

**SOUTH BAY CITIES
COASTAL CORRIDOR TRANSPORTATION STUDY^{3/4} PHASE I**

FINAL REPORT

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Prepared for:

SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

Prepared by:

KAKU ASSOCIATES, INC.
1453 Third Street, Suite 400
Santa Monica, California 90401
(310) 458-9916

Ref: 1336

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I. INTRODUCTION

The South Bay Cities Council of Governments (SBCCOG) has retained Kaku Associates, Inc. to conduct the first phase of a two-phased *South Bay Cities Coastal Corridor Transportation Study*, focusing on the coastal corridor area of Los Angeles County.

The primary goal of this study is to identify a program of transportation improvements within the study area that can accommodate anticipated growth and development throughout the South Bay region by the Years 2005 and 2015.

The first phase of the project includes the compilation of data defining the existing and future transportation systems, including roadways, transit systems and goods movement. This was achieved by reviewing relevant studies, general plans and policy documents; discussions with the SBCCOG working group; and meetings and phone interviews with all cities and other jurisdictions in the study area. The result is the development of a database that defines existing and future transportation facilities and conditions. Much of the data is summarized in a series of graphical presentations using ArcView Geographic Information System (GIS). Ultimately, Phase II will use this data to continue this effort to prepare a South Bay Cities Coastal Corridor Transportation Plan that addresses existing and future transportation deficiencies and identifies funding strategies to implement transportation solutions.

STUDY AREA

The South Bay coastal area includes some of the most dynamic and diverse areas in Southern California. The area is home to significant commercial developments that have undergone major changes over the past decade and residential neighborhoods with some of the highest market values in the metropolitan area. It is a mature area that contains thriving communities, institutions, and developments including Los Angeles International Airport.

For the purposes of this study, the SBCCOG selected a focused study area along the South Bay coastal corridor area, generally bounded by the I-10 Santa Monica Freeway to the north, La

Brea Avenue and Slauson Avenue to the I-110 Harbor Freeway to the east, the Pacific Coast Highway to the south, and the Pacific Ocean to the west

ORGANIZATION OF REPORT

The purpose of this report is to summarize the findings of Phase I of this study. This final report is presented as follows:

Chapter I: Introduction

Chapter II: Participants in the Project

Chapter III: Developing a Database

Chapter IV: A Preliminary Look at Existing and Future Transportation Conditions

Chapter V: Preparing for Phase II and the Development of a Transportation Plan

Appendix

II. PARTICIPANTS IN THE PROJECT

The South Bay Cities Council of Governments and the El Segundo Employers Association formed a working group to create a forum for communication between public agencies and other community representatives in the South Bay region. Since its inception, the working group has met regularly to discuss transportation issues in the coastal corridor with respect to LAX ground access. The group is comprised of representatives from local, state and federal transportation agencies, LAWA and representatives from the private sector. Together, the group provides considerable expertise from a technical as well as political/decision-making perspective.

The following is a summary of the working group participants:

- The South Bay Cities Council of Governments
- El Segundo Employers Association (ESEA)
- Los Angeles World Airports (LAWA)
- Local cities, including elected officials from the cities of Los Angeles, El Segundo, Torrance and Manhattan Beach
- State legislative representatives (Bowen, Nakano)
- Congressional representative (Kuykendall)
- County Board of Supervisors (Knabe)
- Regional transportation agencies (SCAG, MTA)
- Local transportation agencies (LADOT, LACDPW, corridor cities)
- State and federal transportation agencies (Caltrans, FHWA/FTA)
- El Segundo Chamber of Commerce
- The Westchester/LAX/Marina del Rey Chamber of Commerce

To guide its efforts, the working group adopted the following mission statements:

1. In cooperation with local jurisdictions, the Los Angeles World Airports, Federal, State and regional transportation agencies, and business and community stakeholders, seek to identify multi-modal strategies for improving ground-side access to LAX and for enhancing the compatibility of the LAX Activity Center with other activity centers and with the functioning of the transportation system in the Coastal Corridor.

2. Facilitate coordination of corridor or area specific traffic and transportation improvement planning, funding and implementation activities within the Coastal Corridor so as to reduce the impact of traffic on the quality of life in communities and neighborhoods.

However, the pressures for growth and development throughout the Westside Cities and South Bay area have triggered an interest in analyzing transportation issues beyond that of LAX ground access. As a result, the working group expanded its responsibilities to include an analysis of future conditions that will identify deficiencies and concerns due to growth throughout the region.

This study has called upon the participation of the SBCCOG working group, including South Bay Cities—El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Rancho Palos Verdes, Redondo Beach and Torrance—as well as the County of Los Angeles, City of Los Angeles, Culver City and Santa Monica. Contacts at most agencies included the traffic engineering or public works department and the planning department staff members.

The following agencies were also contacted for pertinent data: Los Angeles World Airports, Caltrans, County of Los Angeles Metropolitan Transportation Authority (MTA), and the Southern California Association of Governments (SCAG). All cities and agencies generously contributed their time and information to this effort. Meetings were conducted with most agency representatives, while phone interviews served as a sufficient means to derive pertinent information from other sources. A listing of all primary agency contacts in this data collection effort is presented in Appendix A.

III. DEVELOPING A DATABASE

In order to develop a database for use in Phase II of the Coastal Corridor Transportation Study, the following tasks were undertaken.

- A comprehensive list of data needs
- A database framework specification
- Meetings and interviews to collect data
- Review and compilation of relevant data from existing studies and other sources
- Creation of study database

The comprehensive list of analytical data needs was created to assist in systematically identifying, collecting and compiling all the potential data needs for Phase II of this study. As shown in Appendix B, these specific data needs encompass roadway, transit and goods movement systems information throughout the study area, as well as socioeconomic and demographic information. In addition, socio-economic data and descriptions of approved or pending major development projects were obtained as a part of this effort to identify location, size and land use of growth anticipated throughout the region. The level of geography utilized to store all this information in the analytical framework was the census tract.

An extensive review of recently completed transportation studies was conducted in order to compile a list of relevant documents that could provide data including assessments of current and future traffic conditions, proposed roadway and intersection improvements, proposed land use changes or development projects, and expansions or changes in existing special activity centers.

Important documents such as general and specific plans for all cities in the study area, regional long range transportation plans from MTA and SCAG, the Statewide Transportation Improvement Program, major development project studies, and transit studies for a number of agencies providing service to the South Bay formed the foundation for defining the regional transportation system. Appendix C provides a comprehensive list of documents included in the search for information.

Meetings and phone interviews of representatives from each city and other agencies were also conducted. Appendix D provides a checklist of the information requested and discussed at these meetings or in the phone interviews. For most cities, both traffic engineering/public works departments were contacted as well as planning departments. The following list of key data items was used during meetings with city representatives to provide direction and ensure coverage of all relevant data domains:

- Circulation/Transportation and Land Use Elements from General Plan documents
- Existing Year 2000 traffic volumes on major and secondary roadways (Average Daily Traffic (ADT), PM peak hour, AM peak hour)
- Congestion Management Plan monitoring reports
- Year 2005 and 2015 traffic volume projections
- Existing Year 2000 socio-economic data by census tract, such as population, housing, and employment
- Year 2005 and Year 2015 socio-economic data by census tract
- Funded capacity-enhancing roadway improvements
- Unfunded wishlist of capacity-enhancing roadway improvements
- Existing Year 2000 transit system data, such as route maps, schedules and boarding information
- Year 2005 and 2015 transit system improvements or system changes
- Existing Year 2000 Goods Movement corridors
- Year 2005 and 2015 Goods Movement corridors
- Future development projects of regional significance
- Special transportation issues and concerns, including capacity constraints, future growth, goods movement issues, etc.

Every city provided a copy of the General Plan Circulation and Land Use Elements. This was useful for identifying major and secondary arterial corridors, as well as goods movement corridors. Most cities contributed existing traffic count data, usually Average Daily Traffic (ADT) volumes and the most recent traffic flow maps. Few cities had traffic growth projections for either Year 2005 or 2015.

Funded and unfunded roadway improvement projects were obtained from the South Bay Cities Council of Government's *Draft Portfolio Projects Database*, dated October 11, 2000, prepared by Meyer, Mohaddes Associates, Inc. This list was used as a starting point, but clarified by cities during the meetings and phone interviews in order to update this information, as necessary. Although requests for existing and future socio-economic data were made, most agencies did not have this information on a census tract basis.

For cities that provide transit service, such as Culver CityBus, Gardena Municipal Bus Lines, City of Los Angeles DASH and commuter service, Santa Monica's Big Blue Bus and Torrance Transit, transit agency representatives were contacted to obtain existing and future system data. Most bus services are expected to maintain existing service, with service enhancements as future growth occurs. None expected drastic changes in service or routing in the future.

We contacted representatives of Los Angeles County, since the County has requested and received funds to improve traffic conditions throughout the South Bay area. Their efforts to address corridor congestion with regional solutions have been greatly effective.

In addition, Caltrans was contacted to acquire copies of pertinent documents, such as the *1998 HICOMP Report: State Highway Congestion Monitoring Program; 1998 HOV Annual Report Executive Summary/ District 7: Los Angeles and Ventura Counties*, dated October 1999, *Final 1996 District System Management Plan: Caltrans District 7*, and *Route Concept Reports* for the I-405, I-110, I-10, SR-90, and SR 91.

The Los Angeles County Metropolitan Transportation Authority was contacted to obtain copies of the *1999 Congestion Management Program for the County of Los Angeles; Transportation for the 21st Century: A Plan for Los Angeles County*, adopted March 1995; and the *Gateway Cities and South Bay Cities Bus Transit Restructuring Study*, dated April 1999.

WORK PRODUCTS

A variety of work products have been prepared as a result of this study. This *Final Report*, provided herein, summarizes the study purpose, scope and results of Phase I data collection efforts for the *South Bay Cities Transportation System Study*. In addition, Appendix E provides

a listing of contacts and representatives from jurisdictions throughout the study area who contributed to this study, as well as a summary of notes from meetings and phone interviews with these participants.

In addition, data collected throughout Phase I has been summarized in a series of presentations to graphically illustrate existing and future transportation conditions in the South Bay Cities area. An ArcView Geographic Information System (GIS) base map delineates the study area boundary, city and county boundaries and names, freeways, major arterial streets, and light rail service.

The following is a list of graphics prepared for this study:

1. Base Map Showing Study Area (GIS)
2. Census Tracts Within Study Area (GIS)
3. Roadway Circulation System (GIS)
4. Functional classification of streets (GIS)
5. Goods movement corridors (GIS)
6. Existing Year 2000 PM Peak Hour Travel Conditions (emme/2)
7. Funded Roadway Improvements (GIS)
8. Unfunded Wish List of Roadway Improvements (GIS)
9. Growth in population, from existing Year 2000 to 2005 (GIS)
10. Growth in population, from existing Year 2000 to 2015 (GIS)
11. Growth in employment, from existing Year 2000 to 2005 (GIS)
12. Growth in employment, from existing Year 2000 to 2015 (GIS)
13. Growth in housing, from existing Year 2000 to 2005 (GIS)
14. Growth in housing, from existing Year 2000 to 2015 (GIS)

Additional products of the study are:

1. Library of documents collected over the course of the study, including general plans, transportation studies, traffic count data and flow maps, transit route maps and schedules, CMP monitoring reports, and other miscellaneous materials.

2. Electronic files containing
 - GIS files for all GIS presentations listed above
 - Existing Year 2000 population, housing, and employment data by census tract
 - Year 2005 population, housing and employment projections by census tract
 - Year 2015 population, housing and employment projections by census tract

In addition to the information portrayed in the graphical presentations described in the previous section, it is worth noting that a wealth of information will become available with the public release of the environmental documentation of the transportation studies conducted for the LAX Master Plan, the Playa Vista Second Phase Project and the SCAG's 2001 Regional Transportation Plan.

