4.15 TRANSPORTATION AND TRAFFIC

This section provides an overview of transportation and traffic in the CPAs and evaluates impacts associated with the Proposed Plans. Topics addressed include the circulation system, congestion management program, emergency access, and public transit, bicycle, and pedestrian facilities. This section was prepared utilizing the Proposed South Los Angeles Community Plan Transportation Improvement and Mitigation Program (TIMP) and the Proposed Southeast Los Angeles Community Plan TIMP both prepared by Iteris, Inc. in October 2016. The proposed TIMPs are included in Appendix I of this Draft EIR.

EXISTING SETTING

CIRCULATION SYSTEM

The circulation systems within and around the CPAs generally follow a north-south grid system, except in areas approaching Downtown Los Angeles. Regional access is provided via the Harbor Freeway (I-110), the Santa Monica Freeway (I-10), and the Glenn M. Anderson Freeway (I-105). There are several major streets including Western Avenue, Normandie Avenue, Vermont Avenue, Figueroa Street, Broadway, Main Street, Avalon Boulevard, Central Avenue, and Alameda Street, which generally run north-south; and Washington Boulevard, Martin Luther King Jr. Boulevard, Slauson Avenue, Florence Avenue, Manchester Avenue, Century Boulevard, and Imperial Highway which generally run east-west. The CPAs are also served by many avenues and collector streets.

Freeways. As mentioned above, three freeway systems provide regional access from the CPAs to all other areas of the Southern California region. Freeway facilities are high-volume and high-speed roadways with limited access.

- **Harbor Freeway (I-110)**. I-110 Freeway is a north-south freeway that provides regional access to the CPAs. I-110 Freeway provides a major transportation link from the Ports of Los Angeles and Long Beach to the South Bay Cities, Downtown Los Angeles, and northern Los Angeles County, where it terminates in the City of Pasadena. The Harbor Transitway, a grade-separated high-occupancy vehicle corridor, also runs along the median of I-110 between Gardena Freeway (SR-91) and the south side of Downtown Los Angeles. The Transitway has recently been converted to a high-occupancy toll (HOT) lane called Express Lanes which allows carpools to travel for free and single occupancy vehicles to pay a toll. I-110 Freeway generally has four travel lanes and one or two high-occupancy vehicle lanes in each direction in the CPAs. It also has the Los Angeles County Metropolitan Transportation Authority (Metro) Silver Line running in the HOV lanes from the Artesia Transit Center to Downtown Los Angeles, continuing east to El Monte on the I-10 Transitway. The 2014 annual average daily traffic (AADT) between the I-10 Freeway interchange and Slauson Avenue ranges between 269,000 and 308,000 vehicles per day, and the AADT between Manchester Avenue and the I-105 Freeway interchange ranges between 290,000 and 313,000 vehicles per day.[1,2] Interchanges in the South Los Angeles CPA include the I-10 Freeway, Slauson Avenue, Gage Avenue, and Manchester Avenue; and Flower Street/Adams Boulevard, Exposition Boulevard/Hope Street, Martin Luther King Jr. Boulevard, Vernon Avenue, 51st Street, Slauson Avenue, Manchester Avenue, Century Boulevard, Imperial Highway, and I-105 Freeway Interchange in the Southeast Los Angeles CPA.
- **Santa Monica Freeway (I-10)**. I-10 Freeway is an east-west oriented freeway that provides regional access to the CPAs. I-10 Freeway provides a major transportation link from the beach cities on the west side, through Downtown Los Angeles, and Riverside and San Bernardino Counties on the east side. It

[1]Iteris, Inc., *Proposed Southeast Los Angeles Community Plan Transportation Improvement and Mitigation Program*, September 2016.

[2]Iteris, Inc., *Proposed South Los Angeles Community Plan Transportation Improvement and Mitigation Program*, September 2016.

generally has four travel lanes in each direction in the CPAs. The 2014 AADT between the I-110 Freeway interchange and Alameda Street ranges between 251,000 and 281,000 vehicles per day. The 2014 AADT between Arlington Avenue and the I-110 Freeway interchange ranges between 313,000 and 328,000 vehicles per day. Interchanges in the South Los Angeles CPA include Arlington Avenue, Western Avenue, Normandie Avenue, Vermont Avenue, Hoover Street, and the I-110 Freeway interchange; and Alameda Street, Central Avenue, Los Angeles Street, Maple Street, and San Pedro Street in the Southeast Los Angeles CPA.

- **Glenn M. Anderson Freeway (I-105)**. I-105 Freeway is an east-west oriented freeway originating in El Segundo and ending at the San Gabriel River Freeway (I-605) that provides east-west regional access to the CPAs. Also known as the Century Freeway, it provides a major transportation link to the Los Angeles International Airport (LAX) from various cities in Los Angeles County via San Diego Freeway (I-405) Freeway, I-110 Freeway, Long Beach (I-710) Freeway, and the San Gabriel River (I-605) Freeway. The I-105 Freeway has four travel lanes and one high-occupancy vehicle lane in each direction in the CPAs. It also has the Metro Green Line light rail line running in its median. The 2014 AADT between the I-110 Freeway interchange and Central Avenue is 234,000 vehicles per day. The 2014 AADT on the I-110 Freeway between Vermont Avenue and Figueroa Street is 242,000 vehicles per day. Interchanges in the South Los Angeles CPA include Hoover Street and Vermont Avenue; and Central Avenue and the I-110 Freeway Interchange in the Southeast Los Angeles CPA.

Arterial Roadways. Major roadways within the CPAs generally follow a grid pattern. Per the Mobility Plan 2035, adopted in January 2016, the arterial streets have been updated and include five arterial road types: Boulevard I, Boulevard II, Avenue I, Avenue II, Avenue III, and several designations of Collector or Local streets. **Table 4.15-1** provides the list of new street designations per Mobility Plan 2035 and the classifications under the superseded 1999 Traffic Element. **Table 4.15-2** presents the roadways located within the CPAs as characterized by the Mobility Plan 2035. **Figure 4.15-1** illustrates the existing roadway designations in the CPAs.

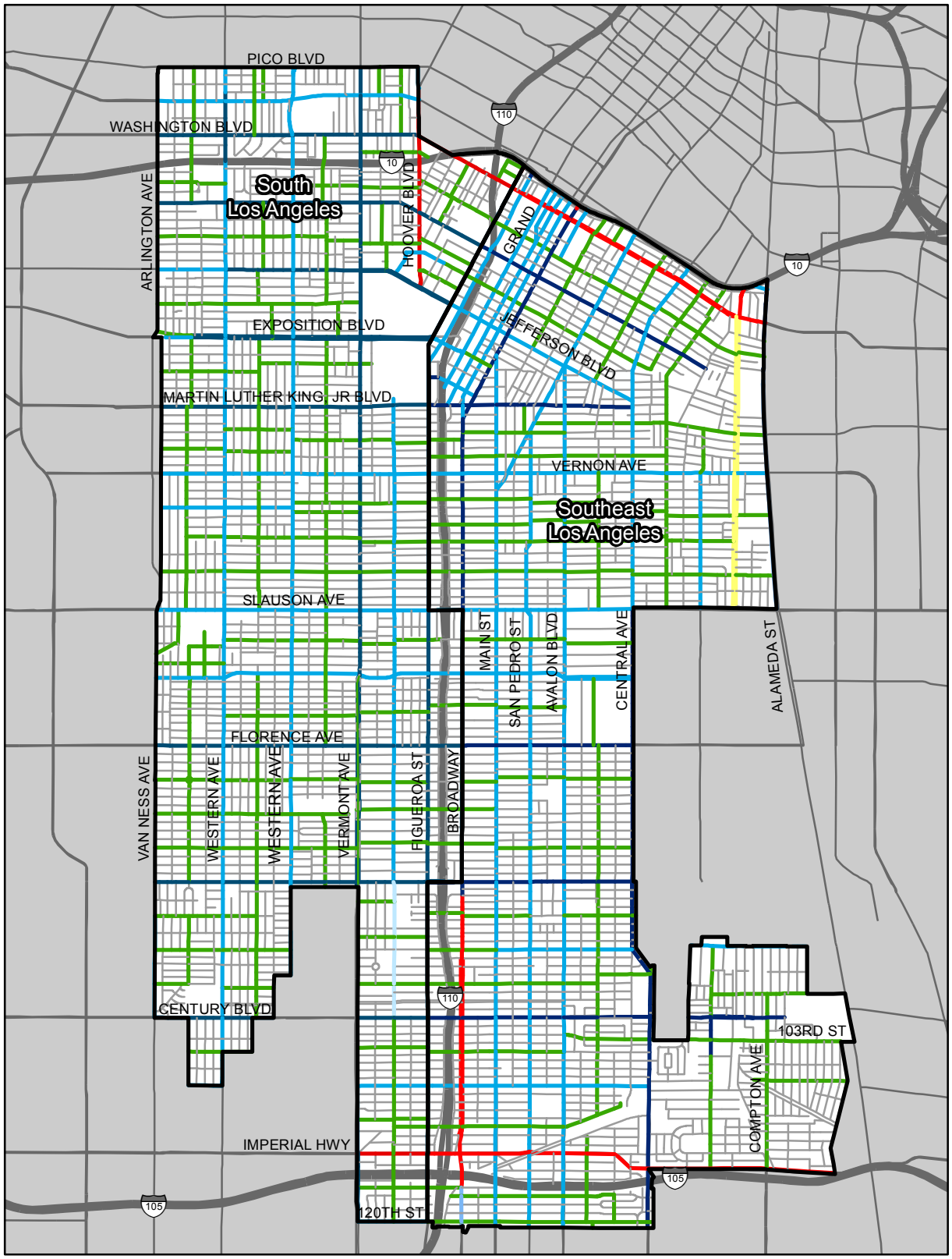
TABLE 4.15-1: STANDARDS FOR ROADWAY CLASSIFICATIONS

Roadway Classification	Dimensions (Right-of-way / Road widths)	Previous Designations under 1999 Traffic Element
Boulevard I	136’ / 100’	Major Highway Class I
Boulevard II	110’ / 80’	Major Highway Class I / II
Avenue I	100’ / 70’	Major Highway Class II / Secondary Highway
Avenue II	86’ / 56’	Major Highway Class II / Secondary Highway
Avenue III	72’ / 46’	Major Highway Class II / Secondary Highway
Collector Street	66’ / 40’	Secondary Highway / Collector Street
Industrial Collector Street	68’ / 48’	Industrial Collector Street
Local Standard	60’ / 36’	Local Street
Local Limited	50’ / 30’	Local Street
Pedestrian Walkway	10’ – 25’	Standard Walkway
Shared Street	30’ / 10’	— /a/
Access Roadway	20’ right of way	— /a/
One-Way Service Road	28 – 35’ / 12’ or 18’	Service Road
Bi-Directional Service Road	33’ – 41’ / 20’ or 28’	Service Road
Hillside Collector	50’ or 40’	Hillside Collector
Hillside Local	44’ / 36’	Hillside Local
Hillside Limited Standard	36’ / 28’	Hillside Limited Standard

/a/ There was no previous designation for the roadway classification.
SOURCE: Iteris, Inc., *Proposed South Los Angeles Community Plan Transportation Improvement and Mitigation Program,* September 2016 Iteris, *Proposed Southeast Los Angeles Community Plan Transportation Improvement and Mitigation Program*, September 2016.

TABLE 4.15-2: ROADWAYS WITHIN THE CPAS		
BOULEVARDS		
North-South		
Broadway (potions) /a/	Hoover St.	Long Beach Ave.
East-West		
Imperial Hwy	Washington Blvd	
AVENUES		
North-South		
Alameda St.	Figueroa St.	Normandie Ave.
Arlington Ave	Flower St.	Olive St.
Avalon Blvd	Grand Ave.	San Pedro Pl.
Broadway	Hill St.	San Pedro St.
Broadway (portions) /a/	Hoover St. (portions) /b/	Van Ness Ave.
Central Ave	Los Angeles St.	Vermont Ave. (portions) /b/
Compton Ave (portions) /a/	Main St.	Western Ave.
East-West		
37th St. (portions) /a/	Adams Ave.	Manchester Ave.
39th St.	Adams Blvd.	Martin Luther King Jr. Blvd.
48th St. (portions) /b/	Century Blvd. (portions) /a/	Pico Blvd.
92nd St. (portions) /a,b/	Exposition Blvd.	Rodeo Road
108th St.	Florence Ave.	Slauson Ave.
108th St.	Gage Ave.	Venice Blvd.
120th St.	Jefferson Blvd.	Vernon Ave.
COLLECTOR STREET		
18th St.	59th Pl.	Dalton Ave.
20th St.	59th St.	Denker Ave.
22nd St.	60th St.	Ellendale Pl.
23rd St.	76th St.	Georgia St.
24th St.	79th St.	Gramercy Pl. (portions) /b/
28th St.	82nd St.	Griffith Ave.
29th St.	83rd St.	Halldale Ave.
30th St.	88th St.	Hobart Blvd.
32nd St.	89th St.	Hooper Ave.
36th Pl.	91st St.	Hoover St. (portions) /b/
39th St.	92nd St. (portions) /a/	Long Beach Ave. (portions) /a/
41st Pl.	95th St.	Magnolia Ave.
41st St. (portions) /a/	96th St.	Maple Ave. (portions) /a/
42nd Pl.	97th St.	McKinley Ave.
42nd St.	103rd St.	Naomi Ave.
43rd St.	104th St.	Nevin St.
47th St.	107th St.	Oak St.
48th St. (portions) /b/	111th Pl.	Orchard Ave.
49th St.	111th St.	Scarff St.
51st St.	117th St.	Stanford Ave.
54th St.	118th St.	Trinity Ave.
55th St.	120th St.	Vermont Ave. (portions) /b/
62nd St.	Budlong Ave.	Wadsworth Ave.
67th St.	Catalina Ave.	Westmoreland Ave.
68th St.	Colden Ave.	Wilmington Blvd.

/a/ portions of the designated roadway in the Southeast CPA
/b/ portions of the designated roadway in the South CPA
SOURCE: Iteris, Inc., *Proposed South Los Angeles Community Plan Transportation Improvement and Mitigation Program,* October 2016*;* Iteris, Inc., *Proposed Southeast Los Angeles Community Plan Transportation Improvement and Mitigation Program*, October 2016.



LEGEND:

Community Plan Area

Boulevard I | Avenue II | Modified Avenue I

Boulevard II | Avenue III | Arterial

Avenue I | Collector

N W E S

0 4,000 8,000 Feet

SOURCE: Iteris, TAHA, 2016.

taha 2016-021

South and Southeast Los Angeles Community Plans
Environmental Impact Report

CITY OF LOS ANGELES

FIGURE 4.15-1

EXISTING ROADWAY DESIGNATIONS

Boulevards. The CPAs consist of a series of Boulevards running in north-south and east-west directions. Boulevards are generally four to six lanes and designed to provide a high level of mobility to vehicles while providing access to adjacent properties. Boulevards identified in the CPAs include Hoover Street (portions), Broadway (portions), Long Beach Avenue, Washington Boulevard, and Imperial Highway.

