RTIP ID# LAS14C012

TCWG Consideration Date
November 17, 2015

Project Description This Safe Routes To School (SRTS) project will provide neighborhood friendly street linkages to enhance safety for walking and bicycling to school. Promote a traffic-calmed environment. Facilitate crossings over busy and wide arterials. Improve overall citywide bicycle and pedestrian network connectivity. Project will include sharrows, continental crosswalks with limit lines, a road diet along Soto St, new bicycle lanes, curb extensions, two mini roundabouts, speed humps, traffic signals, bicycle boxes and rectangular rapid flashing beacons (RRFB). This review was initiated as a result of concerns about the roadway diet component along Soto St between E. 6th St and Wabash Av.

Type of Project *(use Table 1 on instruction sheet)*
Intersection channelization (Roadway Diet)

County	**Narrative Location/Route & Postmiles Soto St between Wabash Av and E. 6th St**
Los Angeles	**Caltrans Projects – EA#** LAS14C012

Lead Agency: City of Los Angeles Department of Transportation

Contact Person	**Phone#**	**Fax#**	**Email**
Garland Seto	213 972-4961	garland.seto@lacity.org	

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X	**Categorical Exclusion (NEPA)**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action:

NEPA Assignment – Project Type *(check appropriate box)*

Exempt	**X**	**Section 326 –Categorical Exemption**	**Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2014	2015	n/a	2016
End	2015	2016	n/a	2017

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The purpose of this project is to create neighborhood friendly pedestrian and bicycle linkages serving the areas surrounding Sheridan Elementary School and Breed Elementary School in the City of Los Angeles (Exhibit A). These schools are located within an area with a high number of pedestrian and bicycle related collisions. Vehicle speeds are also higher than desired, thus increasing collision likelihood and severity.

The installation of the roadway diet with bicycle lanes along Soto Street between Wabash Av on the North and E. 6th St on the South we hope will improve the conditions for walking and bicycling to school. The project proposes to convert one northbound and one southbound lane on Soto St to a bike lane and provide a two way left turn lane along the center of the roadway between the project limits. The traffic calmed environment we anticipate will reduce vehicle speeds and the number and severity of collisions. We hope an added benefit of the improved bicycle network will be an increase in outdoors physical activities that will improve the health of residents in the area.

As part of this roadway diet project. The traffic signals along this corridor will be evaluated and retimed to improve signal synchronization and vehicle progression. Although the reduction in travel lanes may encourage some re-routing of traffic onto nearby adjacent arterials as well as increase the vehicle delay. We do not anticipate a significant increase in vehicle start/stop traffic. However, LOS analysis indicates three of the analyzed intersections will go from LOS C and D to D and F with the proposed project. The effects are less significant in the 2035 RTP year as with and without project scenarios will experience LOS F at three of the analyzed intersections (see 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 retail components near the intersections. There are fast food establishments, gas stations and mechanic shops. The street is located adjacent to two elementary schools which serve the neighborhood.

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 much redistribution of traffic due to the proposed roadway diet. Soto Street is still the primary arterial in the area. The proposed two way left-turn lane along the project limit will provide additional storage area for vehicles attempting to make left-turns into driveways and at intersections. This should eliminate vehicles stopping in the thru lanes and impeding traffic as they attempt to turn left. This should reduce the amount of rear end type accidents as well as provide better traffic flow along Soto St.
Comments/Explanation/Details *(attach additional sheets as necessary)* As part of the roadway diet project. The signalized intersections along this roadway will be retimed and synchronized. The curb extensions bump-outs along Soto St will provide additional refuge area for pedestrians and heighten pedestrian visibility to drivers. We anticipate the shorter crosswalks created with the installation of the bump outs will result in shorter pedestrian crossing times. Any extra green time can be allocated back to Soto St. We do not anticipate any significant traffic impacts on due to this proposed project.

