

*Appendix L*  
*Traffic Study*

## Appendices

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# Programmatic Traffic Impact Study



## COUNTY OF LOS ANGELES GENERAL PLAN UPDATE

Submitted by:



Prepared for:

**PlaceWorks**

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# Transportation and Circulation

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## EXECUTIVE SUMMARY

This report summarizes existing and projected traffic conditions in the County's Planning Areas. The County's Planning Areas consist of unincorporated land outside incorporated City Planning Areas plus the adopted Sphere of influence (SOI).

Buildout of the County's proposed General Plan Update land use in place of the existing Plan would change traffic patterns on the County's roadway, including those monitored by the Los Angeles County Congestion Management Program (CMP), and at principal intersections. However, without implementation of mitigation measures, impacts would be potentially significant. Implementation of the proposed Plan Update would not result in a change in air traffic patterns, substantially increase hazards due to a design feature or incompatible uses, result in inadequate emergency access, or generate a parking demand that exceeds municipal code-required parking capacity. Furthermore, implementation of the proposed Plan would promote policies, plan, and programs supporting alternative transportation, and remove hazards and barriers to pedestrian and bicyclists. Therefore, with the implementation of mitigation measures potential traffic and circulation impacts would be less than significant.

## 1.0 EXISTING CONDITIONS

### 1.1 Socioeconomic Data, Trips and Transportation Performance Measures

Table 1 summarizes key transportation performance measures for the County Planning Areas including trips, vehicle miles traveled and vehicle hours of travel. Existing Transportation conditions for each Planning Area are summarized in the following section.

**Table 1 – Existing Unincorporated County Planning Area Travel Performance Measures (Daily)**

Planning Area	Existing Daily Trips	Existing Truck Trips	Existing Vehicle Miles of Travel	Existing Vehicle Hours of Travel
Antelope Valley	260,220	5,792	3,868,720	95,263
East San Gabriel Valley	896,100	29,174	10,208,914	281,574
Gateway	422,068	19,796	4,303,181	128,242
Metro	457,054	14,334	3,884,605	120,039
San Fernando Valley	135,360	3,692	1,481,508	41,166
Santa Clarita Valley	339,899	8,732	4,428,105	121,113
Santa Monica Mountains	167,122	4,000	2,424,947	68,105
South Bay	295,360	10,949	2,666,355	79,770
West San Gabriel Valley	443,589	11,855	4,519,194	131,002
Westside	210,707	5,835	1,886,738	63,382

Source: Southern California Association of Governments Regional Travel Demand Model

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## Antelope Valley Planning Area

A large portion of the Antelope Valley Planning Area is unincorporated County land, with the exception of the Cities of Lancaster and Palmdale. As of 2010, these unincorporated County areas had a population of 76,846 and employment base of 8,800 jobs. This represents approximately 20 percent of the Planning Area's population base and 10 percent of the Planning Area's employment base. These County unincorporated portions of the Antelope Valley currently generate 260,220 daily trips, 3,868,720 daily VMT, 95,263 daily VHT and 5,792 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following:

### North-South Highways

- 30<sup>th</sup> Street – ADT 0.04 (s/o Avenue E) ; Major Highway (between Avenue D and Avenue E)
- Sierra Highway – ADT 4.1 – 4.7 (between Avenue E and Avenue F) ; Major Highway (between Avenue B and Avenue F)
- 50<sup>th</sup> Street – ADT 8.9 – 14.6 (between Avenue M and Avenue N) ; Secondary Highway (between Avenue E and Avenue F); Major Highway (between Avenue M and s/o Avenue P)
- 47<sup>th</sup> Street – ADT N/A; Secondary Highway (between Pearblossom Highway and Mt. Emma Road)
- 126<sup>th</sup> Street – ADT N/A ; N/A
- 160<sup>th</sup> Street – ADT N/A; N/A
- 210<sup>th</sup> Street – ADT N/A ; N/A
- 240<sup>th</sup> Street – ADT N/A; Secondary Highway (between Avenue J and Avenue P); Major Highway (between Avenue P and Palmdale Boulevard)
- Largo Vista Road – ADT N/A; Secondary Highway (between Avenue Y and Big Pines Highway); Limited Secondary Highway (between Avenue Y and Pearblossom Highway)
- San Gabriel Canyon Road (SR-39) – ADT N/A ; Limited Secondary Highway
- Mount Wilson Red Box Road – ADT N/A ; N/A
- Angeles Forest Highway – ADT 3.4 (w/o Big Tujunga Canyon Road); Major Highway
- Upper Big Tujunga Canyon Road – ADT N/A ; N/A

### East-West Highways

- Avenue B – ADT N/A ; N/A
- Avenue C – ADT N/A ; N/A
- Lancaster Road (SR-138) – ADT N/A; N/A
- Avenue D – ADT 2.5 – 2.9 (between w/o 110<sup>th</sup> Street and e/o 90<sup>th</sup> Street) ; N/A
- Avenue J – ADT 1.0 – 2.5 (between 90<sup>th</sup> Street and e/o 170<sup>th</sup> Street) ; Major Highway (between 90<sup>th</sup> Street and 170<sup>th</sup> Street); Secondary Highway (between 170<sup>th</sup> Street and 240<sup>th</sup> Street)
- Avenue K/Avenue K 8 – ADT 0.5 (e/o 150<sup>th</sup> Street); Secondary Highway (between 110<sup>th</sup> Street and 152<sup>nd</sup> Street)
- Avenue O – ADT 1.0 (e/o 180<sup>th</sup> Street): Secondary Highway
- Avenue P – ADT N/A : N/A
- Palmdale Boulevard – ADT N/A ; Major Highway
- Pearblossom Highway (SR-138 w/o Antelope Highway; SR-18 e/o Antelope Highway) – ADT 15.2 (w/o 82<sup>nd</sup> Street) ; Major Highway (between Antelope Highway and 263<sup>rd</sup> Street)
- Antelope Highway (SR 138) – ADT 8.2 (w/o 263<sup>rd</sup> Street) ; N/A
- Big Pines Highway – ADT 0.1 – 0.4 (between MM1.22 and MM10.79) ; Limited Secondary Highway

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- Angeles Crest Highway (SR-2) – ADT N/A ; Major Highway (w/o Mt. Wilson Red Box Road); Limited Secondary Highway (e/o Mt. Wilson Red Box Road)

## State Highway Network

The Antelope Valley Planning Area is served by portions of the I-5 Freeway and the SR-14 Freeway.

## East San Gabriel Valley Planning Area

The East San Gabriel Valley Planning Area has several sections of County unincorporated land area including portions of South Diamond Bar, Rowland Heights, Hacienda and Avocado Heights, East Irwindale, Covina and Glendora Islands, East Azusa, Northeast San Dimas, La Verne, North and West Claremont, East San Dimas, North Pomona, Charter Oak, West San Dimas, Walnut Islands, West Puente Valley, Valinda, South San Jose Hills and South Walnut. As of 2010, these unincorporated County areas had a population of 231,906 and employment base of 29,706 jobs. This represents approximately 25 percent of the Planning Area's population base and 10 percent of the Planning Area's employment base. These County unincorporated portions of East San Gabriel Valley currently generate 896,100 daily trips, 10,208,914 daily VMT, 281,574 daily VHT and 29,174 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following:

## North-South Highways

- Harbor Boulevard – ADT 32.2 (n/o Wellington Lane) ; Major Highway
- Azusa Avenue – ADT N/A; Local (s/o Colima Road)
- Hacienda Boulevard – ADT 18.9 – 49.8 (between s/o Colima Road and so/ Gale Avenue); Major Highway
- Irwindale Avenue/Sunset Avenue – ADT 21.3 – 25.8 (between Cypress Street and Badillo Street); Major Highway

## East-West Highways

- Colima Road – ADT 27.4 – 48.6 (between s/o Camino Del Sur and Fullerton Road) ; Major Highway
- Amar Road – ADT 23.4 – 24.6 (w/o Puente Avenue); 30.1 – 32.2 (between Sunset Avenue and Unruh Avenue); 21.9 (e/o Indian Summer Avenue); Major Highway
- Sunset Avenue – ADT 27.2 (n/o Amar Road) ; Major Highway
- 7<sup>th</sup> Street – ADT 34.5 (n/o Gale Avenue) ; Major Highway
- Badillo Street – ADT 17.5 – 19.2 (between Orange Avenue and e/o Sunset Avenue) ; Major Highway
- Arrow Highway – ADT 26.4 – 27.1 (between Vincent Avenue and Lark Ellen Avenue) ; Major Highway
- Baseline Road – ADT N/A; Major Highway
- Temple Avenue – ADT N/A ; Major Highway

## State Highway Network

The East San Gabriel Valley Planning Area is served by portions of the I-10 Freeway, the SR-210 Freeway, the SR-57 Freeway, the SR-60 Freeway, and the SR-71 Freeway.

## Gateway Planning Area

The Gateway Planning Area has several sections of County unincorporated land area including Long Beach Island and portions of Rancho Dominguez, East Compton, Lynwood Island, W. Whittier Los Nietos, North Whittier and South Whittier Sunshine Acres. These unincorporated County areas had a population of 116,079 and employment

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base of 24,516 jobs. This represents approximately 7 percent of the Planning Area's population base and 4 percent of the Planning area's employment base. These County unincorporated portions of the Santa Clarita Valley currently generate 422,068 daily trips, 4,303,181 daily VMT, 128,242 daily VHT and 19,796 daily truck trips.

In terms of the roadway network in this Planning area, the key arterials that pass through the County unincorporated portions of the area include the following:

## North-South Highways

- Alameda Street – ADT 17.5 – 20.2 (between Del Amo Boulevard and s/o SR-91) ; Secondary Highway
- Santa Fe Avenue – ADT 6.6 – 16.4 (between Del Amo Boulevard and s/o SR-91) ; Major Highway
- Norwalk Boulevard – ADT 16.0 – 26.2 (between Slauson Avenue and Whittier Boulevard) ; Major Highway
- Carmenita Road – ADT 22.1 – 24.0 (between Imperial Highway and n/o Meyer Road) ; Major Highway
- Painter Avenue – ADT 23.9 (n/o Mulberry Drive) ; Major Highway
- Valley View Avenue – ADT 15.4 – 23.1 (between Imperial Highway and Telegraph Road) ; Major Highway
- La Mirada Boulevard – ADT 13.3 – 21.1 (between Leffingwell Road and Colima Road); Major Highway

## East-West Highways

- Mulberry Drive – ADT 19.8 – 29.7 (between Painter Avenue and La Mirada Boulevard); Major Highway
- Telegraph Road – ADT 25.1 – 35.0 (between Gunn Avenue and Leffingwell Road) ; Major Highway
- Mills Avenue – ADT 18.0 – 25.4 (between Telegraph Road and Lambert Road); Secondary Highway

## State Highway Network

The Gateway Planning Area is served by portions of the I-710 Freeway, the I-605 Freeway, the I-405 Freeway, the I-105 Freeway, the I-5 Freeway, the SR-91 Freeway, the SR-103 Freeway, and the SR-22 Freeway.