North-South Boulevards

- **Hoover Street** – Hoover Street is classified as a north-south Boulevard II between Venice Boulevard and Jefferson Boulevard, an Avenue II between Martin Luther King Jr. Boulevard and Manchester Avenue, an Avenue III between Manchester Avenue and Century Boulevard, and a Collector Street south of Century Boulevard to 120th Street in the South Los Angeles CPA. Hoover Street has two to three travel lanes in each direction.
- **Broadway** – Broadway is classified as a north-south Avenue II between the I-10 Freeway and Broadway Place, an Avenue I between Broadway Place and Manchester Avenue, and a Boulevard II between Manchester Avenue and 118th Street in the CPAs. Broadway is designated as a scenic highway between Century and Imperial Highway and has an improved landscaped median between 93rd Street and 112th Street. It has two to three travel lanes in each direction.
- **Long Beach Avenue** – Long Beach Avenue is classified as a north-south Boulevard II between the I-10 Freeway and Washington Boulevard, and a Boulevard I between Washington Boulevard and Slauson Avenue in the Southeast Los Angeles CPA. It has one travel lane in each direction. The Metro Blue Line and a freight railroad right-of-way run side-by-side along the median of Long Beach Avenue.

East – West Boulevards

- **Washington Boulevard** – Washington Boulevard is classified as an east-west Avenue I between Arlington Avenue and Hoover Street in the South Los Angeles CPA and has three travel lanes in each direction. Within the Southeast Los Angeles CPA, Washington Boulevard is classified as a Boulevard II and extends from Figueroa Street to Alameda Boulevard in the Southeast Los Angeles CPA. It has three travel lanes in each direction between Figueroa Street and Hope Street and between Long Beach Avenue and Alameda Street, and two lanes in each direction between Hope Street and Long Beach Avenue. The Metro Blue Line runs along the median of the street from Flower Street to Long Beach Avenue.
- **Imperial Highway** – Imperial Highway is classified as an east-west Boulevard II and extends from Figueroa Street to west of Alameda Street in the Southeast Los Angeles CPA, and has two to three travel lanes in each direction. Within the South Los Angeles CPA, Imperial Highway is an east-west Boulevard II extending from Vermont Avenue to Figueroa Street and has three travel lanes in each direction.

Avenues. Avenues are generally two- to four-lane roadways that, when fully improved, provide local connections to the major highway network. These roadways may be classified as Avenue I, Avenue II, or Avenue III in a standard classification scheme. Roadways that have segments classified as "Avenues" within the CPAs are as follows:

North – South Avenues

- **Arlington Avenue** – Arlington Avenue is classified as a north-south Avenue III from 3rd Street to 54th Street in the South Los Angeles CPA and has two travel lanes in each direction between 3rd Street and Vernon Avenue, and one travel lane in each direction south of Vernon Avenue.
- **Van Ness Avenue** – Van Ness Avenue is classified as north-south Avenue II and extends from 54th Street to Century Boulevard in the South Los Angeles CPA, and has two travel lanes in each direction between 54th Street and Slauson Avenue, and one travel lane in each direction south of Slauson Avenue.
- **Western Avenue** – Western Avenue is classified as a north-south Avenue I from Venice Boulevard to the I-10 Freeway, and an Avenue II south of the I-10 Freeway to 108th Street in the South Los Angeles CPA, and has two travel lanes in each direction.

- **Normandie Avenue** – Normandie Avenue is classified as a north-south Avenue III from Hollywood Boulevard to Venice Boulevard, and as an Avenue II south of Venice Boulevard to 95th Street in the South Los Angeles CPA, and has one to two travel lanes in each direction.
- **Hoover Street** – Hoover Street is classified as a north-south Boulevard II between Venice Boulevard and Jefferson Boulevard, an Avenue II between Martin Luther King Jr. Boulevard and Manchester Avenue, an Avenue III between Manchester Avenue and Century Boulevard, and a Collector Street south of Century Boulevard to 120th Street in the South Los Angeles CPA. Hoover Street has two to three travel lanes in each direction.
- **Vermont Avenue** – Vermont Avenue is a north-south Avenue I roadway that extends from Pico Boulevard to 120th Street in the South Los Angeles CPA and has two to three travel lanes in each direction.
- **Figueroa Street –** Figueroa Street is classified as a north-south Avenue I and extends from the I-10 Freeway to Slauson Avenue and from Manchester Avenue to 120th Street forming the boundary between the CPAs, and has one to three travel lanes in each direction. Within the South Los Angeles CPA, Figueroa Street is classified as an Avenue I and extends from the Slauson Avenue to Manchester Avenue and has two to three lanes in each direction.
- **Flower Street** – Flower Street is classified as a north-south Avenue II that extends from the I-10 Freeway to Figueroa Street in the Southeast Los Angeles CPA and has one to three southbound travel lanes. The Metro Exposition Line runs along the east side of Flower Street between the I-10 Freeway and Jefferson Boulevard. The Metro Blue Line runs along Flower Street between the I-10 Freeway and Washington Boulevard.
- **Grand Avenue** – Grand Avenue is classified as a north-south Avenue II between the I-10 Freeway and the I-110 Freeway in the Southeast Los Angeles CPA and has one travel lane in each direction.
- **Olive Street** – Olive Street is classified as a north-south Avenue II and extends from the I-10 Freeway to Hill Street in the Southeast Los Angeles CPA and has one to two travel lanes in each direction between 23rd Street and Washington Boulevard, and three northbound travel lanes between Washington Boulevard and the I-10 Freeway.
- **Hill Street –** Hill Street is classified as a north-south Avenue II and extends from the I-10 Freeway to Martin Luther King Jr. Boulevard in the Southeast Los Angeles CPA and has two travel lanes in each direction.
- **Broadway –** Broadway is classified as a north-south Avenue II between the I-10 Freeway and Broadway Place, an Avenue I between Broadway Place and Manchester Avenue, and a Boulevard II between Manchester Avenue and 118th Street. In the Southeast Los Angeles CPA, Broadway is designated as a city scenic highway between Century and Imperial Highway and has an improved landscaped median between 93rd Street and 112th Street and has two to three travel lanes in each direction. Broadway is primarily located within the Southeast Los Angeles CPA except between Slauson Avenue and Manchester Avenue, where it forms the boundary between the CPAs.
- **Broadway Place** – Broadway Place is classified as a north-south Avenue I and extends from Main Street to Broadway and has two travel lanes in each direction.
- **Los Angeles Street** – Los Angeles Street is classified as a north-south Avenue II and extends from the I-10 Freeway to 23rd Street in the Southeast Los Angeles CPA and has two travel lanes in each direction.
- **Main Street** – Main Street is classified as a north-south Avenue I between the I-10 Freeway and Broadway Place, and an Avenue II between Broadway Place and 120th Street in the Southeast Los Angeles CPA. It has two travel lanes in each direction.

- **San Pedro Street** – San Pedro Street is classified as a north-south Avenue II between the I-10 Freeway and 120th Street in the Southeast Los Angeles CPA and has one to two travel lanes in each direction.
- **San Pedro Place** – San Pedro Place is classified as a north-south Avenue II and extends from 41st Place to 46th Street in the Southeast Los Angeles CPA. It has one travel lane in each direction.
- **Compton Avenue –** Compton Avenue is classified as a north-south Avenue II and extends from 41st Street to Slauson Avenue and an Avenue I from Century Boulevard to 104th Street in the Southeast Los Angeles CPA and has one to two travel lanes in each direction.
- **Avalon Boulevard –** Avalon Boulevard is classified as a north-south Avenue II and extends between Jefferson Boulevard and 120th Street in the Southeast Los Angeles CPA and has two travel lanes in each direction.
- **Central Avenue –** Central Avenue is classified as a north-south Avenue II and extends from the I-10 Freeway to Slauson Avenue, and an Avenue I from Slauson Avenue to 120th Street in the Southeast Los Angeles CPA and has two travel lanes in each direction.
- **Alameda Street –** Alameda Street is classified as a north-south Avenue I and extends from the I-10 Freeway to 24th Street, and an Avenue III from 24th Street to Slauson Avenue in the Southeast Los Angeles CPA, and has one to two travel lanes in each direction.

East – West Avenues

- **Pico Boulevard –** Pico Boulevard is classified as an east-west Avenue II extending from Arlington Avenue to Hoover Street in the South Los Angeles CPA and has two travel lanes in each direction.
- **Venice Boulevard –** Venice Boulevard is classified as an east-west Avenue II extending from Arlington Avenue to Hoover Street in the South Los Angeles Community Plan Area. It has two travel lanes in each direction.
- **Adams Boulevard** – Adams Boulevard is classified as an east-west Avenue I extending from Arlington Avenue to Figueroa Street in the South Los Angeles CPA and has two travel lanes in each direction. Within the Southeast Los Angeles CPA, Adams Boulevard is classified as an Avenue I extending from Figueroa Street to Compton Avenue and has one travel lane in each direction.
- **Jefferson Boulevard** – Jefferson Boulevard is classified as an east-west Avenue II extending from Figueroa Street to Central Avenue in the Southeast Los Angeles CPA and has one travel lane in each direction. Within the South Los Angeles CPA, Jefferson Boulevard is classified as an east-west Avenue II from Arlington Avenue to Western Avenue, Avenue I from Western Avenue to Figueroa Street, and has two travel lanes in each direction.
- **Rodeo Road –** Rodeo Road is classified as an east-west Avenue II extending from Arlington Avenue to Exposition Boulevard in the South Los Angeles CPA and has two travel lanes in each direction.
- **Exposition Boulevard –** Exposition Boulevard is classified as an east-west Avenue I extending from Arlington Avenue to Figueroa Street in the South Los Angeles CPA and has two travel lanes in each direction. The Metro Exposition Line runs along Exposition Boulevard.
- **37th Street** – 37th Street is classified as an east-west Avenue II extending from Grand Avenue to Broadway Place in the Southeast Los Angeles CPA and has one travel lane in each direction.
- **39th Street** – 39th Street is classified as an east-west Avenue I extending from Figueroa Street to the I-110 Freeway, and an Avenue II from the I-110 Freeway to Broadway Place in the Southeast Los Angeles CPA, and has one to two travel lanes in each direction.

- **Martin Luther King Jr. Boulevard** – Martin Luther King Jr. Boulevard is classified as an east-west Avenue I extending from Figueroa Street to Central Avenue in the Southeast Los Angeles CPA and has two to three travel lanes in each direction. Within the South Los Angeles CPA, Martin Luther King Jr. Boulevard is classified as an east-west Avenue I extending from Arlington Avenue to Figueroa Street and has three travel lanes in each direction.
- **Vernon Avenue** – Vernon Avenue is classified as an east-west Avenue II extending from Figueroa Street to west of Alameda Street in the Southeast Los Angeles CPA and has two travel lanes in each direction. Within the South Los Angeles CPA, Vernon Avenue is classified as an east-west Avenue II extending from Van Ness Avenue to Figueroa Street and has one to two travel lanes in each direction.
- **48th Street –** 48th Street is classified as an east-west Avenue II between Van Ness Avenue and Normandie Avenue and a Collector Street between Normandie Avenue and Vermont Avenue in the South Los Angeles CPA. West of Normandie Avenue, 48th Street has two travel lanes in each direction, and east of Normandie Avenue it has one travel lane in each direction.
- **Slauson Avenue** – Slauson Avenue is classified as an east-west Avenue II extending from Figueroa Street to Central Avenue in the Southeast Los Angeles CPA and has two travel lanes in each direction. Within the South Los Angeles CPA, Slauson Avenue is classified as an east-west Avenue II extending from Van Ness Avenue to Broadway and has two travel lanes in each direction.
- **Gage Street –** Gage Street is classified as an east-west Avenue II extending from Van Ness Avenue to Broadway in the South Los Angeles CPA, and has one travel lane in each direction west of Western Avenue and two travel lanes in each direction east of Western Avenue. Within the Southeast Los Angeles CPA, Gage is classified as an east-west Avenue II extending from Broadway to Central Avenue and has two travel lanes in each direction.
- **Florence Avenue** – Florence Avenue is classified as an east-west Avenue I extending from Broadway to Central Avenue in the Southeast Los Angeles CPA and has three travel lanes in each direction. Within the South Los Angeles CPA, Florence Avenue is classified as an east-west Avenue I extending from Van Ness Avenue to Broadway and has three travel lanes in each direction.
- **Manchester Avenue** – Manchester Avenue is classified as an east-west Avenue I extending from Figueroa Street to Central Avenue in the Southeast Los Angeles CPA and has three travel lanes in each direction. Within the South Los Angeles Community Plan Area Manchester Avenue is classified as an east-west Avenue I extending from Van Ness Avenue to Broadway and has two to three travel lanes in each direction.
- **92nd Street** – 92nd Street is classified as an east-west Avenue II extending between Main Street and Central Avenue and between Success Avenue and west of Alameda Street in the Southeast Los Angeles CPA, and has one travel lane in each direction.
- **Century Boulevard** – Century Boulevard is classified as an east-west Avenue I extending from Figueroa Street to Central Avenue and from Success Avenue to Grape Street in the Southeast Los Angeles CPA, and has three travel lanes in each direction west of Broadway, and two travel lanes in each direction east of Broadway. Within the South Los Angeles CPA, Century Boulevard is classified as an Avenue I extending from Van Ness Avenue to Denker Avenue, and from Vermont Avenue to Figueroa Street, and has two to three travel lanes in each direction.
- **108th Street –** 108th Street is classified as an east-west Avenue II extending from Gramercy Place to Western Avenue and from Vermont Avenue to Figueroa Street in the South Los Angeles CPA and has one travel lane in each direction. Within the Southeast Los Angeles CPA, 108th Street is classified as an Avenue II extending from Figueroa Street to Central Avenue and has one travel lane in each direction.
- **120th Street –** 120th Street is classified as an east-west Avenue II extending from Vermont Avenue to Figueroa Street in the South Los Angeles CPA and has two travel lanes in each direction.

Collector Streets. The network of Boulevards and Avenues are complemented by an extensive network of Collector Streets, as shown in **Table 4.15-2**, above.