Detailed information regarding traffic volumes, roadway geometrics and other intersection characteristics will become available (particularly along key corridors in the Coastal Corridor study area) in the near future with the release of these studies. The Playa Vista Second Phase Project includes approximately 200 intersection analysis locations and at least ten roadway corridor assessments, all of which would be relevant to the Phase II of the Coastal Corridor Transportation Study. The LAX Master Plan transportation study also includes assessments of various major travel corridors within the study area and would also provide relevant information to this study.

IV. EXISTING AND FUTURE TRANSPORTATION CONDITIONS

The South Bay region is well served by a vast network of transportation facilities, including regional freeways, state highways, major and secondary arterial streets, bus transit, light rail transit, commuter shuttle services, local area shuttle services, truck corridors, freight rail corridors, international and domestic airports, and bikeways. The following is a brief description of facilities serving the South Bay region.

ROADWAY SYSTEM

The South Bay region is served by a vast network of regional freeways, highways and arterial streets. The following is a list of the major facilities serving the study area:

- *I-405 San Diego Freeway.* This north-south regional facility provides ten lanes north of the Marina Freeway to the I-10, and provides a total of eight lanes south of the Marina Freeway. In the study area, the I-405 provides interchanges with major arterials as well as the I-10, SR-90, and I-105.
- *I-10 Santa Monica Freeway.* This east-west regional facility extends from the Pacific Coast Highway (PCH) on the west, through downtown Los Angeles, and points east. In the vicinity of the study area, I-10 provides four lanes in each direction and interchanges with major and secondary highways providing access to various adjoining jurisdictions.
- *I-105 Glenn Anderson Freeway (Century Freeway).* This facility runs east-west from Norwalk to its current terminus at Marine Avenue near the I-405 Freeway. The freeway provides eight travel lanes with interchanges with major arterials and freeways such as the I-405 and I-110. The Metro Green Line, serving commuters between Norwalk and El Segundo, runs in the center of I-105. Stations at major arterials and activity centers are provided within the median, with transit and pedestrian connections.

- *I-110 Harbor Freeway and Transitway.* This major north-south facility runs from the I-101 Freeway in downtown Los Angeles to its terminus in San Pedro. The facility provides four lanes in each direction and interchanges with major arterial streets and freeways, such as the I-10, I-105, and I-405. The two-way bus/HOV transitway exclusive guideway of the Harbor Freeway Transitway terminates just south of downtown Los Angeles.

- *State Route (SR) 90 Marina Freeway.* Approximately three miles long, the Marina Freeway extends from the Fox Hills area to its terminus at Lincoln Boulevard (State Route 1). The Freeway provides four to eight travel lanes with interchanges at Centinela Avenue and the I-405. The east-west facility becomes a divided highway between Lincoln Boulevard and Culver Boulevard, providing two lanes in each direction in that section.

There are other significant state routes/principal highways located in the study area, including:

- SR 1 Lincoln Boulevard, Sepulveda Boulevard, Pacific Coast Highway
- SR 42 Manchester Avenue/Boulevard
- SR 91 Artesia Boulevard
- SR 107 Hawthorne Boulevard
- SR 187 Venice Boulevard, and
- SR 213 Western Boulevard.

To complement these regional facilities, a network of major arterial streets serves commercial uses and residences in the study area. Major arterials, too numerous to name, provide the vital connections between cities and the region. As a part of this study, a GIS graphic has been provided which summarizes the functional classification of streets throughout the region, based upon the General Plan Circulation and Transportation Elements of cities throughout the study area.

TRANSIT SYSTEM

The study area has a vast network of bus transit services provided by six major transit agencies, including the Metropolitan Transportation Authority (MTA), City of Los Angeles Department of Transportation (LADOT) DASH and Commuter Services, Culver CityBus, Gardena Municipal Bus Lines, Santa Monica Big Blue Bus, and Torrance Transit. Services range from long-haul service throughout the Los Angeles metropolitan area to local routes serving smaller community areas. Most cities offer a demand-responsive system to benefit seniors and the physically or developmentally challenged.

In addition, MTA's Metro Green Line, a 20-mile light rail system, provides 14 stations throughout the South Bay region. Metro Green Line begins near the I-605/105 interchange in Norwalk in the east, runs along the center median of the I-105 Freeway to the LAX area, then turns south to its current terminus at Marine Avenue near the I-405 Freeway. With the Green Line's direct connection to the Metro Blue Line and to major bus services throughout the South Bay, ridership has averaged about 26,800 boardings per day and 7.2 million annual boardings in FY 2000.

GOODS MOVEMENT

An important component of the transportation system is the designation of goods movement corridors. Most arterial streets also serve as truck corridors, with some exceptions where the potential impact to residences is great or where industrial uses are minimal. A product of this study is a GIS graphic showing the location of major goods movement corridors throughout the South Bay region. It is anticipated that, with the completion of the Alameda Corridor in coming years, more truck traffic will be accommodated by the Alameda Corridor, thus reducing impacts of truck traffic in the southern and central areas of the South Bay.

SPECIAL GENERATORS

The study area is home to a wide range of special generators, including universities, colleges, hospitals, shopping centers, airports, and recreational facilities. Most of these generators

present unique transportation characteristics, in terms of travel patterns, trip generation, and periods of operations. Most cities are highly experienced in handling the special needs of these generators and did not identify major concerns about the existing or future operation of these facilities. The following is a listing of the major special generators in the study area:

- Hawthorne Municipal Airport
- Los Angeles International Airport (LAX)
- Santa Monica Municipal Airport
- Torrance Municipal Airport
- El Camino College
- Santa Monica College
- Los Angeles Harbor College (adjacent to study area)
- Los Angeles Southwest College
- Loyola Marymount University
- University of West Los Angeles
- West Los Angeles College
- Kenneth Hahn State Recreation Area
- Bay Harbor Hospital
- Kaiser Foundation Hospital (adjacent to study area)
- Los Angeles County Harbor—UCLA Medical Center
- Baldwin Hills Crenshaw Plaza
- Del Amo Fashion Center
- Fox Hills Mall
- The Galleria at South Bay
- Manhattan Village
- Hollywood Park
- The Forum
- El Segundo Business Center
- Sony Studios
- Marina del Rey Marina facilities
- Public beaches, all along Pacific Coast
- Hermosa Beach, Manhattan Beach, Redondo Beach and Santa Monica Piers

GROWTH IN THE SOUTH BAY AREA

The Los Angeles metropolitan area is fortunate to be one of the most desirable places in the country to live and work. With beautiful climate, a thriving economy, a diverse and stable business community (with strong ties to international and national trade), Los Angeles will continue to be a powerful influence.

SCAG projects that the five-county region will grow considerably in the coming years – by 2010, population will increase by 40% and employment will increase by 36%. Los Angeles County will absorb some of this growth – population increasing by 28% and employment by 23%.

With its unmatched beauty, enviable neighborhoods, and a progressive business community, the South Bay area is certainly the most desirable place to be. The following is an overview of approved or anticipated development projects as well as a summary of overall anticipated growth in population, housing, and employment in the South Bay area for two scenarios: From the Year 2000 to 2005 and from the Year 2000 to 2015.

Approved or Anticipated Development Projects

There are a number of development projects that have either been approved by cities in the study area, or are in the process of review. Appendix F provides a listing of these approved or anticipated development projects, particularly in the Westside cities area. It is recommended that growth within the particular census tracts anticipated / projected for 2005 and 2015 be compared with the list of development projects in Appendix F to ensure that these are accounted for in the overall socioeconomic and demographic forecasts within the region.

Population

As with the entire five-county SCAG region, considerable population growth is expected to occur. From 2000 to 2005, according to SCAG projections, the most intense growth in the study area is expected to occur in the areas surrounding and including the LAX area, Marina del Rey, Playa Vista, and the Baldwin Hills area. Most of this growth is attributable to the release of

previously vacant or undeveloped land for development, such as the Playa Vista and Baldwin Hills areas.

From 2005 to 2015, growth in population will increase in the same areas, but also extend to areas mostly north of Rosecrans and west of the I-405 Freeway, including the City of Los Angeles, Los Angeles County, El Segundo, and Marina del Rey. Lower intensities of growth are expected in Culver City, Inglewood, Hawthorne, Gardena, the Beach Cities, Palos Verdes Peninsula cities, and Torrance.

GIS graphics, showing the locations of population growth on a census tract basis, have been prepared for this study for both scenarios: growth from the Year 2000 to 2005 and from the Year 2000 to 2015.

Housing

According to SCAG projections, the number of households in the South Bay area is expected to increase, mostly as a result of new areas opening up for development, and partly due to the increase in housing density in the more urban areas, such as the Marina del Rey and City of Los Angeles. From the year 2000 to 2005, housing is expected to increase most substantially in the LAX, Marina del Rey, Playa Vista, and Baldwin Hills areas. After 2005, growth will increase in areas previously mentioned, but also extend to areas throughout the study area, mostly in the City of Los Angeles north of Venice Boulevard, El Segundo, Hawthorne, Lawndale, and a few areas in Torrance and the Beach Cities. Growth is also expected to occur along the I-10 corridor.

GIS graphics, showing the locations of housing growth on a census tract basis, have been prepared for this study for both scenarios: growth from the Year 2000 to 2005 and from the Year 2000 to 2015.

Employment

As with the remaining SCAG region, employment will increase throughout the South Bay area. Most of the new jobs will be located in the LAX area, El Segundo, Playa Vista, and Torrance. By 2015, employment will continue to increase in these areas, and extend into the north area of the South Bay, including Culver City and the City of Los Angeles. Also, areas in Inglewood, Hawthorne, and Gardena will experience increased employment.

GIS graphics, showing the locations of employment growth on a census tract basis, have been prepared for this study for both scenarios: growth from the Year 2000 to 2005 and from the Year 2000 to 2015.

SUMMARY OF ISSUES AND CONCERNS

The following is a summary list of concerns and issues expressed by cities participating in this study. Although some of these issues seem to involve localized problems, if addressed, the effects could offer benefits to the region. Most concerns centered around the need to improve freeway access, regional corridor capacity and operation, and the need to obtain funding – not only for capacity-enhancing projects, but perhaps more urgently for maintenance of existing facilities.

Culver City

- Congestion is increasing on Sawtelle Blvd, due to spillover from Sepulveda Blvd
- Access to I-405 from Sawtelle Blvd needs to be enhanced and improved

El Segundo

- Congestion and growth in the Rosecrans Av Corridor
- Congestion and growth of through trips on Sepulveda Blvd and on Aviation Blvd

Gardena

- Need for maintenance funds
- City streets are built out, with few capacity-enhancing opportunities that would not adversely effect businesses and adjacent land uses
- Corridor signal timing projects in past years have been effective, but need to be updated

Hawthorne

- Managing through trips
- Optimizing operation of existing system through signal timing, etc.

