Sensitive

CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULATION
For projects that correct, improve, or eliminate a hazardous location or feature

Project Information

DIST-CO-RTE-PM: Along Mission Road from its intersection with Cesar Chavez Avenue on the west end, northeasterly to Valley Boulevard and continuing along Valley Boulevard easterly and northeasterly to the I-710 terminus on the east end.

EA/EFIS ID (Caltrans Projects):

Fed. Aid. No. (Local Projects): STPL 5006(909)

FTIP ID No. (required): LAPIM103 (Note that FTIP will be amended in September 2024 to revise the project limits consistently with the proposed improvements – Please see Attachment A)

TCWG Consideration Date: July 23, 2024

Pollutant of Concern: PM10 and PM2.5

Contact Information

Lead Agency: Caltrans District 7 for NEPA, City of Los Angeles for CEQA

Contact Person: Erik Munoz, City of Los Angeles

Phone: 310.359.2537 **Fax:**

Email: erik.munoz@lacity.org

Environmental Approval Information

Anticipated Federal Environmental Approval (check appropriate box)**:**

☒ 23 USC 326 CE ☐ 23 USC 327 CE ☐ EA ☐ EIS

Anticipated Date of Federal Environmental Approval: November 2024

Current Programming Dates (as appropriate)**:**

	PA&ED	PS&E	ROW	CON
Start	2024	2024	2025	2027
End	2025	2025	2026	2028

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Project Details

Project Description

The Valley Boulevard Multi-Modal Transportation Improvement Project (project) is a component of the Interstate (I) 710 North Mobility Improvement Program, which has been developed by the City of Los Angeles Bureau of Engineering, in collaboration with LA Council District 14 and various regional and local project partners. Figure 1 is a regional location map and Figure 2 is the aerial view of the project corridor.

The project is located along a 4.5-mile corridor through the Lincoln Heights, Boyle Heights, and El Sereno communities of the City of Los Angeles, connecting the I-710 freeway to Union Station in Downtown Los Angeles via Valley Boulevard, Mission Road, and Cesar Chavez Avenue. This road segment is a four-lane, primarily east-west corridor that accommodates an average daily traffic of 17,000 to 24,000 vehicles. It provides access to several major destinations, such as LA Union Station, California State University - Los Angeles campus, Union Pacific Railroad (UPRR) Los Angeles Transportation Center, Lincoln and Ascot Hills Parks, LAC+USC Medical Center, and the USC Health Science campus. The UPRR tracks runs along Valley Boulevard through most of the project corridor.

The project proposes a variety of improvements for implementing safer rail crossing measures; enhancing accessibility and connectivity throughout the corridor; integrating Vision Zero elements to provide safer, healthier, and more equitable options for all users; identifying opportunities for protected bike lanes; efficiently managing on street parking options; and developing potential rapid transit services to improve travel time and reliability for transit riders. The short-term improvements and the subject of this review include of project has been designed to include the implementation of multi-modal mobility and access improvements; active transportation enhancement; and bus transit infrastructure/safety in corridor improvements. In addition, the project proposes to convert one through lane to a dedicated bus-lane during the peak-period throughout the project limits. Attachment B provides the typical layouts of the corridor. Attachment C provides the proposed roadway cross-sections of various segments of the corridor.

The limits of the short-term improvements along Valley Boulevard would begin at the SR-710 terminus on the west side to Mission Road and continue along Mission Road to the intersection of Mission Road and Caesar Chaves Avenue on the east side.

Other improvements (mid-term and long-term) are not part of this review and are in planning stage.

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Figure 1 – Project Location

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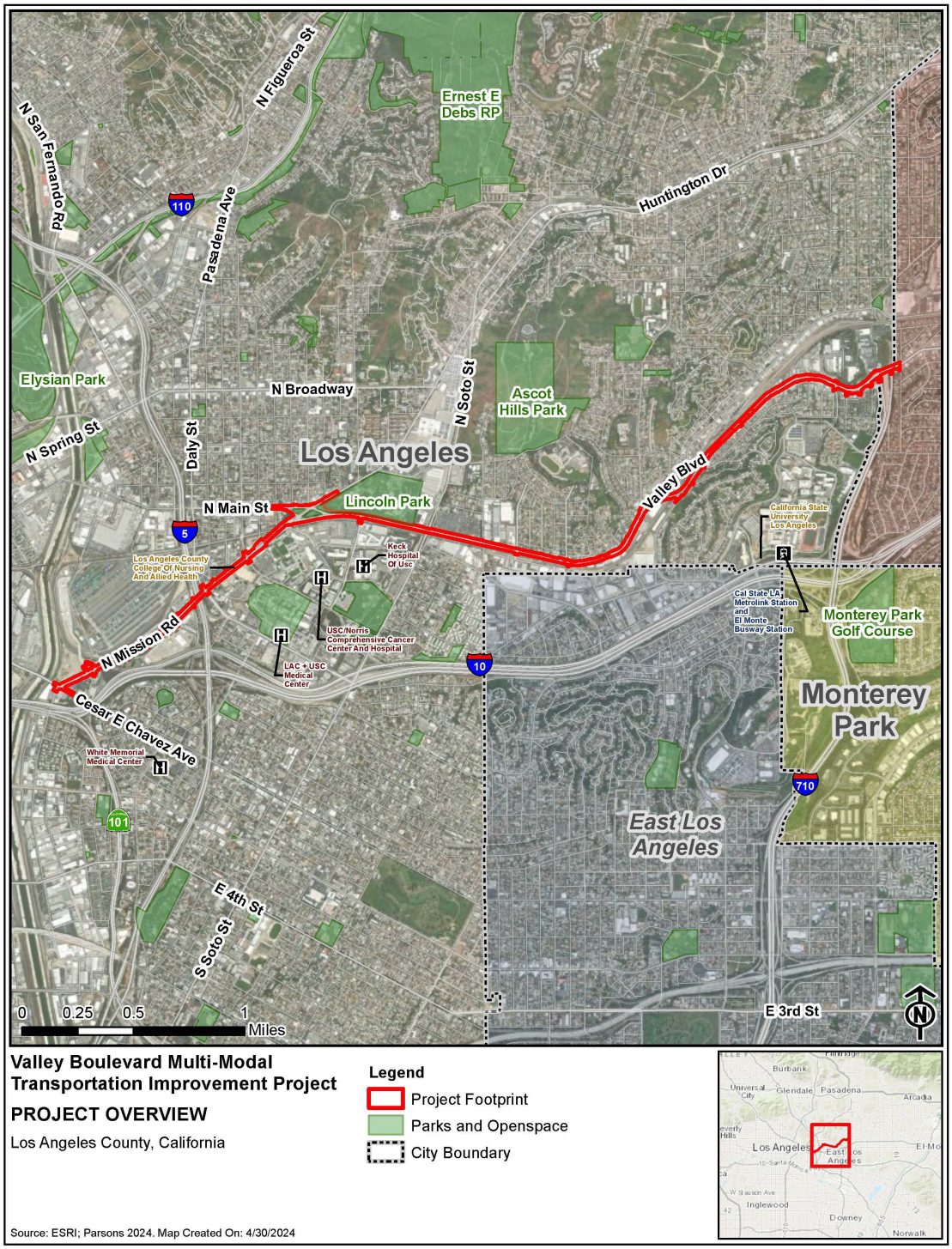
Figure 2 – Aerial View



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Project Purpose and Need (Summary) (attach additional sheets as necessary)**:**

The main purpose of the project is to improve mobility, pedestrian and bicycle access, transit infrastructure and a potential enhanced bus lane (during peak period) to provide safe and accessible mobility along the corridor. This project also aims to increase transit service, connectivity, transit ridership, and improve access to employment centers, educational facilities, healthcare facilities, parks and recreational centers.