PM Conformity Hot Spot Analysis
Traffic Volume Data Summary Table

NO Build 2015	Northbound					Southbound					Eastbound					Westbound					Intersection Totals			Intersection	
Cross Street	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)
Soto St at Wabash Av	3760	61	9400	2%	76	4626	47	11565	1%	59	3192	40	7980	1%	50	1811	109	4528	6%	136	33473	321	1%	C	C
Soto St at Chavez Av	4611	113	11528	2%	141	5032	105	12580	2%	131	3665	63	9163	2%	79	4452	79	11130	2%	99	44400	450	1%	C	C
Soto St at 1st St	4791	101	11978	2%	126	3729	94	9323	3%	118	4009	72	10023	2%	90	2884	33	7210	1%	41	38533	375	1%	B	F
Soto St at 4th St	5060	89	12650	2%	111	4713	113	11783	2%	141	4187	62	10468	1%	78	4837	83	12093	2%	104	46993	434	1%	D	C

Build 2015	Northbound					Southbound					Eastbound					Westbound					Intersection Totals			Intersection	
Cross Street	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 2035 NO Build	Northbound					Southbound					Eastbound					Westbound					Intersection Totals			Intersection	
Cross Street	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)
Soto St at Wabash Av	4588	74	11470	2%	93	5645	57	14113	1%	71	3895	49	9738	1%	61	2210	133	5525	6%	166	40845	391	1%	F	F
Soto St at Chavez Av	5626	138	14065	2%	173	6140	128	15350	2%	160	4472	77	11180	2%	96	5432	96	13580	2%	120	54175	549	1%	E	F
Soto St at 1st St	5846	123	14615	2%	154	4550	115	11375	3%	144	4892	88	12230	2%	110	3519	40	8798	1%	50	47018	458	1%	C	F
Soto St at 4th St	6174	109	15435	2%	136	5751	138	14378	2%	173	5109	76	12773	1%	95	5902	101	14755	2%	126	57340	530	1%	F	F

RTP 2035 Build	Northbound					Southbound					Eastbound					Westbound					Intersection Totals			Intersection	
Cross Street	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 typcial for this area was applied to project 2015 and 2035 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

LEGEND

Target Schools
1 - Sheridan Street Elementary School
2 - Breed Street Elementary School