Hermosa Beach

- City streets are built out, with narrow Right-of-Way (ROW) widths that reflect its history as a resort town
- Seasonal parking and circulation issues

Inglewood

- Congestion in the La Cienega Blvd corridor
- Access to the I-405 and the need to improve operation of ramp intersections
- Need for the Arbor Vitae interchange at the I-405 and other corridor improvements

Lawndale

- Managing through traffic
- Need for maintenance funds

Lomita

- Would like to work with neighbor, City of Torrance to improve congested conditions at intersection of Lomita Blvd/Crenshaw Blvd
- Congestion along Lomita Blvd corridor within city limits
- Flooding of Lomita Blvd at Harbor Freeway during storms severely limits capacity

City of Los Angeles

- Congestion of I-405 Freeway ramp intersections
- Congestion in major corridors, including Sepulveda Blvd, Lincoln Blvd, La Cienega Blvd

Manhattan Beach

- Conflicts of N/S commuters with E/W commuters challenge signal timings throughout area
- Congestion on Sepulveda Blvd and on Aviation Blvd

Rancho Palos Verdes

- Funding for cities to implement projects should be available without complex requirements and conditions so that funds can be spent as efficiently and as quickly as possible

Redondo Beach

- Congestion on Inglewood Av, Marine Av, Manhattan Beach Blvd, Aviation Blvd, Artesia Blvd, Pacific Coast Highway, 190th Street, and Hawthorne Blvd.
- Need maintenance funds

Santa Monica

- Congestion on Lincoln Blvd
- Impact of growth and development on local and regional transportation systems
- Impact of auto-oriented improvements on people using other transportation modes (pedestrians, bicyclists, transit riders, etc.)
- Urban design and livability of neighborhoods and commercial districts adjacent to transportation corridors
- Environmental sustainability in consideration of transportation improvements
- Developing regional responses to growth and development that respect the goals and strategies of individual communities
- As the City of Los Angeles includes capacity improvements to Lincoln Boulevard corridor, Santa Monica has not identified this improvement as a desirable measure.

Torrance

- Operation of 190th Street, from Crenshaw to Western, to improve access to I-405
- Congestion on PCH

FUNDED ROADWAY IMPROVEMENTS

In order to cope with existing congested locations, some cities have obtained funding to implement a range of roadway improvement projects. Most of these projects are outlined in the SBCCOG Draft Portfolio Project. Although some of these improvements involve roadway and/or intersection widening only, many cities are pursuing Intelligent Transportation System (ITS) solutions with integrated communications as a way of improving operations in addition to the widening projects. The following is a summary of some of these funded projects, either under construction or targeted for completion within the next five years:

Culver City

- Widening of Overland Av to 2 lanes in each direction, between Venice Blvd to Washington Blvd (Completed)
- Convert Braddock Dr to a local street (i.e. de-emphasize Braddock Dr) from Sawtelle Blvd to east of Overland Av)
- Intersection improvements
 - Sepulveda Blvd and Centinela Av, Jefferson Blvd
 - Centinela Av and Washington Pl
 - Culver Blvd and Sawtelle
 - Overland Av and Jefferson Blvd
 - Slauson Av at Marina Freeway, Bristol Parkway, Hannum Av

El Segundo

- Closure of the Douglas Street gap, between Utah Av and Rosecrans Av
- Widening of Aviation Blvd, Rosecrans Av to Imperial Highway, from 4 to 6 lanes
- Sepulveda Blvd to 4 lanes in each direction – El Segundo Blvd to Rosecrans Blvd
- Citywide ITS
- Intersection improvements for Aviation Blvd/Rosecrans Av

Hawthorne

- Rosecrans, from Isis (just north of I-405) to Inglewood Av, to add fourth eastbound lane, additional left and right turn lanes at selected intersections, and widening ramp to freeway.

Inglewood

- ITS throughout the city
- A range of citywide street improvements, involving both capacity and non-capacity enhancements
- Inglewood Bus Transit Center

Los Angeles

- Corridor improvements
 - Overland Av improvements – Palms Blvd to Venice Blvd (between Regent and Venice Bl is completed)
 - Lincoln Blvd to 4 lanes in each direction – Hughes Terrace to Jefferson Blvd
 - Lincoln Blvd -- 4 lanes northbound and 3 lanes southbound between La Tijera Blvd and Hughes Terrace
 - Lincoln Blvd to 4 lanes in each direction – Jefferson Blvd to Fiji Way
 - Jefferson Blvd to 4 lanes in each direction – Lincoln Blvd and Playa Vista Dr
 - Jefferson Blvd to 4 lanes eastbound and 3 lanes westbound – Playa Vista Dr to Beethoven St
 - Jefferson Blvd to 3 lanes in each direction – Centinela Av/Inglewood Blvd to Mesmer Av
 - Culver Boulevard to 2 lanes in each direction – Lincoln Blvd to SR-90
 - Development of Playa Vista Drive roadway with 2 lanes in each direction between Bluff Creek Dr and Jefferson Blvd and one lane in each direction between Jefferson Blvd and Culver Blvd
 - SR 90 to 2 lanes in each direction – Mindanao Way to Culver Blvd
 - Four-lane bridge for mainline SR 90, with 2 lanes in each direction, over Culver Boulevard
 - Improve Aviation Blvd – Imperial Hwy to Arbor Vitae
 - Centinela Av improvements – Washington Blvd to Short Av
 - Centinela Av to 3 lanes in each direction – Jefferson Blvd to north of Juniette St
 - Development of Bluff Creek Dr connection with 2 lanes in each direction – Lincoln Blvd to Centinela Av
 - Arbor Vitae St to 2 lanes in each direction – La Brea Av to Oak St
 - Aviation Blvd – Imperial Highway to Arbor Vitae St

- Intersection improvements:
 - Sepulveda Blvd at Lincoln Blvd, Westchester Pkwy, La Tijera Blvd, Manchester Av, 83rd St, 79th St, and 78th St
 - Lincoln Blvd, all signalized intersections between Sepulveda Blvd and Mindanao Way, including completion of the northbound Lincoln Blvd ramps to/from Culver Blvd
 - Centinela Av at Washington Blvd, Mindanao Way, Culver Blvd
 - Culver Blvd at Inglewood Av
 - Centinela Av and La Tijera Blvd

- Southbound I-405 HOV lane between Waterford St and I-10 (outside study area, but may affect I-405 South Bay study area south of I-10)
- I-405 HOV lane (one lane in each direction) between I-10 and I-105 (Caltrans)

Manhattan Beach

- Widening Sepulveda Blvd, Rosecrans Av to Marine Av
- Widening of Rosecrans Av, Douglas St to Aviation Blvd
- Dual left turns on Marine Av at Sepulveda Blvd

Redondo Beach

- New traffic signal at Anza Av and 190th St
- Traffic signal improvements on Prospect, from Del Amo to Emerald

Santa Monica

- Provide a 2-lane connection (extension of Olympic Blvd) between 4th Street on-ramp to I-10 eastbound and Ocean Av in the Santa Monica Civic Center Specific Plan area.
- Big Blue Bus system improvements
- Ocean Avenue/Nielson Way pedestrian improvements
- Downtown Transit Mall
- Signal Synchronization
- Intersection improvements included in the Santa Monica Master Environmental Assessment

Torrance

- Intersection improvements at Western/Artesia, Normandie/Artesia, Vermont/Artesia, Western/I-405 northbound ramps, Crenshaw/190th Street, Van Ness/190th Street, I-405 northbound ramps at 190th Street, Western/190th Street, Normandie/190th Street, Vermont/190th Street, Van Ness/Del Amo, Western/Del Amo, Vermont/Carson, I-110 southbound ramps/Carson, Western/Sepulveda, I-405 southbound ramps/190th Street, Western/190th Street, Crenshaw/Torrance, Western/Torrance
- Del Amo Boulevard extension, from Maple Av to Crenshaw Blvd
- Torrance Boulevard Realignment
- Artesia Boulevard improvement

County of Los Angeles

- South Bay Forum Traffic Signal Synchronization projects, from 1995, 1997, and 1999
MTA Call for Projects
 - El Segundo Blvd – PCH to Santa Fe Av
 - Rosecrans Av – Vista del Mar to Vermont Av
 - Manhattan Beach Blvd – Highland Av to Crenshaw Blvd
 - Artesia Blvd – PCH to Vermont Av
 - 190th Street – PCH to Wilmington
 - Torrance Blvd – PCH to Main St
 - Carson St – Hawthorne Blvd to Santa Fe Av
 - Sepulveda Blvd – W. of Palos Verdes Drive to Santa Fe Av
 - Lomita Blvd – Hawthorne Bl to Avalon Blvd
 - Pacific Coast Highway – Imperial Hwy to Orange County line
 - Aviation Blvd – PCH to I-105
 - Inglewood Av – Artesia Blvd to Arbor Vitae
 - Hawthorne Bvd/La Brea Av – Palos Verdes Drive to Centinela Av
 - Prairie Av – Sepulveda Blvd to Florence Av
 - Crenshaw Blvd – Indian Peak Road to Imperial Hwy
 - Western Av – Paseo del Mar to Century Blvd
 - Normandie Av – Anaheim St to Manchester Av

A GIS graphic is provided as a part of this study to identify the locations and types of roadway improvement projects that have been funded in the study area.

UNFUNDED WISH LIST OF ROADWAY IMPROVEMENT PROJECTS

Many cities, in order to address their local existing and future transportation issues, have compiled a “wish list” of projects that, if funded, would be among the highest priority for implementation. These projects will serve as a starting point in Phase II, as regional transportation improvements are considered and tested. The following is a brief summary of this “wish list” of unfunded improvements.

Culver City

- To complete optimal signalization of city’s 100 signals
- Corridor improvements on Culver Blvd – Los Angeles city boundary to Elinda

El Segundo

- Widening and operational improvements to Rosecrans Av corridor
- Conversion of Nash and Douglas Streets back to two-way operation
- Improve access opportunities for the Los Angeles Air Force Base

Inglewood

- Corridor improvements to Prairie Av, Century Blvd (within city limits), La Brea Blvd
- Realignment of La Brea Blvd at S Market Street

Lomita

- Corridor improvements to Lomita Blvd
- Widen approaches to Lomita/Crenshaw

Los Angeles

- Corridor improvements:
 - Westchester Pkwy – Pershing Dr to Arbor Vitae St
 - Arbor Vitae St – Westchester Pkwy to I-405
 - Imperial Hwy – Pershing Dr to Sepulveda Blvd
 - Pershing Dr – Westchester Pkwy to Imperial Hwy
 - I-405 – Imperial Highway to Arbor Vitae St
 - Airport Blvd – Arbor Vitae to I-405

- Manchester Av – Sepulveda Blvd to I-405 (from w/o Osage to I-405 is within Inglewood)
- Sepulveda Blvd – Lincoln Blvd to Jefferson Blvd (Centinela Av to Jefferson Blvd is within Culver City)
- Interchange improvements at I-405 and Arbor Vitae (Caltrans)

- Other Corridor Improvements
 - Centinela Av – Culver Blvd to Marina Freeway
 - Culver Blvd – Vista del Mar to Culver City Boundary
 - Bluff Creek Dr completion – Lincoln Blvd to Centinela Av
 - Admiralty Way - Culver BI to Via Marina Way

- Interchange Improvements
 - New Marina Freeway interchange at McConnell
 - Full interchange at Culver Blvd and Lincoln Blvd
 - Marina Freeway and Culver Blvd
 - Marina Freeway and Slauson Avenue
 - Sepulveda BI and Centinela Ave

- Lincoln Boulevard corridor between Fiji Way and Route 10
- Completion of I-405 HOV lanes from I-10 to Route 101 (outside study area, but may have an affect on I-405 in South Bay study area)
- Rapid Bus – Venice Boulevard corridor and Manchester Av/Blvd corridor
- Bus Rapid Transit (BRT) – Exposition Boulevard
- Westside Adaptive Traffic Control System (ATCS)

Manhattan Beach

- Dual left turn lanes for eastbound Manhattan Beach Blvd and northbound Sepulveda Blvd

Redondo Beach

- Intersection improvements to Pacific Coast Highway/Catalina
- Intersection improvements to Manhattan Beach Blvd at Inglewood Av

- Marine Av/Inglewood Av grade separation (may not be necessary after completion of Alameda Corridor)

Santa Monica

- Exposition Light Rail Transit
- Citywide pedestrian improvements
- Citywide signal timing improvements
- Big Blue Bus system improvements

Torrance

- Corridor improvements on 190th, from Crenshaw to Western to improve access to I-405
- Request of LA County to add Anza, Van Ness, Marine and Prairie to signal synchronization application to 2001 MTA Call for Projects
- Widen PCH to 3 lanes in each direction (working with Caltrans)
- Intersection improvements to PCH/Hawthorne

Los Angeles County

- For 2001 MTA Call for Projects, will be adding following corridors: 120th from Aviation to Van Ness, Marine from Sepulveda to Vermont, Van Ness from Imperial to Torrance, and 223rd from Western to I-710
- Ultimately connect ITS/communication systems of three forum areas, including the South Bay, Gateway Cities and San Gabriel Valley.

