
RAR

RELINQUISHMENT ASSESSMENT REPORT
For State Route 19 relinquishment

DISTRICT 7
MAY 2015



Prepared by

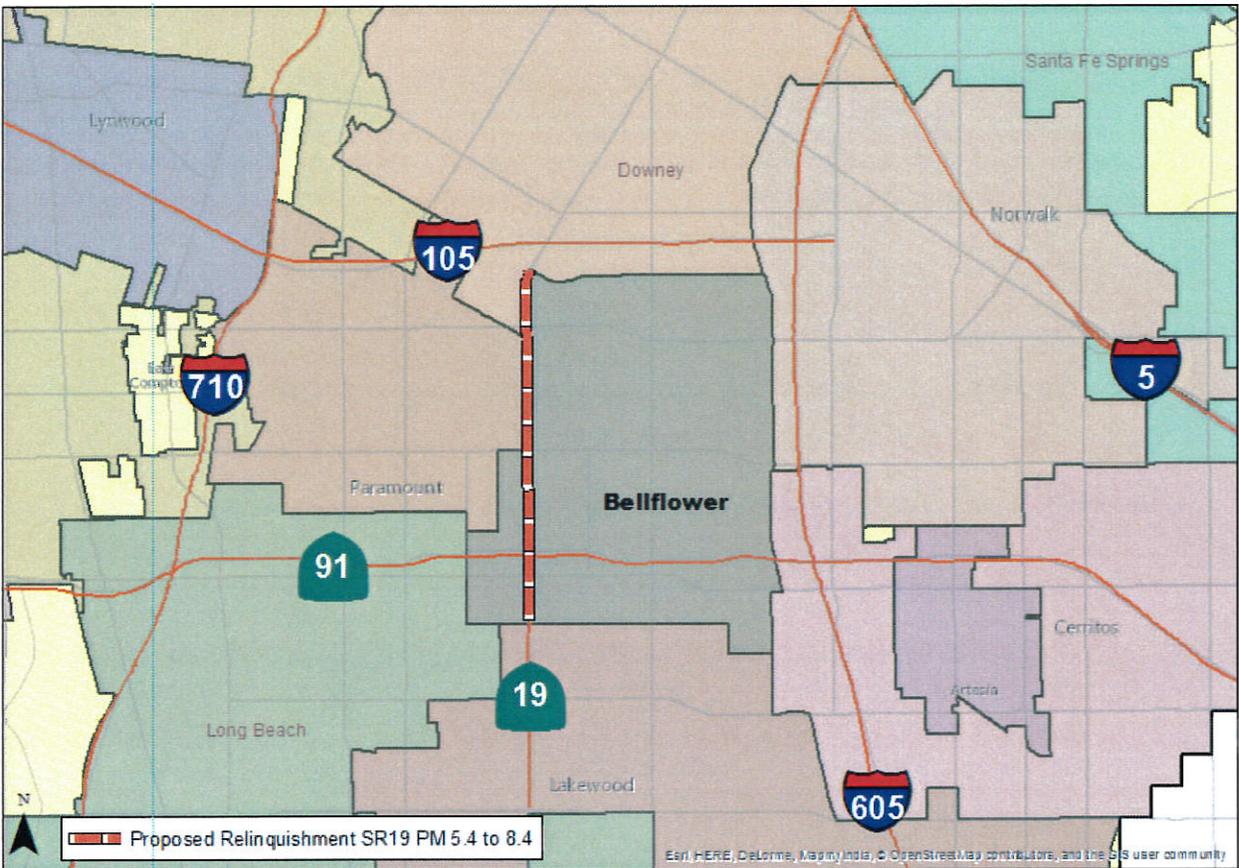
**Office of Transportation Planning
Division of Planning and Local Assistance
District 7, Department of Transportation**

REVIEWED BY
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OFFICE OF MULTIMODAL SYSTEM PLANNING





PROPOSED RELINQUISHMENT



State Route (SR) 19, (Lakewood Boulevard), from PM 5.4 to PM 8.4, is proposed to be relinquished. From PM 5.4 to PM 7.8, SR-19 is within City of Bellflower. From PM 7.8 to PM 8.4, City of Bellflower shares SR-19 R/W with City of Downey.



Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Relinquishment Assessment Report (RAR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 07 Transportation Planning Office makes every effort to ensure the accuracy and timeliness of the information contained in the RAR. The information in the RAR does not constitute a standard, or regulation, nor is it intended to address design policies and procedures.

California Department of Transportation

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.



I approve this Relinquishment Assessment Report of the proposed relinquishment of State Route 19 to the Cities of Bellflower and Downey.

Gary Slater
Deputy District Director
Division of Planning
District 07

for Carrie Bowen
District Director
District 07

Gary Slater

Date: 6-18-2015

Shirley Croate

Date: 6/24/15

Approved:

Reza Nevai

Reza Nevai
Chief, Office of Multimodal
System Planning

Date: 6/29/15

Katie Benouar

Katie Benouar
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Date: 6/30/15

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TABLE OF CONTENTS

	Page
Title Page.....	1
Signature Sheet.....	4
Table of Contents.....	5
Elements of the State Route Relinquishment Assessment Report.....	6
1. Description of Route and Basis of Request for Relinquishment.....	6
2. Route or Corridor Concept and Recommendations for Route Development.....	11
3. District coordination with RTPA's.....	19
4. Coordination with State, Federal, and Tribal Plans and Programs.....	21
5. Internal District Coordination.....	23
6. Maps and Photos.....	24
7. Attachments.....	28

Elements of the State Route Relinquishment Assessment Report

The information provided below should be used by the District and the System Planning Branch in Headquarters to determine whether there is a State Highway System need to retain state ownership of the highway or whether the facility is appropriate for relinquishment. Both the state route RAR and the park and ride lot RAR have six elements to help describe and document the relinquishment. Within each element are various actions that help describe each element. For example, element 1 of a state route relinquishment has five actions which are indicated by the letters A-E. This information is the basis of the RAR Template.

1. Description of Route and Basis of Request for Relinquishment

A. Action: provide county, route-number, post miles, functional classification, and other designations such as Surface Transportation Assistance Act (STAA) truck terminal access route, Interregional Road System (IRRS), or other designations as applicable.

- **County, Route, Post Mile and Location Description**

- County of Los Angeles, SR-19 (Lakewood Boulevard), PM 5.4–PM 8.4. This segment is approximately 3 miles long and is located, from the south, starting at City of Bellflower/City of Lakewood boundary (PM 5.4), to the northern City of Bellflower limits at Gardendale Street (PM 8.4). A small segment of SR-19 from approximately Century Blvd. (PM 7.8) to Gardendale Street (PM 8.4), shares City of Bellflower boundaries with the city limits of City of Downey inside SR-19 right of way.

- **Route Classification**

- **Functional classification:** The Functional Classification system, implemented by the Federal government in 1976 to help states and their DOT's for many years as a management tool in a variety of areas pertaining to highways. Federal, State, and local government use this tool to assign jurisdictional responsibility, allocate funds, and establish appropriate design standards for roadways.
- The Functional Classification of SR-19 is "Other Principal Arterial". SR-19 is a conventional highway type.



- **Route designations:**

- SR- 19 is federally designated as a Terminal Access Route Surface Transportation Assistance Act (STAA) truck route, which allows large trucks to operate on state routes. It is recommended that SR-19 continue to serve as a Terminal Access Route after the relinquishment is approved.
- SR-19 is not in the Interregional Road System (IRRS), and it is not a part of the Freeway and Expressway System.

B. Action: Demonstrate that the District has identified the route or route segment as a relinquishment candidate in the District System Management Plan (DSMP), Transportation Concept Report (TCR), and/or other district planning documents

- Per California Streets and Highways code, the official description of SR-19 is from Del Amo Boulevard near Long Beach to Gardendale Street/Foster Road in the Cities of Bellflower and Downey. SB 1706, Year 2001, (Attachment A) would authorize the commission to relinquish to the Cities of Bellflower and Downey the portion of Route 19 between the city's southerly city limit near Rose Street and Gardendale Street/Foster Road.
- This is the only remaining segment of SR- 19 that has not been relinquished. The Cities of Long Beach (Jan 27, 1999), Lakewood (April 9, 2012) and Pico Rivera (June 22, 2004), have accepted the relinquishment of SR-19 segments within their city limits. The majority of the segment within the City of Downey has also been relinquished (July 3, 2001), with the exception of the southbound portion of SR 19 between Century Boulevard (PM 7.8) and Gardendale Street (PM 8.4).
- SR-19 is included in the Two Tier System Report as part of the Secondary system. The District concurs with this designation; SR-19 is predominantly used for local use, as evidenced by its traffic use patterns.
- The DSMP and DSMP Project list do not have any capacity enhancement projects recommended for this route. METRO's 2009 Long Range Transportation Plan (LRTP) and SCAG's 2012-2013 Regional Transportation Plan/Sustainable Community Strategies), do not show any additional projects.

- SR-19 is included in District 7 relinquishment priority list. Ultimately, District 7 intends to relinquish all the Secondary System segments, including SR-19.

C. Action: Evaluate if the segment proposed is in fact between two logical termini and identify any issues with the proposed limits of the relinquishment. Indicate how identified issues will be addressed. Examples of issues with logical termini are relinquishments that will create a stub route, terminate in mid block or intersection, a break in extra legal truck route, etcetera.

- SR-19 proposed relinquishment is within two logical termini – within the City of Bellflower boundary lines that cross SR-19. From Lakewood/Bellflower City limits to its junction with SR-164. No issues are identified. The Route’s primary function is for local use, the relinquishment will not impact its traffic use patterns.
- On a small segment of SR-19 from approximately Century Blvd. (PM 7.8) to Gardendale Street (PM 8.4), City of Bellflower shares its boundaries with the city limits of City of Downey inside SR-19 right of way. District 7 has had previous discussions with City of Downey, and although City of Downey has not requested the relinquishment, the inclusion of this portion in the RAR at this time would establish our position regarding this segment. This would facilitate and shorten the process, once the City of Downey is re-engaged in the process.
- Ultimately, District 7 intends to relinquish all the Secondary System segments, including SR-19 and SR-164 within Los Angeles County. Due to the authority given and limitations by legislation, plus the challenges of multi-jurisdictional agreements and commitments, it is a general practice to legislatively relinquish route segments in a piece-meal fashion. Though the relinquishment of entire State Highway Route to the local jurisdiction is not occurring simultaneously, this approach would ensure that the relinquishment occurs at the earliest time possible, and avoid the potential of delay or rescission of relinquishment project.



