

<b>RTIP ID#</b> <i>(required)</i> : LA000800	
<b>TCWG Consideration Date</b> : February 23, 2016	
<p><b>Project Description</b> <i>(clearly describe project)</i></p> <p>The City of Santa Monica and the California Department of Transportation (Caltrans) are proposing the replacement of the Santa Monica Pier Bridge. The proposed project would be subject to both the California Environmental Quality Act (CEQA) and the federal National Environmental Policy Act (NEPA). A joint Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) for this project is currently being prepared. The City of Santa Monica is the lead agency under CEQA and Caltrans is the lead agency under NEPA. <b>Figure 1-1</b> and <b>Figure 1-2</b> show the regional location and project vicinity, respectively.</p> <p>The Pier Bridge, constructed in 1939, is approximately 490 feet long and extends west from the intersection of Ocean Avenue and Colorado Avenue to the Santa Monica Pier in the City of Santa Monica. The proposed project would include the replacement of the existing, structurally deficient Pier Bridge with a new multi-modal bridge to meet current seismic and Americans with Disabilities Act (ADA) standards. Three build alternatives are being considered:</p> <ul style="list-style-type: none"> <li>• <b>Alternative 1</b>: New Wider Replacement Bridge at the Existing Alignment and Temporary Vehicle Access Bridge on Moss Avenue During Construction (see <b>Figure 1-3</b>).</li> <li>• <b>Alternative 2</b>: New Wider Replacement Bridge at Existing Alignment and Temporary Vehicle Access Ramp North of the Pier and the Existing Bridge During Construction (see <b>Figure 1-3</b>).</li> <li>• <b>Alternative 3 (Locally Preferred Alternative)</b>: Two New Bridges – New Replacement Bridge for Pedestrian, Bicycle, Emergency, and Limited Access at the Existing Alignment and New Permanent Vehicle-Only Bridge at Moss Avenue (see <b>Figure 1-4</b>).</li> </ul> <p>The Pier Bridge qualifies for replacement under the federal Highway Bridge Program (HBP) and is eligible for Toll-Credit funding. As such, the project is included in the 2015 Federal Statewide Transportation Improvement Program (FSTIP) and is proposed for funding under the HBP, under the individual project ID of BHLO-5107(033). This project is also included in the Southern California Association of Governments (SCAG) 2015 Federal Transportation Improvement Program (FTIP) as a project grouped with others under project ID LA000800. The SCAG 2015 FTIP was determined to have met air quality conformity requirements by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 15, 2014. The 2015 FSTIP was also approved by FHWA and FTA on December 15, 2014.</p> <p>Build Alternatives 1 and 2 are clearly exempt from the requirement to demonstrate transportation per 40 CFR 93.126, as they would involve replacement of the existing bridge structure at its existing location with no change in the existing number of travel lanes. Build Alternative 3 (Locally Preferred Alternative), however, replaces the existing bridge at its existing location with pedestrian, bicycle, emergency and limited access bridge at its existing location; and constructs a new bridge (with no change in number of travel lanes) that would extend from Moss Avenue, instead of from Colorado Avenue (as is the case with the existing bridge). As such, this consultation/analysis focuses on Build Alternative 3 (Locally Preferred Alternative), shown in <b>Figure 1-4</b>.</p>	
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> : Roadway realignment	
<b>County</b> Los Angeles	<p><b>Narrative Location/Route &amp; Postmiles</b>: BRIDGE NO. 53C1900, COLORADO AVE OVER APPIAN WAY/PROMENDAE, 0.6 MI W/O LINCOLN BLVD. Replace existing 2-lane bridge with new 2-lane bridge.</p> <p><b>Caltrans Projects – EA#</b> BHLO-5107(033)</p>

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>Lead Agency:</b> City of Santa Monica				
<b>Contact Person</b> Keith Cooper	<b>Phone#</b> 213-312-1752	<b>Fax#</b> 213-312-1799	<b>Email</b> Keith.Cooper@icfi.com	
<b>Hot Spot Pollutant of Concern</b> ( <i>check one or both</i> ) <b>PM2.5</b> ✓ <b>PM10</b> ✓				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> ( <i>check appropriate box</i> )				
<b>Categorical Exclusion (NEPA)</b>	✓ <b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b> December 2019				
<b>NEPA Assignment – Project Type</b> ( <i>check appropriate box</i> )				
<b>Exempt</b>	<b>Section 326 –Categorical Exemption</b>	✓ <b>Section 327 – Non-Categorical Exemption</b>		
<b>Current Programming Dates</b> ( <i>as appropriate</i> )				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	September 2012	September 2012	December 2017	January 2019
<b>End</b>	December 2017	December 2018	January 2019	December 2020
<b>Project Purpose and Need (Summary):</b> ( <i>attach additional sheets as necessary</i> )				
<b>Purpose</b>				
The primary purposes and objectives of the proposed project are as follows:				
<ul style="list-style-type: none"> <li>• To provide a bridge that would be structurally sound and seismically resistant;</li> <li>• To provide a bridge with a 75-year design life;</li> <li>• To ensure adequate and safe access to the Pier by all users, including pedestrians, bicyclists, motorists, and emergency vehicles;</li> <li>• To improve bicycle and pedestrian access to the Pier;</li> <li>• To preserve the historic character of the Pier and adjacent historic structures, including the Pier entrance sign, while improving access to the Pier; and</li> <li>• Maintain continuous access to the Pier for Pier users, and the continuous operations of the City and the Pier businesses during construction of the project.</li> </ul>				
<b>Safety Needs</b>				
Peak weekend average daily traffic (ADT) to the Pier is approximately 3,667 vehicles, comprised of a mix of beach/amusement park patrons and service/delivery vehicles. However, the largest groups of bridge users by far are pedestrians and bicyclists accessing the Pier and boardwalk/beach access points from Ocean Avenue. Pier deck parking accommodates 277 vehicles. When Pier deck parking is full or during periods of high pedestrian usage, the bridge is closed to vehicular traffic and functions as a pedestrian/bicycle facility. It is notable that Pier usage is heavy not only in the summer months, but all year around. In fact, the second busiest time for Pier businesses and attendance is the Winter Holiday Season. During these high use times the bridge is not sufficiently wide enough to accommodate the pedestrians, bicycles, and vehicular traffic, causing safety concerns that have been documented by both the City of Santa Monica Police and Fire Departments. This situation exacerbates congestion at the Colorado Avenue/Ocean Avenue intersection and other intersections approaching the Pier during peak periods, often affecting traffic throughout the broader downtown area. This congestion has limited public access to the area as well as its recreational use. When pedestrian volume is high enough, many people are comfortable ignoring pedestrian indicators on the traffic signal in front of the Pier Sign and overflowing in to the roadway. Another existing point of pedestrian and vehicular conflict on the Pier is the pedestrian crosswalk across the Pier access road just prior to the vehicle turnaround and entrance to the Pier parking lot.				
<b>Surrounding Land Use/Traffic Generators</b> ( <i>especially effect on diesel traffic</i> )				
Surrounding land uses include a mix of commercial, restaurant, retail, recreational, and residential uses. No surrounding land uses are associated with high levels of heavy-truck traffic. <b>Figure 2-1</b> provides an illustration of surrounding land uses.				