In 2021, the City of Los Angeles initially studied improvements that may be needed to improve mobility near the I-710 terminus, north of Downtown Los Angeles, specifically along Mission Road and Valley Boulevard. Based on research of the existing conditions and community and stakeholder input during meetings, interviews, and surveys, issues and concerns included traffic congestion, safety, delays for turning vehicles, long waits at traffic signals, lack of bike space, lack of sidewalks, curb ramps, bus stop amenities, long distance between crosswalks, limited bus routes, and waiting time for train crossings. Community residents, businesses and stakeholders also raised the need for roadway, pedestrian, transit service, bikeway, and safety improvements and grade separation with UPRR tracks.

Please provide collision data or justification on the need for the correction, improvement, or elimination of a hazardous location or feature:

From 2016 to 2020, 361 collisions were reported along the Valley Boulevard corridor, from Westmont Drive to San Pablo Street (see Table 1). The intersections with over 20 collisions included Mariondale Avenue, Eastern Avenue, Del Paso Avenue, Boca Avenue, Vineburn Avenue, Soto Street, North Soto Street, and San Pablo Street. Broadside collisions were the most common, with 139 incidents, followed by rear-end collisions, with 75 incidents. Additionally, there were 18 collisions involving a vehicle and a pedestrian in the Valley Boulevard corridor during this five-year period.

Table 1: Valley Boulevard Corridor 2016-2020 Collisions by Types

Intersection	Type of Collision						Total
	Head-On	Sideswipe	Rear End	Broadside	Vehicle/ Pedestrian	Other	
Westmont Drive	2	2	3	7	0	2	**16**
I-710 NB Off-Ramp	0	1	0	1	0	0	**2**
I-710 SB On-Ramp	0	0	2	1	2	0	**5**
Highbury Avenue	0	3	3	4	0	0	**10**
Vandalia Avenue	2	0	1	6	0	2	**11**
Lillyvale Avenue	0	1	0	3	0	1	**5**
Mariondale Avenue	6	2	6	10	1	2	**27**
Bullard Avenue	3	2	0	8	1	3	**17**
Borland Avenue	0	1	1	2	0	2	**6**
Block Place	1	2	7	3	0	1	**14**
Beatie Place	1	2	3	6	3	1	**16**
Cavanagh Road	1	1	0	4	0	3	**9**
Williams Place	0	0	0	0	0	0	**0**
Marianna Avenue	0	3	5	2	0	1	**11**
Alhambra Avenue	1	2	3	4	0	4	**14**
Eastern Avenue	4	2	8	16	1	2	**33**
Cyril Avenue	1	1	0	4	0	1	**7**
Del Paso Avenue	3	1	8	4	1	5	**22**
Ronda Drive	1	0	0	1	1	1	**4**
Boca Avenue	2	2	4	11	1	1	**21**
Rowan Avenue	0	0	2	3	0	1	**6**
Vineburn Avenue	5	1	5	7	2	2	**22**
Soto Street	2	8	6	15	3	3	**37**
N. Soto Street	3	4	3	8	1	4	**23**
San Pablo Street	3	4	5	9	1	1	**23**
Total	**41**	**45**	**75**	**139**	**18**	**43**	**361**

From 2016 to 2020, 214 collisions were reported along the Mission Road corridor, from Main Street to Cesar E. Chavez Avenue (see Table 2). The intersections with over 30 collisions included Main Street, Marengo Street/Daly Street, and Cesar E. Chavez Avenue. Broadside collisions were the most common, with 62 incidents, followed by rear-end collisions, with 53 incidents.

Table 2: Mission Road Corridor 2016-2020 Collisions by Types

Intersection	Type of Collision						Total
	Head-On	Sideswipe	Rear End	Broadside	Vehicle/ Pedestrian	Other	
Main Street	5	4	9	28	0	8	**54**
Main Connector Road / Valley Boulevard	0	1	0	5	0	1	**7**
Griffin Avenue / Zonal Avenue	2	0	5	1	1	0	**9**
Sichel street	0	1	1	3	1	1	**7**
Workman Street	0	1	0	3	1	2	**7**
Marengo Street / Daly Street	4	3	5	10	6	2	**30**
I-5 SB/I-10 EB-WB Ramps	1	0	0	0	1	0	**2**
Richmond Street	3	6	4	3	1	9	**26**
MTA Driveway	0	0	1	0	0	3	**4**

Intersection	Type of Collision						Total
	Head-On	Sideswipe	Rear End	Broadside	Vehicle/ Pedestrian	Other	
Gallardo Street	3	2	9	3	2	1	**20**
Richmond Street	0	0	0	0	0	0	**0**
Cesar E Chavez Avenue	6	7	19	6	5	5	**48**
Total	**24**	**25**	**53**	**62**	**18**	**32**	**214**

Table 3 presents the collisions by severity along Valley Boulevard within the project study corridor from 2016 to 2020. A total of 22 incidents resulted in fatal or severe injuries, with 26 total fatalities or severe injuries reported. The highest number of these incidents occurred at Vineburn Avenue. Additionally, there were 18 collisions involving a vehicle and a pedestrian in the Mission Road corridor during this five-year period.

Table 3: Valley Boulevard Corridor 2016-2020 Collisions by Severity

Intersection	Type of Collision				
	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	Total Killed or Severely Injured Individuals*
Westmont Drive	0	1	3	12	2
I-710 NB Off-Ramp	0	1	0	1	1
I-710 SB On-Ramp	0	1	0	4	1
Highbury Avenue	0	0	2	8	0
Vandalia Avenue	0	0	4	7	0
Lillyvale Avenue	0	1	1	3	1
Mariondale Avenue	0	1	8	18	1
Bullard Avenue	0	2	6	9	2
Borland Avenue	0	0	2	4	0
Block Place	0	0	5	9	0
Beatie Place	0	1	8	7	1
Cavanagh Road	0	1	4	4	2
Williams Place	0	0	0	0	0
Marianna Avenue	0	1	2	8	1
Alhambra Avenue	0	0	5	9	0
Eastern Avenue	0	2	10	21	2
Cyril Avenue	1	0	2	4	2
Del Paso Avenue	1	1	7	13	3
Ronda Drive	1	0	0	3	1
Boca Avenue	0	0	12	9	0
Rowan Avenue	0	0	3	3	0
Vineburn Avenue	0	4	9	9	4
Soto Street	0	1	9	27	1
N. Soto Street	0	0	12	11	0
San Pablo Street	0	1	6	16	1
Total	**3**	**19**	**25**	**219**	**26**

Table 4 presents the collisions by severity along Mission Road within the project study corridor from 2016 to 2020. A total of 26 total fatalities or severe injuries was reported. The highest number of fatal or severe injury incidents were at North Main Street and at Cesar E. Chavez Avenue.

Table 4: Mission Road Corridor 2016-2020 Collisions by Severity

Intersection	Type of Collision				
	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	Total Killed or Severely Injured Individuals*
N. Main Street	2	4	20	28	6
Main Connector Road / Valley Boulevard	0	1	1	5	1
Griffin Avenue / Zonal Avenue	0	0	3	6	0
Sichel street	0	1	2	4	1
Workman Street	0	0	1	6	0
Marengo Street / Daly Street	0	4	9	17	4
I-5 SB/I-10 EB-WB Ramps	0	0	1	1	0
Richmond Street	0	3	10	13	4
MTA Driveway	0	0	3	1	0
Gallardo Street	0	0	7	13	0
Cesar E Chavez Avenue	2	1	13	32	6
Total	**4**	**14**	**70**	**126**	**22**

Tables 5 and 6 summarize the number of collisions involving pedestrians and bicycles at the intersections along the Valley Boulevard, Mission Road, and Cesar E. Chavez Avenue corridors during the 2016-2020 reporting period.