A GIS graphic is provided as a part of this study to identify the locations and types of roadway improvement projects that are potential projects to be considered in the development of a long-range transportation plan for the South Bay study area.

V. PREPARING FOR PHASE II AND THE DEVELOPMENT OF A TRANSPORTATION PLAN

Phase I of this study has produced a summary of existing and future transportation facilities and a projection of the size and location of future growth. The challenge is now to develop a transportation system that can accommodate this future growth. The development of a transportation plan will include the “wish list” of improvements provided by the cities, while also integrating the overall needs, from a cohesive, regional basis.

The transportation plan needs to identify both short- and long-term recommended improvements, implementation costs, prioritization of projects, and a funding strategy to support the plan. These improvements will be developed to accommodate the projected regional and study area growth and alleviate the projected congestion anticipated on the regional transportation system (highway and transit).

In order to project the travel demand on the future transportation system both in the short and long terms (2005 and 2015), use of a sub-regional travel demand forecasting model is recommended for Phase II of this study. Three choices exist in terms of potential availability of travel demand models in the region. The first one is the SCAG’s Regional Travel Demand Model, the second one is the LAX Master Plan transportation model and the third one is the Playa Vista Second Phase Project transportation model. A brief discussion of these models and their respective applicability to the Coastal Corridor Transportation Study Phase II follows.

SCAG’s regional model includes five of the six counties (Imperial County is not included) within the SCAG region (approximately 3200 traffic analysis zones exist) at a certain level of abstraction. Within the Coastal Corridor study area, this regional model may not possess the required level of detail in the representation of the networks as well as the traffic analysis zone definitions to warrant its use directly in the Phase II of this study. This model could be used but areas within the study area would have to be dis-aggregated and network representation enhancements would need to be made at a minimum to prepare the model for use in this study. That model would also have to be validated. All of this would take considerable time and expense to accomplish.

The LAX Master Plan transportation model provides an analysis framework consistent with the requirements of the Coastal Corridor Phase II study. It also includes all the five counties within the SCAG region (Imperial County is not specifically included although external station representations are provided). The necessary level of detail in both network representation and zonal definitions to provide the required traffic forecasts at the appropriate level of detail for this study is, in fact, available in this model. LAX Master Plan trip estimates and network enhancements are also provided in this model to a greater level of detail than the other models. Therefore, this model is recommended for use in the Coastal Corridor Transportation Study Phase II.

The Playa Vista Model also provides a great level of detail within the Coastal Corridor study area. However, this Playa Vista Model would offer more complex analytical tools than is required for this study. The Playa Vista model provides greater emphasis on methods to process intersection-level detailed information from the model. The future forecasts, however, in the Playa Vista model are for 2010 only and therefore do not offer the 2005 or 2015 forecasts that are necessary to develop a transportation plan for this study. Although 2005 and 2015 forecasts can be synthesized, a considerable amount of work would be required for this effort as well.

Our recommendation for the Coastal Corridor Transportation Study Phase II is to use the LAX Master Plan model for forecasting both 2005 and 2015 future traffic to the required level of detail. However, if specific intersection level data is required to be forecast, then the methods employed in the Playa Vista modeling framework to process the information and obtain the required data could be used for this study.

Given that the LAX Master Plan model could be utilized for the Coastal Corridor Transportation Study Phase II, the following information would need to be acquired, first of all, prior to its use. Specific model documentation outlining the process used and the various assumptions involved in it synthesis as it relates to land use, network representation, transit and non-motorized mode split and auto vehicle ridership (AVR) or occupancies (AVOs).

Numerous checks to the highway network representation in the model are recommended. If discrepancies are found within the model, these should be documented and updates performed as part of the data gap closures task of Phase II of the Coastal Corridor Transportation Study.

Highway network functional class including appropriate assumptions for speed and per lane capacities, number of lanes, connections with the freeway system (ramps), turn prohibitions and roadway link length checks should be performed as part of the data gaps and update task of Phase II. Further, the HOV network representation should also be examined in light of how they connect with the mixed flow transportation network. If specific HOV-to-HOV connectors exist in reality, then they should be reflected appropriately in the simulation model network. All these checks would need to be performed as part of the Phase II data gaps and update task.

With respect to socio-economic and demographic data assumptions, a comparison of the assumptions in the LAX Master Plan model and the SCAG's current regional 2005 and 2015 data assumptions should be made and discrepancies noted. Updates to these forecasts should be made after the various cities and other jurisdictions have reviewed and reconciled with these assumptions.

With the completion of Phase I, the South Bay Cities Council of Governments has identified data needs, assembled available transportation data, identified gaps in this data, reviewed land use forecasts and created a database to store and illustrate this information. Phase I results form a foundation to begin Phase II of this study, which is to test and identify transportation improvements and enhancements that will accommodate future growth and travel patterns. The following is a brief outline of activities that should be included in the Phase II effort:

- Review "data gaps," develop data collection plan, collect missing data and update assumptions
- Identify / Validate critical issues with member cities – conduct interviews
- Forecast future traffic demand for both Years 2005 (short term) and 2015 (longer term) on the roadway system and assess transit system demand using the LAX Master Plan transportation model
- Perform capacity analysis and identify system deficiencies for both highway and transit
- Develop initial list of transportation system improvements
- Evaluate improvement effectiveness
- Develop overall evaluation methodology (based on performance measures, needs, system connectivity/integration, etc.)
- Prioritize the improvements package
- Prepare draft South Bay Coastal Corridor Transportation Plan Report

- Prepare Final Report
- Meetings and presentations

APPENDIX A
SOUTH BAY CITIES COASTAL CORRIDOR TRANSPORTATION STUDY CONTACT LIST

South Bay Cities Council of Governments

Transportation System Study -- Phase I

Contact List

Agency	Contact		Phone	FAX	email
Culver City	Max Paetzold	Engineering	310-253-5633		Max.Paetzold@ci.culver-city.ca.us
	Steve Cunningham	Dep Dir CC Transit	310-253-6540		4343 Duquesne Av, CC 90323
El Segundo	Belur Devaraj		310-322-4670		bdevaraj@elsegundo.org
Gardena	Woody Natsuhara	Traffic	310-217-9529		
	Kathy Ikari	Planning	310-217-9516		
Hawthorne	Charles Herbertson	Public Works	310-970-7955	310-970-7033	dirpubwk@earthlink.net
	Clinton Smith	Traffic Engineer	310-970-7961	310-970-7033	
	Mike Goodson	Planning	310-970-7939		
Hermosa Beach	Richard Garland	Traffic	310-318-0204	310-372-6186	Asst: Rhea Punneo 310-318-0222
	Harold Williams	Public Works	310-318-0222		hwilliams@hermosabch.org
Inglewood	Parvis Koupai	Transportation	310-412-5285		pkoupai@cityofinglewood.org
	Bill Barnett	Transportation	310-412-5333		
	Lori Purcells	Planning	310-412-5221		
LADOT	Jay Kim	Transportation	213-485-1062	213-485-1285	jkim@dot.lacity.org
	Tom Carranza	Transportation			
Lawndale	Susan Bach	Goods Movement	213-580-5425		
	Blane Frandsen	Public Works		310-371-8877	
	John Hemer	Planning		310-970-2118	jhemer@lawndalecity.org
Lomita	Gary Irwin	Engineering	310-325-7110	310-325-4024	g.irwin@lomita.com
	Richard Kawasaki	Planning			
Manhattan Beach	Richard Garland	Traffic	310-545-5621	310-802-5501	rgarland@ci.manhattan-beach.ca.us
	Eric Haaland	Planning	310-802-5511		ehaaland@ci.manhattan-beach.ca.us
Rancho Palos Verdes	Les Evans, City Mgr	City Manager	310-544-5205	310-544-5291	lese@rpv.com
	Dean Allison	Traffic	310-544-5246		deana@rpv.com
	Joel Rojas	Planning	310-544-5223		joela@rpv.com
Redondo Beach	John Mate	Traffic	310-318-0661	310-371-8021	john.mate@redondo.org
Santa Monica	Lucy Dyke	Transportation	310-458-2208	310-576-3598	lucy-dyke@ci.santa-monica.ca.us
Torrance	Ted Semaan	Transportation	310-618-5990		tsemaan@torrnet.com
	Jill Crump	Planning	310-618-5990		jcrump@torrnet.com
	Jim Mills	Transit	310-618-6266		
LA County	Barry Kurtz		626-300-4724	626-300-4736	Bkurtz@dpw.co.la.ca.us
	John Hill	Transportation	626-300-4737		
	Jeff Pletyak	Transportation	626-300-4757		
SCAG					
LAWA	Susan Collette		310-417-6115	310-646-0657	scollette@airports.ci.la.ca.us
MTA	Karen Heit		213-922-3086	213-922-3013	heitk@mta.net
	Robert Yates		213-922-3096		
Caltrans	Paul Perez		213-897-1731		paul_g_perez@dot.ca.gov
	Dan Kopulsky		213-897-4872		dan.kopulsky@dot.ca.gov
	Dawn Helou		213-897-6672		
	Melvin Mendoza		213-897-0788		
FHWA	Robert Cady		916-498-5038		
	Sue Kaiser		916-448-5009		
Meyer Mohaddes Assoc	Gary Hamrick	Consultant to SBCCOG	562-432-8484	562-432-8485	ghamrick@mmausa.com

APPENDIX B

LIST OF ANALYTICAL DATA NEEDS -- TRAVEL DEMAND DATA

LIST OF ANALYTICAL DATA NEEDS -- TRAVEL DEMAND DATA

Roadway System Data

Along interstate highways, freeways, major arterials, secondary arterials and key collector streets within the study area, and at critical interchanges and intersections including CMP arterial monitoring locations, the following data would be solicited:

- Existing average daily traffic volumes (ADTs)
- Existing AM peak hour traffic volumes
- Existing PM peak hour traffic volumes
- Existing mid-day peak traffic volumes (if available)
- Existing summer and weekend traffic volumes

Transit System Data

This includes the following data by stop in specific directions of travel (if applicable) along various bus lines operated by the various operators – Metro Green Line, Culver CityBus, Santa Monica Big Blue Bus, Torrance Transit (MAX), Gardena Transit, LACMTA and LADOT Dash within the study area:

- Weekday and weekend, daily and peak period boardings or loads
- Weekday and weekend, daily and peak period load factors
- Any other relevant information affecting the performance of the bus lines. For example, data at transit terminals or transit centers within the study area pertaining to the operation, usage and inter-service transfers based on the existing service

Goods Movement Data

This includes the following data:

- Existing average daily truck traffic volumes
- Existing AM peak hour traffic volumes
- Existing PM peak hour traffic volumes
- Mid-day peak hour traffic volumes
- Summer and Weekend traffic volumes