Signalized Intersections and Traffic Control Devices. The signal system in the City of Los Angeles is partially updated to the Automated Traffic Surveillance and Control (ATSAC) system. This system allows monitoring and control of the signal from a central Traffic Operations Center at City Hall. The importance of linking to the ATSAC system is the ability to coordinate the signals in relationship with other signals along a travel corridor. Signal coordination minimizes delay, due to stops, and enhances vehicle flow. Studies by the Los Angeles Department of Transportation (LADOT) have shown that the ATSAC system reasonably increases capacities on roadways by approximately seven percent. Once complete, the entire signal system in CPAs will be online with the ATSAC system. The next phase of signal system upgrade is to an Adaptive Traffic Control System (ATCS), which automatically adjusts signal timing dynamically during different times of the day based on traffic volumes and directions. In addition, LADOT staff can manually adjust traffic signals remotely from the department's command center to respond to accidents, weather, special events, and other emergencies. The majority of the CPAs are already online and it is anticipated that all traffic signals citywide will be a part of the ATSAC and ATCS systems by the year 2035.

EXISTING TRAFFIC CONDITIONS

In order to understand the operating conditions of traffic, it is important to understand the concept of Level of Service (LOS) and the methodology used to determine the LOS. Level of Service is a qualitative measure describing traffic flow conditions. The ranges vary from LOS A at free flow conditions to LOS F at extremely congested conditions. The methodology used to determine the link LOS involves the calculation of the Weighted Average Volume-to-Capacity (V/C) ratio on each of the links. For purposes of this EIR, segments operating at LOS E or F (with a V/C of 0.91 or worse) are roadways that are tracked for the CPAs' significant growth impacts.

There are additional methods to measure and understand existing traffic conditions in addition to LOS. Vehicle miles traveled (VMT) is a measure of how much and how far people are driving and is calculated as the total miles travelled daily within the CPAs. The higher the VMT, the more auto travel there is, with related increases in emissions. Vehicle hours traveled (VHT) is a measure of how much time is spent traveling, and is calculated as the total number of hours daily that vehicles spend on the roadways within the CPAs. Increasing VHT indicates more time spent in slower-moving, congested streets. **Table 4.15-3** summarizes the existing traffic conditions of the CPAs and includes the daily VMT, daily VHT, overall daily average speed on the streets, Weighted Average V/C and the number of arterial segments (or links) within the CPAs at LOS E or F for the year 2008.

TABLE 4.15-3: 2008 TRAFFIC CONDITIONS – ARTERIAL SUMMARY

Measurements	Existing Traffic Conditions	
	South Los Angeles CPA	Southeast Los Angeles CPA
Vehicle Miles Traveled (VMT)	1,192,727	1,344,482
Vehicle Hours Traveled (VHT)	62,719	64,075
Average Speed (mph)	19	21
Weighted Average Volume-to-Capacity (V/C)	0.657	0.671
Links at Level of Service (LOS) E or F	82	79

SOURCE: Iteris, Inc., *Proposed Southeast Los Angeles Community Plan Transportation Improvement and Mitigation Program*, October 2016; Iteris, Inc., *Proposed Southeast Los Angeles Community Plan Transportation Improvement and Mitigation Program,* October 2016.

A shown in **Table 4.15-3**, for the South Los Angeles CPA the overall VMT during the PM peak period is approximately 1.19 million miles with a little over half occurring on freeway facilities and the rest occurring on the arterial roadway network. A total of 82 out of a total of 1,046 links, or approximately eight percent, of the roadways operate at an LOS E or F during PM peak period. The volume-weighted V/C ratio is 0.657

(i.e., LOS B) for the existing traffic conditions. This indicates that on average, the streets in South Los Angeles CPA accommodate traffic that utilizes approximately 65.7 percent of roadway capacity in the PM peak hour. In the Southeast Los Angeles CPA, the overall VMT during the PM peak period is approximately 1.34 million miles. A total of 79 out of a total of 1,104 links, or approximately seven percent of the roadways operate at an LOS E or F during the PM peak period. The volume-weighted V/C ratio is 0.671 for the existing traffic conditions indicating that on average, the streets in the Southeast Los Angeles CPA accommodate traffic that utilizes approximately 67.1 percent of roadway capacity in the PM peak hour. The V/C ratio in the CPAs is a LOS B, which indicate very good overall operating conditions. VMT and VHT are highest in the PM peak period when commercial and retail trips overlap with commute trips.

EMERGENCY ACCESS

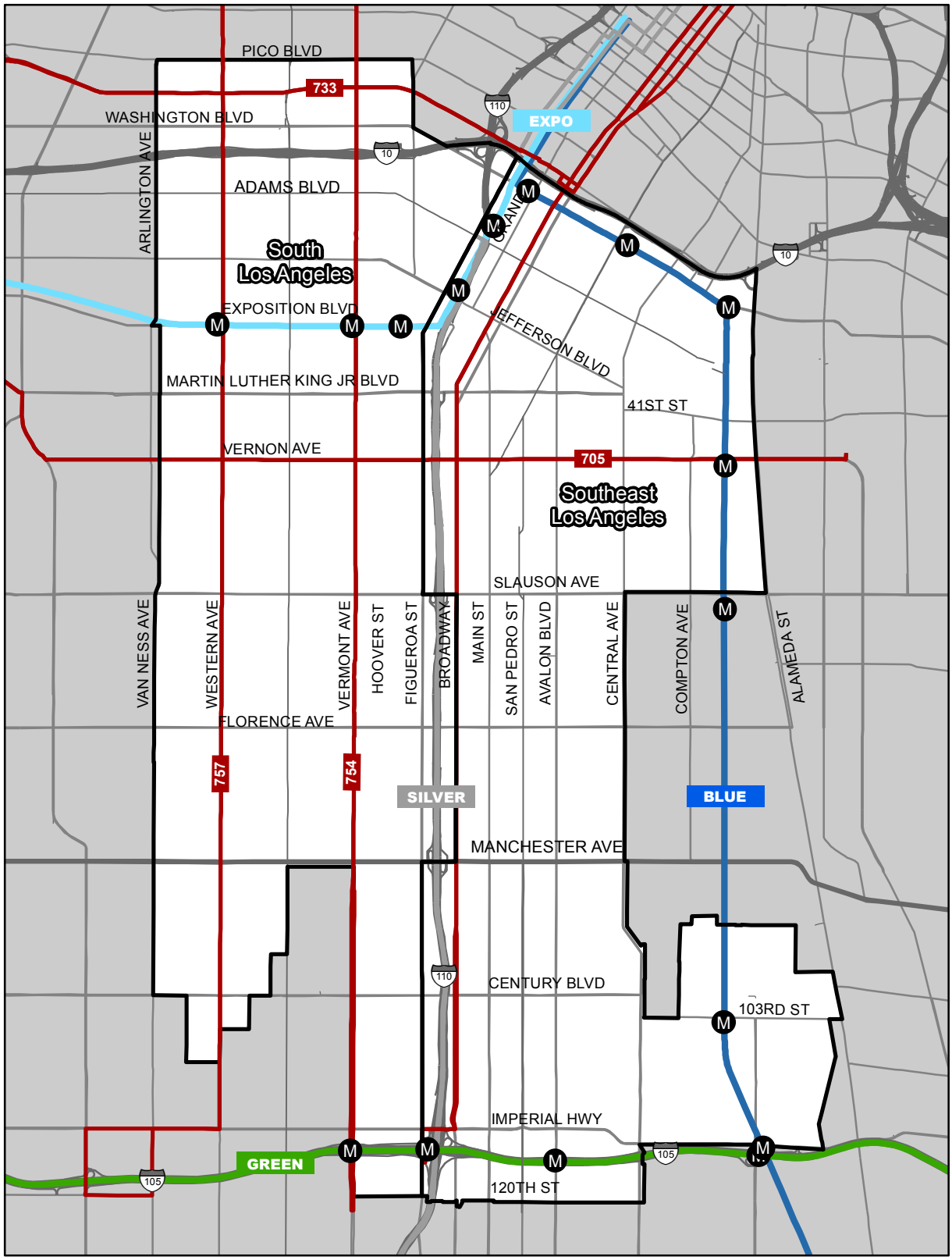
As discussed above, the circulation system serving the CPAs is a grid system of roadways generally oriented in a north-south, east-west directions. Designated emergency routes within the CPAs include the I-10, I-110, I-105 Freeways, Martin Luther King Jr. Boulevard, Western Avenue, Imperial Highway, and Florence Avenue. California State law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Generally, multi-lane arterial roadways allow the emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle.

PUBLIC TRANSIT, BICYCLE AND PEDESTRIAN FACILITIES

Public Transit. Fixed-route public transportation services in the CPAs are currently provided by Metro, LADOT, Orange County Transportation Authority (OCTA), Torrance Transit, Gardena Transit, Santa Monica's Big Blue Bus, and Montebello Bus Lines. In total, 56 and 58 bus routes traverse the South Los Angeles CPA and Southeast Los Angeles CPA boundaries, respectively, and include a total of 48 Metro bus routes, 30 LADOT bus routes, four OCTA bus routes, five Torrance Transit bus routes, four Gardena Transit bus routes, two Santa Monica Big Blue bus routes, and one Montebello Bus route. In addition to the bus routes, several Metro rail lines, including the Expo, Green, and Blue Lines also traverse through portions of the CPAs. **Figure 4.15-2** through **Figure 4.15-4** illustrate transit routes serving the CPAs. Table 2 of the Proposed South Los Angeles Community Plan TIMP and Table 3 of the Proposed Southeast Los Angeles Community Plan TIMP, provided in Appendix I of this Draft EIR, provide a detailed list of the existing transit routes serving the CPAs.

Bicycle Facilities. Bicycle facilities is a general term used to describe all types of bicycle-related infrastructure including linear bikeways and other provisions to accommodate or encourage bicycling, including bicycle racks and lockers, bikeways, and showers at employment destinations. Mobility Plan 2035 identifies different categories of linear bikeway bicycle facilities, defined below. Existing bicycle facilities in the CPAs are listed in **Table 4.15-4**.

- **Bicycle Path**: A paved pathway separated from motorized vehicular traffic by an open space or barrier and either within the highway rights-of-way or within an independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchairs users, joggers, and other non-motorized users. Caltrans refers to this facility as Class I Bikeway which "Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow of motorists minimized."
- **Protected Bicycle Lane (Cycle Track)**: A bicycle lane that provides further protection from other travel lanes by the use of a physical roadway intervention.
- **Buffered Bike Lanes**: Buffered bicycle lanes provide on-street right-of-way in the form of a painted buffer which directs motorists to travel away from the bike lane and provides room for bicyclists to pass another bicyclist without entering the adjacent motor vehicle travel lane.
- **Bicycle Lane:** A striped lane for one-way bicycle travel on a street or highway. Caltrans refers to this facility as a Class II bikeway.



LEGEND:

Community Plan Areas | Metro Rapid | Metro Blue Line | Metro Green Line

Metro Stations | Metro Silver Line | Metro Expo Line

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0 4,000 8,000 Feet

SOURCE: Iteris, TAHA, 2016.

taha 2016-021

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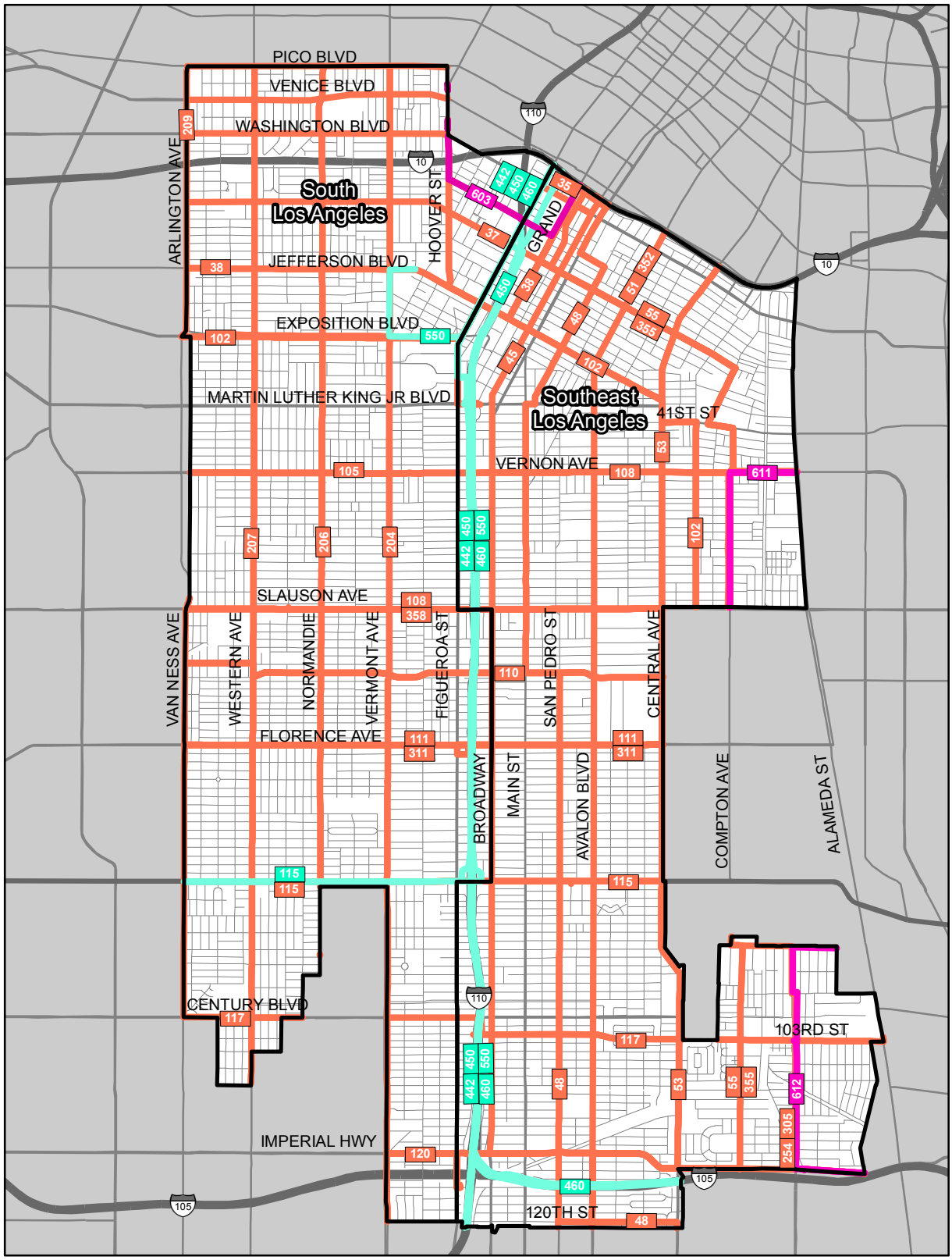
FIGURE 4.15-2

EXISTING TRANSIT ROUTES
SERVING THE COMMUNITY PLAN AREAS



LEGEND:

- Community Plan Areas
- Metro Express
- Metro Local & Limited
- Metro Shuttles & Circulators

SOURCE: Iteris 2016, TAHA, 2016.