Table 5: Valley Boulevard Corridor 2016-2020 Collisions Pedestrian/Bicycle Involvement

Intersection	Involvement	
	Pedestrian	Bicycle
Westmont Drive	0	1
I-710 NB Off-Ramp	0	1
I-710 SB On-Ramp	1	0
Highbury Avenue	0	0
Vandalia Avenue	0	0
Lillyvale Avenue	0	1
Mariondale Avenue	1	1
Bullard Avenue	1	1
Borland Avenue	0	0
Block Place	0	0
Beatie Place	3	2
Cavanagh Road	0	0
Williams Place	0	0
Marianna Avenue	0	1
Alhambra Avenue	0	2
Eastern Avenue	1	4

Intersection	Involvement	
	Pedestrian	Bicycle
Cyril Avenue	0	2
Del Paso Avenue	1	0
Ronda Drive	1	0
Boca Avenue	1	0
Rowan Avenue	0	1
Vineburn Avenue	2	3
Soto Street	3	1
N. Soto Street	1	3
San Pablo Street	1	3
Total	**17**	**27**

As shown in Table 5, a total of 17 pedestrians and 27 bicycles were involved in collisions along the Valley Boulevard corridor from 2016 to 2020. The number of pedestrian collisions slightly varies from those listed as the overall number of vehicle/pedestrian collisions due to differences in how the collision data were recorded in the SWITRS database. Although there were fewer than five pedestrian incidents, the intersections at Beatie Place and Soto Street reported the highest number of three incidents. It should be noted that Beatie Place is an unsignalized intersection with a marked crosswalk on the east leg, providing access to a bus stop along Valley Boulevard. The bus stop is located at the edge of the road, with an insufficient pedestrian walkway. Under the proposed project, Beatie Place intersection with Valley Blvd will be improved with HAWK beacon signal system to enhance pedestrian crossing.

The highest number of bicycle incidents was reported at the Eastern Avenue intersection, with four incidents. As mentioned previously, Valley Boulevard is not currently designated as a bikeway facility.

By applying a collision reduction factor of 0.4 for project safety elements such as high-visibility crosswalks and new walkways, and 0.5 for improved bikeways, the project is forecasted to reduce pedestrian-involved injury collisions by 0.6 per year and bicycle-involved collisions by 1.4 per year in the Valley Boulevard corridor.

Table 6: Mission Road Corridor 2016-2020 Collisions
Pedestrian/Bicycle Involvement

Intersection	Involvement	
	Pedestrian	Bicycle
Main Street	0	3
Main Connector Road	0	0
Main Connector Road / Valley Boulevard	0	2
Griffin Avenue / Zonal Avenue	2	2

Intersection	Involvement	
	Pedestrian	Bicycle
Sichel street	1	3
Workman Street	2	0
Marengo Street / Daly Street	6	4
I-5 SB/I-10 EB-WB Ramps	1	0
Richmond Street	1	2
MTA Driveway	0	0
Gallardo Street	2	2
Richmond Street	0	0
Cesar E Chavez Avenue	4	5
Total	**19**	**23**

As shown in Table 6, a total of 19 pedestrians and 23 bicycles were involved in collisions along the Mission Road corridor from 2016 to 2020. The highest number of pedestrian incidents occurred at the Marengo Street and Daly Street intersection, with six incidents.

The highest number of bicycle incidents was reported at the E. Cesar E. Chavez Avenue intersection, with five incidents. Mission Road is currently designated as a Class 2 bikeway.

By applying a collision reduction factor of 0.4 for project safety elements such as high-visibility crosswalks and new walkways, and 0.5 for improved bikeways, the project is forecasted to reduce pedestrian-involved injury collisions by 0.8 per year and bicycle-involved collisions by 1.2 per year in the Mission Road corridor.

Comments/Explanation/Details (attach additional sheets as necessary)**:**

The project will replace approximately 88 crosswalks with high-visibility crosswalks, add 46,000 feet of new sidewalk, install two HAWK beacon pedestrian crossings, and add 23,000 feet of new Class IV separated bike paths to replace existing Class II street-level bike lanes. The project will also convert one through lane to a dedicated bus-lane during the peak-period throughout the project limits. These new multi-modal elements along Mission Road and Valley Boulevard will enhance overall safety and reduce pedestrian-involved and bicycle-involved injury collisions. The project also proposes to add 400 streetlights and 400 pedestrian lights along the corridor to improve visibility and prevent future pedestrian and bicycle collisions.

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ATTACHMENTS

Attachment A: FTIP Project Listing and Proposed Amendment

Attachment B: Project Layouts

Attachment C: Roadway Cross-Sections

Attachment A

FTIP Project Listing and Proposed Amendment

2023 Federal Transportation Improvement Program
Los Angeles County
Local Highway - Project Listing
(In $000`s)

PHASE	FUND SOURCE	PRIOR	22/23	23/24	24/25	25/26	26/27	27/28	FUTURE	TOTAL
PE	STPL-R - STP Local Regional	$3,000	$1,000	$0	$0	$0	$0	$0	$0	$4,000
ROW	STPL-R - STP Local Regional	$0	$0	$0	$500	$0	$0	$0	$0	$500
CON	STPL-R - STP Local Regional	$0	$0	$0	$11,888	$0	$0	$0	$0	$11,888
TOTAL	TOTAL	$3,000	$1,000	$0	$12,388	$0	$0	$0	$0	$16,388

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LAMIP103	Los Angeles A, City of	Los Angeles	TCM	SCAB	$34,100	1M0101	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR31 - ROAD REPLC & REHAB (NO LN ADD)	From Soto Street to 710 Freeway	YES	23-00

DESCRIPTION

On Valley Boulevard, between Soto Street and the 710 Fwy ramp, implement multi-modal mobility and access improvements; ped enhancements; bike lanes; transit infrastructure improvements including a dedicated Bus Rapid Transit route to improve mobility/safety in corridor. Adding TDC in FY 22/23 in PE $259; FY 23/24 in PE $259, FY 24/25 in PE $259, RW $259; FY 25/26 in RW $259, CON $777; FY 26/27 in CON $1,827.(Not capacity enhancing)

PHASE	FUND SOURCE	PRIOR	22/23	23/24	24/25	25/26	26/27	27/28	FUTURE	TOTAL
PE	STPL-R - STP Local Regional	$4,000	$2,000	$2,000	$2,000	$0	$0	$0	$0	$10,000
ROW	STPL-R - STP Local Regional	$0	$0	$0	$2,000	$2,000	$0	$0	$0	$4,000
CON	STPL-R - STP Local Regional	$0	$0	$0	$0	$6,000	$14,100	$0	$0	$20,100
TOTAL	TOTAL	$4,000	$2,000	$2,000	$4,000	$8,000	$14,100	$0	$0	$34,100

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LAMIP104	Los Angeles A, City of	Los Angeles	TCM	SCAB	$17,000	1M0101	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR31 - ROAD REPLC & REHAB (NO LN ADD)	From Mission Rd to Kendall Ave	YES	23-00

DESCRIPTION

On Huntington Drive, between Mission Road and Kendall Avenue in Los Angeles, implement mobility and access improvements; ped access enhancements; transit infrastructure improvements and a dedicated Bus Rapid Transit route. Adding TDC in FY 22/23 in PE $130; FY 23/24 in PE for $65; FY 24/25 in RW for $65, CON $583; FY 25/26 in CON $1,036.(Not capacity enhancing)

PHASE	FUND SOURCE	PRIOR	22/23	23/24	24/25	25/26	26/27	27/28	FUTURE	TOTAL
PE	STPL-R - STP Local Regional	$2,500	$1,000	$500	$0	$0	$0	$0	$0	$4,000
ROW	STPL-R - STP Local Regional	$0	$0	$0	$500	$0	$0	$0	$0	$500
CON	STPL-R - STP Local Regional	$0	$0	$0	$4,500	$8,000	$0	$0	$0	$12,500
TOTAL	TOTAL	$2,500	$1,000	$500	$5,000	$8,000	$0	$0	$0	$17,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LAMIP105	Los Angeles A, City of	Los Angeles	TCM	SCAB	$6,000	1O1008	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR27 - PEDESTRIAN FACILITIES-UPGRADE	From Valley Blvd to Mission Rd		23-00

DESCRIPTION

El Sereno Active Transportation Project & Transit Connectivity Enhancements. Mobility, pedestrian access, and transit infrastructure improvements to increase transit connectivity, ridership, and access to and from hillside communities in El Sereno. Includes corridors along Alhambra Ave, Marianna Ave, Huntington Dr, and Beatie Pl. Using toll credits in FY 24/25 in CON for $434 and FY 25/26 in CON for $168 as match to RSTP.

