

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>RTIP ID#</b> LAS14C010				
<b>TCWG Consideration Date</b> October 27, 2016				
<b>Project Description</b> <i>(clearly describe project)</i> This Safe Routes to School project will provide neighborhood friendly pedestrian and bicycle linkages along several streets serving Dolores Huerta Elementary School, 28 <sup>th</sup> Street Elementary School, and Quincy Jones Elementary School in the South Los Angeles community within the City of Los Angeles (see Project Site Maps). This analysis was initiated as result of a scope change to upgrade three rectangular rapid flashing beacons (RRFBs) to full signals. The signal at 28 <sup>th</sup> St and San Pedro St was part of the original scope of work and had received environmental clearance. We included it in this analysis to provide an overall Level of Service of all the signals that are within the project limits.				
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Intersection Signalization				
<b>County</b> Los Angeles	<b>Narrative Location/Route &amp; Postmiles:</b> 28 <sup>th</sup> St at San Pedro St, 33 <sup>rd</sup> St at Central Av, Adams Bl at Stanford Av, Adams Bl at Trinity St  <b>Caltrans Projects – EA#</b> LAS14C010 ATPL-5006(804)			
<b>Lead Agency:</b> City of Los Angeles Department of Transportation				
<b>Contact Person</b> Garland Seto	<b>Phone#</b> (213) 972-4961	<b>Fax#</b> Garland.Seto@lacity.org	<b>Email</b>	
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5</b> <input checked="" type="checkbox"/> <b>PM10</b> <input checked="" type="checkbox"/>				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> <b>Categorical Exclusion (NEPA)</b>	<input type="checkbox"/> <b>EA or Draft EIS</b>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input type="checkbox"/> <b>PS&amp;E or Construction</b>	<input type="checkbox"/> <b>Other</b>
<b>Scheduled Date of Federal Action:</b>				
<b>NEPA Assignment – Project Type</b> <i>(check appropriate box)</i>				
<input type="checkbox"/> <b>Exempt</b>	<input checked="" type="checkbox"/> <b>Section 326 –Categorical Exemption</b>		<input type="checkbox"/> <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>	2015	2016	N/A	2018
<b>End</b>	2016	2017	N/A	2019

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*

The purpose of this Safe Routes to School project is to provide neighborhood friendly pedestrian and bicycle linkages along several streets serving Dolores Huerta Elementary School, 28<sup>th</sup> Street Elementary School, and Quincy Jones Elementary School in the South Los Angeles community within the City of Los Angeles (site maps). The original project had obtained environmental clearance for project elements which included a traffic signal (28<sup>th</sup> St and San Pedro St), rectangular rapid flashing beacons (RRFBs), curb extensions, speed humps, sidewalk and curb-ramp upgrades and repairs, bicycle lanes and edge line striping treatments. This analysis was initiated as result of a scope change to upgrade three previously approved (RRFBs) to full signals.

Upon the design of the RRFB's, it was determined that due to the proximity of the locations of these RRFB's to the neighboring schools, and after satisfying the appropriate MUTCD Warrants, a full traffic signal was a more appropriate and safer traffic control measure.

We anticipate a reduction in vehicle speeds and the number of severe collisions with the installation of the traffic signals. The traffic signals will be part of the City of Los Angeles Automated Traffic Signal and Control System (ATSAC). Inductive loop detectors embedded in the roadways will be able to report vehicle presence and real time vehicle volume data to the ATSAC system. The system can make adjustments to the signal timing based on the traffic demands to improve the traffic flow.

We hope an added benefit of the improved bicycle network and school route will be an increase in outdoor physical activities that will improve the health and enjoyment of the community for the residents in the area. We anticipate that there will be an increase in walking and bicycling and positive benefits due to the upgrade traffic measures.

We do not anticipate a significant increase in vehicle trips or start/stop traffic. Level Of Service (LOS) analysis for the opening year 2018 No Build vs Build scenarios indicate improved LOS at two of the proposed locations and a slight decrease at the other two. 2040 RTP Horizon year Build and No Build scenarios also indicate improved LOS at two of the proposed locations and a slight decrease at the other two.

