4.15 TRANSPORTATION AND TRAFFIC

This section provides an overview of transportation and traffic and evaluates impacts associated with the proposed project. Topics addressed include the circulation system, congestion management program, emergency access, and public transit, bicycle, and pedestrian facilities. This section was prepared utilizing the *New Community Plan Program West Adams-Baldwin Hills-Leimert Community Plan Area Draft Transportation Improvement and Mitigation Program* (West Adams TIMP) prepared by Fehr and Peers. The proposed West Adams TIMP is included in its entirety in Appendix G.

REGULATORY FRAMEWORK

Federal

There are no federal transportation/traffic regulations applicable to the proposed project.

State

Proposition 111. To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111 in June 2000. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process.

Local

A number of regional improvement plans affect transportation in the West Adams CPA. They include the Los Angeles County CMP and the Long Range Transportation Plan (LRTP) prepared by Metro, the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Plan (RTIP) prepared by Southern California Association of Governments (SCAG), and the Statewide Transportation Improvement Program (STIP) prepared by the California Department of Transportation.

Los Angeles County Congestion Management Program (CMP). The Los Angeles County 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's LRTP is a strategic document that serves as a framework for meeting the current and projected mobility needs of Los Angeles County. The LRTP 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.

Regional Transportation Plan (RTP). The RTP is a planning document required under State and federal statute encompassing the SCAG region. The RTP forecasts long-term transportation demands and identifies policies, actions, and funding sources to accommodate these demands. The RTP consists of the construction of new transportation facilities, transportation systems management strategies, transportation demand management and land use strategies. The RTIP, also prepared by SCAG based on the RTP, lists all of the regional funded/programmed improvements within the next seven years.

City of Los Angeles General Plan Transportation Element. The City of Los Angeles General Plan provides growth and development policies by providing a comprehensive long-range view of the City as a whole. The General Plan provides a comprehensive strategy for accommodating long-term growth should it occur as projected. The City of Los Angeles General Plan Transportation Element, adopted in 1999, includes a discussion of the existing roadway infrastructure in the City of Los Angeles. Goals, objectives, and policies are included in the Transportation Element to ensure the efficient circulation within the City and region. The goals, objectives, and policies that are applicable to the proposed project are shown in **Table 4.15-1**.

TABLE 4.15-1: TRANSPORTATION ELEMENT RELEVANT GOALS, OBJECTIVES, AND POLICIES

Goal/Objective/Policy	Goal/Objective/Policy Description
Goal A	Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.
Objective 2	Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.
Policy 2.3	Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access such as: a. Locally-based Transportation Management Organizations (TMOs); b. Enhanced transit services and improved transit safety; c. Merchant incentives; d. Preferential parking; e. Bicycle access and parking facilities; and f. Adequate and appropriate lighting for pedestrian, vehicular, bicycle, and transit uses
Policy 2.5	Provide bicycle access in or near mixed use corridors, neighborhood districts, and community centers that affords easy accessibility to many non-work purpose destinations.
Policy 2.10	Secure funding and rights-of-way for implementation of the Citywide Bicycle Plan Bikeway System.
Policy 2.21	Identify and develop transit priority streets which serve regional centers, major economic activity areas, and rail stations to enhance the speed, quality, and safety of transit service.
Policy 2.22	Establish priority corridors for Transportation System Management (TSM) improvements, including Automated Traffic Surveillance and Control (ATSAC) systems, Smart Corridors, and other strategies.
Objective 3	Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the Community Plans.
Policy 3.2	Develop flexible standards and criteria for the assessment of significant transportation impacts within regional centers, community centers and major economic activity areas as well as along mixed-use boulevards, so long as the impacts to any nearby lower density residential areas are not significant or are minimized.
Policy 3.8	Promote the provision of shuttles and other services that increase access to and within regional centers and major economic activity areas to encourage growth there and to mitigate the traffic impacts of that growth.
Policy 3.12	Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards.
Policy 3.13	Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.
Policy 3.15	Enhance bicycle access to neighborhood districts, community centers, and appropriate locations in regional centers and mixed-use boulevards.
Objective 4	Preserve the existing character of lower density residential areas and maintain pedestrian-oriented environments where appropriate.
Policy 4.2	Incorporate traffic management measures to control traffic speeds and volumes on local and collector streets within low density residential neighborhoods to assure safe and orderly traffic flow. Traffic management measures for such local streets may include partial closures and/or traffic diverters.
Policy 4.4	Identify pedestrian priority street segments (through amendments to the Community Plans) in which pedestrian circulation takes precedence over vehicle circulation, and implement guidelines to develop, protect, and foster the pedestrian-oriented nature of these areas.
Goal C	An integrated system of pedestrian priority street segments, bikeways, and scenic highways which strengthens the City's image while also providing access to employment opportunities, essential services, and open space.
Objective 10	Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel.
Policy 10.3	Identify pedestrian priority street segments in Community Plans and implement guidelines to develop, protect, and foster the pedestrian oriented nature of these areas.
Policy 10.6	Consider school child safety as a priority over vehicular movement on all streets regardless of highway classifications.

SOURCE: City of Los Angeles General Plan, *Transportation Element*, 1999.

Crenshaw Corridor Specific Plan (Ordinance No. 176,230). Portions of the West Adams CPA fall within the boundary of the Crenshaw Corridor Specific Plan, which encourages pedestrian activity in areas identified as Pedestrian Oriented and promotes reduced traffic generation. The plan also promotes an attractive pedestrian environment in these areas by regulating the design and placement of buildings and structures which accommodate outdoor dining and other ground level retail activity.

EXISTING SETTING

Circulation System

The West Adams CPA contains a number of major roadways, including freeways, highways, secondary roads, and collectors. The street pattern in much of the West Adams CPA is a grid with curvilinear streets adjacent to the Baldwin Hills due to the topography of the area. The angle of the grid street pattern shifts north of Adams Boulevard to match the angle of the Wilshire CPA grid system. Topographic influences include Ballona Creek, the I-10 Freeway, and the Baldwin Hills.

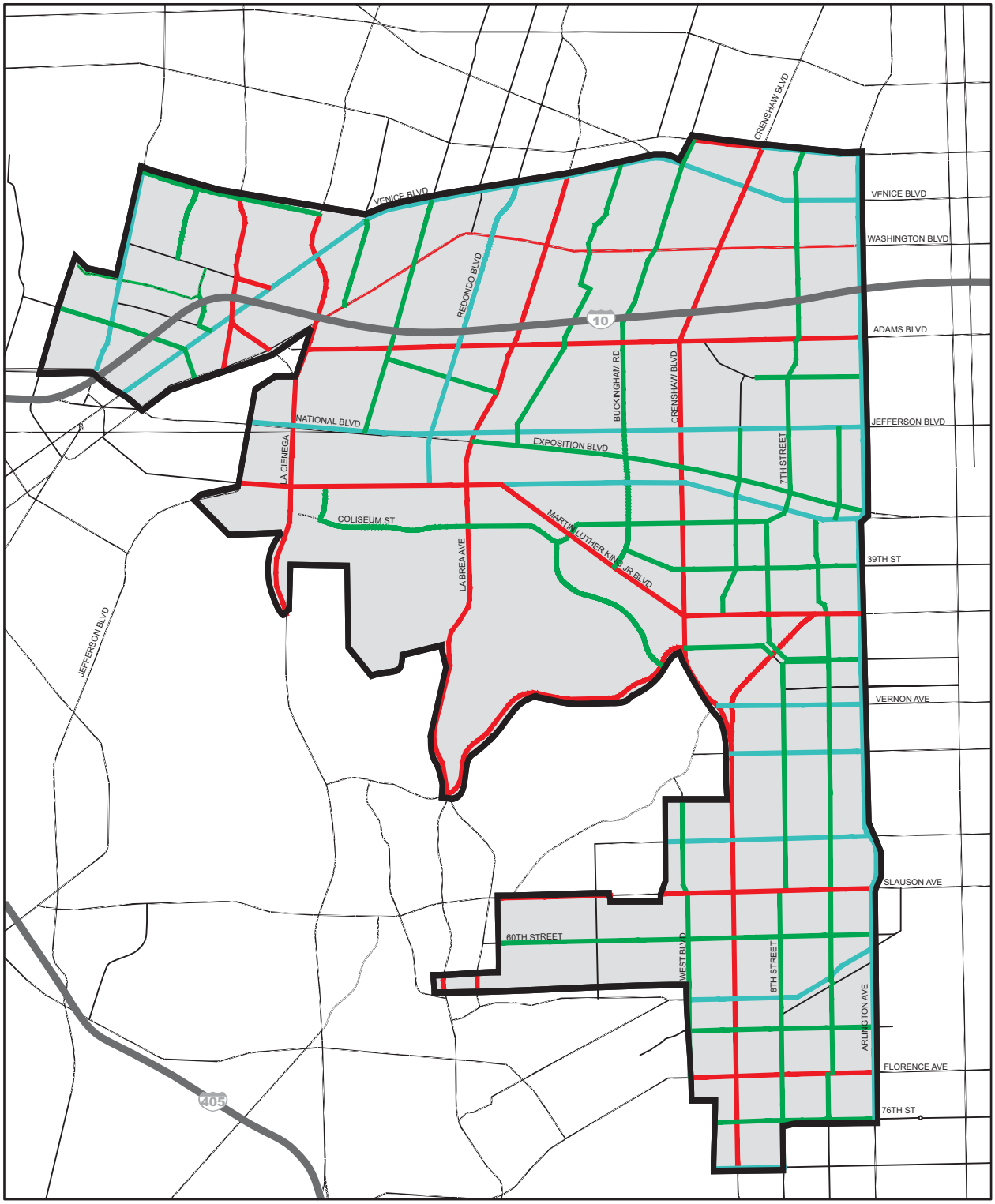
Roadways are classified as Major Highways (typically 100 to 104 feet right-of-way and two to three lanes in each direction), Secondary Roadways (typically 80 to 90 feet of right of way and two lanes each direction), Collector streets (typically one lane each direction) and Local Streets (one lane each direction). The major facilities of community are described below. **Figure 4.15-1** illustrates the roadway network and the roadway classifications in the West Adams CPA.

Freeways. Freeway facilities are high-volume/high-speed roadways with limited access occurring only at grade-separated interchanges. The I-10 Freeway, which traverses the CPA from east to west in the northern portion, is the sole freeway in the West Adams CPA. Outside the West Adams CPA, the I-10 Freeway extends west to Santa Monica and east to San Bernardino. Ramp access to the I-10 Freeway is provided (from east to west) at Arlington Avenue, Crenshaw Boulevard, La Brea Avenue, Washington Boulevard, Fairfax Avenue, Venice Boulevard, La Cienega Boulevard, and Robertson Boulevard. Other freeways that provide access to the West Adams CPA include the San Diego Freeway (I-405 Freeway), located 2.5 miles to the west, the Harbor Freeway (I-110 Freeway), located 2.5 miles to the east, and the Glenn Anderson Freeway (I-105 Freeway), located approximately three miles to the south.

Major Highways. The West Adams CPA is bisected by a series of major highways which run both north-south and east-west. Major highways are generally four- to six-lane facilities designed to provide a high level of mobility to vehicles while providing some level of access to adjacent properties. Major highways in the West Adams CPA include La Cienega Boulevard, Fairfax Avenue, La Brea Avenue, Crenshaw Boulevard, Washington Boulevard, Adams Boulevard, Martin Luther King Jr. Boulevard, Leimert Boulevard, Slauson Avenue, and Florence Avenue. Portions of Jefferson Boulevard, Pico Boulevard and Cadillac Avenue are also designated as major highways.