D. Action: Describe the basis of the request for the relinquishment and identify local jurisdiction(s) requesting it. Indicate why the city or county does not want the state route designation. Explain the issues and history including request for encroachment permits and issues with approving or denying requests. Include district/local jurisdiction local development discussions, comments, and issues. Document context sensitive solutions efforts and what could and could not be resolved under state ownership of the route. Explain how the relinquishment benefits local planning and community design and circulation considerations.

- The City of Bellflower requested the relinquishment for several reasons. First, in order to participate in “Complete Street” corridor along SR-19 (Lakewood Blvd) that would run from Long Beach north to Pico Rivera, the City must have the ability to efficiently work through designs and plans on the same level as regional consultants and other participating cities in order to effectively seek funding opportunities for the project. Relinquishment of SR-19 would provide Bellflower with this flexibility. Secondly, other than the portion of SR-19 in Bellflower, and a small section in Downey, SR-19 has already been relinquished to each of the cities in the proposed corridor. Third, City of Bellflower property owners along SR-19 would be able to work directly with the City when making improvements to their property and eliminate the third party approval currently needed to do improvements in the public right-of-way. This will streamline the process for property owners, which includes several businesses. Finally, the City would be able to designate several projects to improve pedestrian and bicycle safety along SR-19. This would include working to improve the compliance with Federal ADA guidelines as well as the addition of bicycle lanes.
- The City of Bellflower also feels the relinquishment of SR-19 will help to meet the needs of and directly serve its community. The relinquishment will allow more flexibility in making future improvements to the corridor. The relinquishment of SR-19 will also facilitate the City to expedite proposed improvements and maintenance without going through the encroachment permit process, reducing delays. The relinquishment would give the City more flexibility and options for resources to expedite any proposed improvements.
- District 7 IGR/CEQA Branch has no objections to the proposed relinquishment of SR-19 in the City of Bellflower. No significant changes to the transportation/circulation system are anticipated as the result of the proposed relinquishment. No major local development projects in the City of Bellflower along SR-19 have been reviewed by the IGR Branch.



- Some current permits along SR-19:

Permit No.	Post mile	Description	Applicant
07-14-N-MC-1790	6.39	Reconstructing 4 curb ramps.	City of Bellflower
07-14-N-RT-2298	5.75	Rehabilitate 3 Districts' manholes.	LA Co. Sanitation District
07-14-6-US-2334	6.2	Aerial crossing of new fiber optic cable to existing utility poles.	Time Warner Cable
07-14-6-RW-2468	6.77	Replacing approx. 129 ft. of existing 4.8 wide sidewalk with new ADA compliant sidewalk.	Grifols, Inc.

E. Action: Identify the status of the route in the local agencies "circulation element" of the general plan and any currently applicable local planning studies or community initiatives that may impact the request.

- The relinquishment is not expected to change the status of the route in the City's General Plan. There are no known current local planning studies or community initiatives that would negatively impact the relinquishment.
- There are no known conflicts with the City's General Plan as a result of relinquishing SR-19 in the City of Bellflower. The relinquishment would benefit the local agency's planning process with an opportunity to adopt context sensitive solutions, complete streets, community design elements and incorporate local values. The relinquishment is consistent with Caltrans goal to relinquish the entire route (SR-19 and SR-164). Although SR-19 ends where it intersects SR 164 at Gallatin Rd, both routes are signed as SR-19. SR 164 was originally planned from Route 605 to Route 210. The portion of SR 164 from Route 605 to Gallatin Rd. is an unconstructed traversable road with no plans for adoption into the State Highway System.
- The City of Bellflower identifies SR-19 (Lakewood Boulevard) as a Major Arterial, designed to move relatively high volumes of traffic between freeway systems, and between the freeway and the local circulation system. Per the City of



Bellflower General Plan's Circulation Element, A Major Arterial has a recommended design volume of 36,000 vehicles per day.

- The relinquishment is not expected to change the status of the route in the City's General Plan. There are no known current local planning studies or community initiatives that would impact the relinquishment.

2. Route or Corridor Concept and Recommendations for Route Development

A. Action: Identify the route development or relinquishment recommendation in the most recent District TCR, District System Management Plan (DSMP), or other applicable internal reports or studies.

- The April 1991 TCR does not specifically mention the relinquishment of SR-19.
- The DSMP and DSMP Project List do not have any capacity enhancement projects recommended for this route. METRO's 2009 Long Range Transportation Plan (LRTP) and SCAG's 2012-2013 Regional Transportation Plan/Sustainable Community Strategies), do not show any additional projects.
- Per California Streets and Highways code, the official description of SR 19 is from Del Amo Boulevard near Long Beach to Gardendale Street/Foster Road in the Cities of Bellflower and Downey. SB 1706, Year 2001, (Attachment A) would authorize to relinquish to the City of Bellflower the portion of Route 19 between the city's southerly city limit near Rose Street and Gardendale Street/Foster Road.
- No significant changes to the highway system would be anticipated as a result of the relinquishment.

B. Action: Describe current and projected future traffic and components of the traffic stream (5-plus axle trucks) for the route, as it exists on the State Highway System and any system restrictions for large trucks. Identify how this is forecasted to change based on the relinquishment.

