

COASTAL CORRIDOR TRANSPORTATION STUDY PHASE II

May 2003

Prepared for:

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
and
SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

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I. INTRODUCTION

The South Bay Cities Council of Governments (SBCCOG) and the El Segundo Employers Association have formed a working group to serve as 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,”¹ with particular emphasis on issues related to ground access to and from the Los Angeles International Airport. The group is comprised of representatives from local, state and federal transportation agencies, South Bay and Westside Cities, Los Angeles World Airport (LAWA) and the private sector. Together the group provides considerable expertise from a technical as well as political/decision-making perspective, which was drawn on when the recommendations made in this study were developed.

MISSION OF COASTAL CORRIDOR TRANSPORTATION GROUP

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

- 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 groundside 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.
- 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.

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 Coastal

¹ The Coastal Corridor is bounded by the Santa Monica (I-10) Freeway to the north, Pacific Ocean to the west, PCH to the south and to the east by La Brea Avenue, Slauson Avenue, Van Ness Avenue, the Glenn Anderson (I-105) Freeway and Western Avenue.

Corridor. The working group came to the conclusion that it would be desirable to develop a comprehensive and cohesive multi-modal transportation improvement plan that addresses the changes anticipated in the area.

Ultimately, the goal is to develop a Strategic Action Plan that:

- identifies current and future deficiencies in the multi-modal transportation system within the corridor; and,
- recommends consensus-based solutions (including required strategies) to address those deficiencies.

PURPOSE

The purpose of the Coastal Corridor Transportation Study is to prepare a Strategic Action Plan that resolves potential deficiencies in the multi-modal transportation system by identifying short-term and longer-term transportation improvements, estimating the costs associated with these improvements, prioritizing the improvements into logical/functional groupings, and preparing a staged implementation plan. The overall study tasks include data collection and assembly, analysis of transportation conditions and deficiencies, identification of short- and longer-term improvements to address the deficiencies, assessment of their effectiveness, and recommendation of an overall strategic plan in the following three phases:

- Phase I of this study was directed at the identification of data needs, the assembling of available data, identification of the data gaps, reviewing existing land use data, and creating a database to store this key information to be utilized in the Phase II of this study.
- Phase II of the study, which is the subject of this report, includes: the completion of the data collection; review and identification of the critical issues in the corridor; and a review of potential travel demand forecasting techniques to be used in this phase. It also includes: recommendations for a proposed methodology; conducting a capacity analysis of the transportation system in the study area; identifying system deficiencies; developing an initial list of transportation system improvements; and preparation of a list of recommended transportation improvement projects for the study area.
- The results of Phase II will serve as the basis for the Phase III of the Coastal Corridor Study. This phase involves the preparation of the Strategic Action Plan.

The study area for Phase II is bounded by the Santa Monica (I-10) Freeway to the north, Pacific Ocean to the west, PCH to the south and to the east by La Brea Avenue, Slauson Avenue, Van

Ness Avenue, the Glenn Anderson (I-105) Freeway and Western Avenue. This study area consists of all or part of thirteen cities with significant commercial developments that have undergone major changes over the past decade and residential neighborhoods that generate some of the highest values in the metropolitan area. These include major employment centers in El Segundo, Torrance, Santa Monica, Inglewood and West Los Angeles; tourist destinations like the beaches, Marina del Rey, Hollywood Park and Casino and the Forum; major shopping destinations; and educational facilities and Los Angeles International Airport (LAX). Proposed new developments including the Playa Vista Master Plan Project, expansion of the Howard Hughes Commercial & Entertainment Project, and the Marina Del Rey Local Coastal Plan Phase II will all place additional strain on the transportation system within the study area.