Secondary Roadways. Secondary roadways are generally two- to four-lane roadways that supplement the major highways. These roadways are designed to carry some level of traffic while also providing some level of access to adjacent properties. These roadways would be classified as minor arterials in a standard roadways classification scheme. Some of the secondary roadways in the West Adams CPA include Robertson Boulevard, Venice Boulevard, Redondo Boulevard, Arlington Avenue, Exposition Boulevard, Vernon Avenue, 48th Street, 54th Street, and Hyde Park Boulevard. Much of Jefferson Boulevard is also designated as a secondary roadway.

Collectors. The network of major highways and secondary roadways is complemented by an extensive network of collector streets. Some of the collector streets include Rimpau Boulevard, Buckingham Road, West Boulevard, 6th Avenue, and 60th Avenue. The collector streets in the West Adams CPA are intended to primarily collect traffic from the local residential streets and provide access to the highways described above. They are all one lane in each direction. Parking lane widths vary based on whether the street is a standard, hillside, or industrial collector.



LEGEND:

- West Adams CPA
- Freeway
- Major Highway
- Secondary
- Collector
- Local or out of Study Area

APPROX. SCALE

N

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SOURCE: City of Los Angeles, ESRI, and TAHA, 2012.

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FIGURE 4.15-1

EXISTING STREET SYSTEM

Level of Service Methodology. Level of Service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS definitions for street segments are summarized in **Table 4.15-2**. The Los Angeles Department of Transportation (LADOT) has established LOS D as a minimum satisfactory LOS. LOS can be determined by dividing demand volume by capacity, and the resulting volume to capacity (V/C) ratio is then used to obtain the corresponding LOS. The capacity values for the analyzed roadway segments are obtained by multiplying the per lane capacity by facility type shown in **Table 4.15-3** by the number of mid-block through lanes along the subject segments. For locations where the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is present, the major and secondary highway capacities shown in **Table 4.15-3** are increased by seven percent. For locations where both ATSAC and the City's Adaptive Traffic Control System (ATCS) are present, the major and secondary highway capacities shown in **Table 4.15-3** are increased by ten percent.

TABLE 4.15-2: ROADWAY SEGMENT LEVEL OF SERVICE DEFINITIONS

LOS	Volume/Capacity (V/C) Ratio	Definition
A	0.00 - 0.60	Describes primarily free flow-operations at average travel speeds usually about 90 percent of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
B	0.61 - 0.70	Represents reasonably unimpeded operations at average travel speeds usually about 70 percent of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome.
C	0.71 - 0.80	Represents stable operations. However, ability to maneuver and change lanes in midblock locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free flow speed for the arterial class.
D	0.81 - 0.90	Borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free flow speed.
E	0.91 - 1.00	Is characterized by significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
F	> 1.00	Characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse progression is frequently a contributor to this condition.

SOURCE: Transportation Research Board, *Highway Capacity Manual,* 1985.

TABLE 4.15-3: LINK CAPACITIES BY FACILITY TYPE

Roadway Classification	Peak Hour Directional Lane Capacity (Vehicles Per Hour Per Lane)
Freeway	2,200
Major Highway -Class I /a/	1,000
Major Highway -Class II /a/	800
Secondary Highway /a/	700
Collector Street	600

/a/For locations where ATSAC is present or is programmed/recommended, the major and secondary highway capacities shown above are increased by 7%, as per LADOT. For locations where both ATSAC and ATCS are present or programmed/recommended, the major and secondary highway capacities shown above are increased by ten percent, as per LADOT.
SOURCE: Fehr and Peers, *New Community Plan Program West Adams-Baldwin Hills-Leimert Community Plan Area Draft Transportation Improvement and Mitigation Program*, February 2012.

All major and secondary highway analyzed roadway segments were assumed to have ATSAC under existing conditions and all analyzed roadway segments along Vernon Avenue, Crenshaw Boulevard south of Vernon Avenue, and Florence Avenue were assumed to have ATSAC and ATCS under existing conditions. Under Year 2030 conditions, all major and secondary highway analyzed roadway segments were assumed to have ATSAC and ATCS, as per LADOT.

Land use plans that involve large areas and are not expected to be fully implemented until Year 2030 or beyond (such as community plan updates) are not analyzed effectively by detailed intersection V/C analyses. In this case, roadway segment analysis is sufficient to determine the service capacity of the roadway network within the community.

Existing Transportation Conditions. The AM and PM peak hour V/C and corresponding LOS for the roadways in the West Adams CPA are summarized in **Table 4.15-4**. In recent years, as traffic has grown, residential streets have been used more as pass-through routes for commuters by-passing the increasing congestion along major and secondary highways and as storage for spillover parking from adjacent commercial streets. Residential areas in the West Adams CPA, such as the residential neighborhoods in the vicinity of I-10 Freeway, have been identified as experiencing pass-through traffic.

TABLE 4.15-4: SUMMARY OF AM AND PM PEAK HOUR ROADWAY OPERATING CONDITIONS

Scenario	Number of Segments /a/ Operating at:				Weighted Average V/C Ratio (all segments)/a/	Vehicle Miles of Travel
	LOS D or better	LOS E	LOS F	Unsatisfactory LOS (E or F)		
Existing (Year 2008) AM Peak	451	21	36	57	0.719 (LOS C)	240,118
Existing (Year 2008) PM Peak	455	19	34	53	0.72 (LOS C)	258,254

/a/ Segments include major highways, secondary highways, and collector streets within the West Adams CPA.
SOURCE: Fehr and Peers, *New Community Plan Program West Adams-Baldwin Hills-Leimert Community Plan Area Draft Transportation Improvement and Mitigation Program*, February 2012.

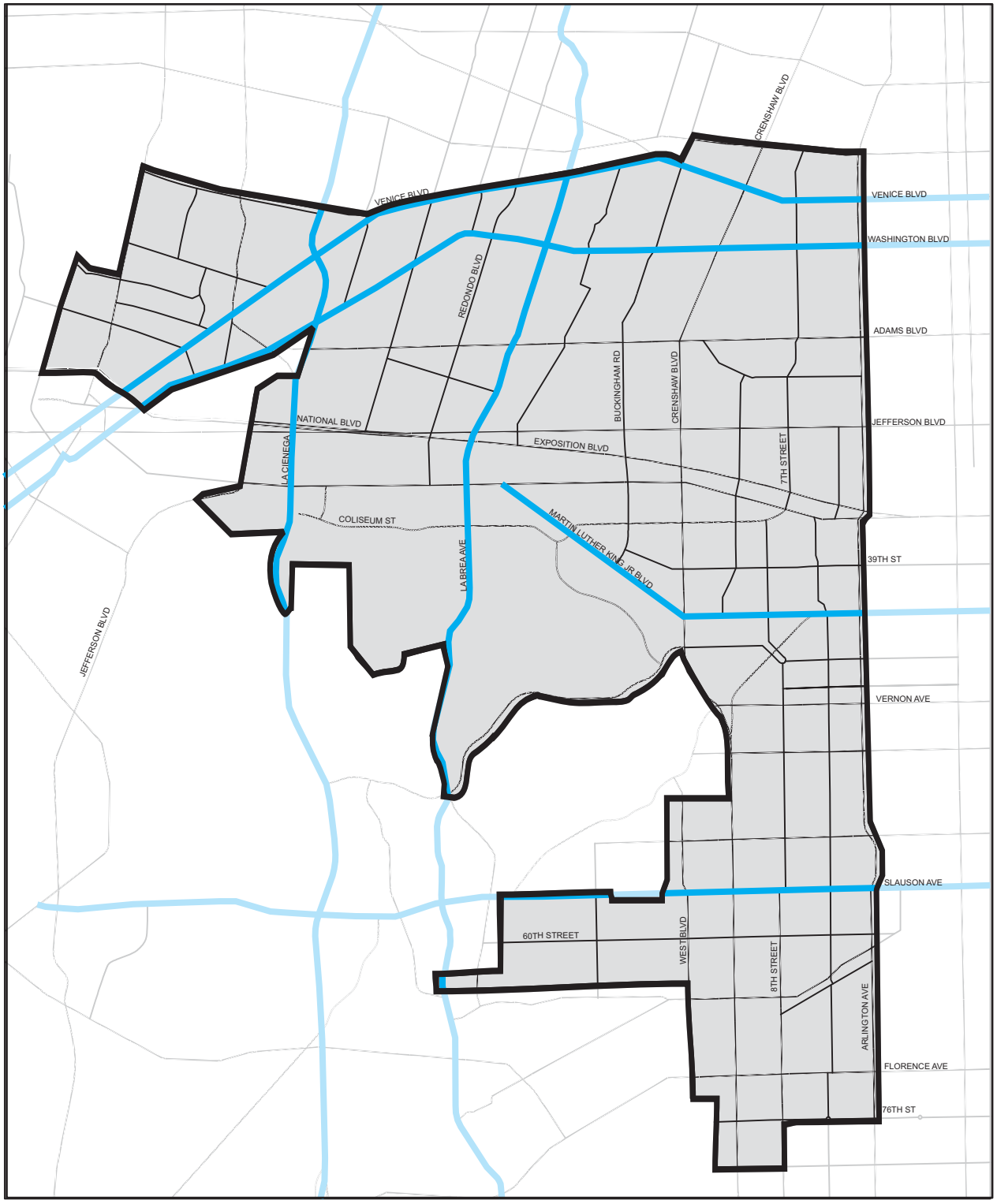
Congestion Management Program

The 2010 CMP for Los Angeles County requires that when a traffic impact analysis is prepared for a project, traffic impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities. The guidelines set forth in the CMP for Los Angeles County, indicate that if a proposed development project adds 150 or more trips in either direction during either the morning or evening peak hour to the mainline freeway monitoring location, then a CMP freeway analysis must be conducted. If a proposed project adds 50 or more peak hour trips in either the AM or PM peak hour (of adjacent street traffic) to a CMP arterial intersection, then a CMP arterial intersection analysis must be conducted.

A regional analysis was conducted to quantify potential impacts of the three proposed West Adams TIMP scenarios on the regional freeway system serving the West Adams CPA. One freeway mainline location and no arterial monitoring locations were identified within the West Adams CPA. The mainline location is located just east of La Brea Avenue on the I-10 Freeway.

Emergency Access

As discussed above, the street pattern in much of the West Adams CPA is a grid. Major north-south roadways within the West Adams CPA include La Cienega Boulevard, Fairfax Avenue, La Brea Avenue, Crenshaw Boulevard, and Leimert Boulevard, among others. Major east-west roadways serving the CPA include Pico Boulevard, Venice Boulevard, Washington Boulevard, Adams Boulevard, Jefferson Boulevard, Rodeo Road, Martin Luther King Jr. Boulevard, Stocker Street, Slauson Avenue, and Florence Avenue, among others. Designated emergency routes within the West Adams CPA include La Brea Avenue, La Cienega Boulevard, Venice Boulevard, Washington Boulevard, Martin Luther King Jr. Boulevard and Slauson Avenue. These roadways are shown in **Figure 4.15-2**. In addition, the I-10 Freeway can provide rapid emergency access to and from the northern areas of the West Adams CPA.



LEGEND:

West Adams CPA

Emergency Access Route

SOURCE: City of Los Angeles, ESRI, and TAHA, 2012.