We do not believe these to be significant traffic or environmental impacts.

(See attached Traffic Volume Data Summary Table)

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

The project is located in a predominately residential neighborhood with some retail components near the major intersections. We do not anticipate additional vehicle trips to be generated.

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

(See attached Traffic Volume Data Summary Table)

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

(See attached Traffic Volume Data Summary Table)

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

(See attached Traffic Volume Data Summary Table)

**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**

(See attached Traffic Volume Data Summary Table)

**Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)**

We do not anticipate a significant redistribution effect due to the proposed traffic signals. The proposed signal locations are along the primary arterials in the area. Vehicles that are currently using these routes would most likely continue to do so. The traffic signal would help the side street vehicles find gaps to cross or enter the arterial. There might be a redistribution of pedestrians or bicyclist to use the signalized locations versus any unmarked crosswalks or unsignalized intersections. This would not create any significant traffic or environmental impacts.

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

This is a Safe Routes to School project to provide pedestrian and bicycle friendly routes serving the elementary schools in this area. The project elements include rectangular rapid flashing beacons (RRFBs) which were previously approved. During the design phase, it was determined that due to the proximity of the locations of these RRFB's to the neighboring schools, and after satisfying the appropriate MUTCD Warrants, a full traffic signal was a more appropriate and safer traffic control measure.

The proposed signal locations are located in a predominately residential neighborhood with some retail and commercial uses at the major intersections. We do not anticipate a significant increase in vehicle trips or start/stop traffic. Level Of Service (LOS) analysis for year 2018 No Build vs Build scenarios indicate improved LOS at two of the proposed locations and a slight decrease at the other two. 2040 RTP Horizon year Build and No Build scenarios also indicate improved LOS at two of the proposed locations and a slight decrease at the other two.

We believe this project will improve the safety at the intersections. It will provide traffic control to the intersection and assign right of way based on vehicle demand. We do not believe this project will have a significant impact on traffic or to the environment.

**PM Conformity Hot Spot Analysis  
Dolores Huerta ES, 28th St ES Quincy Jones ES  
Traffic Volume Data and LOS Summary Table**

Opening Year 2018 NO Build	Eastbound					Westbound					Northbound					Southbound					Intersection Totals			Intersection	
	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	Total Intersection AADT	Total Intersection Truck AADT	Total Intersection % Trucks	LOS (AM)	LOS (PM)
28th St at San Pedro St	188	1	470	0.5%	1	145	0	363	0.0%	0	5742	126	14355	2.2%	158	5288	105	13220	2.0%	131	27938	289	1.0%	B	B
33rd St at Central Av	2	0	5	0.0%	0	322	4	805	1.2%	5	6552	109	16380	1.7%	136	5204	88	13010	1.7%	110	30200	251	0.8%	D	B
Adams Bl at Stanford Av	3336	59	8340	1.8%	74	3322	52	8305	1.6%	65	380	3	950	0.8%	4	324	2	810	0.6%	3	18405	145	0.8%	A	A
Adams Bl at Trinity St	3712	63	9280	1.7%	79	3385	52	8463	1.5%	65	580	4	1450	0.7%	5	361	4	903	1.1%	5	20095	154	0.8%	A	A