## Metro Planning Area

The Metro Planning Area has several sections of County unincorporated land area including portions of East Los Angeles, Florence-Walnut Park/Firestone, W. Athens-Westmont, Willowbrook and W. Rancho Dominguez-Victoria. As of 2010, these unincorporated County areas had a population of 289,110 and employment base of 61,580 jobs. This represents approximately 16 percent of the Planning Area's population base and 10 percent of the Planning area's employment base. These County unincorporated portions of Metro currently generate 457,054 daily trips, 3,884,605 daily VMT, 120,039 daily VHT and 14,334 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following:

## North-South Highways

- Alameda Street – ADT 37.7 (between Walnut Avenue and Firestone Boulevard); 17.5 (between SR-91 and Del Amo Boulevard); Secondary Highway
- Mountain View Avenue – ADT 6.9 (between Florence Avenue and Santa Ana Street); Local Street
- Central Avenue – ADT 25.0 (between 120<sup>th</sup> Street and El Segundo Boulevard); Major Highway
- Broadway – ADT 7.8 - 10.8 (between 120<sup>th</sup> Street and Alondra Boulevard); Major Highway
- Atlantic Avenue – ADT 18.1 - 21.2 (between Rosecrans Avenue and Alondra Boulevard); Major Highway
- Western Avenue – ADT 19.7 – 24.6 (between 108<sup>th</sup> Street and 124<sup>th</sup> Street); Major Highway



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- Central Avenue – ADT 25.2 (n/o El Segundo Boulevard); 26.2 (123<sup>rd</sup> Street); Major Highway
- Alameda Street – ADT 30.4 – 34.9 (between Florence Avenue and 83<sup>rd</sup> Street); Major Highway
- Santa Ana Avenue – ADT 14.4 - 26.3 (between Florence Avenue and Poplar Place); Major Highway
- Atlantic Boulevard – ADT 35.8 – 24.8 (between Pomona Boulevard and Olympic Boulevard); Major Highway

## East-West Highways

- Florence Street – ADT 24.8 - 27.2 (between Central Avenue and Alameda Street ranges); Major Highway
- Firestone Boulevard – ADT 27.9 - 31.5 (between Central Avenue and Alameda Street); Major Highway
- Century Boulevard – ADT 30.0 (e/o Normandie Avenue); Major Highway
- Santa Ana Boulevard - ADT 2.3 (e/o Mona Boulevard); Secondary Highway
- Imperial Highway – ADT 27.5 - 29.7 (between Van Ness Avenue and Vermont Avenue); Major Highway
- El Segundo Boulevard – ADT 20.5 - 27.8 (between Figueroa Street and Central Avenue); ADT 15.3 (between Wilmington Avenue and Alameda Street); Major Highway
- Rosecrans Avenue – ADT 23.6 - 29.4 (between Figueroa Street and Central Avenue); ADT 30.5 (e/o Atlantic Boulevard); Major Highway
- Compton Boulevard – ADT 17.4 (w/o Atlantic Avenue); Secondary Highway
- Redondo Beach Boulevard – ADT 10.6 - 24.4 (between Figueroa Street and Compton Boulevard); Major Highway
- Imperial Highway – ADT 27.3 – 30.7 (between Van Ness Boulevard and Vermont Avenue); Major Highway
- Century Boulevard – ADT 30.0 – 32.5 (near Normandie Ave); Major Highway
- El Segundo Boulevard – ADT 20.5 – 27.8 (between Figueroa Street and Central Avenue); 15.8 - 16.1 (between Wilmington Avenue and Mono Boulevard); Major Highway
- Rosecrans Boulevard – ADT 25.1 – 29.4 (between Broadway and Avalon Boulevard); 20.4 (w/o Atlantic Avenue); 33.4 (Atlantic e/o Atlantic Avenue); Major Highway
- Redondo Beach Boulevard – ADT 9.4 – 26.6 (between Figueroa Street and Main Street); Major Highway
- Manchester Avenue – ADT 2.6 (e/o Firestone Boulevard); Major Highway
- Florence Avenue – ADT 24.8 – 29.2 (between Hooper Avenue and Wilmington Avenue); Major Highway
- Olympic Boulevard – ADT 19.1 – 22.0 (between e/o Garfield and Hendricks Avenue); 22.3 – 37.1 (between e/o Indiana Street and e/o Atlantic Boulevard); Major Highway
- Whittier Boulevard – ADT 24.7 – 30.9 (between Alma Avenue and Mobile Avenue); Major Highway
- 3<sup>rd</sup> Street – ADT 7.5 – 16.5 (between Indiana Street and Woods Avenue); Secondary Highway
- Cesar E Chavez Avenue – ADT 13.9 – 30.0 (between Hicks Avenue and e/o Mednik Avenue); Secondary Highway
- Beverly Boulevard – ADT 16.1 – 20.4 (between Atlantic Boulevard and Sadler Avenue); Major Highway

## State Highway Network

The Metro Planning Area is served by portions of the I-110 Freeway, the I-105 Freeway, the I-10 Freeway, the I-5 Freeway, the I-710 Freeway, the SR-60 Freeway, and the US-101 Freeway.

## San Fernando Valley Planning Area

The San Fernando Valley Planning Area has several sections of County unincorporated land area including portions of the West Hills, West Chatsworth, Oat Mountain, Sylmar Island, Lopez Canyon, Kagel Canyon, La Crescenta Montrose, and Universal City. As of 2010, these unincorporated County areas had a population of 19,980 and employment base of 5,892 jobs. This represents approximately one percent of the Planning Area's population base and 0.8 percent of the Planning Area's employment base. These County unincorporated portions of San

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Fernando Valley currently generate 135,360 daily trips, 1,481,509 daily VMT, 8,679 daily VHT and 3,692 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following:

## North-South Highways

- N/A

## East-West Highways

- Lake Manor Drive – ADT 5.5 – 7.0 (between Valley Circle Boulevard and e/o Applegate Terrace); Major Highway
- Foothill Boulevard – ADT 18.1 – 25.7 (between Pennsylvania Avenue and Briggs Avenue); Major Highway

## State Highway Network

The San Fernando Valley Planning Area is served by portions of the I-210 Freeway, the I-5 Freeway, the I-405 Freeway, the SR-170 Freeway, SR-134 Freeway, SR-118 Freeway, and SR-2 Freeway.

## Santa Clarita Valley Planning Area

A large portion of the Santa Clarita Planning Area is unincorporated land area with the exception of the City of Santa Clarita. As of 2010, these unincorporated County areas had a population of 95,263 and employment base of 19,638 jobs. This represents approximately 35 percent of the Planning Area's population base and 19 percent of the Planning Area's employment base. These County unincorporated portions of the Santa Clarita Valley currently generate 339,899 daily trips, 4,428,105 daily VMT, 121,113 daily VHT and 8,732 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following:

## North-South Highways

- Sierra Highway – ADT 7.3 – 10.3 (between s/o San Canyon Road and Davenport Road) ; Major Highway
- Plum Canyon Road – ADT 17.9 – 18.1 (between w/o Via Joyce Drive and e/o La Madrid Drive); Major Highway

## East-West Highways

- Henry Mayo Drive – ADT N/A; Expressway
- Cross Valley Connector – ADT N/A; N/A

## State Highway Network

The Santa Clarita Valley Planning Area is served by portions of the I-5 Freeway and the SR-14 Freeway.

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## Santa Monica Mountains

A large portion of the Santa Monica Mountains Planning Area is County unincorporated land. As of 2010, these unincorporated County areas had a population of 18,074 and employment base of 13,707 jobs. This represents approximately 21.5 percent of the Planning Area's population base and 24 percent of the Planning Area's employment base. These County unincorporated portions of Santa Monica Mountains currently generate 167,122 daily trips, 2,424,947 daily VMT, 68,105 daily VHT and 4,000 daily truck trips.

There are no key arterials that pass through the County unincorporated portions of the area; however, the Santa Monica Mountains Planning Area is served by portions of the US-101 Freeway.

## South Bay Planning Area

The South Bay Planning Area has several sections of County unincorporated land area including areas in the Palos Verde Peninsula, Alondra Park, Del Air, Lennox, Hawthorne and West Carson. As of 2010, these unincorporated County areas had a population of 70,770 and employment base of 22,430 jobs. The County proportion represents approximately seven percent of the Planning Area's population base and 4.5 percent of the Planning Area's employment base. These County unincorporated portions of South Bay currently generate 295,360 daily trips, 2,666,355 daily VMT, 79,770 daily VHT and 10,949 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following (daily traffic is shown in thousands – for example, ADT 37.7 indicates 37,700 daily vehicles on the roadway segment):

### North-South Highways

- Vermont Avenue – ADT 17.2 - 24.2 (between Del Amo Boulevard and Lomita Boulevard); Major Highway
- Hawthorne Boulevard (SR-107) – ADT 38.9 (near Lennox Boulevard); Major Highway
- La Cienega Boulevard – ADT 8.8 - 10.6 (between I-105 and El Segundo Boulevard); Major Highway

### East-West Highways

- Torrance Boulevard – ADT 30.9 - 31.2 (between Normandie Avenue and Vermont Avenue); Secondary Highway
- Manhattan Beach Boulevard – ADT 17.6 - 21.4 (between Prairie Avenue and Crenshaw Boulevard); Major Highway
- Sepulveda Boulevard – ADT 48.2 (between Normandie Avenue and Vermont Avenue); Major Highway
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### State Highway Network

The South Bay Planning Area is served by portions of the I-405 Freeway, the I-110 Freeway, the I-105 Freeway, the SR-91 Freeway, and SR-47 Freeway.

## West San Gabriel Valley Planning Area

The West San Gabriel Planning Area has several sections of County unincorporated land area including all or portions of the Whittier Narrows, South San Gabriel, East Pasadena, East San Gabriel, South Monrovia Islands, South El Monte Island, San Pasqual, Kinneloa Mesa, and Altadena. As of 2010, these unincorporated County areas had a population of 123,374 and employment base of 17,686 jobs. This represents approximately 13 percent of

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the Planning Area's population base and five percent of the Planning Area's employment base. These County unincorporated portions of West San Gabriel Valley currently generate 443,589 daily trips, 4,519,194 daily VMT, 131,002 daily VHT and 11,885 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following:

## North-South Highways

- Rosemead Boulevard (SR-19) – ADT 26.4 – 44.7 (between Rush Street and San Gabriel Boulevard ) ; Major Highway
- Rosemead Boulevard (SR-19) – No ADT count data available between 210 Freeway and North of Longden Avenue; Major Highway
- San Gabriel Boulevard – ADT 16.5 (s/o Del Mar Avenue); 17.1 (n/o Hill Street); 24.5 (s/o Del Mar Avenue); Major Highway
- Sierra Madre Boulevard – ADT 17.9 (n/o San Pasqual Street)
- Peck Road – ADT 26.6 (n/o Rooks Road); Major Highway
- Myrtle Avenue – ADT 21.8 – 22.5 (between s/o El Camino Real and n/o Shrode Ave); Major Highway

## East-West Highways

- Potrero Grande Drive – ADT 8.2 (n/o Hill Street); 15.0 (s/o Hill Street); Major Highway
- Live Oak Avenue – ADT 25.6 (w/o 10<sup>th</sup> Avenue); 25.0 (w/o Peck Avenue); Major Highway
- New York Drive – ADT 13.6 (e/o Altadena Drive); 8.5 - 9.7 (between Altadena Drive and Lake Avenue); Major Highway
- Woodbury Road – ADT 7.6 – 12.9 (between Lake Avenue and Mariposa Street); 12.9–18.4 (between Mariposa Street and Marengo Street); 15.3-21.4 (Marengo Street and Windsor Avenue); Secondary Highway
- Huntington Drive – ADT 27.6 – 34.7 (between Michillinda Avenue and Madres Street); Parkway

## State Highway Network

The West San Gabriel Valley Planning Area is served by portions of the I-210 Freeway, the I-605 Freeway, the I-710 Freeway, the SR-110 Freeway, the I-10 Freeway, and the SR-60 Freeway.

