linear length of 2.8 miles.

The proposed project involves the reconstruction of the Washington Boulevard roadway surface as well as other ancillary improvements. The existing deteriorating roadway surface is largely covered over in deteriorating asphalt surfaces that represent a hazard to vehicles using the roadway due to the roadway surface's condition. The roadway surface will be reconstructed in concrete that will effectively extend the surface life of the roadway.

This project will widen the roadway's curb-to-curb width to a total of 84 feet between the faces of the curbs. This will increase the number of travel lanes to three lanes in each direction. Traffic signals and streetlights will also be upgraded, and sidewalks damaged by tree roots will be repaired. In addition, a new landscaped median will be constructed. The existing pavement surface will be reconstructed with 10-inch thick PCC and the railroad grade crossing at Commerce Way will be reconstructed. Additionally, catch basins, cross gutters, and curb drains will be reconstructed and the roadway will be re-striped.

The proposed project is an element of a much larger Regional Transportation and Goods Movement Initiative designed to improve key transportation corridors in the Southern California region. The improvements contemplated for Washington Boulevard are specifically aimed at repairing and upgrading the existing deteriorated roadway. The Washington Boulevard roadway segment in Commerce (west of the I-5 Freeway) represents the major remaining link of the roadway that still contains two travel lanes in each direction. In addition, the obsolete and deteriorating condition of the roadway is leading to increased traffic hazards and further congestion. Finally, obsolete and inadequate pedestrian facilities, signals, and rail crossings will be upgraded to current standards.

Attachment C – Traffic Volumes and Level of Service

The traffic analysis that was recently completed as part of the project design is included as a separate document. The report indicates the operating levels of service in the 2035 build-out year will degrade without the implementation of the proposed Washington Boulevard Improvement Project. With the additional capacity afforded by the third travel lane during the peak hour periods, the build-out year 2035 levels of service with the project will be comparable to the existing level of service. The information concerning existing and future levels of service are summarized in the Table provided on the following page.

Comments/Explanation/Details

Attachment C –Traffic Volumes and Level of Service

**Table 4
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LOS
YEARS 2011 AND 2012 CONDITIONS
HCM ANALYSIS**

No.	Intersection	Peak Hour	(1) Year 2011* Existing Conditions		(2) Year 2012 Without Project Conditions		(3) Year 2012 With Project Conditions		(4) Significant Impact [(3)-(2)]	
			V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	Change in V/C	Yes/No(a)
1	Indiana Street/ Washington Boulevard	AM	0.760	B	0.770	B	0.720	B	-0.050	No
		PM	0.770	B	0.780	B	0.790	B	0.010	No
2	Oak Street/ Washington Boulevard	AM	0.550	A	0.570	A	0.380	A	-0.190	No
		PM	0.610	A	0.630	A	0.450	A	-0.180	No
3	Arrowmill Avenue/ Washington Boulevard	AM	0.620	A	0.630	A	0.440	A	-0.190	No
		PM	0.670	A	0.720	A	0.490	A	-0.230	No
4	Ayers Avenue/ Washington Boulevard	AM	0.600	A	0.610	A	0.420	A	-0.190	No
		PM	0.690	A	0.720	A	0.540	A	-0.180	No
5	I-710 SB Ramps/ Washington Boulevard	AM	1.140	E	1.180	F	0.870	C	-0.310	No
		PM	1.000	D	1.070	E	0.980	C	-0.090	No
6	I-710 NB Ramps/ Washington Boulevard	AM	0.900	C	0.940	C	0.880	C	-0.060	No
		PM	1.430	C	0.750	B	0.970	B	0.220	No
7	Atlantic Boulevard/ Washington Boulevard	AM	1.000	D	1.020	E	1.110	D	0.090	No
		PM	1.050	E	1.100	E	0.960	D	-0.140	No
8	O'neil Avenue/ Washington Boulevard	AM	0.650	A	0.670	A	0.510	A	-0.160	No
		PM	0.640	A	0.650	A	0.500	A	-0.150	No
9	Eastern Boulevard/ Washington Boulevard	AM	1.340	D	0.880	C	1.270	C	0.390	Yes
		PM	0.900	D	0.980	D	1.320	C	0.340	Yes
10	Commerce Way/ Washington Boulevard	AM	0.630	A	0.650	A	0.490	A	-0.160	No
		PM	0.640	A	0.660	A	0.490	A	-0.170	No
11	Leo Avenue/ Washington Boulevard	AM	0.710	A	0.730	A	0.500	A	-0.230	No
		PM	0.610	A	0.640	A	0.480	A	-0.160	No
12	Fidelia Avenue/ Washington Boulevard	AM	0.700	B	0.750	B	0.570	A	-0.180	No
		PM	0.820	B	0.860	B	0.690	B	-0.170	No
13	I-5 Fwy SB Ramps/ Washington Boulevard	AM	0.980	C	1.020	C	0.800	B	-0.220	No
		PM	0.960	C	0.960	C	0.980	C	0.020	No

