Appendix V

Consistency with Plans and Policies

Technical Memorandum

Metro

TECHNICAL MEMORANDUM

Consistency with Plans and Policies

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The purpose of this technical memorandum is to summarize the analysis of consistency with plans and policies conducted during the Level I and Level II screening of alternatives for the State Route 710 (SR-710) Study. The Level I screening analysis evaluated 42 alternatives including 1 advanced technologies, 1 spot/local improvement, 7 bus rapid transit, 8 commuter and light rail, 11 freeway, and 13 highway alternatives along with the No Build conditions. The Level II screening analysis evaluated 12 alternatives (with 3 variations) including a TSM/TDM improvement, 3 bus rapid transit, 4 light rail transit, 4 freeway, and 2 highway alternatives along with the No Build conditions.

Methodology

The alternatives were evaluated for consistency with the goals, policies, and strategies of the Southern California Association of Government's (SCAG's) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)[1], Measure R[2], and Metro's Long Range Transportation Plan (LRTP)[3]. Goals, policies, and strategies that may be applicable to the project were selected from the three planning documents and compared to the alternatives for consistency. An alternative was determined to be consistent if the design concept and mobility benefits were generally consistent with the goal, policy, or strategy as stated.

Consistency with Plans and Policies

Level I Screening

The Level I alternatives' consistency with the goals, policies, and strategies from SCAG's RTP/SCS, Measure R, and Metro's LRTP are summarized in Table 1. As shown in this table, the No Build Alternative is not consistent with any of the goals/objectives in these three planning documents. The goals and objectives of SCAG's RTP/SCS focus on maximizing mobility and accessibility and ensuring safety, reliability, sustainability, and productivity of the regional transportation system; therefore, the Bus Rapid Transit (BRT), Light Rail Transit (LRT), and Freeway alternatives have the greatest consistency with goals/objectives in SCAG's RTP/SCS, while the Highway

1 Southern California Association of Governments, 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy. Adopted April 2012. http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf

2 Metro. Measure R Fact Sheet. November 2009. http://www.metro.net/measureR/images/Measure_R_fact_sheet.pdf

3 Metro. 2009 Long Range Transportation Plan. http://www.metro.net/projects/reports/

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alternatives have the least consistency. The goals/objectives of Measure R focus on reducing congestion, improving traffic flow, improving mobility, and increasing public transportation; therefore, the BRT and Freeway alternatives and LRT-1 and LRT-2 have consistency with the most goals/objectives of Measure R, followed by the remaining LRT alternatives, while the TSM/TDM and Highway alternatives are the least consistent. Of all alternatives, the TSM/TDM alternative is consistent with the most goals/objectives in Metro's LRTP through implementation of signal synchronizations, ITS technologies, bicycle and pedestrian improvements, and bus signal prioritization.

Level II Screening

The Level II alternatives' consistency with the goals, policies, and strategies from SCAG's RTP/SCS, Measure R, and Metro's LRTP are summarized in Table 2. As shown in this table, the No Build Alternatives is not consistent with any of the goals/objectives in these three planning documents. The goals and objectives of SCAG's RTP/SCS focus on maximizing mobility and accessibility and ensuring safety, reliability, sustainability, and productivity of the regional transportation system; therefore, the BRT, LRT, and Freeway alternatives have the greatest consistency with goals/objectives in SCAG's RTP/SCS, while the Highway alternatives have the least consistency. The goals/objectives of Measure R focus on reducing congestion, improving traffic flow, improving mobility, and increasing public transportation; therefore, the BRT and Freeway alternatives have consistency with the most goals/objectives of Measure R, followed by the LRT alternatives, while the TSM/TDM and Highway alternatives are the least consistent. Of all alternatives, the TSM/TDM alternative is consistent with the most goals/objectives in Metro's LRTP through implementation of signal synchronizations, ITS technologies, bicycle and pedestrian improvements, and bus signal prioritization. Table 3 summarizes the total of the goal/objectives by plan, that each of the Level II Alternative alignments is consistent with.