PHASE	FUND SOURCE	PRIOR	22/23	23/24	24/25	25/26	26/27	27/28	FUTURE	TOTAL
PE	STPL-R - STP Local Regional	$1,350	$0	$0	$0	$0	$0	$0	$0	$1,350
CON	STPL-R - STP Local Regional	$0	$0	$0	$3,350	$1,300	$0	$0	$0	$4,650
TOTAL	TOTAL	$1,350	$0	$0	$3,350	$1,300	$0	$0	$0	$6,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LAMIP106	Los Angeles A, City of	Los Angeles	TCM	SCAB	$5,000	1O1008	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR27 - PEDESTRIAN FACILITIES-UPGRADE	From Eagle Rock Bl to San Pascual Ave		23-00

DESCRIPTION

Los Angeles Metropolitan Transportation Authority

2023 Federal Transportation Improvement Program ($000)

TIP ID **LAMIP103** Implementing Agency **Los Angeles A, City of**

Project Description: On Valley Boulevard and Mission Boulevard, between L.A. Union Station and the 710 Fwy ramp, implement multi-modal mobility and access improvements; active transportation enhancements; and bus transit infrastructure/safety in corridor improvements. Using Toll Credits to match STPL-R in FY24 of $229K for PE, FY25 of $229K for PE and $229K for ROW; FY26 of $229K for ROW and $688K for CON. (Not capacity enhancing).

SCAG RTP Project #: 1M0101
Study:N/A Is Model: NO Model #:
PM: Erik Munoz - (310)359-2537

LS: N LS GROUP#:
Conformity Category: EXEMPT - 93.126

System :Local Hwy Route : Postmile: Distance: Phase: Environmental Document/Pre-Design Phase (PAED) Completion Date 12/31/2030

Lane # Extd: 6 Lane # Prop: 6 Imprv Desc: Mobility improvements for all modes

Air Basin: SCAB Envir Doc: CATEGORICAL EXCLUSION/CATEGORICAL EXEMPTION -- JOINT NEPA/CEQA - 11/15/2024

Toll Rate: 0.00 Toll Colc Loc: Toll Method: Hov acs eg loc:

Uza: Los Angeles-Long Beach-Santa Ana Sub-Area: Sub-Region:

CTIPS ID: EA #: PPNO:

Program Code: NCR31 - ROAD REPLC & REHAB (NO LN ADD) Stop Loc:

	PHASE	PRIOR	22/23	23/24	24/25	25/26	26/27	27/28	BEYOND	PROG TOTAL
STPL-R - STP Local Regional	PE	$6,000		$2,000	$2,000	$0				$10,000
	RW	$0		$0	$2,000	$2,000				$4,000
	CON	$0		$0	$0	$6,000				$6,000
	SUBTOTAL	$6,000		$2,000	$4,000	$8,000				$20,000
	TOTAL	**$6,000**		**$2,000**	**$4,000**	**$8,000**				**$20,000**

TOTAL PE: $10,000 **TOTAL RW: $4,000** **TOTAL CON: $6,000** **TOTAL PROGRAMMED: $20,000**

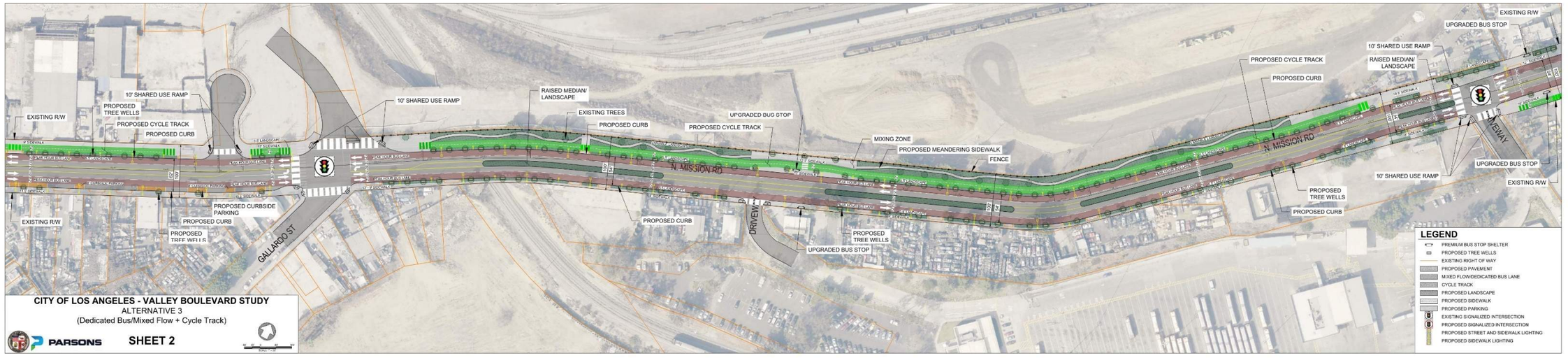
- General Comment: Update in Formal Amd #23-30 is emergency type as city must obtain Caltrans approval of final environmental document (CE/CE) expected in November 2024. Project no longer "Modeled" as BRT component was removed from scope and Conformity Category is updated to Exempt.
- Modeling Comment:
- TCM Comment:
- Amendment Comment:
- CMP Comment:
- Narrative:

Last Revised **Amendment 23-30 - Submitted** **Change reason**:SCOPE CHANGE **Total Project Cost** **$20,000**

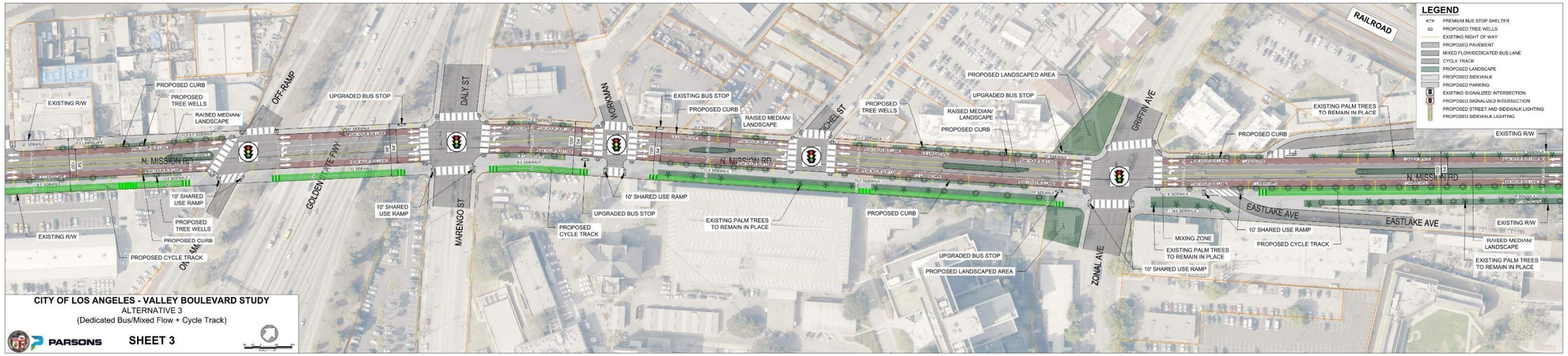
Attachment B

Project Layouts

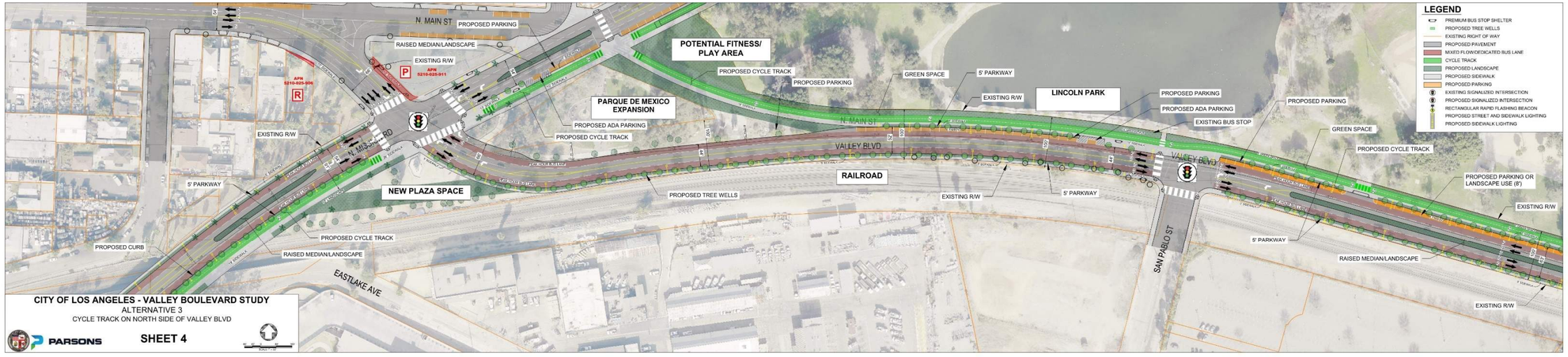
Map 1. Los Angeles Union Station (western terminus) to the intersection of East Cesar Chavez Avenue and North Mission Road along East Cesar Chavez Avenue



