Transportation Concept Report
ROUTE 57
District 7
June 2015

Approvals:

for Carrie Bowen
District Director
Date: 5/26/15

Gary T. Slater
Deputy District Director
Planning, Public Transportation & Local Assistance
Date: 5/26/15

DISCLAIMER

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 Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 7 Division of Planning and Local Assistance makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

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

California Department of Transportation

TABLE OF CONTENTS

About the Transportation Concept Report	1
Stakeholder Participation	2
Executive Summary	3-5
Corridor Overview/ Route Segmentation	6-7
Route Description	8-9
Community Characteristics and Land Use	10-15
System Characteristics	16
Ramp Meters Listing	16
Transportation System Management and Operations (TSM&O), Active Transportation, Transit Facility and Freight	17-22
Environmental Considerations	22
Corridor Performance	23
Corridor Concept/Concept Rationale	24
Planned and Programmed Projects and Strategies	25-26
Conclusion	26-27
Appendix A: Glossary of Terms and Acronyms, Definitions and Resources	28-31

ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) by identifying deficiencies and proposing improvements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' major goals of safety, efficiency, sustainability, system performance and excellence.

The System Planning process is primarily composed of several parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP) and the Priority Listing of Projects for the District (formerly known as the Transportation System Development Plan).

The District wide DSMP is a strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The TCR is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The CSMP is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The Priority Listing of Projects is a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for public/stakeholders, the regional and local agencies.

TCR Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by law and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, stewardship and efficiency, sustainability, livability and economy, and system performance.

STAKEHOLDER PARTICIPATION

Stakeholder participation was sought throughout the development of the SR-57 TCR. Outreach involved internal and external stakeholders.

Both internal and external stakeholders including MPO and RTPAs were asked to review the document for comments, edits, and for consistency with the intent of existing plans, policies, and procedures. The process of including and working closely with stakeholders adds value to the TCR, allows for outside input and ideas to be reflected in the document, increases credibility and helps strengthen public supports and trust.

EXECUTIVE SUMMARY

The main purpose of this TCR is to evaluate current and projected conditions along the route and suggest a configuration for SR-57 that will meet projected demand. Historically the freeway system in Southern California is highly congested and this trend will continue into the future. Due to financial, environmental, right of way and political constraints, it is very difficult for Caltrans to continue to add more lanes to the system. Recognizing these constraints, the planned/programmed projects and strategies in the TCR are within a framework of programming and implementation constraints and regional policy.

In addition to these planned/programmed projects and strategies, the TCR also suggests a configuration for SR-57 that will meet future demand on this route. The suggested configuration is meant only to show the severity of future conditions and what it would take to attain that LOS. It is our Mission to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The SR-57 TCR is divided into several major sections; three of the sections – the Corridor Performance, System Characteristics and Corridor Concept – are the core of the document. The remaining sections provide a context for analyzing the SR-57 corridor and document the data resources.

Concept Summary Table

CONCEPT – 2035 FACILITY

Segment	ADT	Dir. Split	Peak Hour	Truck Peak Hour	2035 Baseline RTP*		Concept LOS "D" Attainment*	Concept LOS "F0" Attainment*
					10			
1 (Orange County Line to SR-60)	287,000	56.7%	22,100 (7.7%)	870 (3.9%)	V/C	LOS	16	12
					1.29	F1		
					8			
2 (SR-60 to I-10/SR-71)	122,300	58.6%	9,600 (7.9%)	490 (5.1%)	V/C	LOS	8	8
					0.81	D		
					8			
3 (I-10/SR-71 to I-210)	141,800	57.3%	10,450 (7.4%)	610 (5.9%)	V/C	LOS	8	8
					0.73	C		

Source: SCAG's 2012-2035 RTP/SCS

** The number of lanes in the LOS D Attainment column is for both directions. LOS D Attainment indicate how many lanes it would require to achieve LOS D. It is meant to show the severity of future conditions and what it would take to achieve LOS D. Caltrans is not suggesting that it is our plan to build the facility to achieve the LOS D.*

** The number of lanes in the LOS F0 attainment column is for both directions. The data in the LOS FO attainment column is only meant to show the severity of congestion on our system and what it would require to achieve that level of service. We recognize the difficulty in achieving the desired LOS given the financial, environmental, right of way and political constraints.*

** Sometimes the model output implies that there would be aux. lanes (each direction) and aux. lanes are given only half capacity. That is why there are instances where we have odd number of lanes for both direction.*

** The 2035 Baseline includes all planned and programmed projects in the SCAG's 2012-2035 RTP/SCS*

** For consistency with the SCAG's 2012-2035 RTP/SCS, year 2008 and 2035 were used.*

** 2008 & 2035 data are derived from the SCAG's 2012-2035 RTP/SCS model. Data in this report is meant to be used for comparision purposes only and are not to be use for specific projects without further analysis.*

Concept Rationale

SR-57 is a major north-south state route that traverses through Los Angeles County and is used for international, interstate, interregional and intraregional travel. In addition, it is used as a commuter route.

The route is part of the California Freeway and Expressway System.

Traffic volume is forecasted to increase on SR-57 in 2035 and will require additional lanes to achieve an acceptable concept level of service. Several capacity improvements are planned, programmed, and recommended for this corridor.

Proposed Projects and Strategies

There are several capacity increasing and mainline improvements planned or programmed for SR-57 throughout the corridor in the SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