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taha 2016-021

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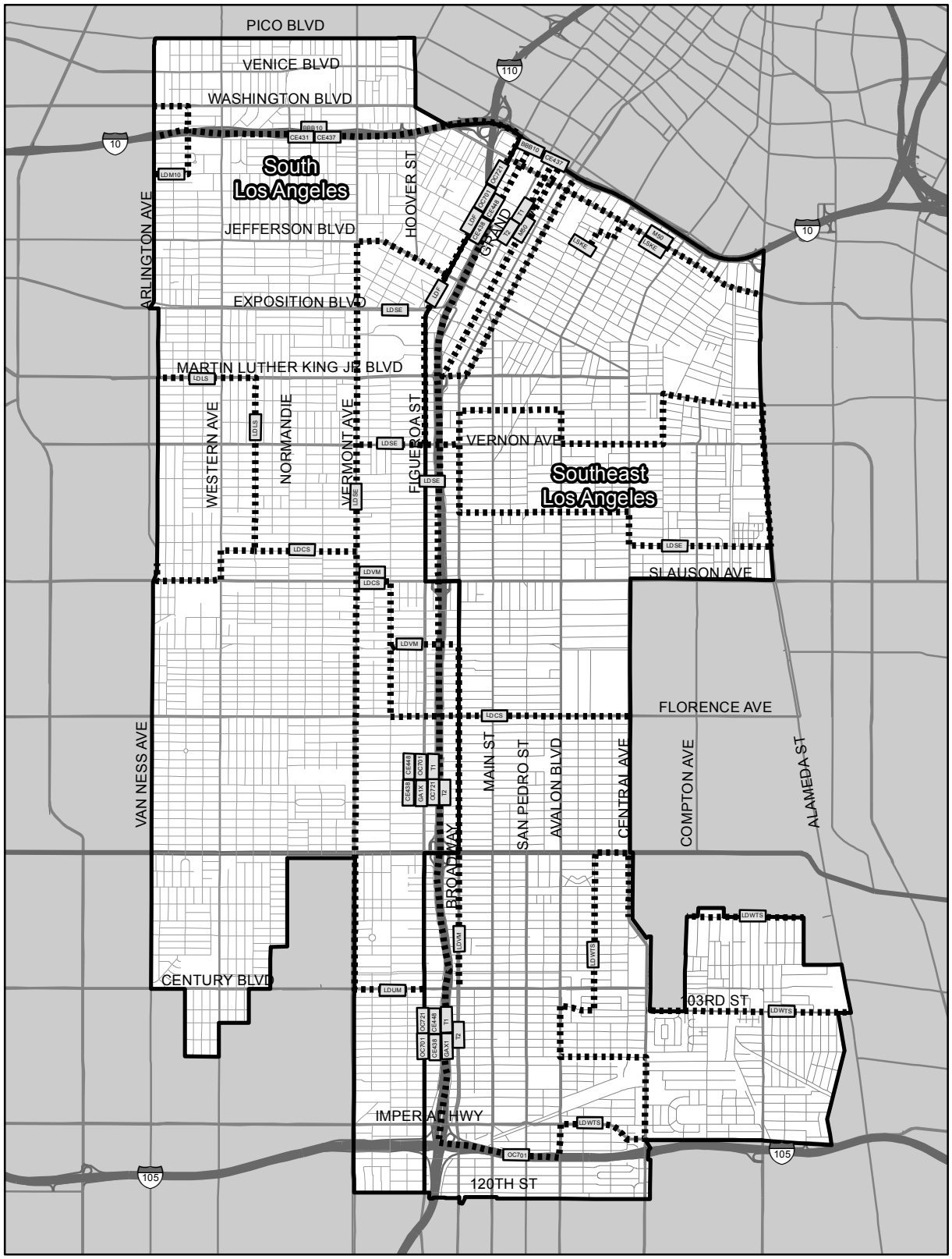
FIGURE 4.15-3

EXISTING METRO TRANSIT ROUTES SERVING THE SOUTH AND SOUTHEAST LOS ANGELES COMMUNITY PLAN AREAS



LEGEND:

Community Plan Area Municipal Bus Routes

SOURCE: LADOT DASH and Commuter Express Routes, TAHA, 2016.

taha 2016-021

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FIGURE 4.15-4

EXISTING MUNICIPAL BUS TRANSIT ROUTES

TABLE 4.15-4: BICYCLE FACILITIES WITHIN THE SOUTH AND SOUTHEAST LOS ANGELES CPA

	South Los Angeles CPA	Southeast Los Angeles CPA
Bicycle Path	None Identified.	• 98th St. from Avalon Blvd. to Clovis Ave.
Bicycle Lanes	• 98th St. from Avalon Blvd. to Clovis Ave. • Exposition Blvd. from the western CPA boundary to Catalina St. • 98th St. from Western Ave. to Halldale Ave • 98th St. from Vermont Ave. to the eastern CPA boundary • Hoover St. from 120th St. to 98th St. • Hoover St. from Jefferson Blvd. to Venice Blvd. • McClintock Ave. from Jefferson Blvd. to 30th St. • 30th St. from McClintock Ave. to University Ave. • University Ave from 30th St. to 28th St. • 48th St. from the western CPA boundary to Normandie Ave. • 54th St. from the western CPA boundary to Western Ave. • Vermont Ave. from Gage Ave. to 79th St. • Vermont Ave. from 88th St. to the I-105 Freeway • 83rd St. from Western Ave. to Vermont Ave. • 92nd St. from the western CPA boundary to Normandie Ave. • 108th St. from Vermont Ave. to Figueroa St. • Van Ness Ave. from 81st St. to Manchester Blvd • 120th St. from Vermont Ave. to the eastern CPA boundary	• 98th St. from western boundary (Figueroa St.) to Avalon Blvd. • Martin Luther King Jr. Blvd. from Main St. to Central Ave. • San Pedro St. from 115th St. to 120th St. • Central Ave. from Century Blvd. to Imperial Highway • 120th St. from Main St. to Central Ave. • Main St. from 92nd St. to 108th St.
Bicycle Routes	• Venice Blvd. from the western CPA boundary to the eastern CPA boundary • 39th St. from the western CPA boundary to Vermont Ave. • 51st St. from Hoover St. to the eastern CPA boundary • 76th St. from the western CPA boundary to Vermont Ave. • 79th St. from Vermont Ave. and the eastern CPA boundary • Vermont Ave from Jefferson Blvd. to 39th St. • Hoover St. from Martin Luther King Blvd. to 98th St. • Figueroa St. from State Dr. to the northern CPA boundary • Broadway from Slauson Ave. to Manchester Ave. • Adams Ave. from Vermont Ave. to Chester • 30th St. from University Ave. to Figueroa St. • Colden Ave. from Vermont Ave. to the eastern CPA boundary	• 79th St. from western boundary (Broadway) to Central Ave. • 51st St. from western boundary (Figueroa St.) to Long Beach Ave. • Clovis Ave. from 98th St. to Century Blvd • Broadway from Imperial Hwy. to northern boundary (I-10) • Figueroa St. from State Dr. to northern boundary (I-10)

SOURCE: Iteris, Inc., *Proposed Southeast Los Angeles Community Plan Transportation Improvement and Mitigation Program*, October 2016.
Iteris, Inc., *Proposed South Los Angeles Community Plan Transportation Improvement and Mitigation Program*, October 2016.

- **Bicycle Route:** is a shared roadway specifically identified for use by bicyclists, providing a superior route based on traffic volumes and speeds, street width, directness, and/or cross-street priority, denoted by signs only. Caltrans refers to this facility as a Class III Bikeway – "Provides for shared use with pedestrian or motor vehicle traffic."

Within the study area, there are several existing bicycle facilities in addition to bicycle racks provided at various public and private locations throughout the CPAs. **Table 4.15-4** lists the bicycle paths, bicycle lanes, and bicycle routes located within the CPAs. **Figure 4.15-5** shows the locations of the existing and proposed bicycle facilities within the CPAs.

REGULATORY FRAMEWORK

FEDERAL

Americans with Disabilities (ADA) Act of 1990. Titles I, II, III, and V of the ADA have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination on the basis of disability in "places of public accommodation" (businesses and non-profit agencies that serve the public) and "commercial facilities" (other businesses). The regulation includes Appendix A through Part 36 (Standards for Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travelway, and a vibration-free zone for pedestrians.

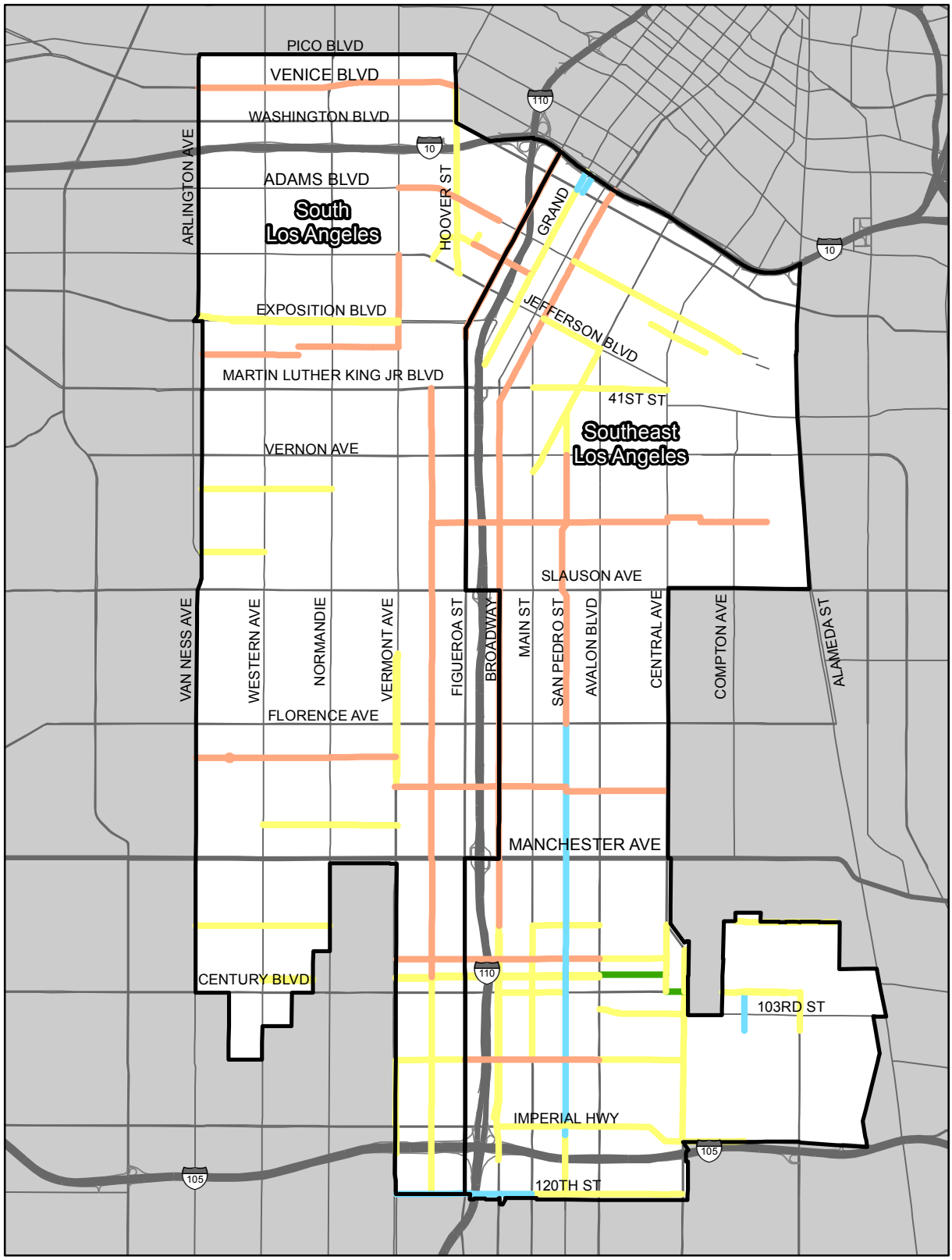
STATE

Complete Streets Act. Assembly Bill 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists.

At the same time, the California Department of Transportation (Caltrans), which administers transportation programming for the State, unveiled a revised version of Deputy Directive 64, an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair.

Statewide Transportation Improvement Program (STIP). Transportation programming is the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources.

Congestion Management Program (CMP). To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the State, the CMP was enacted by Proposition 111, passed by voters in 1990. The intent of the CMP is to provide the analytical basis for transportation decisions through the STIP process.



LEGEND:

- Community Plan Area
- Bike Lane
- Bike Path
- Sharrowed Bike Route
- Buffered Bike Lane

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SOURCE: City of Los Angeles GeoHub,Iteris, TAHA, 2016.

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FIGURE 4.15-5

EXISTING AND PROPOSED BICYCLE ROUTES WITHIN THE COMMUNITY PLAN AREAS

Senate Bill (SB) 743. SB 743 directs the Office of Planning and Research (OPR) to develop revisions to the CEQA Guidelines by July 1, 2014 to establish new criteria for determining the significance of transportation impacts and define alternative metrics for traffic LOS. On September 27, 2013, Governor Brown signed SB 743 into law and started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. These changes, which have not yet been fully implemented, will include elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts in many parts of California (if not statewide). Further, parking impacts are not considered significant impacts on the environment for particular types of development projects within certain infill areas with nearby frequent transit service. According to the legislative intent contained in SB 743, these changes to current practice were necessary to "…more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

On January 20, 2016, OPR released the *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*, which was an update to *Updating Transportation Impacts Analysis in the CEQA Guidelines, Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743,* which had been released August 6, 2014. Of particular relevance to this Proposed Project is the updated text of the proposed new Section 15064.3 that relates to the determination of the significance of transportations impacts, alternatives and mitigation measures. The following key text concerning the analysis of transportation impacts is taken directly from the document:

> *(b) Criteria for Analyzing Transportation Impacts.*
>
> *Lead agencies may use thresholds of significance for vehicle miles traveled recommended by other public agencies or experts provided the threshold is supported by substantial evidence.*
>
> *(1) Vehicle Miles Traveled and Land Use Projects. A development project that results in vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, development projects that locate within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor may be presumed to cause a less than significant transportation impact. Similarly, development projects that decrease vehicle miles traveled in the project area compared to existing conditions may be considered to have a less than significant transportation impact.*
>
> *(2) Induced Vehicle Travel and Transportation Projects. Additional lane miles may induce automobile travel, and vehicle miles traveled, compared to existing conditions. Transportation projects that reduce, or have no impact on, vehicle miles traveled may be presumed to cause a less than significant transportation impact. To the extent that the potential for induced travel has already been adequately analyzed at a programmatic level, a lead agency may incorporate that analysis by reference.*

REGIONAL

Congestion Management Program (CMP). The Los Angeles County 2010 CMP is a state-mandated program that serves as the monitoring and analytical basis for transportation funding decisions made through RTIP and STIP processes. Metro, the local CMP agency, has established an approach to implement the statutory requirements of the CMP. The Metro Board adopted the 2010 CMP in October 2010. The approach includes designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's congestion. The CMP identifies a system of highways and roadways, with minimum LOS performance measurements designated at LOS E (unless exceeded in base year conditions) for highway segments and key roadway intersections on this system. For all CMP facilities within the project study area, a traffic impact analysis (TIA) is required, though mixed-use developments that meet minimum density requirements and that are located within a quarter mile of a fixed rail station are exempt from CMP analysis. The analysis must investigate measures which would mitigate the significant CMP system impacts; develop cost estimates, including the fair share costs to mitigate impacts; and indicate

the responsible agency. Selection of final mitigation measures is left at the discretion of the local jurisdiction.