TABLE I: CONSISTENCY WITH PLANS AND POLICIES- LEVEL 1 SCREENING

An "X" indicates that the alternative is consistent with the listed goal, policy, or strategy	1) No Build	2) TSM/TDM	3) BRT-1	4) BRT-2	5) BRT-3	6) BRT-4	7) BRT-5	8) BRT-6	9) BRT-7	10) LRT-1	11) LRT-2	12) LRT-3	13) LRT-4	14) LRT-5	15) Commuter Rail-1	16) Commuter Rail-2	17) Commuter Rail-3	18) Freeway-1	19) Freeway-2	20) Freeway-3	21) Freeway-4	22) Freeway-5	23) Freeway-6	24) Freeway-7	25) Freeway-8	26) Freeway-9	27) Freeway-10	28) Freeway-11	29) High way/Arterial-1	30) High way/Arterial-2	31) High way/Arterial-3	32) High way/Arterial-4	33) High way/Arterial-5	34) High way/Arterial-6	35) High way/Arterial-7	36) High way/Arterial-8	37) High way/Arterial-9	38) High way/Arterial-10	39) High way/Arterial-11	40) High way/Arterial-12	41) High way/Arterial-13	42) Advanced Technology
SCAG RTP/SCS Goals and Policies																																										
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness (Table 1.1 page 13)																																										
Goal 2: Maximized mobility and accessibility for all people and goods in the region (Table 1.1 page 13)																		X	X	X	X	X	X	X	X	X	X	X														
Goal 3: Ensure travel safety and reliability for all people and goods in the region (Table 1.1 page 13)			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X														
Goal 4: Preserve and ensure a sustainable regional transportation system (Table 1.1 page 13)			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X														
Goal 5: Maximize the productivity of our transportation system (Table 1.1 page 13)			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Goal 6: Protect the environment and health for residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking) (Table 1.1 page 13)		X																																								
Goal 7: Actively encourages and creates incentives for energy efficiency, where possible (Table 1.1 page 13)																																										X
Goal 8: Encourages land use and growth patterns that facilitate transit and non-motorized transportation (Table 1.1 page 13)																																										
Policy 1: Transportation investments shall be based on SCAG's adopted regional Performance Indicators (Table 1.2 page 15)																																										
Policy 2: Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system should be the highest RTP priorities for any incremental funding in the region (Table 1.2 page 15)		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																									
Policy 3: RTP land-use and growth strategies in the RTP will respect local input and advances smart growth initiatives (Table 1.2 page 15)																																										
Policy 4: transportation demand management and non-motorized transportation will be focused areas, subject to Policy 1 (Table 1.2 page 15)		X																																								
Policy 5: Includes HOV gap closure (Table 1.2 page 15)																																										
Measure R Program Plan Goals (from Measure R Fact Sheet)																																										
Goal 1: Expand Metro Rail and busway systems			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																									
Goal 2: Connect Metro Rail to airport										X	X																															
Goal 3: Synchronizes traffic signals to ease traffic flow		X																																								X
Goal 4: Make neighborhood streets and intersections safer for drivers, bicyclists, and pedestrians in each community		X																X	X	X	X	X	X	X	X	X	X	X														
Goal 5: Reduce highway traffic congestion																		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Goal 6: Enhance highway safety and improved traffic flow			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Goal 7: Expand bus transit			X	X	X	X	X	X	X																																	
Goal 8: Increases availability of public transportation			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																									
Goal 9: Enable people and freight to move freely in LA County																		X	X	X	X	X	X	X	X	X	X	X														
Metro LRTP Strategies (San Gabriel Valley Region)																																										

An "X" indicates that the alternative is consistent with the listed goal, policy, or strategy	1) No Build	2) TSM/TDM	3) BRT-1	4) BRT-2	5) BRT-3	6) BRT-4	7) BRT-5	8) BRT-6	9) BRT-7	10) LRT-1	11) LRT-2	12) LRT-3	13) LRT-4	14) LRT-5	15) Commuter Rail-1	16) Commuter Rail-2	17) Commuter Rail-3	18) Freeway-1	19) Freeway-2	20) Freeway-3	21) Freeway-4	22) Freeway-5	23) Freeway-6	24) Freeway-7	25) Freeway-8	26) Freeway-9	27) Freeway-10	28) Freeway-11	29) High way/Arterial-1	30) High way/Arterial-2	31) High way/Arterial-3	32) High way/Arterial-4	33) High way/Arterial-5	34) High way/Arterial-6	35) High way/Arterial-7	36) High way/Arterial-8	37) High way/Arterial-9	38) High way/Arterial-10	39) High way/Arterial-11	40) High way/Arterial-12	41) High way/Arterial-13	42) Advanced Technology
Strategy 1: I-710 Gap Closure constructed by 2040 (technical document page 31)																		X	X	X	X	X	X	X	X	X	X	X														
Strategy 2: Increase transit services along major corridors by implementing bus signal priority and expanding Metro and municipal operator services in the subregion (technical document page 31)		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																									
Strategy 3: Expand Metrolink service and capacity on San Bernardino and Riverside lines (technical document page 31)																X	X																									
Strategy 4: Mitigate the impacts of traffic generated by the movement of goods (technical document page 31)																																										
Strategy 5: Continue to implement TDM and bicycle and pedestrian improvements to provide connections to transit and to provide a viable alternative to the single occupant drivers (technical document page 31)		X																																								
Strategy 6: Improve mobility and capacity on arterial streets through signal synchronization, transit coordination and other ITS technologies (technical document page 31)		X																																								
Strategy 7: Increase the capacity of major east-west and north-south arterials through improvements such as roadway widening, grade separation, gap closures, and intersection improvements (technical document page 31)																												X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Strategy 8: Revitalize local communities to ensure a more livable environment within the San Gabriel Valley region (technical document page 31)																																										