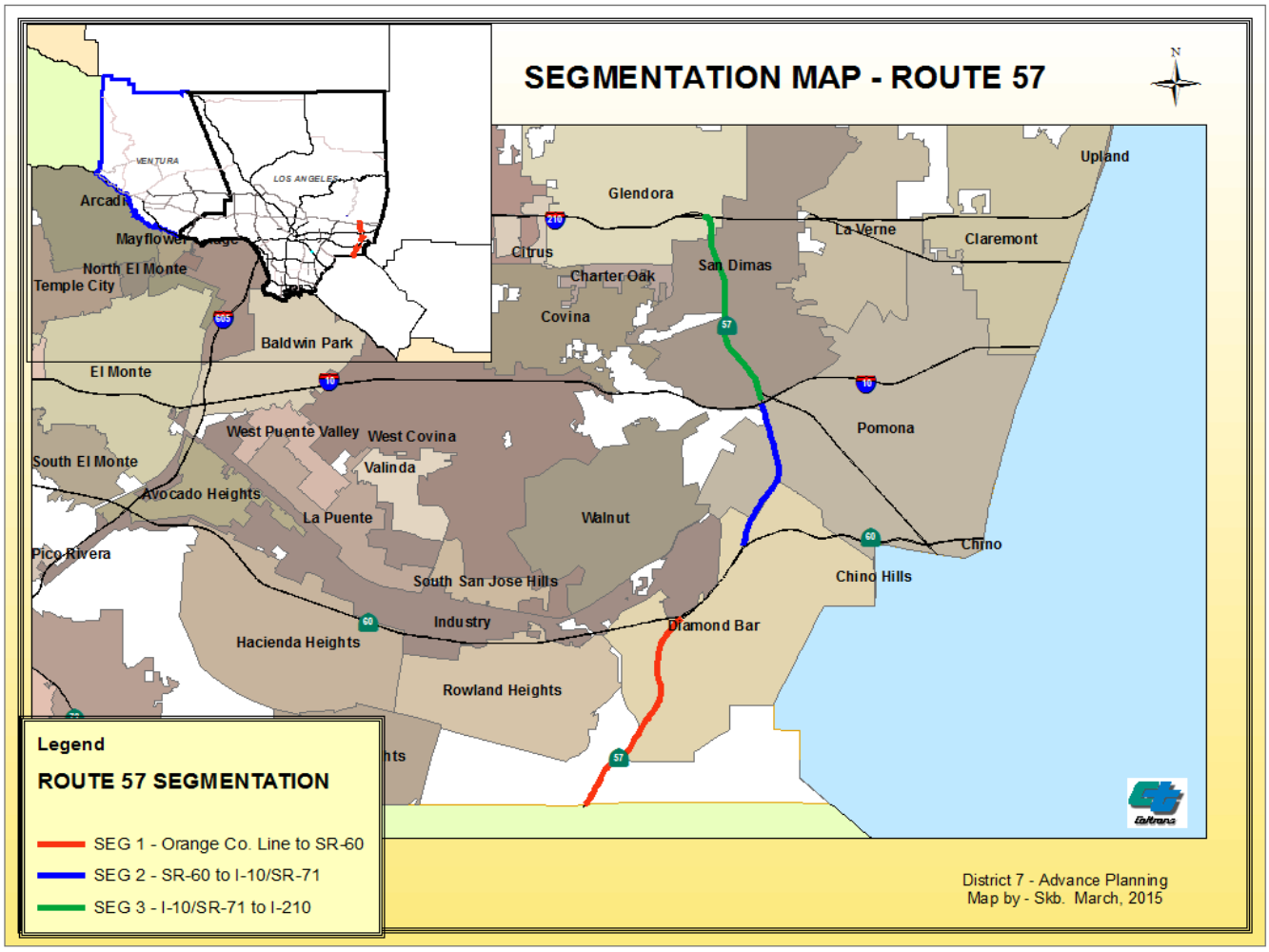
CORRIDOR OVERVIEW

ROUTE SEGMENTATION

SEGMENTS	DESCRIPTION	BEGIN PM	END PM	NO. OF LANES (each dir.)
1	Orange County Line to SR-60	R 0.00	R 4.51	4+1
2	SR-60 To I-10/SR-71	R 4.51	R 7.71	4
3	I-10/SR-71 to I-210	R 7.71	R 11.79	4

* SR-57 and SR-60 combine in a common alignment for a distance of 1.9 miles (between segment 1 and 2)

SR-57 Segment Map



ROUTE DESCRIPTION

Pursuant to Statutes relating to the California Department of Transportation, State Route 57 is from:

(a) Route 1 near Huntington Beach to Route 22 near Santa Ana.
(b) Route 5 near Santa Ana to Route 210 near San Dimas.

Route 57 is a state route which originates in District 12 (Orange County) at I-5 and SR-22 interchange and terminates in District 7 at Route 210 in Los Angeles County. In District 7, Route 57 is approximately 11.79 miles long. It is a major north-south route through the eastern portion of Los Angeles County. The route is essentially flat with some rolling terrain in some segments.

SR-57 is used primarily for interregional travel carrying people and goods throughout the San Gabriel Valley, Los Angeles, Orange, San Bernardino, and Riverside Counties. It provides an important access link to the Los Angeles Central Business District (LACBD). Another purpose of SR-57 is for intra-regional travel and commute travel.

This TCR analyzes SR-57 conditions using the 'segment' as the study unit. The Segments are generally defined as 'freeway interchange to freeway interchange' 'county line to freeway interchange', or 'freeway interchange to end of freeway'

Route Designation and Characteristics

SR-57 is part of the State Freeway and Expressway System and the National Highway System. Its Federal functional classification is Other Freeway or Expressway (segment 1-3). This route is a part of the Terminal Access (STAA) truck route network. For the purpose of this analysis, the route has been divided into 3 segments based on traffic volume, connections to local streets or State Highways, freeway interchanges, and the county boundary.

Seg	Freeway and Expressway System	National Highway System	Strategic Highway Network	Scenic Highway	Interregional Road System Route	High Emphasis Route	Focus Route	Federal Functional Classification	Goods Movement Route	Truck Designation
1	Yes	Yes	No	* Eligible	No	No	No	Other Fwy or Expressway	Yes	STAA-National Network Route
2	Yes	Yes	No	No	No	No	No	Other Fwy or Expressway	Yes	STAA-National Network Route
3	Yes	Yes	Yes	No	No	No	No	Other Fwy or Expressway	Yes	STAA-National Network Route

* Rte 57 is Eligible for scenic hwy from Rte 90 in Ora Co. to Rte 60 near City of Industry, PM 19.9/ R4.5

Seg	Rural/ Urban/ Urbanized	Primary/ Secondary System	Metropolitan Planning Organization	Regional Transporation Planning Agency	Congestion Management Agency	Local Agencies	Tribes	Air District	Terrain
1	Urban	Primary	SCAG	Metro	Metro	Metro	N/A	SCAQMD	Rolling
2	Urban	Primary	SCAG	Metro	Metro	Metro	N/A	SCAQMD	Flat
3	Urban	Primary	SCAG	Metro	Metro	Metro	N/A	SCAQMD	Rolling/Flat

COMMUNITY CHARACTERISTICS

SR-57 is a Principal Arterial in an urbanized and rural corridor providing access to the cities of Diamond Bar, City of Industry, Walnut, West Covina, Pomona, San Dimas, La Verne, Covina, Glendora, Azusa and unincorporated areas in Los Angeles County.

LAND USE

The SR-57 corridor is congested in certain areas, highly developed and the land use varies from residential, to commercial, to industrial. The many significant trip generators along this corridor include:

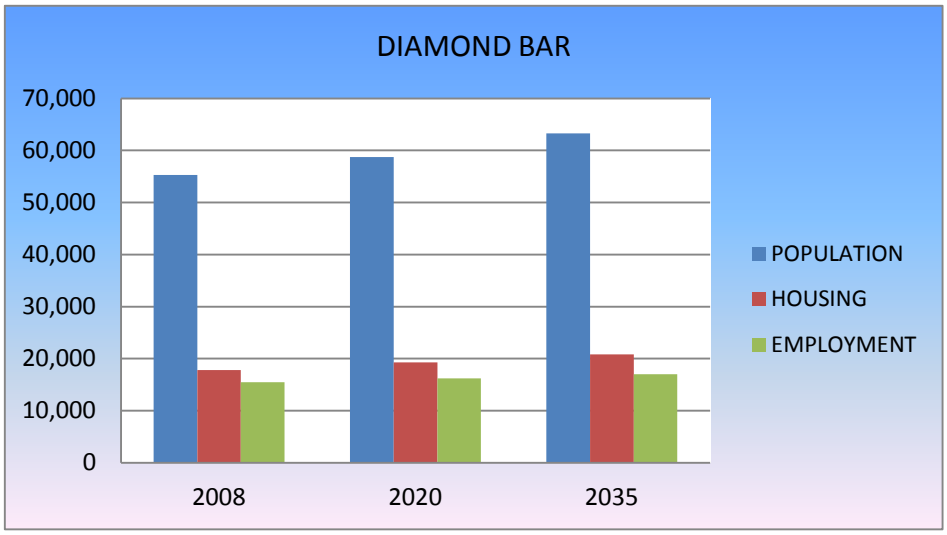
- Brea Mall
- California State University, Fullerton
- Diamond Bar High School
- Diamond Bar Gateway Center
- Industry Business Center
- Lanternman Development Center
- DeVry University Pomona Campus
- Cal Poly Pomona
- Mt. San Antonio College
- Bonelli Regional Park
- Raging Waters San Dimas
- University of La Verne
- Pomona Fairplex
- Pomona Valley Hospital Medical Center
- San Dimas Sports Complex
- Foothill Village Shopping Center
- San Dimas Plaza Shopping Center
- Glendora Market Place
- Glendora Auto Center
- Citrus Community College District

Significant growth in housing, population, and employment are generally projected throughout the SR-57 corridor area.

The following tables and graphs show projected socioeconomic growth in the cities along the SR-57 Corridor per the SCAG 2012 -2035 RTP/SCS GROWTH FORECAST.