<p><b>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b> Pier Bridge would have 0% heavy-truck traffic volumes. Please see <b>Traffic Data</b> attachment.</p>
<p><b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b> Horizon year analysis was not performed, but Pier Bridge would continue to have 0% heavy truck traffic volumes.</p>
<p><b>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b> Surrounding intersection locations affected by traffic redistribution have a fleet mix of approximately 97% passenger vehicle, 2% medium truck, and 1% heavy-truck. Please see <b>Traffic Data</b> attachment.</p> <p><b>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b> Horizon year analysis was not performed, but surrounding intersection locations affected by traffic redistribution are expected to maintain a fleet mix of approximately 97% passenger vehicle, 2% medium truck, and 1% heavy-truck.</p>
<p><b>Describe potential traffic redistribution effects of congestion relief (<i>impact on other facilities</i>)</b> Build Alternative 3 (Locally Preferred Alternative) would relocate the Pier Bridge vehicular access from its current location of Colorado Boulevard to a new location at Moss Avenue (see <b>Figure 1-4</b>). Given that Pier Bridge traffic volumes are relatively low, traffic redistribution effects would be limited.</p>

**Comments/Explanation/Details** *(attach additional sheets as necessary)*

The United States Environmental Protection Agency (EPA) specifies in 40 CFR 93.123(b)(1) that only “projects of air quality concern” (POAQC) are required to undergo a PM<sub>2.5</sub> and PM<sub>10</sub> hot-spot analysis. EPA defines POAQCs as certain highway and transit projects that involve significant levels of diesel traffic or any other project that is identified by the PM<sub>2.5</sub> SIP as a localized air quality concern. A discussion of the proposed project compared to POAQCs, as defined by 40 CFR 93.123(b)(1), is provided below:

**New or expanded highway projects that have a significant number of or significant increase in diesel vehicles.** The project would involve the reconstruction of the Pier Bridge at the existing location under Build Alternatives 1 and 2. Build Alternative 3 would involve reconstruction of the Pier Bridge for primarily pedestrian and bicycle use as well as the construction of a new vehicular bridge at Moss Avenue. None of the three build alternatives would increase the parking capacity on the Pier or elsewhere in the project area, nor would they involve land use changes such that trip generation would increase. Diesel vehicle use would not change as a result of project implementation.

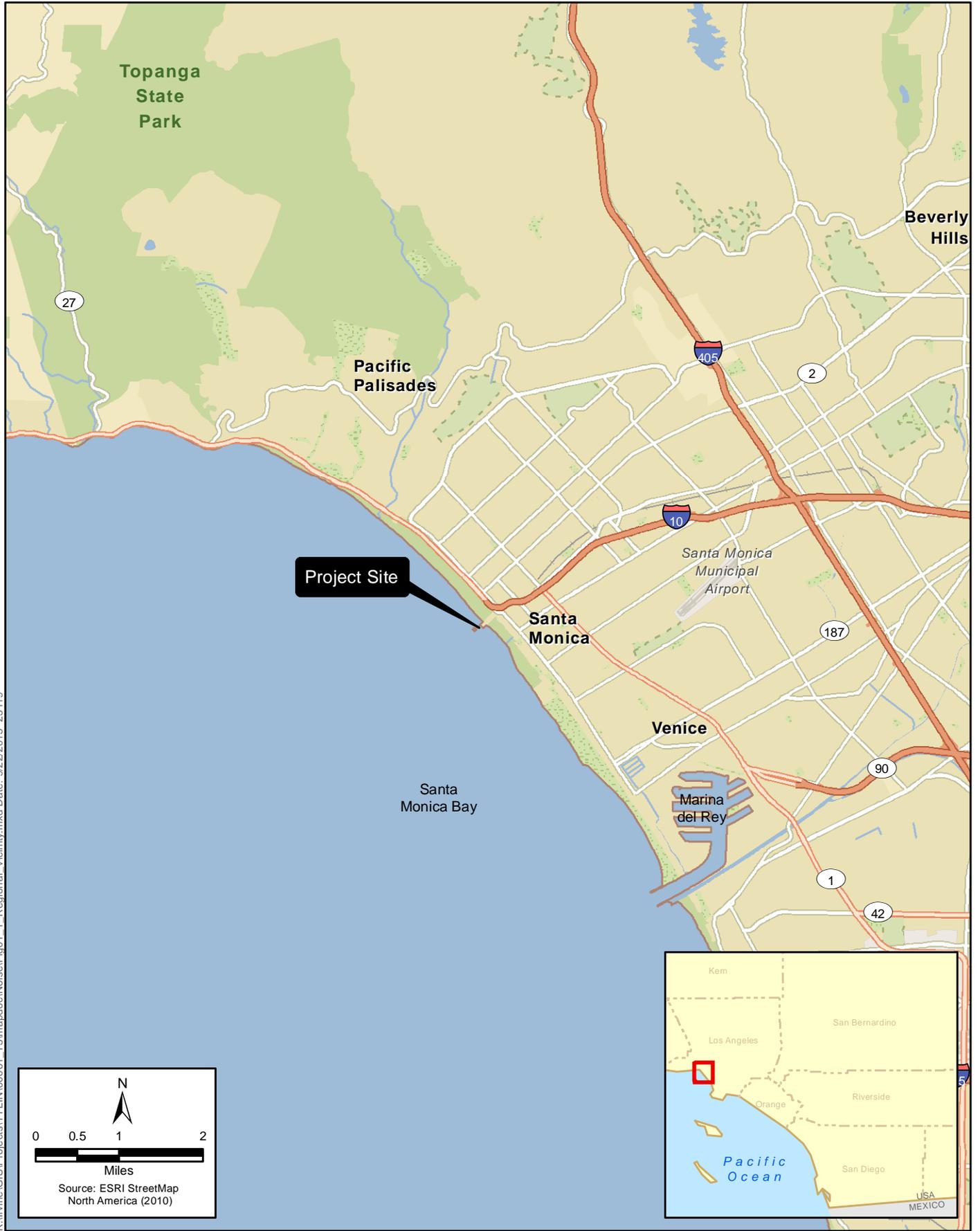
**Projects affecting intersections that are at LOS D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.** Under Build Alternative 3, Access Scenario 1 conditions in 2025, two of the five intersections operating at LOS D or worse—Ocean Avenue/Seaside Terrace and 4th Street/Interstate 10 (I-10) Eastbound On-Ramp—would experience significant traffic impacts relative to the No-Build conditions. Under Build Alternative 3, Access Scenario 2 conditions in 2025, one of the six intersections operating at LOS D or worse—Ocean Avenue/Seaside Terrace—would experience significant traffic impacts relative to the No-Build conditions. Although the operational efficiency of intersections would deteriorate, this would result from trip redistribution to access the new Moss Avenue vehicle bridge rather than as a result of the generation of new trips. Because there would be no increase in parking capacity or land use changes adjacent to the Pier, no new trips would occur. Further, the lack of change to Pier-adjacent land uses would preclude the need for new delivery and other diesel vehicle use in the area. Therefore, although there would be some deterioration of operational traffic conditions, implementation of Alternative 3 would not increase the number of diesel vehicles operating in the area.

**New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.** The proposed project would be located near bus stops on Ocean Avenue, but no major congregation of buses occurs in the area. Furthermore, both the Santa Monica Big Blue Bus and Metro fleets use liquefied or compressed natural gas fuels rather than diesel fuels.

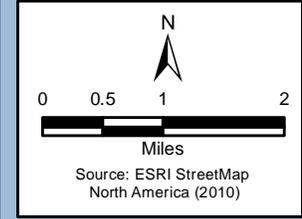
**Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.** The proposed project would not expand any bus terminal, rail terminal, or related transfer point that would increase the number of diesel vehicles congregating at any single location.

**Projects in or affecting locations, areas, or categories of sites that are identified in the PM<sub>2.5</sub>- or PM<sub>10</sub>-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.** The project site is not in or affecting an area or location identified in any PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan. The immediate project area is not considered to be a site of violation or possible violation.

