

CITY OF LOS ANGELES

CALIFORNIA

Seleta J. Reynolds
GENERAL MANAGER




ERIC GARCETTI
MAYOR

DEPARTMENT OF TRANSPORTATION
100 South Main Street, 10th Floor
Los Angeles, California 90012
(213) 972-8470
FAX (213) 972-8410

Date: September 11, 2017

To: Honorable City Council
c/o Office of the City Clerk, Room 395, City Hall

From: Seleta J. Reynolds, General Manager 
Department of Transportation

Subject: **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) APPEAL OF NOTICE OF EXEMPTION FOR SAFE STREETS FOR PLAYA DEL REY TRAFFIC SAFETY INITIATIVE (DCP CASE NUMBER ENV-2016-1099-SE) AND 2017 VISTA DEL MAR ACTIONS**

On June 2, 2017, the Department of Transportation (LADOT) filed a Notice of Exemption (NOE) for the Safe Streets for Playa del Rey Traffic Safety Initiative (Playa del Rey Project) in Council District 11, which was approved on May 31, 2017, through a LADOT General Manager's Determination (**Attachment 1**). As part of a separate strategy to improve road safety in the Playa del Rey area, LADOT took actions in February 2017, May 2017, and August 2017, to restripe the roadway and modify parking along Vista Del Mar (the Vista Del Mar Actions). The Vista Del Mar Actions were not planned as part of the Playa del Rey Project, and qualified as an emergency project that is statutorily exempt from CEQA and as a minor alteration of existing facilities that is categorically exempt from CEQA.

On June 15, 2017, Keep Vista Del Mar Open Coalition (Luna & Glushon, A Professional Corporation, Representative) filed an appeal of LADOT's determination that the Playa del Rey Project is exempt under the California Environmental Quality Act (CEQA) to the City Council (CEQA, Public Resources Code, Section 21151(c)). The appeal also purports to appeal the Vista Del Mar Actions (collectively, the Playa del Rey Project and the Vista Del Mar Actions will be referred to as the Projects). The CEQA appeal challenges the application of the exemption, alleging that the City failed to demonstrate that the Projects will not result in significant travel delay due to unusual circumstances, thereby failing to meet the exception criteria in Section 15300.2 (c) of the CEQA Guidelines. On July 17, we notified the appellant acknowledging the receipt of the appeal and have attached the acknowledgement in a letter that includes the original appeal and a copy of the May 31, 2017, LADOT General Manager's Determination (**Attachment 2**).

On July 28, 2017, Kathryn Schwertfeger submitted a "Demand for CEQA Hearing" for the Projects, which is construed to be an appeal under CEQA to City Council (**Attachment 3**). This appeal alleges the plan to modify the intersection at Vista Del Mar and Culver Boulevard adversely affects ingress and egress in lower Playa del Rey. The two appeals are considered together for the staff report.

LADOT reviewed the appeals and prepared a response in the attached staff report that captures the recent changes to the Playa del Rey Project, as well as changes to the 2017 Vista Del Mar Actions (the Projects). Pursuant to the staff report, staff makes the following recommendations:

- 1) DENY the CEQA Section 21151 (c) appeals;
- 2) DETERMINE that the Safe Streets for Playa Del Rey Traffic Safety Initiative and the 2017 Vista Del Mar Actions (Projects) are both statutorily and categorically exempt under the California Environmental Quality Act (CEQA) after considering the notice of exemption on file and the response included in this report;
- 3) ADOPT AND CONCUR in the approvals of the Los Angeles Department of Transportation as to the Projects, as set forth in the staff report; and
- 4) DIRECT Department staff to file a Notice of Exemption with the Los Angeles City Clerk and the Los Angeles County Clerk.

Attachments

- **Attachment 1:** Notice of General Manager's Determination - Safe Streets for Playa del Rey Traffic Safety Initiative, May 31, 2017
- **Attachment 2:** CEQA Appeal – LADOT Acknowledgement of Receipt, July 17, 2017
- **Attachment 3:** CEQA Appeal from Kathryn Schwertfeger received on July 28, 2017
- **Staff Report**

c: Timothy McWilliams, Assistant City Attorney, Office of the City Attorney

Attachment 1

Notice of General Manager's Determination
Safe Streets for Playa del Rey Traffic Safety Initiative
May, 31, 2017

CITY OF LOS ANGELES

CALIFORNIA

Seleta Reynolds
GENERAL MANAGER



ERIC GARCETTI
MAYOR

DEPARTMENT OF TRANSPORTATION
100 South Main Street, 10th Floor
Los Angeles, California 90012
(213) 972-8470
FAX (213) 972-8410

		Reference Council	15-0719
		File Nos.:	
Date:	May 31, 2017	CEQA No.:	ENV-2016-1099-SE
		Council No.:	11 - Bonin
Public Hearing:	April 21, 2016	Plan Area:	Playa Del Rey

Subject: Notice of General Manager's Determination – Safe Streets for Playa Del Rey Traffic Safety Initiative

To interested parties:

The City of Los Angeles adopted Mobility Plan 2035, the Transportation Element of the City's General Plan on January 20, 2016. Mobility Plan 2035 provides the policy foundation for achieving a balanced transportation system for all people on our city's streets. The City of Los Angeles Department of Transportation (LADOT) is an implementing agency of the 2035 Mobility Plan, and serves as the Lead Agency pursuant to review required by the Division 13 of the Public Resource Code (PRC).

As part of the Safe Streets for Playa Del Rey Traffic Safety Initiative (Project), LADOT proposes to install the following Project elements within the existing right-of-way on Culver Boulevard between Pacific Avenue and Jefferson Boulevard: new and upgraded pedestrian crossings, signal timing changes, speed feedback signs, and 0.9 miles of new standard and buffered bicycle lanes; bicycle lanes on 0.6 miles Jefferson Boulevard between Culver Boulevard and Lincoln Boulevard; and the following Project elements within the existing right-of-way on Pershing Drive between Culver Boulevard and Westchester Parkway: flashing beacons, speed feedback signs, and 0.9 miles of new standard and buffered bicycle lanes.

This Project will achieve the following goals: reduce vehicles speeds along the two corridors, increase safety for people walking and bicycling, and reduce cut-through commuter traffic on the corridor. The Project reflects the results of a public engagement process led by City Council District 11, and fulfills a component of the 2035 Mobility Plan.

LADOT assessed traffic and safety impacts of installing the bicycle lanes, and held a hearing in the area affected by the new bicycle lanes to ensure it is in compliance with the review procedures of Section 21080.20.5 of the PRC.

DETERMINATION

Pursuant to the Los Angeles Municipal Code (LAMC) Sections 80.08.2 and Section 89.01, I hereby:

Approve the installation of the following Project elements within the existing right-of-way on Culver Boulevard between Pacific Avenue and Jefferson Boulevard: new and upgraded pedestrian crossings, signal timing changes, speed feedback signs, and 0.9 miles of new standard and buffered bicycle lanes; bicycle lanes on 0.6 miles Jefferson Boulevard between Culver Boulevard and Lincoln Boulevard; and the following Project elements within the existing right-of-way on Pershing Drive between Culver Boulevard and Westchester Parkway: flashing beacons, speed feedback signs, and 0.9 miles of new standard and buffered bicycle lanes, based on the results of the public engagement process lead by City Council District 11 and in accordance with the 2035 Mobility Plan.

Determine that the following Project elements within the existing right-of-way on Culver Boulevard between Pacific Avenue and Jefferson Boulevard: new and upgraded pedestrian crossings, signal timing changes, speed feedback signs, and 0.9 miles of new standard and buffered bicycle lanes; bicycle lanes on 0.6 miles Jefferson Boulevard between Culver Boulevard and Lincoln Boulevard; and the following Project elements within the existing right-of-way on Pershing Drive between Culver Boulevard and Westchester Parkway: flashing beacons, speed feedback signs, and 0.9 miles of new standard and buffered bicycle lanes are exempt from the California Environmental Quality Act (CEQA) pursuant to Section 21080.20.5 of the Public Resource Code (PRC), and Section 15300 of the California Code of Regulations.

EFFECTIVE DATE

The Determination in this matter will become effective and final 15 days after the date of mailing the Notice of General Manager's Determination.



Seleta Reynolds
General Manager

for

COUNTY CLERK'S USE
ORIGINAL FILED


JUN 02 2017

LOS ANGELES COUNTY CLERK

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 360
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

DOCUMENT FILED City Clerk's Office NE-17-089-TR	CITY CLERK'S USE
	No:
	Certified by: 
	Date: 6-1-17

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY City of Los Angeles Department of Transportation	COUNCIL DISTRICT 11
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PROJECT TITLE Safe Streets for Playa Del Rey Traffic Safety Initiative	LOG REFERENCE ENV: ENV-2016-1099-SE
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PROJECT LOCATION
Culver Blvd between Pacific Ave and Jefferson Blvd; Jefferson Blvd. between Culver Blvd and Lincoln Blvd; and Pershing Dr. between Culver Blvd and Westminster Pkwy

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
This project will improve the safety and comfort of people walking and bicycling on Culver Blvd, Jefferson Blvd. and Pershing Dr. Along the 0.9 mile length of Culver Blvd between Pacific Avenue and Jefferson Blvd, the project would repurpose the street within the existing right-of-way to include standard and buffered bike lanes, curb extensions, new and upgraded pedestrian crossings, signal timing changes, and speed feedback signs. Along the 0.6 miles of Jefferson Blvd., between Culver Blvd. and Lincoln Blvd., the project would repurpose the street within the existing right-of-way to include bicycle lanes. Along the 0.9 mile length of Pershing Dr. between Culver Blvd and Westminster Pkwy, the project would repurpose the street within the existing right-of-way to include standard and buffered bike lanes, flashing beacons, and speed feedback signs. The project is being implemented to achieve calmer traffic on the corridor, reduced speeds and increased safety for people walking and bicycling.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:
Robert Sanchez, Los Angeles Department of Transportation

CONTACT PERSON David Somers, Los Angeles Department of Transportation	AREA CODE Ω 213	TELEPHONE NUMBER Ω 972-5966	EXT.
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EXEMPT STATUS: (Check One)

	STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
<input type="checkbox"/> MINISTERIAL	Sec. 15268	Art. II, Sec. 2b
<input type="checkbox"/> DECLARED EMERGENCY	Sec. 15269	Art. II, Sec. 2a (1)
<input type="checkbox"/> EMERGENCY PROJECT	Sec. 15269 (b) & (c)	Art. II, Sec. 2a (2) & (3)
<input type="checkbox"/> GENERAL EXEMPTION	Sec. 15060.	n/a
<input checked="" type="checkbox"/> CATEGORICAL EXEMPTION	Sec. 15300 <i>et seq.</i>	Art. III, Sec. 1

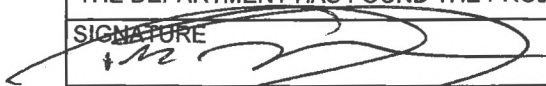
Class 1 & 4 Category 1(3) 1(15) 1(20) 4 (13) (City CEQA Guidelines)

☒ OTHER (See Public Resources Code Sec. 21080.20.5)

JUSTIFICATION FOR PROJECT EXEMPTION: The proposed project is eligible under Section 21080.20.5 of the PRC because it includes the striping of new bicycle lanes on existing urban streets that are included in an adopted bicycle transportation plan. The City initiated a traffic assessment, identified mitigation measures, and held a public hearing fulfilling the eligibility requirements of the PRC Section 21080.20.5.

Furthermore the project qualifies as an exemption because; it as a minor alteration of existing street, and pedestrian crossings [Class 1 (3)]; it installs a traffic sign [Class 1 (15)]; it modernizes an existing street by constructing an improvement [Class 1 (20)]; and it creates bicycle lanes on an existing right-of-way [Class 4 (13)]. See attached narrative (**Attachment A**) for further discussion.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

SIGNATURE 	TITLE Supervising Transportation Planner	DATE June 1, 2017
FEE:	RECEIPT NO.	REC'D. BY
		DATE

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record

Attachment A

Safe Streets for Playa Del Rey Traffic Safety Initiative

ENV-2016-1099-SE

Why is this project exempt from CEQA?

This project contains elements that are both statutory and categorically exempt from the California Environmental Quality Act (CEQA). The following narrative describes how the project elements meet the exemption criteria.

Features Exempt by Statute

Traffic and Safety

The project includes striping of new bicycle lanes that are designated in the City's Mobility Plan 2035, and striping of new bicycle lanes are exempt under Section 21080.20.5 of the CEQA Statute provided that the project evaluates traffic and safety, includes measures to mitigate potential vehicular traffic impacts and bicycle and pedestrian safety impacts, holds a public hearing and responds to public comments. The new bicycle lanes align with the Mobility Plan 2035 which identified the Culver Blvd corridor as part of its Bicycle Lane Network (BLN). The Department of City Planning (DCP) and Department of Transportation (LADOT) evaluated traffic and safety impacts of proposed striping changes and roadway treatments along Culver Blvd. between Pacific Ave and Jefferson Blvd., along Jefferson Blvd. from Culver Blvd. to Lincoln Blvd., and along Pershing Dr. between Culver Blvd and Westminster Pkwy and presented the findings at a noticed open house/public hearing held on April 21, 2016 at the Westchester District Office Community Room, 7166 W. Manchester Dr. Meeting (see **attachment C**). Meeting attendants were invited to submit oral and written comments at a station tabled by DCP staff. A summary of public comments and responses are provided in **attachment B**. Mitigation measures included in the Mobility Plan 2035 Final Environmental Impact Report (EIR) have been incorporated into the project where applicable. A summary of the MP 2035 Final EIR mitigation measures are attached in **attachment D**. DCP finds that the City is in compliance with the provisions of Section 21080.20.5 of the CEQA Statute, and that the striping of bicycle lanes is exempt from CEQA.

Features Exempt by Category

The project's other components that include new curb extensions, new and upgraded pedestrian crossings are categorically exempt under Class 1(3) of the City CEQA Guidelines; signal timing changes and speed feedback signs are categorically exempt under Class 1(15) of the City CEQA Guidelines. In addition, Class 1(20) of the City CEQA Guidelines; and Class 1 Section 15301 of the State CEQA Guidelines apply since these elements include the operation, repair, maintenance or minor alteration of an existing street.

The creation of bicycle lanes on an existing right-of-way along Pershing Drive and Jefferson Boulevard are categorically exempt under: Class 4(13) of the City CEQA Guidelines and Class 4 (h) Section 15304 of the State CEQA Guidelines.

The City CEQA Guidelines provides that these activities are exempt from CEQA except where the activity will involve removal of a scenic resource including but not limited to a stand of trees, a rock outcropping or a historic building.

The State CEQA Guidelines provides that these activities are exempt from CEQA except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. The following narrative substantiates through facts why these exceptions do not apply.

Aesthetic, Biological and Historical Resources and Hazardous Waste Sites

The project does not include the removal of existing trees and would not impact any aesthetic, historic and biological resources. Culver Blvd is also not a designated scenic highway. The project activity is restricted to the public right of way on an existing state highway, and work would not be conducted within any site that is included on lists of hazardous sites compiled pursuant to Section 65962.5 of the Government Code.

Noise

The City will restrict demolition, construction, and striping on Culver Blvd in locations near sensitive uses (such as residences) to daytime hours in accordance with the city's noise regulations. The installation process would not be expected to exceed ambient noise by more than 5 dBA for more than 10 continual days, thus there will be no noise impact on the neighborhood immediately surrounding the project area.

Traffic

Pershing Drive in the project limits between Culver Blvd and Westminster Pkwy varies between four to five lanes, and experiences relatively light travel flow relative to its existing capacity. The project would require one travel lane removal and the installation of standard and buffered bicycle lanes: in each direction between Westchester Pkwy and Campdell St; and only one in the southbound direction between Campdell St. and Cabora Dr. LADOT considers that lane removal could potentially result in significant travel delay along high volume arterials of similar configuration that exceed 16,000 average daily trips (ADT), or 800 vehicles per lane in the peak hour of traffic. The most recent traffic data shows that traffic volumes along this segment of Pershing Drive are approximately 7,200 ADT, with approximately 3,600 in each direction. Peak traffic volumes do not exceed 800 vehicles per direction with two travel lanes, so this does not exceed the screening criteria that LADOT considers to warrant a traffic evaluation upon lane removal. Given that there is more than sufficient capacity to relocate space for bicycle lanes, the project would not result in substantial delay of traffic to be considered an unusual circumstance under the criteria of Section 15300.2. of the CEQA Guidelines.

Attachment B

Safe Streets for Playa Del Rey Traffic Safety Initiative

ENV-2016-1099-SE

Comments and Responses from the Open House/Public Hearing

Section 21080.20.5 (b)(2) of the California Environmental Quality Act (CEQA) Statute provides that a public agency must hold a noticed public hearing and respond to public comments prior to determining that a project is exempt from CEQA pursuant to Section 21080.20.5.

Pursuant to this requirement, the City of Los Angeles Department of Transportation (LADOT), in collaboration with Council District 11, and the Department of City Planning (DCP) held an Open House and Public Hearing on April 21st, 2016 at 6 PM at the Westchester District Office Community Room, 7166 W. Manchester Dr. Meeting attendants were invited to submit oral and written comments at a station tabled by DCP staff. Written and recorded comments are held in the project file and can be accessed by contacting David Somers, at david.somers@lacity.org. The following discussion summarizes comments received and includes responses prepared by DCP.

A. Comments Related to Traffic and Safety

Commenters expressed general support for the street treatments and traffic control treatments including: bicycle lanes, new curb extensions, new and upgraded pedestrian crossings, signal timing changes, and speed feedback signs and felt there was a demonstrated need to slow travel speeds along this segment of Culver Blvd and Pershing Dr. Commenters expressed that the treatments would increase traffic safety by slowing travel speeds, and lead to increased bicycle riding.

Automobile speed is a major factor in the severity of collisions with bicyclists and pedestrians, which are considered vulnerable roadway users. Collisions with a vehicle traveling at 20 miles per hour results in a five percent pedestrian fatality rate, and fatalities increase to 40, 80 and 100 percent when the vehicle speed increases to 30, 40 and 50 miles per hour respectively.¹ Along Culver Blvd project area there were nearly 3 annual collisions per mile over a five year period and nearly 1 annual collision per year (~33 %) involving injuries to bicyclists and pedestrians.² Along Pershing Dr project area there were nearly 5 annual collisions per mile over a five year period and nearly 1 annual collisions per year (~20 %) involving injuries to bicyclists and pedestrians.³

The project includes installing bicycle lanes in each direction, new curb extensions, new and upgraded pedestrian crossings and a road diet where one travel lane is removed in each direction with an introduction of a center-left turn lane. All these treatments are considered safety countermeasures and have been demonstrated to result in decrease in collisions and injury to vulnerable roadway users. The Federal Highway Administration (FHWA) assigns crash modification factors⁴ to these safety

¹ U. S. Department of Transportation National Highway Traffic Safety Administration. 1999. Literature Review on Vehicle Travel Speeds and Pedestrian Injuries. DOT HS 809 021

² LADOT. The Statewide Integrated Traffic Records System (SWITRS). 2016

³ LADOT. The Statewide Integrated Traffic Records System (SWITRS). 2016

⁴ Federal Highway Administration (FHWA), Office of Safety website
<http://safety.fhwa.dot.gov/provencountermeasures/>

countermeasures based on their demonstrated success in achieving crash reduction. Travel lane reduction can help reduce over-all vehicle speed.⁵ When modified from four travel lanes to two travel lanes with a two way left-turn lane, research along 45 corridors throughout the United States has found a range of 19 percent to 47 percent reduction in all roadway crashes. The FHWA assigns a crash modification factor of road diets of 29 percent, meaning the implementation of a road diet would be expected to reduce the number of traffic collisions by approximately one third.

Research conducted across the State has demonstrated that bicycle lanes improve safety for both bicyclists and motorists.⁶ The project would be expected to result in reduction to bicycle collisions as a result of installing the bicycle lanes.

Commenters perceived that installing bicycle lanes would increase safety and suggested to extend the bicycle lanes along Culver eastbound to Lincoln Blvd, and along Vista del Mar from Culver south to Imperial Highway. Additional comments related to traffic and safety included:

- Ensure that the bicycle lanes are separated so that they are not in door zones
- A commentator suggested widening Nicholson St because they perceive it to be windy and dangerous and there is insufficient sidewalk for pedestrians.
- A commenter expressed that the traffic signal detector on northbound Pershing Dr is not sensitive to bicyclist, and thus cyclists make left turn on red
- Protect pedestrians crossing Nicholson St as it merges into Culver Blvd because the gradient of the hill causes a safety hazard for pedestrians.

The Culver Blvd between Nicholson St and Jefferson Ave will have buffered bicycle lanes which will permit bicyclists more space to operate outside of the door zone. The current scope does not propose widening Nicholson St, improved signal detection at left turns for bicyclists, or additional crossing protection at the signalized intersection of Nicholson St and Culver Blvd. The need for more sensitive signal detection of left turns for bicyclists on northbound Pershing Dr., and the need to explore better protection of pedestrians from turn movements on to Culver Blvd. from Nicholson St will be forwarded to Los Angeles Department of Transportation (LADOT).

Other comments were submitted that included topics other than traffic and safety concerns and benefits.

Staff received comments that extended beyond the scope of traffic and safety that are related to the specific street improvements. Section 21080.20.5 (b) (2) of the CEQA Statute does not require an agency to respond to comments that are beyond the scope of traffic and safety impacts. However, this section includes a summary of those comments, and DCP staff have advanced the comments to LADOT and Council District 11. These comments will be taken into consideration as the project advances along the approval, design, and implementation process.

- A commenter expressed a preference to extend bike lanes from bicycle lanes along Vista del Mar between Culver and Imperial Highway

⁵ Federal Highway Administration (FHWA) website.

<http://www.fhwa.dot.gov/publications/research/safety/10053/index.cfm>, accessed on November 19, 2012

⁶ Marshall, Wesley E., N. W. Garrick. 2011. Evidence on Why Bike-Friendly Cities Are Safer For All Road Users. Environmental Practice 13 (1) March 2011

- Two commenters expressed a preference to extending to extend bike lanes from Culver to Jefferson, then to further extend to Lincoln Blvd in the north.
- A business owner recommended the traffic and safety improvements being sensitive to business for cars driving by.
- Widen Culver Blvd to accommodate bike lane instead of repurposing road, and sidewalk from Nicholson to Lincoln.
- Prohibit RV's on Culver Blvd because they are a visibility obstruction
- A commentator suggested to repurpose Pershing Dr. and Culver Blvd east of Nicholson St. because this provides a direct route to Playa del Rey
- Approves of road repurposing, and wants to extend it to improve upper Playa del Rey. They suggested making more streets 25 mph, and installing bicycle lanes all the way to Lincoln Blvd, and to make Jefferson a single lane in each direction as well. Additionally they suggested new signage for south bay drivers to turn onto Imperial Highway and to turn the yield on Nicholson St entering Culver Blvd into a mandatory stop sign.

The City acknowledges the business owners concern that the roadway improvements may negatively nearby businesses. Studies show that installing bicycle lanes can support economic activity of nearby businesses.⁷ The City acknowledges the concern of the resident to widen Culver Blvd to accommodate bike lanes and sidewalks, however widening is not feasible due to constraints of the existing right of way. All comments will be forwarded to LADOT and Council District 11 for their consideration.

⁷ People for Bikes website. <http://www.peopleforbikes.org/blog/entry/salt-lake-city-street-removes-parking-adds-bike-lanes-and-sales-go-up>, accessed on July 12, 2016

Project History

Background

In early 2015, Councilmember Mike Bonin embarked on a Safe Streets for Playa Del Rey traffic safety initiative to address safety concerns in the neighborhood. Concurrently but independently, community members in Playa del Rey initiated a Facebook group dedicated to slowing vehicle speeds in the neighborhood, specifically on Culver Blvd but quickly expanding to incorporate other streets of concern.

Taking the opportunity to engage with the newly formed community group, Councilmember Bonin hosted a neighborhood meeting in May 2015 with Playa del Rey residents and business owners to discuss traffic safety priorities. The community presented concerns with peak hour cut-through traffic, off-peak vehicle speeds, and pedestrian safety on Culver Blvd and Pershing Dr. After listening to what the community hoped to accomplish, the Councilmember hosted a second meeting in August 2015 to solicit input on potential safety treatments to address the community-identified concerns.