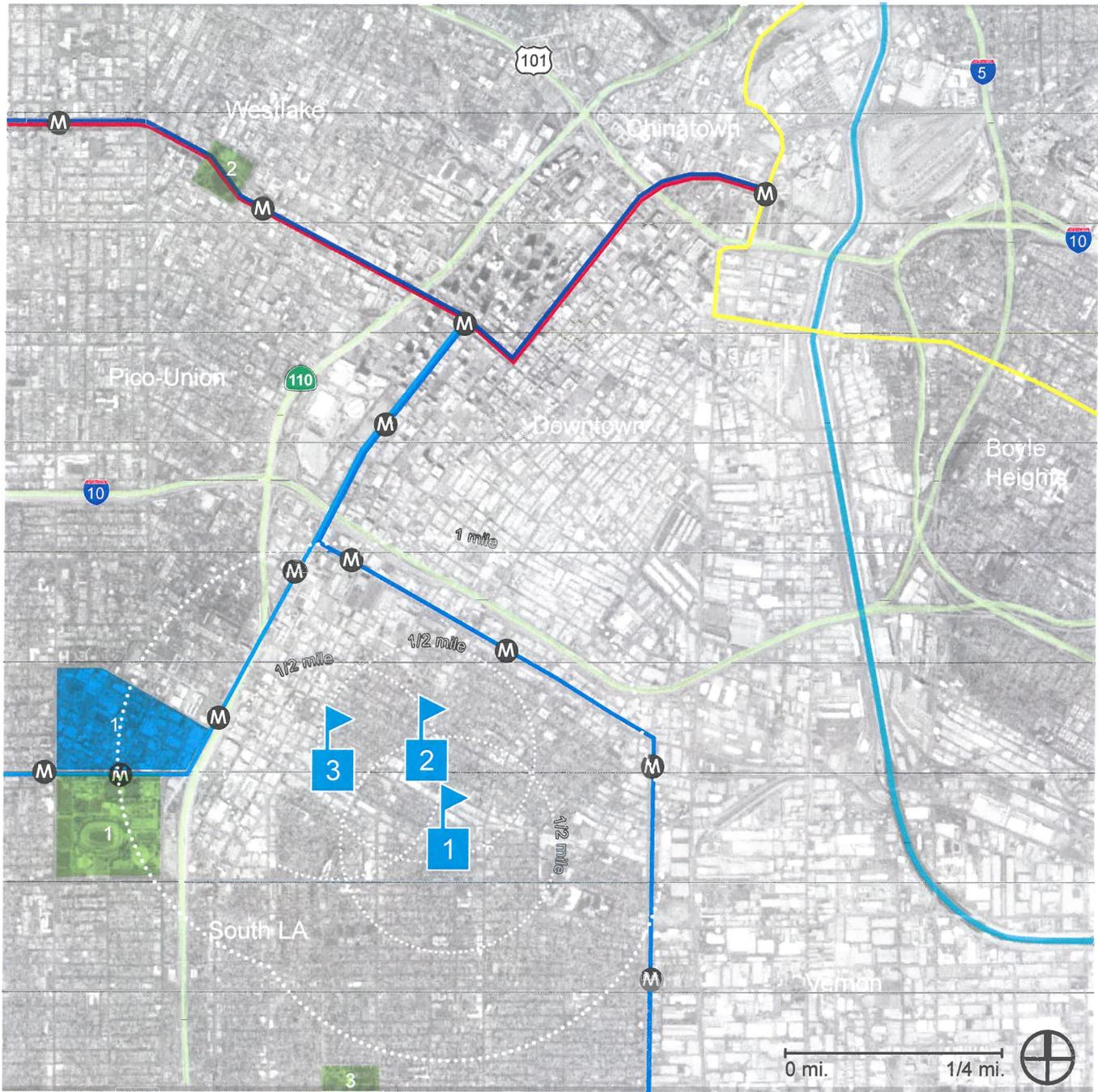
Opening Year 2018 Build	Eastbound					Westbound					Northbound					Southbound					Intersection Totals			Intersection	
	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	Total Intersection AADT	Total Intersection Truck AADT	Total Intersection % Trucks	LOS (AM)	LOS (PM)
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RTP Year 2040 NO Build	Eastbound					Westbound					Northbound					Southbound					Intersection Totals			Intersection	
	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	Total Intersection AADT	Total Intersection Truck AADT	Total Intersection % Trucks	LOS (AM)	LOS (PM)
28th St at San Pedro St	254	1	635	0.4%	1	180	0	450	0.0%	0	7147	157	17868	2.2%	196	6582	131	16455	2.0%	164	34773	360	1.0%	C	D
33rd St at Central Av	3	0	8	0.0%	0	400	5	1000	1.3%	6	8155	136	20388	1.7%	170	6478	110	16195	1.7%	138	37590	314	0.8%	E	D
Adams Bl at Stanford Av	4153	74	10383	1.8%	93	4134	65	10335	1.6%	81	473	4	1183	0.8%	5	403	3	1008	0.7%	4	22908	183	0.8%	A	A
Adams Bl at Trinity St	4620	79	11550	1.7%	99	4213	65	10533	1.5%	81	721	5	1803	0.7%	6	449	5	1123	1.1%	6	25008	193	0.8%	A	A