APPROX. SCALE

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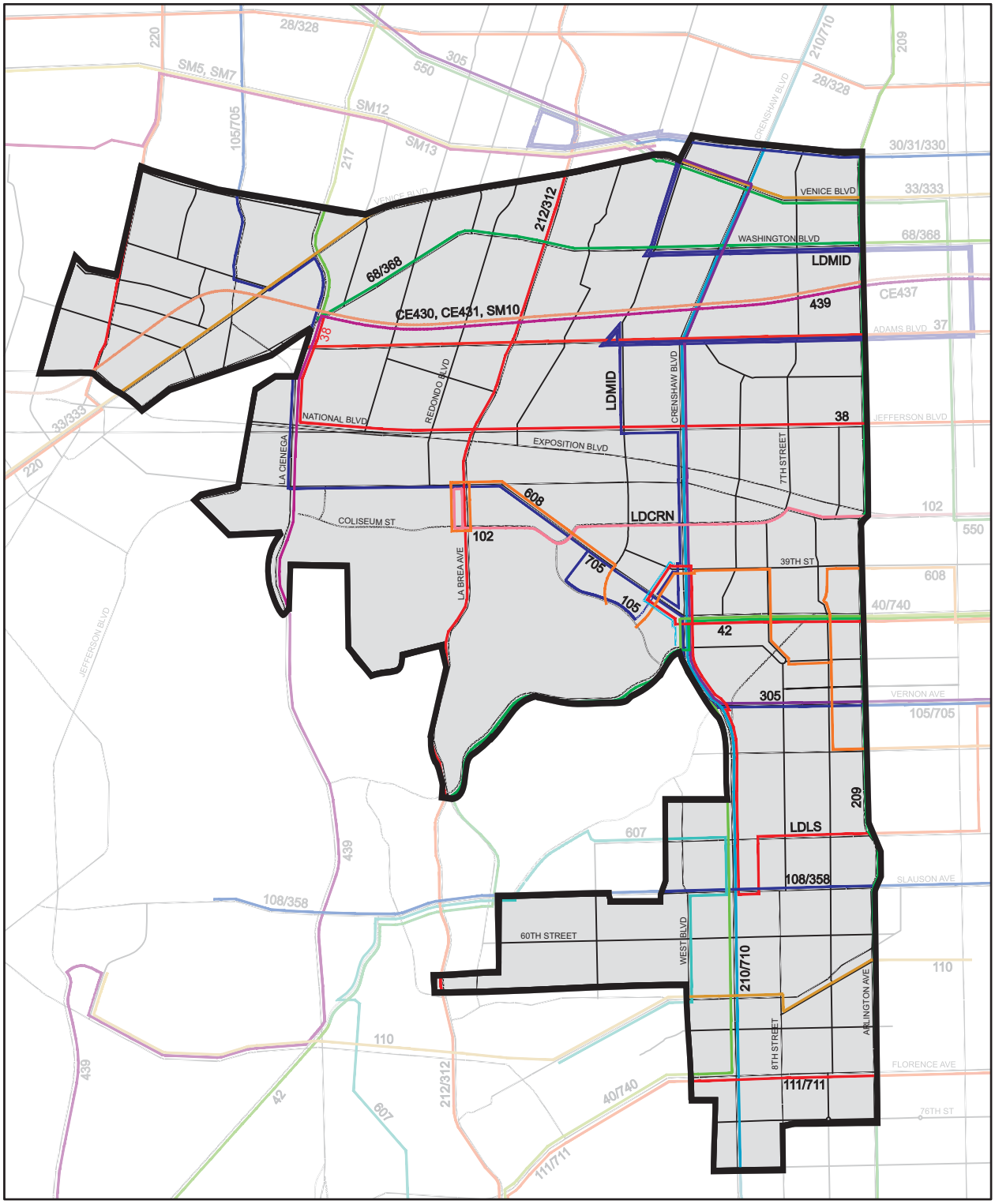
FIGURE 4.15-2

EMERGENCY ROUTES

Public Transit, Bicycle, and Pedestrian Facilities

Fixed-route public transportation services in the West CPA are currently provided by Metro, the Commuter Express Line System and LADOT's Downtown Area Shuttle (DASH) System, and the Santa Monica Big Blue Bus System. **Figure 4.15-3** illustrates the public transit routes serving the West Adams CPA. The West Adams CPA is currently served by 33 Metro bus lines, six LADOT bus lines, and four Santa Monica bus lines. In addition, the Expo LRT (Phase I) is constructed and operational, and there are four stations in the West Adams CPA (Exposition/Crenshaw, Exposition/Farmdale, Exposition/La Brea, and La Cienega/Jefferson). One adjacent station is located at Robertson/Venice in Culver City. The service characteristics of the bus lines serving the West Adams CPA are described below.

- **Metro Lines 30/330 and 31** – These bus service routes travel between the Pico-Rimpau Transit Center in the Wilshire CPA and East Los Angeles College. Lines 30 and 31 are local; Line 330 is a limited-stop express service. Within the West Adams CPA, these bus routes travel east and west along Pico Boulevard.
- **Metro Lines 33 and 333** – Line 33 provides local service between Santa Monica and Patsaouras Transit Plaza in Downtown Los Angeles. Line 333 is a limited-stop service along the same route. Within the West Adams CPA, both lines travel east and west along Venice Boulevard.
- **Metro Lines 37 and 38** – Lines 37 and 38 provide local service between the West Los Angeles Transit Center (also known as the Fairfax Transit Hub) and Downtown Los Angeles. Within the West Adams CPA, Line 37 travels east and west along Adams Boulevard, and Line 38 travels east and west along Jefferson Boulevard and north and south on Fairfax Avenue between Jefferson Boulevard and the Transit Center.
- **Metro Line 40 and Metro Rapid Line 740** – Line 40 is a local bus service route between the South Bay Galleria Transit Center in Redondo Beach and Patsaouras Transit Plaza in Downtown Los Angeles. Line 740 is a Metro Rapid bus service that follows the same route. Within the West Adams CPA, both lines travel north and south along Crenshaw Boulevard south of Martin Luther King Jr. Boulevard and east and west along Martin Luther King Jr. Boulevard east of Crenshaw Boulevard.
- **Metro Line 42** – Line 42 provides local service between Los Angeles International Airport (LAX) and Patsaouras Transit Plaza in Downtown Los Angeles. Within the West Adams CPA, this line travels east and west along Stocker Street east of La Brea Boulevard; north and south on Crenshaw Boulevard between Stocker Street and Martin Luther King Jr. Boulevard; and east and west on Martin Luther King Jr. Boulevard east of Crenshaw Boulevard.
- **Metro Lines 68 and 368** – Line 68 provides local service between the West Los Angeles Transit Center and the Montebello Town Center. Line 368 is a limited-stop service along the same route. Within the West Adams CPA, both lines travel east and west along Washington Boulevard.
- **Metro Line 102** – This line provides local service between Baldwin Hills Village and South Gate, with a connection to the Florence Station of the Metro Blue Line. Within the West Adams CPA, Line 102 travels east and west along Coliseum Street and Rodeo Road.
- **Metro Line 105 and Metro Rapid Line 705** – Line 105 is a local bus route between West Hollywood and Maywood. Line 705 is a Metro Rapid bus service that follows essentially the same route (Line 105 makes a short detour to Santa Rosalia Drive between Coliseum Street and Martin Luther King Jr. Boulevard that Line 705 does not duplicate). Within the West Adams CPA, both lines travel north and south along La Cienega Boulevard north of Cadillac Avenue; north and south on Fairfax Avenue between Venice Boulevard and Rodeo Road; east and west on Rodeo Road between Fairfax Avenue and Martin Luther King Jr. Boulevard; north and south on Crenshaw Boulevard between Martin Luther King Jr. Boulevard and Vernon Avenue; and east and west on Vernon Avenue east of Crenshaw Boulevard.
- **Metro Lines 108 and 358** – Line 108 provides local service between Marina del Rey and Pico Rivera. Line 358 is a limited-stop service along the same route. Within the West Adams CPA, both lines travel east and west along Slauson Avenue.
- **Metro Line 110** – This line provides local service between Playa Vista and Bell Gardens. Within the West Adams CPA, Line 110 travels east and west along Hyde Park Boulevard; northeast and southwest along Southwest Drive; and east and west along 62nd Street.



LEGEND:

West Adams CPA

Public Transit Route

SOURCE: City of Los Angeles, ESRI, and TAHA, 2012.

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FIGURE 4.15-3

EXISTING PUBLIC TRANSIT NETWORK

- **Metro Line 111 and Metro Rapid Line 711** – Line 111 is a local bus route between LAX and Whittier. Line 711 is a Metro Rapid bus service that follows the same route. Within the West Adams CPA, both lines travel east and west along Florence Avenue.
- **Metro Line 209** – Line 209 provides local service between the Vermont/I-105 Freeway Station of the Metro Green Line in Athens and the Wilshire/Western Station of the Metro Red Line in Wilshire Center. Within the West Adams CPA, this line travels north and south along Arlington and Van Ness Avenues.
- **Metro Line 210 and Metro Rapid Line 710** – Line 210 is a local bus service route between the South Bay Galleria in Redondo Beach and the Hollywood/Highland Station of the Metro Red Line in Hollywood. Line 710 is a Metro Rapid bus service that follows the same route. Within the West Adams CPA, both lines travel north and south along Crenshaw Boulevard.
- **Metro Lines 212 and 312** – Line 212 provides local service between Hawthorne and Hollywood. Line 312 is a limited-stop service along the same route. Within the West Adams CPA, both lines travel north and south along La Brea Avenue.
- **Metro Line 217** – Line 217 provides local service between the West Los Angeles Transit Center and Hollywood. Within the West Adams CPA, this line travels north and south along Fairfax Avenue.
- **Metro Line 220** – Line 220 provides local service between Culver City and West Hollywood. Within the West Adams CPA, this line travels north and south along Robertson Boulevard.
- **Metro Line 305** – Line 305 provides limited-stop service between Willowbrook and the University of California Los Angeles (UCLA). Within the West Adams CPA, this line travels east and west along San Vicente Boulevard; north and south along Crenshaw Boulevard; and east and west along Vernon Avenue.
- **Metro Line 439** – Line 439 provides express service between LAX and Patsaouras Transit Plaza in Downtown Los Angeles. Within the West Adams CPA, this line travels north and south on Fairfax Avenue and La Cienega Boulevard south of the I-10 Freeway and east and west on the I-10 Freeway east of Fairfax Avenue.
- **Metro Line 550** – Line 550 provides express service between the San Pedro Peninsula Hospital in San Pedro and West Hollywood. Within the West Adams CPA, this line travels east and west along San Vicente and Venice Boulevards.
- **Metro Line 607** – Line 607 provides special local service on a circular loop through Inglewood and Windsor Hills. Within the West Adams CPA, this line travels north and south on West Boulevard between Slauson Avenue and Fairview Boulevard.
- **Metro Line 608** – Line 608 provides special local service on a loop through Baldwin Village, Leimert Park, and West Adams. The line runs from La Brea at its westernmost point to Normandie in the east. Within the West Adams CPA, it follows a route along Martin Luther King Jr. Boulevard and Santa Rosalia Drive to 39th Street, 42nd Street and 48th Street. It travels north and south along Crenshaw Boulevard and 4th Avenue.
- **Commuter Express Lines 430, 431 and 437** – The LADOT Commuter Express is a limited-stop service. Lines 430, 431 and 437 all go straight to and from the financial district of Downtown Los Angeles by way of the I-10 Freeway. Line 430 goes to Brentwood and Pacific Palisades, 431 goes to Westwood, and 437 goes to Culver City. Within the West Adams CPA, 430 and 431 travel east and west on the I-10 Freeway while Line 437 exits the freeway at Washington and heads southwest toward Culver City.
- **LADOT DASH Crenshaw** – The DASH Crenshaw provides local service in a loop from La Brea to Crenshaw. Within the West Adams CPA, it follows Martin Luther King Jr. Boulevard and Coliseum Street on the northern section of the loop and Santa Rosalia on the southern section.
- **LADOT DASH Leimert/Slauson** – The DASH Leimert/Slauson provides local service in a loop around Leimert Park. Within the West Adams CPA, it travels east and west along Martin Luther King Jr. Boulevard and 54th Street; it travels north and south along Crenshaw Boulevard, Denker Avenue and Vermont Avenue.