The discussion provided above indicates that the proposed project would not be considered a POAQC, as defined by 40 CFR 93.123(b)(1). Therefore, it is unlikely that the proposed project would generate new air quality violations, worsen existing violations, or delay attainment of national AAQS for PM<sub>2.5</sub> and PM<sub>10</sub>.



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**Figure 1-1  
Regional Vicinity Map  
Santa Monica Pier Bridge Replacement Project**





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**Figure 1-2**  
**Project Location Map**  
**Santa Monica Pier Bridge Replacement Project**





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N  
 0 100 200  
 Feet  
 Source: USGS Topography - Beverly Hills; Topanga  
 1 inch = 300 ft

**Legend**

- Pier Widening
- Pave Marker
- Centerline
- Concrete
- Reconstructed Retaining Wall



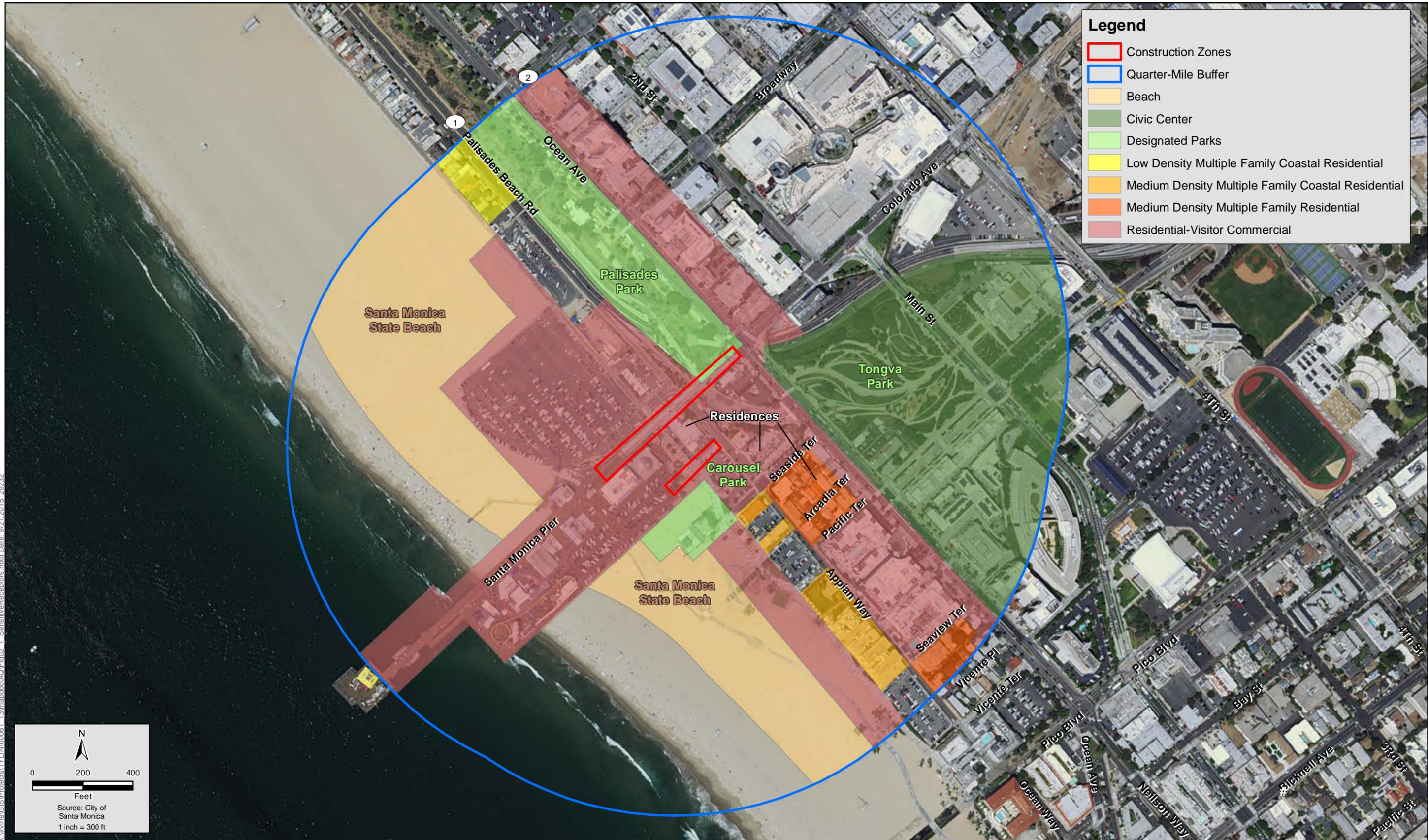
**Figure 1-3**  
**Build Alternative 1 & 2 Location Map**  
**Santa Monica Pier Bridge Replacement Project**



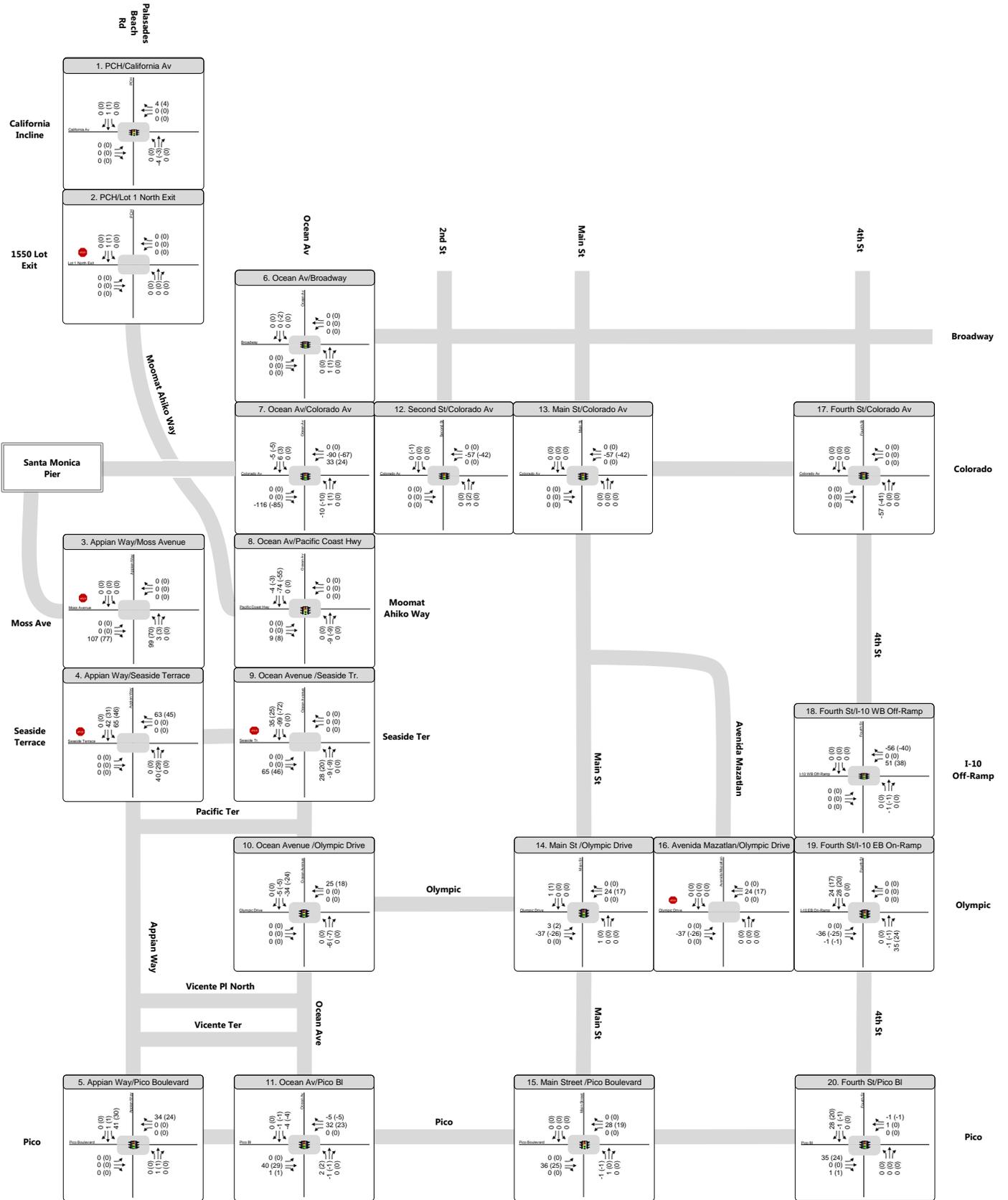
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**Figure 1-4**  
**Build Alternative 3 Location Map**  
**Santa Monica Pier Bridge Replacement Project**