The CMP is intended to address regional congestion by linking transportation, land use, and air quality decisions, and has been developed to meet requirements of Section 65089 of the California Government Code. The CMP is a key link in countywide, multi-modal planning and program implementation. The CMP includes a deficiency plan which is designed to implement strategies that either fully mitigate congestion or alternatively, provide measurable improvement to congestion and air quality. With the inclusion of the deficiency plan, the CMP strengthens partnerships among local jurisdictions, Metro, and other regional agencies.

CMP intersection analyses compare future growth in vehicle trips associated with land use changes and future development under the Proposed Land Use Plans and the Current Land Use Plans conditions. Further, CMP intersection analyses are particularly well suited towards analysis of projects where land use types and design details are known. Where land uses are not defined (such as with projects that are limited to zone designations and parcel size with no information on access locations), the level of detail in traffic impact analysis should be adjusted accordingly. This applies directly to redevelopment areas, citywide general plans and in this case, community level plans. In such cases, where project definition is insufficient for meaningful intersection LOS, CMP arterial segment analysis is conducted instead of intersection level.

CMP analysis is typically conducted on all CMP identified highway facilities. This includes CMP roadway segments where the Proposed Plans will add 50 or more peak hour trips (total of both directions) and mainline freeway monitoring locations where the Proposed Plans will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours. The CMP analysis is refined as allowed under the 2010 CMP for Los Angeles County to be more suited to the goals of the proposed TIMPs for the Proposed Plans.

The CMP arterial roadway segment located within the South Los Angeles CPA and analyzed in the TIMP includes:

- Manchester Avenue

The CMP mainline freeway monitoring location within the South Los Angeles CPA analyzed in the TIMP includes:

- Interstate 10 at Budlong Avenue

The two CMP arterial roadway intersections located within the Southeast Los Angeles CPA and analyzed in the TIMP include:

- Manchester Avenue at Avalon Boulevard
- Alameda Street at Washington Boulevard

There are no CMP mainline freeway monitoring locations within the Southeast Los Angeles CPA where the Proposed Plan would add 150 or more trips, and therefore none were analyzed in the TIMP.

Metro Long Range Transportation Plan (LRTP). The Metro LRTP, adopted in 2009, recommends highway, high-occupancy vehicle (HOV) lanes, bus, rail, and demand management improvements, and identifies funding sources and implementation schedules over the 20-year period. The LRTP also includes funding for general categories of improvements, such as arterial improvements, non-motorized transportation, rideshare and other incentive programs, park-and-ride lot expansion, and Intelligent Transportation System (ITS) improvements for which Call for Project Applications can be submitted.[3]

[3]Los Angeles Metropolitan Transportation Authority, *2009 Long Range Transportation Plan, 2009.*

Metro Short Range Transportation Plan (SRTP). The 2014 Metro SRTP is a 10-year action plan that guides future Metro programs and projects through 2024 and advances Metro towards the long-term goals identified in the 2009 Metro LRTP. The SRTP identifies the short-term challenges, provides an analysis of our financial resources, proposes action plans for the public transportation and highway modes, and includes other project and program initiatives. In addition, it addresses sustainability, future funding strategies, and lastly, measures the Plan's performance.[4]

SCAG's 2016-2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and Regional Transportation Improvement Plan (RTIP). The 2016-2040 RTP/SCS, adopted in April 2016, presents the transportation and overall land use vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties.[5] The RTP portion of the 2016-2040 RTP/SCS identifies priorities for transportation planning within the Southern California region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area. Transportation projects being constructed within the SCAG region must be listed in the 2016-2040 RTP/SCS. The SCS portion of the 2016-2040 RTP/SCS presents an overall land use concept for the region with increasing focus on long-term emission reduction strategies for rail and trucks; expanding the region's high-speed and commuter rail systems; expanding active transportation; leveraging technological advances for transportation; addressing further regional reductions in greenhouse gas emissions; and making the region more resilient to climate change. The RTP/SCS is intended to aid local jurisdictions in developing local plans and addressing local issues of regional significance.

SCAG's 2008 Regional Comprehensive Plan (RCP). SCAG has prepared the RCP in collaboration with its constituent members and other regional planning agencies. The SCAG Regional Council adopted the RCP in October 2008 as an advisory informational document only and is intended to serve as a framework to guide decision-making with respect to the growth and changes that can be anticipated in the region through the year 2035. The RCP features nine chapters that focus on specific areas of planning or resource management that includes: Land Use and Housing; Open Space and Habitat; Water; Energy; Air Quality; Solid Waste; Transportation; Security and Emergency Preparedness and Economy. Local governments are required to use the RCP as the basis for their own plans and are required to discuss the consistency of projects of regional significance with the RCP. The transportation chapter of the RCP focuses on addressing demand on the transportation system from growth in population, employment and households; preserving, wisely utilizing, and, when necessary, expanding our infrastructure, and funding.

SCAG Compass Growth Vision Report. The SCAG Compass Growth Vision Report predates the SCS but many of the planning principles continue to be relevant as the SCS was built upon this foundation. In an effort to maintain the region's prosperity, expand its economy, house its residents affordably, and protect its environmental setting as a whole, SCAG collaborated with interdependent sub-regions, counties, cities, communities, and neighborhoods in a process referred to by SCAG as Southern California Compass, which resulted in the development of a shared Growth Vision Report for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties.[6] The shared regional vision sought to address issues such as congestion and housing availability, which may threaten the region's livability.

The underlying goal of the growth visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income. To organize the strategies for improving the quality of life in the SCAG region, a series of principles was established by the Growth Vision Subcommittee. These goals are contained in the Growth Vision Report and intended to promote and maximize regional mobility, livability, prosperity, and sustainability. The Compass Blueprint Growth Vision was replaced by the 2012-2035 RTP/SCS adopted on April 4, 2012. Currently, SCAG offers direct funding of innovative planning initiatives for member agencies through Sustainability Program Grants.

[4]Los Angeles Metropolitan Transportation Authority, *2014 Short Range Transportation Plan, 2014.*
[5]SCAG, *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, adopted April 2016.
[6]SCAG, *Southern California Growth Vision Report*, June 2004.

LOCAL

Los Angeles Municipal Code. LAMC Section 12.26 contains required Transportation Demand Management (TDM) and Trip Reduction Measures. TDM is defined as the alteration of travel behavior through programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks). Trip Reduction is defined as reduction in the number of work-related trips made by single-occupant vehicles. Specific requirements for developments of various sizes are summarized from the code below.

- Development in excess of 25,000 square feet of gross floor area shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest numbers of employees are likely to see it. The transportation information displayed should include, but is not limited to current routes and schedules for public transit serving the site; telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations; ridesharing promotion material supplied by commuter-oriented organizations; regional/local bicycle route and facility information; and a listing of on-site services or facilities that are available for carpoolers, vanpoolers, bicyclists, and transit riders.
- Development in excess of 50,000 square feet of gross floor area shall provide the above plus: (1) designated parking areas for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s); (2) one permanent, clearly identified (signed and striped) carpool/vanpool parking space for the first 50,000 to 100,000 square feet of gross floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking space for any development over 100,000 square feet of gross floor area; and (3) parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool/vanpool parking area may be used by other vehicles and other amenities.
- Development in excess of 100,000 square feet of gross floor area shall provide the above plus: (1) a safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area; (2) sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development; (3) possible bus stop improvements; and (4) safe and convenient access from the external circulation system to bicycle parking facilities on-site.

City of Los Angeles Mobility Plan 2035. The purpose of Mobility Plan 2035 (formerly the Transportation Element of the City of Los Angeles General Plan), which was adopted by City Council January 20, 2016, is to present a guide for the further development of a citywide transportation system. Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of pedestrians, bicyclists, transit users, and vehicles throughout Los Angeles, including the CPAs, recognizing that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, through reduction of vehicle trips, and through focusing growth in proximity to public transit. Mobility Plan 2035 contains goals (high-level mobility priorities), objectives (targets used to help measure the progress), policies (broad strategies that guide the City's achievement of the plan's goals) and programs to continually meet the changing mobility, air quality and health challenges faced by the City. The Mobility Plan 2035 five goals are: Safety First; World Class Infrastructure; Access for All Angelenos; Collaboration, Communication and Informed Choices; and Clean Environments & Healthy Communities.

California's Complete Streets Act (AB 1358) was signed into law in 2008 and mandates that complete street policies and standards be incorporated into a city's general plan. The idea behind complete streets is to make

streets safe, comfortable, and convenient for people of all mode types. Therefore, Mobility Plan 2035 also sets forth street designations and related standards in a Complete Street Design Guide. The Guide provides a compilation of design concepts and best practices that promote the major tenets of Complete Streets, safety and accessibility. The Guide is not meant to supersede existing technical standards provided for in other City or national manuals. Rather, it is meant to supplement existing engineering practices and requirements in order to meet the goals of Complete Streets

City of Los Angeles 2010 Bicycle Plan. The City of Los Angeles adopted the 2010 Bicycle Plan on March 1, 2011, and the 2010 Bicycle Plan goals and policies have been folded into the Mobility Plan 2035. The purpose of the Bicycle Plan is to increase, improve, and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. It establishes policies and programs to increase the number and type of bicyclists in the City and to make every street in the City a safe place to ride a bicycle. As the City updates each of its 35 Community Plans, it can include localized recommendations that address community-specific conditions and are consistent with and complementary to the 2010 Bicycle Plan. Following the adoption of the 2010 Bicycle Plan, the City created the Bicycle Trust Fund in 2011 to collect developer mitigation fees. These fees are used to fund the implementation of bicycle projects and programs of the Bicycle Plan. The City requires conditions of approvals or development agreements, for land use projects, that include the contribution of funds to implement improvements that benefit surrounding communities.

Los Angeles Department of Transportation (LADOT). As part of project review, LADOT evaluates project site plans to ensure that they follow standard engineering practice and City design guidelines. The department's traffic study policies and procedures manual includes the requirements related to elements such as driveway design, use of off-street parking, and loading facilities. These design related requirements are often imposed through zone changes, conditional uses, or the traffic review process. In many cases it is necessary to clear these traffic requirements, i.e. certify that they have been carried out. This is done by LADOT's representative on the Subdivision Committee, who must approve any plans affected by such requirements.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Plans would have a significant impact related to transportation and traffic if they would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Furthermore, in order to determine transportation impacts, the following criteria have been developed by LADOT for use in all community plan projects. These criteria are specified in LADOT's *Traffic Study*

Policies and Procedures (TSPP) for the City of Los Angeles, and are used to determine if there is a significant transportation impact associated with the proposed land use plans that should be mitigated by the proposed TIMPs.

The roadway system within the CPAs is considered to be significantly impacted if one or both of the following conditions exist:

- The "volume-weighted" average of the V/C ratio under the Year 2035 Proposed Land Use Plan conditions for all of the analyzed roadway segments exceeds that of the 2008 Traffic Conditions; or
- The number of roadway links projected to operate at unsatisfactory levels of service (LOS E or F) under the Year 2035 Proposed Land Use Plan conditions exceeds the number for 2008 Traffic Conditions.

For the purposes of evaluating the significant impacts based on the above criteria, the analyzed roadway segments include freeways, major highways, secondary highways, and collector streets within the CPAs.

Transportation Improvement and Mitigation Program (TIMP). A TIMP has been prepared for each of the Proposed Plans with the goal of identifying transportation system deficiencies (in terms of LOS and V/C) resulting from traffic generated by projected land use patterns, employment and population growth by year 2035, and reduction of vehicular roadway capacity. The proposed TIMPs also identify potential transportation programs and provide recommendations to guide future transportation-related decisions in the CPAs. The TIMP strategies are suggested policies and programs that the City may implement in the future to further improve the transportation system in the CPAs. Transportation programs include plans for highway and street infrastructure capital improvements, public transit improvements, transportation demand management, transportation system management, and traffic control measures. In order to accommodate modes of travel other than motorized vehicles, the TIMPs also identify several policies related to bicycling, pedestrians and pedestrian-oriented areas with a focus on community-level improvements for increased safety and more complete streets. The proposed TIMPs consist of the following elements:

- **Transportation System Management (TSM) Strategies**. The purpose of TSM strategies are to increase the efficiency of existing transportation infrastructure through traffic engineering and traffic operation control by monitoring and synchronizing traffic signals, imposing peak period parking restrictions, making improvements to intersections and other measures.
- **Transit Improvements**. The TIMP contains seven transit recommendations. Some of the strategies are regional in scope and cannot be implemented in just one planning area. However, given the nature of the CPAs, improvements to the transit system may result in additional accessibility to all other areas of the City. Continued support of connections to and from Metro train stations provides additional transit access to areas within the CPAs. Additionally, support for local DASH routes would help increase the transit access in the CPAs. Two of the recommendations, dealing with high-demand corridors are also regional in nature but have been included in the Metro's countywide plan and in the 2012-2035 RTP/SCS.
- **Non-Motorized Transportation**. Policy recommendations which promote non-motorized transportation include policies for bicycling, walkability, and the promotion of pedestrian-oriented areas on a community level. Providing features that allow persons using non-motorized forms of transportation to have a sense of safety, convenience and comfort are the most effective ways. Pedestrian-oriented areas or street segments are those areas or facilities where pedestrians and their treatment are the priority. Typically, pedestrian-oriented streets serve as open space in both the daytime and the nighttime.
- **Transportation Demand Management Strategies**. TDM is the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles, or to redistribute this demand in space or in time. Increasingly, there is recognition of the value of using TDM to solve local traffic and mobility problems.

- **Capital Improvements**. Major arterials in the CPAs should be maintained to encourage their use for vehicular travel rather than local streets through residential areas. Improvements should be phased according to need and be designed to minimize disruption to the residential and commercial areas that they serve.
- **Neighborhood Traffic Management Plans**. Since the CPAs have a predominance of local residential streets, there is a potential for roadways to experience commuter cut-through traffic. Plans are frequently developed to reduce the impacts of traffic on local residential streets by either slowing the speed of the traffic or reducing the volume of cut through traffic by making it harder for such vehicles to reach the residential streets.
- **Parking Policies**. Parking policies in the CPAs must allow flexibility in the application of existing parking requirements to improve the utilization of the existing parking supply and existing land in the CPAs. Parking management district(s) may be created to enable the implementation of shared parking policies, (e.g., evening parking uses for bank parking facilities and other parking resources).

