

Table 1
1995 - 2010 PM Peak Hour Volume Growth Factors - from Westchester CPU Model

Location	Screenline	15 Years (1995-2010) Growth		5 Years (2001-2005) Growth	
		NB	SB	NB	SB
North of Venice/ Exposition Blvd	N-S 1	1.21	1.15	0.06	0.04
North of Marina Fwy/ Slauson Ave	N-S 2	1.19	1.14	0.05	0.04
North of Manchester Avenue	N-S 3	1.11	1.08	0.03	0.02
North of Imperial Highway	N-S 4	1.16	1.07	0.04	0.02
North of Rosecrans Avenue	N-S 5	1.12	1.04	0.03	0.01
North of Artesia Blvd	N-S 6	1.12	1.05	0.03	0.01
North of Torrance Blvd	N-S 7	1.17	1.05	0.05	0.01
North of Pacific Coast Highway	N-S 8	1.17	1.07	0.05	0.02
Location	Screenline	WB	EB	WB	EB
West of Lincoln Blvd	E-W 1	1.18	1.13	0.05	0.03
West of Centinela Ave	E-W 2	1.15	1.15	0.04	0.04
West of Sepulveda Blvd	E-W 3	1.18	1.18	0.05	0.05
West of La Cienega/Aviation/Prospect	E-W 4	1.06	1.05	0.02	0.01
West of La Brea Avenue	E-W 5	1.05	1.06	0.01	0.02
West of Crenshaw Blvd	E-W 6	1.04	1.05	0.01	0.01
West of Western Avenue	E-W 7	1.04	1.06	0.01	0.02

Table 2
1997 - 2025 PM Peak Hour Volume Growth Factors - from SCAG RTP Model

Location	Screenline	28 Years (1997 - 2025)		14 Years (2001 - 2015)	
		NB	SB	NB	SB
North of Venice/ Exposition Blvd	N-S 1	1.46	1.08	0.23	0.04
North of Marina Fwy/ Slauson Ave	N-S 2	1.23	1.20	0.12	0.10
North of Manchester Avenue	N-S 3	1.45	1.17	0.23	0.09
North of Imperial Highway	N-S 4	1.33	1.06	0.17	0.03
North of Rosecrans Avenue	N-S 5	1.25	1.03	0.13	0.02
North of Artesia Blvd	N-S 6	1.22	1.06	0.11	0.03
North of Torrance Blvd	N-S 7	1.26	1.08	0.13	0.04
North of Pacific Coast Highway	N-S 8	1.22	1.19	0.11	0.10
Location	Screenline	WB	EB	WB	EB
West of Lincoln Blvd	E-W 1	1.22	1.18	0.11	0.09
West of Centinela Ave	E-W 2	1.19	1.14	0.10	0.07
West of Sepulveda Blvd	E-W 3	1.28	1.23	0.14	0.12
West of La Cienega/Aviation/Prospect	E-W 4	1.13	1.16	0.06	0.08
West of La Brea Avenue	E-W 5	1.16	1.14	0.08	0.07
West of Crenshaw Blvd	E-W 6	1.14	1.13	0.07	0.06
West of Western Avenue	E-W 7	1.20	1.11	0.10	0.06

Table 3
Growth Factors by Location: 2001 to 2005 and 2001 to 2015

Model	Location	Orientation	NB or WB	SB or EB
4-Year Growth (2001 to 2005)				
Westchester				
	All N-S Screen Lines	N-S Streets	0.04	0.02
	North of Imperial Hwy	N-S Streets	0.05	0.03
	South of Imperial Hwy	N-S Streets	0.04	0.01
	All E-W Screen Lines	E-W Streets	0.03	0.02
	West of La Cienega/Aviation/Prospect	E-W Streets	0.04	0.03
	East of La Cienega/Aviation/Prospect	E-W Streets	0.01	0.02
14-Year Growth (2001 to 2015)				
SCAG RTP				
	All N-S Screen Lines	N-S Streets	0.13	0.06
	North of Imperial Hwy	N-S Streets	0.18	0.06
	South of Imperial Hwy	N-S Streets	0.12	0.05
	All E-W Screen Lines	E-W Streets	0.08	0.06
	West of La Cienega/Aviation/Prospect	E-W Streets	0.11	0.09
	East of La Cienega/Aviation/Prospect	E-W Streets	0.09	0.07