LEGEND: * Year 2008 volumes were used for Existing 2011 conditions

Comments/Explanation/Details

Attachment C –Traffic Volumes and Level of Service

Table 5
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LOS
YEARS 2011 AND 2012
ICU AND HCM ANALYSIS

No.	Intersection	Peak Hour	Year 2011* Existing Conditions				Year 2011 Existing Sign/Out Difference [24-1]	Year 2012 Without Project Conditions				Year 2012 Without Project Sign/Out Difference [4-3]	Year 2012 With Project Conditions				Year 2012 Without Project Sign/Out Difference [64-5]			
			(1) ICU ANALYSIS		(2) HCM ANALYSIS			(3) ICU ANALYSIS		(4) HCM ANALYSIS			(5) ICU ANALYSIS		(6) HCM ANALYSIS					
			VC Ratio	LOS	VC Ratio	LOS	Change in VC	Yes/No	VC Ratio	LOS	VC Ratio	LOS	Change in VC	Yes/No	VC Ratio	LOS	VC Ratio	LOS	Change in VC	Yes/No
1	Indiana Street	AM	0.675	B	0.700	B	0.025	No	0.687	B	0.730	B	0.043	No	0.508	A	0.730	B	0.222	No
	Washington Boulevard	PM	0.676	B	0.730	B	0.054	No	0.700	B	0.730	B	0.030	No	0.507	A	0.730	B	0.223	No
2	Oak Street	AM	0.526	A	0.530	A	0.004	No	0.544	A	0.530	A	-0.014	No	0.429	A	0.530	A	0.101	No
	Washington Boulevard	PM	0.555	A	0.530	A	0.021	No	0.609	B	0.630	A	0.021	No	0.441	A	0.630	A	0.189	No
3	Franklin Avenue	AM	0.590	A	0.630	A	0.040	No	0.659	A	0.630	A	-0.029	No	0.425	A	0.630	A	0.205	No
	Washington Boulevard	PM	0.644	B	0.630	A	0.016	No	0.664	B	0.730	A	0.066	No	0.480	A	0.630	A	0.150	No
4	Agave Avenue	AM	0.535	A	0.600	A	0.061	No	0.556	A	0.570	A	0.014	No	0.419	A	0.570	A	0.151	No
	Washington Boulevard	PM	0.657	B	0.690	A	0.033	No	0.659	B	0.730	A	0.071	No	0.538	A	0.540	A	0.002	No
5	+70/58 Ramps	AM	0.712	C	1.140	E	0.368	No	0.789	C	1.070	F	0.281	No	0.651	B	0.670	C	0.019	No
	Washington Boulevard	PM	0.717	C	1.000	D	0.283	No	0.711	C	0.940	C	0.229	No	0.552	A	0.900	C	0.388	No
6	+70/58 Ramps	AM	0.607	B	0.900	C	0.293	No	0.652	B	0.730	B	0.078	No	0.622	B	0.970	B	0.348	No
	Washington Boulevard	PM	0.603	B	1.430	C	0.827	No	0.652	B	0.730	B	0.078	No	0.622	B	0.970	B	0.348	No
7	Rambo Boulevard	AM	0.945	D	1.000	D	0.055	No	0.876	D	1.020	E	0.144	No	0.730	C	1.110	D	0.380	No
	Washington Boulevard	PM	0.811	D	1.000	E	0.189	No	0.912	E	1.100	E	0.188	No	0.779	C	0.960	D	0.181	No
8	Ordeal Avenue	AM	0.522	A	0.630	A	0.098	No	0.571	A	0.670	A	0.099	No	0.442	A	0.570	A	0.068	No
	Washington Boulevard	PM	0.546	A	0.640	A	0.094	No	0.544	A	0.650	A	0.096	No	0.440	A	0.500	A	0.060	No
9	Eastern Boulevard	AM	0.622	B	1.340	D	0.668	No	0.675	B	0.800	C	0.125	No	0.539	A	1.270	C	0.711	No
	Washington Boulevard	PM	0.600	B	0.500	D	-0.100	Yes	0.705	C	0.500	D	-0.205	Yes	0.581	A	1.300	C	0.728	No
10	Commerce Way	AM	0.624	B	0.630	A	0.006	No	0.646	B	0.600	A	-0.046	No	0.520	A	0.460	A	-0.060	No
	Washington Boulevard	PM	0.640	B	0.640	A	0.000	No	0.661	B	0.600	A	-0.061	No	0.553	A	0.460	A	-0.063	No
11	Luco Avenue	AM	0.603	B	0.730	A	0.127	No	0.623	B	0.730	A	0.107	No	0.472	A	0.500	A	0.028	No
	Washington Boulevard	PM	0.565	B	0.630	A	0.064	No	0.585	A	0.640	A	0.055	No	0.440	A	0.460	A	0.020	No
12	Fisher Avenue	AM	0.615	B	0.700	B	0.085	No	0.657	B	0.730	B	0.073	No	0.496	A	0.570	A	0.074	No
	Washington Boulevard	PM	0.706	C	0.530	B	-0.174	No	0.732	C	0.600	B	-0.132	No	0.554	A	0.650	B	0.100	No
13	I-7 Fwy 58 Ramp	AM	0.633	B	0.900	C	0.267	No	0.675	B	1.020	C	0.345	No	0.670	B	0.800	B	0.130	No
	Washington Boulevard	PM	0.802	D	0.900	C	0.100	No	0.811	D	0.900	C	0.098	No	0.658	B	0.960	C	0.267	No