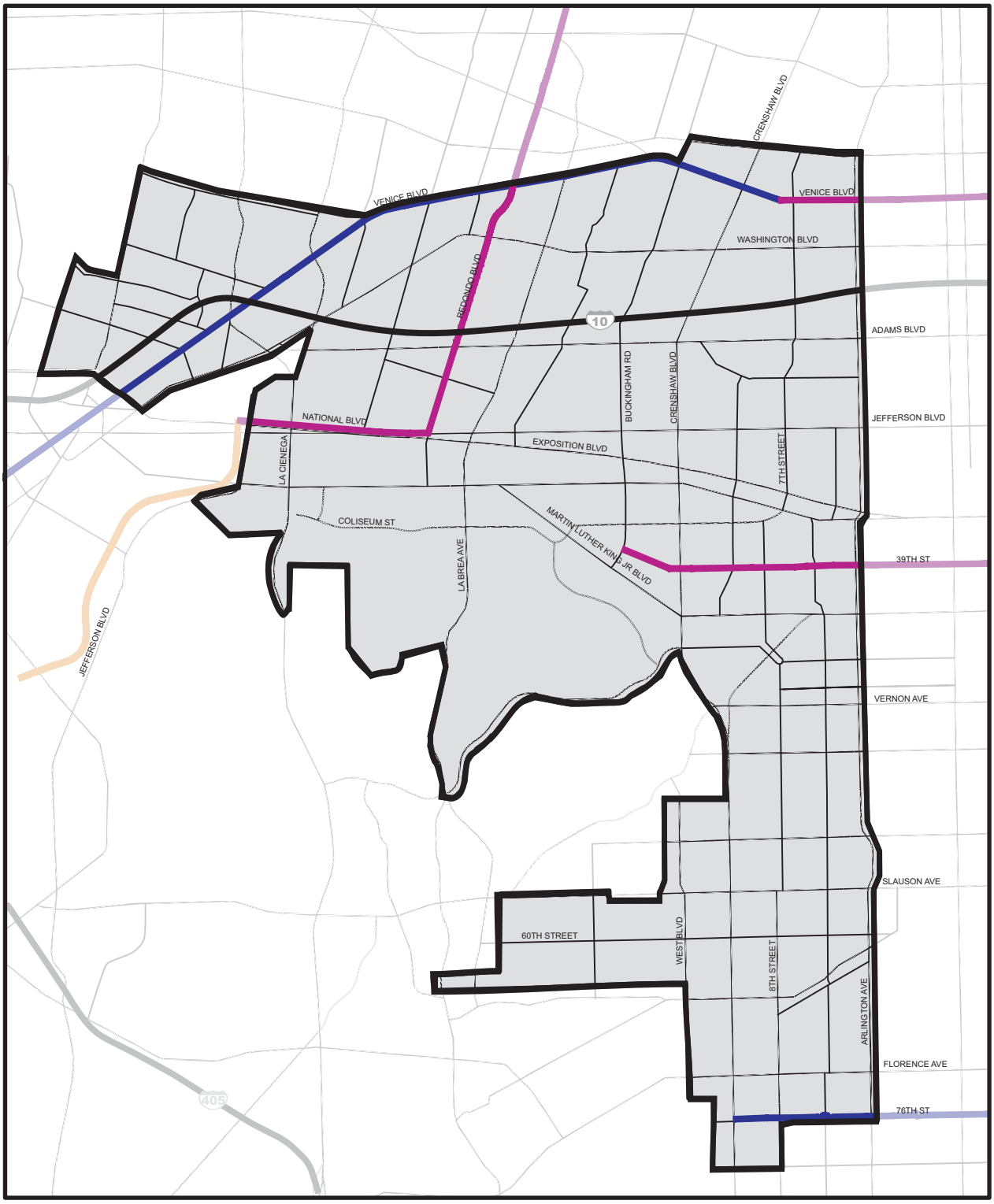
- **LADOT DASH Midtown** – The DASH Midtown provides service over a broad area between the Pico Boulevard at La Brea Avenue and Martin Luther King Jr. Boulevard at Crenshaw Boulevard. It travels east and west along Pico Boulevard, Washington Boulevard, and Adams Boulevard; north and south along Crenshaw Boulevard, Western Avenue and West Boulevard.
- **Santa Monica Big Blue Bus Line 5** – The Big Blue Bus 5 runs from the Rimpau Transit Center at Pico Boulevard and Rimpau Boulevard to downtown Santa Monica. Within the West Adams CPA, it travels east and west along Pico Boulevard.
- **Santa Monica Big Blue Bus Line 7** – The Big Blue Bus 7 runs from the Rimpau Transit Center at Pico Boulevard and Rimpau Boulevard to downtown Santa Monica. Within the West Adams CPA, it travels east and west along Pico Boulevard. The same route is traveled by the Super 7, a faster version of the same service, which makes fewer stops.
- **Santa Monica Big Blue Bus Line 10** – The Big Blue Bus 10 runs from downtown Santa Monica to Downtown Los Angeles and Union Station. Within the West Adams CPA, it travels east and west along the I-10 Freeway.
- **Santa Monica Big Blue Bus Line 12** – The Big Blue Bus 12 travels from the Rimpau Transit Center to Culver City and Palms, and then on to Westwood. Within the West Adams CPA, it travels east and west along Pico Boulevard and Venice Boulevard, and north and south along Robertson Boulevard.
- **Santa Monica Big Blue Bus Line 13** – The Big Blue Bus 13 travels from the Rimpau Transit Center to Cheviot Hills. Within the West Adams CPA, it travels east and west along Pico Boulevard.
- **Metro Expo Line** – The Metro Expo Line travels from 7th Street/Metro Center in Downtown Los Angeles to an interim terminus in Culver City. The transit line traverses the portion of Exposition Boulevard contained within the West Adams CPA. The line currently runs at 12 minute headways.

The existing bicycle network within the West Adams CPA is shown in **Figure 4.15-4**. Bicycle facilities are classified based on the following standard typology:

- **Class I Bikeway (Bike Path)** provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized.
- **Class II Bikeway (Bike Lane)** provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally five feet wide. Vehicle parking and vehicle/pedestrian cross-flow are permitted.
- **Class III Bikeway (Bike Route)** provides for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles.
- **Commuter Bikeway** provides some of the benefits of the Class II Bikeways by restricting curbside vehicle parking during morning and evening peak hours. The minimum curb lane width is typically 14 feet.

The Ballona Creek bike path is currently the only Class I (Bike Path) bicycle facility within the West Adams CPA. This Class I facility extends south from National Boulevard along Ballona Creek parallel to Jefferson Boulevard. Class II (Bike Lane) bicycle facilities are available on Venice Boulevard, starting at Crenshaw Boulevard and continuing to the west to National Boulevard. Class III (Bike Route) bicycle facilities are available on Venice Boulevard, east of Crenshaw Boulevard to the eastern edge of the West Adams CPA, as well as along 38th Street, Redondo Boulevard, and Florence Avenue through the West Adams CPA.

The West Adams CPA is comprised of mature communities with established structure setback lines along major and secondary arterials. The major circulation corridors in the West Adams CPA are wide streets currently designed for primary use by vehicles and pedestrians. Because of the area's predominate streetcar suburbanization development pattern, pedestrian-oriented development is prevalent throughout the residential neighborhoods in the West Adams CPA, especially in older areas such as the historic West Adams neighborhood. A majority of the residential streets are not wide and, therefore, are more pedestrian-friendly than the larger commercial boulevards. The West Adams CPA has approximately 23 public schools as well as many other private schools, and children utilize residential and commercial corridors as school paths. Most of the signalized intersections contain pedestrian control signals and crosswalks.



LEGEND:

- West Adams CPA
- Class I Facility
- Class II Facility
- Class III Facility

SOURCE: City of Los Angeles, ESRI, and TAHA, 2012.

Approx. Scale

N

0 2,000 4,000 FEET

taha

West Adams New Community Plan
Environmental Impact Report

CITY OF LOS ANGELES

taha 2010-074

FIGURE 4.15-4

EXISTING BICYCLE NETWORK

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact related to transportation/traffic if it 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 inadequate emergency access; and/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.

City of Los Angeles CEQA Thresholds Guidelines

Based on the criteria set forth in the City of Los Angeles CEQA Thresholds Guide (2006), the determination of significance shall be made on a case-by-case basis, considering the following factors.

The roadway system is considered to be significantly impacted by traffic generated as a result of future development under the proposed project if one or both of the following criteria are met:

- The average V/C ratio under projected Year 2030 proposed land use plan for all of the analyzed roadway segments, weighted by volume, is greater than that under existing (Year 2008) conditions (i.e., existing conditions without the proposed project); or
- The number of roadway segments projected to operate at unsatisfactory levels of service (i.e., LOS E or F) under Year 2030 proposed land use plan is greater than the number under existing (Year 2008) 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 West Adams CPA.

IMPACTS

The proposed project is the adoption of the West Adams New Community Plan and its implementing ordinances. These ordinances, which include standards and guidelines for projects within the West Adams CPA include a Community Plan Implementation Overlay District (CPIO) containing several subdistricts throughout the plan area, as well as amendments to the existing Crenshaw Corridor Specific Plan. The proposed project further involves General Plan amendments and zone changes to create consistency with the City's General Plan Framework Element, as well as create consistency between both planned and existing uses of parcels and their relationship to surrounding areas. Through implementation of the CPIO, the proposed project further restricts detrimental uses, incentivizes development in targeted areas, provides development standards to ensure that new construction is consistent with neighborhood character, and corrects minor errors within the existing West Adams Community Plan. While the proposed West Adams New Community Plan and its implementing ordinances indirectly affect transportation and traffic within the West Adams CPA, the West Adams TIMP identifies specific transportation programs needed to accommodate land use patterns/densities and population and employment growth anticipated under the West

Adams New Community Plan, and the resultant increase in vehicle trips projected by the Year 2030. Transportation programs considered include plans and strategies for public transit improvements, bicycle improvements, transportation demand management (TDM), residential neighborhood traffic management, transportation systems management (TSM), highway and street infrastructure improvements, and street system classification changes. To evaluate potential traffic impacts that might occur in the West Adams CPA, traffic generated by the projected Year 2030 development within the West Adams CPA was estimated and compared with existing conditions.

Construction

The West Adams New Community Plan describes the capacity for future development for a portion of the City and does not constitute a commitment to any project-specific construction. Therefore, no further discussion of construction impacts is necessary.

Operations

Circulation System

Travel Model Development. A travel demand forecasting model was used to evaluate future travel patterns that may result from future changes to the transportation system and potential land use alternatives. The West Adams CPA model is a "focused" version of the SCAG regional model. The development of the model consisted of several modifications to the SCAG regional model to enable it to estimate traffic more accurately in the West Adams CPA. These modifications primarily consisted of adding more traffic analysis zone (TAZ) and roadway network detail within and around the West Adams CPA. The modified TAZ system and roadway network provides a refined and updated representation of all the facilities of interest in the West Adams CPA. Outside the West Adams CPA, the TAZ system and roadway network become gradually less detailed.

The most critical static measurement of the accuracy of any traffic model is the degree to which it can approximate actual traffic counts in the base year. The California Department of Transportation (Caltrans) has established certain trip assignment guidelines for models to be deemed acceptable for forecasting future year traffic. When it was first developed, the West Adams CPA model was calibrated and validated to Year 2005 traffic conditions in the AM and PM peak hours. A comparison of traffic counts collected in 2005 with those collected in 2008 at like locations within the West Adams CPA indicates that the counts collected in 2005 were similar to those collected at the same locations in 2008. Therefore, the 2005 model calibration is considered to still be valid, and 2005 traffic counts were used to represent existing (Year 2008) traffic conditions within the West Adams CPA.