Detailed explanations of the proposed TIMPs' transportation programs and transit recommendations are available in Appendix I of this Draft EIR.

METHODOLOGY

The proposed TIMPs have been developed through a systematic process that included the development of a Focused Travel Demand Model for the CPAs, analysis of 2008 traffic conditions (baseline existing conditions), and analysis of several Year 2035 scenarios, including the Proposed Plans.

Travel Demand Model Development. The SCAG regional model was the starting point for development of the South Los Angeles and the Southeast Los Angeles travel demand model. This model is a refined version of the SCAG 2008 RTP model, which has a base year of 2008, and a horizon year of 2035. SCAG periodically updates the model to reflect the most current socio-economic data. The model used for this analysis was the most up-to-date version available at the start of this analysis. The model was refined to better reflect current and future conditions within the CPAs. This model produces projected volumes on the roadway system, and is based on socio-economic data such as housing, population and jobs; and a roadway network which contains facility types, speeds and capacities. The projected volumes from the model were used to calculate roadway LOS in the CPAs. The analysis covered the PM peak hour (the highest hour of traffic during the afternoon commute period, which is between 3:00 p.m. and 7:00 p.m.), since trips are generally highest in the PM peak period when retail, entertainment, and tourist trips overlap with commute trips.

Because several years have elapsed since 2008, the model was re-evaluated in 2016 by the Los Angeles Department of Transportation and was determined to remain a valid method of projecting future traffic conditions. A comparison of traffic data between 2008 and 2015 revealed negligible changes meaning that traffic in the CPAs has not changed significantly in this time frame. This comparison indicated a slight increase of 3.65 percent (Southeast Los Angeles) and 7.7 percent (South Los Angeles) in the morning peak hour as well as slight increase of 1.75 percent (South Los Angeles) and a decrease of 0.63 percent (Southeast Los Angeles) in the afternoon peak hour. As a result, the 2008 travel demand model represents a reasonable traffic base year for the Proposed Plans, and the continued use of the 2008 travel demand model for the Proposed Plans is justified as the use of more recent traffic data would not change the transportation and traffic impact conclusions.

The projected horizon year for this study is year 2035. The Current Land Use Plan forecast shows the results of the Current Land Use Plan with only the committed future roadway system in place. Additional model runs were made of the Proposed Land Use Plan with the committed future roadway system in place, along with land use and network alternatives. These alternatives were used to develop the proposed TIMPs.

Socioeconomic data (SED) such as housing, population and jobs was identified for the CPAs. This data is placed in the model through the use of traffic analysis zones (TAZ) which represent geographical areas. The TAZs and roadway network in the SCAG model are large and less refined, so for this analysis, it required the disaggregation of traffic analysis zones, addition of roads to the street network and updates of the SCAG socioeconomic data. The number of TAZ's was increased from 58 zones to 270 zones within the South Los Angeles CPA. The number of TAZ's was increased from 59 zones to 311 zones within the Southeast Los Angeles CPA. The new TAZ boundaries were determined based on current and proposed land uses.

In order to understand the operating conditions of traffic, it is important to understand the concept of level of service (LOS) and the methodology used to determine the LOS. LOS is a qualitative measure describing traffic flow conditions. The ranges vary from LOS A at free flow conditions to LOS F at extremely congested conditions, and are further described in **Table 4.15-5**.

TABLE 4.15-5: LEVEL OF SERVICE FOR ARTERIAL INTERSECTIONS

LOS	Volume to Capacity Ratio (V/C)	Operating Conditions
A	0.00 – 0.60	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers have freedom of operation.
B	>0.60 – 0.70	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.
C	>0.70 – 0.80	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back- ups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	>0.80 – 0.90	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long standing traffic queues. This level is typically associated with design practice for peak periods.
E	>0.90 – 1.00	Poor operation. Some long- standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.
F	>1.00	Forced flow. Represents jammed conditions. Backups from locations downstream or in the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.

SOURCE: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington, D.C., 2000

The methodology used to determine the roadway segment (link) LOS involves the calculation of the volume-to-capacity (V/C) ratio on each of the links. Assumed capacities on links were developed in conjunction with LADOT. The capacities reflect the maximum number of vehicles per hour that can be reasonably carried on the roadway under prevailing traffic conditions. **Table 4.15-6** shows the assumed roadway capacities for each type of facility.

TABLE 4.15-6: HOURLY ROADWAY CAPACITIES BY FACILITY TYPE

Facility Type	Hourly Capacity (Vehicles Per Lane Per Hour)
Freeway Mainline	2,000
Freeway Ramp	600
Freeway Connector	1,600
Two-way major arterial	800
Two-way secondary arterial	700
Collector and local streets	600

SOURCE: Iteris, *Proposed Southeast Los Angeles Community Plan Transportation Improvement and Mitigation Program*, October 2016.

In order to determine transportation impacts, the following criteria have been developed by LADOT for use in all Community Plan projects. This is used to determine if there is a significant transportation impact associated with the proposed land use plan that should be mitigated by the proposed TIMP. The roadway system within the Community Plan Area is considered to be significantly impacted if one or both of the following conditions exist:

- The "volume-weighted" average V/C ratio under the Proposed Plan conditions for all of the analyzed roadway segments exceeds that of Existing Traffic Conditions; or
- The number of links projected to operate at unsatisfactory levels of service (LOS E or F) under the Proposed Plan conditions exceeds the number for Existing Traffic Conditions.

The volume weighted V/C ratio is used in order to obtain aggregate statistics regarding the transportation conditions, allowing a comparison of different scenarios and alternatives. The volume weighted average V/C ratio is calculated by taking the volume of each link and multiplying it by its corresponding V/C ratio. This is divided by the sum of the total volumes, and essentially represents the average V/C ratio for the entire network in the CPAs.

Congestion Management Program (CMP). The CMP's Transportation Impact Analysis (TIA) prepared for the Proposed Plans compares future growth in vehicle trips associated with land use changes and future development under the Proposed Plan conditions with the Current Land Use Plan conditions.[7] The refined model developed for the proposed TIMP was used to forecast traffic conditions expected to occur in Year 2035 under the two future condition scenarios.

Weekday PM peak period forecasts were analyzed for impacts of the Proposed Plans. Based on the SCAG trip-generation survey, "Home-Work" trips (as a percentage of daily traffic by all trip types) generated about the same percentage for both AM and PM peak periods, whereas the percentages of "Other-Work" and "Non-Work" trips were substantially higher in the PM peak period than the AM peak period. Therefore, it can be assumed that the weekday PM peak period traffic volumes would be higher than AM peak period traffic and hence, will provide the worst-case scenario analyses.

As presented in the 2010 CMP for Los Angeles County, CMP TIA guidelines, intersection analyses are particularly well suited towards analysis of projects where land use types and design details are known. Where land uses are not defined (such as with projects that are limited to zone designations and parcel size with no information on access locations), the level of detail in TIA should be adjusted accordingly. This applies directly to redevelopment areas, citywide general plans and in this case, community level plans. In such cases, where project definition is insufficient for meaningful intersection LOS, CMP arterial segment analysis is conducted instead of intersection level.

CMP analysis is typically conducted on all CMP identified highway facilities. This includes CMP roadway segments where the Proposed Plans will add 50 or more peak hour trips (total of both directions) and mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

As discussed in the 2010 CMP, "volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency" for traffic impact analysis involving arterial segment analysis. CMP guidelines state that, "A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels." For this analysis, the capacity as assigned by the LADOT has been used.

[7]Los Angeles Metropolitan Transportation Authority, *2010 Congestion Management Program, Appendix D.*

The criteria for determining a significant impact is described by the following definition:

- For the purpose of a CMP TIA, a significant project impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity, V/C = 0.02, causing a worsening of LOS F, when V/C = 1.00.

Public Transit, Bicycle, or Pedestrian Facilities. The Proposed Plans would have a significant impact if it would disrupt existing public transit, bicycle, or pedestrian facilities or interfere with planned facilities, or create conflicts or inconsistencies with adopted public transit, bicycle, or pedestrian system plans, guidelines, policies, or standards. No other specific LOS methodologies or quantitative thresholds for performance have been defined by the City.

Cumulative and Project-Related Impacts. The purpose of the TIMP is to identify transportation system deficiencies resulting from traffic generated by projected land use patterns, employment and population growth by year 2035, and reduction of vehicular roadway capacity and to identify mitigation feasible mitigation measures if the project results in impacts related to the Year 2035 Proposed Land Use Plan as compared to the 2008 Traffic Conditions. Specific project-related traffic impacts are impacts caused by traffic generated as a result of future developments in the study area and not by traffic generated by regional growth. Cumulative impacts are attributable to cumulative traffic growth (including all regional traffic growth) in addition to project traffic that would occur from 2008 to 2035.

IMPACTS

For the purposes of this impacts analysis, the volume-weighted V/C ratio is used in order to obtain aggregate statistics regarding the transportation conditions, allowing a comparison of different scenarios and alternatives. The volume-weighted average V/C ratio is calculated by taking the volume of each link and multiplying it by its corresponding V/C ratio. This is divided by the sum of the total volumes, and essentially represents the average V/C ratio for the entire road network in the CPAs.

Impact 4.15-1 Would implementation of the Proposed Plans conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? This impact is less than significant.

Impact 4.15-2 Would the Proposed Plans result in either of the following: the "volume-weighted" average of the V/C ratio under the Year 2035 Proposed Land Use Plan conditions for all of the analyzed roadway segments exceeds that of the 2008 Traffic Conditions; or the number of roadway links projected to operate at unsatisfactory levels of service (LOS E or F) under the Year 2035 Proposed Land Use Plan conditions exceeds the number for 2008 Traffic Conditions? This impact is less than significant.

The Proposed Plans would improve the link between the locations of land use and transportation in a manner that is consistent with the City's Framework Element. As previously discussed, implementation of the Proposed Plans would create new housing and employment opportunities, mostly in areas around transit identified for mixed-use. This is in accordance with the Framework Element's guiding policy to focus growth in higher-intensity commercial centers close to transportation and services. Under the Proposed Plans, the CPAs' commercial areas will serve as focal points and activity centers for surrounding neighborhoods by supporting new development that accommodates a variety of uses and encourages pedestrian activity in these commercial centers. Proposed land use changes would also serve to create consistency with future proposed land uses and foster quality development in transition areas. In some cases

the Proposed Plans would allow for increased FARs and height regulations. These changes would facilitate mixed-use development in targeted areas, enable opportunities for increased housing and employment particularly along targeted commercial corridors and in TOD areas, and provide for more compatible uses and development. In addition to consistency with the local General Plan, the Proposed Plans are consistent with several regionally-adopted land use plans, policies, and regulations that include transportation strategies. Refer to 4.10 Land Use and Planning for a detailed consistency analysis of the Proposed Plans with respect to SCAG's regional plans, including the RTP/SCS, the RCP, and the CGV.

The Proposed Plans each include a TIMP that provides recommendations to guide future transportation-related decisions in the CPAs consistent with regional, state and local regulatory plans. The proposed TIMPs have been developed with the knowledge that several new or on-going transportation system improvement and sub-regional studies may have an impact on the recommendations of the TIMPs. The purpose of the TIMP is to identify transportation system deficiencies resulting from traffic generated by projected land use patterns and employment and population growth by year 2035, and to recommend mitigation programs to accommodate the forecast demands on the system. The proposed TIMPs include goals, policies, and programs that support the creation of a comprehensive multi-modal transportation network that maximizes safety and reliability for vehicles, transit users, bicyclists, and pedestrians. The Proposed Plans also establish programs to maintain a diverse multi-modal transportation system that provides mobility options for the community, including street improvements, transit service, and bike paths consistent with regional, state and local regulatory plans.

The proposed TIMPs evaluated various Year 2035 scenarios. The first is the Current Land Use Plan, which is based on the current land uses contained in the CPAs. The second is the Proposed Land Use Plan, which is reflective of land use changes proposed for the CPAs.

The future conditions also assume that the LADOT's ATSAC and ATCS traffic signal systems are in place for all intersections by 2035. This effectively increases roadway capacity by three percent for intersections currently operating without ATSAC, and 10 percent for intersections currently operating without ATSAC or ATCS, as compared to 2008 conditions. This is approximately a 0.030 or 0.100 percent decrease in V/C; therefore, future 2035 V/C values may be lower than existing. Year 2035 conditions also assume a higher transit usage due to the concentration of growth at major transit centers under the Proposed Plans.

SOUTH LOS ANGELES CPA

Year 2035 Proposed Land Use Plan with Preferred Network. The Year 2035 Proposed Land Use Plan is reflective of the land use plan proposed for the South Los Angeles CPA. The preferred roadway network included various modifications to the transportation network to analyze the implementation of several of the 2010 Bicycle Plan's proposed bicycle lanes listed below[8].

- Reclassification of Jefferson Boulevard between Arlington Avenue and Figueroa Street from an Avenue I and II to a Modified Avenue I and II, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.
- Reclassification of Martin Luther King Jr. Boulevard between Van Ness Avenue and Figueroa Street from an Avenue I to a Modified Avenue I, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.
- Reclassification of Manchester Avenue between Van Ness Avenue and Figueroa Street from an Avenue I to a Modified Avenue I, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.

[8] Although this analysis looks at the potential loss of lanes to accommodate bicycle facilities consistent with the Mobility Plan's Bicycle Enhanced Network (BEN) Priority facilities, these facilities may or may not be installed in the future and therefore, traffic impacts would be less.

- Reclassification of Imperial Highway between Vermont Avenue and Figueroa Street from a Boulevard II to a Modified Avenue I, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.
- Reclassification of Florence Avenue between Van Ness Avenue and Broadway from an Avenue I to a Modified Avenue I, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.
- Reclassification of 120th Street between Vermont Avenue and Figueroa Street from an Avenue II to a Modified Avenue II, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.
- Reclassification of Figueroa Street between I-10 Freeway and Martin Luther King Jr. Boulevard from an Avenue I to a Modified Avenue I, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes. Reclassification of Venice Boulevard between Arlington Avenue and Hoover Street from an Avenue II to a Modified Avenue II, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.