## Westside Planning Area

The Westside Planning Area has several sections of County unincorporated land area including the Veteran's Administration Hospital area, Marina Del Rey and Ladera Heights/Viewpark/Windsor Hills. As of 2010, these unincorporated County areas had a population of 27,600 and employment base of 18,533 jobs. This represents approximately three percent of the Planning Area's population base and 2.5 percent of the Planning Area's employment base. These County unincorporated portions of Westside currently generate 210,707 daily trips, 1,886,738 daily VMT, 63,382 daily VHT and 5,835 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following:

## North-South Highways

- La Brea Avenue – ADT 27.9 – 31.5 (between Slauson and Stocker Street); Major Highway
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## East-West Highways

- Slauson Avenue – ADT 35.4 - 87.3 (between Shenandoah Avenue and Overhill Drive); Major Highway
- Stocker Street – ADT 19.4-49.5 (between La Cienega Boulevard to La Brea Avenue); Major Highway

## State Highway Network

The Westside Planning Area is served by portions of the I-405 Freeway, the I-10 Freeway, and the SR-90 Freeway.

### **1.2 County Unincorporated Study Intersection Analysis – Existing Conditions**

This study incorporates analysis at the intersection level for the County of Los Angeles designated Congestion Management Program (CMP) intersections. The CMP was created following passage of Proposition 111 and it is intended to link transportation, land use and air quality decisions for urban areas within California. The CMP assesses transportation operating conditions at key locations for the County of Los Angeles, and it is implemented by the Metropolitan Transportation Authority (Metro) within the County. The CMP requires monitoring of the CMP roadway system and key intersections. In the County unincorporated area there are a total of 15 monitoring intersections. Those 15 locations are included in this study and are assessed for both existing conditions as well as future with and without project conditions. The most recent year that Metro conducted CMP intersection analysis was 2013.

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## Level of Service (LOS) Criteria

The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). LOS is a description of traffic performance at intersections. The LOS concept is a measure of average operating conditions at intersections during an hour and it is based on a volume-to-capacity (V/C) ratio. Levels range from 'A' to 'F', with 'A' representing excellent (free-flow) conditions and 'F' representing extreme congestion.

Table 2 below describes the level of service concept and operating conditions expected under each level of service for signalized intersections.

**Table 2: Level of Service description for Signalized and Unsignalized Intersections**

LOS	Interpretation
A	Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	The ability to maneuver within the traffic stream is only slightly restricted and control delay at intersections is no significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	The ability to maneuver and change lanes at midsegment locations may be more restricted than at LOS B. Longer queues at intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Small increases in flow may cause substantial increases in delay and decreases in travel speed. The travel speed is between 40% and 50% of the base free-flow speed.
E	Significant delay is commonly experienced. The travel speed is between 30% and 40% of the base free-flow speed.
F	Congestion is likely occurring at intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed.
Source: County of Los Angeles 2014	

The study intersections, all of which are controlled by the traffic signals, were analyzed using the Intersection Capacity Utilization (ICU) methodology. The ICU methodology is the preferred method to calculate the existing and future level of service at intersection as per the Los Angeles County guidelines. Some of the inputs that are used in this analysis are existing traffic movement counts, number of lanes and signal control data.

As shown, the levels of service range widely at the 15 county intersections, from LOS A at several locations to LOS F at two locations (La Cienega Boulevard/Stocker Street and Rosemead Boulevard/Huntington Drive). The existing

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conditions level of service results for the 15 CMP study intersections is included in Table 3. In summary, 11 locations operate at LOS D or better in both peak hours, one location has LOS E in the PM peak hour and three locations have LOS F in one or more peak hours. The most congested location is La Cienega Boulevard/Stocker Street, with LOS F during both the AM and PM peak hours.

**Table 3 - CMP Study Intersections Within County Unincorporated Area - Existing (2013) Level of Service**

	CMP Route	Cross Street	AM Peak Hour		PM Peak Hour	
			V/C Ratio	Level of Service	V/C Ratio	Level of Service
1	Avenue D	60th Street West	0.249	A	0.277	A
2	Azusa Avenue	Colima Road	0.627	B	0.802	D
3	Colima Road	Hacienda Boulevard	0.687	B	0.818	D
4	Henry Mayo Drive	Chiquito Canyon Road	0.386	A	0.399	A
5	Imperial Highway	Carmenita Road	0.740	C	0.942	E
6	La Cienega Boulevard	Stocker Street	1.311	F	1.133	F
7	Lancaster Road	300th Street West	0.184	A	0.195	A
8	Pacific Coast Highway	Topanga Canyon Boulevard	0.899	D	0.845	D
9	Pearblossom Highway	82nd Street East	0.478	A	0.629	B
10	Pearblossom Highway	Antelope Highway	0.363	A	0.392	A
11	Rosemead Boulevard	Huntington Drive	0.712	C	1.013	F
12	Rosemead Boulevard	San Gabriel Boulevard	0.737	C	1.041	F
13	Sierra Highway	Red Rover Mine Road	0.320	A	0.213	A
14	Sierra Highway	Sand Canyon Road	0.535	A	0.814	D
15	Whittier Boulevard	Atlantic Avenue	0.703	B	0.869	D

Source: County of Los Angeles Congestion Management Plan 2013 Intersection Analysis Results

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## 2.0 HIGHWAY PLAN ANALYSIS

This section discusses the analysis that has been completed to assess the effects of the County of Los Angeles' General Plan Update on the County's transportation system, focusing on highways in the County unincorporated areas. There are two elements to the transportation impact analysis:

- Land Use/Socioeconomic Growth and Changes- This includes growth in the County unincorporated area in terms of development activity, and added population and employment; both of which generate added person trips and vehicle trips.
- Highway Plan Amendments – This includes proposed amendments to the County Highway Plan classification system such as highway classification upgrades (for example, amending the plan designation from a Secondary Highway to a Major Highway for a section of roadway), downgrades (for example, amending the plan designation from a Major Highway to a Secondary Highway), or removal from the designated network (thus changing the classification to a “local” or “collector” road and removing it from the Highway Plan map entirely).

This analysis covers both the estimated land use/socioeconomic growth (changes in population, employment and other activities) in the County unincorporated areas, as well as the proposed amendments to the Highway Plan designations. The purpose of the analysis is to determine if significant transportation system impacts would likely result on the County's highway system from either of the two plan-related actions.

A programmatic level of analysis has been completed for each action using the regional model of the Southern California Association of Governments (SCAG) as the basis for the analysis. The model has been used to test both population and employment growth in the County areas, as well as proposed roadway amendments (reclassifications). The methodology, findings and recommendations of the study are described in detail in this section.

### 2.1 Thresholds of Significance

In order to assist in determining whether a project will have a significant effect on the environment, the *State CEQA Guidelines*, Appendix G identify criteria for conditions that may be deemed to constitute a substantial or potentially substantial adverse change in physical conditions. Potentially significant impacts on transportation and circulation would occur if the proposed Area Plan would:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to-capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;

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- Generate a parking demand that exceeds municipal code-required parking capacity;
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks); and/or
- Cause a hazard or barrier for pedestrians or bicyclists.

These potential impact areas are discussed in this report. In addition, this report includes a program level analysis of the potential impacts to the County's highways themselves based on potential growth due to the plan as well as based on recommended highway plan amendments.

Individual development projects are reviewed in accordance with the County's Traffic Impact Analysis Report Guidelines. However, the Proposed Project is a policy level document that must be evaluated differently than a single development project. This is because it is only possible to make generalized estimates of development activity at this time. The specific location or intensity of development throughout the Project Area is unknown. The Proposed Project guides where growth will occur and to what level, but actual development patterns will likely differ somewhat from the Proposed Project. In addition, the specific timing and other details such as driveway locations, mix of land uses and intensity are not known at this time. Therefore, a different and broader standard for measuring impacts is appropriate for this program level impact analysis.

The County does not specify an acceptable LOS for the purpose of long-range planning. However, in conformance with the Los Angeles County Congestion Management Program (CMP), the maximum acceptable level of service on arterial roads (i.e., major, secondary, and limited secondary highways) is LOS E, except where base year LOS is worse than LOS E. In such cases, the base year LOS is the standard. Thus, for this analysis, LOS E is considered to be the measuring point for significant impacts. Any action that causes an LOS F condition to worsen by 0.02 or greater is considered a significant impact for purposes of this analysis.

## 2.2 County Highway Plan Network Summary

The Los Angeles County Department of Public Works is generally responsible for the design, construction, operation, maintenance and repair of roads in the Project Area, as well as in a number of jurisdictions that contract with the County of Los Angeles (County) for these services. The primary transportation focus of the County is on the portions of the highway system that fall within the unincorporated areas. Primary responsibility for transportation planning in Los Angeles County is the Los Angeles County Metropolitan Transportation Authority (Metro). As a result, the County is not directly responsible for overall transportation planning or service provision in Los Angeles County. The County's Highway Plan designates the functional classifications of the County's highway system. It incorporates the originally adopted plan plus proposed updates to the Proposed Project. The Highway Plan illustrates existing and proposed locations of major arterial highways throughout Los Angeles County. It is intended to provide a highway system consistent with the distribution of land uses as depicted in the Land Use Element of the Proposed General Plan Update by providing adequate highways to serve future needs.

The Proposed Highway Plan includes the following roadway classifications:

- **Major Highway** – This classification includes urban and rural highways that are of countywide significance and are, or are projected to be, the most highly traveled routes. These roads generally require four or more lanes of moving traffic, channelized medians and, to the extent possible, access control and limits on intersecting streets.

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In urban areas, the typical right-of-way width for these highways is 100 feet. Alternative major highway sections may be established by the County to accommodate features such as raised medians, bicycle facilities, and wider parkways with varying right-of-way widths.

In rural areas, major highways are intended to maintain a rural appearance (without curb, gutter, and/or sidewalk) to reflect the rural character of various communities throughout Los Angeles County. The typical right-of-way width of a rural major highway is 108 feet. Additional right-of-way may be required to accommodate other transportation uses. In addition, beyond the ultimate road right-of-way, there may be a need for additional dedications for trail purposes, to accommodate equestrian and other non-vehicular uses.

- **Secondary Highway** – This classification includes urban and rural routes that serve or are planned to serve an areawide or countywide function, but are less heavily traveled than major highways. Secondary highways also frequently act as oversized collector roads that feed the countywide system. In this capacity, the routes serve to remove heavy traffic from local streets, especially in residential areas. Access control, especially to residential property and minor streets, is desirable along these roads.

In urban areas, secondary highways generally have four lanes of vehicular traffic on 80 feet of right-of-way. However, configuration and width may vary with traffic demand and existing conditions. In a few cases, routes that carry major highway levels of traffic are classified as secondary highways because it is impractical to widen them to major highway standards. Alternative secondary highway sections may be established by the County to accommodate features such as raised medians, bicycle facilities, and wider parkways with varying right-of-way widths.

In rural areas, certain connector highways to and between rural communities are also classified as secondary highways. These highways are intended to maintain a rural appearance (without curb, gutter, and/or sidewalk) to reflect the rural character of various communities throughout Los Angeles County. The typical right-of-way width of rural secondary highways is 86 feet. Additional right-of-way may be required to accommodate other transportation uses. In addition, beyond the ultimate road right-of-way, there may be a need for additional dedications for trail purposes, to accommodate equestrian and other non-vehicular uses.

- **Limited Secondary Highway** – This classification includes urban and rural routes that provide access to low-density areas.

In urban areas, limited secondary highways generally feature lower traffic volumes and multimodal transportation facilities. The typical right-of-way width of these highways generally ranges between 64-80 feet. Alternative secondary highway sections may be established by the County to accommodate features such as raised medians, bicycle facilities, and wider parkways with varying right-of-way widths.