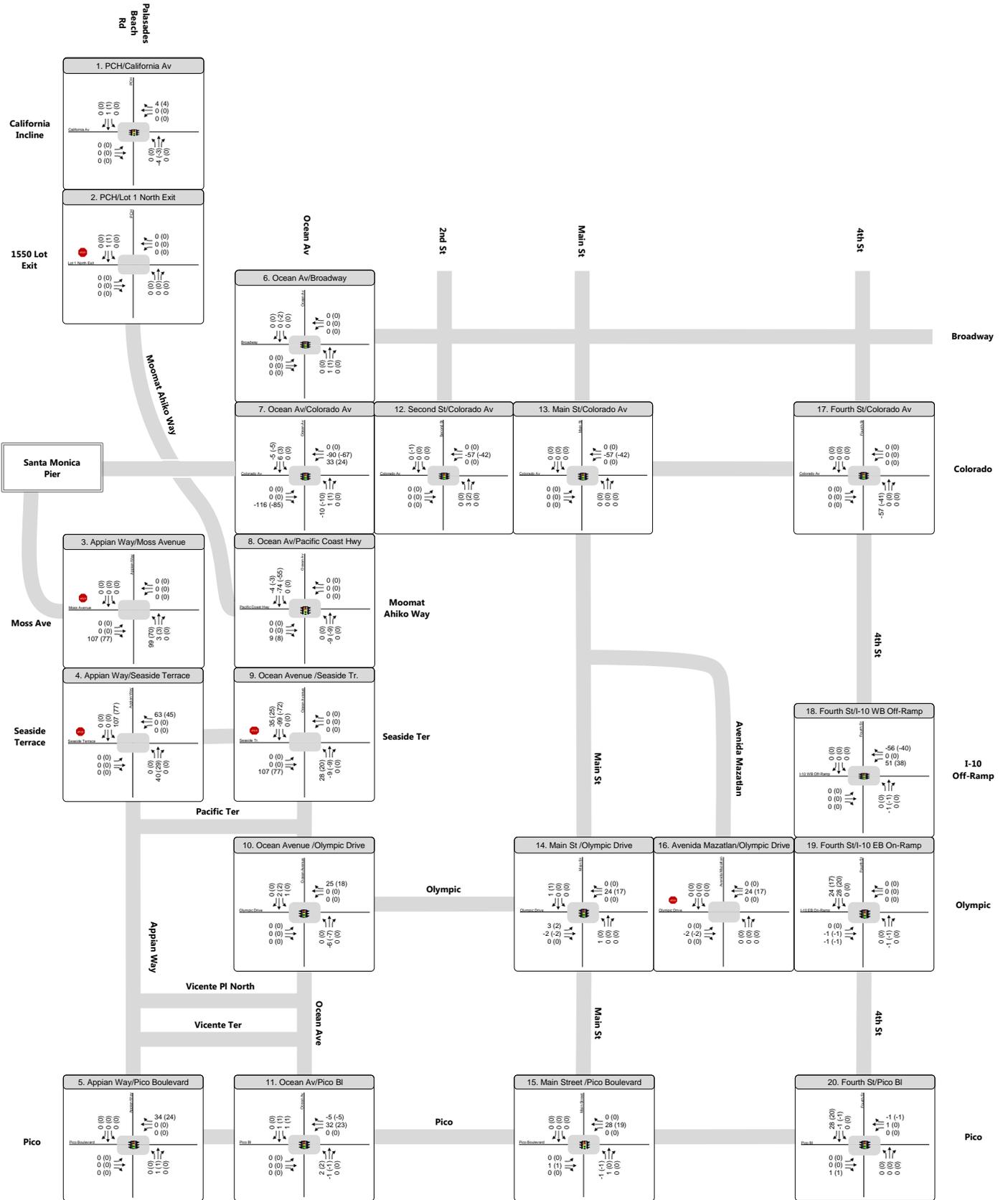


**Figure 2-1**  
**Sensitive Receptor Locations**  
**Santa Monica Pier Bridge Replacement**



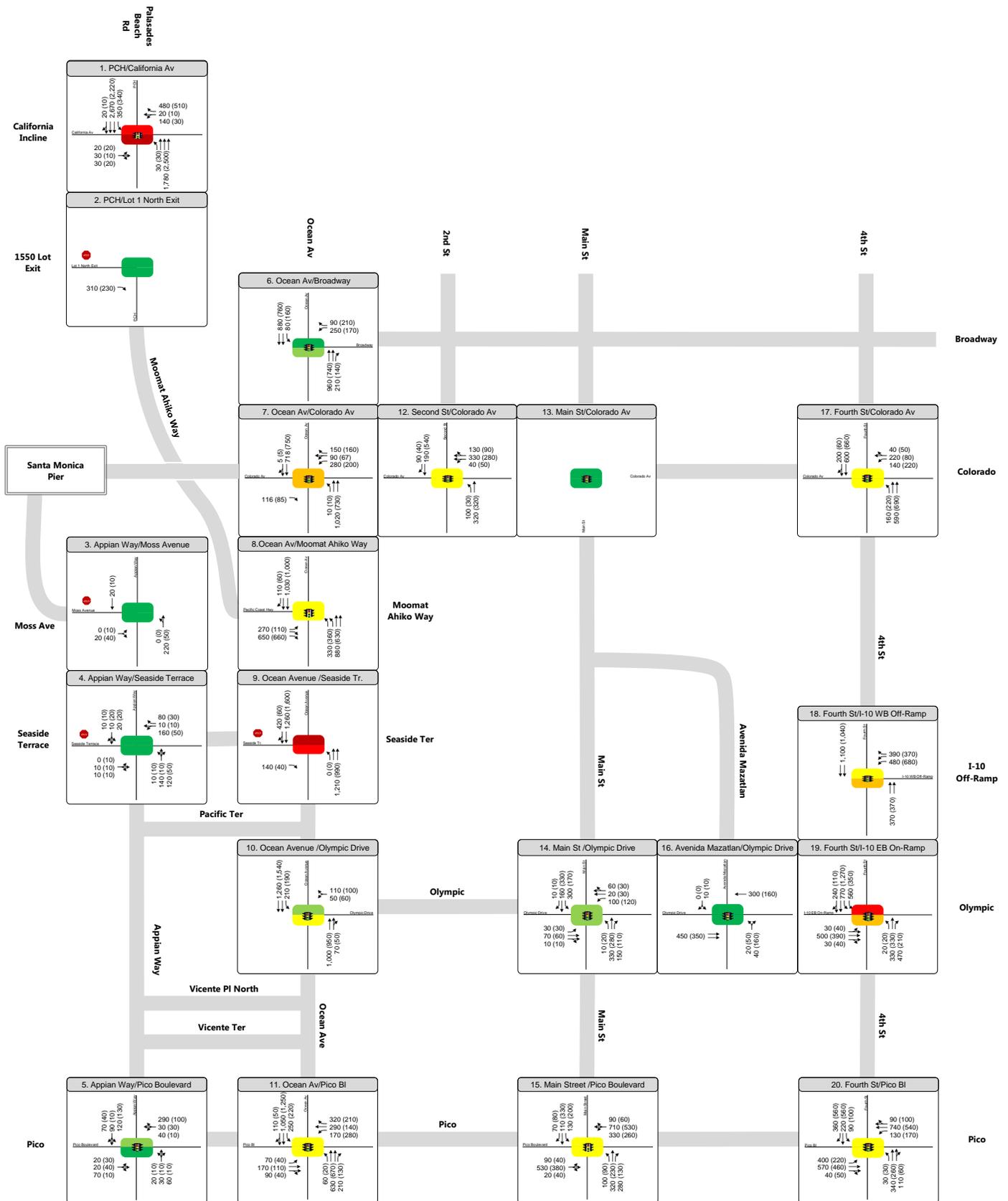
WKND PM Level of Service **A B C D E F**

