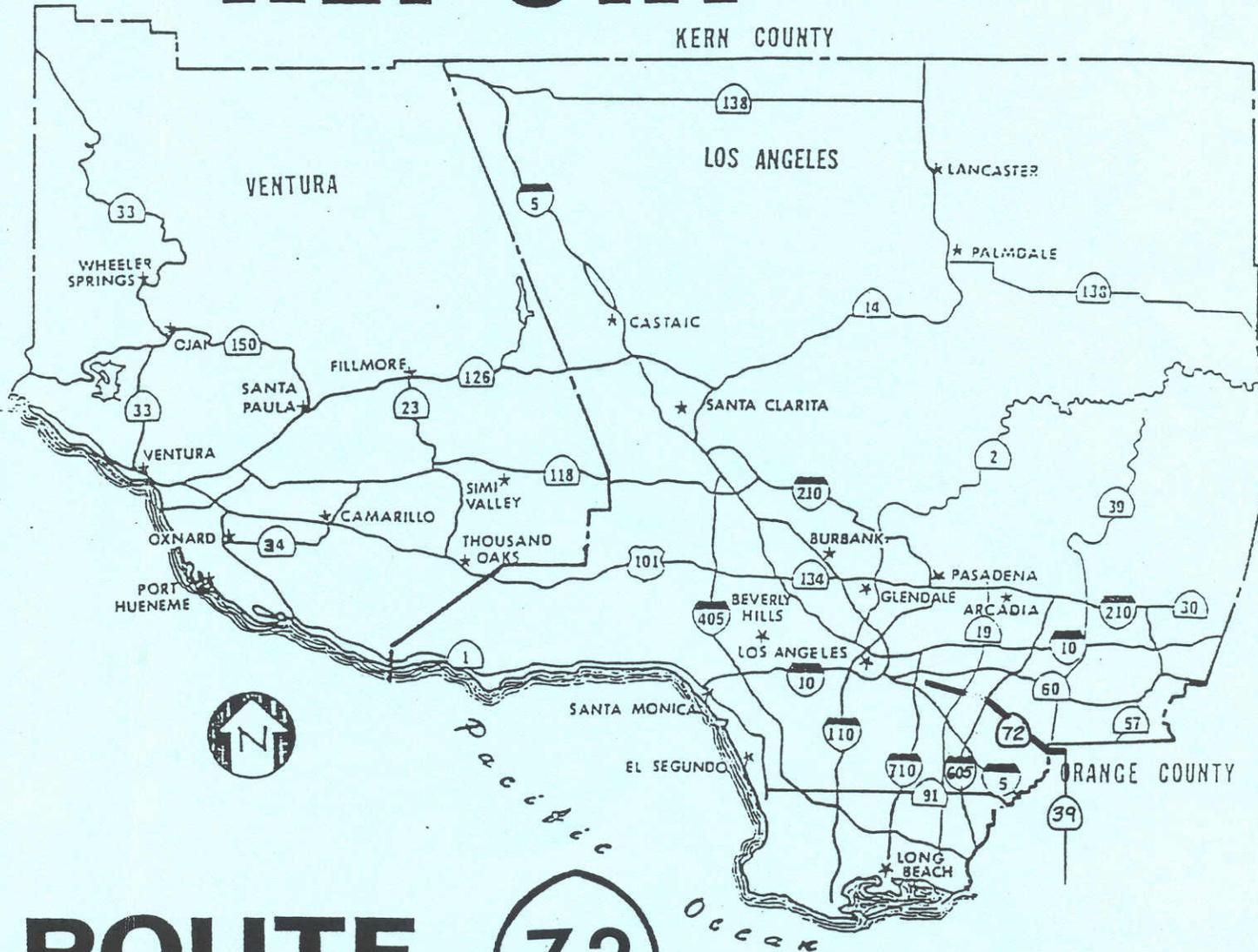


ROUTE CONCEPT REPORT



ROUTE



Et Caltrans

CALIFORNIA DEPARTMENT OF TRANSPORTATION

DISTRICT 7

TRANSPORTATION PLANNING

State of California

Business and Transportation Agency 1991

M E M O R A N D U M

ROUTE CONCEPT REPORT
ROUTE 72
WHITTIER BOULEVARD

Date: January, 1991

File: 12-Ora-72 P.M. 11.42/11.92

07-LA-72 P.M. 0.00/6.66

07-LA-72 P.M. 7.67/G12.08

To: Lew L. Bedolla
Deputy District Director
Planning and Public Transportation

CONCEPT/FACILITY/LOS
Relinquish /4C /D

From: DEPARTMENT OF TRANSPORTATION
District 7 - System Planning

Relinquish /4C /7

Subject: Approval of Route 72 Route Concept Report

Submitted for your review and approval is the Route Concept Report for Route 72.