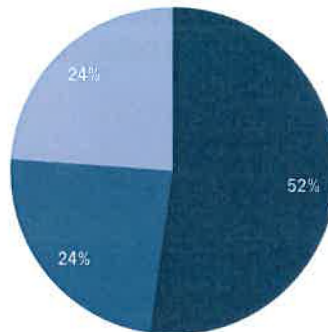
What We Heard: Which traffic safety measures are a good fit for Playa del Rey?

The following charts display feedback collected from the online survey distributed after the August 2015 community meeting. Community input was also collected through a project kick-off survey in May, comments received at both the May and August meetings, and messages received via email and phone.

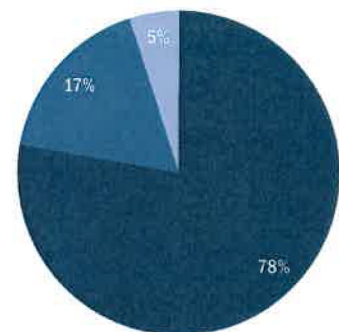
Chart Legend

- Yes, this is a good fit
- No, this is not a good fit
- I need more information

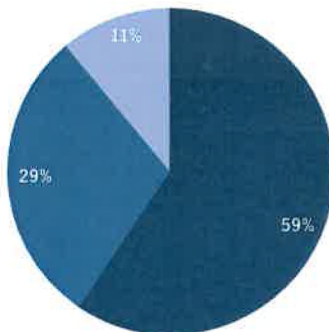
Do you think reducing pedestrian crossing distances through curb extensions is a good fit?



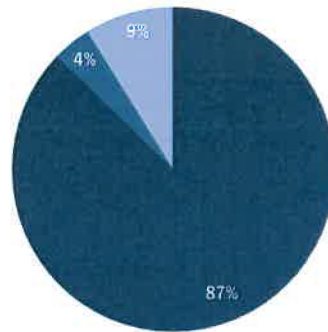
Do you think reducing vehicles speeding through speed feedback signs is a good fit?



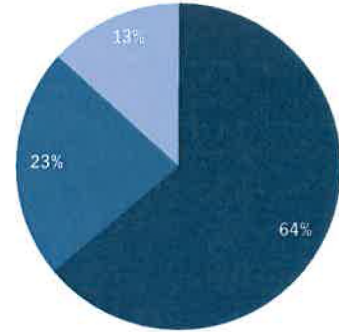
Do you think reducing cut-through traffic through roadway repurposing is a good fit?



Do you think facilitating pedestrian crossings through additional and enhanced pedestrian crossings is a good fit?



Do you think reducing vehicles speeding through changes in signal timing is a good fit?



Next Steps

Tonight's meeting is the third meeting in the Safe Streets for Playa Del Rey traffic safety initiative. Based on feedback received, Councilmember Bonin is presenting proposed concept designs for Culver Blvd and Pershing Dr. Next steps include soliciting input on proposed concepts, developing designs, and implementing improvements.

Timeline

Spring 2016: Community open house
Summer-Fall 2016: Public input, project design
2017: Short-term project implementation

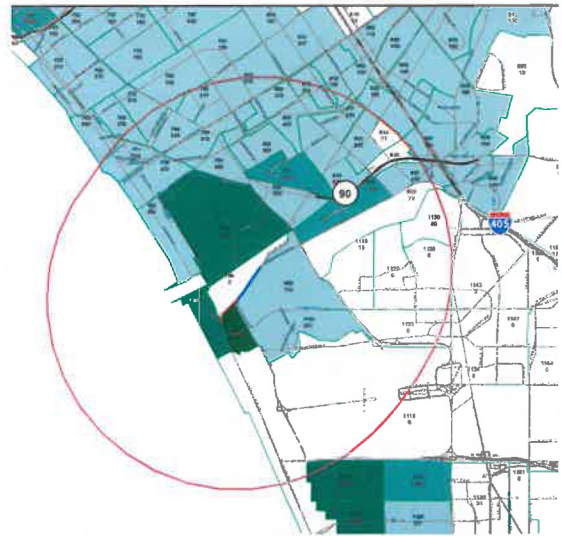


Why are we doing it?

Reduce Cut-through Traffic

Playa del Rey's neighborhood streets are used as cut-throughs by drivers coming from the South Bay trying to avoid congestion on nearby highways and freeways. Streets such as Vista del Mar, Pershing Dr, and Culver Blvd become de facto highways, carrying high volumes of vehicles during peak hours. When these streets become congested, drivers move to smaller residential streets, often traveling at high speeds.

The image at right shows where drivers who use Culver Blvd, for example, are coming from and going to. The black numbers identify each Traffic Analysis Zone (TAZ), a geographic area based on population size. The red numbers indicate daily vehicle trips that start or end in the TAZ and that use Culver Blvd. TAZs that are dark green have the highest number of daily vehicle trips starting and ending in them. As shown, the majority of daily vehicle trips using Culver Blvd can be attributed to Playa del Rey residents and cut-through traffic from the South Bay.



Slow Vehicle Speeds

While neighborhood streets in Playa del Rey are congested in the morning and evening commute periods, drivers travel at high speeds during off-peak times. This is in part because main streets in Playa del Rey are designed as highways, facilitating high travel speeds. High vehicle speeds can create unsafe situations for all road users as collisions occurring at higher speeds are more likely to result in serious injuries and fatalities, especially for vulnerable users like pedestrians and bicyclists.

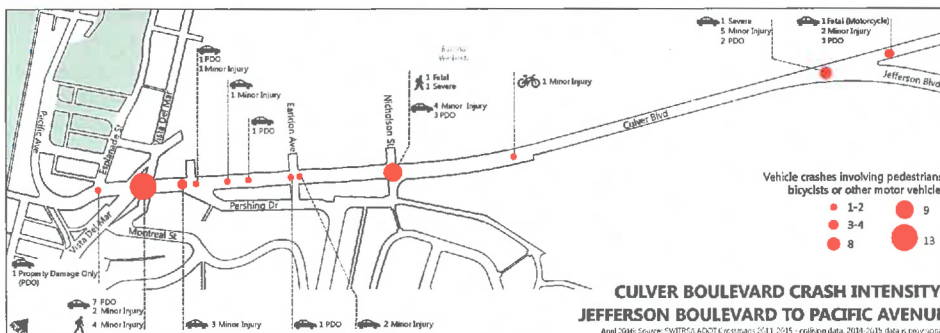
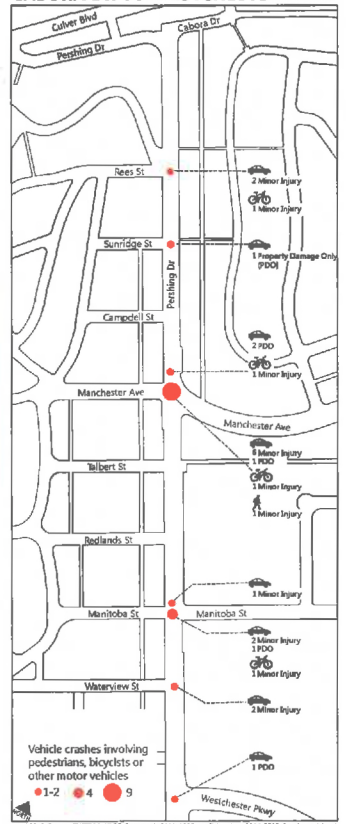
Improve Pedestrian Safety

Congestion from cut-through traffic and high vehicle speeds at non-commute periods impact the safety of pedestrians in Playa del Rey. Drivers that are frustrated by congestion sometimes engage in risky travel behaviors to avoid traffic and speeding drivers may not have enough time to react to people crossing the street, which can result in collisions.

Playa del Rey's main streets also lack safe crossings for pedestrians, both in number and in quality. On Pershing Dr, for example, there are no marked pedestrian crossings between traffic signals at Nicholson St and Manchester Ave, a distance of 0.33 miles.

The maps at right and below show collisions involving pedestrians, bicyclists, and motor vehicles between 2011 and 2015. On Culver Blvd there were a total of 6 collisions involving pedestrians, one of which resulted in a fatality. On Pershing Dr there was 1 collision involving a pedestrian. Regardless of collision history, pedestrians in Playa del Rey perceive that they are in unsafe situations due to vehicle speeds and few controlled places to cross, resulting in fewer people walking for transportation and recreation.

PERSHING DRIVE CRASH INTENSITY: CABORA DR TO WESTCHESTER PKWY



Safety Improvements

Flashing Beacons



Flashing beacons are activated by people at uncontrolled intersections or mid-block crossings to alert drivers to yield where persons walking and biking have the right-of-way crossing the road.

Signal Timing Enhancements



Signal timing enhancements can make certain streets more desirable to travel on, such as by coordinated green phases and dedicating more green time to specific turning movements.

Curb Extensions



Curb extensions are installed at intersections or mid-blocks to shorten the crossing distance for people walking and improve their visibility to people driving.

Speed Feedback Signs



Speed feedback signs electronically display a driver's speed to encourage obeying speed limits.

Painted Edgelines



Painted edge lines are white stripes painted on the outside of parking lanes that show drivers the edge of the travel lane. These help to visually narrow the roadway, creating the illusion of a constricted space thus encouraging drivers to slow their speeds.

Rest in Red Operation



A rest in red signal timing operation keeps the signal in the red phase until drivers slow and activate the green signal phase at the intersection, helping to reduce vehicle speeds during off-peak periods.

Bikeways

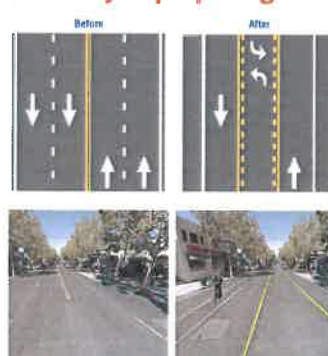


Sharrows are placed on streets shared between bicyclists and motorists to increase bicyclist visibility.

Bike lanes provide a dedicated space for bicyclists to ride, reducing conflicts between bicyclists and drivers.

Buffered bike lanes further increase the separation between bicyclists and drivers.

Roadway Repurposing



Roadway repurposing on Culver Blvd converts the road from 4 lanes to 3, with 2 through lanes, 1 center turn lane, and bike lanes. On Pershing Dr it converts the road from 4 and 5 lanes to 3, with 2 through lanes, 1 center turn lane, and bike lanes / buffered bike lanes. This aims to discourage cut-through traffic, lower vehicle speeds, and reduce vehicle-vehicle and vehicle-bicycle conflicts.



Considerations

Safety

Community input helped inform the development of this project's treatments which have demonstrated records of improving safety. Roadway repurposing from 4 travel lanes to 3, for example, is estimated on average to reduce vehicle collisions for all modes by 30 percent based on studies from around the country (The Federal Highway Administration). Bicycle lanes on arterial streets can reduce risk of serious injuries to cyclists by about 30 percent. Combinations of curb extensions, crosswalks, and changes to signal timing can further calm traffic, reduce pedestrian exposure to traffic, and reduce the severity of collisions.



Travel Options

The proposed roadway repurposing and calmed traffic would enhance the comfort for people walking and biking in the neighborhood as they travel to their destinations. Similarly, implementing safety treatments that reduce congestion and speeding may increase the share of people walking and biking, potentially helping to further alleviate congestion in the neighborhood.

Traffic Flow

Restriping Culver Blvd with one lane in each direction has the potential to increase total travel time along this section of Culver Blvd by as much as an additional 3.8 minutes in the morning and 1.4 minutes in the afternoon. Further increases in delay would be expected with the full completion of any proposed development projects in the area. Assuming that existing traffic volume remains the same after restriping along Culver Blvd, intersections at Vista del Mar and Nicholson St may be most impacted.

The table below reflects potential changes in traffic flow for the project. This analysis assumes that today's traffic will remain on Culver Blvd after the new street configuration. However, the roadway repurposing combined with other traffic safety improvements will likely encourage regional cut-through traffic to reroute around Playa del Rey via streets such as Westchester Pkwy and Lincoln Blvd. These changes could also encourage greater bicycle and pedestrian travel for short trip distances, removing vehicles from the street.

Vista Del Mar / Culver Blvd

AM Peak Hour Delay Without Project	38 sec
AM Peak Hour Delay With Project	47 sec
PM Peak Hour Delay Without Project	26 sec
PM Peak Hour Delay With Project	31 sec

Nicholson St / Culver Blvd

AM Peak Hour Delay Without Project	3 min 51 sec
AM Peak Hour Delay With Project	7 min 24 sec
PM Peak Hour Delay Without Project	1 min 11 sec
PM Peak Hour Delay With Project	2 min 31 sec



4.0 MITIGATION MONITORING PLAN

Public Resources Code (PRC) Section 21081.6 and California Environmental Quality Act (CEQA) Guidelines Section 15097 require adoption of a Mitigation & Monitoring Plan (MMP) for all projects for which an Environmental Impact Report (EIR) has been prepared. This requirement was originally mandated by Assembly Bill (AB) 3180, which was enacted on January 1, 1989 to ensure the implementation of all mitigation measures adopted through the CEQA process. Specifically, PRC Section 21081.6 states that "...the agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment...[and that the program]...shall be designed to ensure compliance during project implementation."

AB 3180 provided general guidelines for implementing monitoring and reporting programs, which are enumerated in more detail in CEQA Guidelines Section 15097. However, specific reporting and/or monitoring requirements to be enforced during project implementation shall be defined prior to final approval of the City of Los Angeles Mobility Plan 2035 (MP 2035 or proposed project) by the decision-maker. In response to established CEQA requirements, the MMP shall be submitted to the City of Los Angeles (Lead Agency) for consideration prior to certification of the EIR. Although the Lead Agency may delegate monitoring responsibilities to other agencies or entities, the Lead Agency "...remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program."

The MMP describes the procedures for the implementation of the mitigation measures to be adopted for the proposed project as identified in the Draft and Recirculated Draft EIR and identified in the Final EIR. The MMP for the proposed project will be in place through the planning horizon of the Plan (2035) or until the Plan and EIR are updated again. The City of Los Angeles Department of City Planning (DCP) shall be responsible for administering the MMP activities or delegating them to staff, other City departments (e.g., Department of Building and Safety [DBS], Department of Public Works [DPW], etc.), consultants, or contractors. The City will also ensure that monitoring is documented through reports (as required) and that deficiencies are promptly corrected. The City may choose to designate one or more environmental monitor(s) (e.g. City building inspector, project contractor, certified professionals, etc., depending on the provision specified below).

Each mitigation measure is identified in **Table 4-1** and is categorized by environmental topic and corresponding number, with identification of:

- The Implementing Agency;
- The Enforcement Agency and Monitoring Agency – this is the agency or agencies that will monitor the measure and ensure that it is implemented in accordance with this MMP.
- Monitoring Phase and Action – this is the criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.

All agencies and departments are in the City of Los Angeles, unless otherwise noted.

TABLE 4-1: MITIGATION MONITORING PLAN				
No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Action
TRANSPORTATION, PARKING, & SAFETY				
T1	Los Angeles Department of Transportation (LADOT) will adjust traffic signal timing after the implementation of the proposed project (both along project routes and parallel roadways if traffic diversions have occurred as a result of the proposed project). This adjustment would be necessary, especially at the intersections where roadway striping would be modified. Signal timing adjustment could reduce traffic impacts at impacted intersections. (LADOT routinely makes traffic signal timing changes and signal optimization on an as-needed basis to accommodate the changes in traffic volumes to reduce congestion and delay in the City.)	DCP, LADOT	LADOT,	Pre-construction, Coordination between DCP and LADOT to identify and implement appropriate signal timing based on the characteristics of the mobility improvement.
T2	The City shall implement appropriate Transportation Demand Management (TDM) measures in the City of Los Angeles including potential trip-reducing measures such as bike share strategies, bike parking, expansion of car share programs near high density areas, bus stop improvements (e.g. shelters and "next bus" technologies), crosswalk improvements, pedestrian wayfinding signage, etc.	DCP	DCP, LADOT	As applicable, the City shall require of development projects, prior to construction, preparation of a TDM report describing TDM trip-reducing measures and procedures for implementation.
T3	In areas where implementation of the proposed project could potentially result in diversion of traffic to adjacent residential streets, LADOT shall monitor traffic on identified residential streets, upon request submitted through the Council Office, to determine if traffic diversion occurs. If traffic on residential streets is found to be significantly impacted, in accordance with LADOT's Traffic Study Policies and procedures, LADOT will work with neighborhood residents to identify and implement appropriate traffic calming measures.	DCP, LADOT	LADOT,	Periodic Monitoring during operation; Conduct traffic counts and assess whether traffic diversion triggered by the proposed mobility improvements requires traffic calming measures to reduce significant impacts into residential neighborhoods.
T4	In areas where the implementation of the proposed project could potentially affect transportation systems managed by other agencies, such as Caltrans or Metro, or neighboring jurisdictions, the City of Los Angeles shall coordinate with these entities to identify transportation improvements in accordance with the goals and policies of Mobility Plan 2035 and seek opportunities to jointly pursue funding. Mobility solutions shall be focused on safety, enhancing mobility options, improving access to active modes, and implementing TDM measures to achieve both local and regional transportation and sustainability goals.	DCP	LADOT	Pre-construction, Coordination and Identification of Improvements that could be implemented through joint funding agreements.
T5	LADOT, Los Angeles Fire Department (LAFD) and Department of City Planning (DCP) shall coordinate and review design plans involving lane reallocation to ensure that emergency response access is adequately maintained (for example by expanding the Fire Preemption System).	DCP	DCP, LADOT, LAFD	Pre-construction; Coordination to implement design plans that maintain emergency access.

TABLE 4-1: MITIGATION MONITORING PLAN

No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Action
T6	Construction activities will be managed through the implementation of a traffic control plan to mitigate the impact of traffic disruption and to ensure the safety of all users of the affected roadway. The plan will address construction duration and activities and include measures such as operating a temporary traffic signal or using flagmen adjacent to construction activities, as appropriate.	DCP	DCP, LADOT	Pre-construction; Preparation of traffic control plan to identify potential construction traffic impacts, and the identification of mitigation measures to minimize construction impacts and ensure the safety of proposed improvements.
LAND USE AND PLANNING				
LU1	Prior to the decision to remove on-street parking, the City of Los Angeles shall meet with the affected business and property owners to discuss the potential for the removal of on-street parking to affect the economic viability of the affected businesses. The City shall identify parking replacement options to businesses that do not have off-street parking and would be substantially affected by the permanent removal of on-street parking.	DCP	DCP	During project construction. City to meet with all affect businesses and property owners who would have parking removed as a result of a mobility enhancement and develop suitable parking replacement options to sustain the economic livelihood of affected businesses and property owners.
NOISE AND VIBRATION				
N1	Construction activity that would last more than a day, that could increase ambient noise by more than 5 dBA, and would be located within 500 feet of a sensitive land use shall incorporate measures to reduce noise levels at sensitive receptors including, but not limited to, sound walls, sound blankets on impact equipment, and engine mufflers to reduce noise levels to acceptable levels. The noise reduction levels achieved by the measures shall limit noise increases to less than 5 dBA over the exiting ambient levels.	DCP	DCP	Construction; Preparation of a Noise Control Plan (prepared to professionally accepted acoustical engineering standards) to identify sensitive receptors within 500 feet of the proposed enhancement, conduct ambient noise measurements, and identify the increases in construction noise based on the required equipment to implement the mobility enhancement. The Noise Control Plan would identify measures to reduce noise increases at sensitive receptors within 500 feet to less than 5 dBA over ambient.
N2	A project-specific vibration analysis shall be completed if the City determines that construction equipment would be located within 11 feet of non-engineered timber and masonry buildings (typical of residential buildings and institutional buildings). Potential vibration impacts shall be mitigated such that vibration levels do not exceed 0.3 inches per second at 11 feet. Methods to reduce vibration include, but are not limited to, choosing to use light weight equipment when an option between equipment types is available and avoiding impact equipment (e.g., jackhammers).	DCP	DCP	Pre-construction; Preparation of a Vibration Control Plan (prepared to professionally accepted acoustical engineering standards) for the operation of construction equipment within close proximity to buildings (11 feet).

TABLE 4-1: MITIGATION MONITORING PLAN

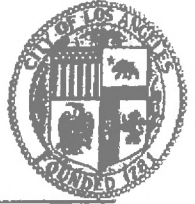
No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Action
BIOLOGICAL RESOURCES				
B1	<i>Special-Status Species and Habitat.</i> For future enhancements occurring within 200 feet of a Significant Ecological Area designated by the County of Los Angeles or within 200 feet of areas containing native vegetation, such as open space and undeveloped areas, a project-specific biological resource survey and assessment shall be conducted and prepared that discloses any potential impacts to special status species and habitats, and mitigates, to the extent feasible, the impacts of the mobility improvements. In addition, prior to implementation of mobility improvements, all required permits must be obtained; permits for work in wetland and riparian habitats frequently require project-specific measures to preserve resources.	DCP	DCP	During pre construction; Biological Resource Survey, prepared by a qualified biologist, for all enhancements within 200 feet of Significant Ecological areas or areas containing native vegetation, such as open space and undeveloped areas and adherence to mitigation measures identified in survey.
B2	<i>Wetland Habitat.</i> For mobility improvements that extend into the Ballona wetlands, all applicable wetland permits shall be acquired. These permits include, but would not be limited to, a Section 404 Wetlands Fill Permit from the United States Army Corps of Engineers, or a Report of Waste Discharge from the Regional Water Quality Control Board (RWQCB), and a Section 401 Water Quality Certification from the RWQCB. Additionally, a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW) would be required for development that would cross or affect any stream course. Where feasible, the maximum amount of existing wetlands shall be preserved and minimum 25- to 50-foot buffers around all sides of these features shall be established. In addition, the final project design shall not cause significant changes to the pre-project hydrology, water quality, or water quantity in the wetland that is to be retained. This shall be accomplished by avoiding or repairing any disturbance to the hydrologic conditions supporting these wetlands, as verified through wetland protection plans. Where avoidance of the Ballona Wetlands is not feasible, then mitigation measures shall be implemented for the project-related loss of any existing wetlands on site, such that there is no net loss of wetland acreage or habitat value. Wetland mitigation shall be developed as a part of the Section 404 Clean Water Act permitting process, or for nonjurisdictional wetlands, during permitting through the RWQCB, CDFW and/or USFWS. Mitigation is to be provided prior to construction related impacts on the existing wetlands. The exact mitigation ratio is variable, based on the type and value of the wetlands affected by the project, but agency standards typically require a minimum of 1:1 for preservation and 1:1 for construction of new wetlands. In addition, a Wetland Mitigation and Monitoring Plan shall be developed that includes the following:	DCP	DCP, CDFW, RWQCB	During preconstruction; Preparation and completion of permitting applications/process.

TABLE 4-1: MITIGATION MONITORING PLAN				
No.	Mitigation Measure	Implementing Agency	Enforcement and Monitoring Agency	Monitoring Phase and Action
	<ul style="list-style-type: none"> • Descriptions of the wetland types, and their expected functions and values. • Performance standards and monitoring protocol to ensure the success of the mitigation wetlands over a period of five to ten years. • Engineering plans showing the location, size and configuration of wetlands to be created or restored. • An implementation schedule showing that construction of mitigation areas shall commence prior to or concurrently with the initiation of construction. • A description of legal protection measures for the preserved wetlands (i.e., dedication of fee title, conservation easement, and/ or an endowment held by an approved conservation organization, government agency or mitigation bank). 			
B3	<p><i>Migratory Birds.</i> To prevent the disturbance of nesting native and/or migratory bird species, the City shall require that clearing of street trees or other vegetation should take place between September 1 and February 14. If construction is scheduled or ongoing during bird nesting season (February 15 to August 31), the City of Los Angeles shall require that a qualified biologist conduct a nesting bird survey within 250 feet of the construction activity, no less than 14 days and no more than 30 days prior to the commencement of construction activities. Surveys shall be conducted in accordance with CDFW protocols, as applicable. If no active nests are identified on or within 250 feet of the construction activity, no further mitigation is necessary. A copy of the pre-construction survey shall be submitted to the Department of City Planning. If an active nest is identified, construction shall be suspended within 100 feet of the nest until the nesting cycle is complete, as determined by a qualified ornithologist or biologist.</p>	DCP	DCP	Pre-construction; biological survey of street trees by qualified biologist for construction during nesting season.
SOURCE: TAHA, 2015.				