RTP Year 2040 Build	Eastbound					Westbound					Northbound					Southbound					Intersection Totals			Intersection	
	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	6 hour vehicle count	Trucks in 6 hours	AADT	% Trucks	Truck AADT	Total Intersection AADT	Total Intersection Truck AADT	Total Intersection % Trucks	LOS (AM)	LOS (PM)
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A 1% ambient growth rate typical for this area was applied to project 2018 and 2040 vehicle and truck volumes.  
6 hour vehicle volumes were multiplied by a factor of 2.5 to project vehicle AADT  
6 hour truck volumes were multiplied by a factor of 1.25 to project truck AADT

# Project Site Maps



**LEGEND**

- 1** **Target Schools**
- 1 - Quincy Jones Elementary School
- 2 - 28th Street Elementary School
- 3 - Huerta Elementary School

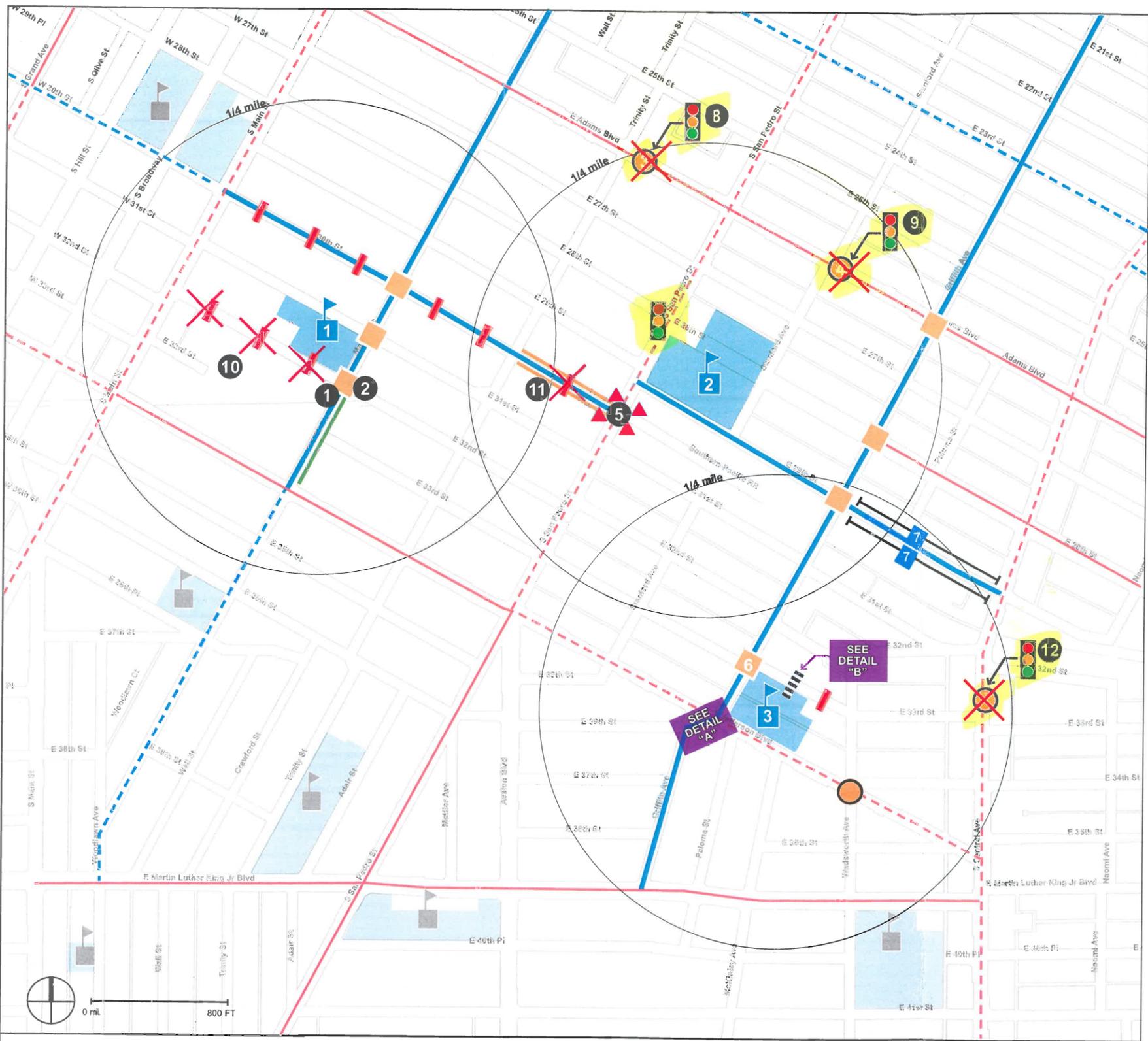
- Metro Rail**
- Gold Line
- Red Line
- Purple Line
- Expo Line
- Blue Line