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

Highway

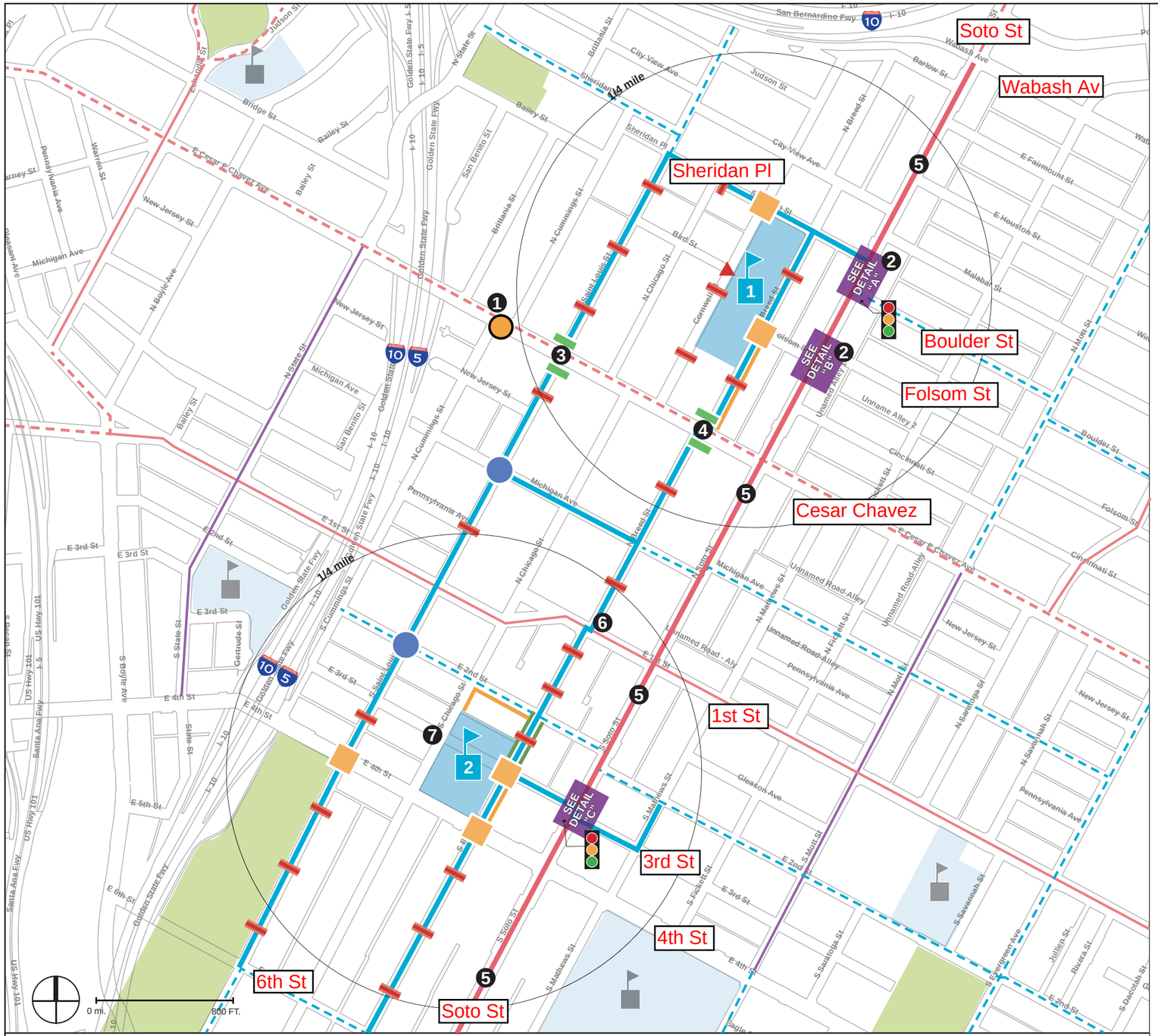
Los Angeles River

Regional Park
1 - Elysian Park
2 - Lincoln Park
3 - Ascott Hills Park
4 - Hollenbeck Park

Major Attractions
1 - Dodger Stadium

SHERIDAN STREET ES &
BREED STREET ES
Boyle Heights, Los Angeles

2014 ATP SRTS
Infrastructure Improvements
Exhibit A: Project Location



COUNTERMEASURES

- Mini-Roundabout
- Curb Extensions
- Speed Humps
- Sidewalk Repair
- Street Trees
- Curb Ramp Repair/Installation
- RRFB
- New Signal
- Bike Boxes
- See Detail

OTHER NOTES

1 - Install curb extensions at crossing along with RRFB installation

2 - Opposed phasing to reduce vehicle/ped conflict

3 & 4- Signal Timing Modification: LPI (Leading Pedestrian Interval)

5 - Install standard Class II bicycle lanes from Wabash Ave to 8th Street; Road Diet

6 - Replace drain grate on NW corner; repair slope to catch basin on NE corner

7 - Relocate stop signs and clear visual field to address stop sign compliance issues

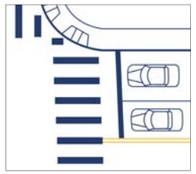
STANDARD TREATMENTS for PROJECT AREA

(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

ATP PROJECT FOCUS

- **Project Focus Bicycle Friendly Street (BFS)**
- **Project Focus Class II Bicycle Lanes**
- **Target Schools**
  1 - Sheridan Street ES
  2 - Breed Street ES

FOR REFERENCE ONLY

- Other Area Schools
- Public Park or Open Space
- Freeways

2010 Bicycle Plan

- Proposed Bicycle Friendly Street
- Existing Class II (Lanes)
- Proposed Class II (Lanes)
- Existing Class III (Sharrows)