Attachment 2

CEQA Appeal
LADOT Acknowledgement of Receipt
July 17, 2017

DEPARTMENT OF CITY PLANNING
DEVELOPMENT SERVICES CENTER CASE
ROUTING SLIP



- ☐ METRO DSC – FIG PLAZA, 4TH FLOOR – JULIE FLORES OR GLORIA DEAN
- ☐ DSC MAP PROCESSING SERVICES (MPS) – FIG. PLAZA, RM 525 – MARC WOERSCHING
- ☐ AUTOMATED RECORDS – CITY HALL, RM 575
- ☐ PLANNING COMMISSION OFFICE, CITY HALL, RM 532 – ROCKY WILES
- ☐ CENTRAL PROJECT PLANNING DIVISION - CITY HALL, RM 621 – BLAKE LAMB
- ☐ WEST/SOUTH PROJECT PLANNING DIVISION – CITY HALL, RM 720 – DEBBIE LAWRENCE/ JAE KIM – WEST COASTAL
- ☐ HPOZ's (DIR COA'S & CCMP'S) - CITY HALL, RM 601 – NAOMI GUTH
- ☐ EXPEDITED PROCESSING SECTION – CITY HALL, RM 763 – PHILLIP BAZAN MAJOR
- ☐ MAJOR PROJECTS – CITY HALL, RM 750 – CHARLIE RAUSCH
- ☐ VALLEY PROJECT PLANNING DIVISION – VAN NUYS, RM 430 – KEVIN JONES
- ☐ DSC CONDITION COMPLIANCE / REVOCATIONS UNIT – FIG: PLAZA, RM 525, – FELIPE ORTEGA
- ☐ OZA – RAO, ZA 2ND LEVEL APPEALS ONLY – CITY HALL, ROOM 763
JON FOREMAN / STACEY MUNOZ
- ☐ WLA DSC – DENISE BELL 1828 SAWTELLE BLVD., 2ND FL., L.A., CA 90025
- ☐ VALLEY TRACTS – VAN NUYS, RM 351 - MARY CROWELL
- ☐ OTHER _____

SENT BY

J. Aliasghar

DATE

06/20/17

NOTES:

* Appeal *

Office: Van Nuys
 Applicant Copy
 Application Invoice No: 37898

City of Los Angeles
 Department of City Planning



City Planning F

NOTICE: The staff of the Planning Department will analyze your request for your application, regardless of whether or not you obtain a permit.

This filing fee is required by Chapter 16.08 of the City of Los Angeles Municipal Code.

Receipt #: 0201424955

Sub Total:

\$107.69

LA Department of Building and Safety
 VN TONI 201107792 6/15/2017 2:21:26 PM
 PLAN & LAND USE \$89.00
 DEV SERV CENTER SURCH-PLANNING \$2.67
 DEV SERV CENTER SURCH-PLANNING \$5.34
 OPERATING SURCHG \$6.23
 GEN PLAN MAINT SURCH \$4.45



Applicant: LUNA & GLUSHON - GUSHON, ROBERT (B:818-9078755)
Representative:
Project Address: 119 E CULVER BLVD, 90293

NOTES: ENVIRONMENTAL APPEAL BY AN AGGRIEVED PARTY.

ENV-2016-1099-SE			
Item	Fee	%	Charged Fee
Other with Surcharges (per Ordinance No. 182,108) *	\$89.00	100%	\$89.00
Case Total			\$89.00

Item	Charged Fee
*Fees Subject to Surcharges	\$89.00
Fees Not Subject to Surcharges	\$0.00
Plan & Land Use Fees Total	\$89.00
Expediting Fee	\$0.00
Development Services Center Surcharge (3%)	\$2.67
City Planning Systems Development Surcharge (6%)	\$5.34
Operating Surcharge (7%)	\$6.23
General Plan Maintenance Surcharge (5%)	\$4.45
Grand Total	\$107.69
Total Invoice	\$107.69
Total Overpayment Amount	\$0.00
Total Paid (this amount must equal the sum of all checks)	\$107.69


LA Department of Building and Safety
 VN TONI 201107792 6/15/2017 2:21:26 PM

PLAN & LAND USE \$89.00
 DEV SERV CENTER SURCH-PLANNING \$2.67
 DEV SERV CENTER SURCH-PLANNING \$5.34
 OPERATING SURCHG \$6.23
 GEN PLAN MAINT SURCH \$4.45

Council District: 11
 Plan Area: Westchester - Playa del Rey
 Processed by CHEW, DENNIS on 06/15/2017

Sub Total: \$107.69

Receipt #: 0201424955

Signature: 
 CREDIT CARD

ORIGINAL



APPLICATIONS

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

☐ Area Planning Commission ☐ City Planning Commission ☒ City Council ☐ Director of Planning

Regarding Case Number: ENV-2016-1099-SE

Project Address: Safe Street Playa Del Rey Traffic Safety

Final Date to Appeal: _____

Type of Appeal:

- ☐ Appeal by Applicant/Owner
☒ Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved
☐ Appeal from a determination made by the Department of Building and Safety

2. APPELLANT INFORMATION

Appellant's name (print): Robert L. Glushon

Company: Luna & Glushon, A Professional Corporation

Mailing Address: 16255 Ventura Boulevard, Suite 950

City: Encino

State: CA

Zip: 91436

Telephone: (818) 907-8755

E-mail: rglushon@lunaglushon.com

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☐ Self ☒ Other: Keep Vista Del Mar Open Coalition

- Is the appeal being filed to support the original applicant's position?

☐ Yes

☒ No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

E-mail: _____

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed? ☒ Entire ☐ Part

Are specific conditions of approval being appealed? ☐ Yes ☐ No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: *Robert J. Blanton*

Date: 6/15/17

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
 - o Appeal Application (form CP-7769)
 - o Justification/Reason for Appeal
 - o Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
 - o Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: <u>489</u>	Reviewed & Accepted by (DSC Planner): <u>DENNIS CHEN</u>	Date: <u>6/15/17</u>
Receipt No: <u>0201724955</u>	Deemed Complete by (Project Planner):	Date:
<input checked="" type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

EMAIL & TELEPHONE,

100
1004
6/15/17

LUNA & GLUSHON

ATTORNEYS AT LAW

DENNIS R. LUNA
(1946-2016)

16255 VENTURA BOULEVARD, SUITE 950
ENCINO, CALIFORNIA 91436
TEL: (818) 907-8755
FAX: (818) 907-8760

Century City Office
1801 Century Park East, Suite 2400
Los Angeles, CA 90067

June 15, 2017

VIA PERSONAL DELIVERY

Re: Appeal of CEQA No: ENV-2016-1099-SE

Our law firm has been retained by Keep Vista Del Mar Open Coalition in regard to the above-referenced matter.

Reference is made to that certain Notice of General Manager's Determination - Safe Streets for Playa Del Rey Traffic Safety Initiative dated May 31, 2017 ("the Project") which includes a determination that the Project "elements" are exempt from the California Environmental Quality Act ("CEQA Exemption").¹

We hereby appeal the CEQA Exemption based on the failure to set forth the specific exemptions in CEQA that are being relied on by the General Manager and that a CEQA Exemption does not apply for any project where it can be readily perceived that such project may have a significant effect on the environment due to unusual circumstances. CEQA Guidelines § 15300.2(c). The "unusual circumstances" exception is established without evidence of an environmental effect upon a showing that the project has some feature that distinguishes it from others in the exempt class, such as its size or location. *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Ca1.4th 1086. In such a case, to render the exception applicable, the party need only show a reasonable possibility of a significant effect due to that unusual circumstance. Alternatively, the "unusual circumstances" exception is established with evidence that the project will have a significant environmental effect.

The features of the Project, in particular the removal of one lane each way would have already resulted in severe traffic impacts including delays estimated

¹ A copy of the Notice of General Manager's Determination is attached hereto.

to be between 30-75 minutes for thousands of people who rely on the subject public streets for access.

Thank you for your consideration.

Very truly yours,

LUNA & GLUSHON

A handwritten signature in cursive script, appearing to read "Rob Glushon".

ROBERT L. GLUSHON

DL
2014
4/15/17

CITY OF LOS ANGELES
CALIFORNIA

Seleta Reynolds
GENERAL MANAGER



ERIC GARCETTI
MAYOR

DEPARTMENT OF TRANSPORTATION
100 South Main Street, 10th Floor
Los Angeles, California 90012
(213) 972-8470
FAX (213) 972-8410

all
3064
6/15/17

Date:	May 31, 2017	Reference Council	15-0719
		File Nos.:	
		CEQA No.:	ENV-2016-1099-SE
Public Hearing:	April 21, 2016	Council No.:	11 - Bonin
		Plan Area:	Playa Del Rey

Subject: Notice of General Manager's Determination – Safe Streets for Playa Del Rey Traffic Safety Initiative

To interested parties:

The City of Los Angeles adopted Mobility Plan 2035, the Transportation Element of the City's General Plan on January 20, 2016. Mobility Plan 2035 provides the policy foundation for achieving a balanced transportation system for all people on our city's streets. The City of Los Angeles Department of Transportation (LADOT) is an implementing agency of the 2035 Mobility Plan, and serves as the Lead Agency pursuant to review required by the Division 13 of the Public Resource Code (PRC).

As part of the Safe Streets for Playa Del Rey Traffic Safety Initiative (Project), LADOT proposes to install the following Project elements within the existing right-of-way on Culver Boulevard between Pacific Avenue and Jefferson Boulevard: new and upgraded pedestrian crossings, signal timing changes, speed feedback signs, and 0.9 miles of new standard and buffered bicycle lanes; bicycle lanes on 0.6 miles Jefferson Boulevard between Culver Boulevard and Lincoln Boulevard; and the following Project elements within the existing right-of-way on Pershing Drive between Culver Boulevard and Westchester Parkway: flashing beacons, speed feedback signs, and 0.9 miles of new standard and buffered bicycle lanes.

This Project will achieve the following goals: reduce vehicles speeds along the two corridors, increase safety for people walking and bicycling, and reduce cut-through commuter traffic on the corridor. The Project reflects the results of a public engagement process led by City Council District 11, and fulfills a component of the 2035 Mobility Plan.

LADOT assessed traffic and safety impacts of installing the bicycle lanes, and held a hearing in the area affected by the new bicycle lanes to ensure it is in compliance with the review procedures of Section 21080.20.5 of the PRC.

May 30, 2017

DE
4064
6/15/17**DETERMINATION**

Pursuant to the Los Angeles Municipal Code (LAMC) Sections 80.08.2 and Section 89.01, I hereby:

Approve the installation of the following Project elements within the existing right-of-way on Culver Boulevard between Pacific Avenue and Jefferson Boulevard: new and upgraded pedestrian crossings, signal timing changes, speed feedback signs, and 0.9 miles of new standard and buffered bicycle lanes; bicycle lanes on 0.6 miles Jefferson Boulevard between Culver Boulevard and Lincoln Boulevard; and the following Project elements within the existing right-of-way on Pershing Drive between Culver Boulevard and Westchester Parkway: flashing beacons, speed feedback signs, and 0.9 miles of new standard and buffered bicycle lanes, based on the results of the public engagement process lead by City Council District 11 and in accordance with the 2035 Mobility Plan.

Determine that the following Project elements within the existing right-of-way on Culver Boulevard between Pacific Avenue and Jefferson Boulevard: new and upgraded pedestrian crossings, signal timing changes, speed feedback signs, and 0.9 miles of new standard and buffered bicycle lanes; bicycle lanes on 0.6 miles Jefferson Boulevard between Culver Boulevard and Lincoln Boulevard; and the following Project elements within the existing right-of-way on Pershing Drive between Culver Boulevard and Westchester Parkway: flashing beacons, speed feedback signs, and 0.9 miles of new standard and buffered bicycle lanes are exempt from the California Environmental Quality Act (CEQA) pursuant to Section 21080.20.5 of the Public Resource Code (PRC), and Section 15300 of the California Code of Regulations.

EFFECTIVE DATE

The Determination in this matter will become effective and final 15 days after the date of mailing the Notice of General Manager's Determination.



Seleta Reynolds
General Manager

for

Attachment 3

CEQA Appeal from Kathryn Schwertfeger
Received on July 28, 2017

KATHRYN M. SCHWERTFEGER

229 MONTREAL STREET

PLAYA DEL REY, CA 90293

(310) 985-1581

Mike Fuer, Esq., Los Angeles City Attorney
Eric Garcetti, Mayor
Mike Bonin, 11th District Councilman
Chad Molnar, Chief of Staff
Holly L. Wolcott, Los Angeles City Clerk
City Council Members

Re: Playa del Rey—Road Changes

Ladies and Gentlemen:

Attached is a plan to modify the lanes and traffic lights in lower Playa del Rey. The plan was presented to business owners in lower Playa del Rey yesterday and also announced by Councilman Bonin yesterday. The plan adversely affects ingress and egress for the residents and businesses of lower Playa del Rey. I am informed that the changes will start immediately. There are significant environmental impacts which will result from this plan. The justification offered is not safety and there are no bike lanes involved. Hence, there is no exemption available for the plan and a full California Environmental Quality Act ("CEQA") review is required.

I am demanding that the City immediately commit to not implement the plan for a minimum of five (5) business days so that I can file an appeal to City Council under CEQA, and thereafter, not implement the plan until the City Council can render a decision on whether or not the plan is exempt from CEQA review or otherwise approved or disapproved. Public Resource Code Section 251151(c) requires an elected body of the lead agency, here the City Council, to be the final decision maker on CEQA exemptions or approvals. Accordingly, I am demanding the opportunity to have a hearing and a decision by the City Council prior to implementation of the plan as required by law.

If I do not receive confirmation in writing today from the City Attorney that the plan will not be implemented until after the City Council renders its decision on my appeal, I will deem my remedies exhausted and head to court.

Very truly yours,



Kathryn M. Schwertfeger

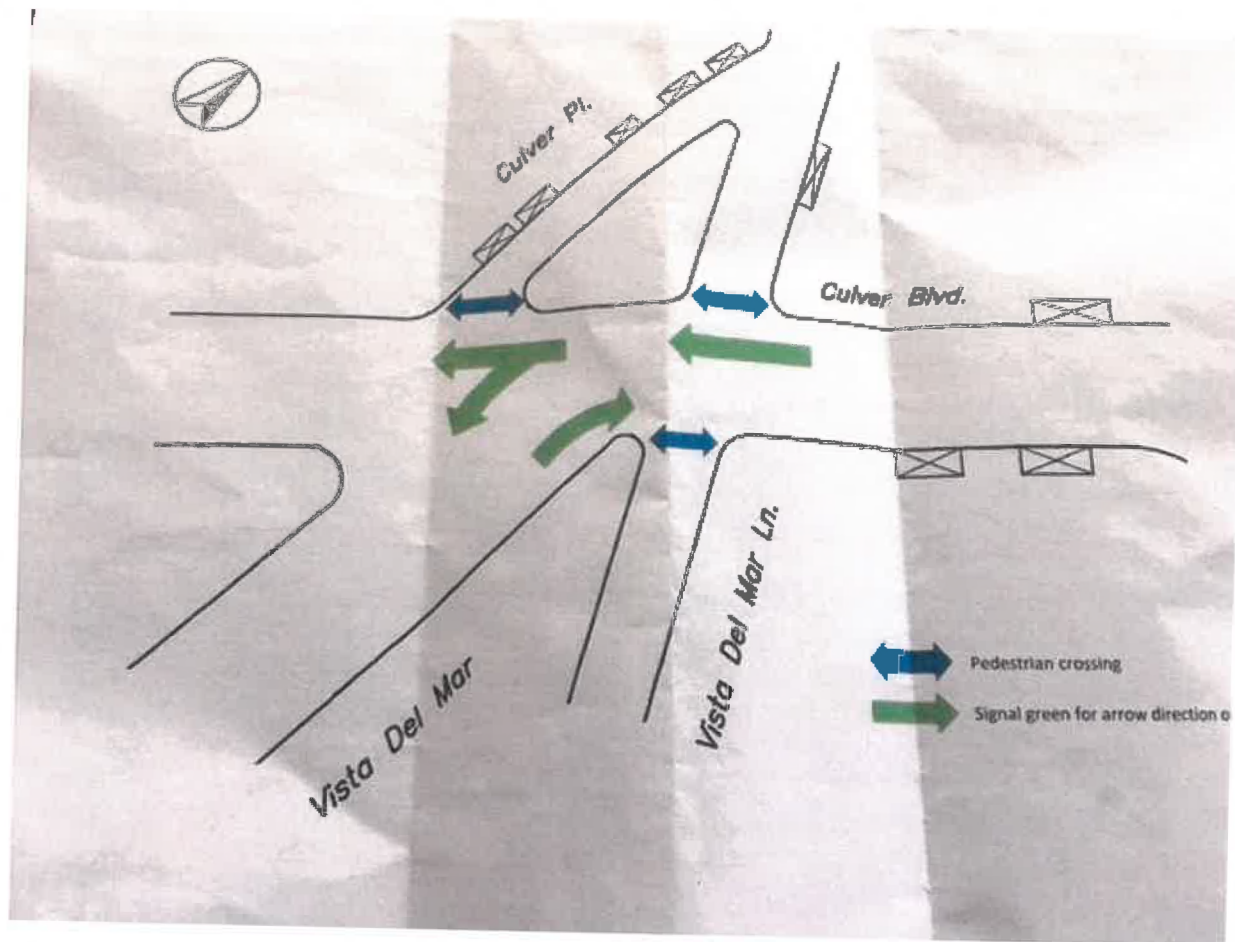


New four-way left turn lane will facilitate left turns into shopping center

Vehicles in new right-turn only lane will not be able to proceed straight or make a left turn

Vehicles will have a left-turn pocket, separate from the through traffic lane, to access homes/businesses north of Culver Blvd west of Vista Del Mar

Traffic signal Stop sign Allowable traffic movement



Staff Report

Subject: **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) APPEAL OF NOTICE OF EXEMPTION FOR SAFE STREETS FOR PLAYA DEL REY TRAFFIC SAFETY INITIATIVE (DCP CASE NUMBER ENV-2016-1099-SE) AND 2017 VISTA DEL MAR ACTIONS**

I. Recommended Action

For the reasons stated herein as to all points raised in the appeal, and in light of the whole record of the Project proceedings, Los Angeles Department of Transportation (LADOT) staff recommends that the City Council:

- 1) DENY the CEQA Section 21151 (c) appeals;
- 2) DETERMINE that the Safe Streets for Playa del Rey Traffic Safety Initiative and the 2017 Vista Del Mar Actions (Projects) are both statutorily and categorically exempt under the California Environmental Quality Act (CEQA) after considering the notice of exemption on file, and the Response included in this Report;
- 3) ADOPT AND CONCUR in the approvals of the Los Angeles Department of Transportation as to the Projects, as set forth in the Staff Report; and
- 4) DIRECT Department staff to file a Notice of Exemption with the Los Angeles City Clerk and the Los Angeles County Clerk.

Introduction

In early 2015, Councilmember Mike Bonin initiated outreach to address traffic safety concerns along Culver Boulevard that were identified by constituents in Playa del Rey. Council District 11 staff met with Playa del Rey residents and business owners in May 2015 to establish commonly held transportation goals, and met subsequently with City staff in August 2015 where community members selected from a menu of potential safety treatments to address these priorities. The Safe Streets for Playa del Rey Traffic Safety Initiative (the Playa del Rey Project) was developed to achieve calmer traffic on the corridor by slowing the top percentile travel speeds, and improve the safety and comfort of people walking and bicycling on Culver Boulevard, Jefferson Boulevard and Pershing Drive. LADOT and Department of City Planning (DCP) staff held an open house and public hearing in April 2016 where staff presented preliminary findings of traffic and safety that would result from the Playa del Rey Project.

II. Description of the Projects

- A. The Playa del Rey Project included the following features (as shown on the attached map):
 - Repurposing the street within the existing right-of-way along 0.9 mile length of Culver Boulevard between Pacific Avenue and Jefferson Boulevard to install standard and buffered bicycle lanes, a protected turn lane, curb extensions, new and upgraded pedestrian crossings, signal timing changes, and speed feedback signs.

To restripe the street to include bicycle lanes along Culver Boulevard, the Playa del Rey Project needed to reallocate lanes along Vista Del Mar to remove one southbound travel lane from Culver Boulevard to Waterview Street, remove one northbound travel lane from Napoleon Street to Culver Boulevard, remove one westbound travel lane along Culver Boulevard from Jefferson Boulevard to Pacific Avenue, remove one eastbound travel lane along Culver Boulevard from Pacific Avenue to Nicholson Street, and remove one westbound left-turn lane along Jefferson Boulevard where it intersects with Culver Boulevard.

When the Playa del Rey Project was first installed in June of 2017, the lane reallocation that removed an eastbound travel lane along Culver Boulevard extended the single eastbound lane configuration from Pacific Avenue to Jefferson Boulevard. In July of 2017, LADOT modified the striping to restore another eastbound travel lane along Culver Boulevard, from Nicholson Street to Jefferson Boulevard. This configuration is now captured as the Revised Project.

- Repurposing the street within the existing right-of-way along 0.9 mile length of Pershing Drive between Cabora Drive and Westchester Parkway to extend a center turn lane, and install standard and buffered bike lanes, flashing beacons, and speed feedback signs. Along the segment from Westchester Parkway to Manchester Avenue, the street was restriped to remove one travel lane in each direction from two travel lanes in each direction, so that one travel lane in each direction and a center turn lane would remain, in addition to buffered bicycle lanes. Along the segment from Manchester Avenue to Cabora Drive, the street was restriped to remove one southbound travel lane from two travel lanes, so that one travel lane remained in each direction and a center turn lane would be extended, in addition to standard bicycle lanes.
- Repurposing the street within the existing right-of-way along 0.6 mile length of Jefferson Boulevard, between Culver Boulevard and Lincoln Boulevard to install buffered bicycle lanes in each direction. One travel lane was removed in each direction along Jefferson Boulevard in the project area.
- Reconfigure the northbound approach of Vista Del Mar at the Culver Boulevard intersection to a right turn only, removing a through-left movement at the intersection in order to reduce travel delay. All other access was redirected to Pacific Avenue through a left-turn pocket along Vista Del Mar.

See attached map of the Revised Project (**Attachment A**).

B. 2017 Vista Del Mar Actions (Vista Del Mar Actions)

As part of a separate but related strategy to improve road safety near the Playa del Rey Project area, LADOT reconfigured the roadway along Vista Del Mar from Imperial Highway to Culver Boulevard (the Vista Del Mar Actions). The main purpose of the Vista Del Mar Actions was to improve safety by reducing the risks due to high severity collisions. To achieve a balance of objectives, LADOT initially included the following features as part of the Vista Del Mar Actions:

- **Removed a travel lane in each direction** along Vista Del Mar from Imperial Highway to Culver Boulevard.
- **Removed parallel parking** from the inland side of the street to eliminate need for crossings by beach-goers.
- **Added buffer spaces** along all of the parking so that beach-goers would not have to open their doors into traffic to exit and unpack.
- **Converted some of the parallel parking to diagonal parking** on the beach-side of the street to ensure the design maintained or increased access to affordable parking.
- **Added new signal-protected turn lanes** and designated areas for safe U-turns.

Street changes on Vista Del Mar began in February 9, 2017, with the removal of most of the existing parking spaces along the east side of Vista Del Mar between Imperial Highway and Napoleon Street. Starting on May 22, 2017, and ending on May 26, 2017, LADOT implemented the remainder of the Vista Del Mar Actions. The Vista Del Mar Actions were planned independently from the Playa del Rey Project to address potential emergency safety hazards for both people seeking to access Dockweiler Beach by having to cross a high speed arterial, and as well as vehicles that were making illegal U-turns to access parking on the west side of Vista Del Mar.

In July 2017, the County of Los Angeles agreed to make affordable parking spaces available at the existing county beach parking lot at Dockweiler State Beach. Because of this, LADOT re-assessed the Vista Del Mar Actions, and decided in August 2017 to remove all parking on the west side of Vista Del Mar and restore one additional travel lane southbound from Waterview Street to Imperial Highway and one additional travel lane northbound from Imperial Highway to Napoleon Street. The removal of on-street parking along this segment eliminated safety hazards of both people having to cross Vista Del Mar as well as vehicles that were making illegal U-turns.

Where the staff report includes all the 2017 actions including all project modifications to the Playa del Rey Project and Vista Del Mar Actions, they shall be referred to as the Projects. As LADOT has taken action to reverse aspects of the Playa del Rey Project and the Vista Del Mar Actions, all changes proposed at the preparation of this report shall be referred in combination to the remaining Playa del Rey Project and the Vista Del Mar Actions as the Revised Project. See attached map of the Revised Project area.