- Highway**
- Los Angeles River**
- Regional Park**
- 1 - Exposition Park
- 2 - MacArthur Park
- 3 - South Park
- Major Attractions**
- 1 - University of Southern California

HUERTA ES, 28TH ST ES  
& JONES ES  
South Los Angeles

**2014 ATP SRTS  
Infrastructure Improvements  
Exhibit A: Project Location**





- ### COUNTERMEASURES
- Curb Extensions (see attached photos)
  - Speed Humps
  - Sidewalk Repair
  - Street Trees
  - New Crossing
  - Curb Ramp Repair/Installation
  - RRFB
  - New Signal (access ramp upgrade required)
  - Bike Boxes
  - Edgeline Treatment
  - See Detail

- ### OTHER NOTES
- 1** - Install Curb Ramp SW corner; convert to school (yellow) continental marking
  - 2** - Add crosswalk on east leg
  - 3** - RRFB w/ Curb Extensions
  - 4** - RRFB w/ Curb Extensions
  - 5** - Add curb ramps where missing; Upgrade sidewalks
  - 6** - Straighten Crosswalk leg to be 90 degrees
  - 7** - Edgeline treatment 10' from curb
  - 8** - New signal w/ curb extensions
  - 9** - New signal w/ curb extensions
  - 10** - Speed humps not feasible
  - 11** - Speed hump not feasible
  - 12** - New signal

- ### ATP PROJECT FOCUS
- Project Focus Bicycle Friendly Street (BFS)
  - Target Schools
    - 1 - Dolores Huerta ES
    - 2 - 28th Street ES
    - 3 - Quincy Jones ES

- ### FOR REFERENCE ONLY
- Other Area Schools
  - Public Park or Open Space
  - 2010 Bicycle Plan**
    - Existing Bicycle Friendly Street
    - Proposed Bicycle Friendly Street
    - Existing Class II (Lanes)
    - Proposed Class II (Lanes)

### STANDARD TREATMENTS for PROJECT AREA

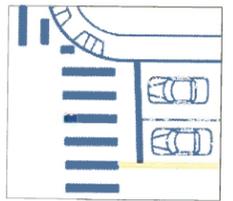
(Not shown on map. Refer to detailed cost estimate.)