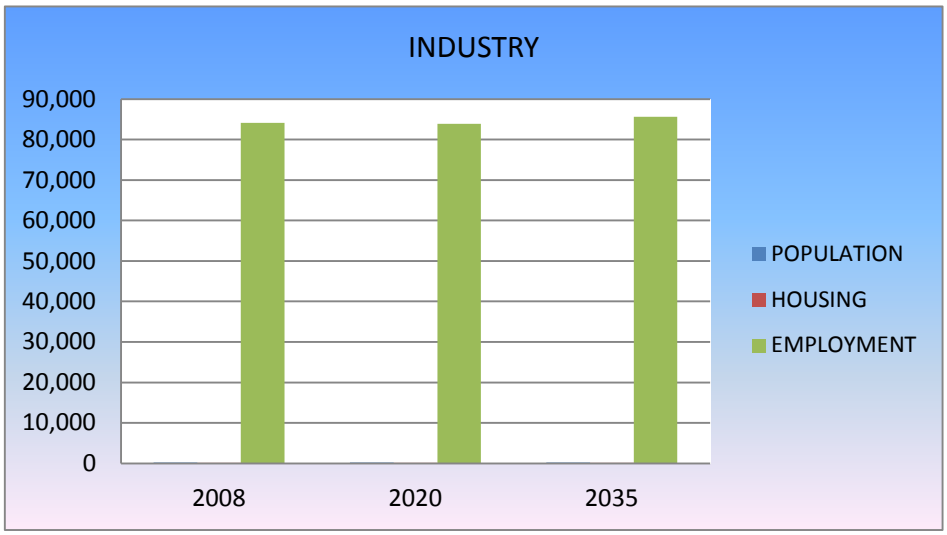
DIAMOND BAR

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	55,300	58,700	63,300	6.15%	14.47%
HOUSING	17,800	19,300	20,800	8.43%	16.85%
EMPLOYMENT	15,500	16,200	17,000	4.52%	9.68%



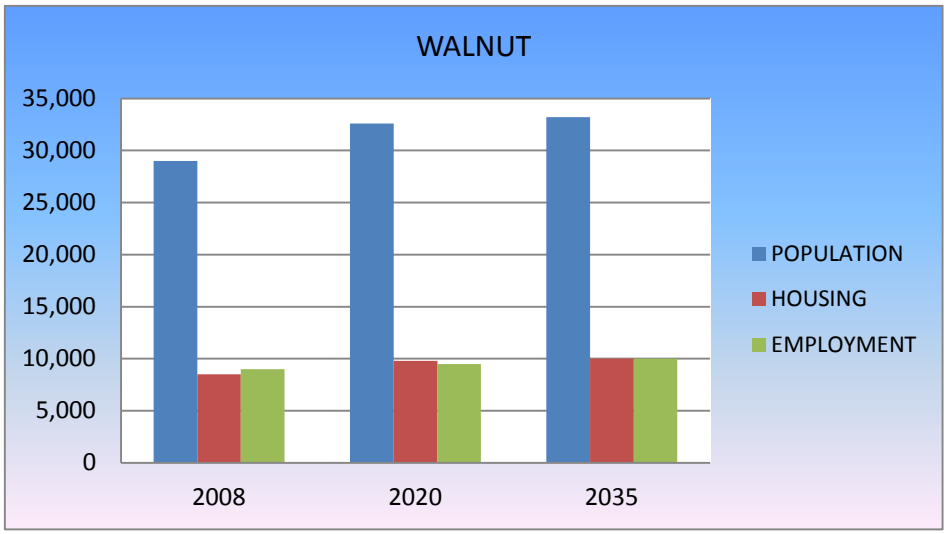
INDUSTRY

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	200	200	200	0.00%	0.00%
HOUSING	100	100	100	0.00%	0.00%
EMPLOYMENT	84,100	83,900	85,600	-0.24%	1.78%



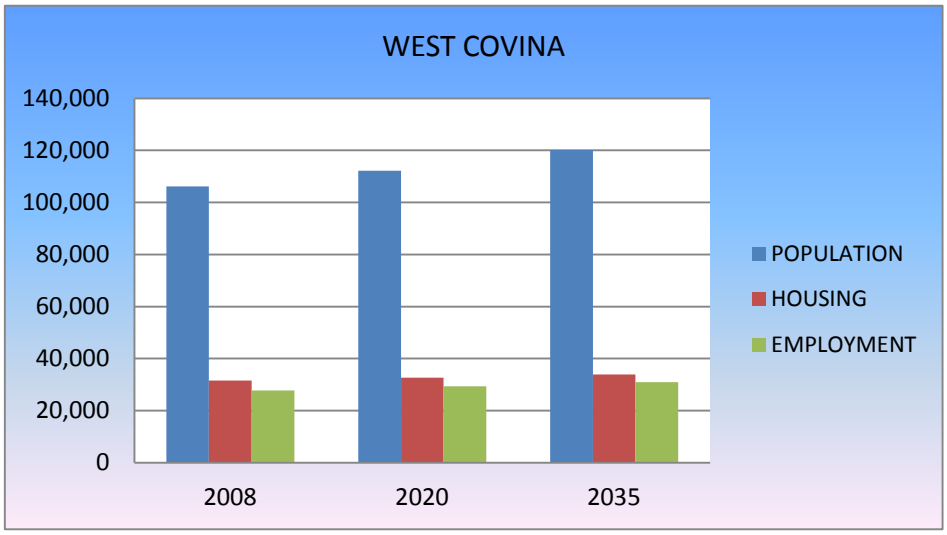
WALNUT

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	29,000	32,600	33,200	12.41%	14.48%
HOUSING	8,500	9,800	10,000	15.29%	17.65%
EMPLOYMENT	9,000	9,500	10,000	5.56%	11.11%



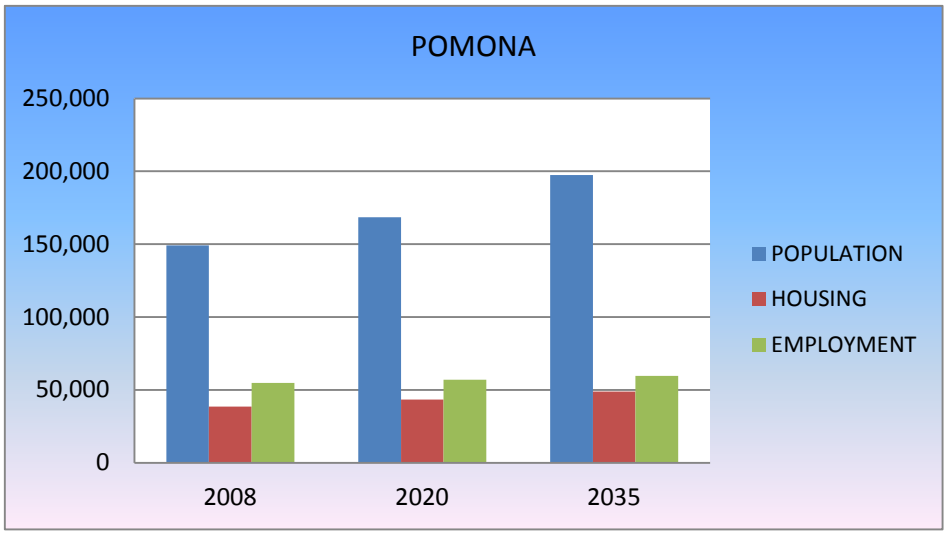
WEST COVINA

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	106,100	112,200	120,200	5.75%	13.29%
HOUSING	31,600	32,600	33,900	3.16%	7.28%
EMPLOYMENT	27,700	29,300	30,900	5.78%	11.55%