Following validation of the base year West Adams CPA model, the travel demand model was used along with future year SCAG and West Adams CPA land use projections to produce forecasts of future traffic flows in the West Adams CPA. These forecasts were then used in the identification of system deficiencies and the development of alternatives for the proposed project.

Programmed and Planned Transportation System Improvements. Transportation improvements either programmed (funded) or planned were identified in a review of the regional plans. Programmed or planned improvements within the West Adams CPA include:

- **Crenshaw/LAX Corridor LRT Project** – Metro will build an 8.5-mile transit line that connects the Green Line and the Expo LRT.
- **Widen Southbound Crenshaw Boulevard and I-10 Freeway Westbound Off-Ramp** – Widen Crenshaw Boulevard to provide a southbound right-turn only lane and redesign the westbound off-ramp.
- **Modification of I-10 Freeway Eastbound Off-Ramps** – Modify I-10 Freeway eastbound off-ramps at Arlington Avenue and Crenshaw Boulevard.

- **West Adams Boulevard Streetscape Project** – Install streetscape and community gateway improvements along West Adams Boulevard.
- **Venice/La Cienega Boulevards Improvements** – Widen the north side of Venice Boulevard from David Avenue to Chariton Street to provide an additional full-time westbound through lane at La Cienega Boulevard.
- **Expo LRT Streetscape Project** – Design and construction of pedestrian-related streetscape improvements within one-quarter mile of the three light rail transit stations from Crenshaw Boulevard to Jefferson Boulevard.
- **Angel's Walk Crenshaw** – Promote pedestrian activity near project area.
- **Exposition LRT** – Phase I of the Expo LRT along the Exposition Railroad ROW from 7th Street/Metro Center in Downtown Los Angeles to Venice/Robertson Boulevards in Culver City. Phase I is currently operational. Phase II to Santa Monica is currently under construction.
- **Exposition Line Bikeway** – Light rail design to accommodate a combination of Class I (bike path) and Class II (bike lane) facilities along the Phase I alignment and from the Phase I terminus to the existing 17th Street bicycle facility in Santa Monica.

Proposed Transportation Improvements and Mitigation Program. The proposed West Adams TIMP consists of Bicycle Facility Improvements, Transportation Demand Management (TDM) Strategies, a Residential Neighborhood Traffic Management Plan, Transportation Systems Management (TSM) Strategies, Highway Infrastructure Improvements, Street System Classification Changes, and Public Transit Improvements. These components of the West Adams TIMP are summarized below.

Proposed Bicycle Facility Improvements

The *2010 City of Los Angeles Bicycle Plan*[1] proposes additional corridor segments in the West Adams CPA to be analyzed for proposed and potential bike lanes. The identified corridor segments were field checked to determine whether the addition of bike lanes (Class II) would require the reclassification of the roadway, the removal of on-street parking, or the removal of travel lanes. Due to the potential impacts associated with the removal of roadway capacity and on-street parking, the full "Backbone Network" of the adopted 2010 Citywide Bicycle Plan was not studied, and instead, three bicycle facility improvement scenarios were proposed as part of the West Adams TIMP. The *2010 City of Los Angeles Bicycle Plan* is not an adopted plan of the City. Instead, it is to be used as a guideline for implementation of future bicycle facilities. These future facilities will be implemented in individual 5-year plans, with each plan undergoing its own environmental review to determine which facilities of the 2010 Plan to implement. No 5-year plans have been adopted by the City at this time, therefore, the West Adams TIMP is not inconsistent with the *2010 City of Los Angeles Bicycle Plan*.

The first scenario assumes no additional bike lanes in the West Adams CPA. The second scenario assumes bike lanes along all identified corridor segments in the West Adams CPA per the Citywide Bicycle Plan. However, the term "all identified" refers to those corridors studied for bikeway improvements after removal of several "Backbone Network" corridors found to generate significant impacts. It is also important to note that the Class II bike lane currently implemented along Jefferson Boulevard near the La Brea and Farmdale stations was analyzed through the Expo LRT Phase I EIR, and was not implemented through analysis associated with this EIR. Finally, the third scenario assumes bike lanes along select identified corridor segments in the West Adams CPA. The select identified corridor segments (Scenario 3) where bike lanes are proposed are known as the Alternative Bike Lanes TIMP scenario, and are located along portions of Crenshaw Boulevard, La Cienega Boulevard, Fairfax Avenue, Redondo Boulevard, Arlington Avenue, Venice Boulevard, Rodeo Road, Martin Luther King Jr. Boulevard, 54th Street and 76th Street. The corridor segments in the Alternative Bike Lanes Scenario were selected because they minimized the potential impacts associated with the removal of roadway capacity and on-street parking.

[1]City of Los Angeles Department of City Planning, June 2010.

The following measures and policies are aimed at encouraging recreational and commuter bicycle use in the plan area:

- Encourage bicycling through a public information program;
- Encourage new development to provide bicycle connections to existing facilities;
- Develop a safe and accessible bicycle system consistent with the 2010 City of Los Angeles Bicycle Plan;
- Encourage bicycle use by providing bicycle parking, lockers and changing facilities;
- Enhance/improve bicycle way-finding and signage;
- Provide bicycle connections to transit hubs/stops and future light rail stations;
- Ensure neighborhood traffic management plans are bicycle friendly; and
- Pursue internal and external funding sources for bicycle projects.

The following measures and policies are aimed at encouraging pedestrian activity through creating a more walkable environment in the plan area:

- Encourage pedestrian activity through a public information program;
- Encourage walking and pedestrian activity through improved streetscape and pedestrian amenities;
- Install mid-block crosswalks to facilitate safe street crossings where feasible;
- Ensure that pedestrian facilities are ADA compliant;
- Maintain, upgrade and develop new facilities to encourage pedestrian activity;
- Provide pedestrian connections to transit hubs/stops and future light rail stations;
- Encourage new development to provide pedestrian oriented facilities;
- Consider developing and adopting a pedestrian master plan;
- Pursue internal and external funding sources for pedestrian projects; and
- Convert underused street pavement to pedestrian plaza space.

Transportation Demand Management (TDM) Program

A TDM program is a set of strategies, measures, and incentives to encourage residents to walk, bicycle, use public transportation, carpool, or use other alternatives to driving alone. TDM measures produce more mobility using existing transportation systems, boost economic efficiency of the current transportation infrastructure, improve air quality, save energy, and reduce traffic congestion. The following is a list of recommended strategies to be considered as part of a TDM program that would affect current and future property owners and developers in the West Adams CPA:

- **TDM Coordinator** – A single transportation coordinator would design, manage and update the TDM program.
- **Area-Wide Transportation Management Association** – An area-wide Transportation Management Association (TMA) would manage a TDM program for a larger community or group of developments in close proximity to one another. The TMA would be in charge of implementing the strategies below on a larger scale and would be run by a TDM coordinator.
- **Transit Pass Subsidy** – A transit pass subsidy has the potential to be an effective TDM strategy for the area's employees. Metro and LADOT provide good levels of public transit service in the CPA. For employees, the most efficient way to incentivize the use of transit is to subsidize monthly transit passes. To do this, employers participate in an employer pass program and subsidize a percentage or all of the costs of a monthly transit pass.
- **Ridesharing (Carpool and Vanpools)** – Ridesharing is typically a primary focus of employee TDM strategies. Ideal candidates for ridesharing programs are employees who work Monday through Friday and maintain relatively fixed schedules, such as office employees. This measure provides the potential for employees to come to work relaxed and/or work during the commute. They also traditionally benefit from reserved (preferential) parking and designated loading zones. Online ride-matching services allow employees to take advantage of the carpool and vanpool programs.

- **Parking Cash Out** – California's parking cash out program was enacted as state law in 1992. It means that commuters who are offered subsidized or no cost parking are also offered the cash equivalent paid by their employer (e.g., $100 per month) if they forgo their parking space and use alternative travel modes such as biking or taking the bus to work. The law applies to employers of 50 persons or more and who do not own the parking spaces they provide to employees.
- **Unbundled Parking** – Residential parking could be "unbundled" and sold or leased separately from units. Unbundling parking makes the cost of parking visible to households and may encourage some residents to save money by opting for a single off-street space or no dedicated parking, when two spaces per dwelling unit may otherwise be the norm.
- **Limit Parking Supply** – Change parking requirements and types of parking supply to encourage "smart growth" development and alternative transportation choices by project residents and employees. This would be accomplished in a multi-faceted strategy:
  - Elimination (or reduction) of minimum parking requirements
  - Creation of maximum parking requirements
  - Provision of shared parking
- **Guaranteed Ride Home (GRH)** – GRH is a commute trip reduction service that provides emergency rides to participating employees who do not have a private automobile available at the office for use. This may alleviate some of the worries employees may have when considering not having their own automobile available for use at the office.
- **Bicycle Facilities** – Commuter bicycle facilities such as secure bicycle parking (short-term and long-term bike racks and lockers), and shower and personal locker facilities help reduce peak period and daily automobile trips to-and-from project sites.
- **Provide Pedestrian Network Improvements** – Providing a complete pedestrian access network encourages people to walk instead of drive. Physical barriers such as walls, landscaping, and slopes that impede pedestrian circulation could be eliminated.
- **Provide Traffic Calming Measures** – Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. Traffic calming features may include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others.
- **Flexible Work Hours** – Also known as flextime, this strategy gives employees the option of shifting their daily arrival and departure times to off-peak hours. This spreads out the arrival and departure of employees and shifts vehicle trips to non-peak hours.
- **Telecommuting** – Telecommuting provides an alternative to home-to-work vehicle trips. The City should encourage incorporation of new technologies supporting telecommuting (e.g., broadband, teleconferencing equipment) into new office and residential developments. Telecommuting measures could be used by non-residential developers toward compliance with the Citywide TDM Ordinance.
- **Transportation Information Center (TIC)** – A TIC is a centrally-located commuter information center where employees could obtain information regarding commute programs and obtain real-time information for planning travel without using an automobile. A TIC typically provides information about transit schedules, commute planning, ridesharing, telecommuting, bicycle and pedestrian routes and facilities, on-site services, and local-serving businesses. This could also be implemented online.
- **Commuter Club** – This is a workplace organization that provides incentives for employees to choose alternative modes of transportation to-and-from work. In order to become a member, employees agree to use alternative modes of travel (including walk, bike, transit, carpool or vanpool) to travel to work for a minimum number of days per week (e.g., three days per week). As a member, employees are entitled to various discounts at local businesses, special offers and monthly raffle prizes. These benefits must be determined and negotiated at the individual development level.