#### Continental Crosswalk w/ Limit Line

- upgrade all crosswalks designated as "school" crossings per MUTCD to new city standard



- upgrade all existing marked crosswalks along the Project Focus BFS to new city std



#### Sharrows

- install sharrow markings per city standard along lengths of Bicycle Friendly Street network within project area and connecting to nearest existing or planned bicycle facility



#### Embedded Bicycle Loop Detectors

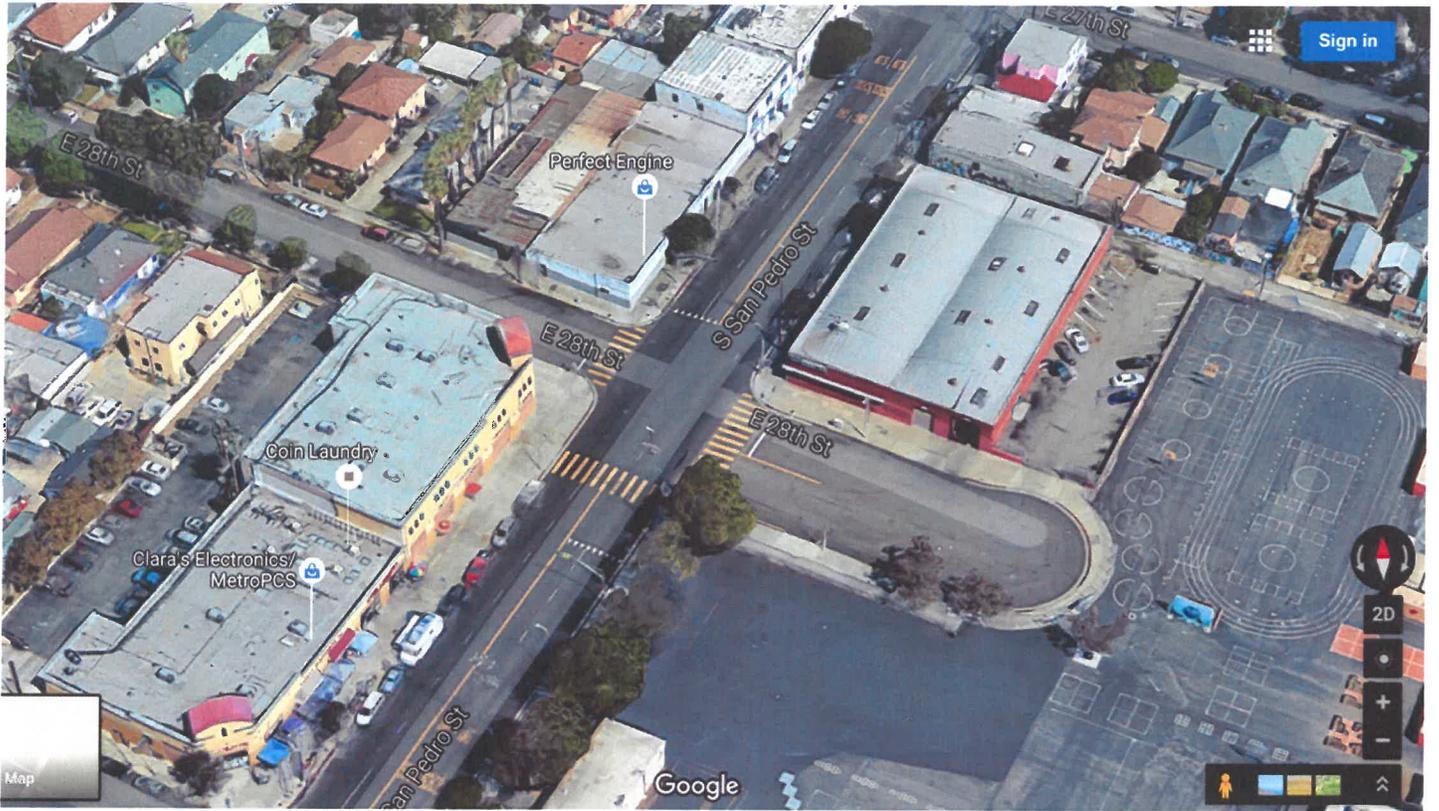
- install where Project Focus BFS intersects with arterial