LIST OF ANALYTICAL DATA NEEDS -- TRANSPORTATION SUPPLY DATA

Roadway System Data

I. Along interstate highways, freeways, interchanges, major arterials, secondary arterials and key collector streets within the study area, the following critical supply information would be sought:

- Existing roadway segment number of lanes
- Proposed and funded/programmed roadway segment number of lanes
- Planned roadway segment number of lanes
- Other relevant information (speed limits, presence of median or divider, signal system availability, ramp metering and so on) affecting the capacity of the facility

II. At critical intersections (CMP arterial monitoring locations), the following information will be sought:

- Existing intersection lane geometry (through & turn lanes on all approaches)
- Proposed and funded/programmed intersection lane geometry
- Planned intersection lane geometry
- Other relevant information such as presence of automated signal systems including linear corridor type progression systems (ATSAC, for example) or network-wide real-time based optimizing systems (ATCS, for example) and specific geometric constraints requiring specific signal phasing (split phasing and soon)
- ITS (Intelligent Transportation Systems) infrastructure available and expected to become available within the timeframe of this project

Transit System Data

This includes the following information for each of the bus lines of the various operators within the study area:

- Number of buses and service frequency during peak periods and off-peak periods and during weekdays and weekends
- Capacity of each bus belonging to the various bus lines for each of the operators
- Average peak period and off-peak period loads, and
- Any other operational issues related to service (difficulty in maintaining schedules due to congestion during peak periods and so on)

Goods Movement Data

- I. Truck Route information including facilities and their key attributes, such as number of lanes for existing roadway segments, ramps/junctions, and proposed and funded/programmed roadway segments.
- II. Other elements affecting the capacity of the ramps and ramp systems, including ramp metering, availability and length of auxiliary lanes, acceleration and deceleration lanes.
- III. Proposed and programmed truck lanes on regional facilities.

LIST OF ANALYTICAL DATA NEEDS -- TRAVEL DEMAND FORECASTING MODEL DATA

Three travel demand forecasting models exist in the area.

- SCAG TDF Model – Regional Model including six county Southern California Region
- LAX Master Plan TDF Model – Regional Model with External Compression and enhanced zone system adjacent to and within LAX
- Playa Vista TDF Model – Detailed Focused Model including compressed regional TAZs and very detailed TAZ system on the westside

Model data includes TAZ system definition, TAZ map, Land Use / Socio-Economic data, Network data and Trip Table data. Model documentation for the regional model base would be required.

Traffic Analysis Zone (TAZ) System Definition

- Model TAZ system related correlation to Census Geography – Digital format
- Available digital file of the TAZ system in GIS polygon or area database format
- Hard copy of the TAZ Map

Land Use/Socio-Economic Information Needs

This includes, for the entire modeling area, at the appropriate level of abstraction (typically at Census Tract Level), the following data elements:

- Single Family Dwelling Units
- Multi-Family Dwelling Units
- Group Quarters
- Total Dwelling Units
- Population
- Retail Employment
- Non-Retail Employment
- Total Employment
- Special Generator Information including type, trip generation rates, trip caps, time of day factors and so on

Additionally, information related to development projects of regional significance within the various jurisdictions in the study area including type and amount or size of development, horizon years, proposed roadway system changes, proposed transit system changes and ITS system changes will be sought from each of the member jurisdictions within the study area. Special generator trip generation input and model data, trip distribution and time of day characteristics for the specific special generators (airport, universities, regional malls and so on) will be solicited.

Network Information Needs

For both Existing and Future Horizon Year conditions,

- Base Highway Network Definition including all of the following facilities:
 - Interstate Highways
 - Freeways
 - Major Arterials

- Minor Arterials
- Collectors
- Interchanges

- Attribute information needs include the following information:
 - Link type – indicating function class
 - Link length or distance
 - Speed in mph
 - Capacity per lane in vehicles per hour
 - Number of lanes
 - Volume Delay Function Code – index to use to compute delay or impedance on the link based on congestion
 - Any other relevant data to be included in the computation of the path attributes in traffic assignment

Trip Table Data

For both existing and future year conditions, the AM, PM and Off-peak period trip table data would be needed:

- Person Trip Tables, by purpose (P-A Format) – Home-Work, Other-Work and Non-Work
- Mode Split Trip Tables, by purpose (P-A Format) – Home-Work, Other-Work and Non-Work
- Vehicle Trip Tables, by purpose (P-A Format)– Home-Work, Other-Work and Non-Work
- External Trip Tables (O-D format)
- Time of day characteristics (Factors for conversion from P-A to O-D and daily to peak period) and automobile occupancy trip tables

APPENDIX C
LITERATURE REVIEW OF RELEVANT STUDIES

LITERATURE REVIEW OF RELEVANT STUDIES

- 1998 Regional Transportation Plan (98RTP) & when available, 2001 Regional Transportation Plan (2001RTP), prepared by SCAG
- 1998 RTIP, prepared by SCAG
- Statewide Transportation Improvement Program (STIP), prepared by Caltrans
- LA County Call for Project (CFP) Lists compiled by the LACMTA
- Los Angeles County Congestion Management Program (1997), prepared by LACMTA
- Los Angeles County Long Range Transportation Plan, prepared by LACMTA
- Goods Movement Studies within the study area, prepared by SCAG
- Functional Classification Maps, prepared by FHWA
- Project Study Reports (PSRs) and Project Reports (PRs) for various roadway system improvements on State Facilities, prepared by Caltrans
- High Occupancy Vehicle Facilities (HOV) Master Plan, prepared by LACMTA
- City of Los Angeles General Plan Framework (GPF) & Transportation Improvement and Mitigation Program (TIMP)
- City of Culver City General Plan
- City of Gardena General Plan
- City of Hawthorne General Plan
- City of Hermosa Beach General Plan
- City of Lawndale General Plan
- City of Rancho Palos Verdes General Plan
- City of Redondo Beach General Plan
- City of Santa Monica General Plan and Master Environmental Assessment (MEA)
- Marina Del Rey (MDR) Local Coastal Plan including Trip Fee Analysis
- City of El Segundo General Plan
- City of Torrance General Plan
- City of Manhattan Beach General Plan
- City of Inglewood General Plan
- Various Community Plans and their revisions/updates prepared by the City of Los Angeles including the following:
 - Venice Community Plan Update
 - Westchester-Playa Del Rey Community Plan
 - Palms-Mar Vista-Del Rey Community Plan Update
 - West Los Angeles Community Plan Update
 - West Adams-Baldwin Hills-Liemert Community Plan Revision
 - Harbor Gateway Community Plan
- Various Specific Plans within the study area such as the following:
 - Coastal Transportation Corridor Specific Plan (CTCSP) Ordinance No.168999 including Trip Fee Analysis
 - West Los Angeles Specific Plan Ordinance including Trip Fee Analysis
- Various Development Project Studies including the following:
 - Playa Vista First Phase Project Draft and Final EIR
 - Playa Vista Studios Traffic Studies
 - Draft Playa Vista Second Phase Project EIR
 - Howard Hughes Center Environmental Studies
 - Loyola Marymount University Expansion Project

- Los Angeles International (LAX) Airport Master Plan Project Studies
- Culver City Retail & Theater Project, Culver City
- COSTCO Retail Project, Culver City
- Marina Pointe/Gateway Project
- Old GTE Apartment Building Project, MDR
- Villa Venetia Development Project, MDR
- Fox Hills Mall Expansion Project, Culver City
- Various Transit Studies prepared by the LACMTA within the study area including:
 - Inner City Transit Needs Assessment Study, prepared by LACMTA
 - Westside Transit Restructuring Study, prepared by LACMTA
 - Ridership and Performance Report for various Culver City Bus Lines, prepared by Culver CityBus
 - Ridership and Performance Report for various Santa Monica Big Blue Bus Lines, prepared by Big Blue Bus
 - Ridership and Performance Report for various LACMTA Bus Lines within the study area, prepared by MTA
 - Ridership and Performance Report for various LADOT DASH Bus Lines within the study area, prepared by LADOT

APPENDIX D
SUMMARY OF DATA NEEDS³/₄CHECKLIST

SUMMARY OF DATA NEEDS^{3/4}CHECKLIST

1. Functional Classification of Streets
2. Existing Year 2000 Traffic Volumes on Major and Secondary Roadways (or latest set of traffic counts)
3. CMP Roadway System Information
4. Year 2005 Traffic Volumes
5. Year 2015 Traffic Volumes
6. Existing Year 2000 Socio-economic Data (by Census Tract) (population, housing, employment)
7. Year 2005, 2015 Socio-economic growth (by Census Tract)
8. Year 2005, 2015 Programmed Roadway Improvements (Funded)
9. Year 2005, 2015 Planned Roadway Improvements and Other Roadway Improvements (Not funded)
10. Existing Year 2000 Transit System Data (Maps, Routes and Schedules, Boarding Data)
11. Year 2005, 2015 Future Transit System Data (from Transit Plan, if available)
12. Existing Year 2000 Goods Movement Corridors & Issues
13. Year 2005, 2015 Goods Movement Corridors and anticipated Requirements

Other Issues:

- Future development projects of regional significance – Are these studies available?
- Sources of funding for transportation improvements
- Issues and Concerns
- Identification of Special Generators, if any, and their location, type, size, and travel characteristics
- General Plan and anticipated updates and/or changes, especially to the Circulation Element

APPENDIX E
SUMMARY NOTES OF MEETINGS AND PHONE INTERVIEWS

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – Culver City

Meeting: October 18, 2000 at 9 am
Max Paetzold, Traffic Engineering Manager/Engineering Division and
John Rivera, Associate Planner/Planning Division

General Plan: Circulation Element (Conducted in 1993-4, Adopted 1996), Land Use Element (Adopted 1996)

Traffic Counts: Last conducted in 1998, conducted every 5 years

CMP Intersections: Venice/Overland

Transit: The City mentioned that MTA's Exposition Corridor transit improvements along MTA's Exposition Blvd. right-of-way would help to provide relief to the congested I-10 Freeway corridor. The City had noted that the Rancho Park Community in Los Angeles was against the alignment passing through this neighborhood. An appropriate location for the transit terminal within the City was also identified.

Culver CityBus plans to extend Line #6 to increase service to Fox Hills and the LAX Transit Center. Will increase service to Playa Vista, via Jefferson or Teale.

We contacted Steve Cunningham at Culver CityBus for more info. Potential Exposition corridor improvements may affect local Culver CityBus service, but not drastically. No major changes in service are planned at this time, but Culver CityBus plans to extend service to Green Line station at Aviation/Imperial. Upcoming Playa Vista development will impact service slightly. System now has 45 vehicles, but will never exceed 60. The greatest challenge to bus service is traffic congestion, but solutions, such as signal pre-emption, would require a common technology among several jurisdictions. Culver CityBus is looking at Sepulveda Blvd corridor, on a conceptual basis with other transit agencies, as a possible candidate for improvements such as pre-emption. Demand for service along Sepulveda Boulevard exceeds capacity in peak periods (specifically the LAX Transit center to UCLA route). Transit demand in this corridor continues to grow. Although schedules are provided on the City's website, Culver CityBus will be developing a website with bus route maps and additional information.

Goods Movement: Few goods movement issues

Future Development Projects: Fox Hills Mall expansion, Hughes Entertainment, Corporate Pointe (3/4 million office on Slauson, east of Fox Hills), and 241 units of residential.

**Summary of Meetings and Phone Interviews – Culver City
(Continued)**

Future Development Projects (Continued): The State of California is currently in the process of developing a Master Plan for the Baldwin Hills area, which would transform the area into a State Park/Conservancy. Although a transportation plan is needed to address circulation and access needs, the State Park would be a welcome addition to the community.