Weekend Midday Peak Hour (Weekday PM Peak Hour)



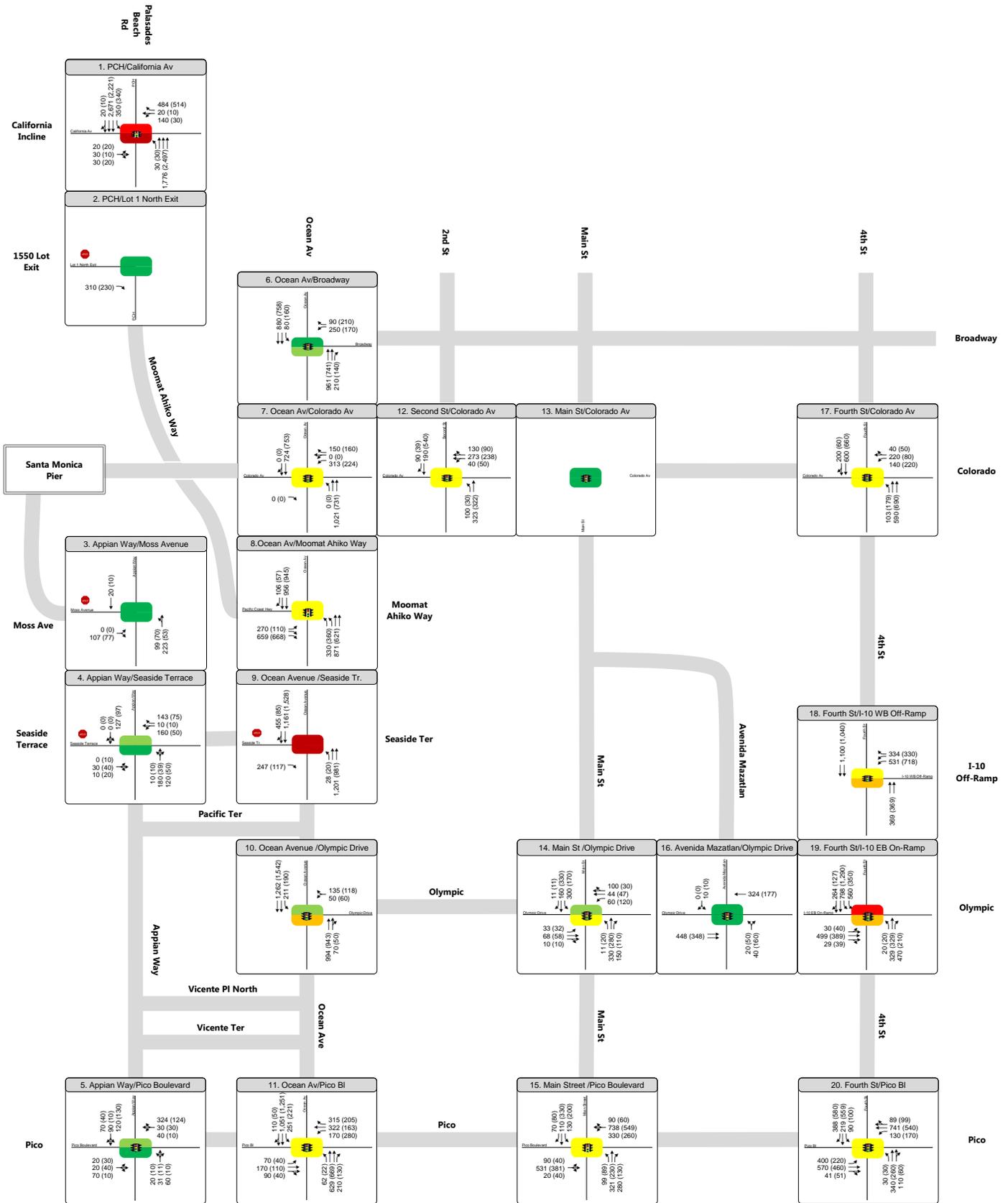
WKND PM Level of Service **A B C D E F**

Weekend Midday Peak Hour (Weekday PM Peak Hour)