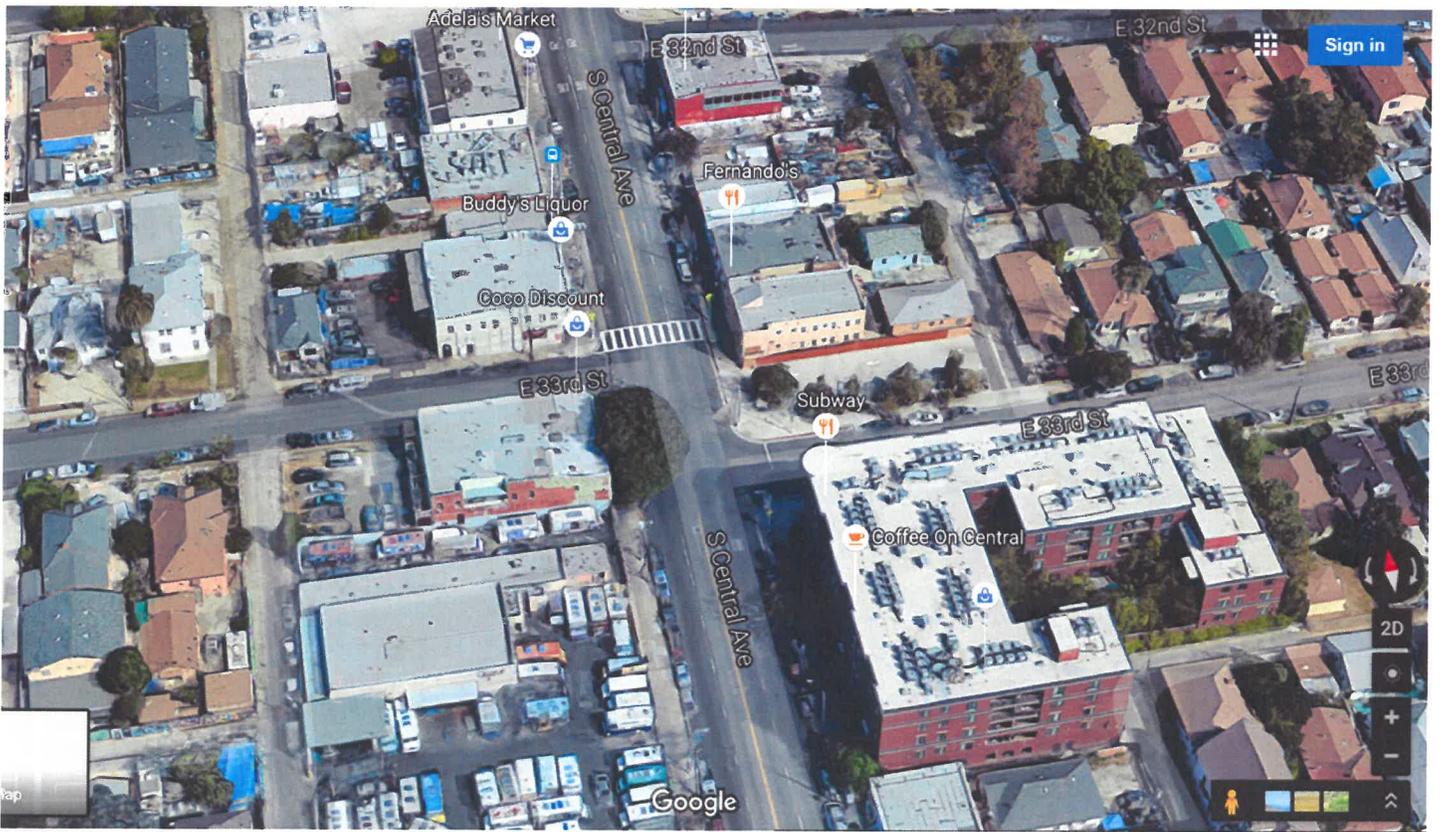
DOLORES HUERTA ES,  
28th STREET ES &  
QUINCY JONES ES  
South Los Angeles