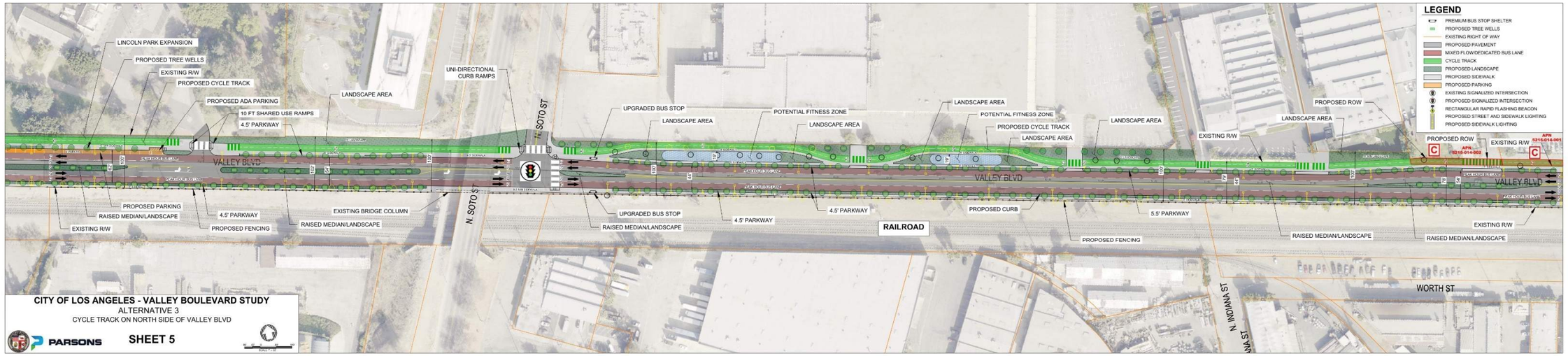
Map 2. Intersection of East Cesar Chavez Avenue and North Mission Road to the Interstate-5 overpass along North Mission Road



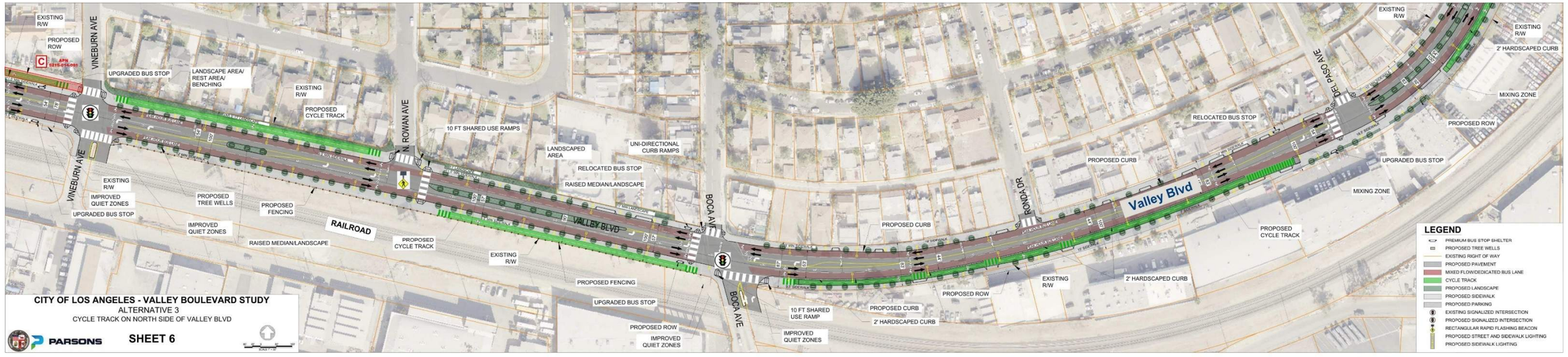
Map 3. Interstate-5 overpass to the intersection of North Mission Road and Valley Boulevard along North Mission Road



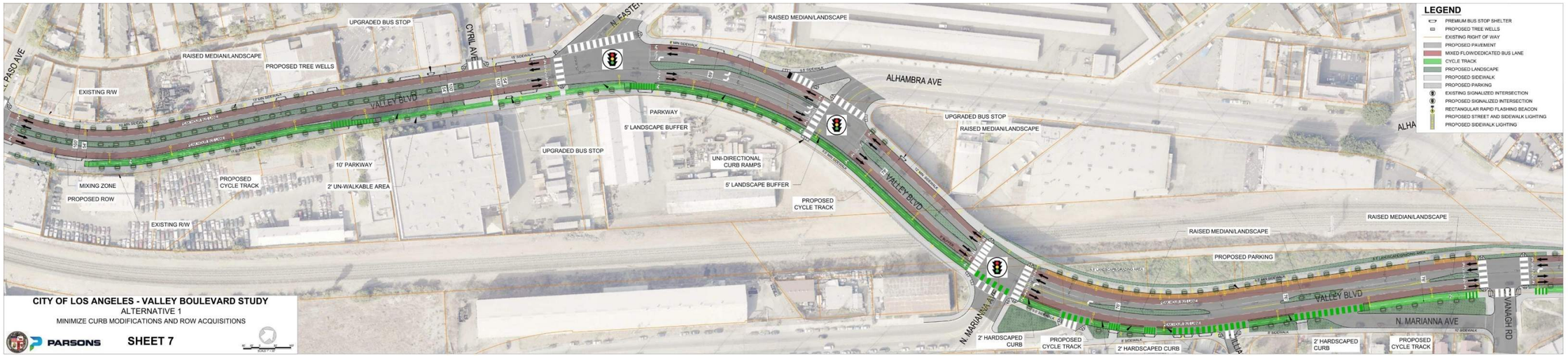
Map 4. Intersection of North Mission Road and Valley Boulevard to San Pablo Street along Valley Boulevard



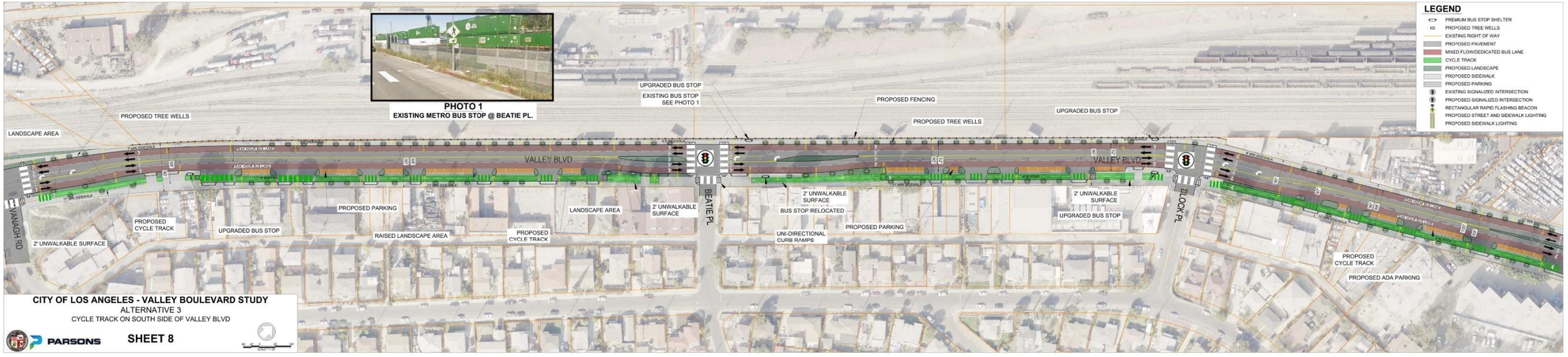
Map 5. San Pablo Street to Vineburn Avenue along Valley Boulevard