This approved Route Concept Report will serve as the Department's basic guide to the development of this route.

Approved by:



Lew L. Bedolla
Deputy District Director
Office of Plan. and Pub. Transp.

There are no capacity improvements planned for

TRANSPORTATION CORRIDOR; The Ultimate Transportation
determined by the responsible agency upon

I. STATEMENT OF PLANNING INTENT

This Route Concept Report (RCR) is a planning January 18, 1991 describes the Department's basic approach to the development of highway routes. Considering reasonable financial constraints and projected travel

ROUTE CONCEPT REPORT

ROUTE 72

WHITTIER BOULEVARD

12-ORA 72 P.M. 11.42/11.92

07-LA 72 P.M. 0.00/6.66, 7.67/G12.08

ROUTE CONCEPT REPORT SUMMARY

| SEGMENT | LIMITS | CONCEPT/FACILITY/LOS |
|---------|--|----------------------|
| 1 | Rte 39 to Ora/LA Co Line P.M. ORA 11.42/11.92 | Relinquish /4C /D |
| 2 | Ora/LA Co Line to Rte 605 P.M. LA 0.00/6.66 | Relinquish /4C /F |
| 3 | Rte 19 to E. City Limits of Montebello P.M. LA 7.67/8.47 | Relinquish /4C /D |
| 4 | E. City Limits of Montebello to Atlantic Blvd P.M. LA 8.47/G12.08 | Relinquish /4C /C |

CONCEPT RATIONALE: Relinquishment of the remaining portions of Route 72 will fulfill the legislative mandate as described in the 1989 Statutes.

IMPROVEMENTS: There are no capacity improvements planned for Route 72.

ULTIMATE TRANSPORTATION CORRIDOR: The Ultimate Transportation Corridor will be determined by the responsible agency upon relinquishment.

Route 72 traverses the City of La Habra in Orange County, and the Cities of Whittier, Pico Rivera, Montebello, and the community of East Los Angeles in Los Angeles County.

The terrain along the route is flat.

Purpose of Route: The entire route is classified in the 1980 Route Segment Report as an "urban - principal arterial entirely within an urban area, without control" - (B4).

Route 72 provides commuter and local commercial travel through an urbanized corridor.

It also provides access to the Whittier Mall, Whittier Hospital, Whittier (Food) Shopping Mall, Presbyterian Hospital, Nellis School for Boys, Pico Rivera State Historic Park, Pico Rivera Hospital, and

I. STATEMENT OF PLANNING INTENT

This Route Concept Report (RCR) is a planning document which describes the Department's basic approach to the development of highway routes. Considering reasonable financial constraints and projected travel over a 20 year planning period, the RCR defines an appropriate type of facility and the resultant Level Of Service (LOS) for a route. The object of the effort is to provide a better basis for the development of the State Transportation Improvement Program (STIP) and for the determination of the appropriate concept for a highway route.

The RCR is a preliminary planning phase that leads to the program and project development process for improvements 20 years beyond the STIP.

RCR's are prepared by the District staff, referring as needed to local and/or regional agency studies for support data. RCR's will be updated as necessary as conditions change or new information is obtained.

II. ROUTE ANALYSIS

Description: Route 72 originated as a north/south arterial; however, most of the Orange County portion (the more "north/south" segments) have been relinquished, leaving only the more east/west portions of the route (mostly in Los Angeles County).

Route 72, Whittier Boulevard, at the present time, originates at Route 39, Beach Boulevard, in Orange County and traverses to Route 605 freeway in Los Angeles County. From Route 19, Rosemead Boulevard, Route 72 continues along Whittier Boulevard to Atlantic Boulevard, where it now terminates as a State highway route. Whittier Boulevard east of Route 39 and west of Atlantic Boulevard continues as a local thoroughfare.

The 1989 Statutes describe Route 72 as follows:

"Route 72 is from Route 39 to Downey Road near the City of Los Angeles...". The Statutes continue, outlining the criteria for the entire route to be relinquished.