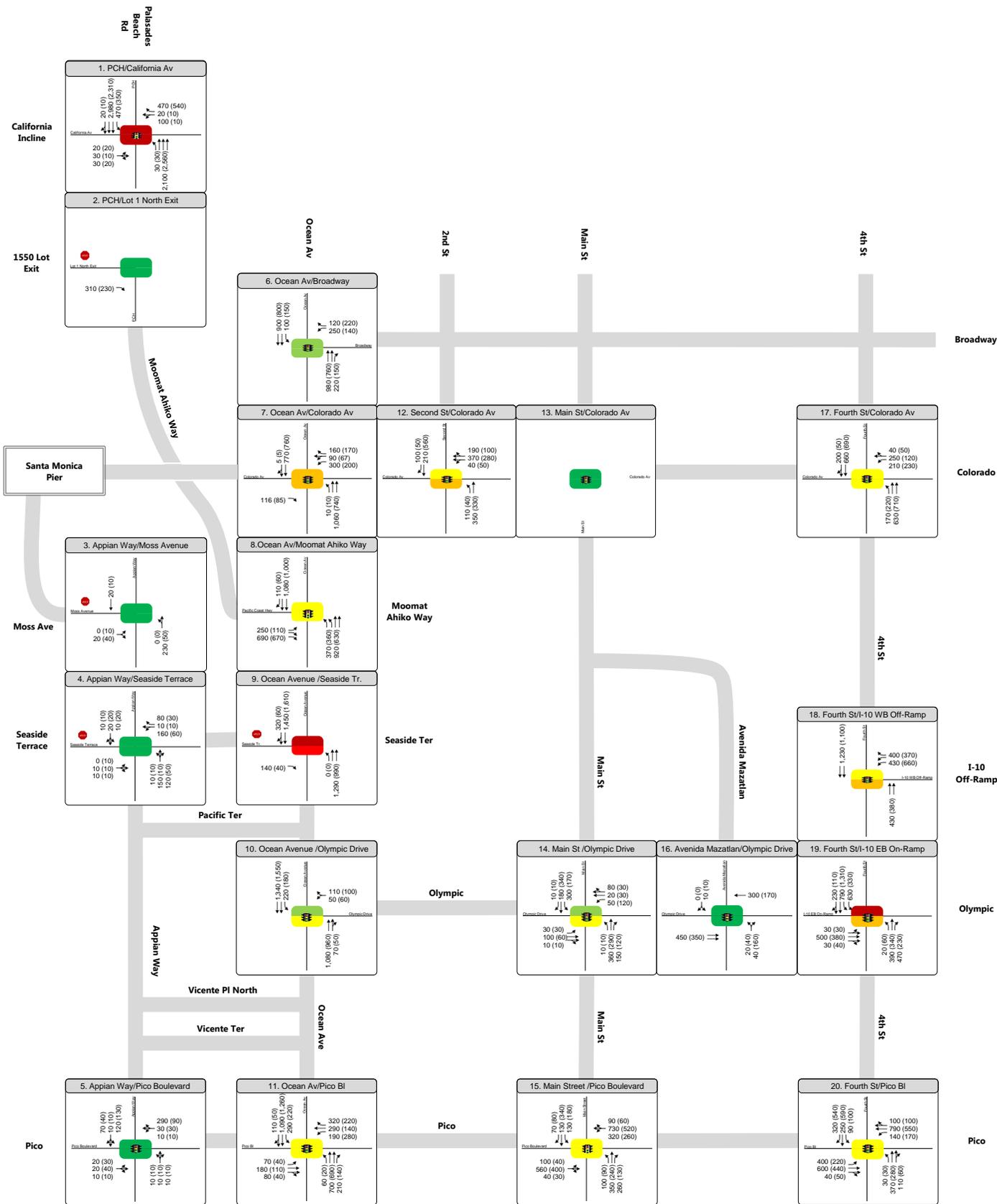


Peak Hour Traffic Volumes And Lane Configurations  
Approval year (2017)/ No Project/ Alt. 1/ Alt. 2 Turning Movements Forecasts





Level of Service **A B C D E F**  
 Weekend Midday Peak Hour (Weekday PM Peak Hour)

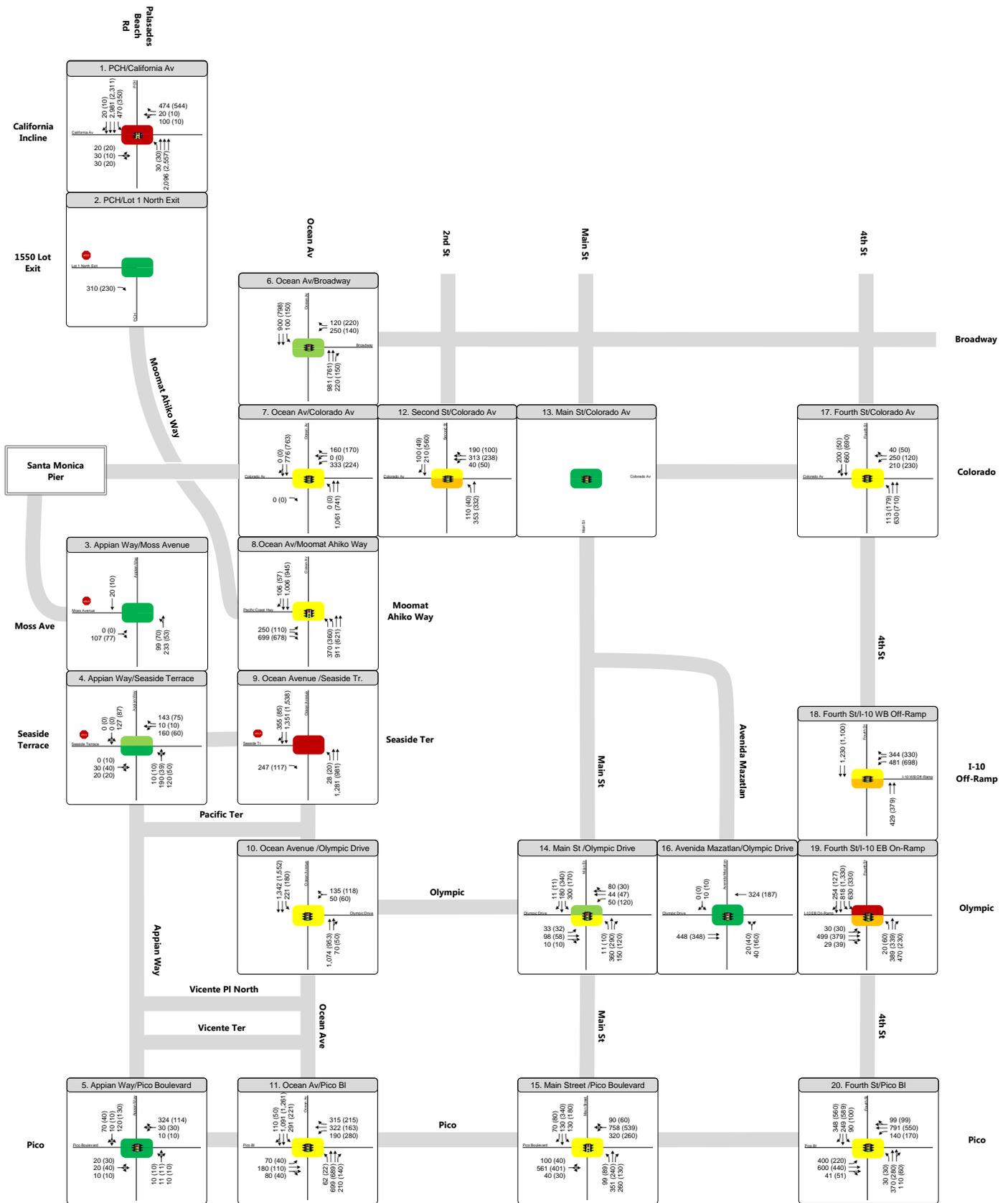


WKND PM Level of Service **A B C D E F**

Weekend Midday Peak Hour (Weekday PM Peak Hour)

Peak Hour Traffic Volumes And Lane Configurations  
 Future year (2025)/ No Project/ Alt 1./ Alt 2 Turning Movements Forecasts





Level of Service **A B C D E F**  
 Weekend Midday Peak Hour (Weekday PM Peak Hour)