Recommended TDM Strategies to be considered a part of the TDM Program. The Citywide Ordinance on Transportation Demand Management and Trip Reduction Measures (Ordinance No. 168,700) will continue to be implemented in the West Adams CPA. This Ordinance calls for several measures to be taken by non-residential developments to achieve the necessary trip reduction targets. LADOT is responsible for monitoring the current Citywide TDM Ordinance. In addition to TDM strategies required as part of the Citywide ordinance, the following TDM strategies are recommended as part of a specific TDM program for the West Adams TIMP:

- **TDM Coordinator** – A single transportation coordinator would design, manage and update the TDM program.
- **Area-Wide Transportation Management Association** – An area-wide TMA would manage a TDM program for a larger community or group of developments in close proximity to one another. The TMA would be in charge of implementing the strategies below on a larger scale and would be run by a TDM coordinator.
- **Bicycle Facilities** – Commuter bicycle facilities such as secure bicycle parking (short-term and long-term bike racks and lockers), and shower and personal locker facilities help reduce peak period and daily automobile trips to-and-from project sites.
- **Integrated Mobility Hubs** – Integrated Mobility Hubs are envisioned as a requisite part of fixed rail transit stations in support of extending the accessibility of those new stations beyond the traditional one-half mile radius that is comfortable for pedestrian access. These hubs implement the concept of "first/last mile" access utilizing the integration of local shuttle buses, shared cars, and shared bicycles as means for extending the utility and patronage of the transit stations. Information kiosks to provide both commuters and visitors real-time information on access options and services are also an important part of Integrated Mobility Hubs. Similarly, these Hubs can be implemented at major employment sites to support daytime transportation needs of commuters, thus minimizing the need for use of the car at the work site, encouraging ridesharing, and providing secure bike parking, complementary storage and coordination of the access modes originating at the Integrated Mobility Hub.
- **Provide Pedestrian Network Improvements** – Providing a complete pedestrian access network encourages people to walk instead of drive. Physical barriers such as walls, landscaping, and slopes that impede pedestrian circulation could be eliminated.
- **Flexible Work Hours** – Also known as flextime, this strategy gives employees the option of shifting their daily arrival and departure times to off-peak hours. This spreads out the arrival and departure of employees and shifts vehicle trips to non-peak hours.
- **Telecommuting** – Telecommuting provides an alternative to home-to-work vehicle trips. The City should encourage incorporation of new technologies supporting telecommuting (e.g., broadband, teleconferencing equipment) into new office and residential developments. Telecommuting measures could be used by non-residential developers toward compliance with the Citywide TDM Ordinance.
- **Transportation Information Center (TIC)** – A TIC is a centrally-located commuter information center where employees could obtain information regarding commute programs and obtain real-time information for planning travel without using an automobile. A TIC typically provides information about transit schedules, commute planning, ridesharing, telecommuting, bicycle and pedestrian routes and facilities, on-site services, and local-serving businesses. This could also be implemented online
- **Ridesharing (Carpool and Vanpools)** – Ridesharing is typically a primary focus of employee TDM strategies. Ideal candidates for ridesharing programs are employees who work Monday through Friday and maintain relatively fixed schedules, such as office employees. This measure provides the potential for employees to come to work relaxed and/or work during the commute. They also traditionally benefit from reserved (preferential) parking and designated loading zones. Online ride-matching services allow employees to take advantage of the carpool and vanpool programs.

- **Parking Cash Out** – California's parking cash out program was enacted as state law in 1992. It means that commuters who are offered subsidized or no cost parking are also offered the cash equivalent paid by their employer (e.g., $100 per month) if they forgo their parking space and use alternative travel modes such as biking or taking the bus to work. The law applies to employers of 50 persons or more and who do not own the parking spaces they provide to employees. The success of parking cash out programs in reducing single occupant vehicle usage is well documented. In 1997, Donald Shoup conducted case studies of parking cash out for the California Air Resources Board and found that after cash out, solo driving fell by 17 percent and total vehicle miles traveled were reduced by 12 percent.
- **Unbundled Parking** – Residential parking could be "unbundled" and sold or leased separately from units. Unbundling parking makes the cost of parking visible to households and may encourage some residents to save money by opting for a single off-street space or no dedicated parking, when two spaces per dwelling unit may otherwise be the norm.
- **Limit Parking Supply** – Change parking requirements and types of parking supply to encourage "smart growth" development and alternative transportation choices by project residents and employees. This would be accomplished in a multi-faceted strategy:
  - Elimination (or reduction) of minimum parking requirements
  - Creation of maximum parking requirements
  - Provision of shared parking

Proposed Transportation Systems Management (TSM) Strategies

TSM strategies are intended to improve existing transportation systems using operational or minor physical improvements. The proposed TSM strategies for the West Adams CPA include:

- **Adaptive Traffic Control System (ATCS)** – ATCS should be implemented at all critical intersections along all of the major and secondary arterial travel corridors within the West Adams CPA. The ATCS system essentially upgrades the ATSAC system currently on line at most of the locations recommended for improvement. ATCS is a PC-based traffic control program that provides fully traffic responsive signal control based on real-time traffic conditions. ATCS automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network. LADOT estimates that the existing ATSAC system improves intersection capacity by an average of seven percent, and estimates that implementation of ATCS improves intersection capacity by an additional three percent over the ATSAC system alone. Implementation of ATCS in the West Adams CPA would require full implementation of the various ATCS sub-systems present in the area, allowing for seamlessly optimized real-time operation both within and between the sub-systems.
- **Intersection Improvements** – Identify and implement localized intersection improvements (e.g., channelization, turn lanes, signal modifications, pedestrian improvements, and safety improvements) as warranted and feasible within the West Adams CPA.
- **Roadway Segment Capacity** – The traffic signals at many of the intersections within the City of Los Angeles currently operate using older Type 170 traffic signal controller. Newer Model 2070 controllers provide for enhanced and real-time operation of the traffic signal timing. Type 2070 controllers allow LADOT to provide instant adjustments to the signal's timing parameters based on real-time traffic conditions. The upgrade of the controllers, when supplemented by the installation of strategically placed closed-circuit television (CCTV) cameras and additional vehicle detector loops, is expected to reduce the V/C ratio by a minimum of 0.01. These traffic signal hardware upgrades are needed to provide for enhanced operation of the City's ATSAC signal system, and to allow LADOT to manage traffic in direct response to real-time traffic flow. The strategic placement of a CCTV camera affords LADOT with the ability to monitor vehicles and buses, and respond to incidents that cause excessive delays. The West Adams TIMP assumes a one percent improvement in roadway segment capacity based on LADOT guidelines.

Proposed Highway Infrastructure Improvements

The West Adams CPA is comprised of mature communities with established structure setback lines along major and secondary arterials. Major street widenings are not likely to be feasible in most areas without significant disruption and/or neighborhood impacts. However, the following selected highway infrastructure improvements are proposed in the West Adams TIMP:

- **Street Improvements to Standard** – The City of Los Angeles has established standard right-of-way (ROW) and curb-to-curb pavement widths for various roadway classifications. The City's standard for major and secondary highway classifications are provided in **Table 4.15-5**.

TABLE 4.15-5: STANDARDS FOR MAJOR AND SECONDARY HIGHWAY CLASSIFICATIONS

Roadway Classification	Pavement Width (Feet)	ROW Width (Feet)
Major Highway Class I	102	126
Major Highway Class II	80	104
Secondary Highway	70	90

SOURCE: Fehr and Peers, *New Community Plan Program West Adams-Baldwin Hills-Leimert Community Plan Area Draft Transportation Improvement and Mitigation Program*, February 2012.

As mentioned, much of the West Adams CPA is comprised of mature communities with established building setback lines. It is recommended that eventual roadway widening along streets only occur as appropriate to the overall pedestrian and transit context, and be accomplished as conditions of approval for individual property developments under LAMC Section 12.37 (Highway and Collector Street Dedication and Improvement). Under most circumstances, LAMC Section 12.37 requires a newly developed parcel to dedicate property and improve adjacent roadways to their designated standards. With right-of-way and improvements obtained through LAMC Section 12.37, the City could ultimately widen sections of roadways to standard to increase their capacity. This method of roadway widening could be used in combination with the CPIO mechanism to tailor development standards within the West Adams CPA to minimize disruption to neighboring businesses and residents and potentially improve traffic circulation beyond what is projected in the West Adams TIMP. However, it can take a long time before sufficient right-of-way is obtained for the widening to be implemented.

Street System Classification Changes

Proposed changes to the street system classification scheme in the corridor segments in the West Adams New Community Plan circulation plan include reclassifications and deletions.

Reclassifications. In keeping with the role of the street in the circulation system, certain street segments should be reclassified. The street segments identified for reclassification are included in Appendix G.

Vacations/Closures. The following roadway segment should be vacated from the West Adams New Community Plan circulation plan:

- **Exposition Boulevard from La Brea Avenue to Rimpau Boulevard** – Close or vacate a section of Exposition Boulevard (approximately 200 feet) east from its current terminus at La Brea Avenue. This segment is being closed or vacated to create a more pedestrian friendly environment adjacent to the Expo LRT station at La Brea Avenue. No street reclassification is required in order to process the vacation.

Proposed Public Transit Improvements & Policies

Metro Local and Metro Rapid buses currently service or pass through the West Adams CPA and two light rail lines operated by Metro are programmed for implementation before 2030 with stops in the West Adams CPA. Proposed changes in land use and urban design as part of the West Adams TIMP are expected to encourage transit ridership within the West Adams CPA. However, safe, convenient, accessible, and easily identifiable transit locations also play a major role in encouraging and facilitating transit ridership.

The following public transit improvements and policies are proposed as part of the West Adams CPA to encourage and facilitate transit ridership:

- Encourage bus stop/bus station upgrades at all Metro Local and Metro Rapid bus stops located in the Plan area including bus shelters with a seating option, lighting, trash receptacles, and transit information. Transit information includes a route map and timetable for each transit line stopping at the stop as well as an electronic display of "next bus" information;
- Encourage development of enhanced crosswalks and pedestrian facilities at all intersections adjacent to existing and future Metro Local and Metro Rapid bus stops as well as light rail stops along the Mid-City Exposition and future Crenshaw/LAX transit corridors;
- Basic amenities such as coffee shops, sundries and newsstands at transit locations with high ridership and frequent service;
- The proposed roadway segment closure or vacation adjacent to the Expo LRT station at La Brea Avenue;
- Encourage measures aimed at supporting the Expo LRT such as first mile/last mile concepts, e.g., taxis and taxi sharing, bicycle sharing, accommodating bicycles on transit and car sharing/car rental;
- Encourage the use of public transit through a public information program;
- Encourage the provision of bus bays by requiring development projects to provide right of way;
- Work with Metro to develop a robust feeder system to Crenshaw and Expo LRT systems;
- Work with Metro to expand transit service to areas not currently served;
- Regularly evaluate the necessity for improved transit facilities (e.g., bus shelters, benches, information programs etc.);
- Pursue internal and external funding sources for transit projects;
- Improve the safety, ease and convenience of using transit by making improvements to transit waiting areas, including lighting, shelters, benches and adequately sized waiting areas;
- Recommend that development projects provide transit amenities such as shade, trees, bus shelters, bicycle racks or lockers and stamped crosswalks located at intersections served by different transit modes, or intersections Metro identifies as major transfer nodes;
- Support Metro's plan to construct multi-modal transit centers at locations served by various types of transit;
- Encourage developments to offer monthly transit commuter discounts on transit passes;
- Improve on-street bicycle access to bicycle commuter facilities at Metro bus stops;
- Expand shuttle routes to supplement other paratransit services; and
- Minimize driveways along streets served by articulated buses.

Parking Policies

Parking policies have the ability to influence the mode by which people travel. In some instances it is advantageous to encourage the sharing of parking to reduce the amount of parking spaces, especially in commercial areas with complimentary land uses. The following parking policies are recommended for the West Adams CPA to help encourage transit use and mixed use/transit-oriented development:

- Require ground-floor commercial uses in off-street parking facilities located in commercial areas;
- Establish maximum parking requirements for individual projects. For example, consider existing LAMC parking requirements to be the maximum number of parking spaces allowed for projects;
- Require applicants for residential, mixed-use or commercial projects who request parking spaces that exceed the maximum to make the additional spaces requested available for use by the general public;
- Support projects that reserve on-street parking spaces for shared cars near major transit nodes;
- Support parking programs that encourage transit use;
- Develop new off-street public parking resources, including parking structures and underground parking, in accordance with design standards;
- Support proposals to build parking structures that can be used by multiple customer groups in areas of high parking demand;
- Provide preferential parking to vanpools and carpools;

- Encourage shared parking between private businesses; and
- Reserve on street parking in commercial districts for short term parking.