Table 4
Summary of Level of Service - by Facility Type and by Year

LOS	Existing		2005		2015	
	Number	Percent	Number	Percent	Number	Percent
<u>Arterial and Freeway Segments</u>						
A	454	38%	427	36%	388	33%
B	147	12%	140	12%	143	12%
C	148	13%	155	13%	153	13%
D	127	11%	119	10%	123	10%
E	84	7%	94	8%	95	8%
F	222	19%	247	21%	280	24%
Total	1,182	100%	1,182	100%	1,182	100%
<u>CMP Intersections</u>						
A	0	0%	0	0%	0	0%
B	0	0%	0	0%	0	0%
C	2	7%	2	7%	1	3%
D	3	10%	1	3%	0	0%
E	9	30%	9	30%	4	13%
F	16	53%	18	60%	25	83%
Total	30	100%	30	100%	30	100%

Table 5
Locally-Identified Transportation Improvement Projects
Coastal Corridor Transportation Study - Phase II

Jurisdiction	Improvement	Costs (\$1,000's)	
		Near-Term (2005)	Mid-Term (2015)
Culver City	1. Provide 3rd WB through lane on Culver Bl from Sepulveda Bl to Elenda		\$2,000
	2. Provide 3rd SB through lane on Sepulveda Bl from Playa St to Green Valley Circle		\$850
El Segundo Hawthorne Manhattan Beach	1. Rosecrans Avenue Corridor improvements	\$24,120	\$14,590
Inglewood	1. La Brea Avenue realignment improvement (exclusive of right-of-way cost)		\$3,800
	2. ITS Deployment in Inglewood - Phases 4 & 5 (Central computer system with fiber optic interconnection linking all signalized intersections for two way communications)		\$2,400
	3. Grade separate through traffic on La Cienega Boulevard at La Tijera Boulevard & Centinela Avenue *	\$100	
City of Los Angeles	1. Provide ATCS to Smart Corridor Signal System - 109 intersections (\$15,000 per intersection)		\$1,635
Santa Monica	1. Fiber Optic infrastructure to support signal coordination Lincoln Blvd and Pico Blvd.	\$3,600	
	2. Lincoln Boulevard Corridor improvements (Santa Monica and Los Angeles)		TBD
County of LA	1. SR-90 Extension from Lincoln Bl to Admiralty Way (\$5 million for construction; \$7.3 million for right-of-way)		\$12,300
	2. Admiralty Way Widening from Via Marina to Fiji Way (exclusive of right-of-way cost)		\$3,500
Total Estimated Cost \$68,895		\$27,820	\$41,075

Sources:

Interviews with local agency staff

Portfolio of Projects - 2002 Update (<http://southbaycities.org/catalog.htm#Traffic>)

* Indicated cost of \$100,000 represents the cost of study to needed further refine this conceptual project.