III. Summary of the Exemption

A Notice of Exemption (NOE) for the Playa del Rey Project was filed with the Los Angeles County Clerk on June 2, 2017. Since the Playa del Rey Project included bicycle lanes installed pursuant to an adopted bicycle transportation plan, those portions of the Playa del Rey Project that were required in order to install bicycle lanes were determined to be exempt from CEQA, provided that the City comply with the applicable portions of Section 21080.20.5 of the Public Resources Code (PRC).

The remaining Playa del Rey Project features including bicycle lanes, as well as the Vista Del Mar Actions, are exempt from CEQA because they belong to a class of projects that were determined to not have a significant impact on the environment, and none of the exceptions in Section 15300.2 apply. The Vista Del Mar Actions also qualified as an

emergency project that is statutorily exempt from CEQA. The following narrative explains how the Projects meet the necessary exemption criteria pursuant to PRC Section 21080, Section 21080.20.5 and Section 21084, and California Code of Regulations (CCR) Section 15061, consistent with the NOE and the City's actions for the Vista Del Mar Actions.

A. Features exempt by Statute

PRC Section 21080.20.5 of CEQA states that Division 13 of the PRC does not apply to a project that consists of the restriping of streets and highways for bicycle lanes in an urbanized area that is consistent with a bicycle transportation plan prepared pursuant to Section 891.2 of the Streets and Highways Code.

1. The project is striping bicycle lanes

The Playa del Rey Project includes restriping of a street to install bicycle lanes. Bicycle lanes were installed along the segments of Culver Boulevard between Pacific Avenue and Jefferson Boulevard, Pershing Drive between Westchester Parkway and Cabora Drive, and Jefferson Boulevard between Culver Boulevard and Lincoln Boulevard.

2. The project is in an urbanized area

One definition in Section 21071 of the PRC of an 'Urbanized Area' includes an incorporated City of at least 100,000 people. The City of Los Angeles has a population of 4,042,000 as of January 2017 and was incorporated as an American city on April 4, 1850. The City of Los Angeles meets the necessary criteria for Urbanized Area, and the Projects are entirely included within the City of Los Angeles boundaries.

3. The project is on a Bicycle Plan prepared pursuant to Section 891.2 of the Streets and Highway Code

The Mobility Plan 2035 (Mobility Plan) is the City's Transportation Element. Adopted in the Fall of 2016, the Mobility Plan serves as an update to and incorporates the City's 2010 Bicycle Plan. The Mobility Plan 2035 identified the Culver Boulevard corridor as part of its Bicycle Lane Network (BLN) (see **Attachment B**), and Pershing Drive as part of its Neighborhood Enhanced Network (NEN) (See **Attachment C**). In addition to the Bicycle Enhanced Network (BEN) Map, the BLN and NEN comprise the City's proposed bikeway system in its entirety.¹ Features of the Playa del Rey Project that were necessary to restripe the street to install bicycle lanes are eligible to be exempt under Section 21080.20.5 of the PRC since they qualify as striping of new bicycle lanes on existing urban streets that are included in an adopted bicycle transportation plan.

- Removal of one travel lane in each direction along Culver Boulevard from Nicholson Street to Pacific Avenue;
- Removal of one westbound travel lane along Culver Boulevard from Jefferson Boulevard to Nicholson Street;

¹ The Mobility Plan 2035. 2016. Network Concept Maps, page 134

- Removal of one northbound travel lane along Vista Del Mar from Waterview Street to Culver Boulevard;
- Removal of one westbound left-turn lane along Jefferson Boulevard where it intersects with Culver Boulevard;
- Removal of one travel lane in each direction along Pershing Drive from Westchester Parkway to Manchester Avenue;
- Removal of one southbound travel lane in each direction along Pershing Drive from Manchester Avenue to Cabora Drive; and
- Intersection changes at Vista Del Mar and Culver Boulevard to adjust northbound turn lane movement, intersection lane assignments, and signal timing.²

4. Complies with Section 21080.20.5 (b) of the PRC

In order to determine that a project is exempt, Section 21080.20.5 (b) of the PRC requires lead agencies to prepare: (1) an assessment of traffic and safety impacts of the project, or comply with mitigation measure of an adopted bicycle plan, and (2) hold a noticed public hearing(s) in areas affected by the project to hear and respond to public comments. The City assessed potential traffic and safety impacts, identified mitigation measures, and held a noticed public hearing in April of 2016, and responded to public comments, thereby fulfilling the eligibility requirements of the PRC Section 21080.20.5.

At a public meeting in April 2016, the City presented its findings of potential travel delay and expected safety benefits of the Playa del Rey Project, and invited meeting participants to make public comments at a public hearing station, where a hearing officer both collected written comments, or recorded oral comments into the record. Department of City Planning staff prepared a response to comments, which was attached to the Notice of Exemption that was filed with the County of Los Angeles County Clerk. A transcript of the public hearing is attached to this report as **Attachment D**.

²On July 29th, 2017, LADOT reassigned left turn movement and adjusted signal timing at the Vista Del Mar and Culver Boulevard in order to reduce travel delay that resulted from the of the Playa del Rey Project. The appeal filed by Kathryn Schwertfeger alleges the plan to modify the intersection at Vista Del Mar and Culver Boulevard adversely affects ingress and egress in lower Playa del Rey. The signal timing adjustment was enforcing a mitigation in a bicycle transportation plan environmental impact report (EIR) that is incorporated into the project pursuant to PRC Section 21080.20.5(b)(1)(B)(i), (see See Section IV.A.8 of this Report related to Mobility Plan 2035 Mitigation Measure T1). The lane reassignment is also considered Statutorily Exempt pursuant to PRC Section 21080.19 since it involved re-striping of a street to relieve congestion.

5. Assessment of Traffic and Safety

The City followed the practice of disclosing traffic and safety impacts and presented the findings to the public in presentation boards at an open house in April 2016, which also served as the noticed public hearing as required by PRC Section 21080.20.5(b)(2).

The traffic impacts were based on Traffic Impacts Assessment (TIA) prepared on January 30, 2015 (see **Attachment E**). The Traffic Impacts Assessment evaluated the impacts of repurposing a travel lane in each direction in order to install a bicycle lanes along Culver Boulevard between Pacific Avenue and Jefferson Boulevard. Specifically, the Playa del Rey Project in the Traffic Impacts Assessment was described as follows:

- Between Pacific Avenue and Nicholson Street along Culver Boulevard (0.4 miles) – Install standard bicycle lanes in each direction, a dual left-turn median lane; and maintain one mixed flow travel lane in each direction, and curbside parking on each side of the street.
- Between Nicholson Street and Jefferson Boulevard along Culver Boulevard (0.5 miles) – Install buffered bicycle lanes in each direction, and a four-foot painted median; and maintain one mixed flow travel lane in each direction.

Traffic. The traffic analysis disclosed that the Playa del Rey Project would result in an average AM peak delay of 47 seconds at the intersection of Culver Boulevard and Vista Del Mar, and an average AM peak delay of 7 minutes and 24 seconds at the intersection of Culver Boulevard and Nicholson Street, and would contribute to an average PM peak delay of 31 seconds at the intersection of Culver Boulevard and Vista Del Mar, and an average PM peak delay of 2 minutes and 31 seconds at the intersection of Culver Boulevard and Nicholson Street.

Safety. LADOT assessed the safety of the Playa del Rey Project and included the analysis in the April 2016 public meeting. Collision data was collected from crashes that occurred along the project corridors from the Statewide Integrated Traffic Records System (SWITRS). Between 2009 and 2014, SWITRS data reported 47 total collisions along the segment of Culver Boulevard from Pacific Avenue to Jefferson Boulevard.³ Seven of those collisions resulted in eight injuries to pedestrians and bicyclists, with one resulting in a pedestrian fatality. The Federal Highway Administration (FHWA) estimates that the Playa del Rey Project features that include lane reallocation to reduce one lane in each direction and install or maintain center turn lane are expected to reduce collisions by 30 percent for all roadway users. Combination of the bicycle lanes and long term project features that include curb extensions, and crosswalks can further calm traffic, reduce pedestrian exposure to traffic, provide additional protection for bicyclists and reduce severity of collisions.

³ Statewide Integrated Traffic Records System (SWITRS), <https://tims.berkeley.edu/>, accessed 2015

6. Updated Traffic Analysis

Several changes to the Playa del Rey Project have either transpired or are planned since the original Traffic Impacts Assessment was conducted in January 30th, 2015. Several of the changes involved adjustments to the project features that qualify to be exempt under PRC Section 21080.20.5. Those changes include:

- Modify Jefferson Boulevard and Culver Boulevard intersection to eliminate one westbound left-turn lane along Jefferson Boulevard where it intersects with Culver Boulevard;
- Modify the intersection at Vista Del Mar and Culver Boulevard to accommodate a single a westbound left-turn movement onto Vista Del Mar and assign the second left turn to Vista Del Mar Lane in order to improve intersection performance by synchronizing the highest demand movement between Culver Boulevard and Vista Del Mar;
- Restore one additional eastbound travel lane along Culver Boulevard between Nicholson Street and Jefferson Boulevard; and
- Reconfigure the northbound approach of Vista Del Mar at at the Culver Boulevard intersection to a right turn only, removing a through-left movement at the intersection in order to reduce travel delay. All other access was redirected to Pacific Avenue through a left-turn pocket along Vista Del Mar.

Other proposed changes to the Playa del Rey Project that were incidental to the bicycle lanes along Culver Boulevard include:

- Restriping Pershing Drive between Culver Boulevard and Westchester Parkway to reallocate travel lanes to extend a center turn lane, and install standard and buffered bike lanes,⁴ flashing beacons, and speed feedback signs.
- Restriping Jefferson Boulevard between Culver Boulevard and Lincoln Boulevard to install buffered bicycle lanes in each direction, and remove one travel lane in each direction.

Other changes as the result of the Vista Del Mar Actions that are not part of the Revised Project include:

- Remove approximately 400 on-street parking spaces along Vista Del Mar south of Napoleon Street. This change accounts for the approximately 125 parking space removed on the east side of Vista Del Mar as part of the lane striping, and approximately 185 parking spaces

⁴ Project features necessary to restripe the street to install bicycle lanes along Pershing Drive are exempt under PRC Section 201080.20.5 since Pershing Drive is designated on the Neighborhood Enhanced Network in the Mobility Plan 2035.

that were located on the beach side of Vista Del Mar prior to lane striping in 2017.⁵ The striping along Vista Del Mar produced a net gain of 90 parking spaces, which resulted in approximately 400 diagonal and parallel parking spaces along Vista Del Mar.⁶

LADOT recently updated the traffic analysis (Updated Analysis) to capture the full extent of the Revised Project. **Table 1 (Attachment F)** shows the results of the Updated Analysis based on the Revised Project as described in the project description. The Updated Analysis found that the Revised Project would result in an AM peak average delay of 4 minutes and 5 seconds at the most impacted intersection of Culver Boulevard and Nicholson Street, with the Revised Project contributing to an estimated additional delay of 2 minutes and 27 seconds. The Updated Analysis also resulted in greater delay at intersection of Culver Boulevard and Vista del Mar than was reported in the original TIA, where the Revised Project would result in a PM peak average delay of 2 minutes and 49 seconds, with the Revised Project contributing to an estimated additional delay of 1 minute and 58 seconds.

The Updated Analysis evaluated a near-term implementation scenario that accounted for the completion of several potential real estate development projects in the near proximity. It is not foreseeable that all related projects would be completed. The Sea Glass Townhomes Project was an application in the Department of City Planning in 2004, though the EIR was never certified. However, all related projects are considered in the Updated Analysis. The related projects include:

- The Village at Playa Vista, Jefferson Boulevard between Dawn Crest Drive and Campus Center Drive
- 138 Culver Project, 138 Culver Boulevard
- Sea Glass Townhomes Project, 6823 S. Pacific Avenue

The Updated Analysis found that with the addition of the related projects, the Revised Project would result in an average AM peak delay of 4 minutes and 15 seconds at the most impacted intersection of Culver Boulevard and Nicholson Street, with the Revised Projects contributing to an additional 10 seconds of delay above the existing conditions with just the Revised Project. In addition, the Updated Analysis found that with the addition of the related projects, the Revised Project would result in an average PM peak delay of 3 minutes and 44 seconds at intersection of Culver Boulevard and Vista del Mar, with the Revised Projects contributing to an additional 55 seconds of delay above the existing conditions with just the Revised Project.

⁵ Lost spaces and gained spaces (except angled spaces) were calculated based upon a stall length of 22' per space.

⁶ The full scope of changes that were implemented along Vista Del Mar from February of 2017 to August of 2017 are not described in the Updated Analysis since the travel lane capacity was restored. However, the removal of the northbound travel lane along Vista Del Mar between Waterview Street and Culver Boulevard was included in both the original and Updated Analysis since it was necessary to install the lane configuration along Culver Boulevard that included bicycle lanes. Because the safety feature now includes removing all of the parking along Vista Del Mar to reduce the risk of collisions, that portion is included in the Updated Analysis.

The Updated Analysis varies from the outcomes in the original TIA, which can be attributed to several reasons. The Updated Analysis includes three additional intersections where no changes were proposed when the original TIA was conducted. Newer counts from 2015 became available that were not available at the time the original analysis was conducted, which showed slightly higher volumes along key intersection movements along the corridor. The increase in forecasted delay at the Vista Del Mar and Culver Boulevard intersection can be attributed to changes to the intersection configuration, where the original TIA evaluated an intersection configuration that still included two left turn lanes departing from Culver Boulevard onto Vista Del Mar, where the configuration was revised in the final design to include a single left-turn lane that matched the single receiving lane along Vista Del Mar.

The Updated Analysis also forecasted lower travel delay at the Culver Boulevard and Nicholson Street, where the original TIA reported a 7 minute and 24 second delay, with the Playa del Rey Project contributing to an estimated additional delay of 3 minutes and 32 seconds, without the inclusion of the related projects. The improvement in the forecasted delay of the Revised Project can be attributed to restoring the second eastbound travel lane along Culver Boulevard between Nicholson Street and Jefferson Boulevard. In addition, the Updated Analysis upgraded the performance of the westbound left-turn lane to account for the permissive movement through the intersection, which was not considered in the original analysis.

7. Complies with Section 21080.20.5 (b)(1)(B)(i)
Section 21080.20.5 (b)(1)(B)(i) of the PRC further states that the lead agency shall not be required to prepare a traffic and safety assessment if the “measures to mitigate these impacts are identified in an environmental impact report.... prepared pursuant to this division for the bicycle transportation plan, certified or approved no more than five years prior to making the determination, the measures are included in the plan, and those measures are incorporated into the project.” The Mobility Plan Environmental Impact Report (EIR) was prepared and certified when the City Council adopted in the Mobility Plan on September 7, 2016. Although LADOT did prepare a traffic and safety assessment and therefore compliance with Section 21080.20.5. (b)(1)(B)(i) is not required, LADOT has in addition complied with mitigation measures of the Mobility Plan EIR, as demonstrated in the following discussion.
8. Mobility Plan 2035 Mitigation Measures
Mobility Plan Mitigation Measure T1 **Adjust traffic signal timing.** Mitigation measure T1 requires LADOT to adjust signal timing after the implementation along affected corridors. LADOT routinely monitors traffic conditions of affected corridors and parallel routes to optimize signal timing to accommodate the traffic volumes to reduce project-related congestion and delay. One alteration lead to a new signal plan that increased the signal phase of high demand movements, and thereby increased travel capacity flow through the Culver

Boulevard and Vista Del Mar intersections.⁷ LADOT continues to monitor traffic conditions of affected corridors and parallel routes to make adjustments where shown to be needed.

Mobility Plan Mitigation Measure T2 Transportation Demand Management (TDM) Measures. Mitigation measure T2 requires the City to implement TDM measures that help reduce single occupancy vehicle (SOV) trips. LADOT and the Department of City Planning (DCP) are collaborating to prepare new transportation review procedures that uses vehicle miles traveled (VMT) per capita as an impact criteria, and prioritizes TDM as a mitigation measure through the development review process for land use projects. DCP is also working to overhaul the City's TDM Ordinance, which will require a broader application of TDM in all new development projects that qualify based on proposed use and scale.

Mobility Plan Mitigation Measure T3 Traffic on Residential Streets. Mitigation measure T3 requires LADOT to monitor traffic on identified residential streets, upon request submitted through the Council Office, to determine if traffic diversion occurs. As part of the project analysis that involve lane reallocations, LADOT regularly conducts a screening analysis to determine if there are viable streets that could potentially accommodate the same travel purpose as those looking for viable alternatives to the impacted corridor. In order to identify the potential for trip diversion, LADOT screens residential streets by their potential to serve the same trip purpose, and the presence or lack thereof of meaningful obstacles, such as dead ends, or through movement or turn restriction. LADOT reviewed potential for neighborhood intrusion prior to implementing the project, and did not find any residential streets that could functionally serve the same purpose as the corridors that were restriped, as either they did not provide the same network option, or there were turn restrictions at key intersection crossings that would discourage the use of the street as an alternative travel route. LADOT continues to monitor volume and travel speed on the affected corridors, and will continue to explore any needed changes on residential streets if traffic diversions is demonstrated to exist.

Mobility Plan Mitigation Measure T4 Transportation Systems Managed by Other Agencies. Mitigation measure T4 requires LADOT to coordinate with other agencies, such as neighboring jurisdictions, if the Projects are to impact transportation systems that are managed by other agencies, and to identify transportation improvements in accordance with the goals and policies of Mobility Plan 2035 and seek opportunities to jointly pursue funding. The Projects are not expected, nor demonstrated to impact the transportation systems of other agencies, even while residents in nearby jurisdictions have experienced delays as they travel through the project area. However, the

⁷ The appeal filed by Kathryn Schwertfeger alleges the plan to modify the intersection at Vista Del Mar and Culver Boulevard adversely affects ingress and egress in lower Playa del Rey. The signal timing adjustment was enforcing a mitigation in a bicycle transportation plan environmental impact report (EIR) that is incorporated into the project pursuant to PRC Section 21080.20.5(b)(1)(B)(i). The lane reassignment is also considered Statutorily Exempt pursuant to PRC Section 21080.19 since it involved re-striping of a street to relieve congestion.

General Manager of LADOT has met with the City of El Segundo, and other South Bay cities on June 20th to gather feedback about the Project changes and identify potential solutions for area commuters relying on the Project corridors. The City is also continually meeting with the Los Angeles County Department of Public Works and Beaches and Harbor identify meaningful solutions to maintain beach access and help alleviate parking losses that were removed as a result of the restriping along Vista Del Mar. Finally, Council District 11 is currently convening a working group to explore potential project refinements that may help address stakeholders concerns.

Mobility Plan Mitigation Measure T5 **Emergency Response Access.** Mitigation measure T5 requires LADOT, DCP and the Los Angeles Fire Department (LAFD) to coordinate and review design plans involving lane reallocation to ensure that emergency response access is adequately maintained. LADOT regularly consults with LAFD Hydrants and Access Unit, and shares design plans for their review prior to implementation. While the Project reduces travel capacity along Vista Del Mar, Culver Boulevard, Pershing Drive and Jefferson Boulevard, it includes features, like center left turn lanes, that are known to facilitate emergency response access, and are consistent with design plans of similar lane reallocation projects that LAFD has deemed acceptable to maintain emergency response access.

Mobility Plan Mitigation Measure T6 **Construction Traffic Control Plans.** Mitigation measure T6 requires that construction activities be managed through the implementation of a traffic control plan to mitigate the impact of traffic disruption and to ensure the safety of all users of the affected roadway. The Playa del Rey Project was installed on over the course of 5 to 6 days. LADOT field crews observed the Department's standard practice of avoiding construction during peak commute periods, and consolidated all grind-off and striping activities to minimize disruption along the corridor. Specifically, grind-off and striping work was conducted along Culver Boulevard, where residential uses are present, during the hours of 9 AM to 3 PM, and similar work was conducted along Vista Del Mar overnight far from residential uses.

Mobility Plan Mitigation Measure LU1 **On Street Parking Removal.** Mitigation Measure LU1 requires that the City meet with the affected business and property owners to discuss the potential for the removal of on-street parking to affect the economic viability of the affected businesses. The Playa del Rey Project did not involve a net loss of on-street parking. Approximately 400 parking spaces were ultimately removed as a result of the restriping along Vista del Mar, however that parking was to provide access to Dockweiler Beach and not seen to be associated with any businesses. LADOT continues to coordinate with the Council Office of CD 11, Coastal Commission staff and County Supervisor District Office to maintain parking access to Dockweiler Beach with alternative parking strategies.

Mobility Plan Mitigation Measure N1 **Construction Noise.** Mitigation measure N1 requires the City to incorporate measures to reduce noise levels at sensitive

receptors for construction activity that would last more than a day, that could increase ambient noise by more than 5 dBA, and would be located within 500 feet of a sensitive land use. The project construction work to restripe lanes, install speed feedback signs occurred exclusively in the public right of way, and over the course of 4 to 5 days. While there are some sensitive receptors within 500 feet of the Project corridors, the equipment used in restriping the lanes, installing signs and curb extension would not lead to increase in noise of 5 dBA above existing ambient levels. Specifically, field crews conducted the grind-off and striping work during the hours of 9 AM to 3 PM, in compliance with Section 41.40 of the Los Angeles Municipal Code to minimize the time of exposure to sensitive receptors along Culver Boulevard, where residential uses are present. Similar work was conducted along Vista Del Mar overnight far from residential uses.

Mobility Plan Mitigation Measure N2A **Construction Vibration**. Mitigation measure N2 requires the City to complete project-specific vibration analysis if the City determines that construction equipment would be located within 11 feet of non-engineered timber and masonry buildings (typical of residential buildings and institutional buildings). All of the work is in the public right of way and is typically further than 11 feet from vibration sensitive buildings. To install the Project features, field crews within the construction phase utilize equipment that do not exceed 0.3 inches per second of vibration at the location of the sensitive buildings.

Mobility Plan Mitigation Measure B1 **Special Status Species**. The Mobility Plan EIR concluded that mobility improvements have the potential to result in effects to sensitive species, or undeveloped areas that contain native vegetation if additional right-of-way would be required outside the existing street right-of-way. To mitigate this potential impact, the City included mitigation measures B1 where projects were located within 200 feet of a Significant Ecological Area (SEA), or areas containing substantial undeveloped areas of native vegetation to require the preparation of project-specific biological resource survey. As the Project only included restriping of City streets, and did not require additional right of way, a project specific biological survey was not determined to be needed, and no further action was necessary.

Mobility Plan Mitigation Measure B2 **Wetland Habitat**. The Mobility Plan EIR concluded that mobility improvements which occur outside the existing street right-of-ways near protected wetlands have the potential to result in a substantial adverse effect. To mitigate this potential impact, the City included mitigation measures B2 to require the City apply for all applicable wetland permits shall be acquired where projects were to extend into the Ballona wetlands. The affected corridors of Culver Boulevard and Jefferson Boulevard do pass through the Ballona Wetland Ecological Reserve. However, as the project only included restriping of City streets in the existing public right of way, and did not expand the right of way or related construction activities into the wetland habitat, the Project specific biological survey was not determined to be needed, and no further action was necessary.

Mobility Plan Mitigation Measure B3 **Migratory Birds**. The Mobility Plan EIR concluded that construction activities of mobility improvements could result in conflicts with the Migratory Bird Treaty Act (MBTA) through the removal or destruction of an active nest or direct mortality or injury of individual birds. To mitigate this potential impact, the City included mitigation measures B3 to recommend that clearing of street trees or other vegetation to take place between September 1 and February 14, or require that a qualified biologist conduct a nesting bird survey if clearing of street trees is needed outside of this window. As the Project did not require the removal of any trees, the nesting bird survey was not determined to be necessary, and no further action was necessary.

B. Features exempt by Category

The Revised Project does include features beyond restriping of streets and highways for bicycle lanes pursuant to the Mobility Plan, and those features were found to be Categorically Exempt from CEQA. Those features that were found to be categorically exempt include the following (with associated category in the City's CEQA Guidelines):

- Street restriping to extend channelization along Pershing Drive (Class 1(15))
- painted edge lines (Class 1(15)),
- flashing beacons (Class 1(15)),
- speed feedback signs (Class 1(15)),
- curb extensions (Class 1(20)), and
- Street restriping to install bicycle lanes on an existing right-of-way[Class 4 (13)]

Section 15301 in the State CEQA Guidelines provides that the main consideration for these features to be qualified to be exempt pursuant to a Class 1 exemption is if whether a project involves negligible or no expansion of an existing use. Since the Project purpose is to calm traffic, by lowering the higher percentile and therefore unsafe travel speeds and providing greater separation of bicycle and vehicle traffic, and lower exposure of pedestrians to vehicle traffic, the project cannot be considered to be an expansion of use. Even if the project were to lead to higher attraction of bicycle and pedestrian travel, it would likely come from people that are traveling the corridor by cars, which would be considered a lower intensive use as far as environmental outcomes as compared to vehicular travel. In conclusion, all of the Project features that align with features covered in the Class 1 category are exempt from CEQA since they are not considered an expansion of use.