In rural areas, limited secondary highways are generally located in rural communities and remote foothill, mountain and canyon areas. These highways are intended to maintain a rural appearance (without curb, gutter, and/or sidewalk) to reflect the rural character of various communities throughout Los Angeles County. The typical right-of-way width of rural limited secondary highways is 64 feet. Additional right-of-way width may be required to accommodate left-turn pockets and passing lanes may be provided when

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required for traffic safety. The right-of-way may be increased for additional improvements where traffic or drainage conditions warrant. In addition, beyond the ultimate road right-of-way, there may be a need for additional dedications for trail purposes, to accommodate equestrian and other non-vehicular uses.

- Parkway – This classification includes urban and rural routes that have park-like features either within or adjacent to the roadway. The right-of-way width required varies as necessary to incorporate these features, typically with a minimum of 80 feet. Roadway improvements vary depending on the composition and volume of traffic carried.
- Expressway – This classification includes urban and rural controlled-access highways connecting communities. Expressways can generally accommodate six to ten traffic lanes and are intended for thru-traffic, featuring full or partial control of access. The right-of-way required varies as necessary to incorporate these features, but is typically 180 feet in width. Roadway improvements vary depending upon the composition and volume of traffic carried.

While the Highway Plan maps display a majority of the arterial highways in Los Angeles County, these designations officially apply only to the Project Area. The contiguous segments of roadways that fall within city areas are governed by the applicable city plans. For example, South Vermont Avenue in the unincorporated portion of the South Bay Planning Area is designated as a Major Highway in the Highway Plan. To the north is the City of Torrance, and to the south is the City of Lomita. Those cities classify Vermont Avenue based on the respective city's functional designation. In many cases, the functional classification types between cities and the Highway Plan match, as do the right-of-way designations. In some cases, however, the Highway Plan designation may differ from the adjacent city designation. In other cases, although the name of the classification may be different, the underlying key features, such as number of lanes and right-of-way width, match. For example, some cities label Secondary Highways as Secondary Arterials, although both classifications operate and function identically to one another. Throughout this document, when references are made to the County Highway Plan, the intent is to refer to the portion of the highway system that is located in the unincorporated areas.

In the northern portion of Los Angeles County, the Highway Plan governs a relatively larger portion of highway mileage than the areas to the south. This is because in the northern portion, particularly the Antelope Valley, a larger proportion of the land area is unincorporated. Also, in these areas, the potential for significant land use change and growth is greater because the highways fall within undeveloped areas. This is especially true in the areas west of I 5 near the City of Santa Clarita, the areas paralleling SR 14 between the City of Santa Clarita and City of Palmdale, and the areas east of the City of Palmdale and the City of Lancaster.

Throughout much of the Project Area south of the City of Santa Clarita, most Major and Secondary Highways are fully built to their ultimate cross sections, and further widening would not be feasible. In some cases, turn lanes (left-and right-turn lanes) can be added at intersections to provide additional capacity, but in most cases the roadways will not be significantly widened. However, in the Santa Clarita Valley and Antelope Valley Planning Areas, there will be opportunity to widen many of the roadways to their designated width to accommodate the planned growth in housing, employment and commercial activities that will occur.

## 2.3 General Plan Land Use Growth Analysis

The County unincorporated areas will experience some level of change in land use (as reflected in population and employment) over the horizon of the General Plan. There are many unincorporated “pockets” of land throughout the County, especially in the south County area. In those areas, the transportation system is also affected to a large extent by activity in the surrounding incorporated city areas. In the north portion of the County, in the Santa Clarita Valley and the Antelope Valley, there is a much larger proportion of unincorporated land, as opposed to

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areas in the south portion of the County. In those two valley areas, it is expected that the growth and change in the County land uses will have a proportionally larger effect on the transportation system. A separate and more detailed traffic study of the antelope Valley will be produced.

To assess the effects of potential land use changes on the transportation system, the regional travel demand model of the Southern California Association of Governments (SCAG) has been applied. The SCAG model covers the six county areas (Los Angeles plus Orange, Ventura, Riverside, San Bernardino and Imperial counties). Within Los Angeles County, the model includes both incorporated city land area and County unincorporated areas. Thus, the model is the appropriate tool to test changes in County land uses, and to also take into account changes and growth in the surrounding incorporated areas. The SCAG model includes a 2008 base year and a 2035 future horizon year. Both models were used for this analysis. The 2008 model is used for the “Existing plus Project” analysis for purposes of CEQA review, and the future 2035 model was also reviewed to understand future build out land uses at 2035. The following scenarios have been run using the model and the results are presented in this traffic analysis report:

- Existing 2008
- Existing 2008 plus Project (County General Plan buildout)
- 2035 No-project
- 2035 plus project (County General Plan Buildout)

To apply the model, a series of steps were taken to ensure that the County proposed plan was properly reflected in the model input data. Those steps are as follows:

- County staff provided SCAG with updated versions of Proposed Project buildout projections for the unincorporated areas.
- SCAG removed the socioeconomic data in the regional model within the unincorporated areas and replaced it with the County staff buildout estimates for the Proposed Project. This was done on top of the 2008 data for the existing plus project analysis and also on top of the 2035 dataset for the 2035 plus project analysis. It should be noted that the Proposed Project is not expected to be fully built out within SCAG’s 2035 horizon year.
- Thus, the Proposed Project buildout projections were applied to the SCAG regional model zones as appropriate based on County demographic projections to create final 2008 and 2035 datasets.
- The SCAG generated 2035 demographic data assumptions for cities formed the basis for the Existing plus Project as well as 2035 with the Project model runs performed by Iteris for the Community Climate Action Plan as well as the analysis for the rest of the Proposed Project.

The SCAG modeling results were then used to assess the potential project impacts due to the “Existing plus Project” and “2035 with Project” scenarios. Appendix A presents the results of the SCAG regional modeling analysis of Plan growth for Existing Plus Project and Appendix B presents the results of the SCAG regional modeling analysis of Plan growth for 2035 Plus Project. For each County Planning area, the Secondary Highways, Major Highways and Expressways have been reviewed to determine the model volumes under existing conditions, Existing Plus Project, 2035 No Project, and 2035 Plus Project. The Existing plus Project and 2035 Plus Project daily traffic volumes were compared to the County’s designated LOS E capacity for each facility type. If the Existing plus Project or 2035 Plus Project daily volume falls under the County’s designated LOS E capacity, it was determined that there would be no significant impact because this roadway would continue to operate at acceptable conditions. This is true by definition since only roadway links at LOS E capacity or worse are determined to potentially experience a significant impact. For those roadways below the LOS E threshold (i.e., better than LOS E),

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it was determined that the planned roadway capacity is adequate to handle the volumes (under Existing plus Project) within acceptable operating conditions. For segments that are shown to exceed the LOS E designated capacity, the links were further reviewed to determine if the project-related change in volume/capacity ratio is large enough to be considered significant (0.02 or greater change in V/C). Appendices A and B show the number of roadway segments that the model results indicate will both be at LOS F and also will exceed the 0.02 threshold of significant impact.

Appendices A and B displays the detailed information that was used to develop the project impact findings. Appendices A and B includes the following for each segment of highway on the county Plan in each Planning Area;

- highway classification, orientation,
- limits of the segment,
- existing volume (from the model)
- existing plus project volumes (from the model),
- number of lanes,
- designated maximum capacity at level of service E,
- existing volume/capacity ratio,
- existing plus project volume/capacity ratio,
- change in volume/capacity ratio due to the plan and
- whether the change in V/C exceeds the significant impact threshold (where the segment has a volume greater than LOS E capacity AND the change in V/C is 0.02 or greater).

The results of the analysis show that nearly all of the roadway segments in the County's unincorporated areas are not expected to exceed the designated LOS E threshold under the Existing plus Project scenario. Eight segments are projected to be significantly impacted under the existing plus project scenario and 18 segments are projected to be significantly impacted under the 2035 plus project scenario. The segments that are projected to exceed the maximum LOS E threshold and experience a significant change in V/C due to the project are listed below, by Scenario:

## Existing Plus Project Impacts

- Sepulveda Boulevard from Vermont Avenue to I-110 South off ramp (South Bay Planning Area) – Exceeds planned by approximately 8,000 vehicles, 0.04 change in V/C (Existing plus Project V/C = 1.16) due to Plan Growth.
- 200th Street East from Avenue G to Avenue J (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 1,800 daily vehicles, 0.99 change in V/C (Existing plus Project V/C = 1.05) due to the Plan Growth.
- Pearblossom Highway (SR-138) from 131<sup>st</sup> Street E to 170th Street E (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 6,600 daily vehicles, 0.67 change in V/C (Existing plus Project V/C = 1.12) due to the Plan Growth.
- Henry Mayo Drive (SR-126) from Commerce Center Drive to I-5 South off ramps (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 17,000 daily vehicles, 0.60 change in V/C (Existing plus Project V/C = 1.27) due to the Plan Growth.

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- Henry Mayo Drive (SR-126) from San Martinez Grande Canyon to Del Valle Road (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 16,000 daily vehicles, 0.61 change in V/C (Existing plus Project V/C = 1.36) due to the Plan Growth.
- Hacienda Boulevard SR-60 Freeway Eastbound ramp to Halliburton Road (East San Gabriel Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 2,000 daily vehicles, 0.23 change in V/C (Existing plus Project V/C = 1.03) due to the Plan Growth.
- La Cienega Boulevard from Stocker Street to Slauson Avenue (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 10,000 daily vehicles, 0.02 change in V/C (Existing plus Project V/C = 1.18) due to the Plan Growth.
- Slauson Avenue from Corning Avenue to La Cienega Boulevard (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 7,000 daily vehicles, 0.03 change in V/C (Existing plus Project V/C = 1.13) due to the Plan Growth.

## 2035 Plus Project Impacts

- Sepulveda Boulevard from Vermont Avenue to I-110 South off ramp (South Bay Planning Area) – Exceeds planned roadway LOS E capacity by approximately 12,000 vehicles, 0.02 change in V/C (2035 plus Project V/C = 1.23) due to Plan Growth.
- 200th Street East from Avenue G to Avenue J (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 3,000 daily vehicles, 0.78 change in V/C (2035 plus Project V/C = 1.00) due to the Plan Growth.
- Pearblossom Highway (SR-138) from 70th Street E to Avenue T8 (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by 140 daily vehicles, 0.29 change in V/C (2035 plus Project V/C = 1.00) due to the Plan Growth.
- Pearblossom Highway (SR-138) from 131<sup>st</sup> Street E to 170th Street E (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 20,000 daily vehicles, 0.31 change in V/C (2035 plus Project V/C = 1.36) due to the Plan Growth.
- Pico Canyon Road from Constitution Drive to The Old Road (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by 670 daily vehicles, 0.13 change in V/C (2035 plus Project V/C = 1.01) due to the Plan Growth.
- Pico Canyon Road from Stevenson Ranch Parkway to Constitution Drive (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by 670 daily vehicles, 0.13 change in V/C (2035 plus Project V/C = 1.01) due to the Plan Growth.
- Henry Mayo Drive (SR-126) from Commerce Center Drive to I-5 South off ramps (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 30,000 daily vehicles, 0.23 change in V/C (2035 plus Project V/C = 1.45) due to the Plan Growth.

