

4.5 TRANSPORTATION - YEAR 2025 TRAFFIC CONDITIONS WITH PROPOSED TIMP

This chapter summarizes an analysis of projected 2025 market conditions both with and without implementation of the proposed Westchester-Playa del Rey TIMP. The chapter first provides a discussion of potential vehicular trip reductions with implementation of the transit and TDM components of the proposed TIMP, followed by an assessment of projected traffic volumes and roadway segment levels of service with implementation of these components plus the highway infrastructure and transportation system management components of the TIMP.

4.5-1 ESTIMATION OF TRIP REDUCTIONS WITH TIMP TRANSIT AND TDM PROGRAMS

The transit and TDM elements of the proposed TIMP are intended to reduce the number of vehicle trips generated within the study area, particularly "home-work" commute trips during peak periods. The increased transit services envisioned in the proposed TIMP are focused along the Lincoln Boulevard, Manchester Avenue, and Sepulveda Boulevard corridors, supplemented by expanded circulator and feeder services in and around the Westchester-Playa del Rey CPA, a transit center in or near Playa Vista, and a Playa Vista shuttle bus system.

Potential transit ridership increases along the Lincoln, Manchester, and Sepulveda BRT corridors were estimated based on the potential peak hour capacity of the proposed BRT service. Based on this analysis, reductions in peak hour vehicle trips generated within and between zones along the BRT corridors were estimated. These reductions were estimated at eight percent for zones within walking distance of the BRT corridors (nominally one-quarter to one-half mile) and four percent for zones within nominally one mile of the corridors. It was further estimated that implementation of the TDM components of the TIMP could reduce commute vehicle trips generated within the Westchester-Playa del Rey CPA by an additional two percent.

4.5-2 YEAR 2025 TRAFFIC VOLUMES WITHOUT AND WITH PROPOSED TIMP

The programmed improvements listed in Section 2.3.1 and the Playa Vista Phase I mitigation measures listed in Appendix A were incorporated into the Westchester-Playa del Rey travel demand model calibrated 1997 highway network to produce the 2025 base highway network. This network was utilized in traffic simulation runs for the 2025 No Growth (without CPU project) and 2025 Market (with project) scenarios.

To estimate the effectiveness of the proposed Westchester-Playa del Rey TIMP, the 2025 base highway network was then modified to incorporate the physical improvement elements of the proposed TIMP. With implementation of the transit and TDM elements of the TIMP, an increase in average vehicle ridership would be expected that would translate to a reduction in vehicular trips. To compute the trip reductions, the 2025 trip tables were modified to incorporate the vehicle trip

reduction parameters discussed in Section 4.1. Based on modification of the trip tables and network, the travel demand model produced new estimates of traffic generation in the Westchester-Playa del Rey CPA and assigned that traffic to the network.

To evaluate overall traffic volume increases due to growth in the Westchester-Playa del Rey CPA both with and without implementation of the TIMP, projected 2025 Market and 2025 Market with TIMP volumes for freeway, major highway, secondary highway, and collector street segments throughout the CPA were compared against those projected for the 2025 No Growth scenario. Tables C-1 and C-2 in Appendix C present the projected PM peak hour volumes on the analyzed segments for the various scenarios. Total projected traffic volume across all of the analyzed roadway segments increased by about 5% for the 2025 Market scenario in comparison to volumes projected for the 2025 No Growth scenario. Overall cumulative traffic growth from the 1997 base year to 2025 Market conditions is projected to be about 28%.

The proposed TIMP would be effective in reducing commute trips generated in the Westchester-Playa del Rey CPA, but travel demand model forecasts indicate that the TIMP would be less productive in reducing total on-street traffic within the study area, as the TDM and transit elements of the proposed TIMP would be less effective in reducing non-commute trips and would not directly affect regional traffic passing through the CPA.

4.5-3 ROADWAY SEGMENT LEVEL OF SERVICE ANALYSIS

Tables C-1 and C-2 in Appendix C summarize the estimated V/C ratios and the corresponding levels of service for the analyzed freeway, major highway, secondary highway, and collector street roadway segments in the Westchester-Playa del Rey CPA under 1997 base levels, 2025 No Growth conditions, 2025 Market conditions, and 2025 Market with TIMP conditions. Figures 4-1, 4-2, 4-3 and 4-4 illustrate the roadway segment levels of service under the respective four scenarios.