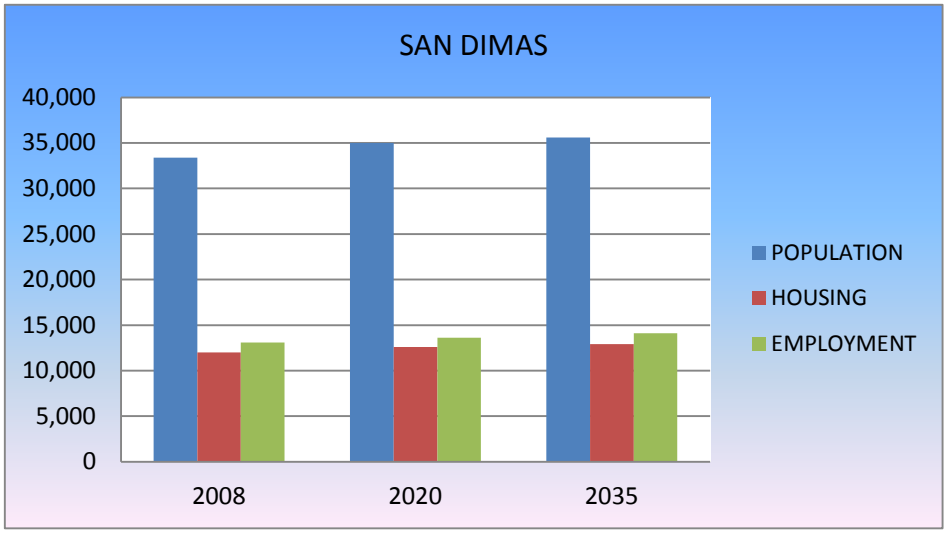
POMONA

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	149,100	168,500	197,400	13.01%	32.39%
HOUSING	38,500	43,400	48,900	12.73%	27.01%
EMPLOYMENT	54,700	57,000	59,600	4.20%	8.96%



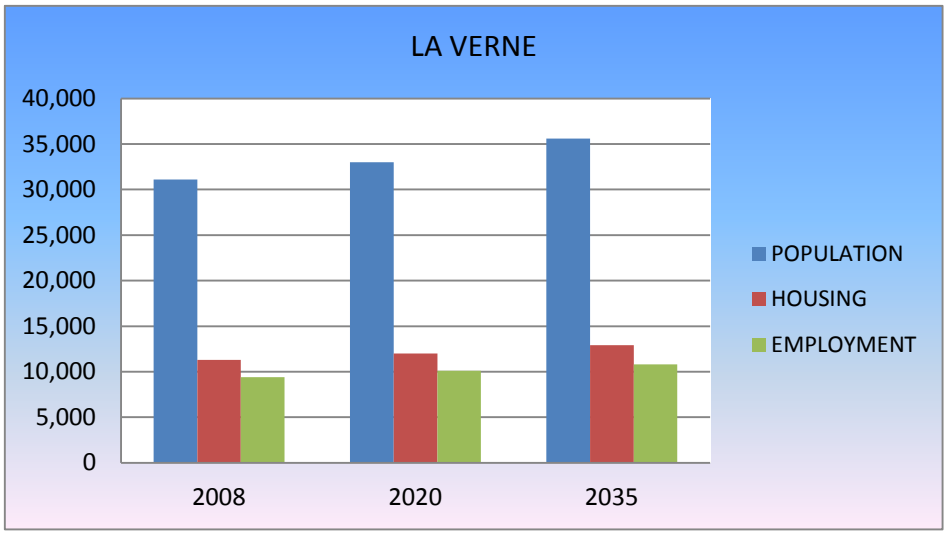
SAN DIMAS

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	33,400	35,000	35,600	4.79%	6.59%
HOUSING	12,000	12,600	12,900	5.00%	7.50%
EMPLOYMENT	13,100	13,600	14,100	3.82%	7.63%



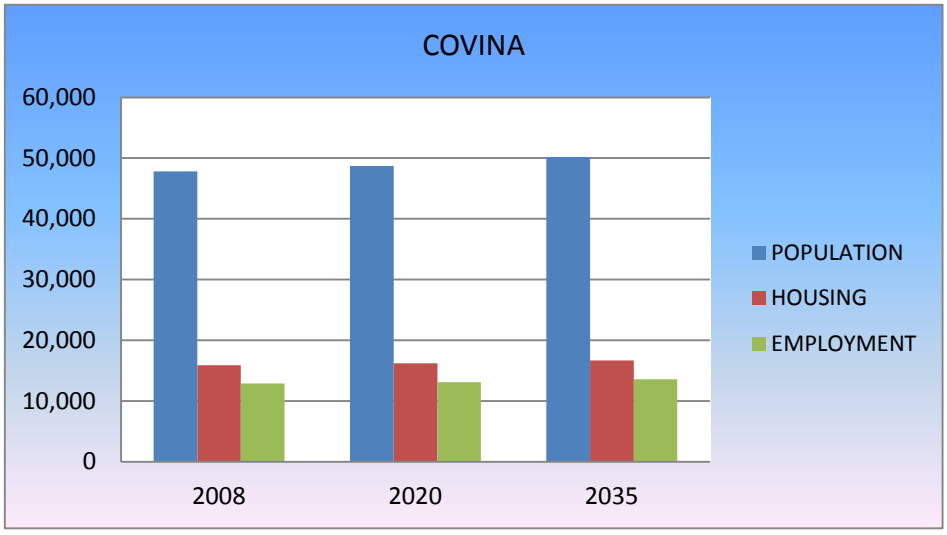
LA VERNE

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	31,100	33,000	35,600	6.11%	14.47%
HOUSING	11,300	12,000	12,900	6.19%	14.16%
EMPLOYMENT	9,400	10,100	10,800	7.45%	14.89%



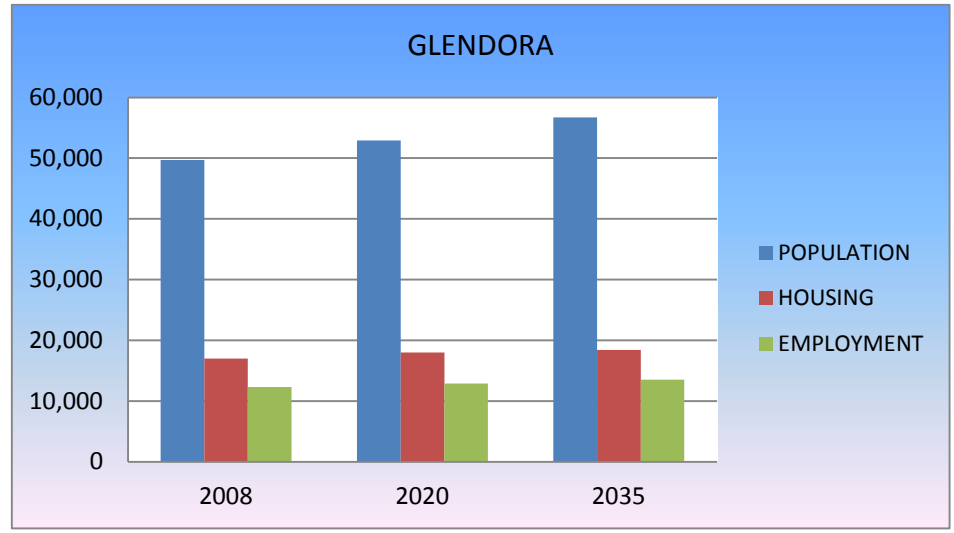
COVINA

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	47,800	48,700	50,200	1.88%	5.02%
HOUSING	15,900	16,200	16,700	1.89%	5.03%
EMPLOYMENT	12,900	13,100	13,600	1.55%	5.43%