Map 6. Vineburn Avenue to Del Paso Avenue along Valley Boulevard

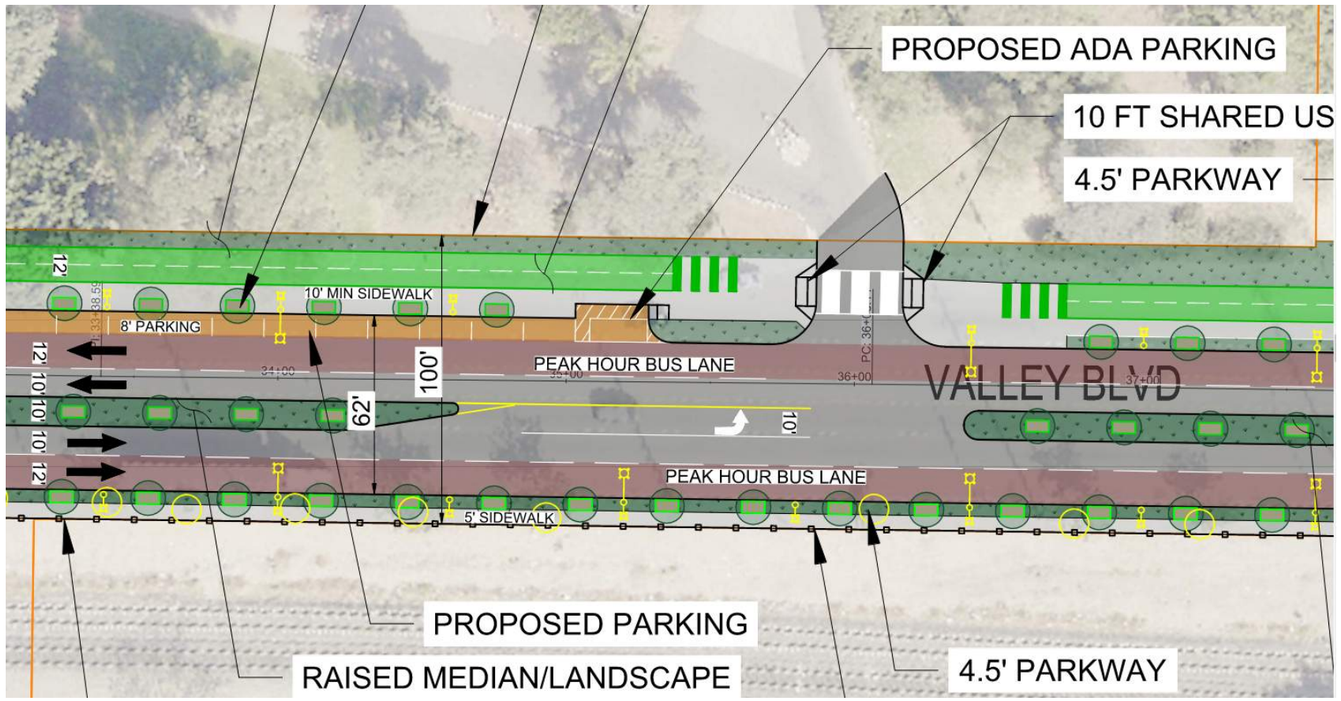


Map 7. Del Paso Avenue to Cavanagh Road along Valley Boulevard

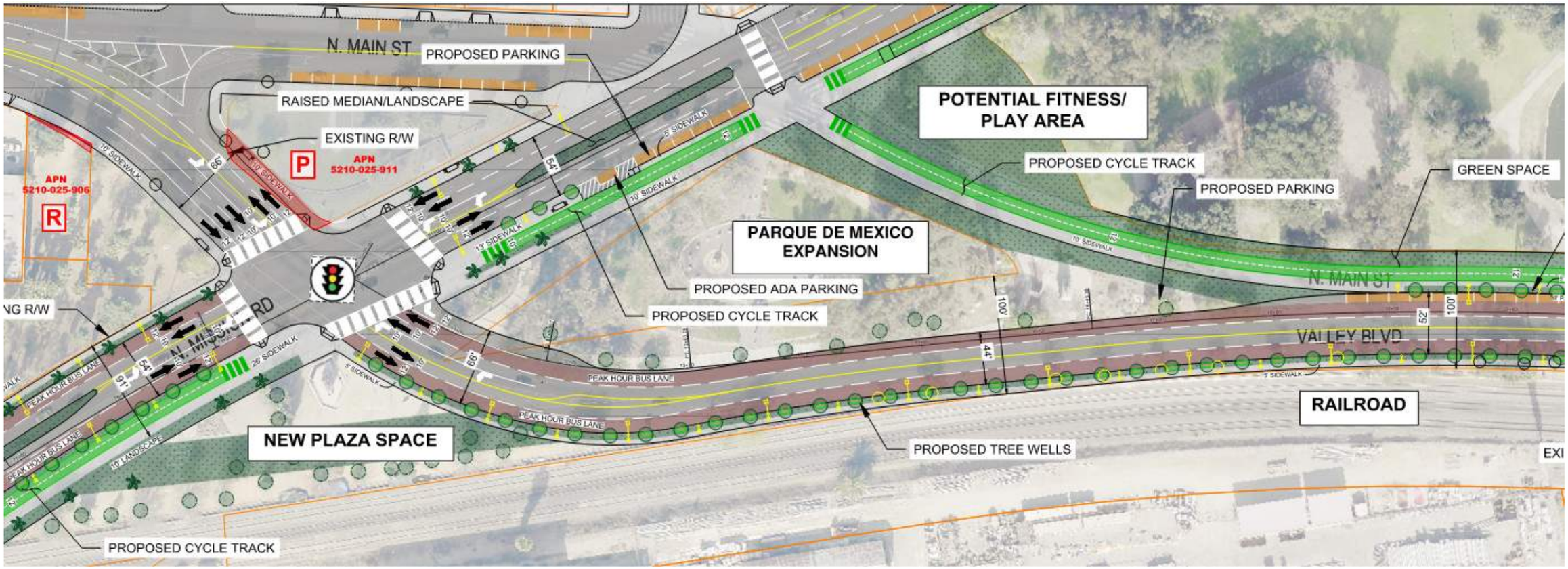


Map 8. Cavanagh Road to Borland Road along Valley Boulevard

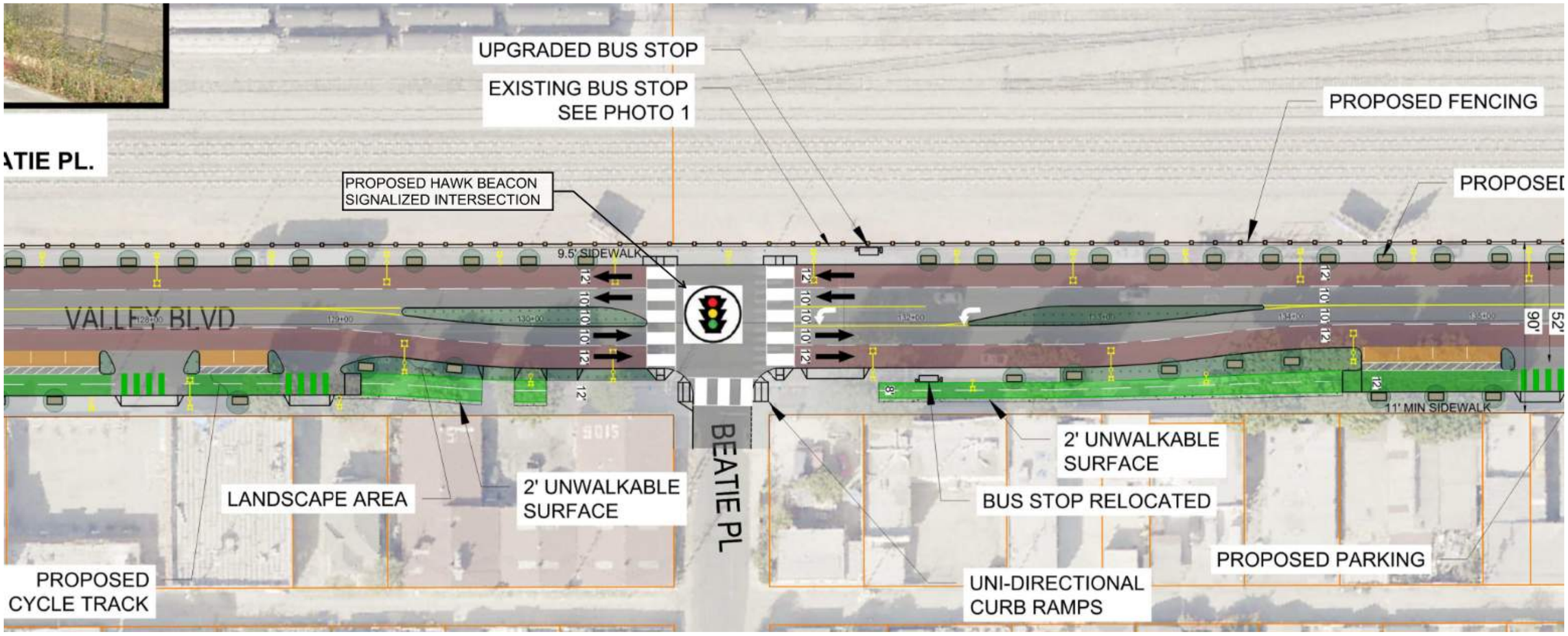
Map 9. Borland Road to State Route-710 (eastern terminus) along Valley Boulevard



Map 10. Valley Boulevard, Typical Peak Hour Bus Lane Example



Map 11. Valley Boulevard, Mission Road, Main Street Intersection Reconfiguration



Map 12. Valley Boulevard and Beatie Place Intersection, Added HAWK Beacon

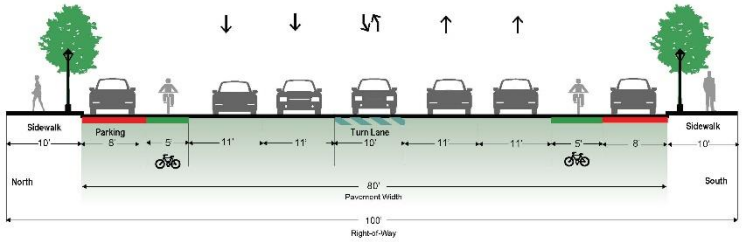
Attachment C

Roadway Cross Sections

Corridor Segments