While the 2017 Vista Del Mar Actions are exempt as an emergency project, pursuant to Section 15269 of the CEQA Guidelines, as discussed later in this report, the project features of restriping the street and removal of parking also qualify as a Class 1(3) and Class 1(15) exemption under the City's CEQA Guidelines. In particular, since the Revised Projects consisted of removal of on-street parking along Vista del Mar that would be replaced by an existing parking lot, these actions would not result in any expansion of use.

Moreover, while the contributing features of the Project that were required to install bicycle lanes along Culver Boulevard are exempt by statute pursuant to PRC Section 21080.50.2, the restriping of streets to install bicycle lanes on those contributing segments could also qualify as a Class 1(3) and Class 4(13) exemption under the City's CEQA Guidelines.

Finally, the Playa del Rey Project, as a whole, and the Vista Del Mar Actions generally qualified as minor alteration of existing public structures with negligible or no expansion of an existing use, including existing highways and streets, bicycle and pedestrian trails, and similar facilities under the State CEQA Guidelines sections 15301, 15301(c).

IV. Response to the Appeal

The appellants claim that the City erred in the use of the exemption because there are unusual circumstances that disqualified the City from applying the categorical exceptions. The following discussion evaluates the Revised Project in relation to the exception criteria in Section 15300.2 of the CEQA Guidelines.

A second appeal alleges the July 2017 plan to modify the intersection at Vista Del Mar and Culver Boulevard adversely affects ingress and egress in lower Playa del Rey. Section V.B. addresses the LADOT's action to modify the intersection at Vista Del Mar and Culver Boulevard.

A. Exceptions to the Exemption, Section 15300.2 of the CEQA Guidelines

Section 15300.2 lists exceptions where a project may qualify to be exempt by category, but where an exception can be found that conflicts with the general assumptions that normally apply in determining if a project category is exempt from CEQA. The appellants assert that the feature of the project that include the restriping of streets would result in significant traffic impacts, including delays that would thereby disqualify the use of the exemption by meeting the exception criteria in Section 15300.2 (c) of the CEQA Guidelines. However, we find that none of the exception criteria in Section 15300.2 applies to the restriping of streets along Vista Del Mar, Culver Boulevard, Pershing Drive and Jefferson Boulevard. Section 15061(b) of the CEQA Guidelines states that a project is exempt from CEQA if it is either (1) exempt by statute, or (2) exempt by category and the application of that categorical exemption is not barred by one of the exceptions set forth in Section 15300.2. As explained above, the restriping of streets along Vista Del Mar, Culver Boulevard and Jefferson Boulevard was necessary to install bicycle lanes along Culver Boulevard pursuant to a bicycle transportation plan and thereby are exempt by statute from CEQA pursuant to PRC Section 21080.20.5, where the exceptions found in Section 15300.2 of the CEQA Guidelines do not apply. In addition, roadway restriping to install bicycle lanes along Pershing Drive is also exempt by statute from CEQA pursuant to PRC Section 21080.20.5.

However, the Project did include features beyond restriping of streets and highways for bicycle lanes pursuant to the Mobility Plan, as described above. If any of the exceptions found in Section 15300.2 of the CEQA Guidelines were found to be present, those project features would not be exempt from CEQA. The following discussion explains how the Project features and environmental conditions do not meet the exception

criteria, and finds that those project features do qualify to be categorically exempt from CEQA.

1. Exceptions to the Exemption Based on Project Location

Section 15300.2(a) of the CEQA Guidelines disqualifies the use of an exception for the Category Exemption Classes 3, 4, 5, 6, and 11 where a project may significantly impact resources of hazardous and critical concern due to the project's location in a particularly sensitive environment. Other project features covered under the Class 1 categories such as painted edge lines, flashing beacons, speed feedback signs, and curb extensions. Class 1 exemptions are not subject to the location exception.

Those project features that include roadway restriping to include installing bicycle lanes are considered eligible for a Class 4 exemption, and Class 4 exemptions are qualified by the consideration project location in a sensitive environment. Specifically, if installing the bicycle lanes were to occur in a sensitive environment that would impact a resource of hazardous and critical concern, then the bicycle lanes would not be eligible to be exempt from CEQA. However, restriping of the street to remove travel lanes along Culver Boulevard, Jefferson Boulevard and Pershing Drive was necessary to install bicycle lanes, and in with Pershing Drive and Culver Boulevard, the Revised Project also extended channelization. Nationwide research has demonstrated effectiveness in calming traffic of both channelization, lane reductions and bicycle lanes.^{8,9} In contrast to impacting a resource of hazardous and critical concern, the Revised Project features are expected to reduce severe roadway collisions of all road way users including vehicles, as well as people who travel by foot or bicycle.

The Revised Project is within a location of a sensitive environment since it bisects the Ballona Wetland Ecological Reserve. However, as the Revised Project only included restriping of City streets, and did not require additional right of way, the Revised Project changes are not expected to impact a resource of hazardous and critical concern due to close proximity to the wetlands. The Revised Project would likely reduce risks to wildlife or sensitive species that may also be vulnerable to high speed traffic, since the project would likely result in lower top 85th percentile travel speeds.

2. Exceptions to the Exemption Based on Cumulative Impact

Section 15300.2 (b) of the CEQA Guidelines states that all categorical exemptions are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. The Revised Project involves reducing roadway capacity along several corridors in Playa del Rey, which was evaluated in the Updated Analysis. To the extent that there will be other work that will be temporarily reducing capacity in the public right of way, several related project have been identified and the following discussion

⁸ FHWA. 2014. Road Diet Informational Guide.

https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/rdig.pdf

⁹ FHWA, Countermeasure Clearinghouse. <http://www.cmfclearinghouse.org/>

explains why the Projects in conjunction with these projects would not result in a significant cumulative impact of successive projects. To the extent that related real estate development projects could contribute to additional travel along the Project corridors, both the original Transportation Impact Analysis (TIA) conducted in January of 2015, as well as the Updated Analysis included a scenario with the additional related projects, if completed are expected to contribute to additional traffic along studied corridors.

Venice Pumping Plant (VPP) Dual Force Main project involves the construction of a new 54-inch diameter force main sewer extending from the VPP to a junction structure at the North Outfall Sewer under Vista Del Mar, approximately 240 feet south of Waterview Street in Playa Del Rey. The construction of the proposed 4,400-foot Pacific Avenue/Vista Del Mar alignment would involve both open-trench construction and tunnel-boring. Temporary localized impacts on the transportation system would occur as a result of a reduction in roadway capacity due to construction traffic and the closure of travel lanes.

The VPP Dual Force Main EIR identifies that open-trench construction on Vista Del Mar or during the connection with the existing junction structure on Vista Del Mar near Waterview Street would require a temporary closure of the outer northbound lane on Vista Del Mar for 1,000 feet at any time during a 3-week period. The VPP Dual Force Main EIR concluded that the transportation impacts would be temporary in nature during the construction phase, and would not result in a significant traffic impact. The Playa del Rey Project required the reallocation of travel lanes along Vista Del Mar to be one southbound travel lane from Culver Boulevard to Waterview Street and one northbound travel lane from Napoleon Street to Culver Boulevard to install bicycle lanes along Culver Boulevard, so would not contribute to cumulative transportation impact since VPP Dual Force Main construction presumed the same capacity during the construction phase. VPP Dual Force Main construction will require temporary rerouting around the intersections of Pacific Avenue and Culver Boulevard, and Pacific Avenue and Vista Del Mar, however the PP Dual Force Main EIR concluded that such routing would be temporary, would avoid peak travel times and would therefore not contribute to cumulative transportation impact.

The Los Angeles Trans-Pacific Telecommunications Cable Hub is another project that is conducting temporary work in the public right of way in the great project vicinity. A part of this project would install terrestrial conduit and manholes that would involve open-cut trenching and would temporarily impact the capacity at the intersection of Imperial Highway and Vista Del Mar. The project applicant, Tyco Electronics Subsea Communications LLC would minimize temporary capacity impacts by restricting construction on arterial roads to off-peak hours, and would not result in a significant capacity impact during project construction. The restriping of Vista Del Mar included reducing capacity at the intersection of Imperial Highway. However, this is not considered a cumulative impact due to the following reasons: the Vista Del Mar Actions qualified as an emergency project that is statutorily exempt from CEQA, and is not subject to PRC Section

15300.2 (b); the project capacity will be restored at Vista Del Mar and the Imperial Highway intersection thereby avoiding cumulative project delay; and the travel delay in of itself is not considered a cumulative impact in accordance with recent rulemaking procedures pursuant to SB 743.

The traffic analysis evaluated a near-term implementation scenario that accounted for the completion of several potential real estate development projects in the near proximity. The original TIA conducted in January of 2015, as well as the Updated Analysis included a scenario that assumed the near term completion of the additional related projects, and evaluated their contribution to additional traffic along the studied corridors. However, since the substantial amount of travel delay of the Revised Project are attributed to installing the bicycle lanes along Culver Boulevard and Pershing Drive, those contributing features are exempt by statute under PRC Section 21080.20.5, and the exceptions in Section 15300.2 (b) of the CEQA Guidelines do not apply. To the effect that the travel delay contributes to a substantial delay for the Revised Project features that qualify as a Class 4(13) Categorical Exemption in the City CEQA Guidelines, such delay would neither be considered unusual nor no longer a significant impact under CEQA.

Finally, there are no plans for successive projects of the same type in the same place over time in the areas of the Projects. To the extent changes are occurring to the Projects, they have been to restore features that were already in existence at the time of project implementation (such as the restoration of the travel lanes on Culver and the restoration of the travel lanes on Vista Del Mar) or were to complete the bike lanes on Culver Boulevard and Pershing Drive, which are statutorily exempt under CEQA and/or reduce travel delay (such as the intersection changes from Vista Del Mar and Culver Boulevard).

3. Exceptions to the Exemption Based on Significant Impact on the Environment Due to Unusual Circumstances

a) Transportation Impacts are not unusual

As mentioned above, the appellants assert that the feature of the Playa del Rey Project that include the restriping of streets would result in significant traffic impacts, including delays that would thereby disqualify the use of the exemption by meeting the exception criteria in Section 15300.2 (c) of the CEQA Guidelines. Assuming that some of the roadway restriping that reduced automobile capacity were not necessary to install bicycle lanes along Culver Boulevard and Pershing Drive, and would be covered by a Class 1 or Class 4 Categorical Exemption, and also had contributed to what is considered substantial delay, such delay would neither be considered unusual nor a significant impact under CEQA.

The Updated Analysis found that restriping streets to add bicycle lanes along both Culver Boulevard and Jefferson Boulevard is projected to result in 43 seconds average AM peak delay and 3 minute and 35

seconds average PM peak delay at the Culver Boulevard and Jefferson Boulevard intersection.

The restriping streets to add bicycle lanes along Pershing Drive is projected to result in 1 minute and 44 seconds average AM peak delay and 1 minute and 25 seconds average PM peak delay where Pershing Drive intersects Manchester Avenue, with the Revised Project contributing to the delay for 1 minutes and 17 seconds and 1 minutes and 3 seconds in the AM and PM peak period respectively.

The impacts to transportation are not unusual as would occur with similar roadway reconfiguration projects explored elsewhere in the City. Between 2010 and 2016, the City has implemented 64.5 miles of similar roadway reconfiguration that have resulted in reduction of the travel lane capacity along arterials, many with volumes that are comparable or higher as compared to the Revised Project corridors.¹⁰ The My Figueroa Project is a similar roadway reconfiguration project where the traffic study predicted a potential for up to eight minute delay at one intersection. The City's Mobility Plan EIR disclosed the potential delays of installing a entire network of bicycle lanes along similarly constrained roadway networks, and found that the installation of such facilities could result in substantial travel times at an area-wide level of analysis. The City Council were aware of such adverse effects, and found that the benefits of roadway safety, and greater transportation options, in addition to advances in citywide sustainability, and environmental objectives outweighed the adverse effects of increased travel delay when they certified the EIR and Statement of Overriding Considerations, and adopted the Mobility Plan in 2015, as fully documented in the public record.¹¹

There is no contributing aspect of the project location that is of hazardous and critical concern that would disqualify the relevant Revised Project features (striping bicycle lanes) from applying the Class 4(13) Exemption. In contrast, improving safety and decreasing hazardous conditions is a central objective of the Projects that unifies both the Playa del Rey Project features, and incidental roadway striping changes along Vista Del Mar. Nationwide research documented by the FHWA verify the safety benefits of lane reallocation and striping bicycle lanes, and the FHWA include both as safety countermeasures with specific crash modification factor ratings.^{12,13}

¹⁰ Severin Martinez. 2016. Who Wins When Streets Lose Lanes? An Analysis of Safety on Road Diet Corridors in Los Angeles. Graduate paper for UCLA Lewis Center for Regional Policy Studies

¹¹ Department of City Planning. Recommendation Report to City Planning Commission on the Mobility 2035, May 28, 2015

¹² FHWA. 2014. Road Diet Informational Guide.

https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/rdig.pdf

¹³ FHWA, Countermeasure Clearinghouse. <http://www.cmfclearinghouse.org/>

- b) No significant impact to transportation based on new VMT metric
Substantial travel delay no longer qualifies as an exception under the Section 15300.2 (c) of the CEQA Guidelines that could disqualify a lane restriping project covered under a Class 1 or Class 4 exemption due to the adoption and rulemaking procedures of Senate Bill (SB) 743. On adopting SB 743 into law, the legislature and Governor acted to eliminate consideration of delay and capacity-based metrics such as level of service (LOS) when lead agencies are evaluating transportation impacts under CEQA. The legislature further found that new transportation analysis under CEQA was needed to promote the state's goals of reducing greenhouse gas (GHG) emissions and traffic-related air pollution, promote the development of a multimodal transportation system, and provide clean, efficient access to destinations.

In their 'Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA', the Office and Planning and Research (OPR) has recommended that a vehicle miles traveled (VMT) per capita metric replace delay-based metric throughout the State when identifying transportation impacts under CEQA, finding that a VMT per capita metric to be in direct correlation with the state's goals of reducing GHG emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations. OPR further finds that delay-based metric of LOS, in congruence with the legislative direction and intent, to be in conflict with achieving improved environmental outcomes, and to be ill suited in defining environmental outcomes under CEQA, regardless of location.

In September 2, 2016, the California Department of Transportation (Caltrans) approved their 'Local Development Intergovernmental Review Program Interim Guidance', providing direction to Caltrans IGR coordinators and functional reviewers implementing Local Development IGR activity to transition away from using delay based analysis, such as LOS or similar measures of vehicular capacity or traffic congestion, to determine the impacts of land use and infrastructure plans and projects.¹⁴

In summary, the actions of the California Legislature in adopting SB 743, and the record of evidence and preliminary guidance as provided by OPR and Caltrans support the conclusion that travel delay be not considered an exception of hazardous and critical concern that would disqualify the application of a Class 1 or Class 4 Exemption pursuant to Section 15300.2 (c) of the CEQA Guidelines. On the contrary, and as stated above, improving safety and decreasing hazardous conditions is a central objective of the Projects that unifies both the Playa del Rey

¹⁴ Caltrans. 2016. Local Development Intergovernmental Review Program Interim Guidance, Page 5.

Project features, and the incidental roadway striping changes that were part of the Vista Del Mar Action.

In their 'Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA', OPR has further indicated that both active transportation projects (which include bicycle lanes), and transportation projects that reduce number of lanes should generally not lead to substantial increase in VMT,¹⁵ and further not be considered to contribute to a significant impact under CEQA. In their presumption of less than significant impacts for active transportation projects, OPR finds that streamlining active transportation projects align with three of the statutory goals of SB 743, which include reducing greenhouse gas emissions, increasing multimodal transportation networks, and facilitating mixed use development.

Research throughout the world has documented the VMT benefits of traffic calming and bicycle lanes. The California Air Pollution Control Officers Association (CAPCOA) assigns a range of effectiveness from 0.25 to 1 percent decrease in VMT when traffic calming measures are implemented that further encourages people to walk or bike.¹⁶ The Californian Air Resource Board estimates VMT benefits for infrastructure projects that include bicycle facilities based on research conducted throughout the country that has demonstrated a positive correlation with bicycling rates and bicycle facilities.¹⁷

c) Air Quality Impacts - Carbon Monoxide Hotspots

Air quality impacts from roadway relocation projects were discussed in the Mobility Plan 2035 Recirculated Draft EIR, which evaluated the environmental impacts that would result in completing the entire bicycle lane network throughout the City.¹⁸ The following narrative summarizes that discussion, and concludes that the Project would not contribute to a significant air quality impact.

Where roadway capacity is reduced, there could be an incremental reduction in vehicle speeds along the affected street segments and there could be a localized incremental increase in carbon monoxide (CO) emissions. Increased localized carbon monoxide concentrations could occur where large amounts of traffic operate under heavily

¹⁵ OPR. 2016. Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA. Page III:27, and Discussion Draft of the 'Technical Advisory on Evaluating Vehicle Miles Traveled in CEQA', page 13.

¹⁶ California Air Pollution Control Officers Association (CAPCOA). 2010. Quantifying Greenhouse Gas Mitigation Measures. Page 190

¹⁷ California Air Resource Board (CARB) Bicycle Awareness Program Website.
<https://www.arb.ca.gov/planning/tsaq/bicycle/factsht.htm> (accessed on August 17th, 2017)

¹⁸ City of Los Angeles. Mobility Plan 2035, Recirculated Draft EIR. Pages 4.3-25 to 4.3-26.
<http://planning.lacity.org/eir/mobilityplan/deir/files/4.3%20Air%20Quality.pdf>

congested conditions and if vehicles would be idling for a substantial period of time. However, recent gains in engine technology have reduced carbon monoxide concentrations as seen in past decades. Existing ambient CO levels are much lower within the South Coast Air Basin (Basin), as CO concentrations in the basin have not exceeded State standards since 1992 due to stringent State and federal mandates for lowering vehicle emissions. This is accurate even when considering the most congested City intersections with the highest traffic volumes and largest percentage of vehicle idle time.

The one-hour concentration throughout the City is typically 3 part per million (ppm) and the 8-hour concentration is typically 2 ppm according to monitoring data. The State and federal 1-hour standards are 20 and 35 ppm, respectively. The State and federal 1-hour standards are both 9 ppm. No CO standard has been exceeded in the Basin since 2002. The Basin is designated as a maintenance area for CO which means both State and Federal air quality standards are satisfied.

The project location in West Angeles would not be considered an unusual circumstance since the monitored CO concentrations are lower than other part of the region. The 8-hour CO concentration for West Los Angeles was 3.6 ppm in 2000, and is projected to sustain an 8-hour CO concentration of 2.8 ppm through to 2020. This is just 30 percent of the California Ambient Air Quality Standard (CAAQS) used to determine an impact under CEQA, and is 60 percent of the projected 8-hour CO concentration of Central Los Angeles.

The maximum 8-hour concentration monitored at the West Los Angeles Station, at the VA Hospital in West Los Angeles was 1.15 ppm in 2012, well below the 9.0 8-hr standard.¹⁹ The Los Angeles CEQA Thresholds Guide refers to the SCAQMD CEQA Air Quality Handbook for appropriate thresholds. The CEQA Thresholds Guide also identifies the following thresholds: the incremental increase due to the project is equal to or greater than 1.0 ppm for the California 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard.

To trigger an impact, CO emissions along any roadway segment affected by the similar changes explore in the Mobility Plan 2035, would have to increase by almost 7 times in the peak hour or by four times in over an 8-hour period. Because of the low ambient CO condition, even where speed on an average street segment could be reduced to almost zero, the resulting CO emissions would only increase by a factor of two.²⁰ Given that CO hotspot concentrations are relatively lower in West Los Angeles, and the Revised Project changes are similar to those explored in the Mobility Plan 2035 that were not found to result in significant

¹⁹ Mobility Plan [2035 Recirculated Draft EIR](#), Page 4.3-13

²⁰ CARB, EMAC2014.

impact to air quality, the Revised Project would not result in a significant air quality impact.

4. Scenic Highways

Section 15300.2 (d) states that a categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. While both Vista Del Mar and Culver Boulevard are designated scenic highways in the City's General Plan, all project work would be limited to lane striping, installing signs and minor civil improvements within the existing public right of way, and would have no adverse impact to trees, historic buildings, rock outcroppings, or similar scenic resource, and would not impact a resource along a scenic highway.

5. Hazardous Waste Sites

Section 15300.2 (e) states a categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. According to the Department of Toxic Substance Control (DTSC's) Brownfields and Environmental Restoration Program EnviroStor database²¹, there are no Hazardous Waste and Substances Sites regulated by DTSC in the project area. All project work would be limited to lane striping, installing signs and minor civil improvements within the existing public right of way, and would not involve hazardous waste sites.

6. Historical Resources

Section 15300.2 (e) states that a categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource. A search of the City's Declared Monuments resulted in the following two sites in the project area that are on the Historic-Cultural Monument (HCM) List.²²

- Dickinson and Gillespie Building, 200 E. Culver Boulevard
- Playa del Rey Pillars, located at 179-200 E. Culver Boulevard

The Revised Project includes striping changes and lane reassignment along the segment of Culver Boulevard that shares property frontage of the designated historic monuments. However, the Revised Project comprises of work within the public right of way that would not lead to adverse change in the significance of the historical resources.

- A. A second appeal filed by Kathryn Schwertfeger alleges the July 2017 plan to modify the intersection at Vista Del Mar and Culver Boulevard adversely affects ingress and egress in lower Playa del Rey. As discussed in Section IV.A.8 of this Report, the

²¹ California Department of Toxic Substance Control, EnviroStor Hazardous Waste and Substance Site List. <https://www.envirostor.dtsc.ca.gov/public/> Accessed August 14, 2017

²² City of Los Angeles Office of Historic Resources. List of Historic-Cultural Monuments Updated February 2017, <http://preservation.lacity.org/commission/designated-historic-cultural-monuments>.

signal timing adjustment was enforcing a mitigation in a bicycle transportation plan environmental impact report (EIR) that is incorporated into the project pursuant to PRC Section 21080.20.5(b)(1)(B)(i). The lane reassignment is also considered Statutorily Exempt pursuant to PRC Section 21080.19 since it involved re-striping of a street to relieve congestion.

V. Playa Vista Mitigation

In 1993, the City approved the Playa Vista Phase I development project, and required as part of the approval of Vesting Tentative Tract 49104 a mitigation measure to increase capacity at the intersection of Culver Boulevard and Vista Del Mar to accommodate the growing demand at Playa Vista. Specifically, the mitigation measure was to widen and restripe to accommodate two left-turn only lanes and one shared left/through/right lane on Culver Boulevard in the westbound direction at the Vista Del Mar intersection.

While Playa Vista implemented the roadway widening and traffic signal upgrade requirements, the restriping was deferred as patterns along Culver Boulevard significantly changed after the Phase 1 traffic study was completed. Soon after Playa Vista Phase I was approved by the City, Caltrans opened the Century (I-105) Freeway and the City completed the construction of Westchester Parkway. These new regional east-west facilities reduced travel demands from westbound Culver Boulevard to southbound Vista Del Mar to levels below that of 1989 traffic count taken at the time that the potential traffic impacts of Playa Vista Phase I were forecasted. The 1989/1990 traffic counts for westbound Culver Boulevard to southbound Vista Del Mar was 1,390 in the PM peak hour and forecasted to increase to 1,617 in the PM peak hour with the build out of Phase 1, while the 1995, 2010, and 2015 counts showed that movement to be 1,258, 1,134, and 1,202 vehicles, respectively, in the PM peak hour. LADOT determined that the change in the observed traffic volumes since the build out of the Playa Vista Phase I, and the completion of alternative corridors obviated the need to complete the intersection striping changes as proposed in the mitigation measure. Therefore, the Projects do not conflict with the mitigation commitments of Playa Vista Phase I development.