SHERIDAN STREET ES & BREED STREET ES

Boyle Heights, Los Angeles

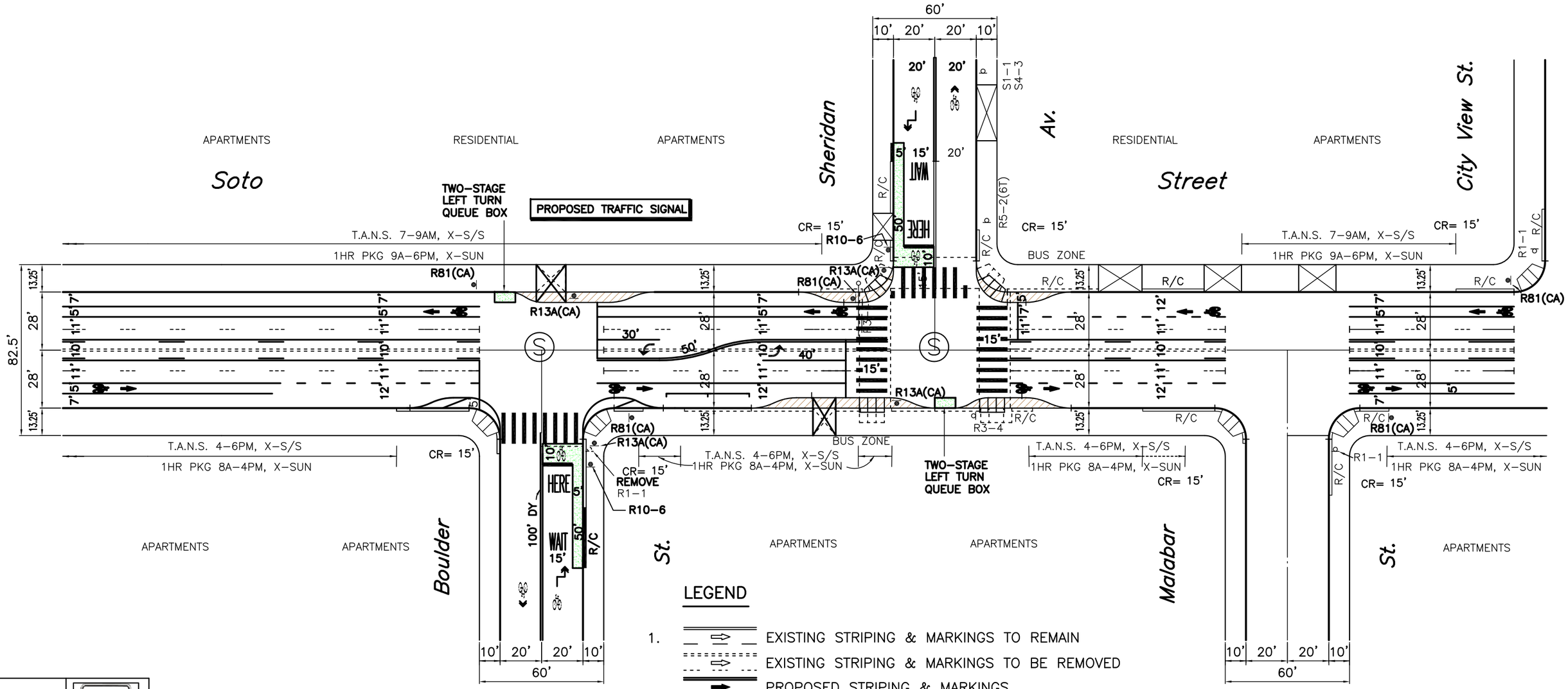
2014 ATP SRTS

Infrastructure Improvements

Exhibit D: Countermeasures Map

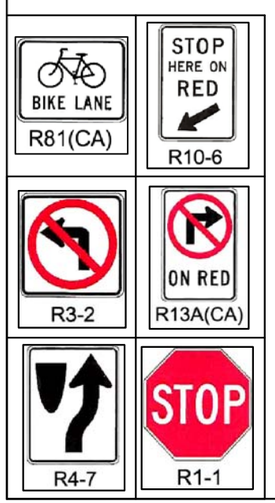
Exhibit E: Detail “A” – Soto St/Sheridan St/Boulder St

(see graphic next page)



LEGEND

1. EXISTING STRIPING & MARKINGS TO REMAIN
   EXISTING STRIPING & MARKINGS TO BE REMOVED
   PROPOSED STRIPING & MARKINGS
2. EXISTING SIGNS PROPOSED SIGNS
3. SIGNALIZED INTERSECTION
4. EXISTING RED CURB
   PROPOSED RED CURB