Due to the grid pattern of streets in the South Los Angeles CPA, where the number of lanes are reduced, traffic would disburse across other nearby parallel facilities (most notably I-10 Freeway, Pico Boulevard, Exposition Boulevard and Slauson Avenue). In general, changes in traffic due to the reduced number of lanes include:

- Jefferson Boulevard from Arlington Avenue to Figueroa Street – while the effect of lane reduction is seen past the lane reduction area, demand remains high through this arterial due to fewer roads providing east-west access across I-110 in this area. Volume increase is observed on nearby parallel roadways such as Adams Boulevard, I-10 and Exposition Boulevard, as well as several major cross streets including Arlington Avenue and Normandie Avenue.
- Martin Luther King Jr. Boulevard from Van Ness Avenue to Figueroa Street – traffic redistribution to nearby parallel facilities is most prominently observed on Exposition Boulevard and Vernon Avenue.
- Manchester Avenue from Van Ness Avenue to Figueroa Street - demand on this segment remains high due to fewer streets nearby providing access across I-110. Minimal volume increase is observed on nearby parallel collector streets, while Century Boulevard to the south absorbed most of the diverted traffic.
- Imperial Highway from Vermont Avenue to Figueroa Street – displaced volumes are redistributed to parallel facilities immediately to the north of this segment on 111th Place and 108th Street via Vermont Avenue, though volumes on this roadway remain high.
- Florence Avenue from Van Ness Avenue to Broadway – due to concurrent lane reduction on Manchester Avenue just south of this segment, most of the traffic redistributions are observed on parallel facilities to the north including Gage Avenue and Slauson Avenue, both of which provide access across the I-110 freeway. Volume increases are also observed on major cross streets including Van Ness Avenue and Broadway.
- 120th Street from Vermont Avenue to Figueroa Street – The lane reductions do not affect this roadway as much as others, since there is available capacity. The redistributed volumes are evenly shifted to nearby parallel roadways.
- Figueroa Street from I-10 to Martin Luther King Jr. Boulevard – Volume increases can be observed on parallel roadways such as Flower Street, Grand Avenue, and Hill Street as well as to I-110. LOS remains high on the segment with reduced lanes.
- Venice Boulevard from Arlington Avenue to Hoover Street – volumes displaced are redistributed to parallel roadways including Pico Boulevard in the north and Washington

Boulevard and the I-10 in the south. Volume increases are also observed on cross streets including Arlington Avenue, Normandie Avenue and Hoover Street.

SOUTHEAST LOS ANGELES CPA

Year 2035 Preferred Transportation Alternative. The Year 2035 Preferred Transportation Alternative (Preferred Alternative) includes the Year 2035 Proposed Land Use Plan, along with reclassification of several streets to analyze the implementation of several of the 2010 Bicycle Plan's proposed bicycle lanes listed below. The preferred roadway network was selected based on land use objectives and analysis of peak hour roadway data. Under the Preferred Alternative, the following changes would occur:

- Reclassification of Central Avenue from I-10 Freeway to Century Boulevard from an Avenue I to a Modified Avenue I, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.
- Reclassification of Imperial Highway from Figueroa Street to Mona Boulevard from a Boulevard II to a Modified Boulevard II, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.
- Reclassification of Jefferson Boulevard from Flower Street to Central Avenue from an Avenue II to a Modified Avenue II, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.
- Reclassification of Manchester Avenue from Figueroa Street to Central Avenue from an Avenue I to a Modified Avenue I, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.
- Reclassification of Florence Avenue from Broadway to Central Avenue from an Avenue I to a Modified Avenue I, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.
- Reclassification of Washington Boulevard from Figueroa Street to Flower Street from a Boulevard II to a Modified Boulevard II, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.
- Reclassification of 120th Street from Figueroa Street to Main Street from a Collector Street to a Modified Collector Street, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.
- Reclassification of Figueroa Street from I-10 Freeway to Martin Luther King Jr. Boulevard from an Avenue I to a Modified Avenue I, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.
- Reclassification of Grand Avenue from I-10 Freeway to Washington Boulevard, and from 23rd Street to 30th Street from an Avenue II to a Modified Avenue II, with a potential reduction of travel lanes or the loss of street parking, as necessary, to accommodate bicycle lanes.

The combination of lane reductions on three north-south streets, as well as five east-west streets in the CPA cause volumes to redistribute (rise) and V/C to increase on many roadways in the CPA. Since the volumes are affecting many streets, some smaller streets may have a slightly noticeable increase in volumes. Many of the streets selected for lane reductions tend to be highest volume streets. Changes in traffic due to the reduced number of lanes include:

- Central Avenue from I-10 Freeway to Century Boulevard – on the southern portion, the redistributed volumes shifted easily to other parallel facilities due to available capacity. Levels of service stay fairly

consistent. But on the northern portion, parallel roadways are already congested, so LOS and weighted average V/C decrease on Central Avenue.

- Imperial Highway from Figueroa Street to Mona Boulevard – this roadway carries high volumes, and when lanes were reduced the volumes shifted to the limited parallel facilities, including I-105 Freeway. Due to the proximity of I-105 Freeway, the highest change in V/C occurs on the freeway.
- Jefferson Boulevard from Flower Street to Central Avenue – there are enough nearby facilities to absorb the redistributed volumes. Volumes on Jefferson Boulevard are reduced, but LOS stays consistent.
- Manchester Avenue from Figueroa Street to Central Avenue – volumes shifted to parallel facilities, but Broadway saw an increase as the redistributed volumes returned to Manchester Avenue to access I-110 Freeway. Due to the number of parallel facilities, LOS and V/C stays fairly consistent.
- Florence Avenue from Broadway to Central Avenue – Volumes shifted to nearby parallel facilities. Gage Avenue was projected to experience a decrease in LOS and increase in volumes.
- Washington Boulevard from Figueroa Street to Alameda Street – the volumes moved to parallel facilities both north and south of I-10 Freeway, as well as the freeway itself. Due to the proximity of I-10 Freeway, the largest increases in V/C were seen on the freeway.
- 120th Street from Figueroa Street to Central Avenue – There is enough available capacity to accommodate vehicles when lanes are reduced. Improved weighted average V/C and LOS on 120th Street is seen, with little change elsewhere.
- Figueroa Street from I-10 Freeway to Martin Luther King Jr. Boulevard - Volumes shift to parallel roadways as well as to I-110 Freeway, but coupled with the reduction in lanes on Grand Avenue (see below), all parallel streets in this congested area experience increases in volumes from the redistributed traffic, particularly along San Pedro Street.
- Grand Avenue from I-10 to 30th Street – Same comments as Figueroa Street, above.

TRAFFIC IMPACTS

The two thresholds of significance adopted by the LADOT relate to weighted average V/C ratio and the number of links at LOS E or F compared to Baseline Existing Conditions. If the V/C ratio is worse and there are more links at LOS E or F with the Proposed Plans as compared with Existing Conditions, then there would be an impact to the transportation system. As shown in **Table 4.15-7**, the volume-weighted V/C ratios are 0.657 and 0.671 under existing traffic conditions for the South Los Angeles CPA and Southeast Los Angeles CPA, respectively, indicating that the CPAs operate at approximately 65.7 percent and 67.1 percent of roadway capacity in the PM peak hour, respectively. The V/C ratio is at LOS B for both CPAs.

Under the Proposed Plans, the South Los Angeles CPA and Southeast Los Angeles CPA would have a volume-weighted V/C ratio of 0.640 and 0.667 under existing traffic conditions, respectively. This indicates that the South Los Angeles CPA and Southeast Los Angeles CPA would operate at approximately 64 percent and 66.7 percent of roadway capacity in the PM peak hour, respectively. The V/C ratio remains at LOS B for both CPAs. The average speed along the roadway segments would also be reduced as a result of the Proposed Plans. Further, as shown in **Table 4.15-7**, the South Los Angeles CPA would have 78 links operating at LOS E or F compared to 82 links under existing traffic conditions, a reduction of four LOS E or F links. Under the Proposed Plan for the Southeast Los Angeles CPA, 78 links would operate at LOS E or F compared to 79 links under the existing traffic conditions, a reduction of one LOS E or F link. Thus, under the Proposed Plans, arterials roadway capacity would improve in comparison to Existing Conditions with a lower weighted average V/C ratio and fewer links at LOS E or F.

TABLE 4.15-7: COMPARISON BETWEEN EXISTING TRAFFIC CONDITIONS AND THE PROPOSED SOUTH AND SOUTHEAST LOS ANGELES CPA

Scenario	Baseline Existing Conditions	Proposed Year 2035 Land Use
SOUTH LOS ANGELES CPA		
Vehicle Miles Traveled (VMT)	1,192,727	1,205,169
Vehicle Hours Traveled (VHT)	62,719	68,355
Average Speed (mph)	19	17.6
Weighted Average Volume-to-Capacity (V/C)	0.657	0.640
Links at LOS E or F	82	78
SOUTHEAST LOS ANGELES CPA		
Vehicle Miles Traveled (VMT)	1,344,482	1,362,226
Vehicle Hours Traveled (VHT)	64,075	67,963
Average Speed (mph)	21	20
Weighted Average Volume-to-Capacity (V/C)	0.671	0.667
Links at LOS E or F	79	78

SOURCE: Iteris, Inc., *Proposed South Los Angeles Community Plan Transportation Improvement and Mitigation Program* October 2016*;* Iteris, Inc., *Proposed Southeast Los Angeles Community Plan Transportation Improvement and Mitigation Program*, October 2016.

VMT Analysis. As noted in the Regulatory Framework subsection above, the Governor's OPR has suggested to remove automobile delay as a significant impact under CEQA and to focus on VMT and the potential to induce more traffic into an area. These changes are currently being circulated for comment and are, therefore, not used in this document as a threshold of significance. However, evaluation of VMT is included in this chapter for informational purposes.

Implementation of the Proposed Plans would change existing land uses and intensify land uses in areas that are well-served by transit, which would support shorter trip lengths resulting in a lower VMT per capita. As shown in **Table 4.15-8**, motorists in the County of Los Angeles currently travel a daily average of 20.0 miles per capita, and motorists in the City of Los Angeles travel a daily average of 13.0 miles per capita. Under existing conditions, motorists in the South Los Angeles CPA travel a daily average of 9.9 miles per capita, and 11.6 miles per capita in the Southeast Los Angeles CPA. With the implementation of the Proposed Plans, the VMT per capita is anticipated to be reduced to 8.4 miles per capita and 10.0 miles per capita in the South Los Angeles and Southeast Los Angeles CPAs, respectively. This would represent an approximately 18 percent reduction and a 16 percent reduction in the daily average miles traveled within the CPAs. The VMT per capita would continue to be below the VMT per capita within the roadways of Los Angeles County and the City as a whole and would be less than the existing VMT per capita of the CPAs. Thus, the Proposed Plans would result in a reduction of VMT, and impacts to the circulation system would be less than significant.

TABLE 4.15-8: VMT PER CAPITA FOR THE SOUTH AND SOUTHEAST LOS ANGELES CPAS

Planning Area	Existing Population + Employment /a/	Existing Traffic Conditions (VMT) /b/	Existing VMT per Capita /c/	Projected Population + Employment /c/	Future VMT /b/	Future VMT per Capita
South Los Angeles CPA	321,432	3,19,6508	9.9	383,306	3,229,853	8.4
Southeast Los Angeles CPA	353,031	4,101,429	11.6	415,992	4,149,106	9.9
County of Los Angeles /e/			20			
City of Los Angeles /f/			13			

/a/ Census 2010 Baseline, see Table 4.13-1, 4.13-2, and 4.13-9 of Section 4.13, Population and Housing, of this Draft EIR.
/b/ A factor of 2.68 was used to convert PM VMT to Daily VMT.
/c/ Existing VMT divided by Census 2010 population and employment
/d/ Projected Year 2035 population and employment based on Proposed Plan capacities; Table 4.13-2 of Section 4.13, Population and Housing, of this Draft EIR.
/e /City of Los Angeles Mobility Plan 2035 Recirculated Draft, Table 4.1-29, February 2015.
/f/ SCAG 2016-2040 RTP/SCS Appendix: Plan Performance, Performance Measures, December 2015.
SOURCE: TAHA, 2016.

Based on all of the above, the Proposed Plans would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Therefore, impacts related to consistency with applicable plans, ordinances, or policies under the Proposed Plans would be ***less than significant***. In addition, under the Proposed Plans, arterials roadway capacity would improve in comparison to Existing Conditions with a lower weighted average V/C ratio and fewer links at LOS E or F. Therefore, impacts related to traffic conditions under the Proposed Plans would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Level of Significance of Impacts after Mitigation

Less than significant without mitigation.

Impact 4.15-3 Would implementation of the Proposed Plans conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? In the South Los Angeles CPA, this impact is significant and unavoidable. In the Southeast Los Angeles CPA, this impact is less than significant.

The Congestion Management Program (CMP) for Los Angeles County was developed to address regional congestion by linking transportation, land use and air quality decisions. A CMP Transportation Impact Analysis was performed, and the criteria for determining a significant impact is described by the following definition:

- For the purpose of a CMP TIA, a significant project impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity (V/C = 0.02), causing a worsening of LOS F (V/C = 1.00)

CMP Analysis: Freeways. According to the 2010 CMP for Los Angeles Country there are three CMP freeway monitoring stations with the CPAs:

- I-10 at Budlong Avenue (South Los Angeles CPA)
- I-110 at Manchester Boulevard (Both CPAs)
- I-110 at Slauson Avenue (Both CPAs)

The only freeway station projected to have increase of 150 or more peak hour trips per direction under Project conditions and subject to CMP analysis is I-10 at Budlong Avenue, located in the South Los Angeles CPA, and is therefore analyzed per the requirements of the CMP. The other two stations are located on the border of the two CPAs, and are not projected to have an increase of 150 or more peak hour trips per direction. **Table 4.15-9** summarizes the V/C ratios for the EB and WB segments of I-10 at Budlong Avenue in the South Los Angeles CPA.

TABLE 4.15-9: CHANGE IN V/C RATIO AT CMP FREEWAY MONITORING LOCATION

Street Name and Location	Current Land Use Plan (V/C)		Current Land Use Plan LOS		Proposed Land Use Plan (V/C)		Proposed Land Use Plan LOS		Change in V/C	
SOUTH LOS ANGELES CPA	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**
I-10 at Budlong Ave.	1.196	1.180	F	F	1.227	1.204	F	F	0.031	0.024

SOURCE: Iteris, Inc., *Proposed South Los Angeles Community Plan Transportation Improvement and Mitigation Program*, September 2016.

The analysis shows that the CMP freeway monitoring station on I-10 at Budlong Avenue already operates at LOS F under the Current Land Use Plan, and worsens by more than 2% (i.e. V/C increase by more than 0.02) under the Proposed Plan for the South Los Angeles CPA. Thus, impacts related to CMP freeway monitoring locations in the South Los Angeles CPA would be potentially significant, and impacts related to CMP freeway monitoring locations in the Southeast Los Angeles CPA would be less than significant.