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- Henry Mayo Drive (SR-126) from San Martinez Grande Canyon to Del Valle Road (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 35,000 daily vehicles, 0.21 change in V/C (2035 plus Project V/C = 1.80) due to the Plan Growth.
- Hacienda Boulevard from SR-60 Freeway Westbound ramp to SR-60 Freeway Eastbound ramp (East San Gabriel Valley Planning Area) – Exceeds planned roadway LOS E capacity by 800 daily vehicles, 0.06 change in V/C (2035 plus Project V/C = 1.02) due to the Plan Growth.
- Hacienda Boulevard from SR-60 Freeway Eastbound ramp to Halliburton Road (East San Gabriel Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 4,000 daily vehicles, 0.06 change in V/C (2035 plus Project V/C = 1.07) due to the Plan Growth.
- Colima Road from La Mirada Boulevard to Lambert Road (Gateway Cities Planning Area) – Exceeds planned roadway LOS E capacity by 40 daily vehicles, 0.03 change in V/C (2035 plus Project V/C = 1.00) due to the Plan Growth.
- La Cienega Boulevard from Stocker Street to Slauson Avenue (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 14,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.26) due to the Plan Growth.
- La Cienega Boulevard from Overhill to Slauson Avenue (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 2,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.04) due to the Plan Growth.
- Slauson Avenue from Corning Avenue to La Cienega Boulevard (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 7,000 daily vehicles, 0.03 change in V/C (2035 plus Project V/C = 1.13) due to the Plan Growth.
- Slauson Avenue from La Cienega Boulevard to Fairfax (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 14,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.26) due to the Plan Growth.
- Slauson Avenue from Fairfax La Brea (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 25,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.46) due to the Plan Growth.
- Rosemead Boulevard from Rush Street to Town Center Drive (West San Gabriel Planning Area) – Exceeds planned roadway LOS E capacity by approximately 2,000 daily vehicles, 0.03 change in V/C (2035 plus Project V/C = 1.03) due to the Plan Growth.
- Nadeau from Alameda Street to Santa Fe Avenue (Metro Planning Area) – Exceeds planned roadway LOS E capacity by 400 daily vehicles, 0.05 change in V/C (2035 plus Project V/C = 1.01) due to the Plan Growth.

## 2.4 Proposed Highway Plan Amendments Analysis

The other portion of the transportation and circulation impact analysis covers the proposed Highway Plan amendments that are proposed as part of the General Plan Update. As described, the Los Angeles County Highway Plan designates the functional classifications of the County's highway system. It incorporates the originally adopted Highway Plan, plus all updates to the Highway Plan that have been made by the County over time. The



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Highway Plan illustrates the existing and proposed location of Arterial Highways throughout the County. It is intended to provide a highway system consistent with the distribution of land uses, as depicted in the Land Use Element, by providing adequate highways to serve residential and commercial needs. A summary of each roadway classification is provided in Table 4.

**Table 4: Roadway Classifications**

Highway Plan Classification	Functional Classification	Definition	Typical ROW Width (Curb-to-Curb)	Design Maximum 2-Way ADT
Major Highway	6 to 8 Lane Roadway	Arterials with at least 6 travel lanes for high mobility, designed with limited vehicular access to driveways and cross streets. The typical road section includes a raised landscaped median with left turn pockets at intersections. Street sections may include striped, on-street bikeways or separated bike paths.	108' - 138' (84' - 118')	54,000 (6L) 72,000 (8L)
Secondary Highway	4 Lane Roadway	Arterials with an ultimate design section of 4 travel lanes, designed for high mobility and with limited vehicular access from driveways and cross streets. The typical road section includes a median with left turn pockets provided at intersections. Secondary highways are designed to service both through traffic, and to collect traffic from collector and local streets.	86' - 92' (58' - 72')	36,000
Limited Secondary Highway	2 to 4 Lane Roadway	Arterials with an ultimate roadway design section of 2 to 4 travel lanes and less restrictive access control. The typical road section does not include a median. These streets are designed to accommodate moderate volumes of traffic and are typically located in remote foothill, mountainous and canyon areas.	64' - 84' (28' - 64')	18,000 (2L) 36,000 (4L)
Parkway	2+ Lane Roadway	Arterials having park-like features either within or adjacent to the roadway. Specific features vary depending on the composition and volume of traffic to be carried.	80' or More (varies)	Varies
Collector Street	2 Lane Roadway	Streets which have an ultimate roadway design section of 2 travel lanes with limited vehicular access to the roadway from driveways and cross streets. The roadway is usually undivided and does not always accommodate left turn pockets at intersections. Collector streets are designed to provide both access and limited mobility, servicing local traffic from residential, commercial, and industrial uses and providing access to the arterial roadway system. Collector streets are not depicted on the adopted Highway Plan.	64' (40')	15,000
Local Street	2 Lane Roadway	Streets which have an ultimate roadway design section of 2 travel lanes designed for full access and limited mobility. Local streets are not included on the adopted Highway Plan.	58' - 60' (34' - 36')	2,500
Expressway	4 to 8 Lane Roadway	Highways which have an ultimate roadway design section of 4 or more lanes that are part of the State Highway system. Expressways have restrictive access control consisting of grade-separated interchanges or at-grade signalized intersections with a minimum spacing of 1 mile.	200' (varies)	44,000 (4L) 88,000 (8L)

In addition to these facility types, there are freeway facilities that pass through many of the County Planning Areas. However, freeways are owned and operated by the State of California (Caltrans) and are thus not under the jurisdiction of the County. All other roadways within County boundaries are controlled, operated and maintained by the County, except for private roads. The County designates all roadways that are not local or collector streets as one of the functional classifications listed above. That County Highway Plan classification designates the type of characteristics the roadway should have, such as designated number of lanes, right-of-way width, curb-to-curb width, as well as designated traffic volume that each roadway should carry. For various reasons, the County occasionally changes the functional classification of a roadway to match proposed plans. This may be via upgrading the classification to a higher classification, or downgrading to lower classification or removing the highway from the plan entirely.

This section discusses the proposed amendments to the County Highway Plan per the Los Angeles County Planning Department. Each recommended Highway Plan amendment recommendation was evaluated for validity and potential significant impacts based on the roadway's planned number of lanes, existing traffic counts (if available), and projected 2035 roadway average daily traffic volume (if available from the model). For areas where no current traffic count data is available, historical, interpolated, or model data was used to estimate traffic volumes. The recommended Highway Plan amendment was then either confirmed based on its size and function, or identified as needing further analysis when additional information relevant to the plan becomes available. The recommended roadway amendments to the County Highway Plan and evaluation results are provided in Table 5.

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Part of this analysis has been to review each proposed change in the County Highway Plan designation to determine if the change could result in any significant impacts to the transportation system. This could occur, for example, if a roadway is downgraded, yet the anticipated volume is higher than the capacity of the roadway classification to which it was downgraded. In such a case, the roadway would not be able to theoretically handle the anticipated volume under acceptable operating conditions. Similarly, by downgrading a roadway classification, there might be potential to divert traffic to other parallel facilities due to the reduction in capacity of the highway in question. However, in some cases, the existing traffic volume is already above the designated daily capacity and it is not feasible to widen the roadway further due to physical or environmental constraints. It is important to note that there are many reasons for recommended highway plan amendments, including but not limited to, the following:

- **Roadway Realignment** – Roadway realignment amendments would occur to conform to geographic features, for continuity with other jurisdictions highway plans, to avoid private property, or for other miscellaneous reasons. This type of change generally does not affect the capacity or functional usage of the highway.
- **Continuity with Adjacent City Plans** – Continuity amendments typically occur if over time it has become known that adjacent planned facilities in neighboring jurisdictions have deviated from the original County Plan, and it is likely that the highway will be developed according to the city General Plan maps. In these cases, it often does not make sense to continue the County’s planned designation as it would result in a roadway with different cross sections and planned function and capacity. For example, if cities on either side of the County island have constructed a roadway to be four lanes, and the County portion is designated (but not yet built to) six lanes, then it may be more logical and desirable to also designate the County portion to four lanes to match the surrounding development patterns. In most cases, the city portion of the highway is longer than the County portion, and thus the city planned designation takes precedence.
- **Downgrade Classification to Local or Collector Street** – Downgrading amendments typically occur if over time it has become clear as the highway system has evolved, that a planned highway will not be built-out, and/or the portion of the highway on the County Plan will be discontinuous and will not act as a “through” facility. Downgrading amendments also occur when a facility will not connect with other Major or Secondary Arterials, and it will act as a local street for residential access, or as a collector street which feeds residential traffic from a local street to a plan highway. These facilities do not appear on the regional travel model due to the fact that they are two lane roads with low volume (less than 15,000 daily trips, or less than 5,000 trips for purely local roads).
- **Santa Clarita Valley Traffic Analysis Model Analysis** – In the Santa Clarita Valley Planning Area, the Santa Clarita Valley Traffic Analysis Model (SCVTAM) was used for prior studies to demonstrate that the new proposed roadway classification would adequately serve expected future traffic volumes. The SCVTAM is much more detailed and focused than the regional model, and thus is the appropriate tool to analyze roadway classifications in the Santa Clarita Valley Planning Area. Thus this document relies on prior analysis conducted in the Valley such as the “One Valley One Vision” Draft Program EIR that was conducted to study growth and development in the Valley.
- **Environmental Sensitivity/Community Character** – For some planned highways that are not yet built, sensitive environmental issues and/or sensitive community character issues make build-out to the current classification infeasible, thus requiring a re-classification to a “lower” class of roadway that is smaller in width with less traffic.

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- Needs Further Evaluation – For some planned highways, the local land use and development plans are still highly variable and thus are not known at this time. For some of these highways, future focused studies are required to demonstrate the need for roadway capacity. At this time, there is an insufficient understanding of future local land use patterns or development plans, thus future modeling and analysis is recommended to determine if the proposed roadway classification is appropriate.

Each designated highway plan amendment has been reviewed to determine the following:

- Future volume – Is the future volume (derived from the SCAG model results) appropriate for the proposed new highway plan classification, based on the Level of Service E designated capacity for that classification?
- Are there other reasons that the re-classification makes sense and will not likely create a significant impact, such as upgrading the proposed roadway classification, thus resulting in more planned capacity?
- Is the plan designation being removed entirely from the plan, thus rendering the facility to be a local or collector roadway? In those cases, the highway would not serve through traffic volumes and traffic demand would by definition be very low.
- Are there overriding considerations, such as sensitive environmental issues or sensitive community character issues that will result in the planned highway being infeasible?

Table 5 provides the data and analysis for each of the planned highway amendments. As shown, of the 107 proposed Los Angeles County Highway Plan amendments, five have been identified as amendments that require further evaluation due to possible significant impacts. A detailed overview of the five amendments is provided below.

- 110<sup>th</sup> Street West between Johnson Road and Avenue M (Antelope Valley Planning Area, Amendment #44) – Per the Los Angeles County Highway Plan, 110<sup>th</sup> Street West between Johnson Road and Avenue M will be downgraded from a proposed Major Highway to a local/collector street. This roadway segment is projected to carry approximately 28,900 daily vehicles by 2035 according to the results of the model. If this segment is downgraded to a local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by approximately 14,000 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.
- Fullerton Road between La Habra Heights City Line and Harbor Boulevard (East San Gabriel Valley Planning Area, Amendment #59) - Per the Los Angeles County Highway Plan, Fullerton Road between the La Habra Heights City Line and Harbor Boulevard will be downgraded from a proposed Secondary Highway to a local/collector street. This roadway segment is projected to carry between 47,700 and 54,300 daily vehicles by 2035 according to the results of the model. . If this segment is downgraded to a local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by up to 39,000 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.
- Fullerton Road between Harbor Boulevard and Colima Road (East San Gabriel Valley Planning Area, Amendment #61) - Per the Los Angeles County Highway Plan, Fullerton Road between Harbor Boulevard and Colima Road will be downgraded from an existing and proposed Major

# Transportation and Circulation

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Highway to a local/collector street. This roadway segment is projected to carry between 34,000 and 40,800 daily vehicles by 2035 according to the results of the model. If this segment is downgraded to a local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by up to 25,800 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.