Route 72 traverses the City of La Habra in Orange County, and the Cities of Whittier, Pico Rivera, Montebello, and the community of East Los Angeles in Los Angeles County.

The terrain along the route is flat.

Purpose of Route: The entire route is classified in the 1990 Route Segment Report as an "urban - principal arterial entirely within an urban area, without control" - (P4).

Route 72 provides commuter and local commercial travel through an urbanized corridor.

It also provides access to the Whittwood Mall, Whittier Hospital, Whittier Quad (shopping mall), Presbyterian Hospital, Nelles School for Boys, Pio Pico State Historic Park, Pico Rivera Hospital, and

the Pico Rivera Plaza.

The route is designated as a Terminal Access Route of the Federal Surface Transportation Assistance Act (STAA) route network for oversized trucks.

Land Use: Land use along this route varies from residential to commercial. It is a highly urbanized portion of the Metropolitan Los Angeles area.

The Route 72 Highway traverses two areas in Los Angeles County and one area in Orange County, which are referred to by the SCAG 1989 Regional Mobility Plan (RMP) as Sub Regional Areas. These areas are identified as Fullerton, Downey, and South Gate.

Existing Facility: Route 72 is a 4 lane conventional highway throughout most of its length. (There are a few short sections within some of the segments that vary from 5 to 6 lanes). Exhibit B shows the median, shoulder, and Right-of Way widths, on a worst case basis.

There is one freeway (Route 605) and two conventional State highways (Routes 39 and 19) that intersect Route 72.

The following intersections along Route 72 are signalized:

| <u>Post Mile</u> | <u>Intersection</u> | <u>Post Mile</u> | <u>Intersection</u> |
|------------------|---|------------------|---------------------------------------|
| <u>Ora. Co.:</u> | | <u>LA. Co.:</u> | |
| 11.42 | Rte 39-Beach Blvd | 5.50 | Hadley St |
| 11.72 | Koopman's Way/Rigsby St | 5.77 | Broadway |
| 11.92 | Valley Home Ave | 6.02 | Glengarry Ave |
| | | 6.28 | Norwalk Blvd |
| | | 6.54 | Rte 605 N/B Off-ramp/ Lockheed Ave |
| <u>LA. Co.:</u> | | 6.71 | Rte 605 S/B Off-ramp/ Pioneer Blvd |
| 0.25 | Jordan Rd | 7.67 | Rosemead Blvd |
| 0.53 | First Ave | 7.95 | Paramount Blvd |
| 0.97 | Santa Gertrudes Ave/(S) Russell St | 8.34 | Myrtle St |
| 1.10 | Santa Gertrudes Ave(N) | 8.73 | First St/Bluff Rd |
| 1.37 | Whittwood Dr | 8.80 | Second St |
| 1.50 | Scott Ave | 8.92 | Fourth St |
| 1.62 | La Serna Dr | 8.98 | Fifth St |
| 1.85 | Colima Rd | 9.17 | Montebello Blvd |
| 2.11 | Mills Ave | 9.33 | Tenth St |
| 2.48 | Gunn Ave | 9.51 | Taylor Ave |
| 2.75 | Ocean View Ave | 9.67 | Maple Ave |
| 3.06 | Strub Ave | 9.73 | California Ave |
| 3.40 | Laurel Ave | 9.83 | Vail Ave |
| 3.53 | Central Ave | 10.08 | 21st St |
| 3.65 | Painter Ave | 10.17 | Wilcox Ave |
| 3.96 | Green Leaf Ave | 10.28 | Concourse Ave |
| 4.28 | Washington Blvd/ Pickering Ave/ Santa Fe Springs Rd | 10.47 | Garfield Ave |
| 5.15 | Philadelphia St | 10.80 | Saybrook Ave |
| 5.27 | Magnolia Ave/ Sorensen Ave | 11.00 | Findlay Ave |
| | | 11.06 | Hendricks Ave |

Post Mile Intersection

Post Mile Intersection

LA. Co.:

LA. Co.:

11.25 Leonard Ave
11.48 Gerhart Ave
11.69 Hoefner Ave
11.79 Belden Ave

11.87 Goodrich Blvd
(Atlantic Blvd was
relinquished)

Alternate Routes: Route 5 (Santa Ana Freeway) approximately 4 miles to the south, runs nearly parallel to Whittier Blvd. Route 60 (Pomona Freeway), approximately 5 miles to the north, also nearly parallels Route 72 from the Route 605 freeway to Atlantic Boulevard.