VI. Emergency Exemption - 2017 Vista Del Mar Actions

While LADOT believes the February 2017 and May 2017 Vista Del Mar Actions qualified for both categorical exemptions as minor alterations of existing public facilities and as emergency exemptions under Section 15269(c) of the CEQA Guidelines due to the potential safety risks, increasing number of collisions, and the impending peak summer demand for beach access that required more expeditious action before the actions were taken in May 2017, those actions have been superseded by the August 2017 Vista Del Mar actions. After the August 2017 Vista Del Mar Actions, the only reconfiguration that would remain from existing conditions before February 2017 would be the removal of parking on both sides of Vista Del Mar, which as shown above would be features exempt by category under one or more categorical exemptions.

Attachments

Attachment A: Project Map

Attachment B: Bicycle Lane Network Map (Mobility Plan 2035)

Attachment C: Neighborhood Enhanced Network West Sub-Area Map (Mobility Plan 2035)

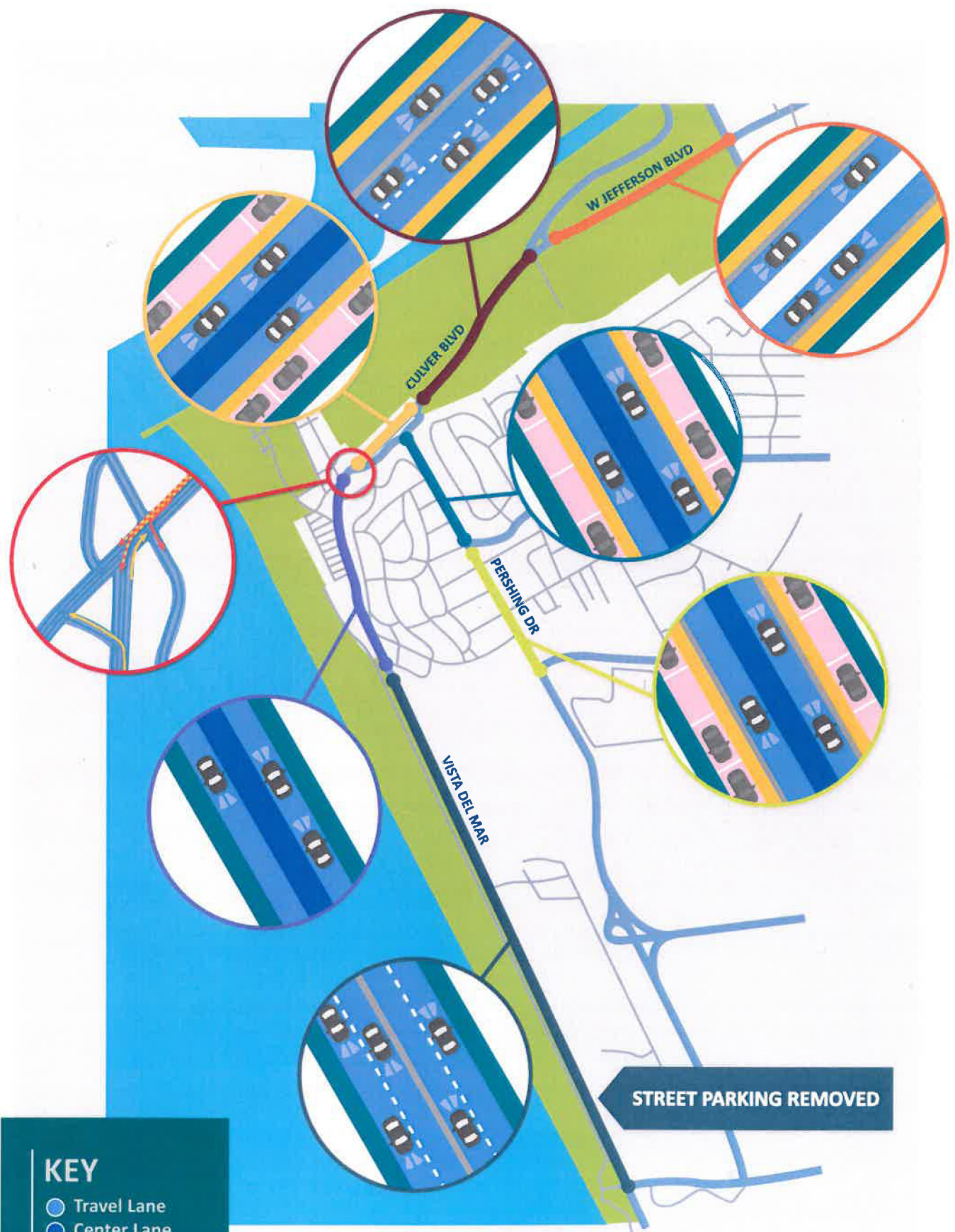
Attachment D: Public Hearing Transcript

Attachment E: Traffic Impact Analysis, January 30, 2015

Attachment F: Update Traffic Impact Analysis, Table 1: Levels of Service

Attachment A

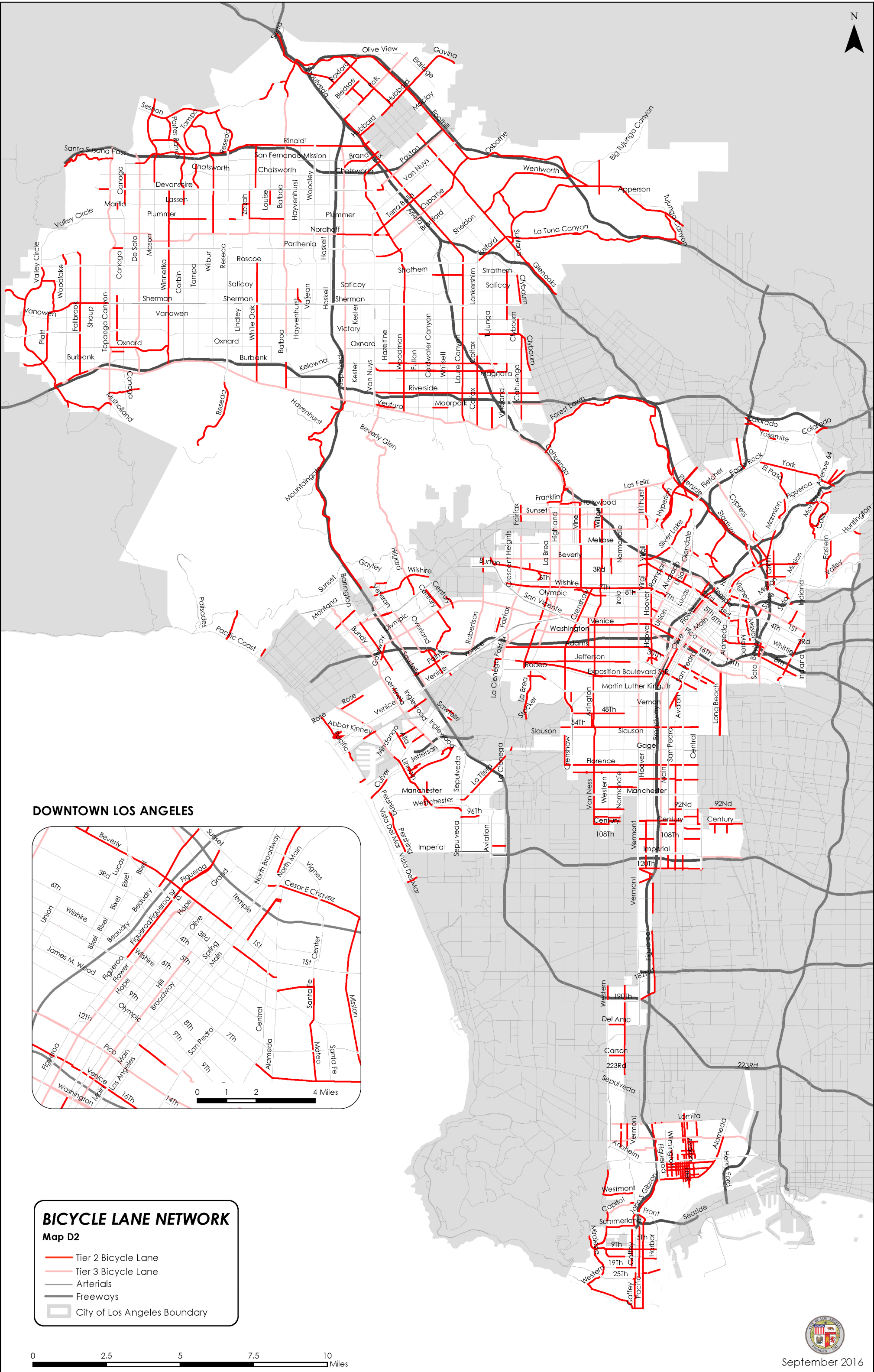
Project Map



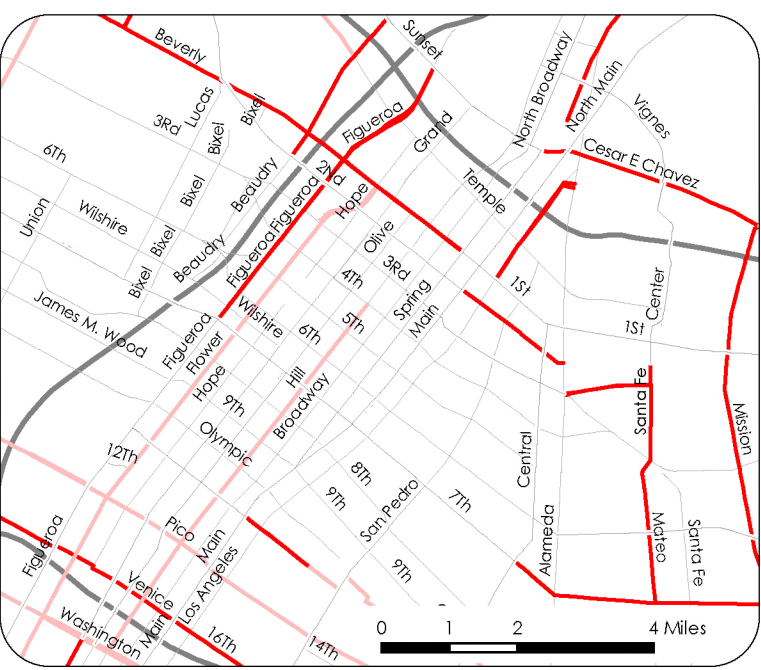
THE REVISED PROJECT

Attachment B

Bicycle Lane Network Map (Mobility Plan 2035)



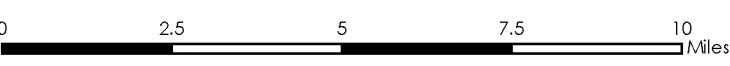
DOWNTOWN LOS ANGELES



BICYCLE LANE NETWORK

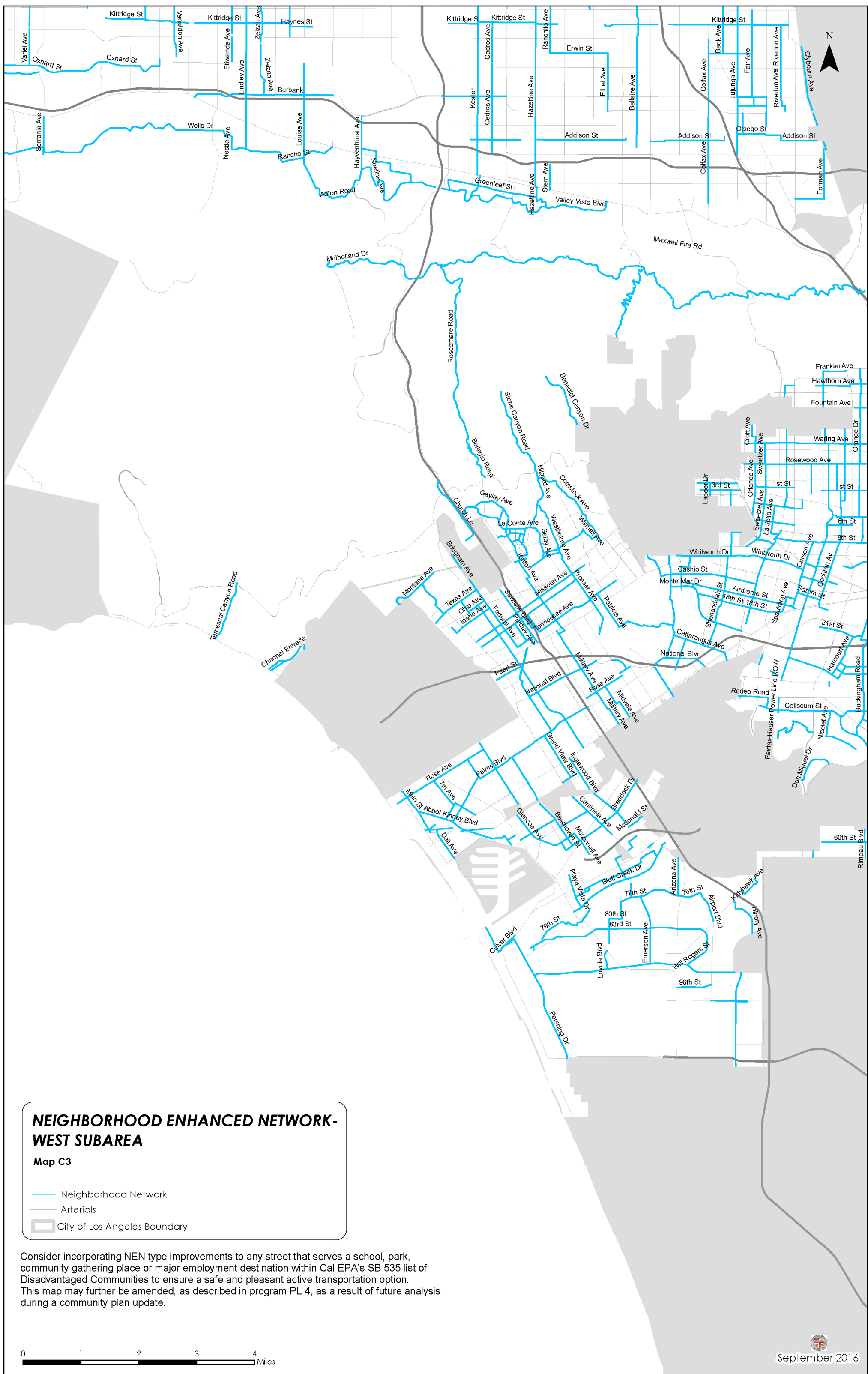
Map D2

- Tier 2 Bicycle Lane
- Tier 3 Bicycle Lane
- Arterials
- Freeways
- City of Los Angeles Boundary



Attachment C

Neighborhood Enhanced Network West Sub-Area Map (Mobility Plan 2035)



Attachment D

Public Hearing Transcript

CITY OF LOS ANGELES, DEPARTMENT OF CITY PLANNING
THE SAFE STREETS FOR PLAYA DEL REY TRAFFIC SAFETY
INITIATIVE

MEETING IN PLAYA DEL REY

21 APRIL 2016

(Begin Recording Part 1)

UNIDENTIFIED MALE 1: Record. And say this is the
Culver Boulevard meeting in Playa Del Rey on April 21st 2016
and --

(End Recording Part 1)

(Begin Recording Part 2)

UNIDENTIFIED MALE 1: -- record and then just -- you
don't have to set a new --

HEARING OFFICER, MARTIZA PRZEKOP: Right.

UNIDENTIFIED MALE 1: -- a new file. And then you just
can hit reco -- record again.

UNIDENTIFIED MALE 2: (Unintelligible 00:00:07) that
we're -- now (ph 00:00:09) that we're capturing we want --

MS. PRZEKOP: Okay. We're on. State -- state your
name.

MRS. SCHWAB: My name is Lisa Schwab and I own
Cantalini's Restaurant --

MS. PRZEKOP: Okay.

MRS. SCHWAB: -- at Culver and Vista --

1 MS. PRZEKOP: Uh-huh (affirmative).
2 MRS. SCHWAB: -- Del Mar. And I just want to go on
3 record that I hope all of these changes are sensitive to the
4 fact that business owners don't necessarily want to deter
5 drive-by traffic because it is quite necessary to remain
6 visible as businesses in that district. So I just wanted to
7 remind that, you know, mitigating traffic for safety is great
8 but we don't wanna eliminate the South Bay drive through --
9 MS. PRZEKOP: Yes.
10 MRS. SCHWAB: -- for the benefit of businesses.
11 MS. PRZEKOP: Yes. Thank you.
12 MRS. SCHWAB: Thank you.
13 UNIDENTIFIED MALE 1: Okay. I'll allow you to pull the
14 map I (ph 00:01:03) have.
15 UNIDENTIFIED MALE 3: Sure.
16 UNIDENTIFIED MALE 1: Okay. Okay.
17 MS. PRZEKOP: There's a lot of -- there's a lot of
18 background noise so --
19 MR. OVIEDO: Okay.
20 MS. PRZEKOP: Make sure that you speak --
21 MR. OVIEDO: Okay. So just into the --
22 MS. PRZEKOP: -- into the -- yeah.
23 MR. OVIEDO: Yeah. So I just state my name?
24 MS. PRZEKOP: Yes.
25 MR. OVIEDO: Um, hello. My name is Gilbert O -- Oviedo,

1 O-V-I-E-D-O and my comment is with regards to short-terms
2 [sic] uh, safety improvements one year let uh, or -- or less.
3 Um, this is regarding exhibit number 1 um, and that's a bike
4 lane on Culver Boulevard and I was told that it's gonna end
5 at Jefferson and my concern is that that's also a -- a safety
6 hazard and I have -- my request is to have that bike lane go
7 from Culver Boule -- Boulevard all the way to -- to -- to --
8 to Lincoln Boulevard. Um, and my s -- my second comment is
9 um, that that is a -- a -- all well and good but I -- I would
10 prefer that the road be widened and uh, a bike lane added.

11 MS. PRZEKOP: Is that on Culver Boulevard?

12 MR. OVIEDO: On Cul -- uh, yes. And that's regarding
13 num -- uh, exhibit number 1. Ha -- it -- widening the road
14 as opposed to re -- repur -- uh, as opposed to restriping.
15 Widening the road accommodate an additional bike lane uh,
16 from Culver Boulevard all the way to Lincoln fro -- uh, from
17 Nicholson all the way to Lincoln. Um, my -- my second
18 comment is um, I am also requesting that there a sidewalk um,
19 i -- i -- in that exact place. A -- a sidewalk for
20 pedestrian walking uh, their family from Nicholson all the
21 way down Culver to -- to Lincoln. And um, let's see. I am
22 also uh, i -- in favor of widening the road um, the Nicholson
23 Road uh, because it is uh, very winding and -- and dangerous
24 and there are people parking on the side of the road and
25 there're actually uh, pedestrians walking on the road where

1 there's not even a sidewalk. So I would request also a
2 sidewalk on Nicholson for pedestrians.

3 Um, my -- my next comment would be uh, to reduce --
4 somehow reduce the speed on Pershing every night. Uh, there
5 are um, motorcycles and automobiles drag racing uh, on ei --
6 in either direction down Pershing. I actually say this
7 because I actually live on Pershing. Um, and those are my
8 only comments.

9 UNIDENTIFIED FEMALE 1: Can I just have a piece of
10 paper, please?

11 UNIDENTIFIED MALE 2: Okay. And that's all that I have.

12 MS. PRZEKOP: Thank you so much.

13 MR. OVIEDO: (Unintelligible 00:03:54).

14 MS. PRZEKOP: Yep.

15 MR. OVIEDO: Okay. So what do you want to know from --
16 you wanna know who I am?

17 MS. PRZEKOP: Just state your name --

18 MR. OVIEDO: Okay.

19 MS. PRZEKOP: -- for the -- so that they can --

20 MR. CZIKO: Yeah. Okay. My name is Gary Cziko, C-Z-I-
21 K-O, at 391 Fowling and uh, I'm a cyclist mostly and
22 pedestrian and car too. So two main concerns are -- one is
23 that the single detector on northbound Pershing when you get
24 to where it goes down to the beach is not sensitive to
25 bicyclists unless you know exactly where to put your wheel

1 and you have the right size wheel and all of this down (ph
2 00:04:31). So cyclists are making left on red or they're
3 going to the left side of the street wrong way even before
4 they get there. So that should be upgraded to be sensitive
5 to bicyclists and that's easy to do. There is standard
6 technology which they're using for the new ones, which is
7 called the Quadrapull (ph 00:04:48) and replace that --

8 MS. PRZEKOP: Uh-huh (affirmative).

9 MR. CZIKO: -- di-pull (ph 00:04:50) that's currently
10 there. And I think that's really important. My -- the other
11 concern is with the bike lanes is that there are good bike
12 lanes and not so good bike lanes. If you're putting bike
13 lanes on places where there is no parking and few
14 intersections and driveways, and this is what I see,
15 especially (ph 00:05:21) on Culver as you get up to
16 Jefferson, you know, that'll be fine. The trouble is when
17 you put bike lanes that are the minimum 5-foot width and you
18 have them up against a 7- or 8-foot parking lane, that bike
19 lane is in the door zone and cyclists can kill by motorists
20 opening doors, hitting the handle bars, throwing them out
21 into the street, the travel lane, or even just making swerve.
22 So they have some nice bike lane designs in Redondo Beach
23 with a nice big buffer between the parking lane and bike
24 lane. Uh, they also have some in Santa Monica and I really
25 do not wanna see door zone bike lanes put on places like

1 Manchester or sorry uh, Pershing --

2 MS. PRZEKOP: Okay.

3 MR. CZIKO: -- and Manchester. If -- I want (ph

4 00:06:03) parking. If there really isn't enough room to get

5 the bicycles out of the door zone. So those are my two main

6 concerns about -- about the plan.

7 MS. PRZEKOP: Wonderful.

8 MR. CZIKO: Okay.

9 MS. PRZEKOP: Thank you so much.

10 MR. CZIKO: Okay. Thank you.

11 MS. PRZEKOP: Good. Welcome.

12 MR. CZIKO: Welcome (ph 00:06:19).

13 MR. ANJOLIC: Yes. Uh --

14 MS. PRZEKOP: Is --

15 MR. ANJOLIC: This is probably outside of this group's

16 expertise but --

17 MS. PRZEKOP: Okay.

18 MR. ANJOLIC: -- the other thing in addition to that

19 curve there, I want up --

20 MS. PRZEKOP: Yeah.

21 MR. ANJOLIC: -- to stop the parking.

22 MS. PRZEKOP: So you wanna state your -- your --

23 MR. ANJOLIC: Oh, yeah.

24 MS. PRZEKOP: -- name?

25 MR. ANJOLIC: Uh, Greg Anjolic (ph 00:06:33) uh,

1 residential district II, Playa del Rey. And uh, the other
2 thing that needs addressing is the RVs that are parked around
3 here.

4 MS. PRZEKOP: Uh-huh (affirmative).

5 MR. ANJOLIC: Safety issues. You know, they're ugly,
6 yes. One thing, they take parking space, that's another
7 thing. But they are very large and they block views (ph
8 00:06:51) leaving driveways and they're not meant to be
9 parked in the city streets. They're very dangerous
10 obstruction. And uh, right on Manchester where they (ph
11 00:07:01) leave the lot. If we have a RV right there, you
12 have people speeding down --

13 MS. PRZEKOP: Uh-huh (affirmative).

14 MR. ANJOLIC: -- going -- Manchester going west.

15 MS. PRZEKOP: Yeah.

16 MR. ANJOLIC: And -- and we've seen uh, Manchester and
17 Pershing, there's -- that's accident city there. Residential
18 district II is very densely populated too. That -- I'm the
19 representative for that district. We have the smallest
20 acreage and we see (ph 00:07:23) the highest density
21 population. We have a lot of cars coming in and out and we
22 really need that restriction on RVs that they have in other
23 areas like Venice, like Lola (ph 00:07:32) Playa del Rey so I
24 really think we need that for our safety issue and I'm gonna
25 be pushing that issue quite --

1 MS. PRZEKOP: Thank you so much.

2 MR. ANJOLIC: Okay.

3 MS. PRZEKOP: Okay.

4 MR. ANJOLIC: Thanks.

5 MS. PRZEKOP: Your input?

6 MR. STRUMPEL: Uh, Kent Strumpel (ph 00:07:44). Kent

7 Strumpel (ph 00:07:46) uh, do you need my address? No?

8 Okay. Uh, so let's see. I should probably just list the

9 things uh, that I like. Uh, basically, I think all of the

10 improvements that were uh, presented tonight sound good to me

11 --

12 MS. PRZEKOP: Uh-huh (affirmative).

13 MR. STRUMPEL: -- and uh, especially helpful for

14 cyclists if the uh, road repurposing is implemented. Uh,

15 there are a lot of destinations on Culver Boulevard uh,

16 restaurants, shops, like that. And a lot of people who live

17 close by in the adjacent community as well as little farther

18 away that are using the bike path uh, that are a little bit

19 isolated from those destinations and by implementing bike

20 lanes there, it'll create that connectivity to, you know,

21 make it easier for people to get --

22 MS. PRZEKOP: Uh-huh (affirmative).

23 MR. STRUMPEL: -- get uh, to those uh, destinations

24 easily -- the shops, restaurants -- and probably improve

25 business for the uh, merchants there as well. Uh, I think

1 also that the road repurposing on Pershing uh, is very
2 necessary and Culver Boulevard east of Nicholson uh, which
3 admittedly goes through the Wetlands area. But there are a
4 lot of destinations to the east on Culver Boulevard,
5 including very significantly Playa Vista and the bike lanes
6 on Lincoln Boulevard. And it provides a direct route for
7 cyclists to get to Playa del Rey Village there. Uh, you can
8 get there by going out of your way on the bike path --
9 Ballona Creek bike path. But just like cars, cyclists need
10 multiple corridors --

11 MS. PRZEKOP: Uh-huh (affirmative).

12 MR. STRUMPEL: -- to get to where they need to go and
13 convenience should be something uh, we try to enhance to, you
14 know, help grow the numbers of people who can bicycle and
15 find it convenient and attractive. Uh, you may wanna pause
16 it (laughter).