Estimation of Trip Reductions. The analysis of traffic conditions accounts for the changes in land use, along with the presence of two new light rail transit lines along Exposition and Crenshaw Boulevards in the community plan area. The literature on travel behavior indicates that built environment variables such as land use Density, land use Diversity, pedestrian Design, and access to regional Destinations (known as the "4 Ds") have a significant effect on travel demand. The main analytical tool for forecasting the long-term effects of land use on transportation networks is the travel demand forecasting (TDF) model. Typical TDF models are insensitive to most smart growth development characteristics. This is because the 4Ds are based on highly localized variables, while TDF models are generally based on regional data. Traditional TDF models do well at predicting travel demand characteristics of homogenous areas with standard land uses, but tend to overestimate the number of vehicle trips from smart growth areas.

The 4Ds process has been developed to reflect the benefits of smart growth development more accurately. The purpose of the 4Ds adjustment process is to enhance the sensitivity of conventional models and provide policy makers with more reliable forecasts of the likely effects of their policies. The 4Ds are intended to predict relative changes in vehicle trips resulting from changes in built environment variables that have been shown in national research to reduce per-capita auto use. The following four built environment variables were used to estimate the vehicle trip reductions:

- **Density** – Residential and non-residential development per acre
- **Diversity** – Mix of residential and non-residential development
- **Design** – Connectivity and walkability of the transportation network
- **Destination Accessibility** – Relative location of land use to major regional attractions, as infill sites generate fewer and shorter vehicle trips than fringe area development

The 4Ds process uses an elasticity derived for each of the built environment variables to predict vehicle trip reductions between two alternative land use scenarios. For this application, the 4Ds elasticities were applied to land use differences between the existing (Year 2008) conditions and the Year 2030 (Proposed TOD Plan with 4Ds) land use scenarios due to the concentrations of land use along major corridors and around proposed transit stations and the inclusion of parking reductions.

Year 2030 Traffic Conditions with Proposed TIMP. Projected 2030 conditions both with and without implementation of the proposed West Adams TIMP are summarized below. A discussion of potential vehicle trip reductions due to changes in the 4Ds built environment variables, followed by an assessment of projected traffic volumes and roadway segment levels of service with implementation of the highway infrastructure and transportation system management components of the TIMP is also included.

Year 2030 Traffic Volumes Without and With Proposed TIMP. As previously described, the base year travel demand model was calibrated and validated to 2008 traffic conditions. The calibrated highway network was then used to produce the 2030 base highway network. This highway network was used to produce traffic forecasts for the Year 2030 Current Plan, and the Year 2030 New Community Plan (NCP) (Proposed TOD Plan with 4Ds) scenarios.

To estimate the effectiveness of the proposed West Adams TIMP, the 2030 highway network was modified to incorporate the physical improvement elements of the TIMP. In addition, as previously described, it was determined that the implementation of bicycle facilities would require the limited reclassification of roadways, removal of on-street parking, or removal of travel lanes. Therefore, roadway capacity changes associated with each of the following three bicycle facility improvement scenarios were applied to the modified 2030 highway network to produce the following three West Adams TIMP scenarios:

- No additional bike lanes in the West Adams CPA
- Bike lanes along all identified corridor segments in the West Adams CPA

- Bike lanes along select identified corridor segments in the West Adams CPA

The modified 2030 origin-destination trip tables associated with the Year 2030 NCP scenario were then assigned to the three modified 2030 highway networks to produce traffic forecasts in the West Adams CPA for each of the three TIMP scenarios.

Roadway Segment Level of Service Analysis. Roadway segment LOS under Year 2030 NCP conditions are compared to the existing (Year 2008) conditions to determine cumulative impacts of traffic (including that generated by regional growth) during the study period. The roadway system is considered to be significantly impacted if the weighted average V/C ratio under projected Year 2030 NCP conditions for all of the analyzed roadway segments is greater than that projected under existing (Year 2008) conditions or the number of roadway segments projected to operate at unsatisfactory levels of service (i.e., LOS E or F) under Year 2030 NCP conditions is greater than the number projected under existing (Year 2008) conditions.

2008 and 2030 Conditions without TIMP. **Tables 4.15-6** and **4.15-7** provide a summary of the results for the AM and PM peak hours, respectively. As shown, 57 of 508 segments were estimated to operate under unsatisfactory conditions (LOS E or F) during the AM peak hour, and 53 of 508 were estimated to operate under unsatisfactory conditions (LOS E or F) during the PM peak hour under existing (Year 2008) conditions.

TABLE 4.15-6: SUMMARY OF AM PEAK HOUR ROADWAY SEGMENT LEVELS OF SERVICE

Scenario	Number of Segments Operating at: LOS D or better	LOS E	LOS F	Unsatisfactory LOS (E or F)	Weighted Average V/C Ratio (all segments)/a/	Vehicle Miles of Travel
Year 2008 Existing Conditions	451	21	36	57	0.719 (LOS C)	240,118
Year 2030 Current Plan	432	37	39	76	0.746 (LOS C)	270,629
Year 2030 NCP (Proposed TOD Plan with 4Ds)	430	38	40	78	0.756 (LOS C)	277,905
PROPOSED TIMP ALTERNATIVES						
Year 2030 NCP No Bike Lanes	437	31	40	71	0.744 (LOS C)	277,760
Year 2030 NCP Full Bike Lanes	416	31	61	92	0.781 (LOS C)	273,368
Year 2030 NCP Alternative Bike Lanes (Proposed Plan preferred alternative)	419	37	52	89	0.762 (LOS C)	275,265

/a/Segments include major highways, secondary highways, and collector streets within the West Adams CPA.
SOURCE: Fehr and Peers, *New Community Plan Program West Adams-Baldwin Hills-Leimert Community Plan Area Draft Transportation Improvement and Mitigation Program*, February 2012.

TABLE 4.15-7: SUMMARY OF PM PEAK HOUR ROADWAY SEGMENT LEVELS OF SERVICE

Scenario	Number of Segments Operating at: LOS D or better	LOS E	LOS F	Unsatisfactory LOS (E or F)	Weighted Average V/C Ratio (all segments)/a/	Vehicle Miles of Travel
Year 2008 Existing Conditions	455	19	34	53	0.720 (LOS C)	258,254
Year 2030 Current Plan	425	38	45	83	0.764 (LOS C)	289,602
Year 2030 NCP (Proposed TOD Plan with 4Ds)	407	47	54	101	0.793 (LOS C)	303,704
PROPOSED TIMP ALTERNATIVES						
Year 2030 NCP No Bike Lanes	409	44	55	99	0.786 (LOS C)	303,578
Year 2030 NCP Full Bike Lanes	389	41	78	119	0.820 (LOS D)	297,762
Year 2030 NCP Alternative Bike Lanes	397	43	68	111	0.802 (LOS D)	300,345

/a/ Segments include major highways, secondary highways, and collector streets within the West Adams CPA.
SOURCE: Fehr and Peers, *New Community Plan Program West Adams-Baldwin Hills-Leimert Community Plan Area Draft Transportation Improvement and Mitigation Program*, February 2012.

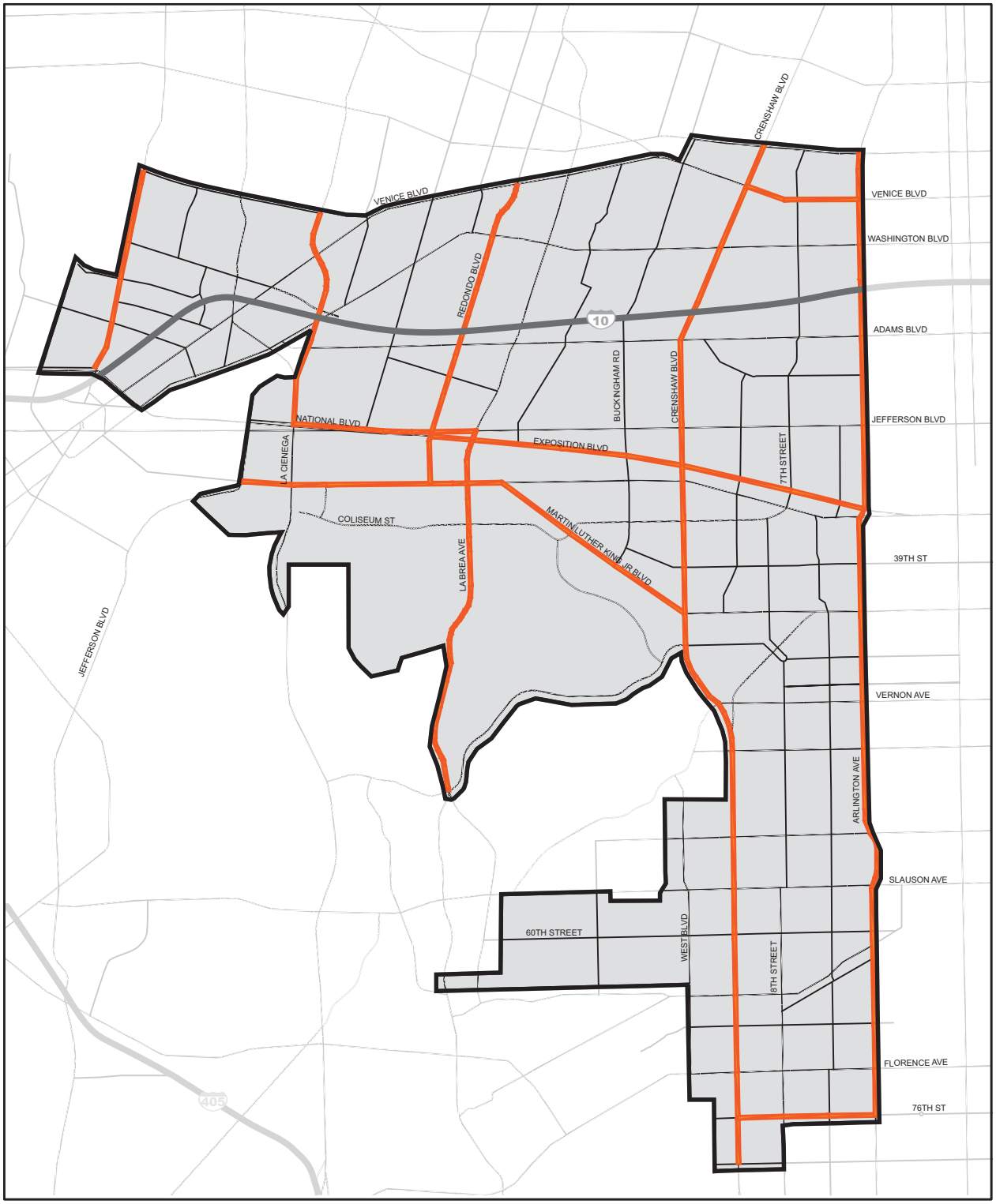
Under the Year 2030 NCP scenario (without implementation of the proposed TIMP improvements), the number of segments expected to operate under unsatisfactory conditions during the AM and PM peak hours is 78 and 101, respectively. Comparison of the Year 2030 NCP scenario to existing (Year 2008) conditions reveals that the number of segments operating at unsatisfactory levels of service is projected to increase by 21 in the AM peak hour and by 48 in the PM peak hour. The significantly larger increase in the number of segments operating unacceptably in the PM peak hour is due to the additional 8,000 jobs provided by the Year 2030 NCP land use plan, the majority of which is commercial employment, which typically produces four times as many vehicle trips in the PM peak hour than in the AM peak hour. The increase in the number of segments operating at unsatisfactory conditions between the Year 2030 NCP and existing (Year 2008) scenarios indicates that the land use growth anticipated under the NCP project, without implementation of the proposed TIMP improvements, would have a significant cumulative impact on the roadway system.