- Whites Canyon Road between Vasquez Canyon Road and Plum Canyon Road (Santa Clarita Valley Planning Area, Amendment #81) - Per the Los Angeles County Highway Plan, Whites Canyon Road between Vasquez Canyon Road and Plum Canyon Road will be downgraded from a proposed Secondary Highway to a local/collector street. This roadway segment is projected to carry approximately 19,700 daily vehicles by 2035 according to the results of the model. If this segment is downgraded to a local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by approximately 4,700 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.
- Lincoln Boulevard between Washington Boulevard and the Los Angeles City Line (Westside Planning Area, Amendment #100) - Per the Los Angeles County Highway Plan, Lincoln Boulevard between Washington Boulevard and the Los Angeles City Line will be classified as six-lane Major Highway. This roadway segment is projected to carry between 45,800 and 67,200 daily vehicles by 2035 according to the results of the model. If this segment classified as a six-lane Major Highway, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (54,000 daily vehicles) by up to 13,200 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.

**Table 5: Proposed Los Angeles County Highway Plan Amendments Analysis**

Number	Planning Area	Roadway	From	To	Action	LA County DPW Daily Traffic Count	2035 Daily Model Volumes		Planned Number of Lanes	Proposed Functional Classification	Proposed Roadway Capacity	Classification Appropriate Based on Proposed Roadway Capacity and Projected Volume		
							Low	High				Yes	No	Discussion
1	Antelope Valley	Bouquet Canyon Rd	Elizabeth Lake Rd	Palmdale City Line	Realign Secondary Hwy	2,600	11,990	N/A	2	Secondary Highway	36,000	X		Realignment Only
2	Antelope Valley	City Ranch Rd	20th St W	Palmdale City Line	Add Secondary Hwy	N/A	N/A	N/A	2	Secondary Highway	36,000	X		(1)
3	Antelope Valley	Avenue N-8	45th St W	30th St W	Delete Major Hwy	N/A	2,460	2,530	2	Local / Collector	15,000	X		(1)
4	Antelope Valley	40th St W	Avenue N	Avenue N-8	Delete Major Hwy	340	890	N/A	2	Local / Collector	15,000	X		(3)
5	Antelope Valley	35th St W	Avenue N	Avenue N-8	Delete Secondary Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
6	Antelope Valley	Avenue O-8	30th St W	20th St W	Add Secondary Hwy	N/A	N/A	N/A	N/A	Secondary Highway	36,000	X		(1) (2)
7	Antelope Valley	25th St W	Avenue O	Palmdale City Line	Add Secondary Hwy	N/A	N/A	N/A	N/A	Secondary Highway	36,000	X		(1) (2)
8	Antelope Valley	Avenue N-8	20th St W	Palmdale City Line	Delete Secondary Hwy	N/A	1,530	2,029	2	Local / Collector	15,000	X		(3)
9	Antelope Valley	Avenue Q	60th St E	75th St E	Add Major Hwy	N/A	N/A	N/A	N/A	Major Highway	54,000	X		(1) (2)
10	Antelope Valley	Avenue Q	80th St E	90th St E	Add Major Hwy	N/A	N/A	N/A	N/A	Major Highway	54,000	X		(1)
11	Antelope Valley	Avenue Q	90th St E	120th St E	Add Secondary Hwy	50	3,500	6,590	2	Secondary Highway	36,000	X		(1)
12	Antelope Valley	120th St E	Avenue L	Avenue Q	Add Expressway	N/A	N/A	N/A	N/A	Expressway	44,000	X		(1) (2)
13	Antelope Valley	Avenue L	40th St E	45th St E	Reclassify from Secondary Hwy to Expressway	20,240	18,380	N/A	2	Expressway	44,000	X		(1)
14	Antelope Valley	Avenue L	50th St E	80th St E	Reclassify from Secondary Hwy to Expressway	12,330	14,630	22,360	2	Expressway	44,000	X		(1)
15	Antelope Valley	Avenue L	90th St E	102nd St E	Add Expressway	N/A	6,170	14,640	2	Expressway	44,000	X		(1)
16	Antelope Valley	Avenue L	107th St E	120th St E	Add Expressway	N/A	N/A	N/A	N/A	Expressway	44,000	X		(1) (2)
17	Antelope Valley	10th St W	Palmdale City Line	Avenue O	Reclassify from Major to Secondary Hwy	N/A	12,880	18,400	4	Secondary Highway	36,000	X		(1)
18	Antelope Valley	10th St W	Auto Center Dr	Elizabeth Lake Rd	Reclassify from Major to Secondary Hwy	N/A	18,430	18,430	2	Secondary Highway	36,000	X		(1)
19	Antelope Valley	High Desert Corridor	SR 138	Lancaster City Line	Show as Expressway	N/A	30,070	41,950	8	Expressway	88,000	X		High Desert Corridor, Regionally Significant Route
20	Antelope Valley	Avenue H	110th St W	105th St W	Add Major Hwy	N/A	N/A	N/A	N/A	Major Highway	54,000	X		(1) (2)
21	Antelope Valley	Avenue H	97th St W	92nd St W	Add Major Hwy	N/A	N/A	N/A	N/A	Major Highway	54,000	X		(1) (2)
22	Antelope Valley	Avenue H	80th St W	70th St W	Add Major Hwy	780	3,880	N/A	2	Major Highway	54,000	X		(1) (2)
23	Antelope Valley	Avenue F	110th St W	Lancaster City Line	Add Major Hwy	N/A	6,150	N/A	2	Major Highway	54,000	X		(1)
24	Antelope Valley	Avenue F	Lancaster City Line	95th St W	Add Major Hwy	N/A	6,150	N/A	2	Major Highway	54,000	X		(1)
25	Antelope Valley	Avenue F	95th St W	70th St W	Add Limited Secondary Hwy	N/A	6,080	N/A	2	Limited Secondary Highway	18,000	X		(1)
26	Antelope Valley	Avenue E	110th St W	Lancaster City Line	Add Major Hwy	N/A	N/A	N/A	N/A	Major Highway	54,000	X		(1) (2)
27	Antelope Valley	Avenue E	100th St W	70th St W	Add Limited Secondary Hwy	N/A	N/A	N/A	N/A	Limited Secondary Highway	18,000	X		(1) (2)
28	Antelope Valley	100th St W	Lancaster Blvd	Avenue J	Add Major Hwy	N/A	N/A	N/A	NA	Major Highway	54,000	X		(1) (2)
29	Antelope Valley	100th St W	Avenue D	Avenue D-8	Add Limited Secondary Hwy	N/A	N/A	N/A	NA	Limited Secondary Highway	18,000	X		(1) (2)
30	Antelope Valley	100th St W	Avenue E	Avenue F	Add Limited Secondary Hwy	N/A	N/A	N/A	NA	Limited Secondary Highway	18,000	X		(1) (2)
31	Antelope Valley	80th St W	Lancaster City Line	Lancaster City Line	Reclassify from Secondary to Major Hwy	N/A	3,400	9,100	2	Major Highway	54,000	X		(1)
32	Antelope Valley	Avenue K-8	52nd St W	50th St W	Add Secondary Hwy	N/A	N/A	N/A	NA	Secondary Highway	18,000	X		(1) (2)

**Table 5: Proposed Los Angeles County Highway Plan Amendments**

Number	Planning Area	Roadway	From	To	Action	LA County DPW Daily Traffic Count	2035 Daily Model Volumes		Planned Number of Lanes	Proposed Functional Classification	Proposed Roadway Capacity	Classification Appropriate Based on Proposed Roadway Capacity and Projected Volume		
							Low	High				Yes	No	Discussion
33	Antelope Valley	70th St E	Lancaster City Line	Avenue K-8	Reclassify from Secondary to Major Hwy	610	6,210	N/A	2	Major Highway	54,000	X		(1)
34	Antelope Valley	70st St E	Avenue K-12	Avenue L	Reclassify from Secondary to Major Hwy	980	6,210	N/A	2	Major Highway	54,000	X		(1)
35	Antelope Valley	100th St E	Avenue J	Avenue J-8	Add Limited Secondary Hwy	N/A	3,130	N/A	NA	Limited Secondary Highway	18,000	X		(1)
36	Antelope Valley	100th St E	Lancaster City Line	Avenue L	Add Limited Secondary Hwy	N/A	8,720	N/A	2	Limited Secondary Highway	18,000	X		(1)
37	Antelope Valley	Avenue L	55th St W	40th St W	Reclassify from Major Hwy to Expressway	N/A	17,660	22,140	6	Expressway	66,000	X		(1)
38	Antelope Valley	Avenue G	25th St W	Division St	Reclassify from Major Hwy to Expressway	N/A	7,580	11,920	2	Expressway	44,000	X		(1)
39	Antelope Valley	Avenue H	Division St	40th St E	Reclassify from Major Hwy to Expressway	1,300	3,140	6,690	2	Expressway	44,000	X		(1)
40	Antelope Valley	50th St E	Avenue K-4	Avenue L	Reclassify from Major Hwy to Expressway	3,140	4,940	N/A	2	Expressway	44,000	X		(1)
41	Antelope Valley	Elizabeth Lake Rd	Johnson Rd	Portal Pass Rd	Re-align to existing Elizabeth Lake Rd, Reclassify to Major Hwy	4,060	26,910	27,800	2	Major Highway	54,000	X		Realignment Only
42	Antelope Valley	Amargosa Creek Rd	Portal Pass Rd	Johnson Rd	Delete Proposed Secondary Hwy	NA	N/A	N/A	2	Local / Collector	15,000	X		(3)
43	Antelope Valley	Avenue M	Elizabeth Lake Rd	80th St W	Delete Proposed Major Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
44	Antelope Valley	110th St W	Johnson Rd	Avenue M	Delete Proposed Major Hwy	N/A	28,900	N/A	2	Local / Collector	15,000		X	(3)
45	Antelope Valley	Johnson Rd	Elizabeth Lake Rd	110th St W	Add as a Major Hwy	3,060	28,704	N/A	2	Major Highway	54,000	X		(1)
46	Antelope Valley	San Fransisquito Canyon Rd	Angeles National Forest Boundary	Elizabeth Lake Rd	Add as a Secondary Hwy	2,800	20,660	22,400	2	Secondary Highway	36,000	X		Realignment Issue
47	Antelope Valley	Portal Pass Rd	Elizabeth Lake Rd	Ritter Ranch Rd	Delete Proposed Secondary Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		Portion of Roadway Private (3)
48	Antelope Valley	Ritter Ranch Rd	Portal Pass Rd	Bouquet Canyon Rd	Delete Proposed Secondary Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
49	Antelope Valley	87th St W	Ritter Ranch Rd	Elizabeth Lake Rd	Delete Proposed Secondary Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
50	Antelope Valley	High Desert Corridor Proposed State Route	SR 138	Lancaster City Line	Show as Expressway	N/A	N/A	N/A	NA	Expressway	44,000	X		(1) (2)
51	Antelope Valley	Avenue L-8	10th St W	SR 14	Show as Secondary Hwy	N/A	N/A	N/A	4	Secondary Highway	36,000	X		(1) (2)
52	Antelope Valley	Avenue L-8	SR 14	30th St W	Show as Secondary Hwy	N/A	170	830	4	Secondary Highway	36,000	X		(1)
53	Antelope Valley	Avenue L-8	60th St W	80th St W	Show as Secondary Hwy	N/A	N/A	N/A	2	Secondary Highway	36,000	X		(1) (2)
54	Antelope Valley	Davenport Road	Sierra Highway	Agua Dulce Canyon Road	Reclassify from Secondary to Limited Secondary Hwy	1,900	4,724	N/A	2	Limited Secondary Highway	18,000	X		(1)
55	Antelope Valley	Agua Dulce Canyon Road	Soledad Canyon Road	Sierra Highway	Reclassify from Secondary to Limited Secondary Hwy	160	78	5,590	2	Limited Secondary Highway	18,000	X		(1)
56	Antelope Valley	Escondido Canyon Road	Agua Dulce Canyon Road	SCV Planning Boundary	Reclassify from Secondary to Limited Secondary Hwy	2,500	6,109	7,036	2	Limited Secondary Highway	18,000	X		(1)
57	East San Gabriel Valley	7th Ave	Los Robles Ave	Turnbull Canyon Rd / Vallecito Dr	Delete Major Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(1)
58	East San Gabriel Valley	7th Ave / Turnbull Canyon Rd	Vallecito Dr	Whittier City Line	Reclassify from Major to Secondary Hwy	2,280	3,740	4,520	2	Secondary Highway	36,000	X		(1)
59	East San Gabriel Valley	Fullerton Rd	Harbor Blvd	La Habra Heights City Line	Delete Secondary Hwy	35,030	47,660	54,320	4	Local / Collector	15,000		X	(1)