**TABLE 7-1  
APPROVAL YEAR (2017) INTERSECTION LEVEL OF SERVICE AND IMPACT ANALYSIS  
Alternative 3-Access1**

NO.	INTERSECTION	CLASS	Control Type	PEAK HOUR	APPROVAL NO PROJECT (Alt 1 and Alt 2)			APPROVAL + PROJECT (Alt 3-Access 1)			V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
					V/C	DELAY	LOS	V/C	DELAY	LOS		
1	Pacific Coast Highway (PCH) & California Incline	A	Signal	PM	1.069	**	F	1.071	**	F	0.002	No
				WKND	0.889	67	E	0.890	67	E	0	No
2	Pacific Coast Highway (PCH) & The Lot Exit	A	TWSC	PM	0.211	9	A	0.211	9	A	0	No
				WKND	0.284	10	A	0.285	10	A	0	No
3	Appian Way & Moss Avenue	C	TWSC	PM	0.000	7	A	0.000	8	A	1	No
				WKND	0.000	8	A	0.000	9	A	1	No
4	Appian Way & Seaside Terrace	C	AWSC	PM	na	8	A	na	9	A	1	No
				WKND	na	9	A	na	10	B	1	No
5	Appian Way & Pico Boulevard	A	AWSC	PM	na	9	A	na	9	A	0	No
				WKND	na	11	B	na	12	B	1	No
6	Ocean Avenue & Broadway	A	Signal	PM	0.396	11	B	0.396	11	B	0	No
				WKND	0.428	10	A	0.428	10	A	0	No
7	Ocean Avenue & Colorado Avenue	A	Signal	PM	0.436	43	D	0.340	32	C	-11	No
				WKND	0.541	50	D	0.418	32	C	-18	No
8	Ocean Avenue & Moomat Ahiko Way	A	Signal	PM	0.621	22	C	0.608	22	C	0	No
				WKND	0.604	29	C	0.587	29	C	0	No
9	Ocean Avenue & Seaside Terrace	A	TWSC	PM	0.267	36	E	0.552	51	F	15	Yes
				WKND	0.880	99	F	1.227	**	F	0,347	Yes
10	Ocean Avenue & Olympic Boulevard	A	Signal	PM	0.651	30	C	0.667	31	C	1	No
				WKND	0.605	18	B	0.601	18	B	0	No
11	Ocean Avenue & Pico Boulevard	A	Signal	PM	0.555	24	C	0.622	25	C	1	No
				WKND	0.510	31	C	0.506	31	C	0	No
12/13	2nd Street & Colorado Avenue	A	Signal	PM	0.288	30	C	0.277	32	C	2	No
				WKND	0.317	33	C	0.302	35	C	2	No
14	Main Street & Olympic Boulevard	C	Signal	PM	0.331	14	B	0.241	13	B	-1	No
				WKND	0.355	14	B	0.349	13	B	-1	No
15	Main Street & Pico Boulevard	A	Signal	PM	0.481	31	C	0.488	32	C	1	No
				WKND	0.523	30	C	0.530	30	C	0	No
16	Mazatlan Drive Olympic Boulevard	C	Signal	PM	0.270	7	A	0.266	7	A	0	No
				WKND	0.226	6	A	0.240	6	A	0	No
17	4th Street & Colorado Avenue	A	Signal	PM	0.511	22	C	0.499	22	C	0	No
				WKND	0.463	23	C	0.444	22	C	-1	No
18	4th Street & I-10 Freeway Westbound Off-Ramp	A	Signal	PM	0.920	44	D	0.891	39	D	-5	No
				WKND	0.611	25	C	0.571	24	C	-1	No
19	4th Street & I-10 Freeway Eastbound On-Ramp	A	Signal	PM	0.764	41	D	0.787	45	D	4	No
				WKND	1.023	79	E	1.046	88	F	9	Yes
20	4th Street & Pico Boulevard	A	Signal	PM	0.596	28	C	0.617	29	C	1	No
				WKND	0.606	28	C	0.644	29	C	1	No

**Notes:**

- \* Average stopped delay per vehicle, in seconds.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- A Arterial intersection
- C Collector intersection
- AWSC All Way Stop Control
- TWSC Two-Way Stop Control

**TABLE 7-2**  
**APPROVAL YEAR (2017) INTERSECTION LEVEL OF SERVICE AND IMPACT ANALYSIS**  
**Alternative 3-Access2**

NO.	INTERSECTION	CLASS	Control Type	PEAK HOUR	APPROVAL NO PROJECT (Alt 1 and Alt 2)			APPROVAL + PROJECT (Alt 3-Access 2)			V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
					V/C	DELAY	LOS	V/C	DELAY	LOS		
1	Pacific Coast Highway (PCH) & California Incline	A	Signal	PM	1.069	**	F	1.071	**	F	0.002	No
				WKND	0.889	67	E	0.890	67	E	0	No
2	Pacific Coast Highway (PCH) & The Lot Exit	A	TWSC	PM	0.211	9	A	0.211	9	A	0	No
				WKND	0.284	10	A	0.285	10	A	0	No
3	Appian Way & Moss Avenue	C	TWSC	PM	0.000	7	A	0.000	8	A	1	No
				WKND	0.000	8	A	0.000	9	A	1	No
4	Appian Way & Seaside Terrace	C	AWSC	PM	na	8	A	na	9	A	1	No
				WKND	na	9	A	na	10	B	1	No
5	Appian Way & Pico Boulevard	A	AWSC	PM	na	9	A	na	9	A	0	No
				WKND	na	11	B	na	12	B	1	No
6	Ocean Avenue & Broadway	A	Signal	PM	0.396	11	B	0.396	11	B	0	No
				WKND	0.428	10	A	0.428	10	A	0	No
7	Ocean Avenue & Colorado Avenue	A	Signal	PM	0.436	43	D	0.340	32	C	-11	No
				WKND	0.541	50	D	0.418	32	C	-18	No
8	Ocean Avenue & Moomat Ahiko Way	A	Signal	PM	0.621	22	C	0.608	22	C	0	No
				WKND	0.604	29	C	0.587	29	C	0	No
9	Ocean Avenue & Seaside Terrace	A	TWSC	PM	0.267	36	E	0.748	74	F	38	Yes
				WKND	0.880	99	F	1.478	**	F	0.598	Yes
10	Ocean Avenue & Olympic Boulevard	A	Signal	PM	0.651	30	C	0.669	37	D	7	No
				WKND	0.605	18	B	0.624	20	B	2	No
11	Ocean Avenue & Pico Boulevard	A	Signal	PM	0.555	24	C	0.614	24	C	0	No
				WKND	0.510	31	C	0.507	31	C	0	No
12/13	2nd Street & Colorado Avenue	A	Signal	PM	0.288	30	C	0.277	32	C	2	No
				WKND	0.317	33	C	0.302	35	C	2	No
14	Main Street & Olympic Boulevard	C	Signal	PM	0.331	14	B	0.322	14	B	0	No
				WKND	0.355	14	B	0.355	14	B	0	No
15	Main Street & Pico Boulevard	A	Signal	PM	0.481	31	C	0.482	31	C	0	No
				WKND	0.523	30	C	0.530	30	C	0	No
16	Mazatlan Drive Olympic Boulevard	C	Signal	PM	0.270	7	A	0.269	7	A	0	No
				WKND	0.226	6	A	0.240	6	A	0	No
17	4th Street & Colorado Avenue	A	Signal	PM	0.511	22	C	0.499	22	C	0	No
				WKND	0.463	23	C	0.444	22	C	-1	No
18	4th Street & I-10 Freeway Westbound Off-Ramp	A	Signal	PM	0.920	44	D	0.891	39	D	-5	No
				WKND	0.611	25	C	0.571	24	C	-1	No
19	4th Street & I-10 Freeway Eastbound On-Ramp	A	Signal	PM	0.764	41	D	0.764	41	D	0	No
				WKND	1.023	79	E	1.022	78	E	-1	No
20	4th Street & Pico Boulevard	A	Signal	PM	0.596	28	C	0.607	28	C	0	No
				WKND	0.606	28	C	0.623	28	C	0	No

**Notes:**

- \* Average stopped delay per vehicle, in seconds.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- A Arterial intersection
- C Collector intersection
- AWSC All Way Stop Control
- TWSC Two-Way Stop Control