17 MS. PRZEKOP: Uh-huh (affirmative).

18 MR. STRUMPEL: Okay. I would just like to say I'm not
19 concerned about the additional delay that some of the road
20 repurposing may create. Uh, some of that seems theoretical
21 and I think drivers will adapt. I know I adapt when there
22 are road changes and change when I go my route uh, or I
23 combine my trips with other parents (ph 00:10:47) so I -- I
24 don't think the delay -- it should be -- should prevent us
25 from implementing this or at least trying it out.

1 MS. PRZEKOP: Excellent (ph 00:10:54). Move on.
2 MR. STRUMPEL: Okay.
3 MS. PRZEKOP: How are you?
4 MR. VAN DE HOEK: Hello. My name is Roy van de Hoek.
5 I'm a resident of Playa del Rey at 322 Culver Boulevard,
6 address. I think this is a really good step forward.
7 There's been a lot of good listening by the city and I
8 believe this is gonna help a lot of the lower Playa del Rey
9 on Culver Boulevard who are gonna still need to see a second
10 phase and amendments later to help with upper Playa del Rey
11 like on Manchester Boulevard. I would like to see even more
12 ability to make everything -- all the streets 25 miles per
13 hour uh, including along Culver and Jefferson all the way up
14 to Lincoln Boulevard, and to have bicycle lanes um, going all
15 the way to Lincoln, not stopping at Jefferson. And I would
16 like to see uh, repurposing of the streets to one lane each
17 way, which you're doing for Culver, but I would like to see
18 that on Jefferson also. And I am glad that the repurposing
19 to one lane on Pershing is happening.
20 I'd like to see some new signage put on Vista del Mar at
21 the Imperial Highway intersection, where the Hyperion
22 Treatment Plant is, to encourage drivers from the South Bay
23 to turn on to Imperial Highway and go out to the 105 freeway.
24 So overall, this is been a really positive uh, uh, meeting.
25 Was glad that Councilman Mike Bonin uh, was involved here.

1 Uh, the signal at -- the signal at -- the s -- uh, the
2 traffic signal at uh, Culver and Nicholson is really good
3 that it's gonna be uh, a all-time [sic] red signal. So it
4 really helps slow down the traffic. That's really, really
5 important. I think I'd like to see that yield. When you're
6 coming down Nicholson merging onto to Culver, there's a
7 yield. I think I'd like to see that yield go away and become
8 a mandatory stop. Um, so um, that's a -- that -- this -- my
9 comments are not everything that I have to say so I'd like to
10 add more and I hope you can have more recording time for --
11 add (ph 00:13:23) other additional meetings before the CCLA
12 (ph 00:13:27) or the environmental process closes.

13 MS. PRZEKOP: Okay.

14 MR. VAN DE HOEK: Thank you.

15 MS. PRZEKOP: Uh-huh (affirmative).

16 MRS. COOLEY-STRICKLAND: To make sure that we have a --
17 we protect -- protect the pedestrians who are crossing from
18 um, from the -- the pathway that's behind homes -- oh, boy.
19 You're gonna ask me for names. Uh, the path -- the pede --
20 there's a crosswalk across Nicholson uh, as Nicholson merges
21 onto Culver.

22 MS. PRZEKOP: Uh-huh (affirmative).

23 MRS. COOLEY-STRICKLAND: And it -- there's nothing to
24 protect people --

25 MS. PRZEKOP: Uh-huh (affirmative).

1 MRS. COOLEY-STRICKLAND: -- from oncoming traffic
2 because they're coming down the uh, the hill, Nicholson Hill.

3 MS. PRZEKOP: Uh-huh (affirmative).

4 MRS. COOLEY-STRICKLAND: And the drivers come from
5 Nicholson -- the hill, are used to just going straight onto
6 the merge. So there's no reason for them really to slow even
7 though it's round a little curb. And so people who are
8 trying to cross in that crosswalk have to wait a very long
9 time before they can go and they can't see up the hill to see
10 that cars are really clearly coming in time because the cars
11 are going very fast. So we need some way to protect those
12 people trying to cross. Otherwise uh, I mean it's quite
13 dangerous. They're walking towards what we're calling the
14 Telis (ph 00:14:49) Building. Um, and down the rest of -- of
15 Culver west towards the beach um, either way. And so that's
16 not um --

17 MS. PRZEKOP: (Unintelligible - voice lowered 00:15:01).

18 MRS. COOLEY-STRICKLAND: -- being considered, yes. Um,
19 that's point one. Point two is I'm thrilled about the
20 potential um, bicycle path from Nicholson and uh, on Culver
21 extending towards to Jefferson.

22 MS. PRZEKOP: Okay.

23 MRS. COOLEY-STRICKLAND: People are using it as if there
24 -- as if there's a bike path there and you can tell when they
25 look very scared because they didn't realize that cars are

1 going 50-plus miles per hour and you have the Wetlands on --
2 on either side and there's no clear bicycle path. Not
3 talking about the -- the um, bike -- the people who are
4 bicyclists uh, as if they're preparing for uh, the -- the
5 French um, Grand Pier --

6 MS. PRZEKOP: (Laughter).

7 MRS. COOLEY-STRICKLAND: -- not Grand Prix but the --
8 the bicycle --

9 MS. PRZEKOP: Right.

10 MRS. COOLEY-STRICKLAND: -- um, competition. Not those
11 professional bikers --

12 MS. PRZEKOP: Right.

13 MRS. COOLEY-STRICKLAND: -- but just --

14 MS. PRZEKOP: But (unintelligible 00:15:56).

15 MRS. COOLEY-STRICKLAND: -- um, people are just um,
16 trying to get to the beach with their children.

17 MS. PRZEKOP: Right.

18 MRS. COOLEY-STRICKLAND: Um, so those people really need
19 to be kept safe.

20 MS. PRZEKOP: Yeah.

21 MRS. COOLEY-STRICKLAND: So I'm thrilled that that's on
22 uh, the consideration and one of the plans.

23 MS. PRZEKOP: All right.

24 MRS. COOLEY-STRICKLAND: Okay?

25 MS. PRZEKOP: Great.

1 MRS. COOLEY-STRICKLAND: It's -- and I'm -- I'm very
2 thrilled with uh, the plans, especially the -- the short-term
3 plans. I think it's really excellent for these eight months
4 that you all came --

5 MS. PRZEKOP: Right.

6 MRS. COOLEY-STRICKLAND: -- back with such an excellent
7 or a comprehensive view and I think the -- the moderate plans
8 will be helpful. You definitely need to do the simultaneous
9 treatments of um, Culver and Pershing simultaneously. Do not
10 wait. Do them at the same time and it will avert I think a
11 lot of trouble --

12 MS. PRZEKOP: Uh-huh (affirmative).

13 MRS. COOLEY-STRICKLAND: -- uh, in the future.

14 MS. PRZEKOP: Thank you. Can you -- do you want to
15 state your name --

16 MRS. COOLEY-STRICKLAND: Oh.

17 MS. PRZEKOP: -- for the record?

18 MRS. COOLEY-STRICKLAND: Sure. Uh, if you make me sound
19 more articulate than what I just was.

20 MS. PRZEKOP: (Laughter).

21 MRS. COOLEY-STRICKLAND: (Laughter) Michelle.

22 MS. PRZEKOP: Michelle.

23 MRS. COOLEY-STRICKLAND: Cooley.

24 MS. PRZEKOP: Cooley.

25 MRS. COOLEY-STRICKLAND: Hyphen.

1 MS. PRZEKOP: Hyphen.
2 MRS. COOLEY-STRICKLAND: Strickland.
3 MS. PRZEKOP: Strickland.
4 MRS. COOLEY-STRICKLAND: Yes.
5 MS. PRZEKOP: Thank you.
6 MRS. COOLEY-STRICKLAND: Thank you so much.
7 MS. PRZEKOP: Thank you so much.
8 MRS. COOLEY-STRICKLAND: Thank you so much.
9 (End Recording Part 2)
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TRANSCRIPTIONIST'S CERTIFICATE

I, MICHELLE GENDREAU, do hereby certify:

That the foregoing audiotaped proceeding was received and transcribed into typewriting under my direction and supervision;

And I hereby certify that the foregoing transcript is a full, true and correct transcript of the audiotaped recording given to me.

I further certify that I am neither counsel for nor related to any party to said action, nor otherwise interested in the outcome thereof.

In witness thereof, I have hereunto subscribed my name this 24th day of July 2017.



Signature _____

ANP Transcriptions

46 North Central Avenue Suite B

Ramsey, NJ 07446

Attachment E

Traffic Impact Analysis
January 30, 2015

DRAFT TECHNICAL MEMORANDUM

To: Tim Fremaux, Steve Gaur, David Somers, City of Los Angeles
From: John Lower, Iteris Inc.
Date: January 30, 2015
Subject: **DRAFT** Culver Boulevard Bike Lane Implementation Traffic Impact Analysis

1. INTRODUCTION

This memorandum summarizes the results of a traffic impact analysis for the proposed implementation of bike lanes along Culver Boulevard in the City of Los Angeles. The proposed bike lanes would run from Pacific Avenue on the west to Jefferson Boulevard on the east, a distance of approximately 0.9 miles. This memorandum discloses expected project impacts, with provision of detailed information concerning the methodology, findings, and conclusions of the traffic impact analysis. A total of two (2) intersections along Culver Boulevard are evaluated in this analysis. The traffic impact analysis assesses the effects of bike lane implementation on peak Weekday conditions traffic operations, as a result of the reduced vehicular capacity along the corridor.

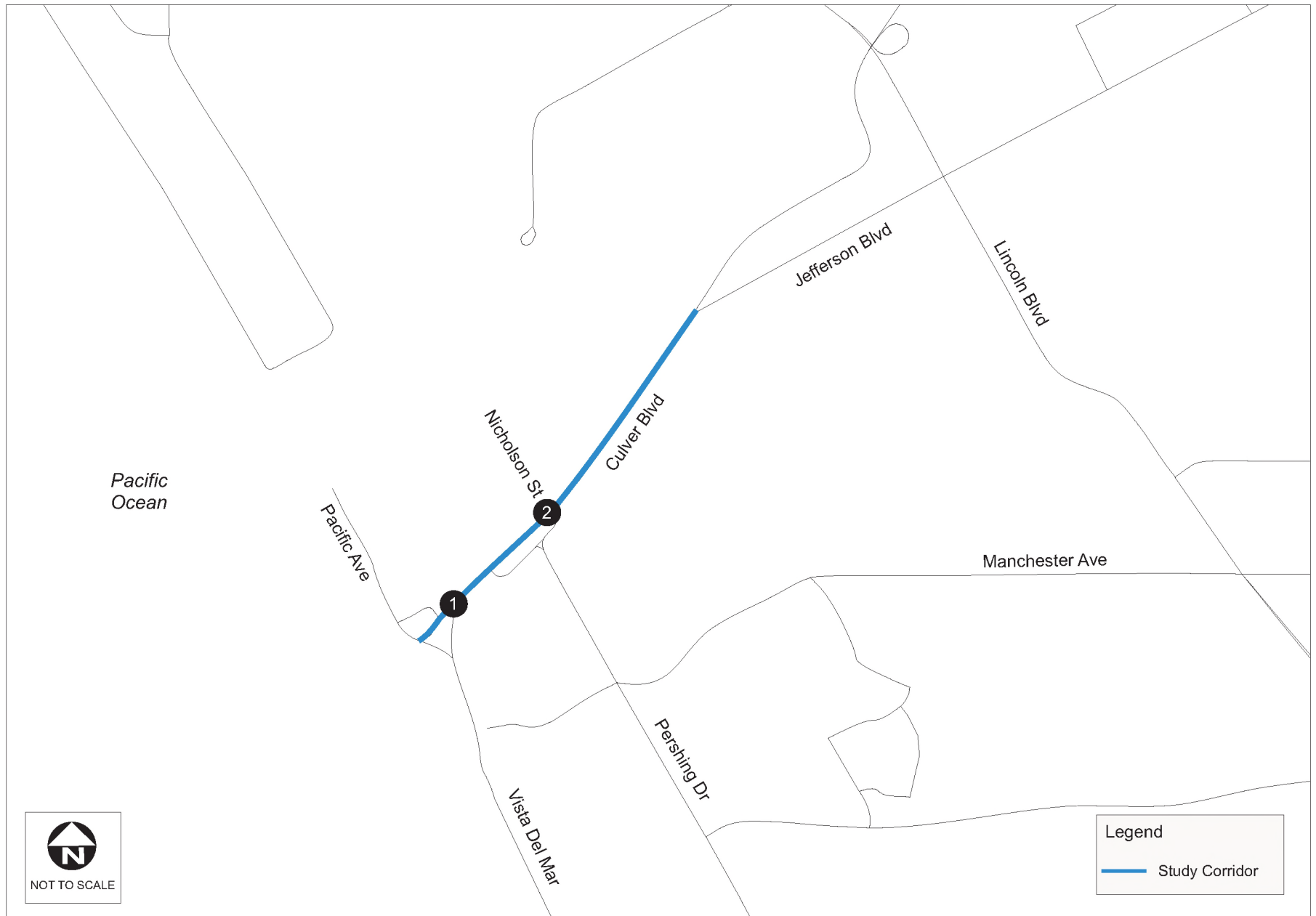
Figure 1 shows the project area, which is part of Council District 11.

2. PROJECT DESCRIPTION

The proposed project consists of the implementation of bike lanes along 0.9 miles of Culver Boulevard, between Pacific Avenue and Jefferson Boulevard in the Westside area of the City of Los Angeles. The following project option is considered:

- Between Pacific Avenue and Nicholson Street (0.4 miles) – One 5 foot bike lane, one 10.5 foot travel lane, and 8 foot wide parking in both directions. In addition, there would be a 9 foot two-way left-turn median lane.
- Between Nicholson Street and Jefferson Boulevard (0.5 miles) – One 5 foot bike lane, one 11 foot travel lane, a 4 foot wide buffer area, and a 2 foot wide shoulder in both directions. In addition, there would be a 4 foot painted median (indicated by double yellow striping).

Detailed cross-sections of the project along the corridor are provided in **Appendix A**.

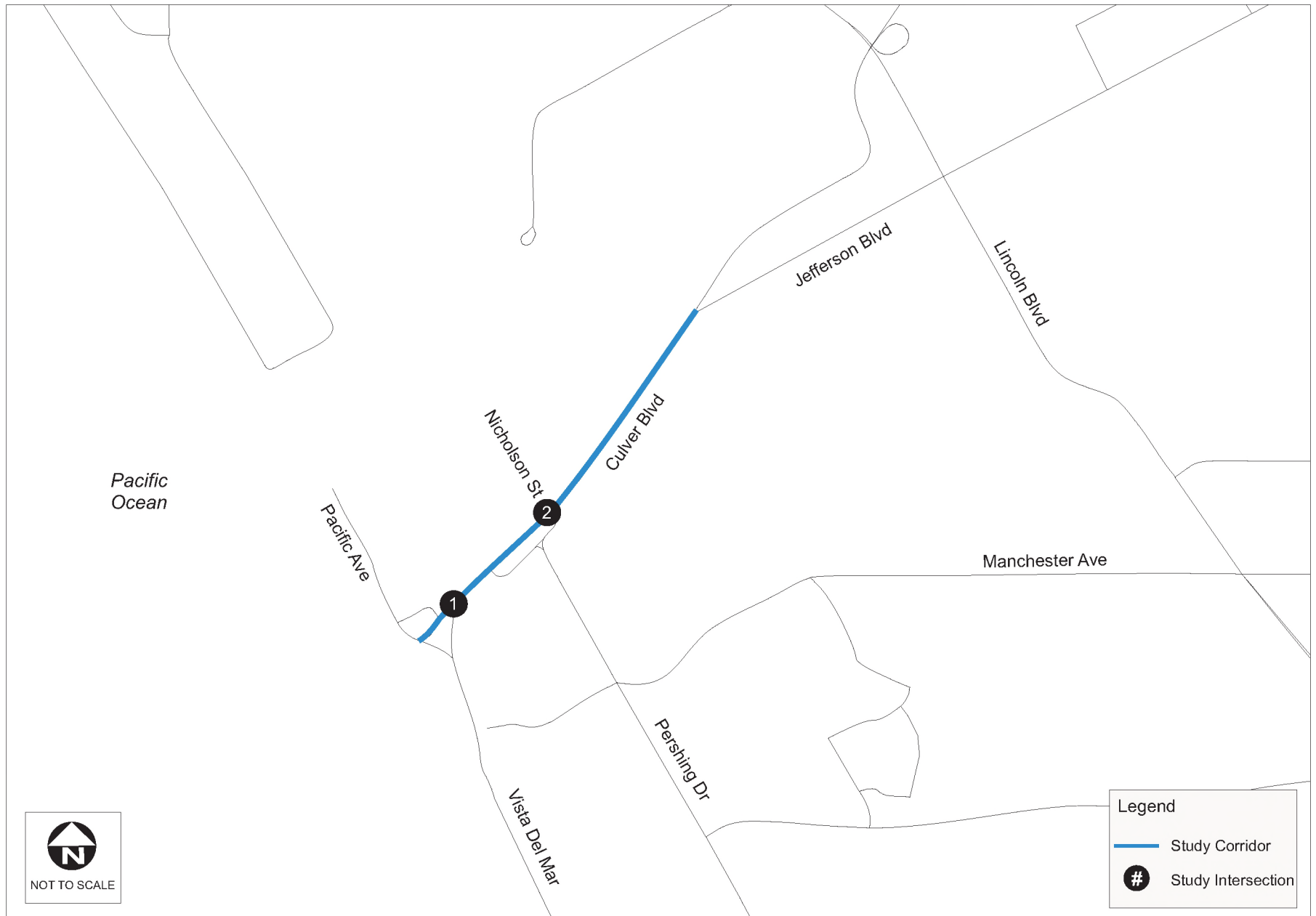


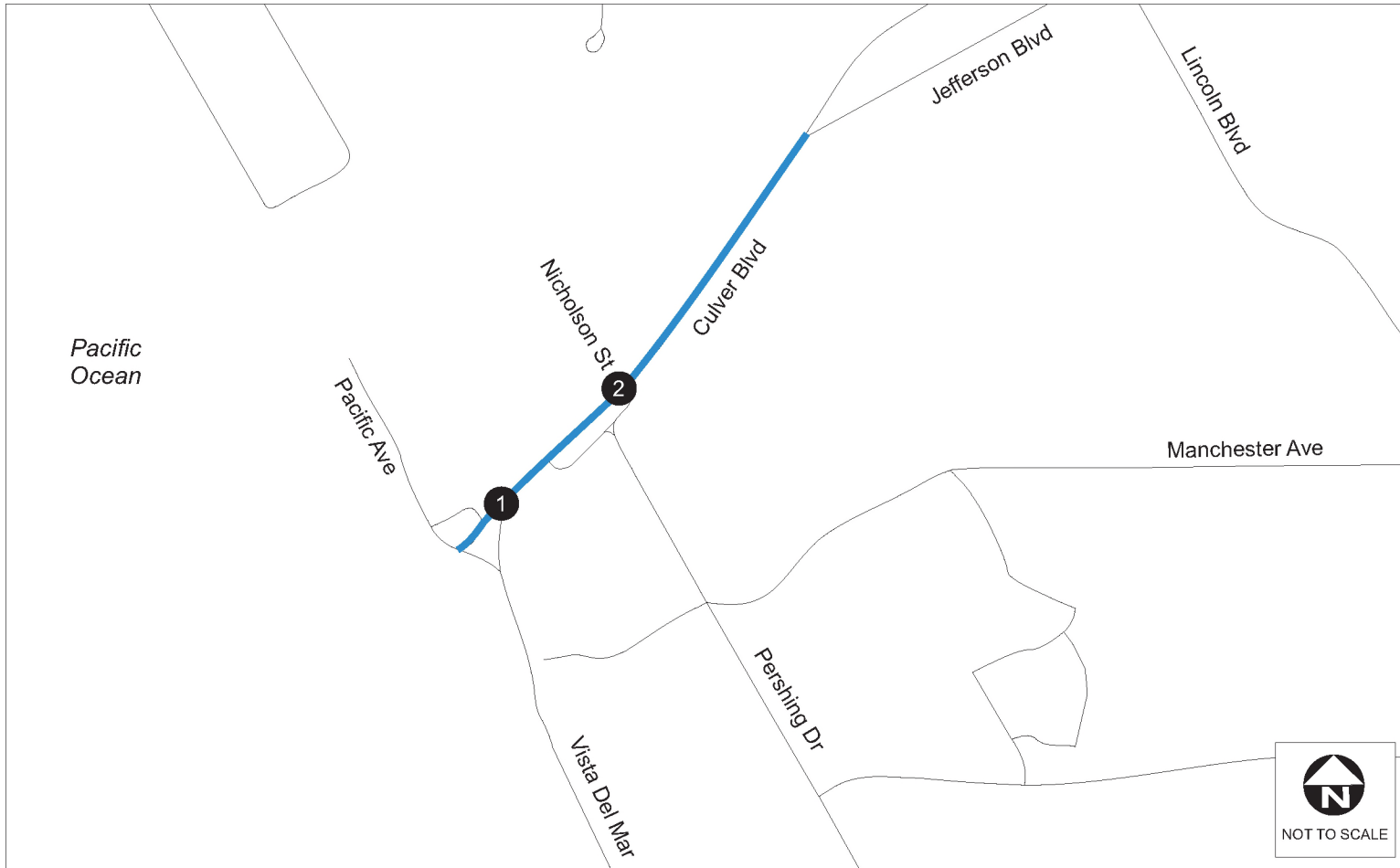
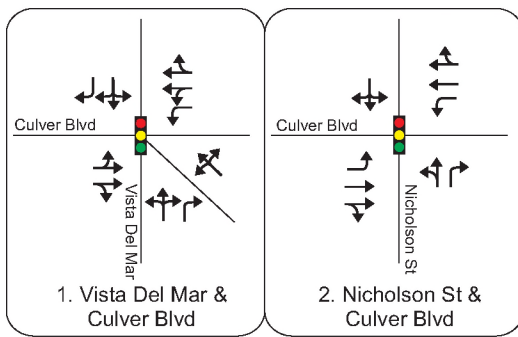
3. STUDY AREA

The following two (2) intersections were identified by the City as key locations along the analysis corridor and are analyzed in the traffic analysis for weekday morning and evening peak period conditions:

1. Vista Del Mar/Culver Boulevard; and
2. Nicholson Street/Culver Boulevard.

Figure 2 shows the study intersections in relation to the surrounding street system. Existing lane configurations of the study intersections are shown in **Figure 3**.





4. ANALYSIS METHODOLOGY

The quality of vehicle traffic operations is characterized using the concept of level of service (LOS). Level of service is defined by a range of grades from A (best) to F (worst). At intersections, LOS “A” represents relatively free operating conditions with little or no delay. LOS “F” is characterized by extremely unstable flow conditions and severe congestion with volumes at or near the intersection’s design capacity. This results in long queues backing up from all approaches to intersections.