2030 Conditions with TIMP. The following is a summary of weighted average V/C ratios and the number of segments expected to operate under unsatisfactory conditions with the three proposed TIMP scenarios. It is important to note that due to potential impacts associated with the removal of roadway capacity and on-street parking, the full "Backbone Network" of the adopted 2010 Citywide Bicycle Plan was not studied, and instead, three bicycle facility improvement scenarios were proposed as part of the West Adams TIMP.

The scenario proposed by the TIMP, *Bike Lanes Along Selected Corridor Segments*, is illustrated in **Figure 4.15-5**.

- **No Additional Bike Lanes TIMP Scenario** - With implementation of the proposed West Adams TIMP with no additional bike lanes, 71 segments during the AM peak hour and 99 segments during the PM peak hour are projected to operate under unsatisfactory conditions. Comparing this scenario to existing (Year 2008) conditions reveals that the number of segments operating at unsatisfactory LOS is projected to increase by 14 in the AM peak hour and by 46 in the PM peak hour. The weighted average V/C ratio for all of the analyzed link segments within the West Adams CPA is estimated to increase by about 0.025 in the AM peak hour and by 0.066 in the PM peak hour when compared to existing (Year 2008) conditions.
- **Bike Lanes along All Identified Corridor Segments TIMP Scenario**[2] - With implementation of the proposed West Adams TIMP with bike lanes along all identified corridor segments, 92 segments during the AM peak hour and 119 segments during the PM peak hour are projected to operate under unsatisfactory conditions. Comparing this scenario to existing (Year 2008) conditions reveals that the number of segments operating at unsatisfactory LOS is projected to increase by 35 in the AM peak hour and by 66 in the PM peak hour. The weighted average V/C ratio for all of the analyzed link segments within the West Adams CPA is estimated to increase by about 0.063 in the AM peak hour and by 0.100 in the PM peak hour when compared to existing (Year 2008) conditions. The worsening LOS conditions are a direct result of the assumptions that some travel lanes will need to be removed in order to install the bicycle lanes.
- **Bike Lanes along Selected Identified Corridor Segments TIMP Scenario** - With implementation of the proposed West Adams TIMP with bike lanes along selected identified corridor segments, 89 segments during the AM peak hour and 111 segments during the PM peak hour are projected to operate under unsatisfactory conditions. Comparing this scenario to existing (Year 2008) conditions reveals that the number of segments operating at unsatisfactory LOS is projected to increase by 32 in the AM peak hour and by 58 in the PM peak hour. The weighted average V/C ratio for all of the analyzed link segments within the West Adams CPA is estimated to increase by about 0.043 in the AM peak hour and by 0.082 in the PM peak hour when compared to existing (Year 2008) conditions. This scenario results in fewer traffic impacts than the other two TIMP scenarios because less roadway capacity is being removed to accommodate bicycle lanes along constrained corridors such as Robertson Boulevard (for further data and analysis refer to the West Adams TIMP in Appendix G) .

[2]The term "all identified" refers to those corridors studied for bikeway improvements after removal of several "Backbone Network" corridors found to generate significant impacts within the West Adams CPA.



LEGEND:

West Adams CPA

Segments of Adopted Citywide 2010 Bicycle Plan Analyzed For Class II Facilities

SOURCE: City of Los Angeles, ESRI, and TAHA, 2012.

APPROX. SCALE

N

0 2,000 4,000 FEET

taha

West Adams New Community Plan Environmental Impact Report

CITY OF LOS ANGELES

taha 2010-074

FIGURE 4.15-5

PROPOSED BICYCLE CORRIDOR SEGMENTS

Based on the analysis results, none of the three proposed TIMP scenarios would be effective in improving overall operating conditions over existing (Year 2008) conditions as measured by average V/C ratio. The TIMP scenarios are also projected not to maintain the same number (or fewer) of segments at LOS E or F when compared to existing (Year 2008) conditions. Thus, the significant impacts of the proposed project would not be mitigated per these vehicle-oriented criteria. However, the TIMP includes many beneficial elements aimed to encourage alternative modes of travel, such as the creation of more pedestrian-friendly environments around transit stations and the provision of bicycle facilities along major corridors.

Vehicle Miles of Travel Analysis. The vehicle miles traveled on all West Adams CPA roadways (including vehicle miles of travel associated with vehicles passing through the West Adams CPA) are provided in **Tables 4.15-6** and **4.15-7** above. As shown, vehicle miles of travel increase with all three TIMP scenarios in both the AM and PM peak hours when compared to existing (Year 2008) conditions. However, vehicle miles of travel decrease with all three TIMP scenarios when compared to the Year 2030 NCP scenario (without implementation of the proposed TIMP improvements). This is due to reductions in roadway capacity along major corridors required to provide the proposed bike lanes and the anticipated shift from automobile use, particularly for shorter trips, anticipated through the inclusion of bike lanes and other modes of transportation throughout the area.

Based on the findings presented above, the City of Los Angeles has selected the "Bike Lanes along Select Identified Corridor Segments TIMP Scenario" in conjunction with the proposed Transportation Improvement Mitigation Program. Nonetheless, the proposed project would result in a significant and unavoidable impact related to the circulation system.

Congestion Management Program

For the purpose of a CMP Traffic Impact Analysis, a project impact is considered to be significant if the proposed project increases traffic demand, as determined by comparing each Year 2030 scenario to existing (2008) without project conditions, on a CMP facility by two percent of capacity (V/C$\geq$ 0.02), causing or worsening LOS F (V/C$\geq$ 1.00). Under these criteria, a project would not be considered to have a regionally significant impact if the analyzed facility is operating at LOS E or better after the addition of project traffic regardless of the increase in V/C ratio caused by the project. If the facility is operating at LOS F with project traffic, and the incremental change in the V/C ratio caused by the project is 0.02 or greater, the project would be considered to have a significant impact.

As discussed above, a regional analysis was conducted to quantify potential impacts of the three proposed TIMP scenarios on the regional freeway system serving the CPA. One freeway mainline location and no arterial monitoring locations were identified within the CPA. The mainline location is located just east of La Brea Avenue on I-10 Freeway, identified as the following CMP Freeway Monitoring Station in 2010 CMP (Route 10, at postmile R10.71, east of La Brea Avenue)

Existing freeway mainline traffic volumes were obtained from the 2010 CMP for the selected freeway mainline location. Traffic forecasts for each Year 2030 scenario were developed by adding the difference between the forecasted traffic volume and the validated base year traffic volume to the 2008 traffic volume. The demand-to-capacity (D/C) ratios were calculated for each freeway segment using a capacity of 2,000 vehicles per hour per lane (vphpl) for travel lanes, and 1,250 vphpl for auxiliary lanes. Freeway segment levels of service were determined based on D/C ratios and the definitions shown in **Table 4.15-8**.

The significant impact criteria established by the CMP states that a project would generate significant regional freeway impacts if the project increases traffic demand on a CMP facility by two percent of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C$\geq$ 1.00). The adoption of the proposed project would generate significant regional freeway impacts at the freeway monitoring station due to an increase of traffic demand greater than two percent that would worsen an existing LOS F.

However, implementation of the proposed goals and policies of the NCP regarding walking, bicycling, transit use, transit-oriented development, and TDM would serve to reduce vehicle trips and improve mobility within the West Adams CPA. Nonetheless, since there is no feasible mitigation within the existing right-of-way, and taking additional right-of-way for vehicular traffic may conflict with a number of other pedestrian and transit-oriented policies, the proposed project would result in a significant and unavoidable impact related to the CMP.

TABLE 4.15-8: CMP FREEWEAY SEGMENT LEVEL OF SERVICE DEFINITIONS

Level of Service (LOS)	Demand/Capacity Ratio Threshold	Flow Conditions
A	0.00 - 0.35	Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.
B	>0.35 - 0.54	Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.
C	>0.54 - 0.77	Stable traffic flow, but less freedom to select speed, change lanes or pass. Density increasing.
D	>0.77 - 0.93	Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.
E	>0.93 - 1.00	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort.
F(0)	>1.00 - 1.25	Forced traffic flow. Speed and flow may be greatly reduced with high densities.
F(1)	>1.25 - 1.35	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(2)	>1.35 - 1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(3)	>1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.

SOURCE: Metro, *2010 Congestion Management Program for Los Angeles County*, 2010.

Emergency Access

Existing emergency response routes would be maintained in their existing locations and all related development would 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 the potential emergency access impacts. In addition, the proposed West Adams TIMP also includes highway infrastructure improvements and street system classification changes that would facilitate emergency access. Therefore, the proposed project would result in less-than-significant impacts related to emergency access.

Public Transit, Bicycle and Pedestrian Facilities

As discussed above, the West Adams CPA is currently served by 33 Metro bus lines, six LADOT bus lines, and four Santa Monica bus lines. In addition, the Expo LRT (Phase I) has three stations in the West Adams CPA (Crenshaw/Exposition, La Brea/Exposition, and La Cienega/Exposition), and one adjacent to it (National/Venice) in Culver City. Implementation of the proposed project could intensify development around proposed TOD areas located directly adjacent to Phase I of the Expo LRT stations at Exposition/Crenshaw Boulevards, La Brea/Farmdale Avenues, Jefferson/La Cienega Boulevards, and Venice/Robertson Boulevards. In addition, TOD areas are considered for station areas for the proposed Crenshaw/LAX Corridor LRT. These TODs would allow for an increase in both jobs and housing. Locating jobs near housing can help reduce commutes, increase walking and biking rates, thereby creating a benefit for public health. The proposed West Adams TIMP also includes a number of public transit improvements to encourage and facilitate transit ridership. In addition, as part of the West Adams TIMP, select corridor segments (Scenario 3) where bike lanes are proposed have been identified along portions of Crenshaw Boulevard, La Cienega Boulevard, Fairfax Avenue, Redondo Boulevard, Arlington Avenue, Venice

Boulevard, Rodeo Road, Martin Luther King Jr. Boulevard, 54th Street and 76th Street.[3] Therefore, the proposed project would result in less-than-significant impacts related to public transit, bicycle, and pedestrian facilities.

MITIGATION MEASURES

Circulation System

No feasible mitigation measures were identified to reduce the significant impact related to the circulation system to less than significant, because none of the three proposed TIMP scenarios would maintain the same number (or fewer) of segments at LOS E or F when compared to existing (Year 2008) conditions.

Congestion Management Program

No feasible mitigation measures were identified to reduce the significant impact related to the CMP to less than significant, because taking additional right-of-way for vehicular traffic would conflict with a number of other policies.

Emergency Access

Impacts associated with emergency access would be less than significant. No mitigation measures are required.

Public Transit, Bicycle, and Pedestrian Facilities

Impacts associated with public transit, bicycle, and pedestrian facilities would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Circulation System

No feasible mitigation measures were identified to reduce the significant impact related to the circulation system to less than significant. Therefore, the proposed project would result in a significant and unavoidable impact related to the circulation system.

Congestion Management Program

No feasible mitigation measures were identified to reduce the significant impact related to the CMP to less than significant. Therefore, the proposed project would result in a significant and unavoidable impact related to the CMP.

Emergency Access

Impacts related to emergency access were determined to be less than significant without mitigation.

Public Transit, Bicycle, and Pedestrian Facilities

Impacts related to public transit, bicycle, and pedestrian facilities were determined to be less than significant without mitigation.

[3]Scenario 3 was selected as the Alternative Bike Lanes TIMP scenario because, upon initial field check, it proved to have fewer significant impacts than Scenario 2.