Washington Boulevard, a city street approximately 2 miles south, runs parallel to Route 72 from its intersection with Whittier Boulevard near Pickering Avenue in Whittier to Atlantic Boulevard.

Beverly Boulevard, a city street approximately 1/2 mile north of Route 72, runs parallel from Painter Avenue to Atlantic Boulevard.

Present Operating Conditions: Refer to Exhibit B for ADT, peak hour volumes, demand/capacity ratios, and other information concerning existing operating conditions. Also refer to Exhibit B for accident data and three year average accident rates for each segment of the route.

Existing Deficiencies: Exhibits A and B identify the present deficiencies of the route. An additional illustration of the route's deficiencies can be seen on Exhibit C, which describes the LOS for the route during AM and PM Peak periods.

Improvements To Attain Concept: No capacity improvements are planned for this route.

III. ROUTE CONCEPT

A desirable LOS during peak periods in urban areas is LOS D, or Approximately 40 miles per hour on freeways and 20 miles per hour on urban conventional highways. Within the metropolitan areas of this district, this LOS will not be a feasible goal for year 2010 for many freeway and highway segments. Anticipated growth rates in population, housing, employment, and higher density development in conjunction with Right-of-Way, funding and environmental constraints precludes the attainment of this goal. Since LOS D is not always feasible, the goal is to minimize the duration of congested operation to the greatest extent possible.

Therefore, in the metropolitan areas of this District, the concept is to accept LOS F or better with the shortest duration of congestion possible for those segments that cannot feasibly attain the desired LOS D.

The concept Level Of Service for each segment is based on the worst-case within the segment.

IV. CONCEPT RATIONALE

Much of Route 72 is lined with commercial development, and would be very costly to widen the Right-of-Way and roadway. Any improvement would have to be limited to the existing roadway width.

Because of the Right-of-Way and funding constraints, LOS F is the best acceptable Level Of Service that can be achieved on most of this route.

V. ALTERNATE CONCEPTS CONSIDERED

There were no alternate concepts considered because of the eminent relinquishment of this route.

VI. ULTIMATE TRANSPORTATION CORRIDOR

The Ultimate Transportation Corridor will be determined by the responsible agency upon relinquishment.

VII. LONG RANGE OPERATION PLAN COORDINATION

The route concept, "Relinquish Route 72", is consistent with local agency plans as set forth in the Regional Mobility Plan (RMP), and the District's Long Range Operational Plan (LROP). It is also consistent with Caltrans District 12 plans.

VIII. OTHER ITEMS

O - The Route Development Plan (RDP) plays a significant role in the development of the Route Concept. The RDP basically identifies route capacity improvements that could be funded five years or more beyond the existing STIP.

Neither the 1989 RDP nor the 1990 STIP list any proposed Flexible Congestion Relief (FCR) program projects for Route 72.

O - Route Segmentation -- For the purpose of this report, the route is divided into 4 segments. The criteria used to identify each of these segments are the following: The presence or lack of deficiencies; major changes in average daily traffic (ADT); changes in the number of highway lanes; interchanges or intersections with freeways or other state highways; and segmentation demarcated in the Highway Inventory.

O - The LARTS model was used to develop the year 2010 traffic projections. This model uses the SCAG socio-economic data (SCAG 1987 base year) as the base for its projections. These projections incorporate each cities' general plan in addition to socio and economic growth trends for the region.

O - The accident data is derived from the Traffic Accident Surveillance and Analysis System (TASAS) data base for the period covering September 1, 1987 through August 31, 1990.

O - The segments of highway from Route 605 to Route 19, and from

(and including) Atlantic Boulevard to Downey Road were relinquished in 1989.

0 - Most, if not all, of the route will have been relinquished prior to the year 2010.