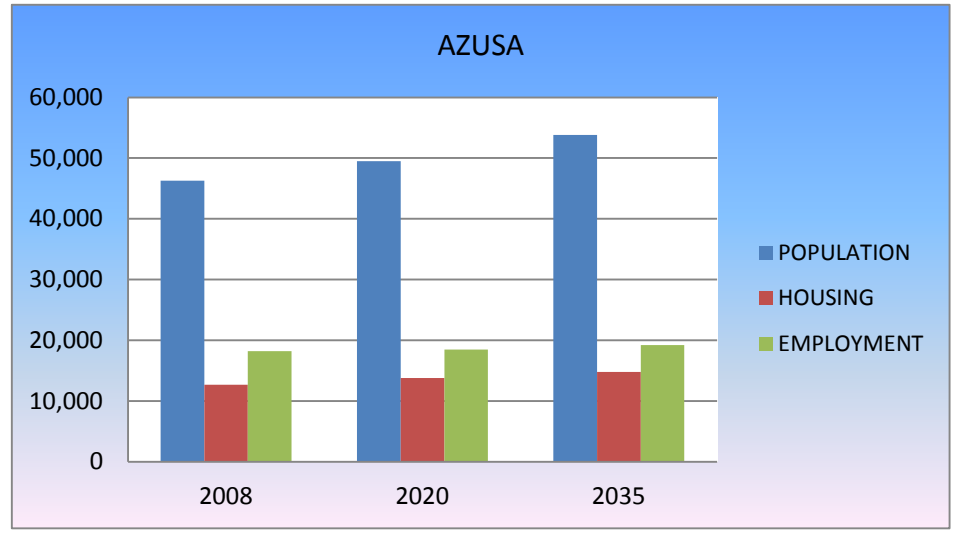
GLENDORA

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	49,700	52,900	56,700	6.44%	14.08%
HOUSING	17,000	18,000	18,400	5.88%	8.24%
EMPLOYMENT	12,300	12,900	13,500	4.88%	9.76%



AZUSA

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	46,300	49,500	53,800	6.91%	16.20%
HOUSING	12,700	13,800	14,800	8.66%	16.54%
EMPLOYMENT	18,200	18,500	19,200	1.65%	5.49%



SYSTEM CHARACTERISTICS

For the purpose of analysis, the SR-57 is divided into 3 segments based on logical termini including intersections, jurisdiction and changes in land use.

Existing Facility					
Segment/PM	Facility Type	Mixed -Flow Lanes (each direction)	HOV Lanes (each direction)	Centerline Miles	Lane Miles (each direction)
1 (R0.00 - R4.51)	Freeway	4	1	4.51	22.55
2 (R4.51 - R7.71)	Freeway	4		3.2	12.8
3 (R7.71 - 11.79)	Freeway	4		4.08	16.32

RAMP METERS ON SR-57			
Postmile	Direction	Location	Comments
Segment 1 (PM R 0.00 - R 4.51)			
1.26	NB	BREA CANYON RD	Operational
1.82	SB	DIAMOND BAR BL	Operational
2.2	NB	DIAMOND BAR BL	Operational
3.05	SB	PATHFINDER RD	Operational
3.45	NB	PATHFINDER RD	Operational
Segment 2 (PM R 4.51 - R 7.71)			
5.04	SB	SUNSET CROSSING	Operational
5.27	NB	SUNSET CROSSING	Operational
5.97	SB	TEMPLE AVE	Operational
6.16	NB	TEMPLE AVE	Operational
6.28	SB	TEMPLE AVE	Operational
6.35	NB	TEMPLE AVE	Operational
7.3	NB	CAMPUS DR.	Operational
Segment 3 (PM R 7.71 - 11.79)			
8.78	SB	VIA VERDE	Operational
8.83	NB	VIA VERDE	Operational
10.08	SB	COVINA	Operational
10.26	NB	COVINA	Operational
10.7	SB	ARROW HWY EB	Operational
10.74	NB	ARROW HWY	Operational
10.9	SB	ARROW HWY EB	Operational
11.41	SB	AUTO CENTER DRIVE	Operational

Source: 2013 Ramp Meter Development Plan (RMDP)

Operational - Ramp meter is currently actively metering

Non Operational (Non Op) - Ramp meter is fully installed and accepted by operations, but currently not actively metering.

Partially Constructed (Part Const) - Ramp meter in construction, or just the underground equipment constructed, with no poles/signs/heads in place.

Planned - Meter non-existent, only planned/proposed

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSM&O)

As congestion spreads and intensifies and the level of incidents, delays, and disruptions increase, the level of service and reliability of the roadway systems in many areas continues to deteriorate. It is very important to operate the existing network to its fullest service potential.

The era of new roadway construction has largely ended in most of the country. In addition, the practice of widening existing freeways is also falling out of favor due to high costs, the built out nature of many urbanized areas and community desires for more multi-modal streets. There's growing momentum for making more efficient use of the existing transportation system.

MAP-21 defines transportation system management and operations (TSM&O) as integrated strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services and projects designed to preserve capacity and improve security, safety and reliability of the transportation system. TSM&O activities focus on a set of well known strategies such as incident management, traffic signal timing, ramp metering, road weather management and others.

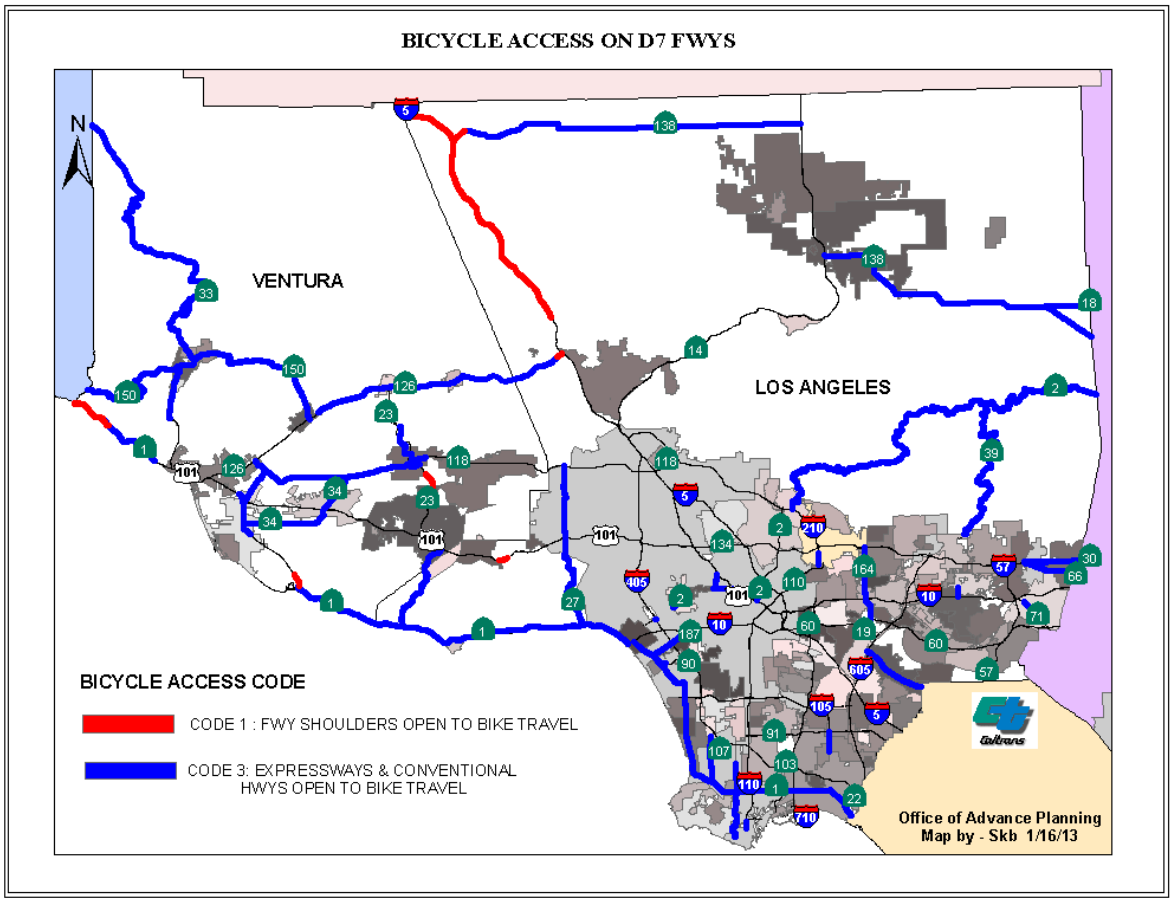
Incorporating TSM&O into the Planning and Programming process will provide a more robust understanding of the statewide /regional transportation system and a toolbox of strategies that go beyond capacity expansion to include operations and demand management solutions.