- Caltrans Truck data on SR-19 shown in the “2013 Annual Average Daily Truck Traffic on California State Highways” ranges from 48,000 vehicles South of Route 91 to 29,500 vehicles North of Route 91.
 - The truck AADT South of SR-91 is 1070 trucks, or 2.23 percent of total AADT. Of these, 72.41 percent are 2-axle, 10.75 are 3-axle, 2.80 are 4-axle, and 14.04 are 5-axle.
 - The truck AADT North of SR-91 is 777 trucks, or 2.63 percent of total AADT. Of these, 70.85 percent are 2-axle, 12.31 percent are 3-axle, 2.53 percent are 4-axle, and 14.31 percent are 5-axle.
- No significant changes to the current or future highway and circulation system would be anticipated as a result of the relinquishment.
- No truck restriction is currently imposed on this segment of SR-19. There is no known plan to restrict truck access by the City of Bellflower upon the relinquishment. It is recommended that SR-19 continue to serve as a Terminal Access Route after the relinquishment is approved.

C. Action: Identify the primary origins and destinations for travel on the route segment in terms of interregional and major regional trips and sub area functions that may impact relinquishment considerations, for example, connectivity to a regional mall, a regional area industrial park, regional airport, and other functions.

- SR-19 serves five southern California cities, provides shipping and commuter access to the Long Beach Marine Stadium, beaches, California State University, Long Beach, Veterans Administration Hospital in Long Beach, Long Beach Municipal Airport, Veterans Memorial Stadium, Long Beach City College, Rockwell International Space Division, Downey Community Hospital, Pico Rivera Hospital, Whittier Narrows Recreational Area and numerous small businesses along the route. It also provides access to several state routes such as, Highways 1, I-5, I-105, I-405, SR-1, SR-72, SR-91 and SR-164. There is a Park-and-Ride lot providing spaces for Express Bus Service on Lakewood Blvd. Bicycle use is permitted on SR-19.
- **Primary Origins/Destinations of the segment to relinquish**
 - Major retail: Lakewood Center Mall is south of relinquishment area.
 - The Green line rail Norwalk station and carpool parking lot are located approximately 2.7 miles North/East of City limits.
 - Long Beach City College and Lakewood Golf Course are located approximately 3 miles South of City limits.



- The Long Beach Municipal Airport is located approximately 4 miles South of City limits. This facility offers nation-wide domestic flights.
 - Boeing Corporation (a major employment attractor) is located approximately 3 miles south of the relinquishment area.
- **Current Transit**
 - Metro Local 266 line travels north/south along Lakewood Blvd.
 - **East/west Transit lines crossing Lakewood Blvd:**
 - Metro Local 130 line at Artesia Blvd.
 - Metro Local 128 line at Alondra Blvd.
 - Metro Local 127 at Somerset Blvd.
 - Metro Local 25 at Rosecrans Blvd.
 - Very little or no impact to transit is expected from the relinquishment. Any future impacts will occur as a result of Metro or Long Beach transit changes to the existing lines or adding new lines, if needed. Metro re-evaluates all lines biannually in December and June. Poor performing (low ridership) lines are either canceled or rerouted in hopes of increasing performance. Long Beach Transit also conducts periodic service assessments.
 - A balance is expected between increased gas prices and periodic fare increases. As gas prices increase, a small percentage of riders turn to transit. However, as with any increase in transit fares, a small percentage (conservatively 1 to 2 percent, depending on the fare increase) of transit riders will forego public transportation and find other modes, usually returning to driving alone, carpooling, bicycling or even walking if the distance is short enough. These increases not only affect home/work trips, but also students, the elderly and the transit dependent.
 - No impact to the regional and interregional transportation system would be anticipated if SR-19 is relinquished.

D. Action: Identify issues that could negatively impact interregional or regional travel and connectivity, inter-modal transfer for freight, and other functions. Identify how the concerns will be addressed. This includes potential local restriction of truck access and truck delivery issues.

- Use of this route for long haul trucking purposes has not been a primary use of SR-19, given other Freeway options, the urbanized nature of this portion of the route and the need for frequent stops on an urban arterial street.
- Relinquishment of this route is not expected to negatively impact interregional, regional travel, connectivity or the trucking industry because its design limits use of this facility for this purpose.

E. Action: Identify if the relinquishment is expected to cause diversion of interregional and regional trips (including large trucks) to other state routes or local arterials thus creating a potential need for additional improvements to accommodate increased travel demand on other routes.

- No diversion is anticipated. It is not anticipated that City of Bellflower will have access restriction through this segment.
- Relinquishment of this route is not expected to negatively impact interregional or regional travel and connectivity or the trucking industry because its design limits use of this facility for this purpose.
- Interregional and regional travel is accommodated from North – South by I-605 (San Gabriel River Freeway) and I-710 (Long Beach Freeway); and from East to West, by SR-91 (Artesia Freeway) and I-105 (Glenn Anderson Freeway), which is located just to the north of the proposed relinquishment.
- District 7 Regional Planning identifies no negative issues regarding this relinquishment.

F. Action: Identify any compatibility issues for adjoining jurisdictions created by the proposed relinquishment (such as gaps created by the relinquishment). For example, will a relinquishment terminate at an intersection or mid-way in an identified bikeway segment creating potential traveler confusion or difference in design standards? Identify how compatibility issues will be resolved.