Roadway Improvement Projects – Funded: No widening improvements planned, but in process of repaving and resurfacing streets throughout city. Overland is currently under construction, to widen to 4 lanes.

Roadway Improvement Projects – Unfunded Wishlist: In 2 years, will have improved 90 of 100 signals in City.

Issues: Sawtelle is getting spillover from Sepulveda, I-405 access at Sawtelle,

Documents Received:

- *Culver City General Plan Circulation Element 1993*, Adopted July 22, 1996
- *Culver City General Plan Land Use Element*, adopted 1996 and amended through 2000

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – El Segundo

Meeting: October 23, 2000 at 9 am
Bellur Devaraj, P.E., City Engineer
Andres Santamaria, Public Works Director
Chris Ketz, Planning Manager

General Plan: Circulation Element (just completed Nov. 2000, but not yet adopted)

Traffic Counts: Received ADT counts for 66 roadway segments throughout the city.

CMP Intersections: Sepulveda/El Segundo, Received copy of CMP Monitoring report from May 1999.

Transit: Have a dial-a-ride system, revitalizing shuttle from East Sepulveda to downtown. Served by Torrance Transit, MAX, MTA. Green Line station.

Goods Movement: No major issues. Have freight-forwarding facilities on Imperial Highway (FedEx), Imperial/Aviation.

Future Development Projects: Received list of “Major Approved & Active Projects – September, 2000”

Roadway Improvement Projects – Funded:

1. Douglas Street gap closure
2. Aviation widening, Rosecrans to Imperial (4 lanes to 6 lanes)
3. Citywide ITS
4. Aviation/Rosecrans intersection improvements

Roadway Improvement Projects – Unfunded Wishlist:

1. Rosecrans Avenue Corridor improvements
2. Conversion of Nash/Douglas back to two-way
3. Improve access for Los Angeles Air Force Base

Issues:

1. Growth in through trips on Sepulveda and Aviation Corridor
2. Congestion in Rosecrans Corridor

Other Notes:

City just completed traffic study for Main Street/Downtown Revitalization that will take Main Street from 4 lanes to 3 (center turn lane).

**Summary of Meetings and Phone Interviews – El Segundo
(Continued)**

Documents Received:

- *1999 CMP Highway Monitoring – El Segundo, Sepulveda Boulevard/El Segundo Boulevard*
- *El Segundo Circulation Element Update Draft Environmental Impact Report, State Clearinghouse Number 99081120, October 13, 2000*

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – Gardena

Meeting: Phone interview with Woody Natsuhara

General Plan: Land Use Element (1975), Circulation Element (1975)

Traffic Counts: 2000 ADT traffic counts on major arterials throughout the city

CMP Intersections: CMP Monitoring Report for Artesia Blvd/Vermont Av.

Transit: Gardena Municipal Bus Lines manages close to 50 vehicles and 10 demand-responsive vehicles. Ridership is estimated to be an average of 18,000 riders per day. The system connects to Metro Blue Line service. More than 400 bus stops are provided throughout the service area, which extends to downtown Los Angeles. No major changes to system are planned for the future.

Goods Movement: See recent SBCCOG report, no additional info

Future Development Projects: No new projects of regional significance

Roadway Improvement Projects – Funded: See Portfolio listing

Roadway Improvement Projects – Unfunded Wishlist:

Issues:

- Not enough funds to maintain streets/infrastructure
- City streets are now built out, capacity enhancements would greatly affect businesses and existing land uses
- Would like to go through another round of signal timing with LA County

Documents Received:

- Letter to Jody Feerst, CMP Manager, Los Angeles County Metropolitan Transportation Authority from Sherwood Natsuhara, City Engineer, dated May 24, 1999, Re: CMP Monitoring Report for Artesia Boulevard/Vermont Avenue
- *City of Gardena General Plan Land Use Element*, adopted March 4, 1975
- *City of Gardena General Plan Circulation and Scenic Highway Element*, adopted March 11, 1975

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – Hawthorne

Meeting: Meeting October 23, 2000 at 3 pm
Clinton Smith, City Traffic Engineer
Mike Goodson, Acting Planning Director

General Plan: Circulation Element (1989)

Traffic Counts: County maintains counts

CMP Intersections: None

Future Development Projects:

1. Three hotels: 2 Marriotts (Aviation, south of Rosecrans) and one other, next to Costco
2. Gateway Costco (at I-405, 25 acres)
3. OceanGate North, next to Home Depot at Mattel
4. International Commerce Center

Roadway Improvement Projects – Funded:

1. Rosecrans, from Isis (just W. of I-405) to Inglewood. Includes additional 4th EB lane, additional left turn lane at some intersections, additional right turn lanes at some intersections, and widening of ramp to freeway. (\$2 million, to be complete by Spring 2001)

Roadway Improvement Projects – Unfunded Wishlist:

Issues: Managing through trips

Documents Received:

- *Hawthorne Boulevard Specific Plan and Redevelopment Area Plan Program EIR, (no date)*
- *City of Hawthorne General Plan, 1989*

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – Hermosa Beach

Meeting: November 16, 2000, 2 pm
Harold Williams, Director of Public Works
Richard Garland, Traffic Consultant to City

General Plan: Circulation Transportation and Parking Element (March 1990) Land Use Element (March 1994)

Traffic Counts: Received copy of “Citywide Speed Zone Survey: Engineering and Traffic Surveys”, 1998 which includes some ADT count data. Traffic has been fairly constant in recent years, very little growth.

CMP Intersections: Pacific Coast Highway/Artesia and Gould. Received CMP Monitoring Report for May 1999.

Transit: The Wave dial-a-ride

Goods Movement: No major issues. Localized parking, Delivery access are minor issues.

Future Development Projects:

1. Small hotel at 1st/PCH, under construction
2. Small hotel at 15th/16th

Roadway Improvement Projects – Funded: None

Roadway Improvement Projects – Unfunded Wishlist: None

Issues:

City is built out, streets were designed for that of a resort town and impossible to widen.

Documents Received:

- *City of Hermosa Beach Land Use Revision, Volumes I and II*, March 1994
- *City of Hermosa Beach Final Circulation Transportation and Parking Element*, March 1990
- *Citywide Speed Zone Survey Engineering and Traffic Surveys in the City of Hermosa Beach*, September 1998
- Letter to Jody Feerst, Los Angeles County Metropolitan Transportation Authority from Harold Williams, P.E., Director of Public Works, dated May 22, 1999, Re: Congestion Management Program monitoring report for Pacific Coast Highway / Artesia and Gould.

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – Inglewood

Meeting: October 17, 2000, 11 am]
Parviz Koupai, City Transportation Engineer
William Barnett, Associate Transportation Engineer

General Plan: Circulation Element (Adopted December 15, 1992), Land Use Element (Adopted 8/26/86)

Traffic Counts: Received 1996 Traffic Flow Map, 2000 Traffic Flow Map, Year 2000 24-hour Traffic Counts for over 100 locations throughout city

CMP Intersections: Crenshaw/Manchester and La Brea/Manchester.

Transit: Received concept plans for Inglewood Bus Transit Center (Kelso/Market/La Brea) to be completed by late 2001 or early 2002. Green Line shuttle, Market Street Shuttle, I Line for Seniors

Goods Movement: No major issues

Future Development Projects:

1. 2,000 dwelling units, located on the north end of Hollywood Park
2. Target Store on Century Boulevard

Roadway Improvement Projects – Funded: See Portfolio Project List

1. IT'S throughout city
2. Citywide street improvements throughout city

Roadway Improvement Projects – Unfunded Wishlist: See Portfolio Project List

1. Prairie Avenue improvements
2. Century Boulevard within city limits
3. La Brea Avenue improvements
4. La Brea Boulevard realignment improvements

Issues:

1. Congestion in La Cienega Corridor
2. I-405 access, operation of ramp intersections
3. Need Arbor Vitae interchange

**Summary of Meetings and Phone Interviews – Inglewood
(Continued)**

Documents Received:

- *The Circulation Element of the Inglewood General Plan*, adopted December 15, 1992
- *Land Use Element of the Inglewood General Plan*, January 1980, and amendments, September 26, 1986
- *Market Street Renaissance and Downtown Revitalization Plan*, approved January 12, 1999 and last amended November 16, 1999

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – Lawndale

Meeting: Phone conversions

General Plan: Circulation and Land Use Elements (Approved November 3, 1992)

Traffic Counts: Received a copy of Hawthorne Boulevard Specific Plan and Redevelopment Area Plan Program EIR, dated 1998, which contains 1998 AM and PM peak hour turning movement counts on Hawthorne Boulevard.

CMP Intersections:

Transit: Served by MTA and Gardena Bus Lines. Lawndale BEAT, local shuttle with fixed routes.

Goods Movement: City has received many complaints that trucks use residential streets to avoid congestion on arterials. City is doing a truck route study to identify impacts and to develop alternatives to avoid neighborhood impacts. RR track running throughout city (owned by MTA) has heavy activity now, but will be reduced in the future with the opening of Alameda Corridor. Runs at grade, major conflict at Inglewood Blvd, Manhattan Beach Boulevard, parallel to Inglewood. Thirteen intersections are affected by train crossings.

Future Development Projects: No major projects of regional significance are in the pipeline.

Roadway Improvement Projects – Funded: **1.** Major beautification project on Hawthorne, between Rosecrans and Redondo Beach is in final design and involves traffic signal synchronization and crosswalk improvements. **2.** Beautification project is underway for Manhattan Beach Blvd, between Inglewood and Prairie. Will not increase capacity. **3.** Undergrounding of utilities along Marine Avenue, from Inglewood to Prairie, will not increase capacity. All three projects are funded.

Roadway Improvement Projects – Unfunded Wishlist: Need more funds for street maintenance,

Issues: Through traffic and funding for street maintenance

Documents Received:

City of Lawndale General Plan, approved by the voters on November 3, 1992

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – Lomita

Meeting: November 13, 2000
Gary Irwin, Assistant City Administrator
Richard Kawasaki, Community Development Director

General Plan: General Plan (Adopted May 4, 1998)

Traffic Counts: Received copy of traffic study, Dec 1996 that includes a few traffic counts. Also received a copy of Speed Zone Study, dated August 13, 1986 that includes some ADT count data.

Roadway Improvement Projects – Funded:

1. Pennsylvania rebuilt, no widening but improves operation

Roadway Improvement Projects – Unfunded Wishlist:

1. Lomita Boulevard corridor, city limits
2. Lomita/Crenshaw for one additional lane on each approach

Issues:

1. City would like to work with Torrance to address congestion at Lomita/Crenshaw
2. Congestion along Lomita corridor is increasing. Don't currently have full width on Lomita and would like to build out.
3. Flooding on Lomita at Harbor Freeway during storms severely limits capacity

Documents Received:

- *General Plan for the City of Lomita*, adopted May 4, 1998
- *Traffic Study for Lomita Boulevard in the City of Lomita*, December 24, 1996

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – City of Los Angeles

Meeting: October 19, 2000, 10 am
Jay Kim, Senior Transportation Engineer
Tom Carranza, Transportation Engineer

Phone Interview: Susan Bach, LADOT Goods Movement

General Plan: Transportation Element of General Plan (Approved July 24, 1997)

Transit:

- LAX Master Plan includes Green Line extension to West Terminal
- Westside Bus Transit Restructuring
- MTA studies for Exposition ROW, Rapid Bus extension, Crenshaw Corridor

Goods Movement:

The City is currently in the process of conducting a goods movement improvement study for the downtown area, San Fernando Valley, and the Westside/Hollywood area. Since the Port of Los Angeles is currently conducting a comprehensive goods movement/access study, the City has not conducted any further studies in this area.