LEGEND: *Year 2008 volumes were used for Existing 2011 conditions

Comments/Explanation/Details

Attachment C –Traffic Volumes and Level of Service

Table 6
CALTRANS INTERSECTIONS
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LOS
YEARS 2011, 2012 & 2035
HCM ANALYSIS

No.	Intersection	Peak Hour	(1) Year 2011* Existing Conditions		(2) Year 2012 Without Project Conditions		(3) Year 2012 With Project Conditions		(4) Significant Impact [(3)-(2)]		(5) Year 2035 Without Project Conditions		(6) Year 2035 With Project Conditions		(7) Significant Impact [(6)-(5)]	
			V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	Change in V/C	Yes/No	V/C Ratio	LOS	V/C Ratio	LOS	Change in V/C	Yes/No
5	I-710 SB Ramps/ Washington Boulevard	AM	1.140	E	1.180	F	1.020	D	-0.160	No	1.420	F	1.120	D	-0.300	No
		PM	1.000	D	1.070	E	0.870	C	-0.200	No	1.350	F	1.110	E	-0.240	No
6	Washington Boulevard	AM	0.900	C	0.940	C	0.880	C	-0.060	No	1.000	D	1.020	D	0.020	No
		PM	1.450	C	0.750	B	0.970	B	0.220	No	0.960	C	0.900	C	0.040	No
13	I-5 Fwy SB Ramps/ Washington Boulevard	AM	0.960	C	1.020	C	0.900	B	-0.220	No	1.150	E	0.930	C	-0.220	No
		PM	0.960	C	0.960	C	0.960	C	0.020	No	1.150	E	1.140	E	-0.010	No

LEGEND: * Year 2008 volumes were used for Existing 2011 conditions

Comments/Explanation/Details (continued)

Attachment C – Traffic Volumes and Level of Service (continued)

The majority of the truck traffic using Washington Boulevard use that segment of Washington Boulevard located to the west of the I-710 to access the rail yards. Intersection peak hour truck volumes along this segment constitutes between 27% to 30% of the total traffic. The percentage of peak hour truck traffic at those intersections located on Washington Boulevard east of the I-710 is much lower, accounting for between 8% and 16% of the total traffic. The truck count data is summarized in the Table below. Intersections #1 and #2 are located to the west of the I-710 Freeway while intersections #3 through #5 are located to the east of the I-710 Freeway.

**Table 1
EXISTING TRAFFIC VOLUMES**

NO.	INTERSECTION	TIME PERIOD	TOTAL VOLUME [4]	TOTAL TRUCKS [5]	PERCENT TRUCK TRAFFIC
1	Indiana Street & Washington Boulevard [1]	AM Peak Hour	1,255	374	30%
		PM Peak Hour	1,667	457	27%
2	Arrowmill Avenue & Washington Boulevard [1]	AM Peak Hour	1,360	378	28%
		PM Peak Hour	1,765	511	29%
3	Atlantic Boulevard & Washington Boulevard [1]	AM Peak Hour	3,086	480	16%
		PM Peak Hour	4,042	643	16%
4	Eastern Avenue & Washington Boulevard [1]	AM Peak Hour	2,518	276	11%
		PM Peak Hour	3,092	236	8%
5	Garfield Avenue & Washington Boulevard [1]	AM Peak Hour	3,927	410	10%
		PM Peak Hour	4,217	380	9%

The I-710 SKIG project will substantially reduce truck traffic volumes at west of the I-710 Freeway since trucks will be able to access the rail yard directly from the I-710 without using Washington Boulevard. The completion of the I-710 Freeway improvement project will include a direct truck lane connection from the future dedicated truck lanes on the freeway to the rail yards. This improvement will enable truck traffic traveling to the rail yard to bypass Washington Boulevard altogether. Other freeway improvements such as the I-710 and I-5 interchange (which is now a partial interchange) will enable trucks wanting to transition from the I-710 Freeway to the southbound I-5 to avoid Washington Boulevard altogether.