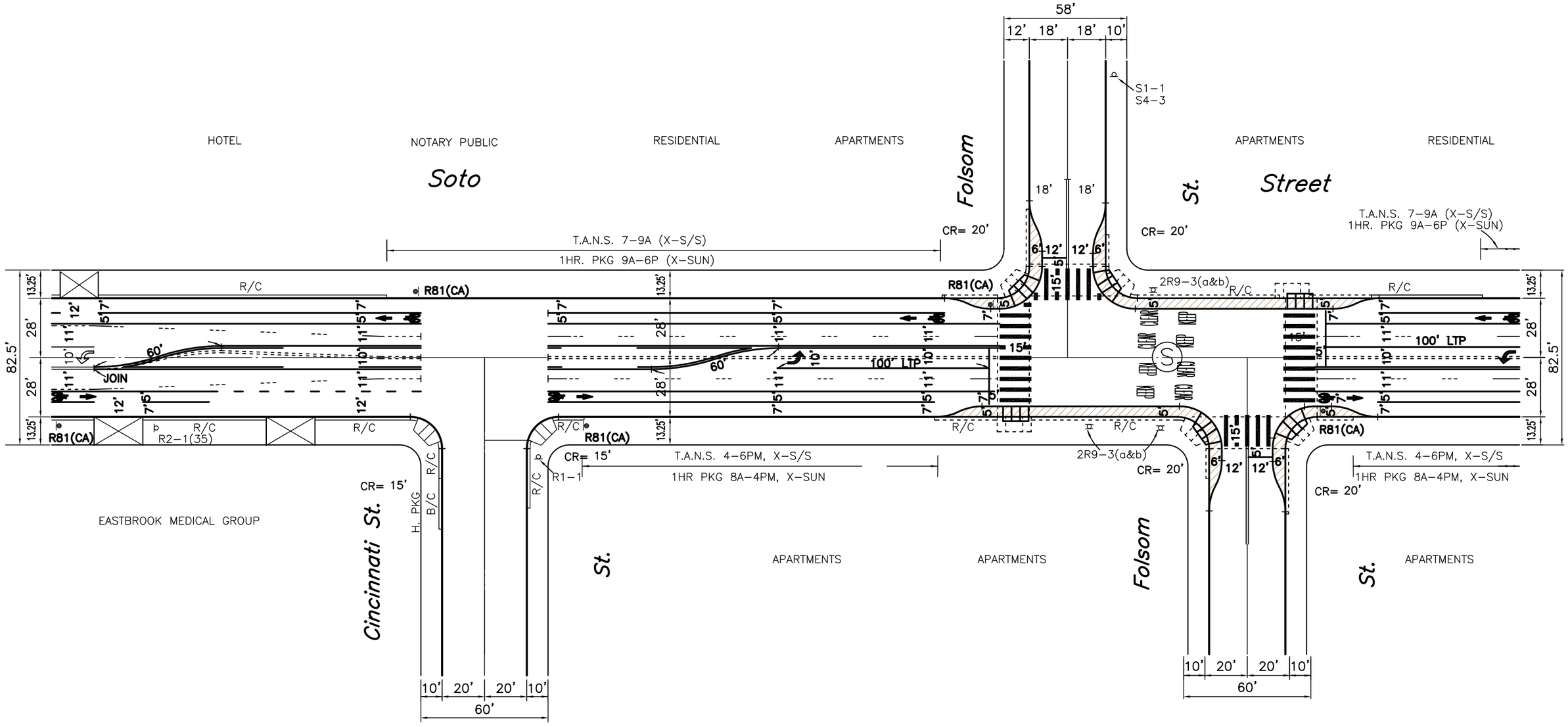
SCALE: 1"=40'

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
JON KIRK MUKRI, GENERAL MANAGER

SOTO STREET
BETWEEN BOULDER ST. & SHERIDAN AVE.

Exhibit F: Detail “B” – Soto St/Folsom St

(see graphic next page)



LEGEND

1. EXISTING STRIPING & MARKINGS TO REMAIN
   EXISTING STRIPING & MARKINGS TO BE REMOVED
   PROPOSED STRIPING & MARKINGS
2. EXISTING SIGNS
3. SIGNALIZED INTERSECTION
4. EXISTING RED CURB
   PROPOSED RED CURB

BIKE LANE
R81(CA)