**TABLE 8-1  
FUTURE YEAR (2025) INTERSECTION LEVEL OF SERVICE AND IMPACT ANALYSIS  
Alternative 3-Access1**

NO.	INTERSECTION	CLASS	Control Type	PEAK HOUR	FUTURE NO PROJECT (Alt 1 and Alt 2)			FUTURE + PROJECT (Alt 3-Access 1)			V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
					V/C	DELAY	LOS	V/C	DELAY	LOS		
1	Pacific Coast Highway (PCH) & California Incline	A	Signal	PM	1.107	**	F	1.109	**	F	0.002	No
				WKND	1.014	87	F	1.011	86	F	-1	No
2	Pacific Coast Highway (PCH) & The Lot Exit	A	TWSC	PM	0.211	9	A	0.211	9	A	0	No
				WKND	0.284	10	A	0.285	10	A	0	No
3	Appian Way & Moss Avenue	C	TWSC	PM	0.000	7	A	0.000	8	A	1	No
				WKND	0.000	8	A	0.000	9	A	1	No
4	Appian Way & Seaside Terrace	C	AWSC	PM	na	8	A	na	9	A	1	No
				WKND	na	10	A	na	11	B	1	No
5	Appian Way & Pico Boulevard	A	AWSC	PM	na	9	A	na	9	A	0	No
				WKND	na	9	A	na	10	A	1	No
6	Ocean Avenue & Broadway	A	Signal	PM	0.394	11	B	0.393	11	B	0	No
				WKND	0.436	10	B	0.437	10	B	0	No
7	Ocean Avenue & Colorado Avenue	A	Signal	PM	0.447	45	D	0.350	33	C	-12	No
				WKND	0.559	55	D	0.437	33	C	-22	No
8	Ocean Avenue & Moomat Ahiko Way	A	Signal	PM	0.638	22	C	0.625	22	C	0	No
				WKND	0.640	29	C	0.623	30	C	1	No
9	Ocean Avenue & Seaside Terrace	A	TWSC	PM	0.276	37	E	0.570	54	F	17	Yes
				WKND	0.950	121	F	1.324	240	F	0.374	Yes
10	Ocean Avenue & Olympic Boulevard	A	Signal	PM	0.654	32	C	0.670	33	C	1	No
				WKND	0.652	20	B	0.648	20	C	0	No
11	Ocean Avenue & Pico Boulevard	A	Signal	PM	0.619	24	C	0.628	25	C	1	No
				WKND	0.520	32	C	0.517	32	C	0	No
12/13	2nd Street & Colorado Avenue	A	Signal	PM	0.447	35	D	0.434	35	D	0	No
				WKND	0.366	32	C	0.351	33	C	1	No
14	Main Street & Olympic Boulevard	C	Signal	PM	0.324	20	B	0.389	20	C	0	No
				WKND	0.362	14	B	0.401	14	B	0	No
15	Main Street & Pico Boulevard	A	Signal	PM	0.487	31	C	0.494	32	C	1	No
				WKND	0.519	31	C	0.528	31	C	0	No
16	Mazatlan Drive Olympic Boulevard	C	Signal	PM	0.247	7	A	0.269	7	A	0	No
				WKND	0.226	6	A	0.240	6	A	0	No
17	4th Street & Colorado Avenue	A	Signal	PM	0.527	23	C	0.515	23	C	0	No
				WKND	0.504	25	C	0.484	24	C	-1	No
18	4th Street & I-10 Freeway Westbound Off-Ramp	A	Signal	PM	0.965	55	D	0.937	47	D	-8	No
				WKND	0.665	25	C	0.625	23	C	-2	No
19	4th Street & I-10 Freeway Eastbound On-Ramp	A	Signal	PM	0.763	42	D	0.788	47	D	5	No
				WKND	1.084	100	F	1.108	**	F	0.024	Yes
20	4th Street & Pico Boulevard	A	Signal	PM	0.605	29	C	0.616	29	C	0	No
				WKND	0.605	30	C	0.633	31	C	1	No

**Notes:**

- \* Average stopped delay per vehicle, in seconds.
- \*\* Indicates oversaturated conditions. Delay cannot be calculated.
- A Arterial intersection
- C Collector intersection
- AWSC All Way Stop Control
- TWSC Two-Way Stop Control

**TABLE 8-2  
FUTURE YEAR (2025) INTERSECTION LEVEL OF SERVICE AND IMPACT ANALYSIS  
Alternative 3-Access2**

NO.		INTERSECTION	CLASS	Control Type	PEAK HOUR	FUTURE NO PROJECT (Alt 1 and Alt 2)			FUTURE + PROJECT (Alt 3-Access 2)			V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
						V/C	DELAY	LOS	V/C	DELAY	LOS		
1	1 1	Pacific Coast Highway (PCH) & California Incline	A	Signal	PM WKND	1.107 1.014	** 87	F F	1.109 1.011	** 86	F F	0.002 -1	No No
2	1492285 1492285	Pacific Coast Highway (PCH) & The Lot Exit	A	TWSC	PM WKND	0.211 0.284	9 10	A A	0.211 0.285	9 10	A A	0 0	No No
3	1023808 1023808	Appian Way & Moss Avenue	C	TWSC	PM WKND	0.000 0.000	7 8	A A	0.000 0.000	10 13	B B	3 5	No No
4	158 158	Appian Way & Seaside Terrace	C	AWSC	PM WKND	na na	8 10	A A	na na	9 11	A B	1 1	No No
5	159 159	Appian Way & Pico Boulevard	A	AWSC	PM WKND	na na	9 9	A A	na na	9 10	A A	0 1	No No
6	170 170	Ocean Avenue & Broadway	A	Signal	PM WKND	0.394 0.436	11 10	B B	0.393 0.437	11 10	B B	0 0	No No
7	6 6	Ocean Avenue & Colorado Avenue	A	Signal	PM WKND	0.447 0.559	45 55	D D	0.350 0.437	33 33	C C	-12 -22	No No
8	7 7	Ocean Avenue & Moomat Ahiko Way	A	Signal	PM WKND	0.638 0.640	22 29	C C	0.625 0.623	22 30	C C	0 1	No No
9	177 177	Ocean Avenue & Seaside Terrace	A	TWSC	PM WKND	0.276 0.950	37 121	E F	0.772 1.596	79 **	F F	42 0.646	Yes Yes
10	674 674	Ocean Avenue & Olympic Boulevard	A	Signal	PM WKND	0.654 0.652	32 20	C B	0.672 0.672	40 22	D C	8 2	No No
11	8 8	Ocean Avenue & Pico Boulevard	A	Signal	PM WKND	0.619 0.520	24 32	C C	0.619 0.518	24 32	C C	0 0	No No
12/13	15 15	2nd Street & Colorado Avenue	A	Signal	PM WKND	0.447 0.366	35 32	D C	0.434 0.351	35 33	D C	0 1	No No
14	514 514	Main Street & Olympic Boulevard	C	Signal	PM WKND	0.324 0.362	20 14	B B	0.391 0.408	20 15	C B	0 1	No No
15	17 17	Main Street & Pico Boulevard	A	Signal	PM WKND	0.487 0.519	31 31	C C	0.487 0.525	31 31	C C	0 0	No No
16	176 176	Mazatlan Drive & Olympic Boulevard	C	Signal	PM WKND	0.247 0.226	7 6	A A	0.270 0.240	7 6	A A	0 0	No No
17	34 34	4th Street & Colorado Avenue	A	Signal	PM WKND	0.527 0.504	23 25	C C	0.515 0.484	23 24	C C	0 -1	No No
18	35 35	4th Street & I-10 Freeway Westbound Off-Ramp	A	Signal	PM WKND	0.965 0.665	55 25	D C	0.937 0.625	47 23	D C	-8 -2	No No
19	36 36	4th Street & I-10 Freeway Eastbound On-Ramp	A	Signal	PM WKND	0.763 1.084	42 100	D F	0.763 1.086	42 98	D F	0 -2	No No
20	37 37	4th Street & Pico Boulevard	A	Signal	PM WKND	0.605 0.605	29 30	C C	0.606 0.621	29 30	C C	0 0	No No

**Notes:**  
\* Average stopped delay per vehicle, in seconds.  
\*\* Indicates oversaturated conditions. Delay cannot be calculated.  
A Arterial intersection  
C Collector intersection  
AWSC All Way Stop Control  
TWSC Two-Way Stop Control