LEVEL OF SERVICE

City of Los Angeles Department of Transportation

| Route | A.M. PEAK | | P.M. PEAK | | A.M. PEAK | | P.M. PEAK | |
|-------|-----------|------|-----------|------|-----------|------|-----------|------|
| | 1989 | 2010 | 1989 | 2010 | 1989 | 2010 | 1989 | 2010 |
| 101 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 102 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 103 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 104 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 105 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 106 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 107 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 108 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 109 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 110 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 111 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 112 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 113 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 114 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 115 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 116 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 117 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 118 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 119 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 120 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

EXHIBIT C

EXHIBIT C File : 72CPC.WK1

Date JAN 8, 1991

LEVEL OF SERVICE

ROUTE: 72 - Whittier Blvd

LIMITS: Route 39, Beach Blvd in Orange Co.

TO: Atlantic Blvd in Los Angeles Co.

| SEG | POST MILE | DESCRIPTION | SOUTHBOUND LANES | | NORTHBOUND LANES | | P.M. PEAK | | A.M. PEAK | | P.M. PEAK | | A.M. PEAK | | P.M. PEAK | | A.M. PEAK | | |
|-----|-----------------|-------------------------------|------------------|----------------|------------------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|--|
| | | | EXIST | 2010 NULL IMP. | EXIST | 2010 NULL IMP. | EXIST | 2010 NULL IMP. | EXIST | 2010 NULL IMP. | EXIST | 2010 NULL IMP. | EXIST | 2010 NULL IMP. | EXIST | 2010 NULL IMP. | EXIST | 2010 NULL IMP. | |
| 1 | ORR 11.42/11.92 | RTE 39/ ORR CO. LINE | | | | | | | | | | | | | | | | | |
| 2 | LA 0.00/6.66 | ORR CO. LINE/RTE 605 | | | | | | | | | | | | | | | | | |
| 3 | LA 7.67/8.47 | RTE 19/E. CIV LTS. OF MONTEB. | | | | | | | | | | | | | | | | | |
| 4 | LA 8.47/612.08 | E. CIV LTS OF MONTEB/ATLANTIC | | | | | | | | | | | | | | | | | |