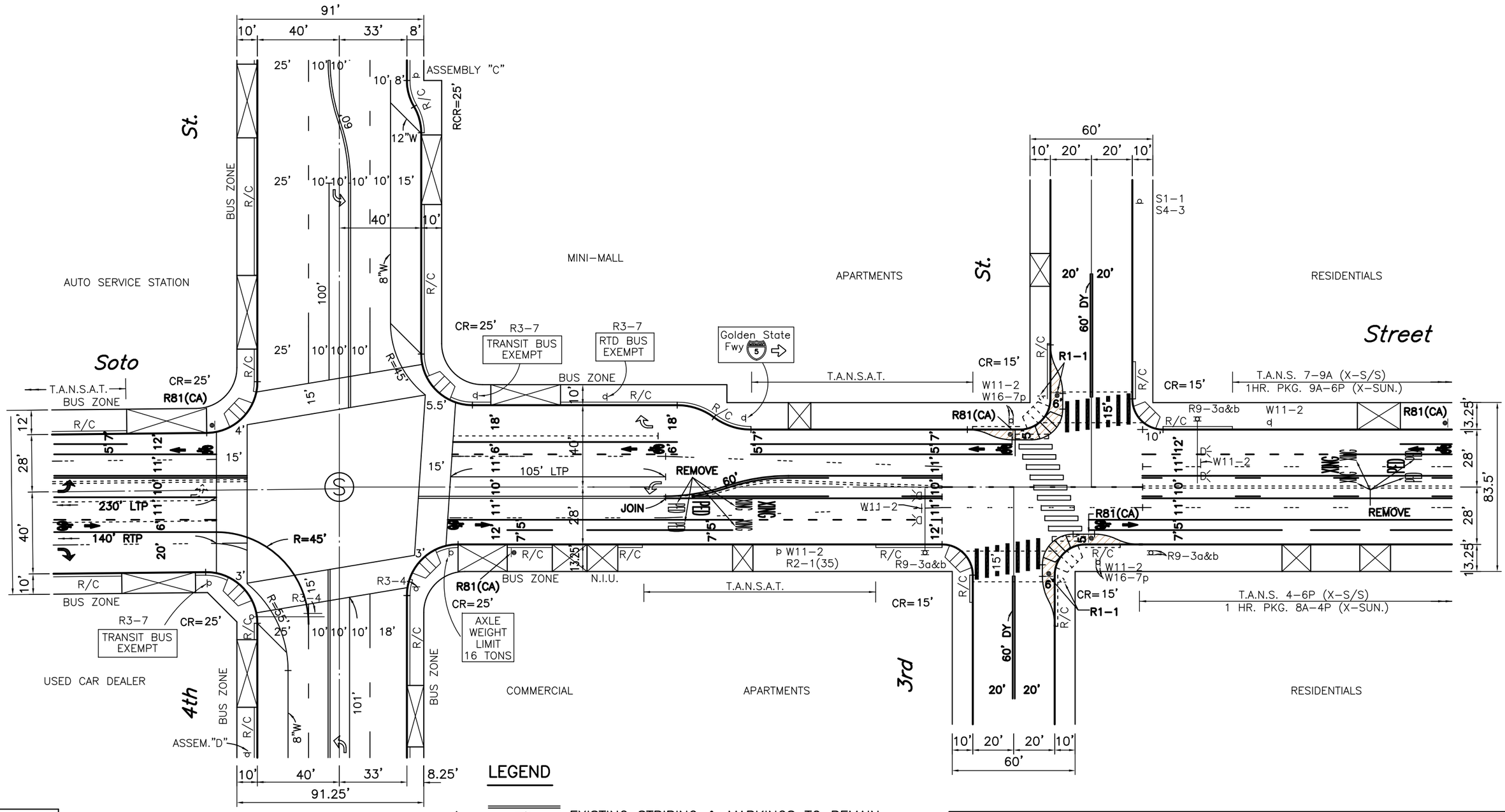
SCALE: 1"=50'

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
JON KIRK MUKRI, GENERAL MANAGER

SOTO STREET
BETWEEN CINCINNATI ST. & FOLSOM ST.

Exhibit G: Detail “C” – Soto St/E 3rd St

(see graphic next page)



LEGEND

1. EXISTING STRIPING & MARKINGS TO REMAIN
   EXISTING STRIPING & MARKINGS TO BE REMOVED
   PROPOSED STRIPING & MARKINGS
2. EXISTING SIGNS
   PROPOSED SIGNS
3. SIGNALIZED INTERSECTION
4. EXISTING RED CURB
   PROPOSED RED CURB

SCALE: 1"=40'

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
JON KIRK MUKRI, GENERAL MANAGER

SOTO STREET
BETWEEN 3RD ST. & 4TH ST.