Future Development Projects:

LAX Master Plan, Playa Vista (related projects would apply, plus updates from database)

Roadway Improvement Projects – Funded:

LADOT might have gotten funding for some improvements in PV data set, such as Centinela and Arbor Vitae

Roadway Improvement Projects – Unfunded Wishlist:

1.

PSRs On-going:

1. Route 1 re-alignment
2. LAX Expressway
3. HOV-to-HOV Connectors for NB405 to WB 105 and EB 105 to SB 405

Issues:

1. Congestion at I-405 Freeway ramp intersections and access
2. Congestion in major corridors, including Sepulveda, Lincoln, La Cienega

**Summary of Meetings and Phone Interviews – City of Los Angeles
(Continued)**

Documents Received:

- *City of Los Angeles Transportation Element of the General Plan*, adopted by City Council September 8, 1999, approved by City Planning Commission July 24, 1997
- *Improving Truck Movement in Urban Industrial Districts -- City of Los Angeles Goods Movement Improvement Program Phase I*, October 1999, prepared by LADOT and SCAG

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – Manhattan Beach

Meeting: October 23, 2000, 1 pm
Richard Garland, Traffic Consultant to the City
Eric Haaland, A.I.C.P, Associate Planner

General Plan: Infrastructure Element (1988)

Traffic Counts: Latest counts are from 1996, but will be conducting a citywide traffic counts winter 2000/01

CMP Intersections: Sepulveda/Rosecrans. Received a copy of CMP Monitoring Report for June 1999.

Transit: MAX passes through, dial-a-ride

Goods Movement: No major issues

Future Development Projects:

1. 90,000 sf of commercial proposed for Manhattan Beach Blvd/Valley Drive

Roadway Improvement Projects – Funded:

1. Sepulveda widening, Rosecrans to Marine, one lane @ direction, turning lanes
2. Rosecrans widening, Douglas to Aviation, one lane in @ direction
3. Dual left turn lanes for Marine Av

Roadway Improvement Projects – Unfunded Wishlist:

1. Sepulveda/Manhattan Beach Blvd, single lefts to dual lefts for EB Manhattan Bch Blvd and NB Sepulveda
2. Dual left turn lanes for Manhattan Beach Boulevard
3. Dual left turn lanes for Sepulveda

Issues:

1. Conflict of N/S commuters with E/W, such that cycles get longer
2. Congestion on Sepulveda and Aviation

**Summary of Meetings and Phone Interviews – City of Manhattan Beach
(Continued)**

Documents Received:

- *General Plan – City of Manhattan Beach*, February 1988, including Housing Element, Land Use Element, and Infrastructure.
- Letter to Jody Feerst, Los Angeles County Metropolitan Transportation Authority from Richard Garland, P.E., Contract Traffic Engineer, dated June 23, 1999, Re: CMP Highway Monitoring – Manhattan Beach for Sepulveda Boulevard/Rosecrans Avenue
- *City Manhattan Beach Demographic Profile*, Community Development Department – July 1994

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – Rancho Palos Verdes

Meeting: Phone Interviews with Joel Rojas, Planning and Dean Allison, Transportation

General Plan: General Plan Environmental Impact Report – Rancho Palos Verdes, adopted June 26, 1975

Traffic Counts: *1996 Traffic Count Survey—Rancho Palos Verdes*, including 24-hour traffic volumes for major arterials throughout the city.

Future Development Projects: A comprehensive listing of approved and pending major development projects were obtained from the website: www.palosverdes.com

Roadway Improvement Projects – Funded: None

Roadway Improvement Projects – Unfunded Wishlist: None

Issues: Funding for cities to implement improvement projects should be as straight forward as possible to make it easier to spend funds in an effective and timely manner.

Documents Received:

- *General Plan Environmental Impact Report – Rancho Palos Verdes*, adopted 1975
- *1996 Traffic Count Survey—Rancho Palos Verdes*

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – Redondo Beach

Meeting: Phone Interviews

General Plan: Transportation and Circulation Element (1993)

CMP Intersections:

Future Development Projects: None

Roadway Improvement Projects – Funded:

1. Traffic Signal at Anza Avenue and 190th Street
2. Traffic Signal Improvements Phase II, including Prospect Avenue/Del Amo, Prospect Avenue/Vincent Street, Prospect Avenue/Emerald Street, and Torrance Boulevard/Catalina Avenue.
3. High Lane Traffic Improvements

Roadway Improvement Projects – Unfunded Wishlist:

1. PCH/Catalina Intersection Improvements
2. Manhattan Beach Blvd/Inglewood Avenue Left Turn Extension
3. Marine/Inglewood Avenue Grade Separation (May not be needed, once Alameda Corridor is completed).

Issues:

1. Corridors with most congestion are Inglewood, Marine, Manhattan Beach, Aviation, Artesia, Pacific Coast Highway, 190th Street, and Hawthorne.
2. Need maintenance funds

Documents Received:

General Plan – City of Redondo Beach Transportation and Circulation Element -- May 1992, adopted May 26, 1992

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – Santa Monica

Meeting: Phone Interview, Lucy Dyke, Transportation
Written comments from Andrew Agle, Deputy Director, Planning and
Community Development Department

General Plan: City of Santa Monica Land Use and Circulation Elements, Final adopted
October 23, 1984, as revised 1987, as revised 1998

Traffic Counts: ADT Traffic Volumes -- 1995

Future Development Projects:

Received related project list from recent traffic studies, Rand Corporation FEIR

Roadway Improvement Projects – Funded:

1. Big Blue Bus system improvements
2. Ocean Avenue/Neilson Way pedestrian improvements
3. Downtown Transit Mall
4. Signal synchronization
5. Intersection improvements included in Santa Monica Master Environmental Assessment

Roadway Improvement Projects – Unfunded Wishlist:

1. Exposition Light Rail Transit
2. Citywide pedestrian improvements
3. Citywide signal timing improvements
4. Big Blue Bus system improvements

Issues:

1. Operation of Lincoln Boulevard corridor, access to I-10
2. Impact of growth and development on local and regional transportation systems
3. Impact of auto-oriented improvements on people using other transportation modes (pedestrians, bicyclists, transit riders, etc.)
4. Urban design and livability of neighborhoods and commercial districts adjacent to transportation corridors
5. Environmental sustainability in consideration of transportation improvements
6. Developing regional responses to growth and development that respect the goals and strategies of individual communities
7. As the City of Los Angeles includes capacity improvements to Lincoln Boulevard corridor, Santa Monica has not identified this improvement as a desirable measure.
8. The stated primary goal of the study is to “ultimately identify” transportation improvements “that can accommodate anticipated growth and development” The study

should balance automobile capacity enhancements with enhancements that support other forms of transportation (such as pedestrians, bicycles, transit, etc.) with other regional needs, and with the livability of adjacent neighborhoods and communities.

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – Torrance

Meeting: November 13, 2000, 3 pm
Ted Semann, P.E., Transportation Planning & Traffic Engineering
Jill Crump, Planning Assistant, Planning Department
Jim Mills, Administration Manager, Torrance Transit System

General Plan: Land Use and Circulation Elements (Adopted October 27, 1992)

Traffic Counts: 1999 24-hour traffic volumes for segments throughout the city, existing and future intersection turning movement counts and projections from recent traffic studies

Transit: (Jim Mills, Torrance Transit) Torrance Transit has 9 routes, with 2/3 of routing outside Torrance. Improvements: Considering pre-emptive system to increase speeds, connecting to Harbor Transitway and Union Station, increasing service to LAX. In future, are looking to provide real time information at Transit Mall and using GPS to track buses. Will be doing a line-by-line analysis Spring 2001. Obtained route schedules and maps and a copy of “South Bay and Gateway Cities Bus Transit Restructuring Study” prepared by LADOT and MTA.

Goods Movement:

Future Development Projects:

Received related project list from recent traffic studies

Roadway Improvement Projects – Funded:

1. Intersection improvements at Western/Artesia, Normandie/Artesia, Vermont/Artesia, Western/I-405 NB ramps, Crenshaw/190th Street, Van Ness/190th Street, I-405 NB ramps at 190th Street, Western/190th Street, Normandie/190th Street, Vermont/190th Street, Van Ness/Del Amo, Western/Del Amo, Vermont/Carson, I-110 SB ramps/Carson, Western/Sepulveda, I-405 SB ramps/190th Street, Western/190th Street, Crenshaw/Torrance, Western/Torrance
2. Del Amo Boulevard extension
3. Torrance Boulevard Realignment
4. Artesia Boulevard improvement

**Summary of Meetings and Phone Interviews – Torrance
(Continued)**

Roadway Improvement Projects – Unfunded Wishlist:

1. 190th/Crenshaw to Western – Improved freeway access
2. LA County to add Anza, Van Ness, Marine and Prairie to signal synchronization 2001 MTA Call for Projects
3. Widen PCH to 3 lanes @ direction (working with Caltrans), PCH/Hawthorne intersection improvements

Issues: Operation of 190th Street, from Crenshaw to Western, to improve access to I-405, congestion on PCH

Documents Received:

- *General Plan for the City of Torrance – Land Use Element*, approved July 7, 1992, minor revisions August 1992
- *General Plan of the City of Torrance – Circulation Element*, revised July 21, 1992
- *City of Torrance 24-hour Volume Counts*, September 1999
- *City of Torrance 1999-2005 Capital Budget Proposed Revisions*
- *South Bay and Gateway Cities Bus Transit Restructuring Study*, April 1999

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – County of Los Angeles

Meeting: November 22, 2000, 9 am
John Hill and Jeff Pletyak

Traffic Counts: Received Countywide Machine Count Traffic Volume Book for 1996-2000

Future Development Projects:

Roadway Improvement Projects – Funded:

Received map of “South Bay Traffic Forum Signal Synchronization Project Update,” dated November 20, 2000 and a map locating signal project locations under 1995, 1997, 1999 MTA Call for Projects – all to be implemented by 2003

Roadway Improvement Projects – Unfunded Wishlist:

For 2001 MTA Call for Projects, LA County will be submitting new corridors, including 120th from Aviation to Van Ness, Marine from Sepulveda to Vermont, Van Ness from Imperial to Torrance, and 223rd from Western to I-710 Freeway.