2014 ATP SRTS  
Infrastructure Improvements  
Exhibit D: Countermeasures Map  
Revised 09/15/2016



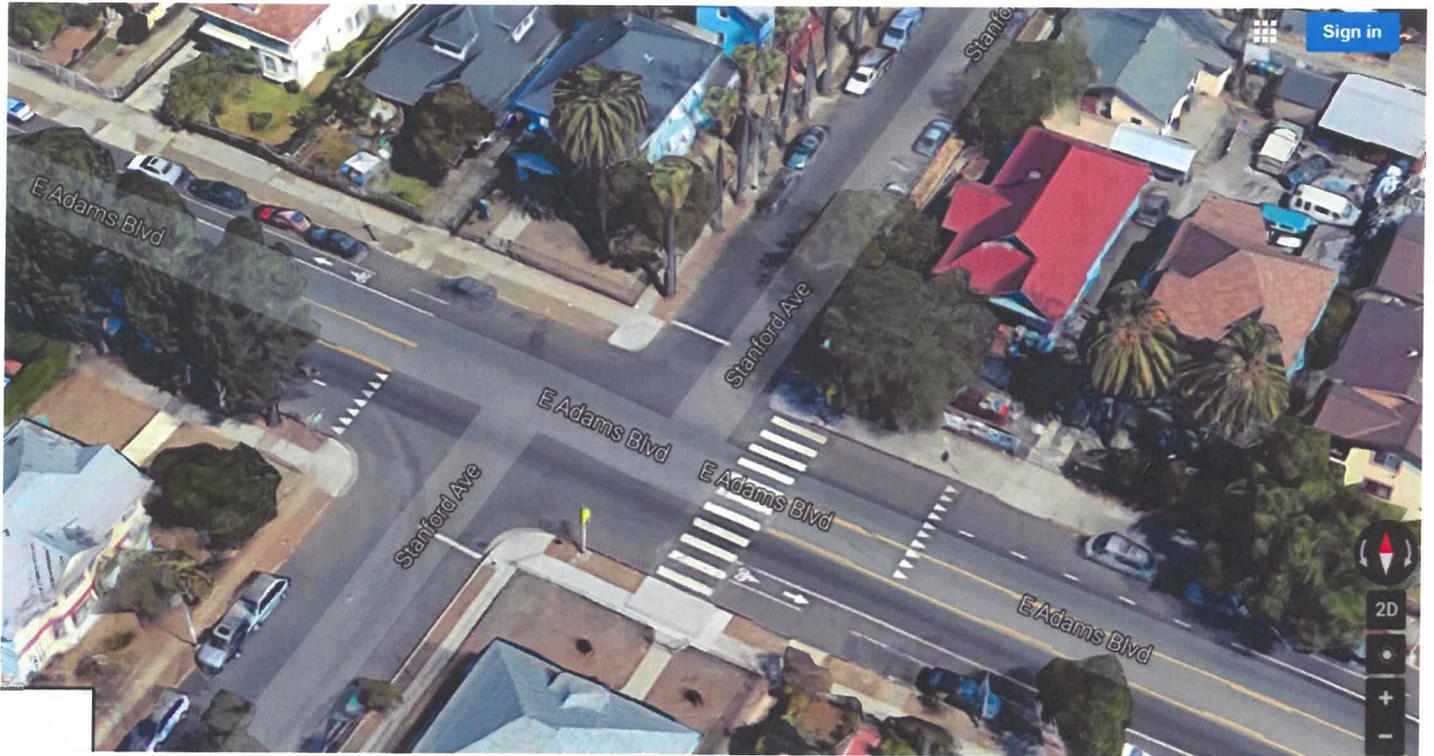


28<sup>th</sup> St and San Pedro St



33<sup>rd</sup> St and Central Av

Dolores Huerta ES, 28<sup>th</sup> St ES and Quincy Jones ES



Adams Bl and Stanford Av



Adams Bl and Trinity St

Dolores Huerta ES, 28<sup>th</sup> St ES and Quincy Jones ES