IV. Environmental Impact Analysis

B.3 Pedestrian Circulation and Bicycle and Pedestrian Safety

1. Introduction

This section analyzes the potential impacts of the Project on pedestrian circulation and bicycle and pedestrian safety and is based upon the Convention Center Modernization and Farmer's Field EIR Transportation Study, prepared by The Mobility Group, March 21, 2012. This technical report is provided in Appendix I of this Draft EIR.

2. Existing Conditions

(1) Pedestrian Circulation and Safety

Pedestrian facilities in the area of the Project Site are primarily comprised of street sidewalks, although there are also a number of off-street pedestrian plazas that also provide for pedestrian gathering and for circulation. Sidewalks currently exist on all public streets in the Project Area and in the Downtown Area. Current sidewalk conditions in the Project Area vary with respect to both sidewalk width and streetscape conditions. Sidewalks on many of the streets in the Downtown conform to City standards (Standard Plan S-470-0), which are 12 feet wide along Major Highways, 10 feet wide along Secondary Highways, and 10 feet wide along Collector Streets. Some sidewalks in Downtown are wider through private easements.

In the Project Area, some sidewalks are between 15 to 23 feet of total width, as a result of improvements constructed for STAPLES Center and L.A. LIVE. For example, some sidewalk sections on Figueroa Street and Olympic Boulevard adjacent to L.A. LIVE are 23 feet in total width, which comprise 15-foot public sidewalks and an 8-foot easement. In many cases however, the effective sidewalk width available for pedestrians is less than the total width (e.g., where there is sidewalk restaurant seating). In other locations, sidewalks have not been improved and are narrower and in some places are 10 feet wide.

The Los Angeles Sports and Entertainment District (LASED) Streetscape Plan[1] provides guidelines and standards for improvements in the public right-of-way within the LASED and along Figueroa Street from 7th Street to Venice Boulevard. The City Planning Department's Downtown Street Standards, adopted in April 2009, also provide specific guidance on street designations and configurations in the Downtown area (in the LASED Area, the LASED Streetscape Plan takes priority over the Downtown Street Standards).[2]

All intersections in the Project Area and in the adjacent Downtown Area are signalized, with pedestrian crosswalks and signals, providing for the safe and controlled crossing by pedestrians on the downtown streets.

There are some off-street areas in the Project Area that provide open space and pedestrian circulation. As shown in Figure IV.B.3-1 on page IV.B.3-3, these locations include: NOKIA Plaza at L.A. LIVE (on Chick Hearn Court between Figueroa Street and L.A. LIVE) and Star Plaza (on Chick Hearn Court outside STAPLES Center and across Chick Hearn Court from NOKIA Plaza); the L.A. LIVE paseo between Figueroa Street and NOKIA Plaza; Gilbert Lindsay Plaza to the east of the Convention Center's West Hall at the northwest corner of Figueroa Street and Pico Boulevard; and the passageway between STAPLES Center and the Convention Center West Hall connecting Chick Hearn Court at Georgia Street to Gilbert Lindsay Plaza. In addition, Chick Hearn Court is often closed to vehicular traffic as allowed under the LASED Specific Plan. At such times, Chick Hearn Court also provides a pedestrian open space increasing pedestrian circulation. Over the last three years, Chick Hearn Court was closed on 132 days in 2011 and approximately 100 days each the preceding two years.

Figure IV.B.3-2 on page IV.B.3-4 shows the existing access locations into the Project Site.

Current pedestrian circulation activity is focused on L.A. LIVE, STAPLES Center, and the Convention Center (West and South Halls), with the principal pedestrian activity occurring on the west side of Figueroa Street throughout the Project Area, on Chick Hearn Court and 11th Street, and on Olympic Boulevard.

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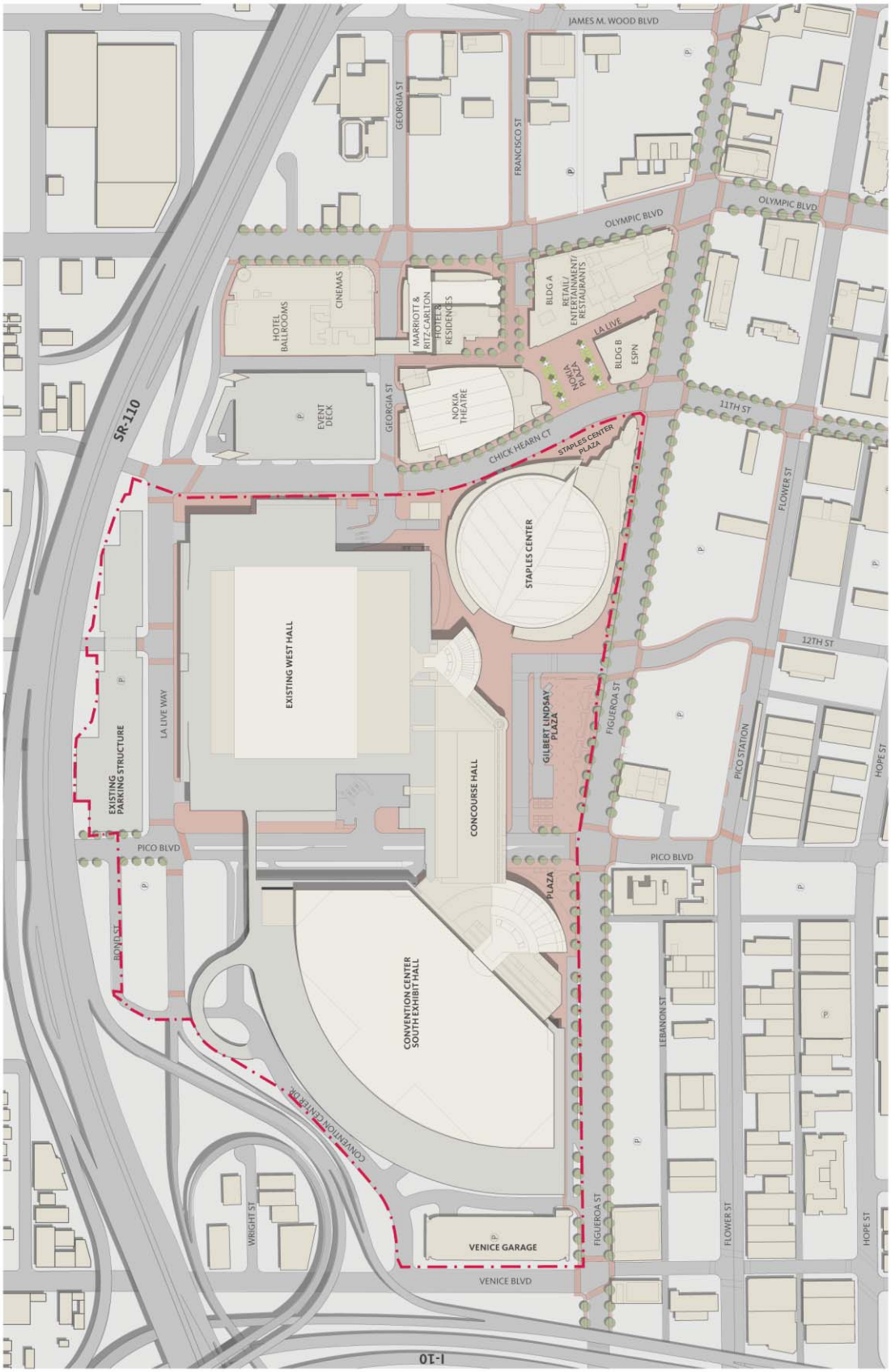
1 *Los Angeles Sports and Entertainment District Streetscape Plan, 2003, City of Los Angeles.*

2 *Downtown Street Standards, City of Los Angeles, Adopted by City Council April 24, 2009.*



N

Not to Scale
10/25/11

Pedestrian Circulation Areas

Source: Gensler, 2011; The Mobility Group, 2011.

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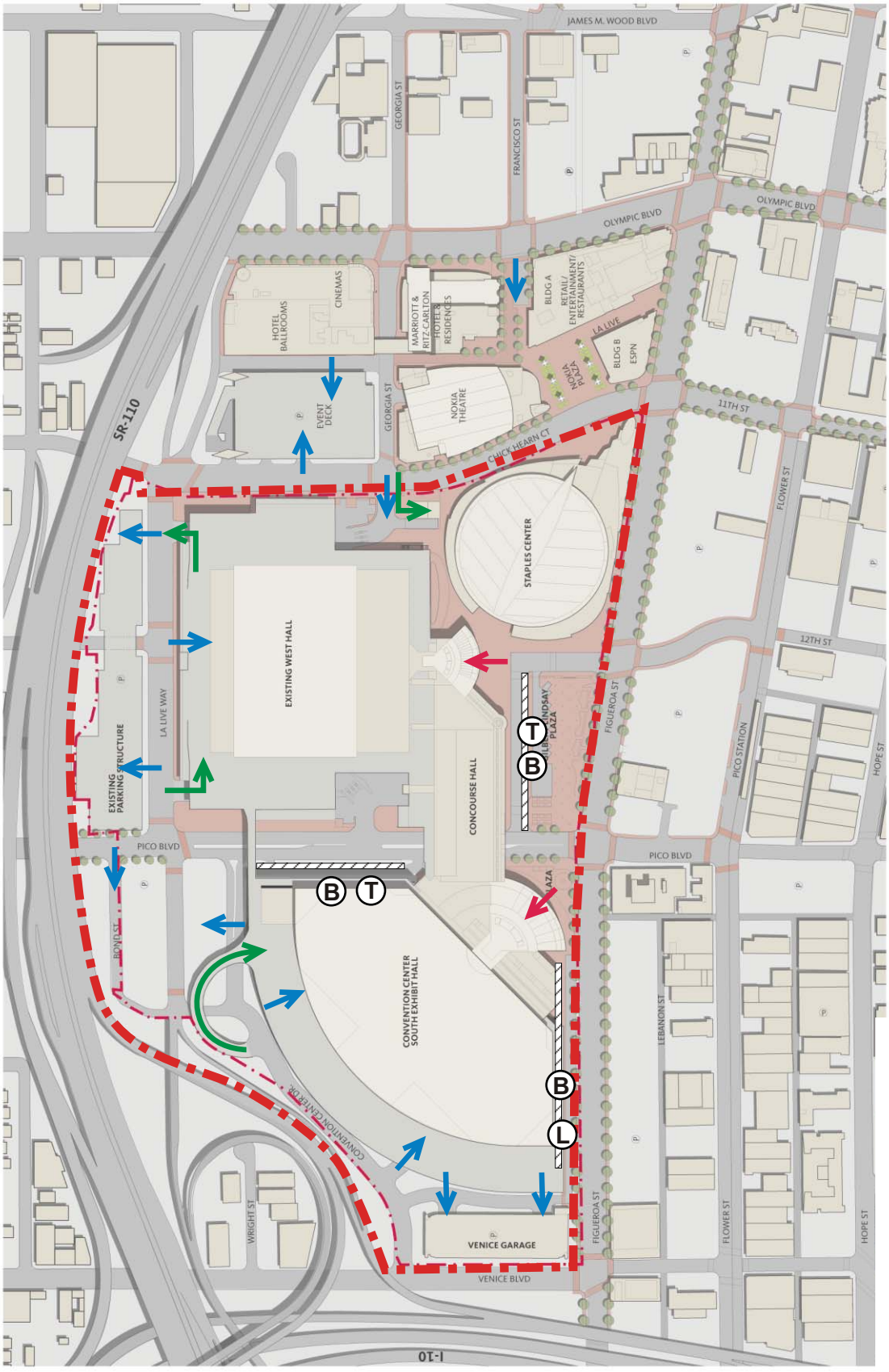
Figure IV.B.3-1
Project Site Existing Conditions



Source: Gensler, 2011; The Mobility Group, 2011.

Figure IV.B.3-2
Existing Project Site Access

(2) Bicycle Circulation and Safety

In the City of Los Angeles, three types of bicycle facilities are provided:

- Class I Bike Paths—Class I bike paths are facilities with exclusive rights-of-way (separated from automobile traffic), with minimal points of conflict with motorists. Bike paths provide the highest level of safety for bicyclists, and may be used either for recreational purposes or as higher-speed commute routes.

- Class II Bike Lanes—Class II bike lanes provide painted striping within the paved area of streets. Bike lane stripes are intended to promote an orderly flow of traffic by establishing specific lines of demarcation between areas reserved for bicycles and lanes for motor vehicles.

- Class III Bike Routes—Class III bike routes are city streets designated as generally safe for shared use between motorist and bicycles without any physical separation between the two modes.

There are currently limited bicycle facilities in the area of the Proposed Project. There is on-site bicycle parking at L.A. LIVE but there are no bike lanes on streets in the area of the Proposed Project (Venice Boulevard is currently identified as a bike route (a signed route but with no bike lanes). However, existing Class III Bike Routes occur along Figueroa Street between Olympic and Exposition Boulevards as well as along Venice Boulevard from Figueroa Street westward to Crenshaw Boulevard.

The City of Los Angeles Bicycle Plan identifies proposals for bike lanes in the area of the Proposed Project on Pico Boulevard, Venice Boulevard, Washington Boulevard, Figueroa Street, Flower Street, Hill Street, Main Street and Seventh Street. Further detailed information on the City of Los Angeles Bicycle Plan is located in Section IV.A, Land Use Planning, of this Draft EIR.

3. Environmental Impacts

a. Methodology

(1) Pedestrian Circulation

The Proposed Project has activity levels that change on a virtually daily basis. Thus, to provide a conservative analysis, the Proposed Project was evaluated based on three Spectator Event scenarios that represent the highest likely combination of event attendance at the Project Site. These three event scenarios include:

Sunday Day Event	1:00 P.M. to 4:30 P.M.
Saturday Day Event	1:00 P.M. to 4:30 P.M.
Weekday Evening Event	5:30 P.M. to 9:00 P.M.

In analyzing pedestrian volumes, it was determined that there is little if any difference between a Saturday and Sunday event.[3] In addition, as the background volumes were slightly higher for a Saturday Event Day, the weekend analysis provided herein uses these volumes resulting in a worst case weekend analysis. The analysis of the weekend and weekday event scenarios focuses on the immediate pre-event and post-event hour as these hours represent the hours of maximum access and egress activity.

The analysis of pedestrian circulation is based on methodologies set forth in the HCM2000 Highway Capacity Manual,[4] and evaluates the ability of sidewalks to accommodate projected pedestrian volumes. The expected number of pedestrians in the analysis period is compared to the effective width of the sidewalk and the capacity available to accommodate that pedestrian volume. The effective width of the sidewalk is calculated by reducing the actual width of the sidewalk by the effects of street furniture and other items in the sidewalk.

The analysis is based on the Pedestrian Flow Rate, which is defined as the number of pedestrians per minute per foot of effective sidewalk width (p/min/ft). This is therefore a measure of the density of pedestrians on the sidewalk. The pedestrian flow rate is calculated and compared to defined thresholds to determine the Levels of Service (LOS A through LOS F), as shown in Table IV.B.3-1 on page IV.B.3-7. This provides a measure of the quality of the pedestrian flow along the sidewalk system. The higher the pedestrian flow rate, and hence the density of pedestrians on the sidewalk, the worse the Level of service as pedestrians would have less space around them to maneuver. The analysis is based on average pedestrian flow rates and platoon flow rates,[5] both for the peak 15-minute period within an hour. The average flow rate represents the typical flow

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[3] *Attendance levels at the Event Center of 72,000 patrons are assumed to be the same for Saturday and Sunday.*

[4] *Refer to Appendix I.1, Convention Center Modernization and Farmers Field Project EIR Transportation Study, Section 5.1.4, p. 5-84.*

[5] *The average flow rate represents the typical flow averaged over the fifteen-minute period. The platoon analysis takes into account short-term peaking fluctuations (bunching) in the flow of pedestrians that may be caused by differences in the numbers of pedestrians at any time, or the effects of traffic signals, or other factors affecting pedestrian flows.*

Table IV.B.3-1
Pedestrian Level of Service Criteria for Sidewalks

LOS	Average Flow (pedestrians/minute/ft)	Platoon Flow (pedestrians/minute/ft)
A	≤ 5	≤ 0.5
B	> 5–7	> 0.5–3
C	> 7–10	> 3–6
D	> 10–15	> 6–11
E	> 15–23	> 11–18
F	variable	> 18

Source: HCM2000 Highway Capacity Manual; refer to Appendix I.1, Convention Center Modernization and Farmers Field Project EIR Transportation Study, Table 5.1.4.1, p. 5-29.

averaged over the 15-minute period. The platoon analysis takes into account short-term peaking fluctuations (bunching) in the flow of pedestrians that may be caused by differences in the numbers of pedestrians at any time, or the effects of traffic signals, or other factors affecting pedestrian flows. The pedestrian flow rate is calculated, and then compared to level of service thresholds in the Highway Capacity Manual for average flow and platoon flow, as shown in Table IV.B.3-1. As platoon flows represent higher density conditions, the threshold ranges for each level of service are, in most cases, approximately one level lower than for the average flow criteria. For example, a pedestrian flow rate of 12 persons/minute/foot (p/min/ft) would represent LOS D for average flows, but would represent LOS E for platoon flows because of the higher threshold. For the purpose of preparing a conservative analysis, the analysis presents the results for the platoon levels of service.

Effective sidewalk widths were based on field observations and aerial photographs, and the total sidewalk width was reduced to account for the effects of utility and street sign poles, landscaping items such as trees and planters, parking meters, fences, adjacent buildings, and other items of street furniture, to determine the effective width for pedestrian movement.[6]

[6] *Calculations are shown in Table A.5.1.4.1 in Appendix 5 of the technical report, which is provided in Appendix I of this Draft EIR.*

Future pre-event hour and post-event hour pedestrian volumes on sidewalks were estimated based on pedestrian routes to/from transit facilities and expected parking locations, and the entrances/exits to the Event Center and Convention Center. The same proportions of pre-event hour and post-event hour percentages for arrivals and departures as in the other analyses were used (i.e., 50 percent of attendees arrive in the pre-event hour, and 75 percent leave in the post-event hour).

As an illustration of the general level and location of the maximum pedestrian volumes to be expected at the Event Center, Figure IV.B.3-3 on page IV.B.3-9 shows the weekend post-event hour pedestrian flows by street segment. These represent 75 percent of all attendees and show the total number of pedestrians using both sidewalks on street segments in one hour. The streets that would carry the highest pedestrian volumes include Chick Hearn Court & 11th Street, 12th Street, and Pico Boulevard in the east-west direction, and Figueroa Street and Flower Street in the north-south direction.

For purposes of analysis, it was assumed that on key east-west streets leading directly to the Event Center pedestrians would use both sides of the streets equally (i.e., 50 percent on one side of the street and 50 percent on the other side). For streets further away from the Event Center and for north-south streets it was assumed for analysis purposes that pedestrians would split 60 percent on one side of the street (nearest the Event Center) and 40 percent on the other side of the street. This provided for a conservative analysis by assuming that in most cases pedestrians would favor one side of the street rather than distributing equally over both sides.

The *Highway Capacity Manual* requires that an estimate be made to determine the peak 15-minute pedestrian flow within the peak hour. This analysis assumes that 30 percent of the pre-event hour pedestrian flow would occur in the peak 15-minutes, and that 35 percent of the post-event hour pedestrian flow would occur within the peak 15 minutes.[7]

The future total pedestrian flows used in the analysis comprised existing pedestrian volumes, ambient background growth in pedestrian volumes of 1 percent per year, and the projected event pedestrian flows from the process described above.

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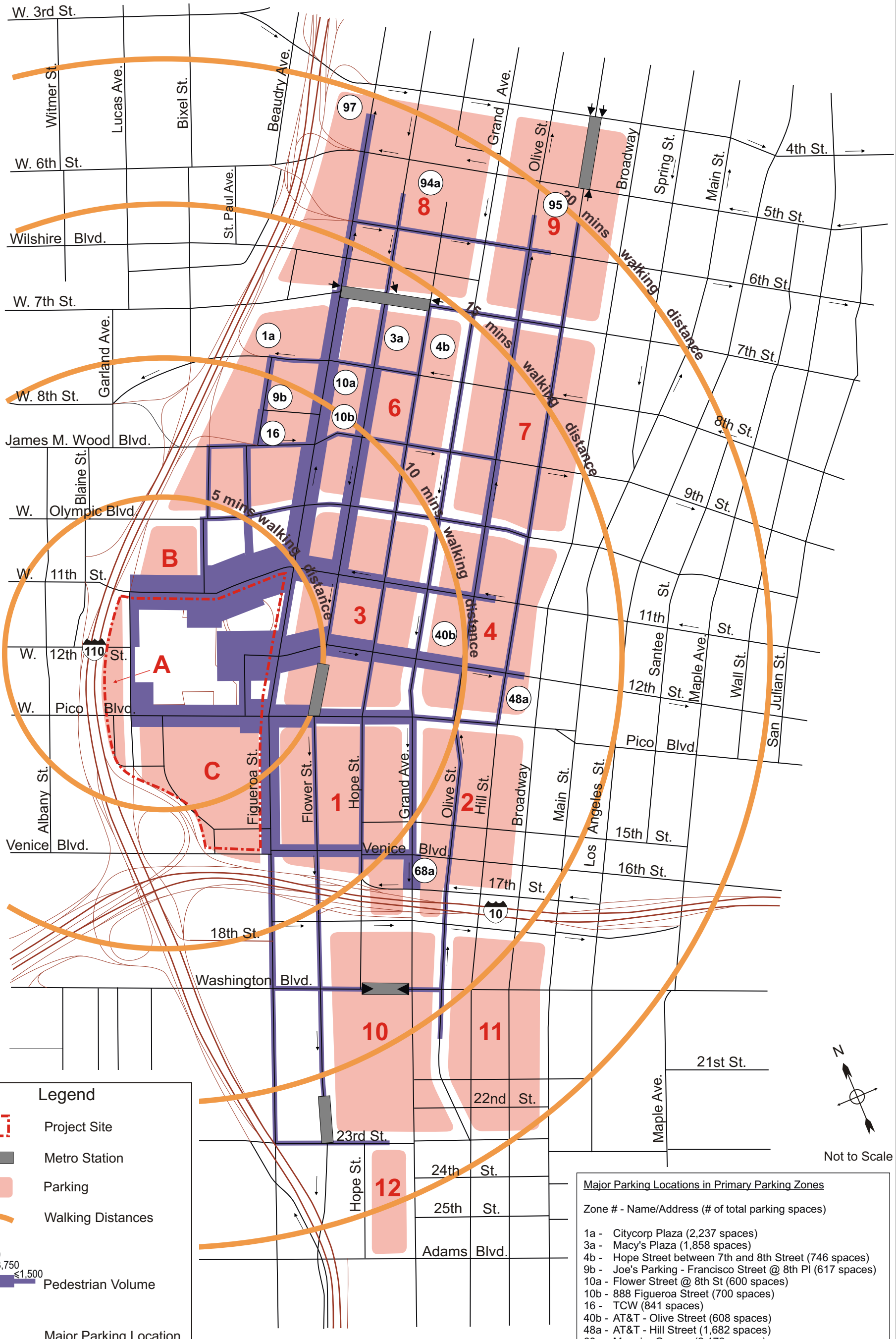
[7] *These represent a peak 15-minute period 20 percent higher than the average 15-minute period for the Pre-Event Hour—when attendee arrivals are spread out over a longer period—and a peak 15-minute period 40 percent higher than the average 15-minute period for the Post-Event Hour, when attendees typically depart over a shorter period of time.*



Source: Gensler, 2011; The Mobility Group, 2011.

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Figure IV.B.3-3
Pedestrian Flow Diagram

(2) Pedestrian and Bicycle Safety

The methodology for the analysis of pedestrian and bicycle safety impacts includes a review of the Project's access and circulation plans and a determination of whether the Project would substantially increase the potential for pedestrian/vehicle and/or bicycle/ vehicle conflicts.

b. Thresholds of Significance

(1) Pedestrian Circulation

The City of Los Angeles has not established a threshold for determining when a project would significantly impact the performance of a sidewalk. For purposes of addressing event conditions (and considering that pedestrian flows from a stadium and convention center occur infrequently and in a relatively short time frame), a significant impact is defined as occurring if the pedestrian level of service exceeds LOS E; i.e., if the sidewalk has insufficient capacity to handle pedestrian volume, as defined in Table IV.B.3-1 on page IV.B.3-7.

(2) Bicycle and Pedestrian Safety

The City of Los Angeles CEQA Thresholds Guide states that the determination of potential impacts related to bicycle and pedestrian safety shall be determined on a case-by-case basis, considering the following factors:

- The amount of pedestrian activity at project access points;
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists;
- The type of bicycle facility the project driveway(s) crosses and the level of utilization; and
- The physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, or vehicle/bicycle impacts.

Based on all of the above factors, the Project would have a significant impact if Project development would substantially increase hazards to bicyclists and pedestrians.

c. Project Design Features

(1) Temporary Event Street Closures

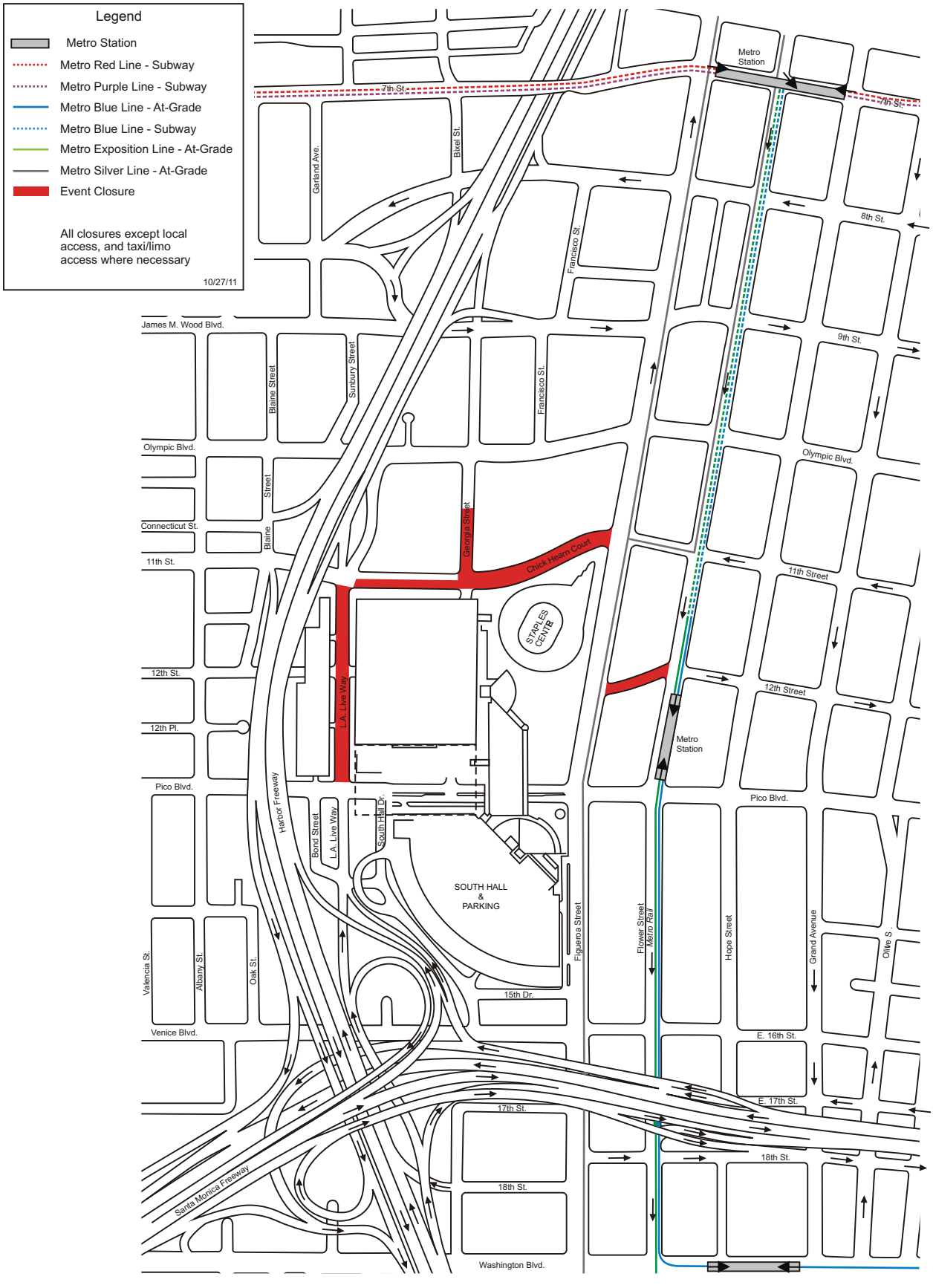
Certain street closures are planned as Project Design Features for major events at the Event Center to eliminate vehicular conflicts and enhance pedestrian circulation. These would occur pre-event, during the event, and post-event and are shown in Figure IV.B.3-4 on page IV.B.3-12. L.A. Live Way would be closed to through traffic between Pico Boulevard and Chick Hearn Court except for local traffic (i.e., event traffic accessing the L.A. Live Way and Olympic West Garages, limousines, and transit vehicles). Chick Hearn Court would be closed to all traffic between Figueroa Street and Georgia Street (in similar fashion to the closures that take place currently for STAPLES Center and L.A. LIVE), and to through traffic between Georgia Street and L.A. Live Way, except for local access (traffic accessing the Olympic West Garage). Event traffic heading to these parking garages would be required to prominently display windshield hangers to demonstrate authorized parking access. In addition, 12th Street between Figueroa and Flower Streets would be closed to all traffic except local access.

Other street closures may be implemented during all or part of the post-event hour, again to eliminate vehicular conflicts and enhance pedestrian circulation. Furthermore, final configuration of the traffic closures on Event Days would be finalized upon completion of the Transportation Management Plan. These street closures would enhance pedestrian safety through the elimination of pedestrian-vehicle conflicts during the key pre-event and post-event times.

(2) Project Site Accessibility

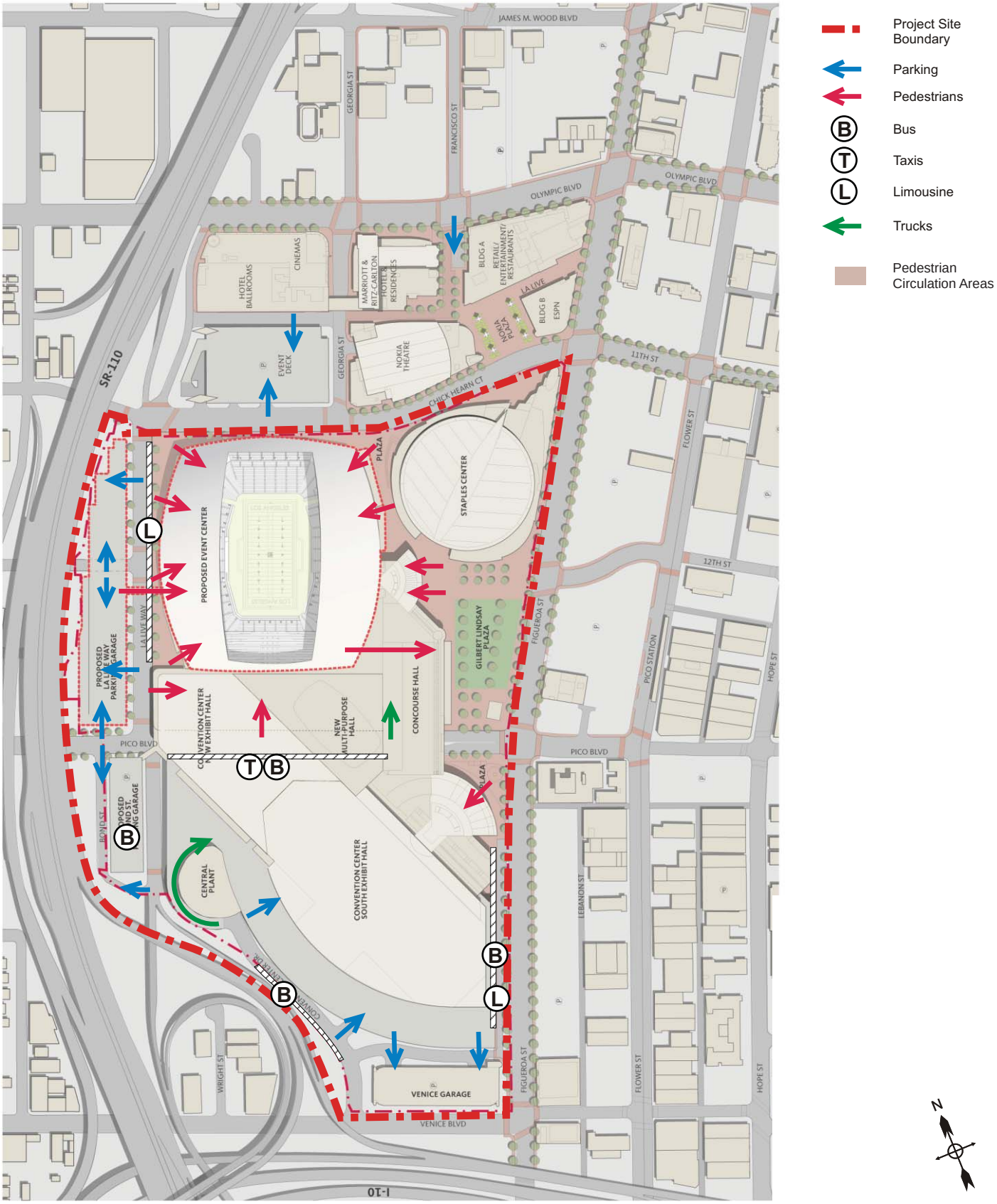
(a) Convention Center

Figure IV.B.3-5 on page IV.B.3-13 illustrates the pedestrian access points for the Proposed Project. With the replacement of the existing West Hall with the New Hall and the creation of the contiguous exhibit space, the primary pedestrian entrance to the Convention Center would be the current entrance to the South Hall. The existing pedestrian entrance to the West Hall would remain, and would provide access to the New Hall, as well as becoming a principal entry to the east side of the Event Center. Additional pedestrian entrances to the New Hall would be located off the north side of Pico Boulevard between Figueroa Street and L.A. Live Way, and on L.A. Live Way just north of Pico Boulevard.



Source: Gensler, 2011; The Mobility Group, 2011.

Figure IV.B.3-4
Event Street Closures



Source: Gensler, 2011; The Mobility Group, 2011.

Figure IV.B.3-5
Project Site Proposed Access

(b) Event Center

Pedestrian access would be provided on the east, north, and west of the Event Center. The primary access/egress points would be at the northeast corner of the Event Center, at the intersection of Chick Hearn Court and Georgia Street, and on the east side of the Event Center through the existing entrance to the West Hall of the Convention Center, which would be retained and would provide access to both the Event Center and to the Convention Center. Furthermore, the West Hall entrance would continue to provide a key connection to Gilbert Lindsay Plaza. An exit location is also expected to be located on the east side of the Event Center to Gilbert Lindsay Plaza, between 12th Place and Pico Boulevard. Pedestrian access would also be provided at the northwest corner of the Event Center at the intersection of L.A. Live Way and Chick Hearn Court, and at the southwest corner near the intersection of L.A. Live Way and Pico Boulevard. VIP access points would be provided on both the east and west sides of the Event Center. On the west side of the Event Center, there would be a pedestrian bridge over L.A. Live Way just south of 12th Street to connect directly with the L.A. Live Way Garage. There would also be a pedestrian bridge across the intersection of L.A. Live Way and Pico Boulevard, from the east side of L.A. Live Way north of Pico Boulevard to the west side of L.A. Live Way just south of Pico Boulevard to access the Bond Street Garage.

(3) Streetscape, Sidewalk and Bridge Enhancements

The Proposed Project would be designed to maximize visibility for pedestrians of vehicular circulation, and for vehicles to pedestrian circulation, at access and egress locations to the Project Site. The Project's streetscape and open space designs would minimize conflicts between pedestrians and vehicles.

The Project includes implementation of streetscape improvements that are designed to provide for an enhanced pedestrian sidewalk and open space environment in and around the Project Site, with streetscape improvements, some sidewalk widenings, and the enhancement of off-street public open space areas where people can gather before and after events. Refer to Section II, Project Description, of this Draft EIR, for a description of these features.

Widenings of existing sidewalks are proposed as design features of the Proposed Project to further facilitate pedestrian safety in the immediate area of the Event Center. Widening of specific existing sidewalks proposed as project design features include:

- East side sidewalk of L.A. Live Way between Pico Boulevard and Chick Hearn Court would be widened from 10 feet to 15 feet;

- South sidewalk of Chick Hearn Court between L.A. Live Way and Georgia Street would be widened from 10 feet to 20 feet; and

- North sidewalk of Pico Boulevard between Figueroa Street and L.A. Live Way would be widened from 10 feet to 20 feet.

These widenings would all provide for an enhanced pedestrian sidewalk environment and improved pedestrian safety conditions, and would be achieved by reducing the widths of the streets while retaining existing traffic lanes.

On the west side of the Event Center there would be two pedestrian bridges from the Event Center to the parking garages. One bridge would cross over L.A. Live Way just south of 12th Street to connect the Event Center to the L.A. Live Way Garage. There would also be a pedestrian bridge across L.A. Live Way just south of Pico Boulevard to access the Bond Street Garage. The placement of these bridges would minimize pedestrian-vehicular conflicts at the intersections of L.A. Live Way & Pico Boulevard and at L.A. Live Way & Chick Hearn Court, both of which are adjacent to freeway ramps. At-grade pedestrian crossings of L.A. Live Way would be focused to the 12th Street intersection, mid-way between Pico Boulevard and Chick Hearn Court. Traffic flows on L.A. Live Way would be lowest at this location because of the locations of the L.A. Live Way Garage driveways to the north and south of 12th Street and the fact that the upper garage levels would connect over 12th Street, so that traffic to/from the south would use the south garage driveway and traffic to/from the north would use the north driveway. Traffic would also use the garage driveways on 12th Street from Blaine Street as a direct route from the freeway. Pedestrian-vehicular conflicts would therefore be minimized along L.A. Live Way.

(4) Bicycle Circulation and Safety

No bicycle facilities currently exist at the Project Site, although 134 bicycle parking spaces are available at L.A. LIVE. A proposed bike station is anticipated to be constructed in the vicinity of the Project Site. This planned facility, by the City, would provide space for bicycle parking and storage, and for bike rentals.

d. Analysis of Proposed Project Impacts

(1) Construction

Project construction could affect pedestrian and bicycle movement along the perimeter of the Project Site most notably along L.A. Live Way, Pico Boulevard, and Chick Hearn Court, as well as from locations west of the Project Site that cross these streets for those travelling by foot or bicycle to the Project area and other parts of downtown Los

Angeles. All of these streets as well as the other major pedestrian pathways in the Project area include sidewalks on both sides of the street. As a substantial amount of pedestrians use these sidewalks, particularly along Chick Hearn Court; the temporary closure of sidewalks along the major pedestrian routes around the Project Site could adversely affect pedestrian access and bicycle safety due to the high level of construction activity periodically occurring along the perimeter, and around, the Project Site.

Pedestrian and bicycle safety during Project construction would be addressed through the placement of construction fencing along most of the Project perimeter, installation of protected walkways, and the implementation of the Project's Construction Traffic Management Plan. To further enhance pedestrian safety, pedestrians would be encouraged through signage to use the sidewalks on the opposite side of the street from Project construction, whenever feasible. This option is safely facilitated by the signals and crosswalks present throughout the Project area. In addition, the street pattern in the Project area, being mostly a grid, is such that alternative pathways that completely avoid the Project Site during construction are readily available without substantially increasing the travel distance for the pedestrian. As a result of the measures identified above, and the existing characteristics of the Project area, impacts on pedestrian circulation as well as bicycle and pedestrian safety during construction would be less than significant.

(2) Operation

(a) Pedestrian Circulation

The analysis of potential impacts associated with pedestrian circulation is based on the highest likely combination of event attendance at the Project Site. The highest event attendance includes three event scenarios: Sunday Daytime Event NFL Game; Saturday Daytime Event NFL Game or other Event; and Weekday Evening Event NFL Game (referred to hereafter as the Weekday Event). As discussed above in the methodology subsection, in analyzing pedestrian volumes, it was determined that there is little difference between a Saturday and Sunday event.[8] Thus, the analysis herein is based on a "Weekend Event" that accounts for both the Saturday Day and Sunday Day Events. In addition, as the background volumes were slightly higher for a Saturday Day Event, the weekend analysis provided herein uses these volumes resulting in a worst case weekend analysis. The analysis of the Weekend Event and Weekday Event scenarios focuses on the immediate pre-event and post-event hour as these hours represent the hours of maximum access and egress activity. A separate pedestrian circulation analysis of the

[8] *Attendance levels at the Event Center of 72,000 patrons are assumed to be the same for Saturday and Sunday.*

Proposed Project under the condition in which there are no convention center activities was also conducted and is provided below.

As described in more detail in the methodology subsection above, for the purpose of preparing a conservative analysis, the impact analysis herein presents the results for the platoon Levels of Service. The analysis also accounts for the full closure of Chick Hearn Court between Figueroa Street and Georgia Street to all traffic as a Project Design Feature, so the entire street width would be available for pedestrian use. The analysis also assumes the closure of Chick Hearn Court between Georgia Street and L.A. Live Way, and L.A. Live Way between Pico Boulevard and Chick Hearn Court to all traffic except local access. While these streets would be closed to traffic except for event traffic accessing the parking garages, at this time the exact nature and configuration of those closures has not been determined (it would be finalized in the Transportation Management Plan). Thus, for the purposes of preparing a conservative analysis, only an additional 12 feet of roadway space was included in the analysis for these street sections.[9]

(i) Weekend Event Scenario

Weekend Pre-Event Hour (12:00 P.M. to 1:00 P.M.)

Table IV.B.3-2 on page IV.B.3-18 provides the pedestrian sidewalk levels of service for average flow conditions and platoon flow conditions under the Weekend Pre-event Hour. The platoon flow levels of service are illustrated graphically in Figure IV.B.3-6 on page IV.B.3-23. The analysis shows that in general for the Weekend Pre-Event Hour, the sidewalks would operate at LOS D or better. At a few locations the sidewalk level of service (LOS) would be LOS E, but the level of service would not exceed LOS E in any location. Thus, there would be no significant pedestrian impacts during the Weekend Pre-Event Hour.

Weekend Post-Event Hour (4:30 P.M. to 5:30 P.M.)

The results of the pedestrian analysis under the Weekend Post-Event hour are also shown in Table IV.B.3-2. In addition, the sidewalk levels of service are illustrated in Figure IV.B.3-7 on page IV.B.3-24.

[9] *Final configurations of traffic closures for pedestrians on event days would be finalized in the Transportation Management Plan.*

Table IV.B.3-2
Future With Project Pedestrian Sidewalk Level of Service—Weekend Day: Pre-Event Hour (12:00 P.M.–1:00 P.M.) and Weekend Day: Post-Event Hour (4:30 P.M.–5:30 P.M.)

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekend Day: Pre-Event Hour (12:00 P.M.–1:00 P.M.)		Weekend Day: Post-Event Hour (4:30 P.M.–5:30 P.M.)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
8th	Francisco	Figueroa	North	10	A	B	A	B
			South	13	A	A	A	B
9th	Georgia	Francisco	North	–	–	–	–	–
			South	13	B	C	C	D
Olympic	Georgia	Francisco	North	13	A	B	A	B
			South	14	A	B	A	C
Olympic	Francisco	Figueroa	North	15	A	B	A	B
			South	15	A	B	A	C
Olympic	Figueroa	Flower	North	16	A	A	A	B
			South	10	A	B	A	B
Olympic	Flower	Hope	North	10	A	B	A	B
			South	12	A	B	A	B
Olympic	Hope	Grand	North	10	A	B	A	B
			South	10	A	B	A	B
Olympic	Grand	Olive	North	10	A	B	A	B
			South	10	A	B	A	B
Olympic	Olive	Hill	North	10	A	A	A	A
			South	10	A	A	A	A
11th	L.A. Live Way	Georgia	North	15	B	C	C	D
			South	20	A	C	C	D
11th	Georgia	Nokia Plaza	Both	95	A	C	B	C
11th	Nokia Plaza	Figueroa	Both	95	A	B	A	C
11th	Figueroa	Flower	North	10	D	D	E	F
			South	10	D	E	E	F
11th	Flower	Hope	North	12	A	C	C	D
			South	10	B	D	D	E
11th	Hope	Grand	North	10	A	C	B	D
			South	12	A	B	A	C
11th	Grand	Olive	North	10	A	B	A	C
			South	10	A	B	A	C
11th	Olive	Hill	North	10	A	B	A	B
			South	10	A	B	A	B
12th	GLP	Figueroa	Both	100	A	B	A	C
12th	Figueroa	Flower	Both	78	A	B	A	C

Table IV.B.3-2 (Continued)
Future With Project Pedestrian Sidewalk Level of Service—Weekend Day: Pre-Event Hour (12:00 P.M.–1:00 P.M.) and Weekend Day: Post-Event Hour (4:30 P.M.–5:30 P.M.)

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekend Day: Pre-Event Hour (12:00 P.M.–1:00 P.M.)		Weekend Day: Post-Event Hour (4:30 P.M.–5:30 P.M.)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
12th	Flower	Hope	North	10	D	D	E	F
			South	10	D	E	E	F
12th	Hope	Grand	North	11	B	D	D	E
			South	10	C	D	E	E
12th	Grand	Olive	North	10	C	D	D	E
			South	10	C	D	D	E
12th	Olive	Hill	North	12	A	C	B	D
			South	10	A	C	C	D
12th	Hill	Broadway	North	11	A	C	B	C
			South	13	A	B	A	C
Pico	L.A. Live Way	Gilbert Lindsay Plaza	North	20	A	B	A	C
			South	15	A	B	A	C
Pico	Gilbert Lindsay Plaza	Figueroa	North	20	A	C	C	D
			South	21	A	C	C	D
Pico	Figueroa	Flower	North	20	B	C	D	D
			South	10	B	D	D	D
Pico	Flower	Hope	North	12	B	D	D	E
			South	13	A	C	B	D
Pico	Hope	Grand	North	12	B	D	D	E
			South	12	A	C	C	D
Pico	Grand	Olive	North	12	A	B	A	C
			South	10	A	B	A	C
Pico	Olive	Hill	North	11	A	B	A	C
			South	10	A	B	A	B
Venice	Figueroa	Flower	North	10	B	C	D	D
			South	10	A	C	B	D
Venice	Flower	Hope	North	10	B	D	D	E
			South	10	A	C	B	D
Venice	Hope	Grand	North	10	B	C	C	D
			South	10	A	C	B	D
Venice	Grand	Olive	North	10	A	A	A	A
			South	25	A	A	A	A

Table IV.B.3-2 (Continued)
Future With Project Pedestrian Sidewalk Level of Service—Weekend Day: Pre-Event Hour (12:00 P.M.–1:00 P.M.) and Weekend Day: Post-Event Hour (4:30 P.M.–5:30 P.M.)

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekend Day: Pre-Event Hour (12:00 P.M.–1:00 P.M.)		Weekend Day: Post-Event Hour (4:30 P.M.–5:30 P.M.)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
L.A. Live Way	12th	11th	East	15	A	B	A	B
			West	10	A	A	A	B
L.A. Live Way	Pico	12th	East	15	A	C	B	D
			West	10	A	B	A	B
Georgia	11th	Olympic	East	15	A	B	A	C
			West	15	A	B	A	C
Georgia	Olympic	9th	East	11	A	C	B	C
			West	10	A	C	B	D
Francisco	Olympic	9th	East	10	B	C	C	D
			West	10	B	C	C	D
Francisco	9th	8th	East	10	C	D	E	E
			West	10	A	C	C	D
Figueroa	Venice	Pico	East	10	B	C	C	D
			West	22	A	C	B	D
Figueroa	Pico	12th	East	10	A	B	A	C
			West	17	A	C	A	C
Figueroa	12th	11th	East	12	A	B	A	C
			West	31	A	B	A	B
Figueroa	11th	Olympic	East	10	C	D	E	E
			West	15	C	D	D	E
Figueroa	Olympic	9th	East	22	A	C	B	D
			West	12	C	D	E	E
Figueroa	9th	8th	East	10	C	D	D	E
			West	15	B	C	C	D
Figueroa	8th	7th	East	13	A	C	B	C
			West	22	A	B	A	C
Figueroa	7th	Wilshire	East	12	A	B	A	C
			West	12	A	C	B	D
Figueroa	Wilshire	6th	East	10	A	C	B	D
			West	19	A	B	A	B
Figueroa	6th	5th	East	18	A	B	A	B
			West	10	B	C	C	D
Figueroa	5th	4th	East	10	A	C	C	D
			West	10	A	C	C	D

Table IV.B.3-2 (Continued)
Future With Project Pedestrian Sidewalk Level of Service—Weekend Day: Pre-Event Hour (12:00 P.M.–1:00 P.M.) and Weekend Day: Post-Event Hour (4:30 P.M.–5:30 P.M.)

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekend Day: Pre-Event Hour (12:00 P.M.–1:00 P.M.)		Weekend Day: Post-Event Hour (4:30 P.M.–5:30 P.M.)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
Flower	Venice	Pico	East	11	A	A	A	A
			West	10	A	B	A	B
Flower	Pico	12th	East	10	A	B	A	B
			West	10	A	B	A	B
Flower	12th	11th	East	12	A	B	A	B
			West	10	A	B	A	C
Flower	11th	Olympic	East	13	A	C	B	D
			West	22	A	B	A	C
Flower	Olympic	9th	East	13	A	C	B	D
			West	13	C	D	E	E
Flower	9th	8th	East	13	A	C	B	D
			West	12	B	C	D	D
Flower	8th	7th	East	12	A	B	A	C
			West	12	A	B	A	C
Hope	Venice	15th	East	10	A	A	A	B
			West	15	A	A	A	A
Hope	15th	Pico	East	10	A	A	A	B
			West	11	A	A	A	B
Hope	Pico	12th	East	10	A	B	A	B
			West	11	A	B	A	B
Hope	12th	11th	East	11	A	B	A	B
			West	11	A	B	A	B
Hope	11th	Olympic	East	11	A	B	A	B
			West	12	A	B	A	C
Grand	Venice	15th	East	20	A	B	A	B
			West	10	A	C	C	D
Grand	15th	Pico	East	12	A	B	A	C
			West	15	A	B	A	C
Grand	Pico	12th	East	15	A	A	A	A
			West	20	A	A	A	A
Grand	12th	11th	East	18	A	A	A	A
			West	22	A	A	A	B
Grand	11th	Olympic	East	15	A	A	A	B
			West	15	A	B	A	B

Table IV.B.3-2 (Continued)
Future With Project Pedestrian Sidewalk Level of Service—Weekend Day: Pre-Event Hour (12:00 P.M.–1:00 P.M.) and Weekend Day: Post-Event Hour (4:30 P.M.–5:30 P.M.)

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekend Day: Pre-Event Hour (12:00 P.M.–1:00 P.M.)		Weekend Day: Post-Event Hour (4:30 P.M.–5:30 P.M.)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
Olive	Venice	15th	East	15	A	A	A	B
			West	10	A	B	A	B
Olive	15th	Pico	East	13	A	B	A	B
			West	15	A	B	A	B
Olive	Pico	12th	East	20	A	A	A	B
			West	15	A	B	A	B
Olive	12th	11th	East	15	A	B	A	B
			West	17	A	B	A	B
Olive	11th	Olympic	East	15	A	B	A	B
			West	16	A	B	A	B

Source: The Mobility Group, 2012.

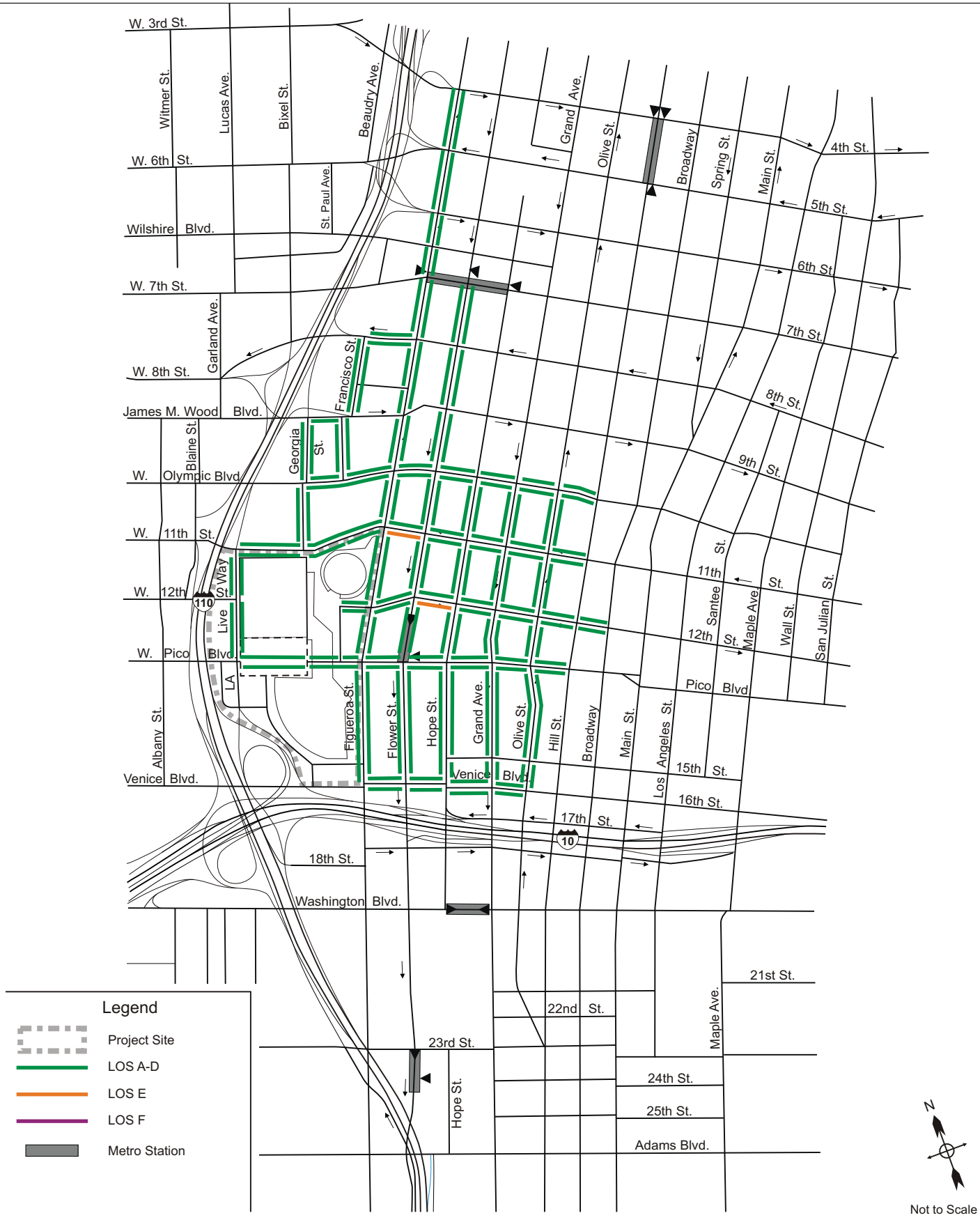
The analysis shows that in general for the Weekend Post-Event Hour, the sidewalks would operate at LOS D or better at many locations. There would be a number of locations where the sidewalk conditions would be LOS E, principally on 11th Street, 12th Street, and short sections of Pico Boulevard, Venice Boulevard, L.A. Live Way, Francisco Street, Figueroa Street and Flower Street as shown in Figure IV.B.3-7 on page IV.B.3-24. The sidewalk level of service (LOS) would be LOS F at the following four locations:

- 11th Street Figueroa St.–Flower St. North Side
- 11th Street Figueroa St.–Flower St. South Side
- 12th Street Flower St.–Hope St. North Side
- 12th Street Flower St.–Hope St. South Side

(ii) Weekday Event Scenario

Weekday Evening Pre-Event Hour (4:30 P.M.–5:30 P.M.)

The results of the pedestrian analysis for Weekday Evening Events for the Pre-Event Hour are shown in Table IV.B.3-3 on page IV.B.3-25 and are illustrated in Figure IV.B.3-8 on page IV.B.3-30. The analysis shows that in general for the Weekday Evening



Source: Gensler, 2012; The Mobility Group, 2012.

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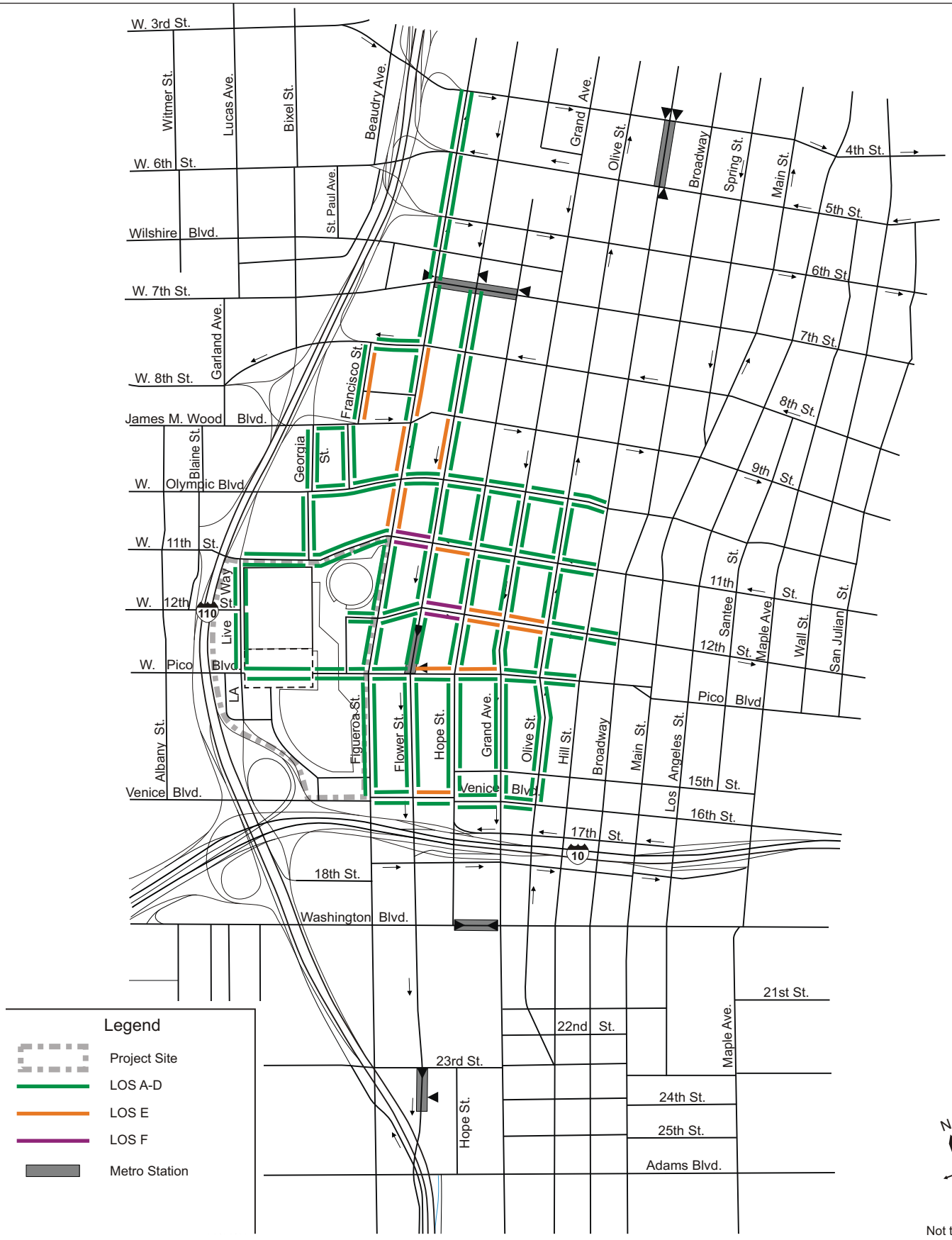
Figure IV.B.3-6
Future With Project – Pedestrian Sidewalk Level of Service – Weekend Day: Pre-Event Hour (12:00 – 1:00pm)



Source: Gensler, 2012; The Mobility Group, 2012.

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Figure IV.B.3-7
Future With Project – Pedestrian Sidewalk Level of Service – Weekend Day: Post Event Hour (4:30 – 5:30 pm)

Table IV.B.3-3
Future With Project Pedestrian Sidewalk Level of Service—Weekday Evening: Pre-Event Hour (4:30 P.M.–5:30 P.M.) and Weekday Evening: Post-Event Hour (9:00 P.M.–10:00 P.M.)

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekday Evening: Pre-Event Hour (4:30 P.M.–5:30 P.M.)		Weekday Evening: Post-Event Hour (9:00 P.M.–10:00 P.M.)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
8th	Francisco	Figueroa	North	10	A	B	A	B
			South	13	A	B	A	B
9th	Georgia	Francisco	North	–	–	–	–	–
			South	13	A	B	B	C
Olympic	Georgia	Francisco	North	13	A	B	A	B
			South	14	A	B	A	B
Olympic	Francisco	Figueroa	North	15	A	B	A	B
			South	15	A	B	A	B
Olympic	Figueroa	Flower	North	16	A	B	A	B
			South	10	A	B	A	B
Olympic	Flower	Hope	North	10	A	B	A	B
			South	12	A	B	A	B
Olympic	Hope	Grand	North	10	A	B	A	B
			South	10	A	B	A	B
Olympic	Grand	Olive	North	10	A	B	A	B
			South	10	A	B	A	B
Olympic	Olive	Hill	North	10	A	B	A	A
			South	10	A	B	A	A
11th	L.A. Live Way	Georgia	North	15	B	C	C	D
			South	20	A	C	C	D
11th	Georgia	Nokia Plaza	Both	95	A	C	B	C
11th	Nokia Plaza	Figueroa	Both	95	A	B	A	C
11th	Figueroa	Flower	North	10	D	E	E	F
			South	10	D	E	E	F
11th	Flower	Hope	North	12	B	C	C	D
			South	10	C	D	D	E
11th	Hope	Grand	North	10	A	C	C	D
			South	12	A	C	B	D
11th	Grand	Olive	North	10	A	C	B	D
			South	10	A	C	B	D
11th	Olive	Hill	North	10	A	B	A	B
			South	10	A	B	A	B
12th	Gilbert Lindsay Plaza	Figueroa	Both	100	A	B	A	C

Table IV.B.3-3 (Continued)
Future With Project Pedestrian Sidewalk Level of Service—Weekday Evening: Pre-Event Hour (4:30 P.M.–5:30 P.M.) and Weekday Evening: Post-Event Hour (9:00 P.M.–10:00 P.M.)

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekday Evening: Pre-Event Hour (4:30 P.M.–5:30 P.M.)		Weekday Evening: Post-Event Hour (9:00 P.M.–10:00 P.M.)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
12th	Figueroa	Flower	Both	78	A	B	A	C
12th	Flower	Hope	North	10	C	D	E	E
			South	10	D	E	E	F
12th	Hope	Grand	North	11	B	D	D	E
			South	10	C	D	E	E
12th	Grand	Olive	North	10	C	D	D	E
			South	10	C	D	D	E
12th	Olive	Hill	North	12	A	C	B	C
			South	10	A	C	C	D
12th	Hill	Broadway	North	11	A	B	A	C
			South	13	A	B	A	C
Pico	L.A. Live Way	Gilbert Lindsay Plaza	North	20	A	B	B	C
			South	15	A	B	A	C
Pico	Gilbert Lindsay Plaza	Figueroa	North	20	A	C	C	D
			South	21	A	C	C	D
Pico	Figueroa	Flower	North	20	B	D	D	E
			South	10	B	D	D	D
Pico	Flower	Hope	North	12	B	D	D	E
			South	13	A	C	B	C
Pico	Hope	Grand	North	12	B	D	D	D
			South	12	A	C	C	D
Pico	Grand	Olive	North	12	A	B	A	C
			South	10	A	B	A	C
Pico	Olive	Hill	North	11	A	B	A	B
			South	10	A	B	A	B
Venice	Figueroa	Flower	North	10	C	D	D	E
			South	10	A	C	C	D
Venice	Flower	Hope	North	10	C	D	D	E
			South	10	A	C	C	D
Venice	Hope	Grand	North	10	B	C	C	D
			South	10	A	C	B	D

Table IV.B.3-3 (Continued)
Future With Project Pedestrian Sidewalk Level of Service—Weekday Evening: Pre-Event Hour (4:30 P.M.–5:30 P.M.) and Weekday Evening: Post-Event Hour (9:00 P.M.–10:00 P.M.)

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekday Evening: Pre-Event Hour (4:30 P.M.–5:30 P.M.)		Weekday Evening: Post-Event Hour (9:00 P.M.–10:00 P.M.)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
Venice	Grand	Olive	North	10	A	B	A	A
			South	25	A	A	A	A
L.A. Live Way	12th	11th	East	15	A	B	A	B
			West	10	A	A	A	B
L.A. Live Way	Pico	12th	East	15	A	C	C	D
			West	10	A	B	A	B
Georgia	11th	Olympic	East	15	A	B	A	B
			West	15	A	B	A	C
Georgia	Olympic	9th	East	11	A	B	A	C
			West	10	A	B	A	C
Francisco	Olympic	9th	East	10	A	C	B	C
			West	10	A	C	B	D
Francisco	9th	8th	East	10	B	D	D	D
			West	10	A	B	B	C
Figueroa	Venice	Pico	East	10	C	D	D	E
			West	22	B	C	C	D
Figueroa	Pico	12th	East	10	A	C	B	C
			West	17	B	D	B	C
Figueroa	12th	11th	East	12	A	C	A	C
			West	31	A	B	A	B
Figueroa	11th	Olympic	East	10	D	D	E	E
			West	15	D	E	D	E
Figueroa	Olympic	9th	East	22	A	C	B	D
			West	12	D	E	E	E
Figueroa	9th	8th	East	10	D	D	E	E
			West	15	C	D	C	D
Figueroa	8th	7th	East	13	A	C	C	D
			West	22	A	C	A	C
Figueroa	7th	Wilshire	East	12	A	C	A	C
			West	12	C	D	B	D
Figueroa	Wilshire	6th	East	10	C	D	C	D
			West	19	A	C	A	C
Figueroa	6th	5th	East	18	A	B	A	B
			West	10	C	D	D	D

Table IV.B.3-3 (Continued)
Future With Project Pedestrian Sidewalk Level of Service—Weekday Evening: Pre-Event Hour (4:30 P.M.–5:30 P.M.) and Weekday Evening: Post-Event Hour (9:00 P.M.–10:00 P.M.)