- No compatibility issues exist. SR-19 is proposed to be relinquished and lies mostly within the City of Bellflower, and terminates at logical points, from city limits to city limits. A small segment of SR-19 from approximately Century Blvd. (PM 7.8) to Gardendale Street (PM 8.4), shares City of Bellflower boundaries with the city limits of City of Downey inside SR-19 right of way. This RAR proposes to assess the entire remaining portion of SR-19. The City of Downey

has not formally expressed interest in pursuing relinquishment of the remaining portion of SR-19 within its city limits. However, District 7 has had previous discussions with City of Downey, and although the City of Downey has not requested the relinquishment, the inclusion of this portion of SR-19 in the RAR at this time would establish our position regarding this segment. This would facilitate and shorten the process, once City of Downey is re-engaged in the process.

G. Action: Identify any issues with signs, pavement markings, signal coordination and control along the route and existing agreements with local jurisdictions that will need to be modified as a result of the relinquishment. Identify recommended actions to resolve.

- The relinquishment of SR-19 would allow the City of Bellflower, from a maintenance perspective; to program the roads into its Pavement Management System database and incorporate it into the City’s long-term arterial maintenance program. The City would also eliminate the use of Caltrans signal maintenance for traffic signals and incorporate the maintenance into the City’s existing program.
- Caltrans has eight traffic signals along SR-19 within the proposed Relinquishment, as shown on the table below. There are two traffic signals for the two ramps at Eastbound and Westbound SR-91. Westbound off ramp signal control ramp and at nearby Park street. Caltrans will keep these two signals for better operation of the off ramp.

No.	CT District	CO.	RTE	PRE FIX	POST MILE	DIRECTION	LOCATION	Area Engineer
1	7	LA	19	R	5.890	LAKWOOD BL	LAKWOOD BL AT ARTESIA BL	Lap Nguyen
2	7	LA	19	R	6.380	LAKWOOD BL	LAKWOOD BLVD AT FLOWER AVE	Lap Nguyen
3	7	LA	19	R	6.890	LAKWOOD BL	LAKWOOD AT ALONDRA BL	Lap Nguyen
4	7	LA	19	R	7.266	LAKWOOD BL	PASEO STREET	Lap Nguyen
5	7	LA	19	R	7.403	LAKWOOD BL	LAKWOOD BL AT SOMERSET BL	Lap Nguyen
6	7	LA	19	R	7.600	LAKWOOD BL	LAKWOOD BLVD AT PARAMOUNT PL	Lap Nguyen
7	7	LA	19	R	7.900	LAKWOOD BL	LAKWOOD BLVD AT ROSECRANS BL	Lap Nguyen
8	7	LA	19	R	8.360	LAKWOOD BL	LAKWOOD AND GARDENDALE	Lap Nguyen



H. Action: Identify actions that may be needed to advise interregional travelers and the trucking industry on connecting routes if the segment recommended for relinquishment will impact throughput or connecting trips (based on anticipated or known local redesign and development plans). Include justification for creating this impact; for example, requiring an extra legal transportation permit from local jurisdictions.

- No notification need is currently foreseen, as through and connecting truck trips must still be accommodated, given the commercial properties adjacent to SR-19. Other vehicles can access any route open to trucks.

I. Action: Identify any Department of Transportation funded studies ongoing or completed that impact the route portion (Environmental Justice, Community Planning, State Planning, Research Innovation and System Information, etc.) and related recommendations.

- The Office of Projects and Special Studies presented no projects or documents being prepared that may impact this relinquishment.
- No other Units contacted have indicated that there are any studies that may impact this relinquishment.

J. Action: Identify adjacent local agency position(s) on the relinquishment and how they have been coordinated and addressed between jurisdictions. This should include tribal governments and law enforcement where applicable.

- No adjacent agencies will be negatively impacted by this relinquishment. The entire relinquishment lies within the City of Bellflower, except for a small segment of SR-19 from approximately Century Blvd. (PM 7.8) to Gardendale Street (PM 8.4), where City of Bellflower shares boundaries with the city limits of City of Downey inside SR-19 right of way.
- The City of Downey has not formally expressed interest in pursuing the relinquishment of the remaining portion of SR-19 within its city limits. However, District 7 has had previous discussions with City of Downey, and although the City of Downey has not requested the relinquishment, the inclusion of this portion of SR-19 in the RAR at this time would establish our position regarding

this segment. This would facilitate and shorten the process, once the City of Downey is re-engaged in the process.

- The City of Paramount is supportive of SR-19 relinquishment.

K. Action: Identify potential liability issues of relinquishment including but not limited to seismic zones, inundation, and issues pertaining to the American Disabilities Act (ADA).

- SR-19 is located in Los Angeles County, an area prone to earthquake activity. Per the California Department of Conservation, both City of Bellflower and City of Downey are located in a liquefaction zone. This should not negatively impact this relinquishment. SR-19 proposed relinquishment is within City of Bellflower and City of Downey boundaries, and the Cities are aware of seismic conditions in the area. The department of conservation makes maps available to the public and jurisdictions at the following link:
<http://www.conservation.ca.gov/cgs/rghm/ap/Pages/Index.aspx>
- The complete route is within Seismic Zone 4 (.040 g).
- The closest fault zone to SR-19 is the Elsinore fault zone, Whittier section.
 - The Elsinore Fault Zone is a large right-lateral strike-slip fault. The fault is part of the trilateral split of the San Andreas Fault system and is one of the largest, though quietest faults in Southern California Approximately 4 km.
 - Fault activity shows quaternary faults less than 15,000 years.
 - 1- 5 mm/yr. slip rate.
- SR-19 is not within a flood zone, as determined by the Los Angeles County Department of Public Works Flood Zone Determination Website:
<http://dpw.lacounty.gov/wmd/floodzone/>
- The requirement to provide equivalent access to facilities for all individuals, regardless of disability, is stated in several laws adopted at both the State and Federal level. Two of the most notable references are The Americans with Disabilities Act of 1990 (ADA) which was enacted by the Federal Government and

took effect on January 26, 1992, and Section 4450 of the California Government Code.

- ADA standards are required on all new resurfacing projects.
- Relinquishment of SR-19 would allow the City of Bellflower to directly pursue funding opportunities to improve the sidewalk and crosswalk design, either independently or as a part of a regional group. The City feels the process of bringing these types of projects to fruition will become more efficient as well.
- The Office of Caltrans Structure Maintenance does not have any concerns regarding this relinquishment.

L. Action: Identify any environmental issues.

- Los Angeles County is known for traffic congestion and its impacts. Pollution of various types is typical in this region. Air quality, noise and water pollution are common. Below is the latest California Air Resources Board attainment/nonattainment status of SR-19 Corridor which falls in the South Coast Air Basin.

▪ **POLLUTANTS STATE DESIGNATION**

- | | |
|----------------|----------------|
| ○ Ozone (1hr) | -Nonattainment |
| ○ Ozone (8hr) | -Nonattainment |
| ○ CO (8hr) | -Attainment |
| ○ PM10 (24hr) | -Nonattainment |
| ○ PM2.5 (24hr) | -Nonattainment |
| ○ NO2 (Annual) | -Attainment |
| ○ SO2 (1hr) | -Attainment |
| ○ Lead | -Attainment |

M. Action: Identify coordination with transit agencies that may provide service on the segment.

- Caltrans staff has been in contact and has requested comments from Los Angeles County Metropolitan Transportation Authority (METRO). The agency has no ongoing or planned projects along SR-19 and has no objections to the proposed relinquishment.



N. Action: Identify coordination with neighboring Caltrans districts that may be affected by the relinquishment.

- SR-19 is centrally located within Caltrans District 7. No neighboring District will be affected.

3. **District Coordination with RTPA's**

A. Action: Identify steps the district has taken to coordinate the relinquishment request with the Regional Transportation Planning Agency (RTPA) and/or Metropolitan Planning Organization (MPO).

- Caltrans staff has been in contact and has requested comments regarding this proposed relinquishment from both Los Angeles County Metropolitan Transportation Authority (METRO), and The Southern California Association of Governments (SCAG), as well as the Gateway Cities Council of Governments.
- METRO has no ongoing or planned projects along SR-19 and has no objections to the proposed relinquishment.
- SCAG has reviewed this proposed relinquishment, and found that a specific route development strategy for SR-19 was not identified as part of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and have no objections to this proposed relinquishment.

B. Action: Identify the route development strategy in the Regional Transportation Plan and any supportive or contrary recommendations on the relinquishments.

- A specific route development strategy for SR-19 was not prepared as part of SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS).
- SCAG, as well as Metro, support strategies and projects that promote various modes of transportation, such as walking and bicycling.



- SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) invests \$6.7 billion towards increasing bikeways, bringing sidewalks into compliance with Americans with Disabilities Act, safety improvements and other Active Transportation Strategies. SCAG supports and encourages implementation of Complete Streets policies in the 2012–2035 RTP/SCS.

C. Action: Describe District actions to provide relinquishment information and recommendations to the regional agency Technical Advisory Committee (TAC) and other applicable groups.

- District staff has contacted Metro's Technical Advisory Committee, to advise of the SR-19 relinquishment, and request comments. Metro does not anticipate any negative impact resulting from this relinquishment. Additionally, District staff has contacted and informed the planning agencies responsible for this region (SCAG, METRO, and the Gateway Cities Council of Governments) regarding the relinquishment of SR-19. There has been no negative feedback regarding this relinquishment.

D. Action: Identify regional studies that include the proposed route or route segment. Do the recommendations in these studies support, or run contrary to, the relinquishment request?

- Caltrans District 7 maintains and prepares various documents such as the Transportation Concept Report (TCR), Corridor System Management Plan (CSMP), District System Management Plan (DSMP) and others that are constantly coordinated with SCAG, Metro and locally impacted partners. The relinquishment of SR-19 is consistent with transportation planning's efforts for comprehensive congestion management.
- Caltrans District 7 Regional Planning does not identify any issues that impact this relinquishment.
- METRO's Highway Program has no ongoing or planned projects on Lakewood Blvd. and has no objections to the proposed relinquishment.



4. Coordination with State, Federal, and Tribal Plans and Programs

A. Action: Identify any known plans from other State agencies, departments, local agencies, or non-profits that would potentially impact (or would be impacted by) the relinquishment decision. (e.g. - coastal plans, truck routes, bike plans, pedestrian plans, environmental mitigation).

- The Bellflower Pedestrian and Bicycle Trail (signed: Bellflower Bike Trail) is a new 2.3 mile blacktop multipurpose trail, which was dedicated in November 2009. It follows the Right of Way of the old Pacific Electric Railway (the Red Cars) across Bellflower. At its zenith in 1925, the PER had over a thousand miles of interurban track in Southern California. The old rails are still there along the trail in many places.

The trail begins at the Ruth R. Caruthers Park and Bellflower Skate Park on the banks of the San Gabriel River. It ends on SR-19 (Lakewood Blvd) at Paseo St. at the border of the City of Paramount. The Right of Way continues across Paramount to be lost at the 105 Freeway on the far side of the L. A. River. The other end continues 16 miles beyond Caruthers Park to end in Santa Ana. Across the river and accessible via a bridge at the park is the 38 mile long San Gabriel River Trail.

The trail has two, five foot striped bike lanes and a four foot pedestrian lane. These are separated by a small strip of decomposed granite. The street crossings are on-grade cross at the light crossings.

- This relinquishment is not anticipated to negatively impact this facility.
- No other known plans other than those already identified in this RAR.

B. Action: Identify any state regulatory agencies that may require input on the relinquishment such as the Coastal Commission, California Environmental Protection Agency.

- SR-19 within the city limits of Bellflower and Downey is outside of the coastal zone boundaries.



C. Action: Identify projects that are now programmed or planned on the State Highway System within the area or in adjacent segments that may be impacted by the relinquishment. Include all programs regardless of funding type (STIP, SHOPP, Local Programs – CMAQ, and RSTP) and include transit capital projects as applicable.

- Current Projects:
 - PID 0712000015 – Upgrade Curb Ramps and Sidewalk (ADA Standards)
 - Project Manager: Ojas J Sheth
 - Status: Phase 0 (Estimated completion 2018)
 - Cost: \$3.417 Million
- No other significant projects were identified.

D. Action: Identify coordination and formal consultation with Native American Tribal Governments that may be affected by the relinquishment.

- No Native American Tribal Governments will be affected by this relinquishment

E. Action: Identify coordination with Federal Agencies (National Park Service, Department of Defense, and Bureau of Land Management).

- SR-19 does not impact any access to lands that are part of the National Park Service, or the Bureau of Land Management.
- SR-19 does not connect to any military bases or part of the Strategic Highway Network, and is not identified as part of the STRAHNET network.

5. Internal District Coordination

A. Action: Identify the functional unit in the district, project manager for the relinquishment package, and the staff contact person for questions on SHS evaluation.

- For relinquishment, contact Richard Chiang, Assistant Relinquishment Program Advisor, (213) 897-3768.
- For Project Manager, contact Ojas Sheth, (213) 897-8595.
- For System Analysis, Neil Hashiba, (213) 897-4369, Branch Chief, Transportation System Information (TSI), Office of System Planning, Division of Planning, Public Transportation and Local Assistance.

B. Action: Identify the responsible unit and individual for coordinating the revised state highway information based on the proposed relinquished segment within the district (Maintenance, Traffic Operations Design, etc.) and headquarters division. Ensure local enforcement and safety agencies are informed of the change in route status when it occurs.

- Ojas Sheth, Project Manager, (213) 897-8595.

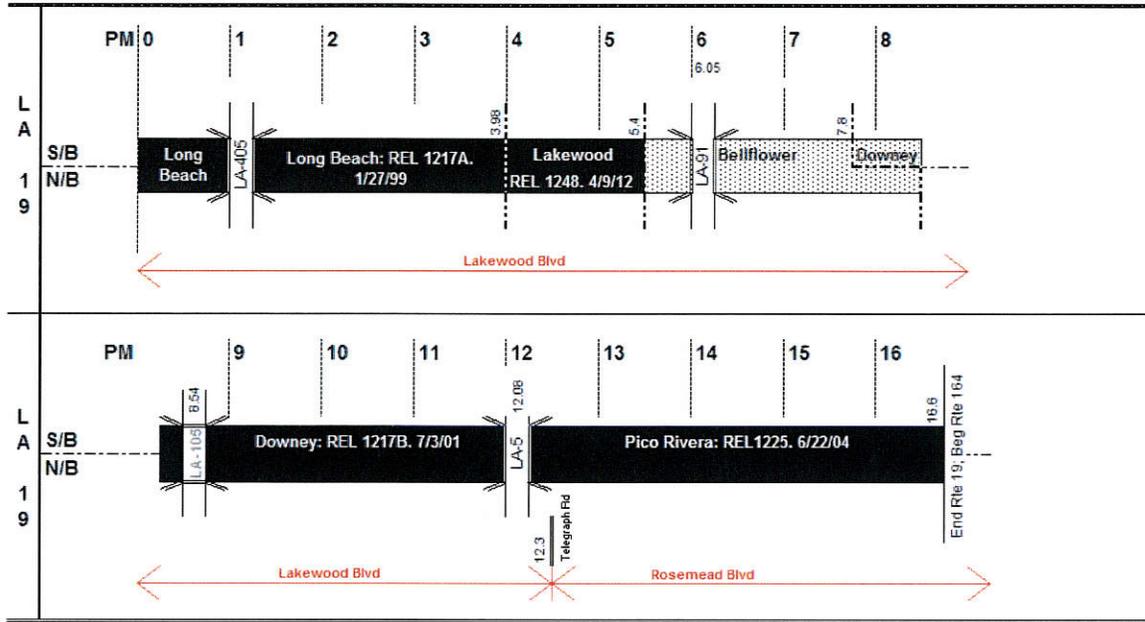
C. Action: Identify functional unit and responsible position in the district for ensuring that the State Highway Inventory accurately reflects the relinquished segment post miles with final approval.