In this report, analysis of traffic operations was conducted using the Synchro software, utilizing the Highway Capacity Manual (HCM) delay methodology, which is described in the Highway Capacity Manual, Special Report 209 (Transportation Research Board, Washington, D.C., 2000). Under the HCM methodology, LOS at signalized intersections is based on the average delay experienced by vehicles traveling through an intersection. The analysis incorporates the effects of the lane geometry and signal phasing (e.g., protected or permitted left turns) at the intersection. In addition, Los Angeles Department of Transportation (LADOT) signal timing was used to more accurately represent current traffic operations. **Table 1** presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade for signalized intersections.

TABLE 1: INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Signalized Intersection Delay (seconds per vehicle)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 and ≤ 20
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≤ 35
D	Fair operation. Vehicles are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>35 and ≤ 55
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>55 and ≤ 80
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 80

Significant traffic impacts are determined based on a threshold of significance set by respective agencies. The LADOT has established threshold criteria to determine if a project has significant

traffic impacts. Using the LADOT standard, a project impact would be considered significant based on the criteria shown in **Table 2**.

TABLE 2: INTERSECTION SIGNIFICANT IMPACT CRITERIA

With Project Conditions		Project-Related Increase in Delay
LOS	Delay (s)	
C	> 20 - 35	Equal to or greater than 6.0 seconds
D	> 35 - 55	Equal to or greater than 4.0 seconds
E	> 55 - 80	Equal to or greater than 2.5 seconds
F	> 80	Equal to or greater than 2.5 seconds

Source: LADOT Traffic Study Guidelines, December 2010

5. EXISTING CONDITIONS INTERSECTION ANALYSIS

This section analyzes existing conditions at the study intersections. Peak hour traffic volumes were provided by LADOT for the two study intersections. Detailed traffic count data is provided in **Appendix B**.

The existing morning and evening peak hour traffic volumes are shown on **Figure 4**. **Table 3** summarizes the existing LOS results at the study intersections. Detailed LOS calculations are provided in **Appendix C**.

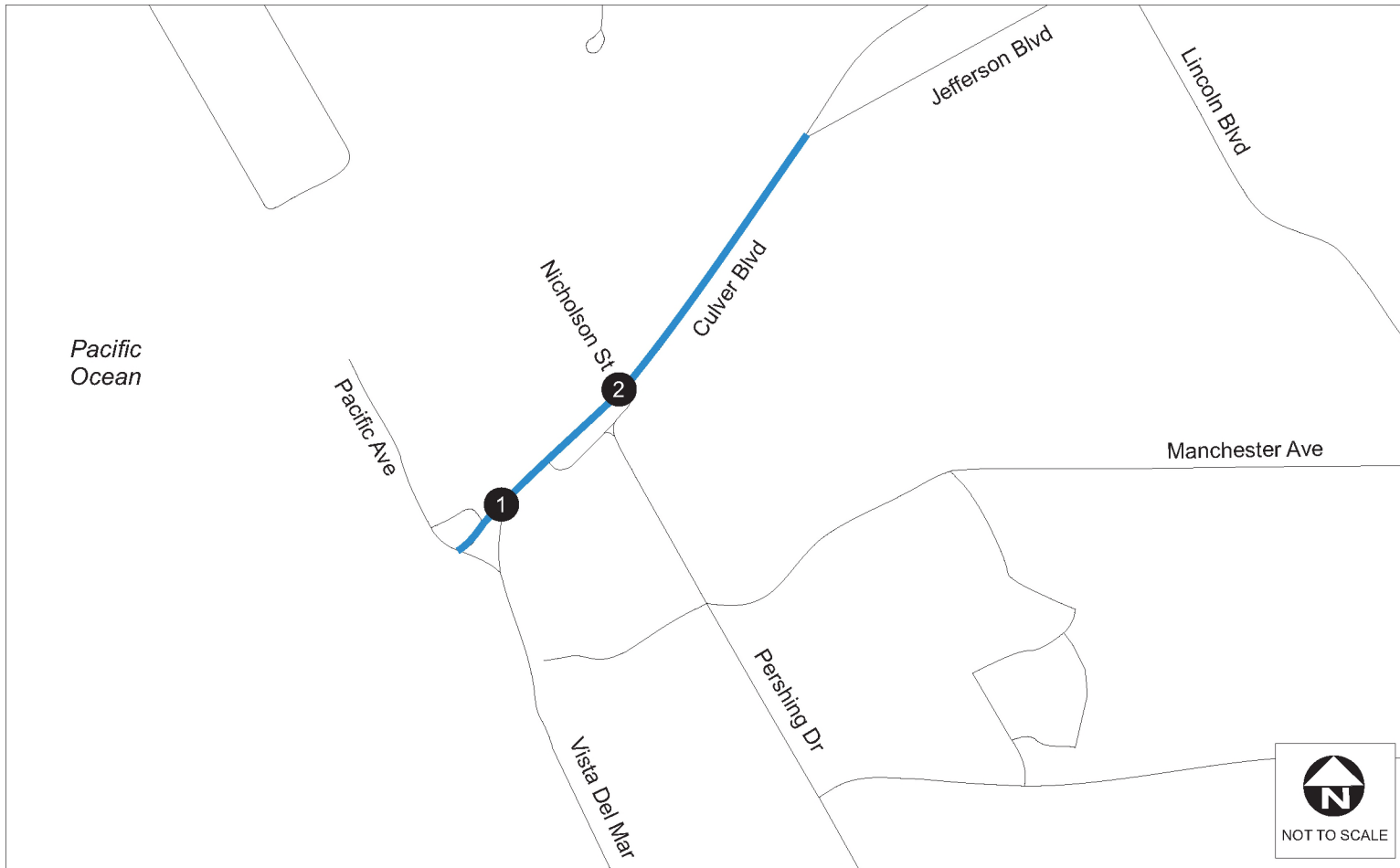
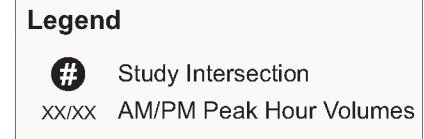
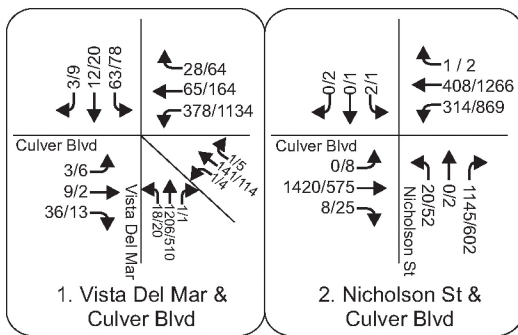
TABLE 3: EXISTING INTERSECTION LOS

Intersection		Traffic Control	AM Peak Hour		PM Peak Hour	
			LOS	Delay (s)	LOS	Delay (s)
1	Vista Del Mar/Culver Blvd	Signal	D	37.6	C	26.2
2	Nicholson Street/Culver Blvd	Signal	F	231.2	E	71.2
Total Delay			-	268.8	-	97.4

Notes:

HCM 2000 Operations Methodology.

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds)



6. EXISTING PLUS PROJECT CONDITIONS INTERSECTION ANALYSIS

This section analyzes the potential impact the project would have during existing conditions at the study intersections. As described earlier, the project consists of the implementation of bike lanes along 0.9 miles of Culver Boulevard, between Pacific Avenue and Jefferson Boulevard in the Westside area of the City of Los Angeles.

Figure 5 shows the existing plus project intersection configurations assuming the bike lanes have been implemented along the Culver Boulevard corridor. Existing plus project conditions utilizes the same traffic volumes used in existing conditions, and assumes a worst-case scenario that no traffic diversion off Culver Boulevard occurs despite the reduction in vehicular capacity, and that no bicycle mode shift occurs to complete the 11% of trips in the surrounding area that are three miles or less.

Based on the existing plus project intersection configurations, the levels of service at the analyzed intersections were calculated for the morning and evening peak hours. **Table 4** summarizes the existing plus project LOS results at the study intersections. The resultant change in average vehicle delay, comparing the existing year without project conditions to the existing year with project conditions is also presented in the table.

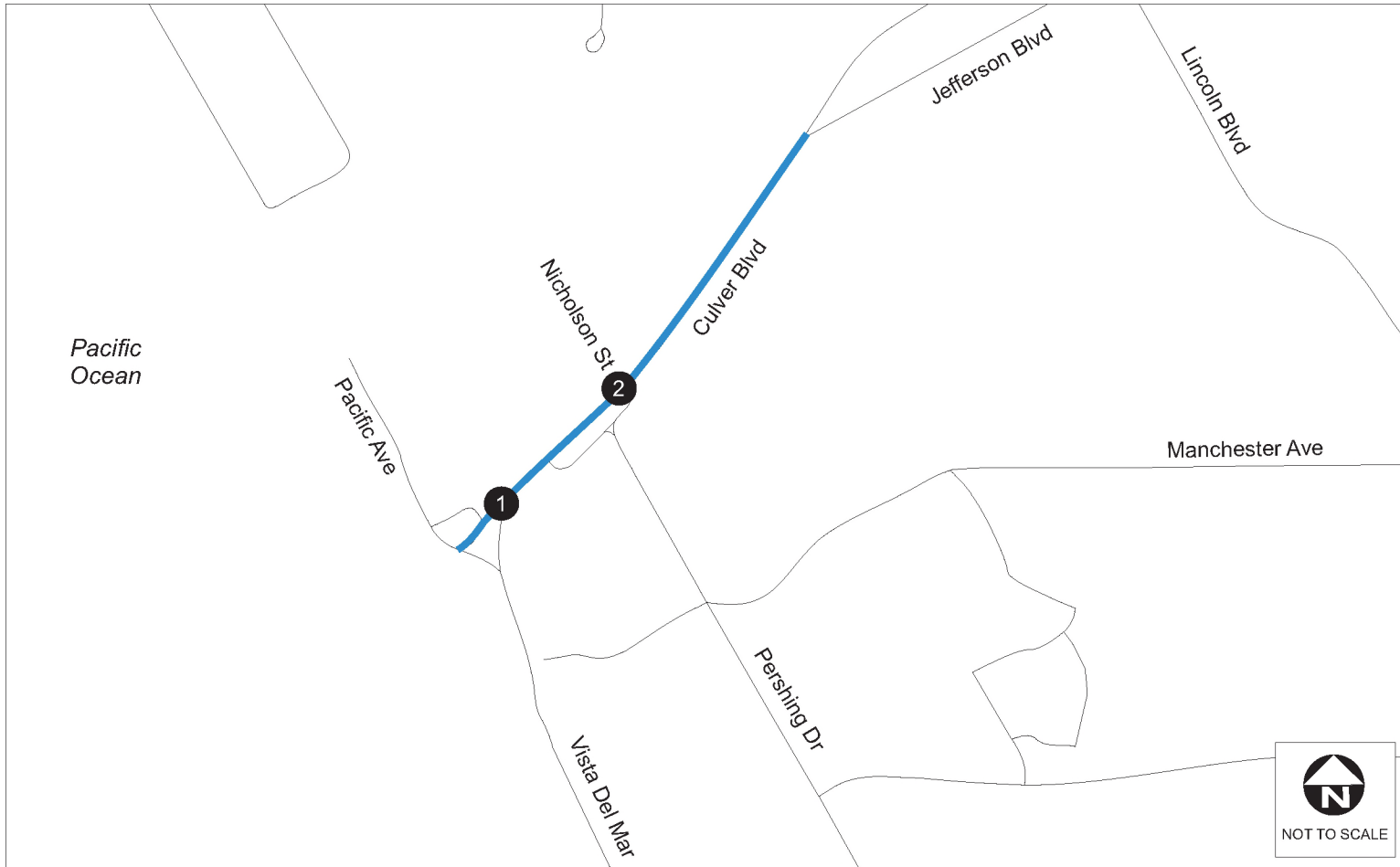
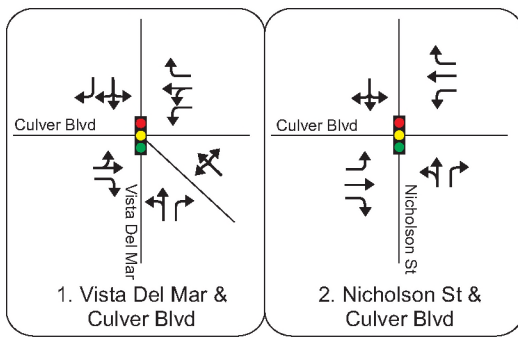


TABLE 4: EXISTING PLUS PROJECT INTERSECTION LOS

Intersection		Without Project				With Project				Change in AM Delay (s)	Change in PM Delay (s)	Significant Impact?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)			
1	Vista Del Mar/Culver Blvd	D	37.6	C	26.2	D	47.1	C	31.3	9.5	5.1	Yes
2	Nicholson Street/Culver Blvd	F	231.2	E	71.2	F	443.7	F	151.3	212.5	80.1	Yes
Total Delay		-	268.8	-	97.4	-	490.8	-	182.6	222.0	85.2	-

Notes:

HCM 2000 Operations Methodology.

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds)

As shown in **Table 4**, based on LADOT thresholds of significance, both study intersections are forecast to be significantly impacted by the proposed bike lane implementation.

This analysis is considered conservative since no traffic diversion off Culver Boulevard is considered, despite the reduction in vehicular capacity resulting from bike lane implementation, and that no bicycle mode shift would occur despite the increase in bicycle capacity and comfort.

7. FUTURE YEAR WITHOUT PROJECT CONDITIONS INTERSECTION ANALYSIS

This section analyzes the future year conditions without the project at the study intersections. In order to derive the future year without project configuration volumes, traffic from future related development projects was added to the existing peak hour traffic counts where applicable, based on the year each project was completed and the year each individual intersection traffic count was conducted. Detailed related project information is provided in **Appendix D**. Traffic from the following related project was included in the analysis:

- Village at Playa Vista;
- 138 Culver Boulevard Mixed-Use; and
- Pacific Avenue Townhomes and Retail project.

The future year without project morning and evening peak hour traffic volumes are shown on **Figure 6**. **Table 5** summarizes the future year without project LOS results at the study intersections. Detailed LOS calculations are provided in **Appendix C**.

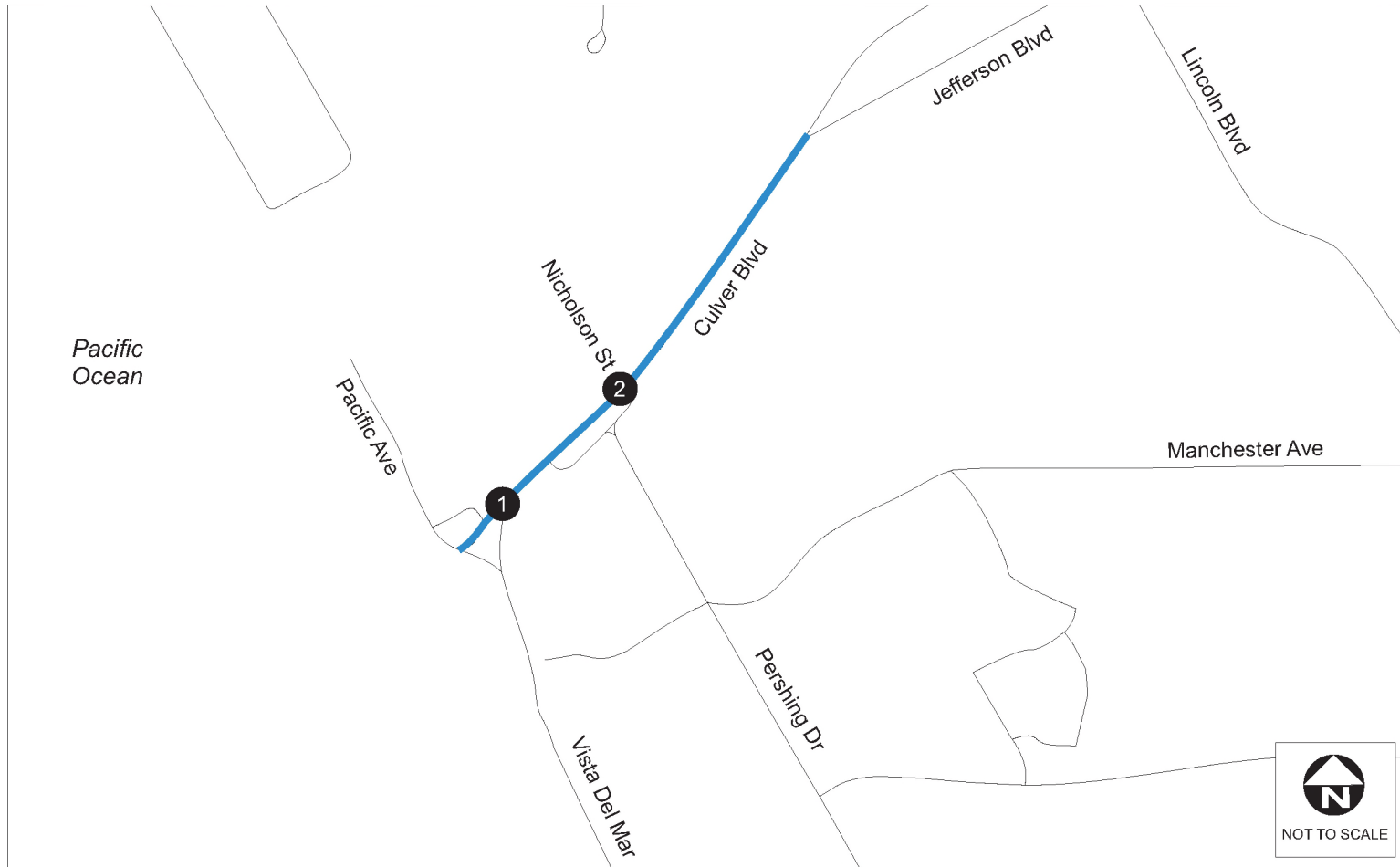
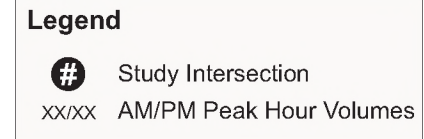
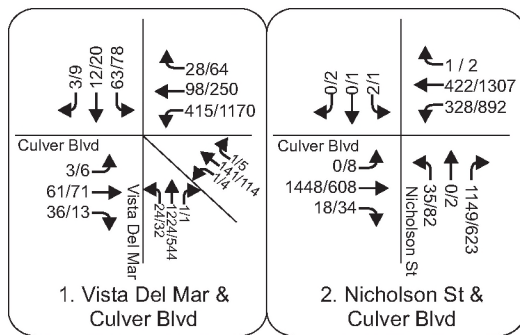
TABLE 5: FUTURE YEAR WITHOUT PROJECT INTERSECTION LOS

Intersection		Traffic Control	AM Peak Hour		PM Peak Hour	
			LOS	Delay (s)	LOS	Delay (s)
1	Vista Del Mar/Culver Blvd	Signal	D	42.9	D	44.0
2	Nicholson Street/Culver Blvd	Signal	F	239.4	E	79.1
Total Delay			-	282.3	-	123.1

Notes:

HCM 2000 Operations Methodology.

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds)



8. FUTURE YEAR WITH PROJECT CONDITIONS INTERSECTION ANALYSIS

This section analyzes the potential impact the project would have during future year conditions at the study intersections. As described earlier, the project consists of the implementation of bike lanes along 0.9 miles of Culver Boulevard, between Pacific Avenue and Jefferson Boulevard in the Westside area of the City of Los Angeles.

Future year with project intersection configurations along the Culver Boulevard corridor are assumed to be the same as those presented for existing plus project conditions. Future year with project conditions utilizes the same traffic volumes as used in future year without project conditions, and assumes a worst-case scenario that no traffic diversion off Culver Boulevard occurs despite the reduction in vehicular capacity, and that no bicycle mode shift occurs to complete the 11% of trips in the surrounding area that are three miles or less.

Based on the future year with project intersection configurations, the levels of service at the analyzed intersections were calculated for the morning and evening peak hours. **Table 6** summarizes the future year with project LOS results at the study intersections. The resultant change in average vehicle delay, comparing the future year without project conditions to the future year with project conditions is also presented in the table.

TABLE 6: FUTURE YEAR WITH PROJECT INTERSECTION LOS

Intersection		Without Project				With Project				Change in AM Delay (s)	Change in PM Delay (s)	Significant Impact?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)			
1	Vista Del Mar/Culver Blvd	D	42.9	D	44.0	E	55.4	E	66.4	12.5	22.4	Yes
2	Nicholson Street/Culver Blvd	F	239.4	E	79.1	F	455.2	F	187.2	215.8	108.1	Yes
Total Delay		-	282.3	-	123.1	-	510.6	-	253.6	228.3	130.5	-

Notes:

HCM 2000 Operations Methodology.

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds)

As shown in **Table 6**, based on LADOT thresholds of significance, both study intersections are forecast to be significantly impacted by the proposed bike lane implementation.

This analysis is considered conservative since no traffic diversion off Culver Boulevard is considered, despite the reduction in vehicular capacity resulting from bike lane implementation, and that no bicycle mode shift would occur despite the increase in bicycle capacity and comfort.

However, an assessment of the possibility of traffic diversion was considered for future year conditions based on the largest potential impact location. Implementation of bike lanes along Culver Boulevard is forecast to create a significant impact by increasing vehicle delay by:

- 216 seconds in the a.m. peak hour at the Nicholson Street intersection. This impact would require approximately 400 vehicles to be removed from the traffic stream along Culver Boulevard to return to “no project” conditions.
- 108 seconds in the p.m. peak hour at the Nicholson Street intersection. This impact would require approximately 450 vehicles to be removed from the traffic stream along Culver Boulevard to return to “no project” conditions.

The safer and more convenient bicycle lanes may be expected to capture 5% of existing vehicle trips of 3 miles or less, or about 10 vehicles, leaving an impact of approximately 890 vehicles needed to be removed from the traffic stream at Nicholson Street to return to “no project” conditions in the p.m. peak hour. Based on the orientation and location of Culver Boulevard through the study area, though, diversion to adjacent arterials is unlikely.

9. SUMMARY AND CONCLUSIONS

The proposed project consists of bike lanes along 0.9 miles of Culver Boulevard, between Pacific Avenue and Jefferson Boulevard in the Westside area of the City of Los Angeles. Based on LADOT thresholds of significance the proposed project would significantly impact the traffic operations at both study area intersections. Implementation of the proposed project would result in a 3 minute, 48 second increase in the total delay at the study intersections along the corridor during the a.m. peak hour and in a 2 minute, 11 second increase during the p.m. peak hour.

Attachment F

Updated Traffic Impact Analysis

Table 1: Levels of Service

Table 1: Safe Streets Project Delay Analysis - Before and After the Safe Street Improvements With and Without Related Projects

No.	Intersection	Existing Condition Without Project ¹				Existing Condition With Project ²				Change in AM Delay(m)	Change in PM Delay(m)	Future Condition with Project ³				Change in AM Delay(m)	Change in PM Delay(m)
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				AM Peak Hour		PM Peak Hour			
		LOS	Delay (m)	LOS	Delay (m)	LOS	Delay (m)	LOS	Delay (m)			LOS	Delay (m)	LOS	Delay (m)		
1	Culver Blvd. and Vista Del Mar	E	0:55	D	0:52	F	1:41	F	2:49	0:47	1:58	F	1:56	F	3:44	1:01	2:53
2	Culver Blvd. and Nicholson St.	F	1:38	C	0:24	F	4:05	D	0:51	2:27	0:27	F	4:15	E	1:12	2:37	0:48
3	Culver Blvd. and Jefferson Blvd.	C	0:35	D	0:38	D	0:43	F	3:35	0:08	2:56	D	0:45	F	3:47	0:11	3:09
4	Manchester Ave. and Pershing Dr.	C	0:27	C	0:23	F	1:44	F	1:25	1:17	1:03	F	1:47	F	1:30	1:20	1:08
5	Westchester Pkwy. And Pershing Dr.	C	0:22	C	0:21	E	0:58	C	0:23	0:36	0:02	E	0:59	C	0:24	0:38	0:03

Notes: 1. Existing lane configurations prior to traffic calming restriping - traffic counts were collected in April 2015
 2. Existing lane configurations with traffic calming restriping - traffic counts were collected in April 2015
 3. Existing lane configurations with traffic calming restriping - traffic 2015 counts plus related projects
 LOS = Level of Service, Delay = Average Vehicle Delay (minutes:seconds)