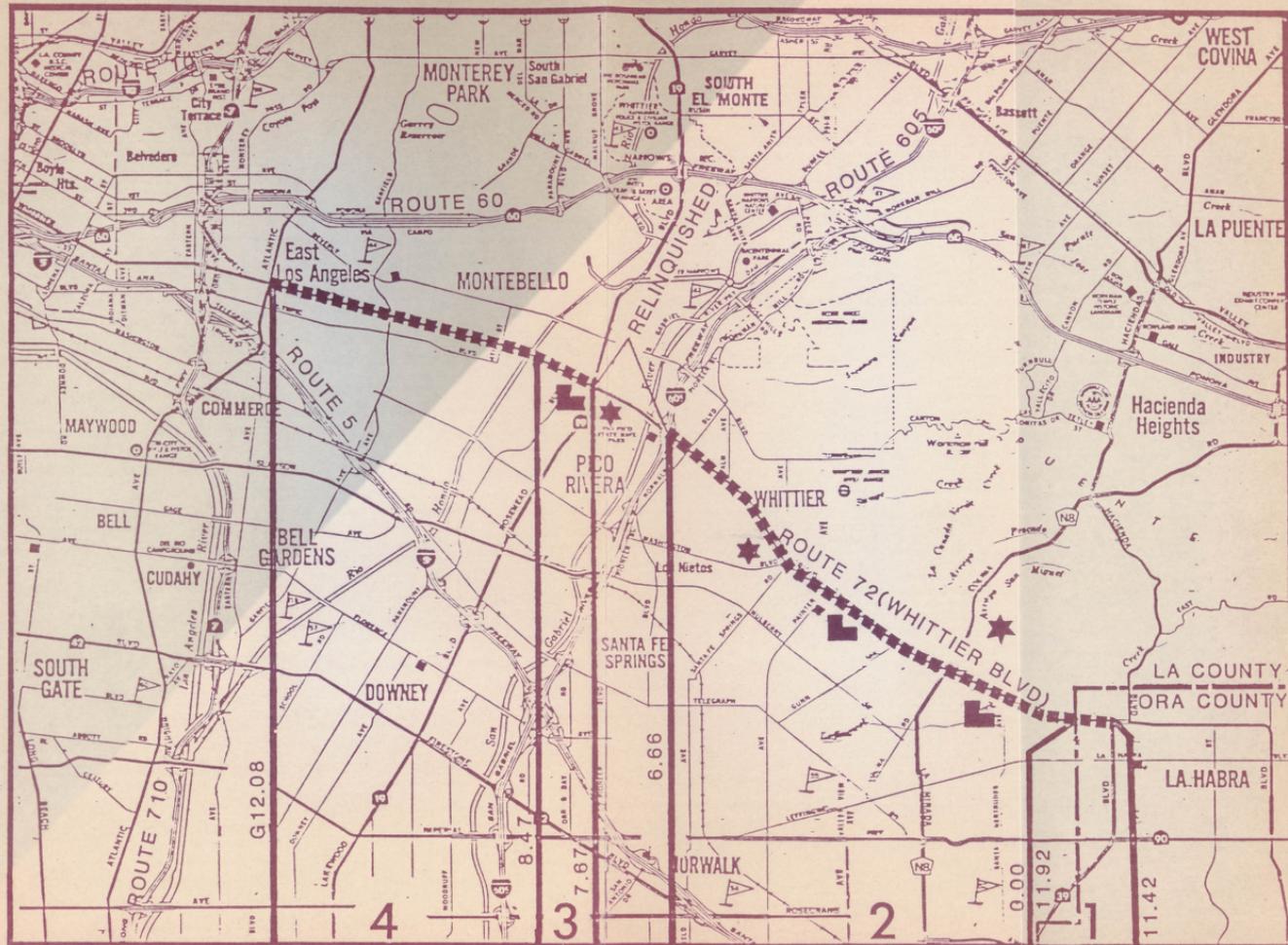
EXHIBIT C

ROUTE 72

RTE 39 TO ORA.CO. LINE
 P.M.11.42 TO P.M.11.92(ORA CO)
 ORA.CO. LINE TO RTE 605
 P.M.0.00 TO P.M.6.66(LA CO)
 RTE 19 TO ATLANTIC BLVD
 P.M.7.67 TO P.M.G12.08(LA CO)

LEGEND

- — ROUTE 72 LOCATION
- ⬜ — MAJOR SHOPPING CENTER
- ★ — OTHER TRAFFIC GENERATORS



ROUTE SEGMENTS
 FACILITIES
 TRAFFIC DATA

EXHIBIT B

| SEGMENT DESCRIPTION | SEG 01 PH-ORA 11.42/11.92 | | | SEG 02 PH-LA 0.00/6.66 | | | SEG 03 PH-LA 7.67/8.47 | | | SEG 04 PH-LA 8.47/G12.08 | | |
|---------------------|---------------------------|------|----------------|------------------------|------|----------------|------------------------|------|----------------|--------------------------|------|----------------|
| | EXIST | 2010 | MULL:2010 IMP. | EXIST | 2010 | MULL:2010 IMP. | EXIST | 2010 | MULL:2010 IMP. | EXIST | 2010 | MULL:2010 IMP. |
| ROUTE: 72 | 394 | 0 | 1991 | 194 | 0 | 1991 | 194 | 0 | 1991 | 194 | 0 | 1991 |
| FUNCTION CLASS. | P4 | | | P4 | | | P4 | | | P4 | | |
| TERRAIN | F | | | F | | | F | | | F | | |
| TRUCKS % OF PK HD | 2 | | | 4 | | | 4 | | | 3 | | |
| RED./OUT SHLD. (FT) | 16/8 | | | 0-16/2-8 | | | 0-16/10 | | | 0/8 | | |
| RAI (FT) | 100 | | | 100 | | | 100 | | | 100 | | |
| ADT | 34000 | | | 40500 | | | 29500 | | | 25500 | | |
| PK. HR. DEMAND | 1350 | | | 1825 | | | 1275 | | | 1125 | | |
| | 1350 | | | 1825 | | | 1275 | | | 1125 | | |
| NUMBER OF LANES | N 2C | | | 2C | | | 2C | | | 2C | | |
| | S 2C | | | 2C | | | 2C | | | 2C | | |
| CAPACITY RATIO: | H 0.84 | | | F 1.14 | | | D 0.80 | | | C 0.70 | | |
| | CLOS: D | | | F | | | D 0.80 | | | C 0.70 | | |
| | S 0.84 | | | F 1.14 | | | D 0.80 | | | C 0.70 | | |
| | CLOS: D | | | F | | | D 0.80 | | | C 0.70 | | |
| ACCIDENT RATE | 3-YR AVG STATE: 2.44 4.70 | | | 1.04 5.03 | | | 3.96 5.00 | | | 7.20 5.42 | | |