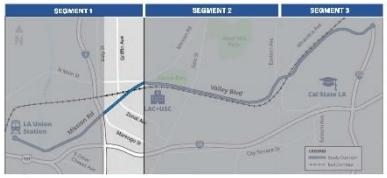
Exiting Roadway Cross Sections

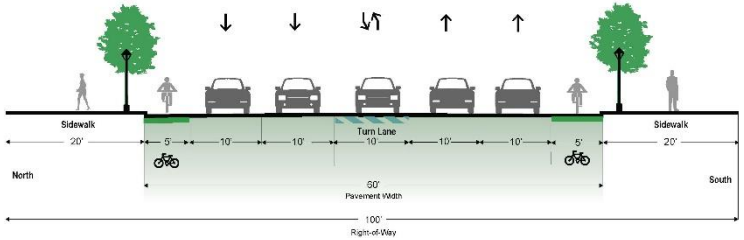
Existing Conditions
Mission Road (Gallardo St to Marengo St)



16.

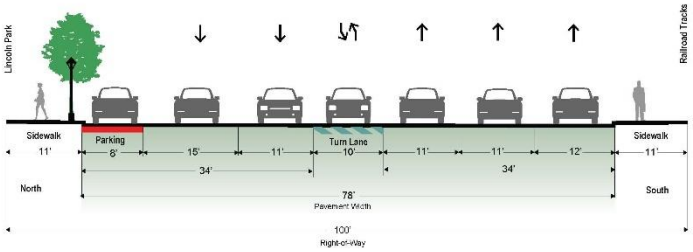
Existing Conditions
Mission Road (Marengo St to Valley Blvd)





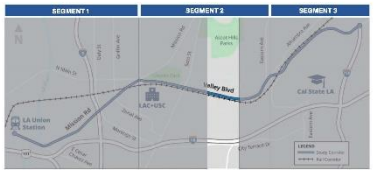
18.

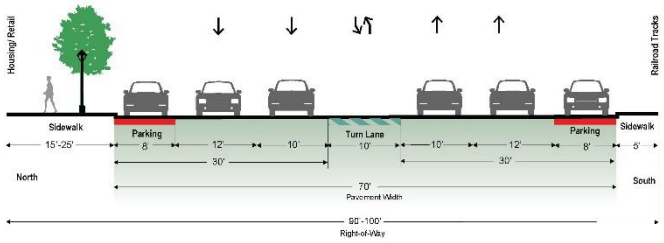
Existing Conditions
Valley Blvd (Mission Rd to Indiana St)



20.

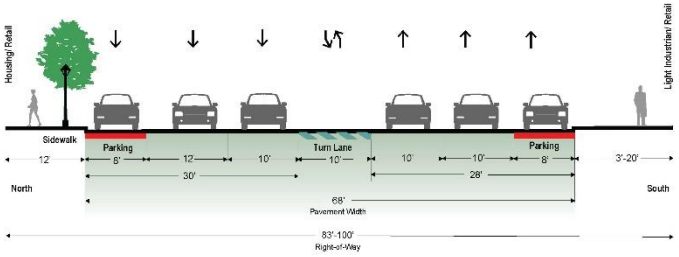
Existing Conditions
Valley Blvd (Indiana St to Boca Ave)





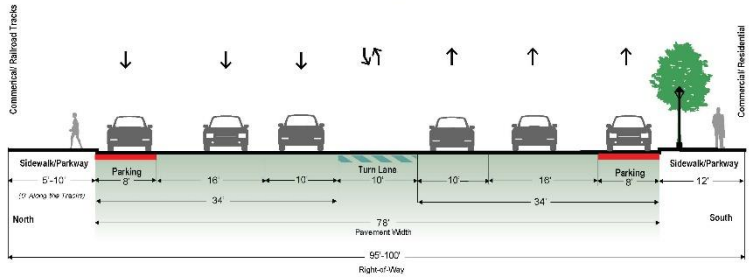
23.

Existing Conditions
Valley Blvd (Boca Ave to Del Paso Ave)
83' Constrained ROW



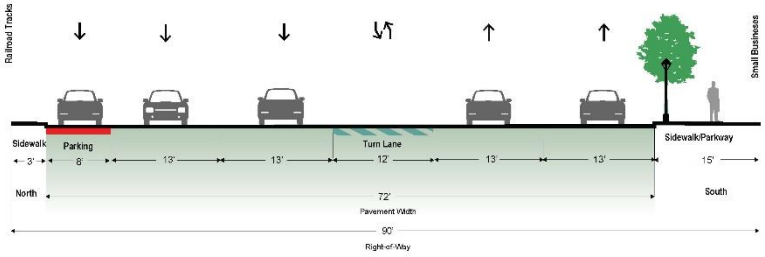
25.