Caltrans has incorporated System Performance as one of the Caltrans Strategic Plan Goals which is a five year implementation – and seeks to implement TSM&O on our most congested corridors through Integrated Corridor Management or ICM which optimizes the use of existing infrastructure assets and leverages unused capacity. TSM&O will be integral to Caltrans' new mission to 'PROVIDE A SAFE, SUSTAINABLE, INTEGRATED AND EFFICIENT TRANSPORATION SYSTEM TO ENHANCE CALIFORNIA'S ECONOMY AND LIVABILITY.'

ACTIVE TRANSPORTATION FACILITY

The following map shows the Bicycle Access on D7 freeways. Access Code 1 represents Freeway shoulders open to bike travel and Access Code 3 shows Expressways & Conventional highways open to Bicycle travel in D7.

SR-57 is currently not open to bicycle travel. Future improvements to SR-57 corridor crossings or interchanges must not sever existing bicycle and pedestrian access facilities crossing the corridor and any new and planned projects at crossings or interchanges must provide for the safe accommodation of bicycles and pedestrians.



In addition to Senate Bill No. 99 (SB-99) of September 26, 2013 pertaining to Active Transportation funding, California Department of Transportation Deputy Directive (DD)-64-R2 (Complete Streets-Integrating the Transportation System), effective of October 2, 2008 views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. Bicycle, pedestrian and transit travel is facilitated by creating “complete streets” beginning early in System Planning and continuing through project delivery, maintenance and operations.

The Complete Streets Act of 2008 (AB. No. 1358 of September 30, 2008) requires cities and counties to incorporate the concept of Complete Streets into their General Plan Updates to ensure that transportation plans meet the needs of all users of our roadway system.

Also, California Vehicle Code and Streets and Highway Code Section 888 (Revised 10/4/2013) states that the department shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route or such a route exists.

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.

The United States Department of Transportation (US DOT) Policy Statement on bicycle and pedestrian accommodation (March 11, 2010) also states that US DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate.

Based on Caltrans' context sensitive, smart mobility and complete streets policies and the Governor's Office's Climate Action and Sustainability Plan; "where the existing freeway or highway corridor has severed routes and has decreased connectivity between communities, employment hubs, schools, wild life corridors, every effort will be made to re-establish those lost connections on any project along the corridor."

SB-99, the listed Caltrans Deputy Directive, California Vehicle and Highway Code, SCAG's 2012 RTP/SCS and U.S. DOT policy statements all support Complete Street including bicycle and pedestrian facilities for SR-57.

PARK AND RIDE FACILITIES

SR-57 has several Park and Ride Facilities located in close proximity. The table below lists these facilities.

Address	Lot Name	Spaces	Cost
SR-57 Pathfinder Road, Diamond Bar	Pathfinder Road	120	Free
100 N Diamond Bar Bvld, Diamond Bar, Ca	West Lot	125	Free
100 N Diamond Bar Bvld, Diamond Bar, Ca	East Lot	255	Free
Highland Valley Rd and SR-57, Pomona, Ca	Lanternman Park and Ride	50	Free
3530 W. Pomona Blvd, Pomona, Ca	Lanternman Park and Ride	26	Free
105 Via Verde, San Dimas, Ca	Via Verde	88	Free
200 S. San Dimas Ave, San Dimas, Ca	San Dimas Park and Ride	300	Free
1000 S. Lone Hill Ave, Glendora, Ca	Lone Hill Park and Ride Lot	150	Free

Source : 2014 METRO

TRANSIT FACILITY

The transit component for State Route 57 embodies a multi-modal system including carpooling, local and express transit service, and Commuter Rail (Metrolink). These agencies operate along this route, providing the following services (see below):

SR 57 - TCR TRANSIT INFORMATION - DISTRICT 7

Source: Office of Mass Transportation and Transit Operators

EXISTING SERVICE ON SR 57

Route	From/To	Operator	Rt #	Name/Description	Service Type	Service Span	Notes
57	SR60-SR60	Foothill Transit	497	Chino P&R-Industry P&R-DTLA	Express	Weekdays Peak	15 min. Frequency
57	DIamond Bar Blvd-Pathfinde	OCTA	757	Pomona-Santa Ana Express	Express	Weekdays Peak	2 am and 2 pm Trips
57	SR60-Orange County Line	OCTA	758	Chino-Irvine Spectrum Express	Express	Weekdays Peak	2 am and 2 pm Trips

COMMENTS

Foothill Transit Line 286 operates on Diamond Bar Blvd. between Mission/Temple and Orange County Line

FUTURE SERVICE

Metro Gold Line extended from Sierra Madre Villa to Azusa in 2016
Metro Gold Line extension from Azusa to Montclair (date unknown)

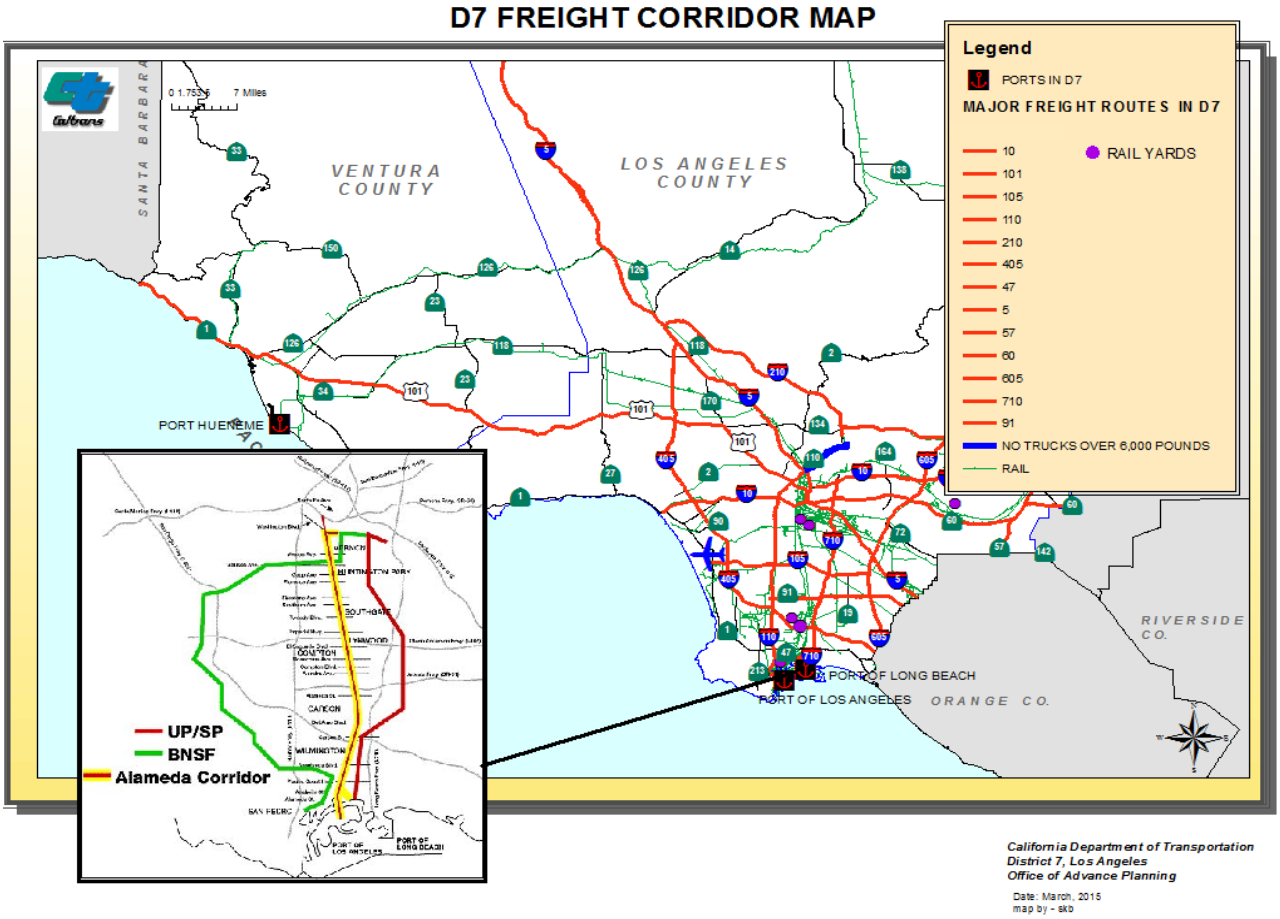
INTERMODAL TRANSIT CENTERS AND STATIONS LOCATED ON OR NEAR SR 57 CORRIDOR

Route	Location	City	Operator	Transit Service	Service Type	Service Span	Notes
57	Lone Hill Park & Ride	Glendora	N/A	Foothill Transit 494,690	Local	Weekdays Peak	Free Parking
57	San Dimas Park & Ride	San Dimas	N/A	Foothill Transit 284,492,494,499	Local,Express	7 Days	Free Parking
57	Fairplex Park & Ride	Pomona	N/A	Foothill Transit 197,699	Local,Express	7 Days	Free Parking
				OCTA 757	Express	Weekdays Peak	
57	Pomona TransCenter	Pomona	City of Pomona	Metrolink Riverside Line	Commuter Rail	Weekdays Peak	Free Parking
				Amtrak Sunset Limited	Intercity Rail	Tri-Weekly	
				Foothill Transit Silver Streak	Transitway	7 Days	
				Foothill Transit 195,197,291,292,	Local	7 Days	
				480,482,855			
57	Diamond Bar Park & Ride	Diamond Bar	N/A	Foothill Transit 286,482,493,854	Local, Express	7 Days	Free Parking
				OCTA 757	Express	Weekdays Peak	
57	Industry Metrolink	City of Industry	City of Industry	Metrolink Riverside Line	Commuter Rail	Weekdays Peak	Free Parking
				Foothill Transit 482,493,495	Local, Express	7 Days	

FREIGHT

SR-57 is a part of the Terminal Access Route STAA truck network and its truck volumes in 2008 range from 5.1 % to 10.1 % of AADT. Regionally, truck traffic in Southern California is expected to grow significantly through 2035, using an increasing share of the regions' highway capacity. Truck vehicle-miles-traveled (VMT) on regional highways is projected to grow by 80 percent between 2008 and 2035, an increase from 6.8 percent to over 10 percent of total VMT. (Source: SCAG's On the Move: A Comprehensive Regional Goods Movement Plan and Implementation Strategy; December 2012)

Seaports: The Port of Los Angeles, the Port of Long Beach and the Port of Hueneme are major ports in the region and are significant traffic generators.



ENVIRONMENTAL CONSIDERATION - California 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 attainment/nonattainment status of SR-57 Corridor which falls in the South Coast Air Quality Management District.

POLLUTANTS	STATE DESIGNATION
Ozone	Nonattainment
Carbon Monoxide	Attainment
PM2.5	Nonattainment
PM10	Nonattainment
Nitrogen Dioxide	Attainment
Sulfur Dioxide	Attainment
Sulfates	Attainment
Lead	Attainment
Hydrogen Sulfide	Unclassified
Visibility Reducing Particles	Unclassified

** Source: Air Resource Board 2013 State Designation Map*

CORRIDOR PERFORMANCE:

Segment 1 will have 287,000 AADT in 2035 according to the modeling data. The segment currently operates at LOS F1 during the period of peak congestion.

Segment 2 will have 122,300 AADT in 2035 according to the modeling data. The segment currently operates at LOS D during the period of peak congestion.

Segment 3 will have 141,800 AADT in 2035 according to the modeling data. The segment currently operates at LOS C during the period of peak congestion.

SR-57 and SR-60 combine in a common alignment for a distance of 1.9 miles (between segment 1 and 2) creating weaving movements. This combine alignment creates a bottle neck for upstream traffic on SR-57.

Basic System Operations						
Segment	**AADT 2008**	**AADT 2035**	**LOS 2008**	**LOS 2035**	**VMT 2008**	**VMT 2035**
1	277,400	287,000	F1	F1	1,324,900	1,370,800
2	125,800	122,300	D	D	499,100	485,400
3	139,800	141,800	C	C	459,500	466,100

* Source: 2012-2035 RTP/SCS model data

Truck Traffic				
Segment	**Total Average Annual Daily Truck Traffic (AADT) 2008**	**Total Trucks (% of AADT) 2008**	**5 + Axle Average Annual Daily Truck Traffic (AADT) 2008**	**5 + Axle Trucks (% of AADTT) 2008**
1	14,400	6.9%	8,050	55.8%
2	7,300	5.1%	3,300	45.7%
3	14,000	10.1%	7,200	51.5%

* Source: Caltrans Truck Volume Book

CORRIDOR CONCEPT

CONCEPT RATIONALE

The transportation concept describes the operating conditions and physical facilities required to provide those conditions that could exist on SR-57 after considering the conclusions, priorities and strategies discussed in the District System Management Plan (DSMP), the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and other planning documents. The route concept represents what could reasonably be accomplished to facilitate the mobility of traffic desiring to use the route. It assumes that management improvement strategies and system operation improvements to maximize the efficiency on SR-57 will be implemented.

The transportation concept is composed of a Level of Service (LOS) and facility component. The concept facility is the facility that could be developed to maintain or attain the concept LOS.

PLANNED/PROGRAMMED PROJECTS AND STRATEGIES

Segment	County	Post Miles	Project Description	Source	RTP ID
1	LA	4.51	SR-57/SR-60 Interchange improvement	2012-2035 RTP/SCS	1M0104
1	LA	4.51	In the Cities of Diamond Bar and Industry at Grand Ave SR-57/60 IC - Construct Onramp	Caltrans PDS	
2	LA	7.71	I-10 to SR- 57 WB connector truck climbing lane and off-ramp	2012-2035 RTP/SCS	S1120070
3	LA	11.79	SR-60 to I-210 (HOV Lanes)	2012-2035 RTP/SCS/Metro 2009 LRTP	S1120042, S1120043

COMPASS BLUEPRINT

Demonstration Projects from Compass Blueprint (Compass Blueprint is a new way to look at how Southern California grows. It is driven by Mobility, Livability, Prosperity and Sustainability)

Azusa- Citrus Station TOD Concepts: The intent of this demonstration project was to examine the potential market demand for commercial development around the Citrus Station and identify the most appropriate mix of uses. The mix of housing, commercial, and office uses depend upon how the transit station could be developed: as a sending zone, a receiving zone, or a retail destination.

Goals

- Analyze market base of surrounding area
- Develop 3 alternative development scenarios and accompanying land-use mixes
- Understand the potential for the village area to adjacent areas in order to market to developers

The Metro Gold Line is planned to extend east passed its current terminus, Sierra Madre Villa station. One of the planned stations for this extension is the Citrus Station in the City of Azusa. The City of Azusa envisions a large planned development in the future adjacent to this future Gold Line station. The city wishes to plan a village neighborhood core around the station area. The Compass Blueprint project identified land-use and development strategies to help create a village neighborhood. The project also conducted a market feasibility analysis in order to understand how to market the village area to developers.