TABLE 2: CONSISTENCY WITH PLANS AND POLICIES- LEVEL II SCREENING

An "X" indicates that the alternative is consistent with the listed goal, policy, or strategy	**No Build**	**TSM/TDM**	**BRT-1**	**BRT-6**	**BRT-6A**	**LRT-4A**	**LRT-4B**	**LRT-4D**	**LRT-6**	**Freeway-2**	**Freeway-5**	**Freeway-6**	**Freeway-7**	**High way/Arterial-2**	**High way/Arterial-6**
SCAG RTP/SCS Goals and Policies															
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness (Table 1.1 page 13)															
Goal 2: Maximized mobility and accessibility for all people and goods in the region (Table 1.1 page 13)										X	X	X	X		
Goal 3: Ensure travel safety and reliability for all people and goods in the region (Table 1.1 page 13)			X	X	X	X	X	X	X	X	X	X	X		
Goal 4: Preserve and ensure a sustainable regional transportation system (Table 1.1 page 13)			X	X	X	X	X	X	X	X	X	X	X		
Goal 5: Maximize the productivity of our transportation system (Table 1.1 page 13)			X	X	X	X	X	X	X	X	X	X	X	X	X
Goal 6: Protect the environment and health for residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking) (Table 1.1 page 13)		X													
Goal 7: Actively encourages and creates incentives for energy efficiency, where possible (Table 1.1 page 13)															
Goal 8: Encourages land use and growth patterns that facilitate transit and non-motorized transportation (Table 1.1 page 13)															
Policy 1: Transportation investments shall be based on SCAG's adopted regional Performance Indicators (Table 1.2 page 15)															
Policy 2: Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system should be the highest RTP priorities for any incremental funding in the region (Table 1.2 page 15)		X	X	X	X	X	X	X	X						
Policy 3: RTP land-use and growth strategies in the RTP will respect local input and advances smart growth initiatives (Table 1.2 page 15)															
Policy 4: transportation demand management and non-motorized transportation will be focused areas, subject to Policy 1 (Table 1.2 page 15)		X													
Policy 5: Includes HOV gap closure (Table 1.2 page 15)															
Measure R Program Plan Goals (from Measure R Fact Sheet)															
Goal 1: Expand Metro Rail and busway systems			X	X	X	X	X	X	X						
Goal 2: Connect Metro Rail to airport															
Goal 3: Synchronizes traffic signals to ease traffic flow		X													
Goal 4: Make neighborhood streets and intersections safer for drivers, bicyclists, and pedestrians in each community		X								X	X	X	X		
Goal 5: Reduce highway traffic congestion										X	X	X	X	X	X
Goal 6: Enhance highway safety and improved traffic flow			X	X	X	X	X	X	X	X	X	X	X	X	X

An "X" indicates that the alternative is consistent with the listed goal, policy, or strategy	No Build	TSM/TDM	BRT-1	BRT-6	BRT-6A	LRT-4A	LRT-4B	LRT-4D	LRT-6	Freeway-2	Freeway-5	Freeway-6	Freeway-7	High way/Arterial-2	High way/Arterial-6
Goal 7: Expand bus transit			X	X	X										
Goal 8: Increases availability of public transportation			X	X	X	X	X	X	X						
Goal 9: Enable people and freight to move freely in LA County										X	X	X	X		
Metro LRTP Strategies (San Gabriel Valley Region)															
Strategy 1: I-710 Gap Closure constructed by 2040 (technical document page 31)										X	X	X	X		
Strategy 2: Increase transit services along major corridors by implementing bus signal priority and expanding Metro and municipal operator services in the subregion (technical document page 31)		X	X	X	X	X	X	X	X						
Strategy 3: Expand Metrolink service and capacity on San Bernardino and Riverside lines (technical document page 31)															
Strategy 4: Mitigate the impacts of traffic generated by the movement of goods (technical document page 31)															
Strategy 5: Continue to implement TDM and bicycle and pedestrian improvements to provide connections to transit and to provide a viable alternative to the single occupant drivers (technical document page 31)		X													
Strategy 6: Improve mobility and capacity on arterial streets through signal synchronization, transit coordination and other ITS technologies (technical document page 31)		X													
Strategy 7: Increase the capacity of major east-west and north-south arterials through improvements such as roadway widening, grade separation, gap closures, and intersection improvements (technical document page 31)														X	X
Strategy 8: Revitalize local communities to ensure a more livable environment within the San Gabriel Valley region (technical document page 31)															

TABLE 3
Level II Screening of SR-710 Project Alternatives
Summary of Consistency of Plans and Policies by Alternative

Resources	No Build	TSM/TDM	BRT-1	BRT-6	BRT-6A	LRT-4a	LRT-4b	LRT-4d	LRT-6	F-2	F-5	F-6	F-7	H-2	H-6
Number of RTP/SCS goals/objectives alignment is consistent with	0	3	4	4	4	4	4	4	4	4	4	4	4	1	1
Number of Measure R goals/objectives the alignment is consistent with	0	2	4	4	4	3	3	3	3	4	4	4	4	2	2
Number of Metro LRTP goals/objectives the alignment is consistent with	0	3	1	1	1	1	1	1	1	1	1	1	1	1	1

LRTP = Long Range Transportation Plan
RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy