

California High-Speed Rail Authority

Bakersfield to Palmdale

Project Section

Final Environmental Impact Report/Environmental Impact Statement

Appendix 3.2-B: Traffic Mitigation Locations

May 2021



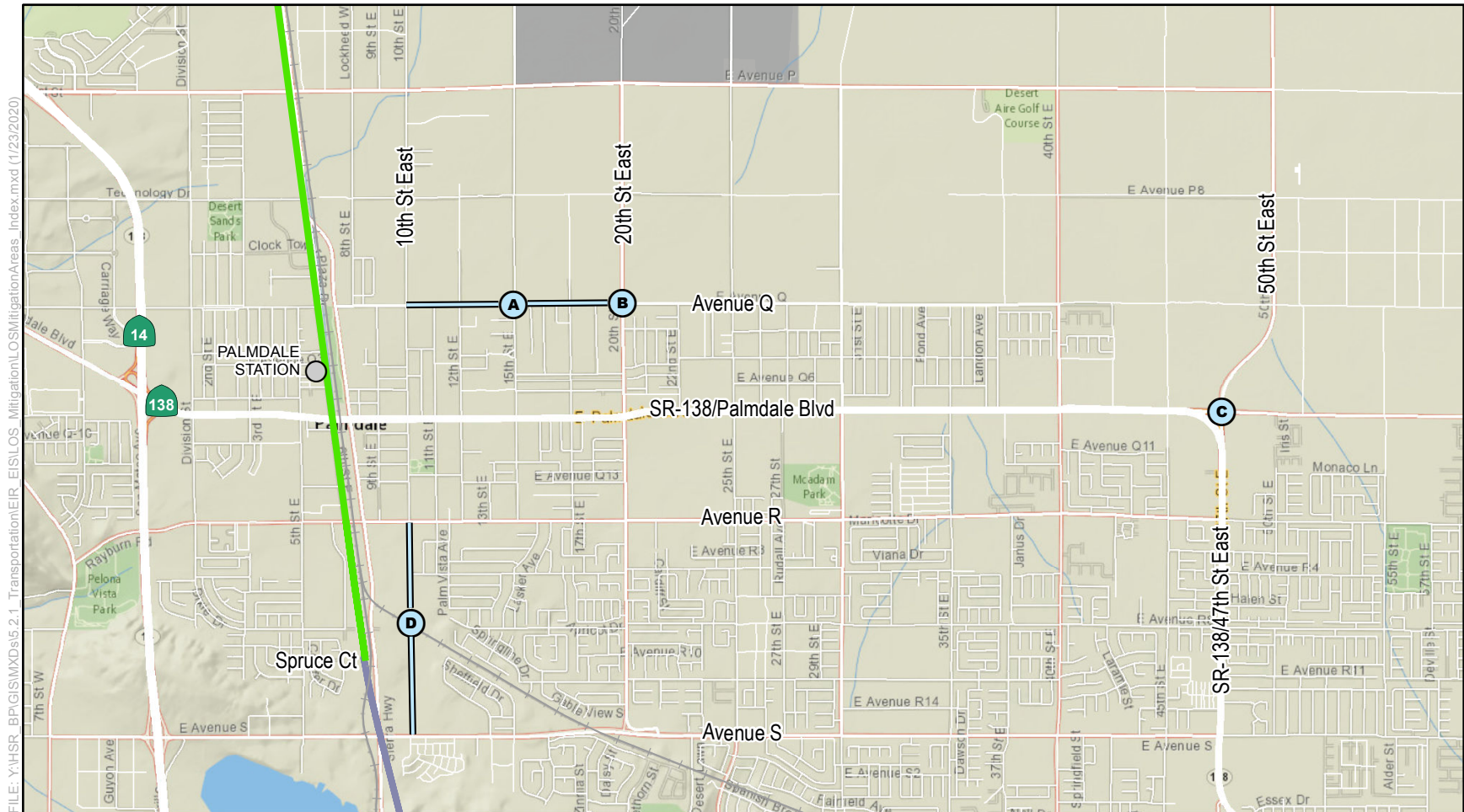
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

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APPENDIX 3.2-B: TRAFFIC MITIGATION LOCATIONS

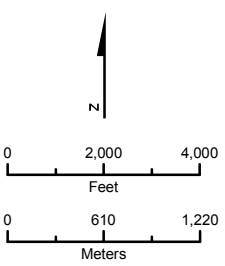
The following maps depict the locations of the intersection and roadway widening improvements that are available for consideration to address traffic delay impacts under NEPA. Refer to Mitigation Measure TRAN-MM#3 in Section 3.2, Transportation, for additional details of these improvements. The figures in this appendix depict the locations of the intersection and roadway widening improvements for purposes of analyzing the potential environmental effects of these improvements.

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FILE: Y:\HSR_BP\GIS\MXDs\5.2.1_Transportation\ER_EIS\LOS_Mitigation\LOS\MitigationAreas_Index.mxd (1/23/2020)

SOURCE: National Geographic/Esri (2018); CHSRA (1/2020)



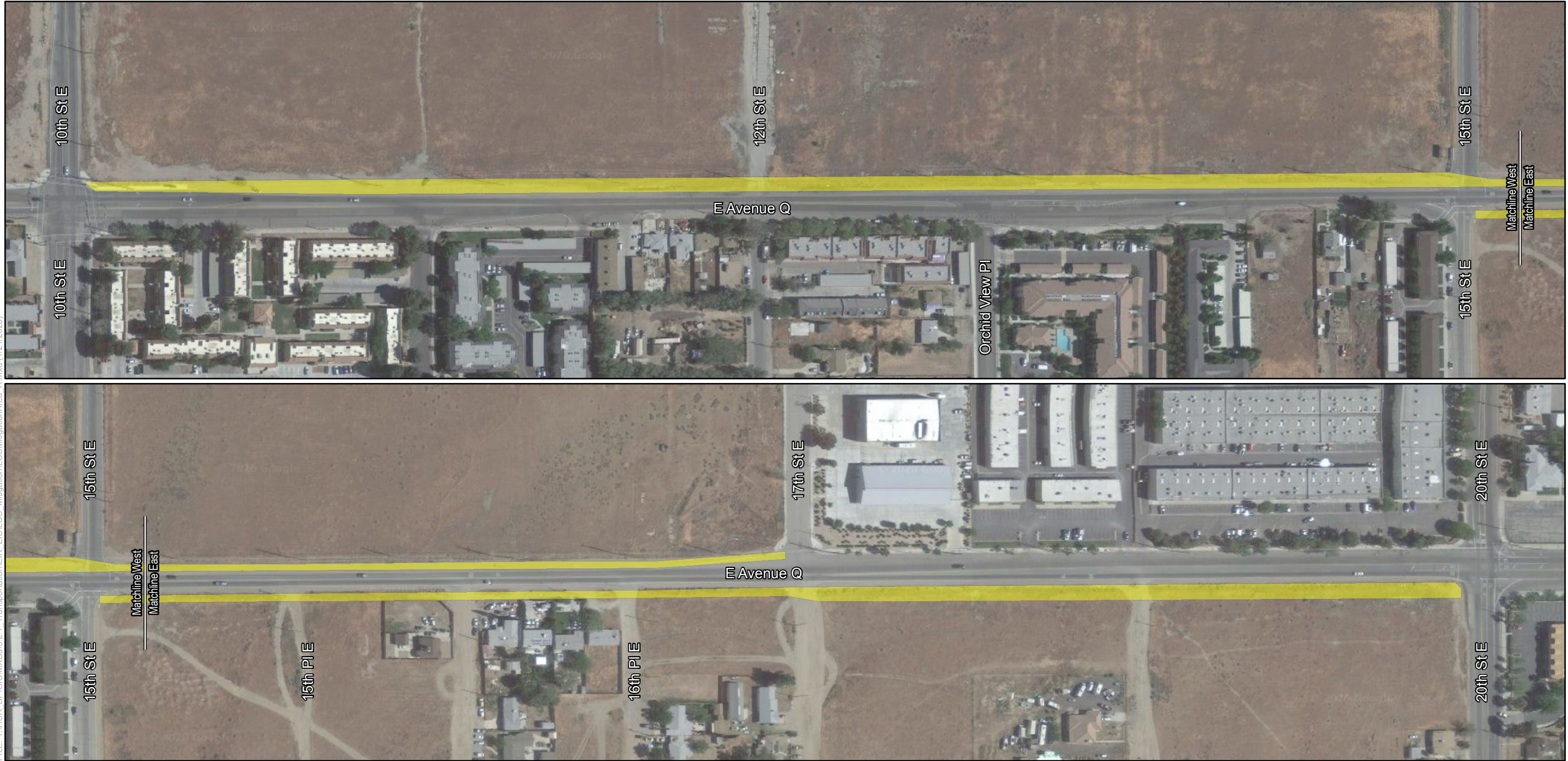
- HSR Alignments Under Consideration**
- Surface
 - Other HSR Alignments
 - Proposed Stations