Results

- Study area of 8.18 acres
- Three land-use alternatives
    - Sending station: Alt1 24,000 square feet of retail to be mixed with 170 residential units
    - Receiving Station: Alt 2 180,000 square feet of office space, 31,000 square feet of commercial/retail, and 30 live/work units
    - Mixed-Use Destination Station: Alt 3 58,000 square feet of retail, 26,000 square feet of office space, and 120 residential units (of which 22 are live/work)

Demonstration Projects from Compass Blueprint (Compass Blueprint is a new way to look at how Southern California grows. It is driven by Mobility, Livability, Prosperity and Sustainability)
San Dimas Downtown Specific Plan – Plan addresses sustainable concerns such as reuse of historic buildings, existing infrastructure, mix use land uses and encourages alternative modes of transportation.

CONCLUSION

Traffic volume is forecasted to increase on SR-57 and along the corridor due to the growth in population, housing and employment along this route and throughout the region. Growth in the region will continue to create mobility challenges and put additional stresses on our transportation system. Southern California is not only an important component of California's economy but it is also vital to the United States and world's economies as a whole. It is critical that mobility be maintained and improved in order to sustain the economic growth that is expected. In addition to sustaining the economic vitality of the region, mobility is also an important component in enhancing the quality of life for the residents in this region. SR-57 is only one component of the transportation infrastructure, but it plays a critical role in providing mobility for the region. In order to improve mobility, additional capacity will be required beyond those planned and programmed in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to maintain an acceptable level of service through 2035.

District 7 employs a variety of strategies to address current congestion challenges including:

- High Occupancy Vehicle Lane (HOV)
- Ramp Metering
- Congestion Pricing (Toll Lanes)
- Changeable Message Signs (CMS)
- TSM&O (Transportation System Management and Operations)

Several regional freeway capacity expansion projects are in the planning process, under development or under construction which will assist in decreasing congestion.

Constructing an HOV or Managed Lane system continues to be a priority. Incorporating TSM&O strategies into Planning process will help to support Caltrans new mission of providing safe, sustainable, integrated and efficient transportation system in the region.

The highway system is only one component of the transportation infrastructure; but it plays a very important role in providing mobility for the region. To achieve the desired minimum acceptable level of service, additional lanes will be needed beyond those planned and programmed in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

In addition to the projects on our system, Caltrans supports programs such as Transit Oriented Development (TOD). TOD is a moderate to higher density development, located within easy walk of a major a transit stop. Generally with a mix of residential, employment and shopping opportunities designed for pedestrians. Research has shown that these types of development increase the number of trips made by transit, walking and cycling thus reducing the number of car trips and reducing tailpipe emissions.

SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) identifies High Quality Transit Areas (HQTAs) meeting definitions established in SB 375. These areas are intended to direct and prioritize future growth, and further, establish eligibility for certain types of projects to access CEQA streamlining. Note, however, that residential and other types of development along freeways can be associated with increased health risk due to emissions exposure. Future projects should refer to available information resources, including but not limited to SCAG's 2012-2035 RTP/SCS Environmental Justice Appendix and Program Environmental Impact Report.

Appendix A

GLOSSARY OF TERMS AND ACRONYMS

Acronyms

AADT	Annual Average Daily Traffic
AADTT	Annual Average Daily Truck Traffic
ADT	Average Daily Traffic
AQMD	Air Quality Management District
CALTRANS	California Department of Transportation
CEQA	California Environmental Quality Act
CHSRA	California High Speed Rail Authority
CMP	Congestion Management Plan
FHWA	Federal Highway Administration
HOV	High Occupancy Vehicle Lane
HOT	High Occupancy Toll Lane
IC	Interchange
IRRS	Interregional Road System
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System
LACBD	Los Angeles Central Business District
LOS	Level of Service
MF	Mixed Flow Lane
MFE	Mixed Flow Equivalent
ML	Managed Lane
MPO	Metropolitan Planning Organizations
RTP	Regional Transportation Plan

RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Community Strategy
SHOPP	State Highway Operation Protection Program
SHS	State Highway System
SR	State Route
STIP	State Transportation Improvement Program
STAA	Surface Transportation Assistance Act
TDM	Transportation Demand Management
TMS	Transportation Management System
V/C	Volume to Capacity Ratio
VMT	Vehicle Miles Traveled

DEFINITIONS

Annual Average Daily Traffic (AADT) - AADT is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th.

Facility Concept – Describes the facility and strategies that may be needed within 20-25 years. This can include capacity increasing, state highway, bicycle facility, pedestrian facility, transit facility, non-capacity increasing operational improvements, new managed lanes, conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, transportation demand management, and incident management.

Focus Route – Focus Routes are a subset of the 34 High Emphasis Routes. The routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standards in the 20-year period. Completion of the Focus Routes to minimum facility standards (for most routes freeway or expressway) will assure a statewide trunk system is in place and complete for higher volume interregional trip movements. Focus Routes will serve as a system of high volume primary arteries to which lower volume and facility standard state highway routes can connect for purposes of longer interregional trips and access into statewide Gateways. The routes, taken as a whole, constitute a "backbone" for additional capacity and complete facilities for the state. They balance north-south and east-west access and connectivity statewide. The Focus Routes assure rural connectivity for the north state and otherwise connect the fastest growing urbanized areas and urban centers to a trunk system. All Focus Routes are on the National Highway System (an exception is the S.R. 49 portion of the S.R. 20 corridor), Freeway and Expressway System, and are STAA Truck or Truck Terminal Routes.

High Emphasis Route – The High Emphasis category represents routes that have high interregional importance from a statewide perspective. This makes them a priority to be programmed and constructed to at least the minimum facility concept standard (for most routes, this is freeway or expressway). The interstates are included in the High Emphasis category to highlight their critical importance to interregional travel and the State as a whole.

Interregional Road System -- IRRS was first identified by statute in 1989 as part of the Blueprint Legislation (a 10-year transportation funding package including AB 471, SB 300, and AB 973). It is a subset of the entire 265 SHS routes that provides connectivity among all of California's regions. There are currently 93 statutory IRRS routes (page 3 and Appendix E, page 101 Interregional Transportation Strategic Plan – October 2013). The IRRS was conceived as part of the larger effort to address the critical transportation system funding and development needs of the State. The implementation of IRRS improvements is dependent on prioritization of State transportation revenues. Most interstates are included in the IRRS. SB 45 requires that the ITIP include a specific allocation of funds to be programmed on IRRS routes in non-urbanized areas.

Level of Service (LOS) – It is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in

terms of density, speed, travel time, freedom to maneuver, traffic interruption, comfort and convenience. LOS can be categorized as follows:

LOS A describes free flowing conditions.

LOS B also indicative of free flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the present of other vehicles.

LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

LOS E reflects operations at or near capacity and an extremely unstable flow. Maneuverability and psychological comfort are poor.

LOS F is a stop and go, low speed conditions with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delay in excess of 60 seconds per vehicle. To reflect the duration of congestion, the LOS F has been expanded into F0, F1, F2 and F3. Each LOS F indicates the time a segment is congested. F0 (0-1 Hour), F1 (1-2 Hours), F2 (2-3 Hours), F3 (> 3 Hours)

Mainline – includes travel way for through traffic but not freeway to freeway interchanges, local road interchanges, ramps, or auxiliary lanes.

Peak Hour – The hour of the day in which the maximum volume occurs across a point on the highway.

Peak Hour Volume – The hourly volume during the highest hour traffic volume of the day traversing a point on a highway segment. It is generally between six percent and 10 percent of the Annual Daily Traffic (ADT). The lower values are generally found on roadways with low volumes.

Post Mile (PM) – A post mile is an identified point on the State Highway System. The milepost values increase from the beginning of a route within a county to the next county line. The milepost values start over again at each county line. Mile post values usually increase from south to north or west to east depending upon the general direction the route follows within the State. The milepost at a given location will remain the same year after year. When a section of road is relocated, new milepost (usually noted by an alphabetical prefix such as “R” or “M”) are established for it.

Vehicle Miles Traveled (VMT) – Is the total number of miles traveled by motor vehicles on a road or highway segments.