Issues: None stated

Documents Received:

- *Los Angeles County Department of Public Works Maintenance Management System Machine Count Traffic Volumes, from 11/01/1997 to 10/31/2000*
- *South Bay Traffic Forum Signal Synchronization Grant Project Update, November 20, 2000*

**Southbay Cities Council of Governments
Transportation System Study**

Summary of Meetings and Phone Interviews – Other

CALTRANS

- 1998 HICOMP Report, State Highway Congestion Monitoring Program, Caltrans
- 1998 HOV Annual Report/Executive Summary, District 7: Los Angeles and Ventura Counties, October 1999
- FINAL 1996 District System Management Plan for Caltrans District 7, 8/5/96
- Route Concept Reports, I-405, I-110, I-10, SR 90, SR 91

MTA

- Los Angeles County Metropolitan Transportation Authority 1999 Congestion Management Program, adopted December 2, 1999
- A Plan for Los Angeles County: Transportation for the 21st Century, adopted March 1995
- South Bay and Gateway Cities Bus Transit Restructuring Study, April 1999
- Mid-Cities Bus Transit Restructuring Study-- Deliverable 15: Final Transit Restructuring Plan, March 1999

Other

- South Bay Cities Council of Governments and Southern California Association of Government's Truck Movement/Freight Operations Study Report, June 12, 2000
- Memorandum to South Bay Cities Council of Governments from Gary Hamrick, Meyer Mohaddes Associates, Inc., dated October 11, 2000, Re: Draft Portfolio Projects Database

SCAG

- Southern California Association of Governments 98 Regional Transportation Plan, adopted April 16, 1998, CommunityLink 21

APPENDIX F
LIST OF ANTICIPATED DEVELOPMENT PROJECTS

APPENDIX F
SBCCOG COASTAL CORRIDOR TRANSPORTATION STUDY
LIST OF ANTICIPATED DEVELOPMENT PROJECTS IN THE STUDY AREA

PROJECT NAME	LOCATION	LAND USE	SIZE
Marina Pointe/Channel Gateway	4251 Lincoln Bl	Condominium	812 units
Apartment Complex	13355 Maxella Av	Apartment	123 units
Office	8040 Manchester Bl	Office	20,000 SF
Center Drive	6060 Center Dr.	Office	280,000 SF
Lincoln / Fiji Apartments	4750 Lincoln Bl	Apartment	500 units
Howard Hughes Center	Sepulveda / H. Hughes Pkwy	Office incl. Retail incl. Health Club Entertainment Center incl. Theater incl. Retail incl. Restaurant Hotel	1,467,081 SF 100,000 SF 64,368 SF 250,000 SF 4,500 seats 105,000 SF 35,000 SF 600 rooms
Sinai Temple Expansion	10400 Wilshire Bl	School	82,000 SF
Wilshire Bl Temple School	Barrington Av / Olympic Bl	Office School Synagogue Gym Dining	32,000 SF 69,150 SF 25,150 SF 5,500 SF 4,250 SF
Archer School	11725 Sunset Bl	School	450 stu
J. Paul Getty Museum / Getty Villa	17985 Pacific Coast Highway	Museum Theater	96,000 SF 600 seats
Retail	11711 San Vicente Bl	Retail	54,700 SF
Constellation Complex	10270 Constellation Av	Office	827,700 SF
Bob Champion (II)	11937 Wilshire Bl	Retail	70,115 SF
Retail	2215 Westwood Bl	Retail	7,305 SF
Child Care Facility	3055 Overland Av	Child Care Facility	4,556 SF
Condominium Complex	10804 Wilshire Bl	Condominium	187 units
Village Westwood	1000 Glendon Av	Retail Restaurant Theater Apartment Library	206,150 SF 26,000 SF 3,400 seats 164 units 12,000 SF
School	9760 Pico Bl	School	60,000 SF
20th Century Fox Expansion	10201 Pico Bl	Movie Studio	771,000 SF
Regent Mann Westwood II	1015 Broxton Av	Theater Supermarket Retail Restaurant	2,850 seats 25,000 SF 14,000 SF 21,400 SF
Retail	Olympic Bl / Centinela Av	Retail	250,000 SF
UCLA Long Range Development Plan	UCLA Campus	Office / School / Student Housing	5,499 ksf
UCLA Housing	Sepulveda Bl / National Bl	Apartment	392 units
West Bluff	7400 West 80th St	Single Family Homes	120 homes

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SBCCOG COASTAL CORRIDOR TRANSPORTATION STUDY
LIST OF ANTICIPATED DEVELOPMENT PROJECTS IN THE STUDY AREA

PROJECT NAME	LOCATION	LAND USE	SIZE
LMU Expansion	7101 West 80th St	Non-Residential Residential	115,000 SF 420,000 SF
LAX Childcare Center	9320 Lincoln Bl	Child Care Facility	9,500 SF
Retail	11932 Wilshire Bl @ Brockton	Retail	70,000 SF
Carl's Jr.	7403 La Tijera	Fast Food	3,000 SF
Avalon Bay	5535 Westlawn	Apartment	340 du
Warehouse	5300 Beethoven	Office Warehouse	20,000 SF 5,000 SF
Culver City Retail / Theater	Washington / Culver	Theater Retail Restaurant	78,000 SF 42,000 SF 18,000 SF
Manhattan Beach Studios	Roscrans / Aviation	Sound Stage Production Support	285,000 SF 249,570 SF
Santa Monica Studios	3025 Olympic Bl @ Nebraska	Studio	379,000 SF
LAX Master Plan	L.A. International Airport	Airport & Related Uses	80 MAP
Continental City - Phase 1 (2005)	Aviation Bl / Imperial Hwy	Office/High Technology/Industrial Commercial/Retail	3,000 ksf 100,000 SF
LAX Northside	Westchester Pkwy / Loyola Bl	Office Airport Related Industrial Office Industrial Park Hotel Restaurant Specialty Retail	1,305 ksf 1,036 ksf 1,595 ksf 1,050 rooms 55,000 SF 65,000 SF
Local Coastal Plan	Marina Del Rey	Residential Congregate Care Hotel Special Retail Restaurant Boat Slip Regular Office DBH Office Conference Room (within Hotel) Marine Science Library	2,420 units 75 rooms 1,070 rooms 208,500 SF 1,875 seats 348 32,000 SF 26,000 SF 40,000 SF 3,000 SF 3,000 SF
Apartment Complex	5400 Centinela Av	Apartments	624 units
COSTCO	Glencoe Av/Washington Bl	Costco Supermarket General Retail Restaurant Fast Food wth Drive-Thru Auto-Related Retail	144,940 SF 57,000 SF 26,000 SF 5,000 SF 3,000 SF 3,000 SF
Playa Vista Phase I	Playa Vista	Residential Office Retail Community Serving Vsps Stages Production & Stage Support	3,246 units 2,077,050 SF 35,000 SF 120,000 SF 332,500 SF 797,400 SF
Post Office	Airport/Westchester Pkwy	Post Office	28,500 SF
In-N-Out Parking	6335 W. 92nd St	Parking Structure	1,815 Spaces

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LIST OF ANTICIPATED DEVELOPMENT PROJECTS IN THE STUDY AREA

PROJECT NAME	LOCATION	LAND USE	SIZE
Retail	5299 Sepulveda Bl	Retail	14,728 SF
Residential	5250 Sepulveda Bl	Single-Family Housing Private School	57 Units 38,500 SF
Culver City Senior Center	Culver Bl/Overland Av	Senior Center	27,270 SF
Retail	1000 W. Manchester Bl	New Car Sales	801,500 SF
School	830 N. La Brea Bl	Elementary School	30,112 SF
Faithful Chuch Center	E. of La Cienega	Church	55,000 SF
Vista Pacifica	6100 Jefferson Bl	Townhouse/Condominium Single-Family Detached	225 Units 16 Units
Airport Marina Ford	Centinela E of Bristol	New Car Sales	73,000 SF
Hayden Av Project	3505 Hayden Av	Light Industrial Warehouse Office	102,000 SF (70,000) SF 68,000 SF
Turningpoint School	National Bl/Wesley St	School	480 Students
National Hayden Partners LLC	National Bl/Hayden Ave	Office Light Industrial	37,900 SF(Net) 88,500 SF(Net)
Samitaur	5800 Jefferson Bl	Office Light Industrial	69,300 SF(Net) 161,600 SF(Net)
Mica Site	3585 Hayden Av	Light Industrial Office Restaurant	15,000 SF 15,000 SF 1,000 SF
Pratt Coffee Architects	9599 Jefferson Bl	Office	38,285 SF
Miller Honda	9025 Washington Bl	Auto Sales/Service	50,000 SF
Sony Pictures Studios	10202 Washington Bl	Office	1,102,500 SF
Fox Hills Mall Expansion	Sepulveda Bl	Shopping Center Total	254,461 GLSF 1,136,806 GLSF
Commercial	1733 Ocean Av	Retail Restaurant Office	8,000 SF 3,720 SF 58,330 SF
Hotel	1746 Ocean Av	Hotel Restaurant	175 Rooms 5,000 SF
Mixed-use	1445 5th St	Residential Hotel Restaurant	4 Units 75 Rooms 153 Seats
Mayfair Theater Site	210 Santa Monica Bl	Commercial	45,000 SF

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LIST OF ANTICIPATED DEVELOPMENT PROJECTS IN THE STUDY AREA

PROJECT NAME	LOCATION	LAND USE	SIZE
Residential	425 Broadway	Residential	101 Units
		Retail	2,304 SF
The Water Garden Phase II	2425 Olympic Bl	Retail	2,200 SF
		Restaurant	15,000 SF
		Bank/Savings	4,500 SF
		Office	557,750 SF
Lantana Project	3000 Olympic Bl	Office	62,283 SF
Arboretum	2000-2224 Colorado Av	Residential	467 Units
		Retail	19,500 SF
		Commercial	475,490 SF
		Restaurant	25,000 SF
		Health Club	60,000 SF
		Bank/Savings	20,000 SF
		Medical Office	35,000 SF
		Office	315,471 SF
Retail	120 Wilshire Bl	Retail	39,529 SF
Sea Castle Apartments	1725 The Promenade	Residential	135,173 SF
Santa Monica/UCLA Hospital	1502 Wilshire Bl	Hospital	65,140 SF
Convalescent Hospital	1338 20th St	Hospital	148 Beds
Hotel	1249-1255 20th St	Hotel	75 Rooms
Assisted Living Facility	1312 15th St	Residential	81 Rooms
Santa Monica Public Safety Facility	1685 Main St	Commercial	118,700 SF
McDonald's Mixed Use	1540 2nd St	Office	64,485 SF
Transportation Facility Master Plan	Colorado Av	Commercial	40,000 SF
		Office	8,000 SF
CDC	2301 Rosecrans	Office	290,096 SF
Xerox Phase IV	1951 -1961 El Segundo Bl	Office	255,242 SF
		Hotel	350 Rooms
Continental Grand	400 & 444 Continental	Office	233,500 SF
Mattel	445 & 475 Continental	Research & Dev. Bldg.	300,000 SF
El Segundo Media Center	700 N. Nash 800 N. Nash	Office	630,000 SF
		Hotel/Retail	220,000 SF
		Ent./Tech. Campus	377,000 SF
		Media Campus	273,000 SF
Commercial	155-555 N. Nash	Marriott Residence Inn	150 Rooms
		Infonet	157,000 SF
		Office	125,000 SF
		Recreation	135,000 SF
		Hilton Hotel	165 Rooms
Storage Facility	Northwest corner of Aviation and Rosecrans	Mini-Storage	350 Units

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LIST OF ANTICIPATED DEVELOPMENT PROJECTS IN THE STUDY AREA

PROJECT NAME	LOCATION	LAND USE	SIZE
Storage Facility	401 Aviation bl	Mini-Storage	708 Units
Commercial	SW Corner of Douglas & Mariposa	Office Light Industrial Restaurant	99,450 SF 110,000 SF 1,000 SF
Shopping Center	3737 Crenshaw Bl	Retail	63,674 SF
Shopping Center	8985 Venice Bl	Shopping Center	132,802 SF
Sav-On Drugstore	5985 W. Pico Bl	Drug Store	15,379 SF
Mixed-Use Project	3480 S. La Brea	Office Shopping Center	20,000 SF 79,750 SF
Santa Barbara Plaza	Martin Luther King Jr. Bl/ Buckingham Rd	Mixed-Use	500,000 SF
Sawtelle Apartments	3101 Sawtelle Bl	Apartment	206 Units
Office Building	8787 Venice Bl	Office	45,712 SF
Senior Living and Commercial	5600 Wilshire Bl	Senior Housing Retail	403 Units 35,165 SF
Homegrocer.com	3450 S. La Brea Av	Retail	190,000 SF
Western Office Building	11110 W. Pico Bl	Office	74,653 SF
Mixed-Use	1430 Lincoln Bl	Apartment Retail	280 Units 197,000 SF