Roadway segment levels of service (LOS) under the 2025 Market condition are compared to the 1997 base year condition to determine cumulative impacts of traffic (including that generated by regional growth) during the study period. The 2025 Market condition is also compared to the 2025 No Growth condition to determine direct impacts of traffic growth associated with development under the Westchester-Playa del Rey CPU project during the study period. The roadway system is considered to be significantly impacted if the weighted average V/C ratio under projected year 2025 Market conditions for all of the analyzed roadway segments is greater than that projected under 2025 No Growth conditions or the number of roadway segments projected to operate at unsatisfactory levels of service (i.e., LOS E or F) under Year 2025 Market conditions is greater than the number projected under 2025 No Growth conditions.

4.5-4 1997 AND 2025 CONDITIONS WITHOUT TIMP

Table 4-1 provides a summary of the results in Appendix C. This shows that 25 segments were operating under unsatisfactory conditions (LOS E or F) during the PM peak hour under 1997 base conditions. For the projected 2025 No Growth scenario, the number of segments estimated to operate at LOS E or F during the PM peak hour is 33. Comparison to the 1997 base year scenario indicates that an additional eight segments would be operating at unsatisfactory levels of service, the effects of which are attributable to regional growth.

Under the 2025 Market scenario (without implementation of the proposed TIMP improvements), the number of segments expected to operate under unsatisfactory conditions during the PM peak hour increases to 42. Comparison of the 2025 Market scenario to the 2025 No Growth scenario reveals that the number of segments operating at unsatisfactory levels of service is projected to increase by nine, the effects of which are attributable to growth associated with the CPU project.

It can be seen that a substantial portion of the projected deterioration in future operating conditions is attributable to regional growth. However, the increase in the number of segments operating at unsatisfactory conditions between the 2025 No Growth and 2025 Market scenarios indicates that the CPU project, without implementation of the proposed TIMP improvements, would have a significant impact on the roadway system.

4.5.5 2025 CONDITIONS WITH TIMP

With implementation of the proposed Westchester-Playa del Rey CPA TIMP, Table 4-1 indicates that 33 segments are projected to operate under unsatisfactory conditions during the PM peak hour. This, however, represents an improvement over the projected 2025 Market conditions without the TIMP, under which 42 link segments are projected to operate at unsatisfactory levels of service. Comparing the 2025 No Growth and the project scenario with the TIMP, the same number of segments (33) are projected to operate at unsatisfactory levels of service under both 2025 No Growth and 2025 Market with TIMP conditions. Figure 4-4 illustrates level of service of the link segments for the 2025 Market with TIMP conditions.

Also, comparing the 2025 Market scenarios with and without the TIMP, it can be observed that the weighted average V/C ratio for all of the analyzed link segments within the Westchester-Playa del Rey CPA is estimated to decrease by about 0.045 with the implementation of the TIMP, from 0.824 to 0.779. This is also 0.025 lower than the weighted average V/C ratio of 0.804 projected for the Year 2025 No Growth scenario.

Therefore, the proposed TIMP would be effective in improving overall operating conditions over both 2025 Market and No Growth conditions as measured by average V/C ratio, and would mitigate the significant impacts of the CPU project per this significance criterion. The TIMP is also projected to maintain the same number of segments at LOS E or F under 2025 Market conditions

as under 2025 No Growth conditions, meaning that significant impacts of the CPU project would also be mitigated per this significance criterion.

**TABLE 4.5-1
 SUMMARY OF PM PEAK HOUR ROADWAY SEGMENT LEVELS OF SERVICE
 WESTCHESTER-PLAYA DEL REY CPA**

Scenario	Number of Segments* Operating at:				Weighted Average V/C Ratio (All segments*)
	LOS D or better	LOS E	LOS F	Unsatisfactory LOS (E or F)	
1997 Base Year	185	11	14	25	0.745
2025 No Growth	185	14	19	33	0.804
2025 Market	176	18	24	42	0.824
2025 Market with TIMP	185	11	22	33	0.779

Note:

* Segments include freeways, major highways, secondary highways, and collector streets within CPA.

APPENDIX A
Playa Vista Phase I Mitigation Measures
in Westchester-Del Rey CPA

APPENDIX B
City of Los Angeles TDM Ordinance

APPENDIX C
Roadway Segment Level of Service Tables

APPENDIX D
Improvements Considered, but not Included in Proposed TIMP