**Table 6
Proposed Bikeways (Class I and II)
Coastal Corridor Transportation Study - Phase II**

Route Segment/Alignment	From	To	Class	Length (Miles)	Estimated Cost (\$1,000s)
Near-Term (2005 - Tier I)					
Crenshaw Blvd	I-105	90th St	II	2.2	\$77.0
Douglas St	Imperial Hwy	Utah St	II	1.5	\$52.5
Exposition Right-of-Way	I-10	La Brea Ave	I	1.6	funded
Imperial Hwy	Aviation Blvd	Arlington Ave	II	3.0	\$105.0
Motor Ave	I-10	Venice Bl	II	0.9	\$31.5
Pearl St	16th St	Bundy Dr	II	1.4	\$49.0
Pershing Dr	Culver Blvd	Imperial Hwy	II	2.4	\$84.0
Prairie Ave	Sepulveda Blvd	Redondo Beach Blvd	II	3.7	\$129.5
Sepulveda Flood Control Channel	I-10	Ballona Ck	I	3.0	\$4,500.0
Torrance Blvd	Catalina Ave	Red. Bch City Boundary	II	0.7	\$24.5
Tri-Cities Bikeway (various streets)	Plaza Del Amo	Pacific Coast Highway	II	2.6	\$91.0
Western Ave	223rd St	190th St	II	2.4	\$84.0
<i>Subtotal Near-Term (2005 - Tier I)</i>				25.4	\$5,228.0
Mid-Term (2015 - Tiers II & III)					
135th St	Isis St	Crenshaw Blvd	II	2.7	\$94.5
190th St/Herondo/Anita	South Bay Bike Trail	Western Ave	II	4.2	\$147.0
23rd St/Walgrove Ave	Pearl St	Venice Bl	II	1.9	\$66.5
90th St	Prairie Ave	Crenshaw Blvd	II	1.0	\$35.0
Anza Ave	Torrance Blvd	Lomita Blvd	II	1.1	\$38.5
Arbor Vitae St	Sepulveda Blvd	Prairie Ave	II	1.9	\$66.5
Arbor Vitae St	Crenshaw Blvd	Arlington Ave	II	0.5	\$17.5
AT & SF Rail ROW	Imperial Hwy	Central area boundary	II	10.6	\$371.0
Fiji Way (convert Ex. Cl. III to Cl. I)	Admiralty Wy	western terminus	I	0.6	\$900.0
Beach Bikeway	Washington Bl	Ballona Creek	I	1.1	\$1,650.0
Culver Bl	Elenda St	Venice Bl	II	1.0	\$35.0
Culver Blvd	Braddock Dr	Vista Del Mar	II	1.2	\$42.0
Dominguez Creek Channel	Near El Camino College	Western Ave	II	1.8	\$2,700.0
Grand Ave	Douglas St	Whiting St	II	2.1	\$73.5
La Brea Ave	Exposition Bl	Imperial Hwy	II	6.8	\$238.0
Lincoln Bl	I-10	Westchester Pkwy	II	8.1	\$283.5
Lomita Blvd (east segment)	Crenshaw Blvd	Western Ave	II	1.0	\$35.0
Lomita Blvd (west segment)	Anza Ave	Hawthorne Blvd	II	0.6	\$21.0
Manhattan Beach Blvd	South Bay Bike Trail	Dominguez Channel	II	4.9	\$171.5
Redondo Beach Blvd	Artesia Blvd	Van Ness Ave	II	2.3	\$80.5
Slauson Ave	Jefferson Bl	Arlington Ave	II	4.5	\$157.5
Teale St (Bluff Creek Dr)	Lincoln Bl	Centinela Ave	II	1.9	\$66.5
Torrance Blvd (east segment)	Cabrillo Ave	Western Ave	II	0.4	\$14.0
Washington Bl	west of Lincoln Bl	Sepulveda Bl	II	2.5	\$87.5
<i>Subtotal Mid-Term (2015 - Tiers II & III)</i>				64.7	\$7,392.0
Total Estimated Cost				90.1	\$12,620.0

Sources:

South Bay Regional Bicycle Master Plan, Meyer, Mohaddes Associates, Inc. (June 1995).

Updated information from SBCCOG website at <http://southbaycities.org/pdfs/BN.pdf> and http://southbaycities.org/pdfs/bn_Link.pdf.

Westside Regional Bicycle Master Plan, Korve Engineering, Inc. (August, 1995).

Table 7
Grade Crossing Improvement Projects
Coastal Corridor Transportation Study - Phase II

Grade Crossing	Near-Term Improvement (2005)	Estimated Cost (\$1,000s)
La Brea Ave	Installation of a pre-signal, additional signage and improved striping.	\$50
La Cienega Blvd	Additional signage and improved striping.	\$10
Imperial Hwy	Additional signage and improved striping.	\$10
Marine Ave	Additional signage and improved striping.	\$10
Inglewood Ave	Adjust signal timing and install raised median.	\$50
Manhattan Bch Bl	Improve drainage to prevent failure of crossing gates.	\$25
Crenshaw Blvd	Adjust signal timing to relieve queuing at Torrance Boulevard crossing.	nominal
Carson St	Improve striping.	\$5
Sepulveda Blvd	Adjust signal timing at Western/Sepulveda to reduce queuing over tracks.	\$5
Western Ave	Revise warning time and gate down operations related to train switching maneuvers.	nominal
Total Estimated Cost		\$165

Source: *South Bay Cities Railroad Study - BNSF Harbor Subdivision*, prepared by Wilbur Smith Associates for SCAG in association with South Bay Cities Council of Governments, February 28, 2002 and conversations with city staff.