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekday Evening: Pre-Event Hour (4:30 P.M.–5:30 P.M.)		Weekday Evening: Post-Event Hour (9:00 P.M.–10:00 P.M.)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
Figueroa	5th	4th	East	10	C	D	C	D
			West	10	C	D	C	D
Flower	Venice	Pico	East	11	A	A	A	A
			West	10	A	B	A	B
Flower	Pico	12th	East	10	A	B	A	B
			West	10	A	B	A	B
Flower	12th	11th	East	12	A	B	A	B
			West	10	A	C	A	C
Flower	11th	Olympic	East	13	A	C	B	D
			West	22	A	B	A	C
Flower	Olympic	9th	East	13	A	C	B	D
			West	13	D	D	E	E
Flower	9th	8th	East	13	A	C	B	D
			West	12	C	D	D	E
Flower	8th	7th	East	12	A	B	A	C
			West	12	A	C	B	C
Hope	Venice	15th	East	10	A	B	A	B
			West	15	A	B	A	B
Hope	15th	Pico	East	10	A	B	A	B
			West	11	A	B	A	B
Hope	Pico	12th	East	10	A	B	A	B
			West	11	A	B	A	B
Hope	12th	11th	East	11	A	B	A	B
			West	11	A	B	A	B
Hope	11th	Olympic	East	11	A	B	A	B
			West	12	A	B	A	C
Grand	Venice	15th	East	20	A	B	A	B
			West	10	A	C	C	D
Grand	15th	Pico	East	12	A	B	A	C
			West	15	A	B	A	C
Grand	Pico	12th	East	15	A	A	A	A
			West	20	A	A	A	A
Grand	12th	11th	East	18	A	A	A	A
			West	22	A	A	A	B

Table IV.B.3-3 (Continued)
Future With Project Pedestrian Sidewalk Level of Service—Weekday Evening: Pre-Event Hour (4:30 P.M.–5:30 P.M.) and Weekday Evening: Post-Event Hour (9:00 P.M.–10:00 P.M.)

Street	Section		Sidewalk Side	Total Sidewalk Width (ft)	Weekday Evening: Pre-Event Hour (4:30 P.M.–5:30 P.M.)		Weekday Evening: Post-Event Hour (9:00 P.M.–10:00 P.M.)	
	From	To			Avg. Flow Level of Service	Platoon Flow Level of Service	Avg. Flow Level of Service	Platoon Flow Level of Service
Grand	11th	Olympic	East	15	A	B	A	B
			West	15	A	B	A	B
Olive	Venice	15th	East	15	A	B	A	B
			West	10	A	B	A	B
Olive	15th	Pico	East	13	A	B	A	B
			West	15	A	B	A	B
Olive	Pico	12th	East	20	A	A	A	B
			West	15	A	B	A	B
Olive	12th	11th	East	15	A	B	A	B
			West	17	A	B	A	B
Olive	11th	Olympic	East	15	A	B	A	B
			West	16	A	B	A	C

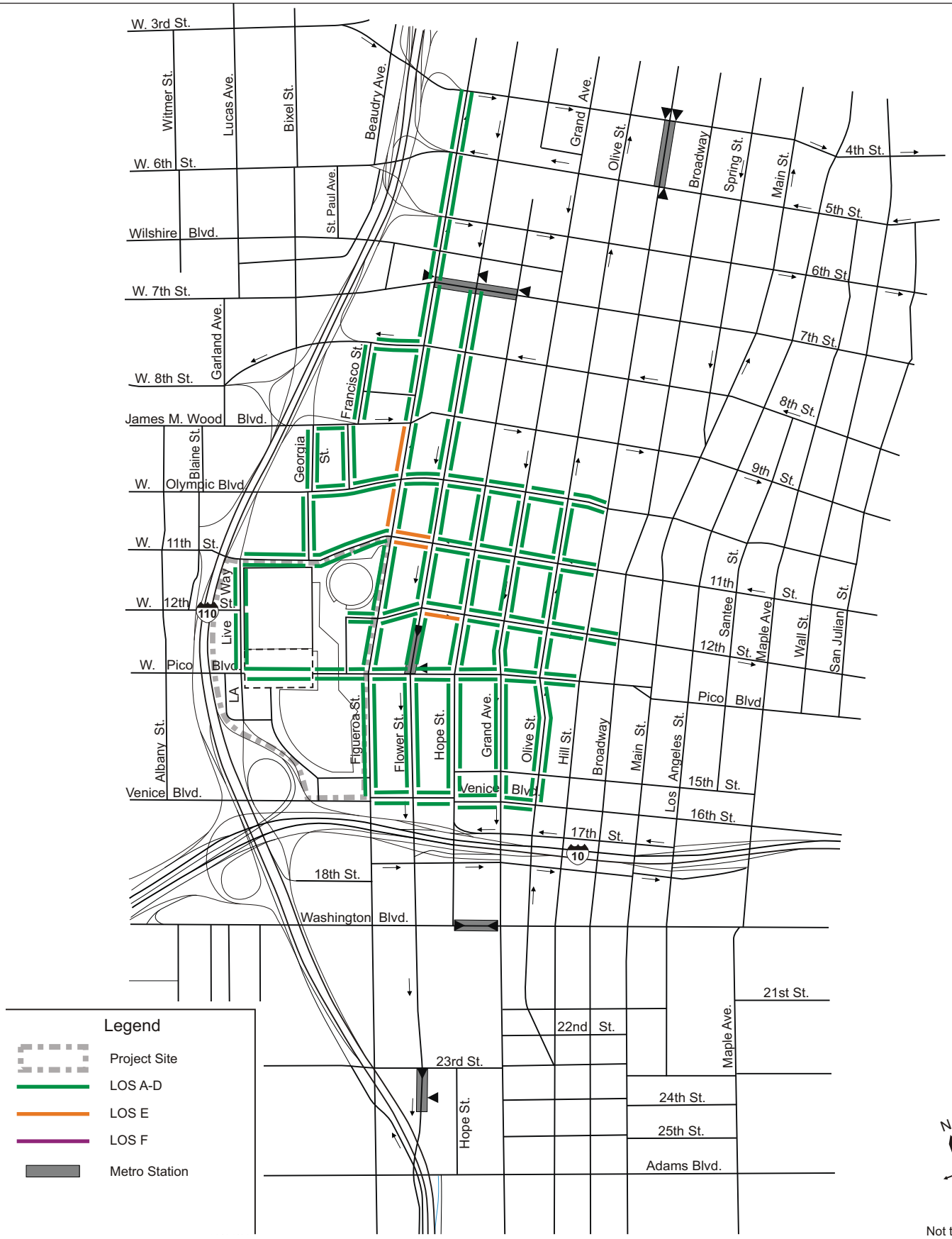
Source: The Mobility Group, 2012.

Pre-Event Hour, the sidewalks would operate at LOS D or better. At a few locations the sidewalk Level of Service (LOS) would be LOS E, but the LOS would not exceed LOS E in any location. Thus, no significant pedestrian impacts would occur during the Weekday Evening Pre-Event Hour.

Weekday Evening Post-Event Hour (9:00 P.M.–10:00 P.M.)

The results of the pedestrian analysis for Weekday Evening Event for the Post-Event Hour are shown in Table IV.B.3-3 on page IV.B.3-25 and are also illustrated in Figure IV.B.3-9 on page IV.B.3-31. The analysis shows that in general for the Weekday Evening Post-Event Hour, the sidewalks would operate at LOS D or better at many locations. There would be a number of locations where the sidewalk conditions would be LOS E, principally on 11th Street, 12th Street, short sections of Pico Boulevard and Venice Boulevard, and some sections of Figueroa Street and Flower Street as shown in Figure IV.B.3-9 on page IV.B.3-31. The sidewalk level of service (LOS) would be LOS F at three locations which are listed below:

- 11th Street Figueroa St.–Flower St. North Side



Source: Gensler, 2012; The Mobility Group, 2012.

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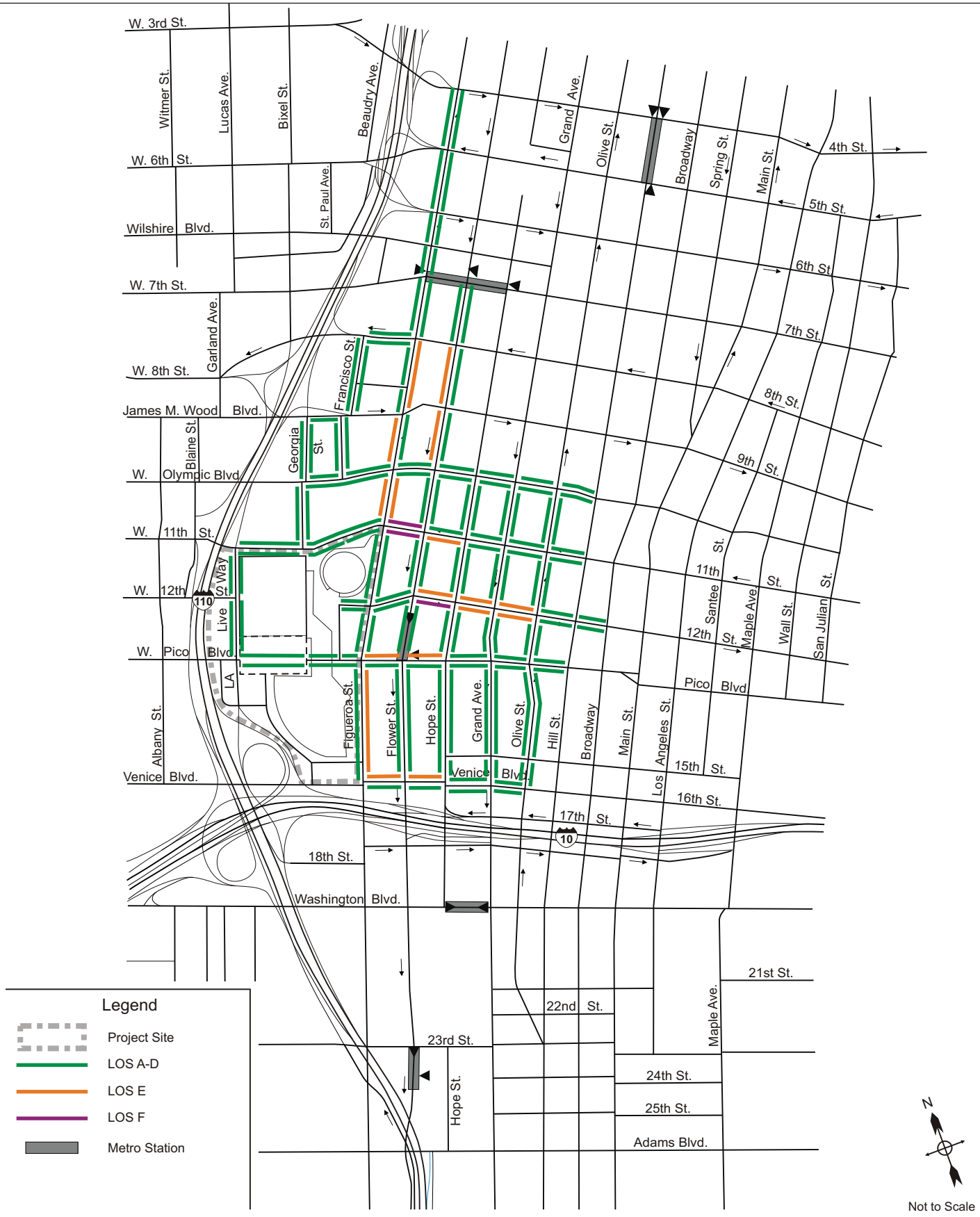
Figure IV.B.3-8
Future With Project – Pedestrian Sidewalk Level of Service – Weekday Evening: Pre-Event Hour (4:30 – 5:30 pm)



Source: Gensler, 2012; The Mobility Group, 2012.

matrix environmental

Figure IV.B.3-9
Future With Project – Pedestrian Sidewalk Level of Service – Weekday Evening Post Event Hour (9:00 – 10:00 pm)

- 11th Street Figueroa St.–Flower St. South Side
- 12th Street Flower St.–Hope St. South Side

Thus, significant pedestrian impacts would occur at these three locations in the Weekday Post-Event Hour.