CMP Analysis: Arterial Roadways. As previously discussed, the South Los Angeles CPA consists of one CMP arterial roadway segment, Manchester Avenue between Hoover Street and Figueroa Street. Two CMP arterial roadway intersections are located within the Southeast Los Angeles CPA, Manchester Avenue at Avalon Boulevard and Alameda Street at Washington Boulevard. The CMP roadway segments identified within the CPAs do not have an increase of 50 or more peak hour trips, with the exception of the CMP roadway segment at Alameda Street south of Washington Boulevard in the Southeast Los Angeles CPA. Since the number of lanes on Manchester Avenue is reduced as part of the preferred roadway network to accommodate bicycle lanes, the CMP arterial segment does not show an increase of 50 or more peak hour trips. However, vehicle demand is still very high on Manchester Avenue even with the reduced number of lanes as it provides continuous east-west access across the both CPAs. **Table 4.15-10** shows the current V/C ratio and LOS, the V/C ratio and LOS under the Proposed Plans, and the change in V/C for the roadways identified in the CMP.

TABLE 4.15-10: CHANGE IN V/C RATIO AT CMP INTERSECTIONS

Street Name and Location	Current Land Use Plan (V/C)		Current Land Use Plan LOS		Proposed Land Use Plan (V/C)		Proposed Land Use Plan LOS		Change in V/C	
SOUTH LOS ANGELES CPA	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**
Manchester Ave between Hoover St. and Figueroa St.	1.108	0.989	F	E	1.200	1.121	F	F	0.092	0.132
SOUTHEAST LOS ANGELES CPA	**N/E**	**S/W**	**N/E**	**S/W**	**N/E**	**S/W**	**N/E**	**S/W**	**N/E**	**S/W**
Manchester Ave, west of Avalon Blvd.	0.589	0.663	A	B	0.529	0.598	A	A	0.069	-0.147
Manchester Ave, east of Avalon Blvd.	0.498	0.437	A	A	0.724	0.655	C	B	0.218	-0.016
Alameda St., south of Washington Blvd.	0.510	0.593	A	A	0.520	0.599	A	A	0.006	0.011
Alameda St., north of Washington Blvd.	0.900	1.096	E	F	0.916	1.113	E	F	0.017	0.015

SOURCE: Iteris, Inc., *Proposed South Los Angeles Community Plan Transportation Improvement and Mitigation Program*, September 2016; Iteris, Inc., *Proposed Southeast Los Angeles Community Plan Transportation Improvement and Mitigation Program*, September 2016.

As shown in **Table 4.15-10**, the CMP roadway segment of Manchester Avenue between Hoover Street and Figueroa Street located in the South Los Angeles CPA currently operates at LOS E and F under the Current Land Use Plan and worsens to LOS F and F under the Proposed Plan, and would cause an increase in V/C ratio of 0.02 or more, resulting in an impact on the CMP roadway segment. This is due primarily to the proposed reduction in travel lanes to accommodate bicycle facilities along Manchester Avenue. This loss of travel lanes is a conservative analysis. Depending on the existing street conditions, bicycle facilities can also be accommodated by a removal of parking, rather than removal of travel lanes. Thus, impacts related to CMP intersections in the South Los Angeles CPA would be ***potentially significant***.

Within the Southeast Los Angeles CPA, CMP roadway segments at Manchester Avenue west of Avalon Boulevard, Manchester Avenue east of Avalon Boulevard, and Alameda Street south of Washington Boulevard all operate at LOS E or better. The CMP roadway segment at Alameda north of Washington Boulevard currently operates at a LOS E and F and will continue to operate at that LOS under the Proposed Plan. Although the CMP roadway segment at Alameda north of Washington Boulevard has an increase of 50 or more peak hour, the change in V/C is less than a V/C of 0.02; therefore, no impact on the CMP roadway

system in Southeast Los Angeles CPA would occur. Thus, impacts related to CMP intersections in the Southeast Los Angeles CPA would be ***less than significant***.

For information purposes, Metro is currently conducting a Congestion Management Fee Nexus Study which explores the feasibility of establishing a countywide congestion mitigation fee charged to new development on a countywide basis. The fee would be charged to new development projects, and would augment other regional funds. If the program is approved by the Metro Board, the City would levy the new fee on new and non- exempted development through the building permit process. In this way, the mitigation fee would help implement roadway, bicycle, pedestrian and transit facilities within the City.

Mitigation Measures

Although the South Los Angeles TIMP provides a list of recommended improvements and strategies that could potentially reduce significant impacts, these strategies are not feasible mitigation measures for the following reasons: 1) the improvements that could be implemented by the City are not fully funded; 2) the facilities impacted (I-10 Freeway Link) are not under the jurisdiction or control of the City; 3) many improvements are regional in scope and would be implemented by non-city agencies (e.g., METRO, Caltrans); and 3) many of the recommended improvements cannot be imposed on individual private developers or businesses. Therefore, impacts related to the CMP cannot be reduced to less than significant and would remain significant and unavoidable.

No mitigation measures are required for the Southeast Los Angeles CPA.

Level of Significance of Impacts after Mitigation

In the South Los Angeles CPA, impacts related to the CMP were determined to be significant and unavoidable.

In the Southeast Los Angeles CPA, impacts related to the CMP were determined to be less than significant without mitigation.

Impact 4.15-4 Would implementation of the Proposed Plans result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? There is no impact.

There are no airports within the CPAs. The closest airport is the Los Angeles International Airport (LAX), located over five miles west of the boundary of the CPAs. The nearest general aviation airport is Compton Airport, located approximately two miles south of the CPAs. The CPAs are not in the approach path of either LAX or Compton Airport. While planes from both airports may cross over the CPAs, they are at a substantial altitude and are not yet within the noise contours of either airport that constitute take-off and approach paths. No portion of the CPAs is located within the Airport Land Use Plan (ALUP) for these airports. Nothing in the Proposed Plans would result in a change in air traffic patterns. Therefore, impacts with respect to air traffic patterns would be ***no impact***.

Mitigation Measures

No mitigation measures are required.

Level of Significance of Impacts after Mitigation

No impact would occur.

Impact 4.15-5 Would implementation of the Proposed Plans substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? This impact is less than significant.

The Proposed Plans would not introduce new streets or otherwise change the overall land use pattern in the CPAs. The Proposed Plans describe the reasonably expected future development for a portion of the City and do not constitute a commitment to any project-specific development. Furthermore, none of the regulations included in the Proposed Plans would promote sharp curves, dangerous intersections, or incompatible uses that could present safety hazards. Therefore, impacts related to increased hazards due to a design feature or incompatible use would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Level of Significance of Impacts after Mitigation

Less than significant without mitigation.

Impact 4.15-6 Would implementation of the Proposed Plans result in inadequate emergency access? This impact is less than significant.

Designated emergency routes within the CPAs include the I-10, I-110, and I-105 Freeways; Martin Luther King Jr. Boulevard; Western Avenue; Imperial Highway; and Florence Avenue. These emergency response routes would be maintained in their existing locations and the Proposed Plans would not introduce new streets or otherwise change the overall land use pattern in the CPAs. All development within the CPAs would be required to be designed in accordance with City standards, which include provisions that address emergency access (e.g., minimum street widths, minimum turning radii, maximum lengths of cul-de-sacs, etc.). Compliance with these standards would help minimize potential emergency access impacts.

Construction and operation activities within the CPAs with respect to emergency access due to temporary construction barricades or other obstructions that could impede emergency access would be subject to the City's permitting process, which is coordinated with the Los Angeles Police and Fire Departments to ensure that emergency access is maintained at all times. This coordination for emergency response planning would help to ensure that the construction and operation associated with the related projects and other future development in the City and surrounding area would not interfere with adopted emergency response or evacuation plans. Furthermore, California state law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Generally, multi-lane arterial roadways allow the emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. Additionally, the LAFD in collaboration with LADOT has developed a FPS, a system that automatically turns traffic lights to green for emergency vehicles traveling on designated streets in the City. The City of Los Angeles has over 205 miles of routes equipped with FPS.[9]

The goals, objectives, and policies of the Safety Element of the Los Angeles City General Plan provide guidance for procedures for maintaining emergency access.[10] These policies would help minimize the potential impact of interference with the County and City emergency response plans. Therefore, impacts related to emergency access would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

[9]Training Bulletin: Traffic Signal Preemption System for Emergency Vehicles, Los Angeles Fire Department, Bulletin No. 133, October, 2008.

[10]City of Los Angeles, S*afety Element of the Los Angeles City General Plan*, August 1996.

Level of Significance of Impacts after Mitigation

Less than significant without mitigation.

Impact 4.15-7 Would implementation of the Proposed Plans conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? This impact is less than significant.

The Proposed Plans seek to create higher density, active transit centers and support a diverse multi-modal transportation system that provides mobility options for the community through street modifications and pedestrian-friendly environments, consistent with adopted regional, state and local regulatory plans. As previously mentioned, the Proposed Plans improve the link between the locations of land use and transportation in a manner that is consistent with the City's Framework Element. Implementation of the Proposed Plans would create new housing and employment opportunities, mostly in areas around transit identified for mixed-use. This is in accordance with the Framework Element's guiding policy to focus growth in higher-intensity commercial centers close to transportation and services. Under the Proposed Plans, the CPAs' commercial areas will serve as focal points and activity centers for surrounding neighborhoods by supporting new development that accommodates a variety of uses and encourages pedestrian activity in these commercial centers. These changes would facilitate mixed-use development that increases housing and employment opportunities along targeted commercial corridors and in TOD areas, providing increased access to public transit. In addition to consistency with the local General Plan, the Proposed Plans are consistent with several regionally-adopted land use plans, policies, and regulations that include transportation and multi-modal strategies. Refer to 4.10 Land Use and Planning for a detailed consistency analysis of the Proposed Plans with respect to SCAG's regional plans, including the RTP/SCS, the RCP, and the CGV.

The proposed TIMPs have been developed with the knowledge that several new or on-going transportation system improvement and sub-regional studies may have an impact on the recommendations of the TIMPs. The transportation programs considered include plans and strategies for transportation systems management (TSM), public transit improvements, non-motorized transportation, transportation demand management (TDM), capital improvements, neighborhood traffic management, parking, and complete streets. Specifically, several TIMP strategies encourage improving and expanding the public transportation system by making transit a priority for commuters who currently drive, increasing the number of buses, maintaining low transit fares, and ensuring transit is seamlessly connected to pedestrian and bicycle facilities. Furthermore, the TIMPs purpose of developing bicycle policies for the CPAs is to enhance the safety of and convenience for bicyclists during their trips as well as provide them with facilities to store their bicycles when they reach their desired destination. The proposed TIMPs also identify potential features to increase the area's walkability by concentrating growth at transit facilities, and designate transit priority streets and pedestrian priority streets in the CPAs. These recommended TIMP strategies are suggested policies and programs that the City may choose to implement to further improve the transportation system in the CPAs. Many of these would be implemented by a variety of agencies or City Departments (e.g., LADOT and Metro).

The Proposed Plans would not conflict with adopted policies or plans for public transportation, bicycle, and pedestrian facilities but rather enhance and expand upon them by encouraging their growth and improvement. Therefore, impacts related to public transportation, bicycle, and pedestrian facilities would be ***less than significant***.

Mitigation Measures

No mitigation measures are required

Level of Significance of Impacts after Mitigation

Less than significant without mitigation.

CUMULATIVE IMPACTS

This cumulative impact analysis considers development under the Proposed Plans, in conjunction with other development in the City of Los Angeles and neighboring jurisdictions that are member cities of SCAG. A travel demand forecasting model was used to evaluate future travel patterns that may result from future changes to the transportation system and the Proposed Plans. The SCAG regional model was the starting point for development of the travel demand model. The TIMPs prepared as part of the Proposed Plans identify potential transportation programs and provides recommendations to guide future transportation-related decisions in the CPAs. The TIMP strategies are suggested policies and programs that the City may choose to implement to improve the transportation system in the CPAs in coordination with existing regional plans.

By its nature, the CMP is a cumulative scenario that considers the impact of single projects in the context of cumulative traffic demand on CMP roadways. As discussed above, the Los Angeles County CMP requires analysis if a project would add 50 or more peak hour trips (total of both directions) and mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours. There is one CMP arterial roadway intersection within the South Los Angeles CPA (Manchester Avenue at Vermont) and two CMP arterial roadway intersections within the Southeast Los Angeles CPA (Manchester Avenue at Avalon Boulevard and Alameda Street at Washington Boulevard). **Table 4.15-6** above, shows the V/C for the freeways and arterial roadways identified in the CMP.

The analysis shows there is one CMP arterial roadway segment in the Southeast Los Angeles CPA, Alameda Street north of Washington Boulevard, that operates at LOS F (V/C is greater than 1.0), but there is not an increase in V/C of 0.02 or more on this segment that operates at LOS F. Therefore, there is no impact on the CMP roadway system. Similarly, because neither of the two CMP mainline freeway monitoring locations in the Southeast Los Angeles CPA project an increase of 150 or more trips under the Proposed Plan, there is no CMP freeway impact. Therefore, for the Southeast Los Angeles CPA the cumulative impact would be less than significant and would not be cumulatively considerable.

However, in the South Los Angeles CPA, the CMP roadway segment of Manchester Avenue between Hoover Street and Figueroa Street currently operates at LOS E and F under the Current Land Use Plan and worsens to LOS F and F under the Proposed Plan, and would cause an increase in V/C ratio of 0.02 or more, resulting in an impact on the CMP arterial roadway segment. There is also a CMP freeway impact under the Proposed Plan on the mainline freeway monitoring location at I-10 and Budlong Avenue in the South Los Angeles CPA. Although the South Los Angeles TIMP provides a list of recommended improvements and strategies that could reduce potentially significant impacts, many of these strategies were determined not to be feasible mitigation measures under this EIR for the reasons set forth previously. Therefore, for the South Los Angeles CPA impacts related to the CMP cannot be reduced to less than significant and would remain significant and unavoidable, and would therefore be cumulatively considerable.

With respect to inadequate emergency access, future development in the CPAs could obstruct emergency access during construction. This could be a potentially significant cumulative impact, particularly if construction occurs concurrently in a given area. The City requires that all development plans are submitted to the City for review and approval to ensure that all new development has adequate emergency access, including turning radius in compliance with existing City regulations. Construction and operation activities in the City with respect to emergency response or evacuation plans due to temporary construction barricades or other obstructions that could impede emergency access would be subject to the City's permitting process, which coordinates with the Police and Fire Departments to ensure that emergency access is maintained at all

times. For the Proposed Plans, plan policies and guidelines, and existing rules and regulations would help ensure that emergency access is maintained at all times, and would reduce this impact. Furthermore, California state law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Generally, multi-lane arterial roadways allow the emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. Additionally, the LAFD in collaboration with LADOT has developed a FPS, a system that automatically turns traffic lights to green for emergency vehicles traveling on designated streets in the City. As a result, impacts related to emergency access would not be cumulatively considerable.

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