Existing Conditions
Valley Blvd (Del Paso Ave to Cavanagh Rd)



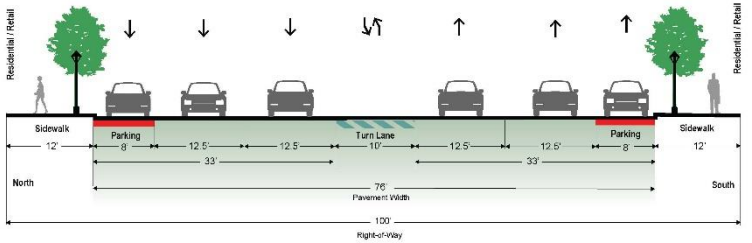
27.

Existing Conditions
Valley Blvd (Cavanagh Rd to Block Pl)
90' Pinch Point



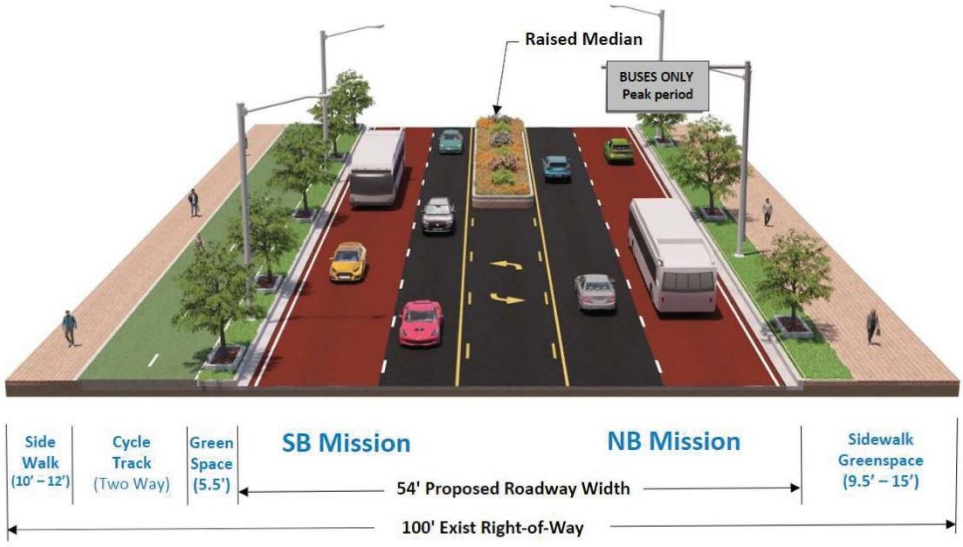
29.

Existing Conditions
Valley Blvd (Block Pl to I-710)

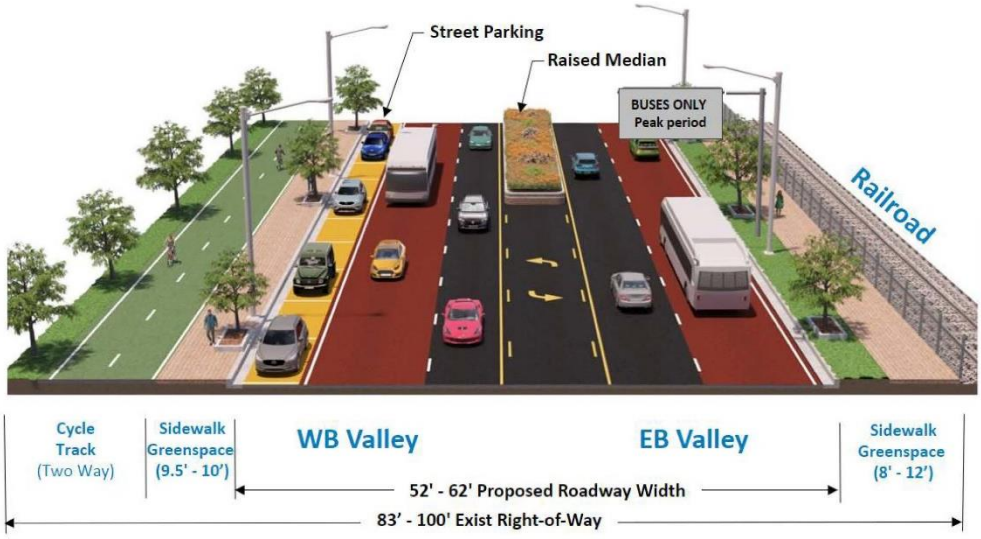


32.

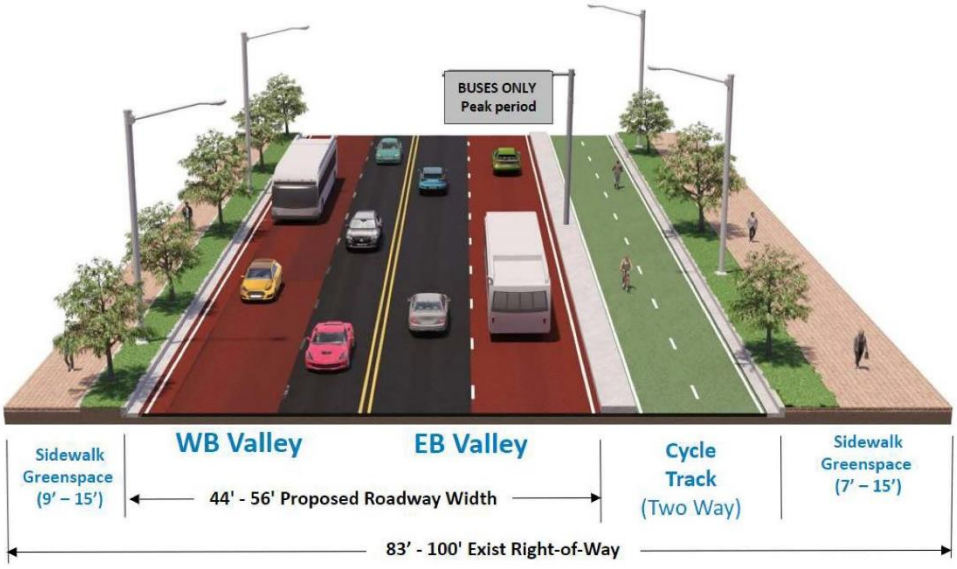
Proposed Roadway Cross-sections



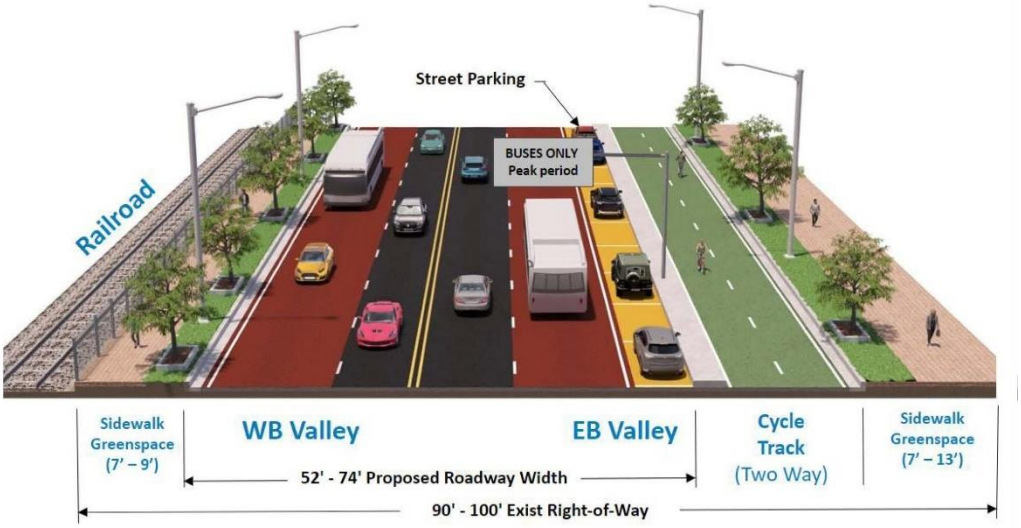
Mission Road from Cesar Chavez Avenue to Valley Boulevard



Valley Boulevard from Mission Road to Lincoln Park Driveway



Valley Boulevard from Rowan Avenue to Eastern Avenue



Valley Boulevard to Eastern Avenue to State Route 710 Terminus