LOS-Related Transportation Mitigation Measures

- A Avenue Q between 10th Street E and 20th Street E**
 - Widen roadway from 2 lanes to 4 lanes
- B 20th Street E at Avenue Q**
 - Widen intersection and add an eastbound through lane
- C 50th Street E/47th Street E at Palmdale Boulevard**
 - Reconfigure southbound approach to include an additional lane on each approach (shared through/right and left lane)
 - Reconfigure westbound approach to include an additional lane on each approach (shared through/left and right lane)
- D 10th Street E between Avenue R and Avenue S**
 - Widen roadway from 2 lanes to 4 lanes

Figure 1
Impacts of LOS-Related Transportation Mitigation Measures

FILE: Y:\HSR_BP\GIS\MXDs\5.2.1_Transportation\ER_EIS\LOS_Mitigation\LOS_MitigationArea_A.mxd (1/21/2020)



SOURCE: Google Maps (2018); CHSRA (1/2020)

- Potential Areas of Improvement
- Widen roadway from 2 lanes to 4 lanes

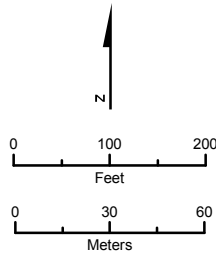
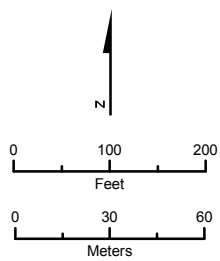


Figure 2
Impacts of LOS-Related Transportation Mitigation Measures
Avenue Q between 10th Street E and 20th Street E

FILE: Y:\HSR_BP\GIS\MXDs\5.2.1_Transportation\EIR_EIS\LOS_Mitigation\LOS_MitigationArea_BandC.mxd (1/21/2020)



SOURCE: Google Maps (2018); CHSRA (1/2020)