Table 8
Freeway and Ramp Improvements
Coastal Corridor Transportation Study - Phase II

Rte	Type of Work	Costs (\$1,000's)	
		Near-Term (2005)	Mid-Term (2015)
Non-Capacity Enhancing Operational Improvements (Caltrans SHOPP Project List) *			
10	Upgrade surveillance system	\$1,300	
10	Install cctv and other communication systems	\$6,900	
10	Upgrade surveillance system	\$1,000	
10	Meter 2-SOV lanes at E/B Bundy Drive on-ramp	\$100	
405	Install connector metering at I-105 and SR-90 interchanges	\$1,500	
405	Add additional lane at N/B off-ramp to Crenshaw Blvd		\$2,000
405	Add N/B auxiliary lane from SR-107 to Inglewood Blvd		\$2,000
405	Add N/B auxiliary lane from Inglewood Blvd to Rosecrans Ave		\$2,000
405	Add auxiliary lanes from SR-90 to I-105		\$5,000
10	Add W/B auxiliary lane from Cloverfield Blvd to Centinela Ave		\$2,000
10	Realign and widen W/B off-ramp at Cloverfield Blvd		\$2,000
10	N/B 405 to E/B I-10 connector to Overland Ave		\$32,500
405	Add N/B auxiliary lane from Florence to Hughes Parkway		\$1,800
405	Add S/B auxiliary lane from Manchester Blvd to Century Blvd		\$2,000
405	Widen N/B Inglewood loop on-ramp		\$2,000
405	Add additional lane at National on-ramp		\$2,500
10	Realign and widen W/B off-ramp to National		\$2,000
10	Realign and widen W/B off-ramp at Bundy North		\$2,000
10	Realign and widen W/B off-ramp at Robertson		\$2,000
10	Widen E/B Barrington on-ramp		\$1,000
10	Realign and widen E/B on-ramp at Bundy		\$2,000
10	Realign and widen E/B on-ramp at Robertson		\$2,000
10	Widen Overland Avenue bridge and improve WB on-ramp		\$3,000
105	Add E/B auxiliary lane from Yukon to Crenshaw		\$2,000
105	Add W/B auxiliary lane Crenshaw off to Crenshaw on		\$3,000
105	Add W/B auxiliary lane from Crenshaw on to Crenshaw off		\$3,000
Candidate Capacity-Enhancing Projects (Caltrans Candidate Projects) *			
10	Add an additional W/B lane from Harcourt Ave to Overland Ave	\$100	
10	Add E/B lane through interchange, construct Bundy Drive on-ramp fly-over to EB I-10		\$100
10	Add #5 lane E/B through La Brea Ave interchange		\$100
405	Signalize intersection at bottom of S/B Rosecrans off-ramp		\$100
405	Widen from 3 to 4 lanes through I-10 interchange		\$100
405	Add N/B lane from Hawthorne to I-105		\$100
Caltrans Focused Congestion Relief Project List			
405	Add N/B auxiliary lane from La Tijera to Culver Blvd		\$10,200
405	Add S/B auxiliary lane from Culver Blvd to Manchester Ave		\$5,000
405	Construct new N/B collector-distributor road at Jefferson Blvd ramps		\$2,700
405	Construct new S/B collector-distributor road at Jefferson Blvd ramps		\$9,300
Total Estimated Cost =		\$116,400	\$105,500
		\$10,900	

* Source: *Traffic Operations Strategies Implementation Report*, Caltrans District 7, Traffic Operations Unit, January 2002 (http://www.dot.ca.gov/dist07/pubs/tops_report/2002_TOPS_Report.pdf). The cost of the candidate projects shown as \$100,000 represents the cost of studies to needed further refine these conceptual projects.

Table 9
Overall Improvement Costs
Coastal Corridor Transportation Study - Phase II

Type of Improvement	Costs (\$1,000's)	
	Near-Term (2005)	Mid-Term (2015)
Locally-Identified Projects	\$27,820.0	\$41,075.0
Bikeway Projects	\$5,228.0	\$7,392.0
Grade Crossing Projects	\$165.0	N/A
Freeway and Ramp Projects	\$10,900.0	\$105,500.0
Subtotals	\$44,113.0	\$153,967.0
Total		\$198,080.0

Figure 8
Comparison of Forecast Traffic Growth
Coastal Corridor Study vs. CMP - South Bay