**Table 5: Proposed Los Angeles County Highway Plan Amendments**

Number	Planning Area	Roadway	From	To	Action	LA County DPW Daily Traffic Count	2035 Daily Model Volumes		Planned Number of Lanes	Proposed Functional Classification	Proposed Roadway Capacity	Classification Appropriate Based on Proposed Roadway Capacity and Projected Volume		
							Low	High				Yes	No	Discussion
60	East San Gabriel Valley	Fullerton Rd	Azusa Ave	La Habra Heights City Line	Remove Secondary Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(1) (2)
61	East San Gabriel Valley	Fullerton Rd	Colima Rd	Harbor Blvd	Delete Existing and Proposed Major Hwy	35,000	34,000	40,780	4	Local / Collector	15,000		X	(1)
62	East San Gabriel Valley	Hacienda Blvd	La Habra Heights City Line	County Line	Reclassify from Existing Major to Limited Secondary Hwy	N/A	29,220	N/A	4	Limited Secondary Highway	36,000	X		(1)
63	East San Gabriel Valley	Mountaineer Rd	Grand Ave	Via Verde	Delete Proposed Major and Secondary Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
64	East San Gabriel Valley	Bonita Ave	Temple Ave	terminus	Delete Proposed Major Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
65	Gateway	Alameda St	Compton City Line	Santa Fe Ave	Reclassify from Secondary to Major Hwy	20,670	8,070	N/A	6	Major Highway	54,000	X		Reclassify to reflect Alameda Corridor Project
66	Gateway	Alameda St	Artesia Blvd	Compton City Line	Show Major Hwy	N/A	6,804	N/A	4	Major Highway	54,000	X		Reclassify to reflect Alameda Corridor Project
67	Gateway	Alameda St	Del Amo Blvd	Dominguez St	Remove Secondary Hwy	20,280	10,450	N/A	6	Local / Collector	15,000	X		Reclassify to reflect Alameda Corridor Project
68	Gateway	Alameda St	Santa Fe Ave	3-way intersection w/both direction Alameda	Delete Existing Major Hwy	9,790	10,200	N/A	6	Local / Collector	15,000	X		Reclassify to reflect Alameda Corridor Project
69	Gateway	Hadley St	Painter Ave	Colima Rd	Delete Existing Secondary Hwy	N/A	6,350	N/A	2	Local / Collector	15,000	X		(3)
70	Metro	Griffith Park Blvd	Lankershim Blvd / Cahuenga Blvd	Los Angeles City Line	Delete Major Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
71	San Fernando Valley	San Fernando Rd	Burbank Rd	Magnolia Blvd	Remove Major Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
72	San Fernando Valley	Oxnard St	Louise Ave	San Diego Fwy (approx CL)	Delete Proposed Secondary Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
73	San Fernando Valley / Metro	Forman Ave	Los Angeles City Line	Griffith Park Blvd	Delete Secondary Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
74	Santa Clarita Valley	Cruzen Mesa Rd	Whites Canyon Rd	Sierra Hwy	Delete Limited Secondary Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
75	Santa Clarita Valley	Vasquez Canyon Rd	Bouquet Canyon Rd	Sierra Hwy	Reclassify from Major to Secondary Hwy	7,160	7,710	N/A	2	Secondary Highway	36,000	X		(1) (4)
76	Santa Clarita Valley	Lost Canyon Rd	Jakes Way	Santa Clarity City Line	Reclassify from Major to Secondary Hwy	N/A	N/A	N/A	4	Secondary Highway	36,000	X		(1) (4)
77	Santa Clarita Valley	Castaic Rd	Ridge Route Rd	City of Santa Clarita Boundary	Delete Proposed Secondary Hwy	N/A	N/A	N/A	4	Local / Collector	15,000	X		(1) (3)
78	Santa Clarita Valley	Hasley Canyon Rd	Castaic Rd (Proposed)	Northbound ramps of I-5	Delete Major Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
79	Santa Clarita Valley	Unnamed Proposed Secondary Hwy	State Route 126	Long Canyon Rd	Delete Secondary Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
80	Santa Clarita Valley	San Fransisquito Canyon Rd	Copper Hill Dr	Angeles Forest Boundary	Reclassify from Secondary to Limited Secondary Hwy	N/A	N/A	N/A	4	Limited Secondary Highway	36,000	X		(1) (4) (5)
81	Santa Clarita Valley	Whites Canyon Rd	Vasquez Canyon Rd	Plum Canyon Rd	Delete Secondary Hwy	19,110	19,720	N/A	6	Local / Collector	15,000		X	(1) (6)

**Table 5: Proposed Los Angeles County Highway Plan Amendments**

Number	Planning Area	Roadway	From	To	Action	LA County DPW Daily Traffic Count	2035 Daily Model Volumes		Planned Number of Lanes	Proposed Functional Classification	Proposed Roadway Capacity	Classification Appropriate Based on Proposed Roadway Capacity and Projected Volume		
							Low	High				Yes	No	Discussion
82	Santa Clarita Valley	The Old Rd	Hasley Canyon Rd	Middleton Rd	Reclassify from Major to Secondary Hwy	11,740	10,580	N/A	2	Secondary Highway	36,000	X		(1)
83	Santa Monica Mountains	Drive Ave	Agoura Hills City Line	Las Virgenes Rd	Delete Secondary Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(1) (5)
84	Santa Monica Mountains	Chesebro Rd	Agoura Hills City Line	Agoura Hills City Line	Delete Secondary Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(1) (5)
85	Santa Monica Mountains	Parkway Calabasas	Las Virgenes Rd	Park Granada	Remove Parkway	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
86	Santa Monica Mountains	Chesebro Rd	Thousand Oaks Rd	Agoura Rd / US 101	Remove Secondary Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
87	Santa Monica Mountains	Drive Ave	Calabasas City Line	Calabasas City Line	Remove Secondary Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
88	Santa Monica Mountains	Drive Ave	Agoura Hills City Line	Agoura Hills City Line	Remove Secondary Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
89	Santa Monica Mountains	Thousand Oaks Blvd	Kanan Rd	Chesebro Rd	Delete Major Hwy	N/A	5,370	N/A	4	Local / Collector	15,000	X		(3)
90	Santa Monica Mountains	Liberty Canyon Rd	Driver Ave	Canwood / US 101 on-ramp	Delete Major Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
91	Santa Monica Mountains	Lost Hills Rd	US-101 on-ramp	Terminus	Delete Major and Secondary Hwy	N/A	N/A	13,190	4	Local / Collector	15,000	X		(3)
92	Santa Monica Mountains	Parkway Calabasas	Park Granada	Calabasas Rd	Reclassify from Existing Parkway to Major Hwy	N/A	300	N/A	4	Major Highway	54,000	X		(1)
93	Santa Monica Mountains	Thousand Oaks Blvd	Calabasas City Line	County Line	Delete Major Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
94	South Bay	Del Amo Blvd	Maple St	Crenshaw Blvd	Show Proposed Major Highway	N/A	9,600	N/A	4	Major Highway	54,000	X		(1)
95	South Bay	Del Amo Blvd	Denker Ave	Vermont Ave	Show Proposed Major Highway	N/A	11,130	12,570	4	Major Highway	54,000	X		(1)
96	South Bay / Gateway	Del Amo Blvd	SR 405	Avalon Blvd	Show Existing Secondary Hwy	N/A	23,200	N/A	4	Secondary Highway	36,000	X		(1)
97	Westside	Via Marina	Washington Blvd	Old Harbor Ln	Reclassify from Secondary Hwy to Parkway	11,150	1,050	13,170	2	Parkway	Varies	X		(1)
98	Westside	Via Marina	Washington Blvd	Old Harbor Ln	Realign Via Marina/Admiralty Way intersection	11,150	1,050	13,170	2	N/A - Realign Intersection	N/A	X		Realignment Only
99	Westside	Admiralty Way	Via Marina	Fiji Way	Reclassify from Secondary to Major Hwy	16,650	12,900	18,700	5	Major Highway	54,000	X		(1)
100	Westside	Lincoln Blvd	Washington Blvd	Los Angeles City Line	Show Major Hwy	N/A	45,800	67,180	6	Major Highway	54,000		X	(1)
101	Westside	SR-90	terminus	Admiralty Way	Extend Expressway	N/A	27,420	N/A	2	Expressway	44,000	X		(1)
102	Westside	Culver Blvd	Lincoln Blvd	Admiralty Way	Realign Culver Blvd / Lincoln Blvd Intersection	N/A	19,520	N/A	4	N/A - Realign Intersection	N/A	X		Realignment Only
103	Westside	Temescal Canyon Rd	Mulholland Dr	Sunset Blvd	Delete Proposed Major Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
104	Westside	Sullivan Canyon Rd	Mulholland Dr	Sunset Blvd	Delete Proposed Major Hwy	N/A	N/A	N/A	2	Local / Collector	15,000	X		(3)
105	Westside	Admiralty Way	Culver Blvd	Jefferson Rd	Extend as Major Hwy	N/A	N/A	N/A	N/A	Major Highway	54,000	X		(1) (2)



**Table 5: Proposed Los Angeles County Highway Plan Amendments**

Number	Planning Area	Roadway	From	To	Action	LA County DPW Daily Traffic Count	2035 Daily Model Volumes		Planned Number of Lanes	Proposed Functional Classification	Proposed Roadway Capacity	Classification Appropriate Based on Proposed Roadway Capacity and Projected Volume		
							Low	High				Yes	No	Discussion
106	Westside	Admiralty Way	Fiji Way	Culver Blvd	Extend as Proposed Major Hwy	N/A	N/A	N/A	N/A	Major Highway	54,000	X		(1) (2)
107	Westside	Fiji Way	Lincoln Blvd	South terminus	Add as Parkway	18,540	160	18,700	2	Parkway	Varies	X		(1)

**Notes:**

"N/A" (2035 Daily Model) - Roadway segment not in model, therefore no 2035 ADT volume available.

"N/A" (LA County DWP Daily Traffic Count) - Daily traffic count data was not available for the roadway segment.

(1) County is re-designating a portion of this roadway to maintain consistency with adjacent jurisdiction classifications and/or to reflect the actual expected usage and level of travel expected on this facility. Consistency issues are usually a result of an adjacent city General Plan that has re-designated a roadway on one side or both sides of the county land area, thus creating a segment that does not fit within the overall plan for the roadway.

(2) Some planned highways are not included in the SCAG Regional Travel Model that was used for the General Plan Update analysis. In those cases, no future 2035 traffic forecasts are available to use to determine whether the future planned capacity is adequate. Generally, only the most important roadways that are known to carry current or future traffic are included in the regional model. By virtue of the roadway being excluded from the model, it is assumed that the traffic volume will not likely exceed the planned roadway capacity of a highway. In some cases, future more detailed modeling analysis may be warranted once local development patterns are more specifically identified.