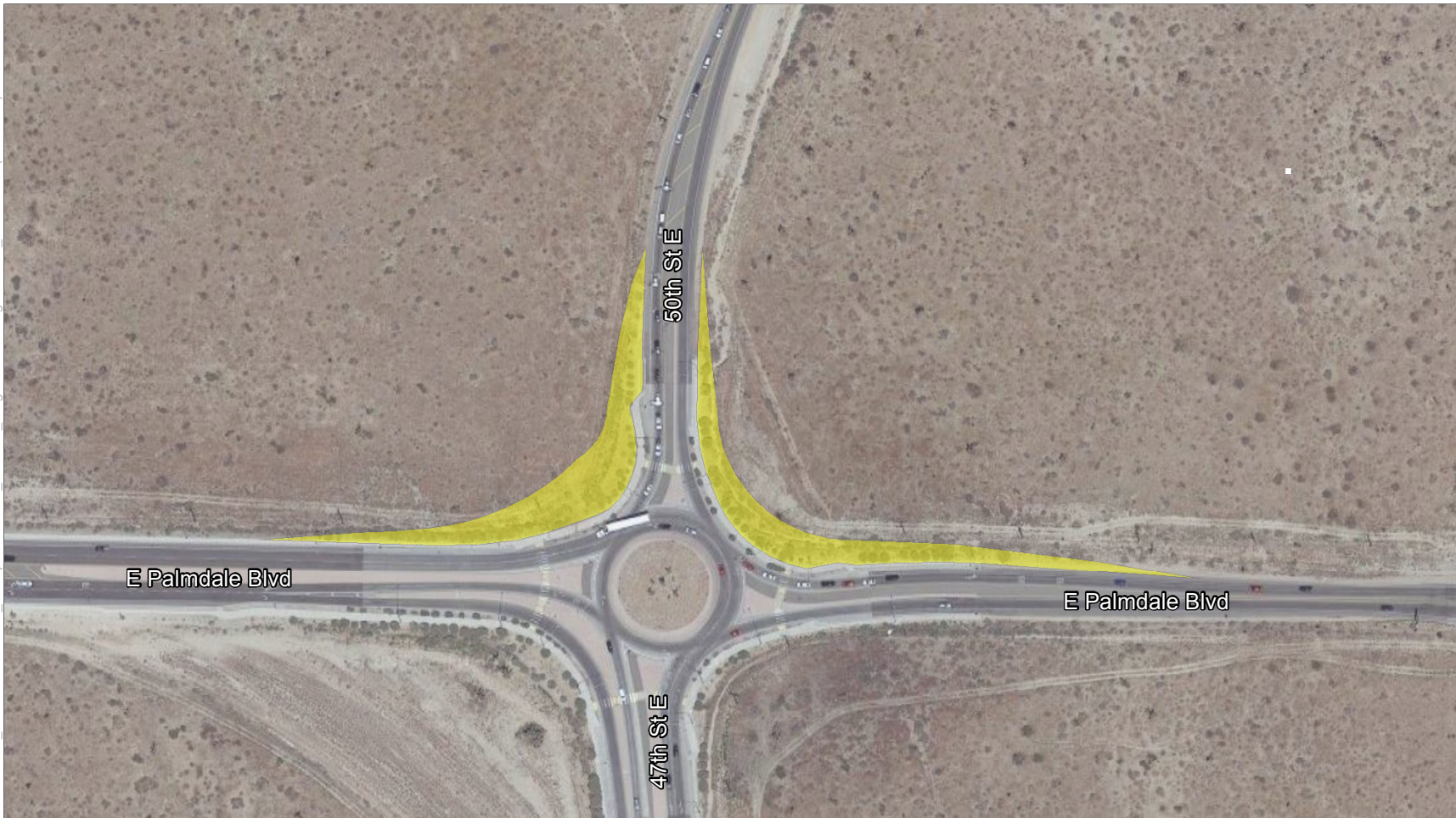


Potential Areas of Improvement

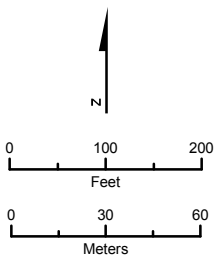
- Widen intersection and add an eastbound through lane

Figure 3
Impacts of LOS-Related Transportation
Mitigation Measures
20th Street E at Avenue Q

FILE: Y:\HSR_BP\GIS\MXDs\5.2.1_Transportation\EIR_EIS\LOS_Mitigation\LOS\MitigationArea_BandC.mxd (1/20/2020)



SOURCE: Google Maps (2018); CHSRA (1/2020)



Potential Areas of Improvement

- Reconfigure southbound approach to include an additional lane on each approach (shared through/right and left lane)
- Reconfigure westbound approach to include an additional lane on each approach (shared through/left and right lane)

Figure 4
Impacts of LOS-Related Transportation Mitigation Measures
50th Street E/47th Street E at Palmdale Boulevard



FILE: Y:\HSR_BP\GIS\MXDs\5.2.1_Transportation\ER_EIS\LOS_Mitigation\LOS\MitigationArea_D.mxd (1/21/2020)

SOURCE: Google Maps (2018); CHSRA (1/2020)

- Potential Areas of Improvement
- Widen roadway from 2 lanes to 4 lanes

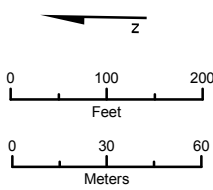


Figure 5
Impacts of LOS-Related Transportation Mitigation Measures
10th Street E between Avenue R and Avenue S

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