- Neil Hashiba, (213) 897-4369, Branch Chief, Transportation System Information (TSI), Office of System Planning, Division of Planning, Public Transportation and Local Assistance.



District 7 Legislative Deletion Relinquishment Status
 Status as of January 2015

Legend: Relinquished In Negotiation w/ Local Agency
 Local Agency Expressed Interest in Relinquishment
 Access Controlled (Freeway) Expressway



B. Action: Provide photos that support the analysis within the RAR.

Photos of Proposed Termini of Relinquishment
SR-19

North Termini at Gardendale St. (SR-19)





South Termini at Bellflower/Lakewood City limits



ATTACHMENT A

BILL NUMBER: AB 1706 CHAPTERED
BILL TEXT (excerpt)

CHAPTER 597
FILED WITH SECRETARY OF STATE OCTOBER 9, 2001
APPROVED BY GOVERNOR OCTOBER 7, 2001
PASSED THE ASSEMBLY SEPTEMBER 14, 2001
PASSED THE SENATE SEPTEMBER 12, 2001
AMENDED IN SENATE SEPTEMBER 7, 2001
AMENDED IN SENATE SEPTEMBER 5, 2001
AMENDED IN SENATE AUGUST 27, 2001
AMENDED IN SENATE AUGUST 20, 2001
AMENDED IN SENATE JUNE 25, 2001
AMENDED IN ASSEMBLY APRIL 16, 2001

INTRODUCED BY Committee on Transportation (Dutra (Chair),
Firebaugh, Florez, Havice, Kehoe, Liu, Longville, Nakano, Oropeza,
Simitian, Strom-Martin, and Vargas)

MARCH 7, 2001

An act to amend Section 13401.3 of the Corporations Code, to amend Sections 14036 and 65089 of, to repeal Sections 14529.5 and 14529.14 of, and to repeal Chapter 5 (commencing with Section 14560) of Part 5.3 of Division 3 of Title 2 of, the Government Code, to amend Section 39 of the Harbors and Navigation Code, to amend Sections 98005, 99317.1, 99317.8, 99317.9, 99317.10, 99318.1, and 99319 of, and to repeal Sections 99317.2 and 99318.4 of, the Public Utilities Code, and to amend Sections 182.7, 182.8, 319, 2108, and 2121 of, and to repeal Sections 172, 183.3, 188.6, and 2105.1 of, the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1706, Committee on Transportation. Transportation:
corporations: state contracting.

(1) Existing law provides for public transit and streets and highways and funding for those purposes.

This bill would make technical corrections and delete obsolete provisions in existing law relating to public transit and streets and highways.

(2) Under the Moscone-Knox Professional Corporation Act, "professional services" is defined to include, among other things, services licensed, certificated, and registered under the Yacht and Ship Brokers Act.

This bill would make a needed correction in that definition.

(3) Existing law provides that a project subject to the

jurisdiction of the Department of Boating and Waterways and governed by the Harbors and Navigation Code is subject to the State Contract Act.

This bill would correct a cross-reference in that provision and delete obsolete language.

(4) Existing law defines "transit" for purposes of provisions authorizing the formation of the Santa Cruz Metropolitan Transit District.

This bill would revise the definition to specifically include rapid transit.

(5) Existing law authorizes the California Transportation Commission to offer to exchange funds from the Traffic Congestion Relief Fund for regional surface transportation program and congestion mitigation and air quality program apportionments received as local assistance by regional transportation planning agencies. The Department of Transportation is required to repay to the fund all funds received as federal reimbursements for funds exchanged as they are received from the Federal Highway Administration.

This bill instead would require the department to repay from the State Highway Account in the State Transportation Fund to the Traffic Congestion Relief Fund all funds received as federal reimbursements, as they are received, for funds exchanged under the exchange program, except that the repayments are not required to be made more frequently than on a quarterly basis.

(6) Existing law requires the California Transportation Commission to relinquish to any city or county any portion of any state highway within the city or county that has been deleted from the state highway system by legislative enactment. Existing law authorizes the relinquishment to the City of Downey of the portion of Route 19 located between Gardendale Street and Telegraph Boulevard, upon terms and conditions the commission finds to be in the best interests of the state.

This bill, instead, would authorize the relinquishment to the City of Downey of the portion of Route 19 located between Century Boulevard and Telegraph Road within that city, upon terms and conditions the commission finds to be in the best interests of the state and pursuant to the terms of a cooperative agreement between the city and the Department of Transportation. The bill would similarly authorize the relinquishment to the City of Bellflower of the portion of Route 19 located between the southerly city limit of the City of Bellflower near Rose Avenue and Foster Road within that city. Each relinquishment would become effective immediately following the county recorder's recordation of the relinquishment resolution containing the commission's approval of the terms and conditions of the relinquishment.

Please see the following link for the full text:

http://www.leginfo.ca.gov/pub/01-02/bill/asm/ab_1701-1750/ab_1706_bill_20011009_chaptered.html