(iii) Proposed Project with No Existing Convention Center Activity

The pedestrian circulation analysis also addresses the Proposed Project under the condition in which there are no existing convention center activities. As set forth above, potential pedestrian circulation impacts are determined by comparing pedestrian sidewalk levels of service based on total pedestrians to level of service standards, rather than by evaluating any incremental increases. Thus, pedestrian circulation impacts for the Future with Project compared with no existing Convention Center activity would be identical to the Weekend Day Event and Weekday Evening analyses provided above.[10]

(b) Pedestrian Circulation and Safety

All of the major intersections along the key pedestrian routes serving the Proposed Project Site (see Figure IV.B.3-3 on page IV.B.3-9) are controlled by traffic signals. Because of the dispersed parking supply in downtown, and the distributed traffic access/egress routes to the many parking locations, the intersections in the vicinity of the Proposed Project would generally operate at good levels of service (at or better than LOS D). At intersections closest to the Project Site, certain intersections may operate at LOS E at certain event time periods as identified above. Pedestrian volumes would also be highest at the intersections adjacent to the Project Site, where vehicle-pedestrian conflicts and potentially significant impacts to pedestrian circulation could occur. Due to the event-based nature of the Proposed Project this would be expected, and is a common occurrence adjacent to major event centers. The Project's proposed Transportation Management Plan would also address such issues and develop effective methods to minimize such conflicts (a typical measure is the placement of traffic control officers to control traffic and pedestrians at such locations; also, certain street closures may be implemented as also discussed above).

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[10] *The analysis of pedestrian travel can also be described in terms of the number of minutes that it takes to walk between locations. It is also recognized that pedestrian travel can be described in terms of the distance walked. The following identifies walking times and approximate corresponding distances, recognizing that these are estimates and would vary from one person to another: (1) 5 minutes of walking time is equal to about 0.25 mile in distance; (2) 10 minutes of walking time is equal to about 0.5 mile in distance; (3) 15 minutes of walking time is equal to about 0.75 mile in distance; and (4) 20 minutes of walking time is equal to about 1 mile in distance.*

Satisfactory pedestrian levels of service would occur at most locations (with some exceptions as noted above), and it would be expected that the pedestrian volumes would in general be safely accommodated through the street sidewalks and intersection traffic signals, as currently occurs for events at STAPLES Center, the Convention Center, NOKIA Theatre at L.A. LIVE, and L.A. LIVE. At a few locations, projected sidewalk level of service conditions would be LOS F during Post-Event Hour conditions (for example, 11th Street between Figueroa and Flower Streets, and 12th Street between Flower Street and Hope Street). These would be mitigated with temporary post-event street closures as described below.

At a few locations where the sidewalk levels of service are projected to be LOS E or LOS F, the pressure for pedestrians to ignore the traffic signal may increase. The evidence to date from events at both the Convention Center and STAPLES Center is that this does not occur very often, and that in general pedestrians wait for the walk signal, even under high flow conditions. The key pedestrian/auto conflicts are when right turning vehicles attempt to turn across a flow of pedestrians crossing on the "Walk" indication, and when pedestrians crossing do not clear the crosswalks before the walk period ends. These situations are expected to be minimized either by certain street closures that could occur for a short-period of time after major events and that would restrict traffic from those streets closest to the Event Center[11] and would eliminate pedestrian-vehicle conflicts, or by the deployment of Los Angeles Department of Transportation Traffic Control Officers. While the actual deployment may vary by event or even by time period prior to or after the event, the presence of traffic control officers as well as closing certain streets would serve to increase the safety of the pedestrians moving to/from the Event Center, as they currently do for major events at STAPLES Center.

With the Project Design Features discussed above, the planned improvements, and mitigation measures, including street closures, as well as the provisions of the Transportation Management Plan, it is concluded that pedestrian safety impacts would be less than significant.

(3) Bicycle Circulation and Safety

There are currently limited bicycle facilities in the area of the Proposed Project as there are no designated bike lanes and bicycle routes occur along Figueroa Street between

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[11] *Actual conditions at STAPLES Center has shown that the closure of Chick Hearn Court between Figueroa Street and Georgia Street is needed only for about 20-30 minutes after an event. The flow of pedestrians prior to the event is spread out enough to allow the traffic signals to be able to adequately accommodate the pedestrian flow.*

Olympic and Exposition Boulevards as well as along Venice Boulevard from Figueroa Street westward to Crenshaw Boulevard. Bicycle parking is available at L.A. LIVE.

The Proposed Project driveways (to parking garages) would not cross or conflict with any existing or proposed bicycle facilities such as bike lanes, so no conflicts would occur with any such facilities. With the project design features discussed above, mitigation measures, and the provisions of the Transportation Management Plan, it is concluded that bicycle safety impacts would be less than significant.

4. Cumulative Impacts

Related Project Nos. 27, 60, and 91, which are all located on the east side of Figueroa Street, between 11th Street and Venice Boulevard, are the only related projects that are located along the same street segments as the Proposed Project. A number of other related projects are located within the Project vicinity, which have the potential, along with the Proposed Project, to result in cumulative pedestrian circulation as well as bicycle and pedestrian safety impacts. Projects located more distant to the Project Site are anticipated to contribute to these types of cumulative impacts to a much lesser degree. Construction impacts with regard to these issues would only occur if the Project's construction time period is concurrent with the construction of the related projects. To the extent that cumulative construction impacts do occur, the types of impacts generated by the construction of the related projects are anticipated to be the same or very similar to those of the Proposed Project. It is also anticipated that each related project would individually address the potential impacts during their respective construction periods using the same or similar measures as those identified above with regard to the Proposed Project with an equal level of effectiveness. To the extent that cumulative impacts do actually occur, the cumulative impact is anticipated to be on the order of creating inconveniences at individual locations for pedestrians and bicyclists, whereas the overall level of cumulative impact would be less than significant.

The related projects during their operation would result in increased development throughout the downtown area and beyond. Combined with the maturing light rail and bus transit systems in the City, as well as changing attitudes towards bicycles as a viable transportation alternative, the level of pedestrian and bicycle travel in the greater Project area is anticipated to increase notably in the future. This increase in non-automobile travel would place greater importance on pedestrian circulation as well as bicycle and pedestrian safety. In anticipation of these changes, continued implementation of existing City policies and programs that are being implemented via the City's Downtown Design Guide, 2010 Bicycle Plan, and the Project area streetscape program would create the means by which cumulative impacts with regard to these issues would be appropriately addressed. As an example, Related Project No. 91, 1340 S. Figueroa Street, is now proposing a mid-block

pedestrian crosswalk. Further, all future bicycle facilities implemented per the City's Bicycle Plan would take into consideration bicycle safety issues and thereby reduce any potential cumulative impacts attributable to the related projects in conjunction with the Proposed Project to a less than significant level. The existing sidewalk widths in the Project area along with continued implementation of existing City policies and programs are anticipated to reduce potential cumulative impacts with regard to pedestrian circulation as well as bicycle and pedestrian safety to a less than significant level.

5. Project Design Features and Mitigation Measures

a. Project Design Features

Project Design Feature B.3-1: Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall construct wider crosswalks (up to 30 feet) with differential paving (as was done for certain intersections for L.A. LIVE) at the following 12 intersections:

- L.A. Live Way & Chick Hearn Court
- L.A. Live Way & 12th Street
- L.A. Live Way & Pico Boulevard
- Georgia Street & Olympic Boulevard
- Francisco Street & Olympic Boulevard
- Francisco Street & James Wood Boulevard
- Figueroa Street & Pico Boulevard
- Figueroa Street & 9th Street
- Flower Street & Pico Boulevard
- Flower Street & 12th Street
- Flower Street & 11th Street
- Flower Street & Olympic Boulevard

Project Design Feature B.3-2: To further facilitate pedestrian safety in the immediate area of the Event Center, the east sidewalk of L.A. Live Way between Pico Boulevard and Chick Hearn Court shall be widened from 10 feet to 15 feet; the south sidewalk of Chick Hearn Court between L.A. Live Way and Georgia Street shall be widened from 10 feet to 20 feet; and the north and south sidewalks of Pico Boulevard between Figueroa Street and L.A. Live Way shall be widened from 10 feet to 20 feet. These widenings shall be implemented in conjunction with Project Design Features B.1-1, B.1-2, and B.1-3.

Project Design Feature B.3-3: As part of the Proposed Project, it is expected that the following streets would be closed to thru traffic (local access and transit vehicles allowed) before, during, and after events, in order to minimize the conflicts between vehicles and pedestrians:

- L.A. Live Way, between Pico Boulevard and Chick Hearn Court
- Chick Hearn Court between L.A. Live Way and Georgia Street
- Georgia Street, between Chick Hearn Court and West Road
- 12th Street, between Figueroa Street and Flower Street
- Chick Hearn Court, between Figueroa Street and Georgia Street (closed to all traffic)

Final configuration of the traffic closures on Event Days shall be determined upon completion of the Transportation Management Plan.

b. Mitigation Measures

Temporary Street Closures

Mitigation Measure B.3-1: During operation of the Proposed Project, the Event Center Applicant in conjunction with LADOT shall effect the temporary closure of certain street segments after major events, as defined in the TMP. These could include the following:

- Figueroa Street: both directions, between Olympic Boulevard and Pico Boulevard
- Flower Street: both directions, between Olympic Boulevard and Pico Boulevard
- 11th Street: both directions, between Figueroa Street and Hope Street
- 12th Street: both directions, between Figueroa Street and Hope Street
- Pico Boulevard: westbound direction only, between Flower Street and L.A. Live Way

The actual street closure program shall be determined in the Transportation Management Plan. Where streets shall be closed, they shall be closed to all traffic, including transit vehicles, except for local access to adjacent properties. It is expected that these street closures would not need to occur for more than approximately one hour after a major event and may only be closed for a shorter period of time. The exact location,

duration and details of closure shall be determined in the Transportation Management Plan.

6. Level of Significance After Mitigation

With the implementation of the project design features, Project impacts with regard to bicycle circulation and safety would be less than significant. With the implementation of the project design features and mitigation measures, Project impacts with regard to pedestrian circulation and bicycle safety would be less than significant.