(3) Roadway is reclassified because it is either not a "through" route for traffic, or it will not only provide local access and its main function will be to serve adjacent residential properties. In these cases, a highway designation is not longer warranted and the roadway will be a local road or collector road and will carry not more than 15,000 daily trips.

(4) The Santa Clarita Valley Traffic Analysis Model indicated the new proposed roadway classification would adequately serve expected future traffic volumes.

(5) Sensitive environmental issues and/or sensitive community character issues make build-out to the current classification infeasible, thus requiring a re-classification to a "lower" class of roadway that is smaller in width and carries less traffic.

(6) Future focused studies are required to demonstrate the need for roadway capacity in this location. At this time, there is insufficient understanding of future local land use patterns or development plans, thus future modeling and analysis is recommended to determine if the proposed roadway classification is appropriate.

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## 2.5 Intersection Impact Analysis

As noted, 15 Congestion Management Plan (CMP) intersections that are located within the County of Los Angeles unincorporated area boundaries have been assessed for 2035 with and without project conditions. Existing conditions for the same 15 locations are also presented in this report, taken directly from the CMP report. For the 2035 scenarios, SCAG model growth data was used to determine future 2035 with and without project conditions. The existing CMP traffic counts were used and then adjusting using a model “post processor” and the B-turns method of adjustment and post processing. This methodology basically takes existing counts and adds model projected growth to the counts, thus the future turning movements pivot off of and build upon the existing counts, with the addition of model growth. Tables 6 and 7 show the future 2035 without project and 2035 with project forecasts for the 15 CMP intersections, based upon the assumed growth from the SCAG model.

Table 6 shows the results of the 2035 level of service analysis without project and Table 7 shows the results of the LOS analysis with project as well as the finding of significant impacts based on County of Los Angeles criteria. As shown, six locations are projected to experience a significant impact due to Plan growth during the AM peak hour and nine locations are projected to experience a significant impact during the PM peak hour.

**Table 6**  
**LA County General Plan Update - 2035 Without Project Intersection Capacity Utilization & Levels of Service**

ID	Intersection	AM Peak Hour		AM Peak Hour	
		ICU	LOS	ICU	LOS
1a	Ave D WB Ramps & 60th St West	0.26	A	0.71	C
1b	Ave D EB Ramps & 60th St West	0.75	C	0.81	D
2	Azusa Ave & Colima Rd	0.63	B	0.84	D
3	Colima Rd & Hacienda Blvd	0.83	D	1.04	F
4	Henry Mayo Dr & Chiquito Cyn Rd	0.75	C	1.00	F
5	Imperial Hwy & Carmenita Rd	0.70	B	0.85	D
6	La Cienega Blvd & Stocker St	1.31	F	1.16	F
7	Lancaster Rd & 300th St West	0.26	A	0.57	A
8	Pacific Coast Hwy & Topanga Cyn Blvd	1.02	F	1.10	F
9	Pearblossom Hwy & 82nd St East	0.85	D	0.94	E
10	Pearblossom Hwy & Antelope Hwy	1.20	F	1.04	F
11	Rosemead Blvd & Huntington Dr	0.81	D	1.07	F
12	Rosemead Blvd & San Gabriel Blvd	0.74	C	1.10	F
13	Sierra Hwy & Rte 14 (Red Rover Rd)	0.52	A	0.50	A
14	Sierra Hwy & Sand Canyon Rd	0.89	D	1.31	F
15	Whittier Blvd & Atlantic Ave	0.68	B	0.84	D

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**Table 7**  
**LA County General Plan Update - 2035 With Project Intersection Capacity Utilization & Levels of Service**

ID	Intersection	AM Peak Hour		Significant Impact	AM Peak Hour		Significant Impact
		ICU	LOS		ICU	LOS	
1a	Ave D WB Ramps & 60th St West	0.23	A		0.83	D	
1b	Ave D EB Ramps & 60th St West	0.71	C		0.95	E	Yes
2	Azusa Ave & Colima Rd	0.68	B		0.88	D	
3	Colima Rd & Hacienda Blvd	0.84	D		1.09	F	Yes
4	Henry Mayo Dr & Chiquito Cyn Rd	0.95	E	Yes	1.05	F	Yes
5	Imperial Hwy & Carmenita Rd	0.71	C		0.88	D	
6	La Cienega Blvd & Stocker St	1.31	F	Yes	1.20	F	Yes
7	Lancaster Rd & 300th St West	0.50	A		0.86	D	
8	Pacific Coast Hwy & Topanga Cyn Blvd	1.10	F	Yes	1.13	F	Yes
9	Pearblossom Hwy & 82nd St East	1.15	F	Yes	1.19	F	Yes
10	Pearblossom Hwy & Antelope Hwy	1.39	F	Yes	1.37	F	Yes
11	Rosemead Blvd & Huntington Dr	0.85	D		1.10	F	Yes
12	Rosemead Blvd & San Gabriel Blvd	0.74	C		1.12	F	Yes
13	Sierra Hwy & Rte 14 (Red Rover Rd)	0.73	C		0.86	D	
14	Sierra Hwy & Sand Canyon Rd	1.63	F	Yes	2.08	F	Yes
15	Whittier Blvd & Atlantic Ave	0.72	C		0.84	D	

The significant impacts locations are as follows:

- Colima Road/Hacienda Boulevard – PM Peak
- Henry Mayo Drive/Chiquito Canyon Road – AM and PM peak
- La Cienega Boulevard/Stocker Street – AM and PM peaks
- Pacific Coast Highway/Topanga Canyon Boulevard – AM and PM peaks
- Pearblossom Highway/82<sup>nd</sup> Street East – AM and PM peaks
- Pearblossom Highway/Antelope Highway – AM and PM peaks
- Rosemead Boulevard/Huntington Drive – PM peak
- Rosemead Boulevard/San Gabriel boulevard – PM peak
- Sierra Highway/Sand Canyon Road – AM and PM peaks

## 2.5 Impact Analysis Summary

In order to assist in determining whether the project will have a significant effect on the environment, the State CEQA Guidelines, Appendix G identify criteria for conditions that may be deemed to constitute as substantial or potentially substantial adverse change in physical conditions. A discussion of each issue area and whether potentially significant impacts on transportation and circulation would occur is provided in this section.

**Implementation of the proposed Plan would exceed, either individually or cumulative, a level of service standard established by the County congestion management agency for designed roads or highways.**

Implementation of the Plan is expected to result in exceeding the County congestion management agency standard level of service (LOS E), which is level of service F, along with a significant increase in V/C due to the project, at the following locations:

### Existing Plus Project

- Sepulveda Boulevard from Vermont Avenue to I-110 South off ramp (South Bay Planning Area)
- 200th Street East from Avenue G to Avenue J (Antelope Valley Planning Area)
- Pearblossom Highway (SR-138) from 131<sup>st</sup> Street E to 170th Street E (Antelope Valley Planning Area)
- Henry Mayo Drive (SR-126) from Commerce Center Drive to I-5 South off ramps (Santa Clarity Valley Planning Area)
- Henry Mayo Drive (SR-126) from San Martinez Grande Canyon to Del Valle Road (Santa Clarity Valley Planning Area)
- Hacienda Boulevard SR-60 Freeway Eastbound ramp to Halliburton Road (East San Gabriel Valley Planning Area)
- La Cienega Boulevard from Stocker Street to Slauson Avenue (Westside Planning Area)
- Slauson Avenue from Corning Avenue to La Cienega Boulevard (Westside Planning Area)

### 2035 Plus Project

- Sepulveda Boulevard from Vermont Avenue to I-110 South off ramp (South Bay Planning Area)
- 200th Street East from Avenue G to Avenue J (Antelope Valley Planning Area)
- Pearblossom Highway (SR-138) from 70th Street E to Avenue T8 (Antelope Valley Planning Area)
- Pearblossom Highway (SR-138) from 131<sup>st</sup> Street E to 170th Street E (Antelope Valley Planning Area)
- Pico Canyon Road from Constitution Drive to The Old Road (Santa Clarity Valley Planning Area)
- Pico Canyon Road from Stevenson Ranch Parkway to Constitution Drive (Santa Clarity Valley Planning Area)
- Henry Mayo Drive (SR-126) from Commerce Center Drive to I-5 South off ramps (Santa Clarity Valley Planning Area)
- Henry Mayo Drive (SR-126) from San Martinez Grande Canyon to Del Valle Road (Santa Clarity Valley Planning Area)
- Hacienda Boulevard from SR-60 Freeway Westbound ramp to SR-60 Freeway Eastbound ramp (East San Gabriel Valley Planning Area)
- Hacienda Boulevard from SR-60 Freeway Eastbound ramp to Halliburton Road (East San Gabriel Valley Planning Area)
- Colima Road from La Mirada Boulevard to Lambert Road (Gateway Cities Planning Area)
- La Cienega Boulevard from Stocker Street to Slauson Avenue (Westside Planning Area)
- La Cienega Boulevard from Overhill to Slauson Avenue (Westside Planning Area)
- Slauson Avenue from Corning Avenue to La Cienega Boulevard (Westside Planning Area)
- Slauson Avenue from La Cienega Boulevard to Fairfax (Westside Planning Area)

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- Slauson Avenue from Fairfax La Brea (Westside Planning Area)
- Rosemead Boulevard from Rush Street to Town Center Drive (West San Gabriel Planning Area)
- Nadeau from Alameda Street to Santa Fe Avenue (Metro Planning Area)

**Implementation of the proposed Plan would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.**

The proposed Plan would result in a significant impact to air traffic patterns if it would cause an increase in air traffic levels or introduce incompatible land uses. The proposed Plan would not result in the development of a new airport within the County nor would it introduce new land uses that could prevent safety hazards to air traffic. The Plan has policies aimed at improving the compatibility between aviation facilities and their surroundings, encouraging greater multi-modal access to airports and encouraging the development of a decentralized system of major airports.

**Implementation of the proposed Plan would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**

The proposed Plan promotes highways to be built to specific standards that have been set by the County. These include increasing the number of lanes on major highways and other improvements under the proposed Highway Plan. Hazards due to roadway design features would be evaluated on a project-by-project basis as buildout of the proposed Plan occurs. All new highways and upgrades would be planned, designed and built to County standards. The County periodically monitors levels of service, traffic accident patterns, and physical conditions of the existing street system, and upgrade roadways as needed through the Capital Improvement Program. Additionally, the County applies consistent standards throughout the highway plan for street design to promote travel safety. It would accomplish this by designating roadways based on their functional classification, adopting consistent standard street cross sections, coordinating circulation plans of new development project with each other, and adopting common standards for pavement width. Within residential neighborhoods, “healthy streets” would be promoted through traffic-calming devices, shorter block length, and other considerations. Where possible local street patterns would be designed to create logical and understandable travel paths for users and discourage cut-through traffic.

**Implementation of the proposed Plan would not result in inadequate emergency access.**

Emergency access would be evaluated on a project-by-project basis as buildout of the proposed Plan occurs. Buildout of the plan will enhance the capacity of the roadway system by upgrading roadways and intersections when necessary, ensure that the future dedication and acquisitions of roadways are based on projected demand, and implement the construction of paved crossover points through medians for emergency vehicles. Additionally, the proposed Plan would facilitate consideration of the needs for emergency access in transportation planning. The County would maintain a current evacuation plan, ensure that new development is provided with adequate emergency and/or secondary access, including two points of ingress and egress for most subdivisions, require visible street name signage, and provide directional signage to freeways at key intersections to assist in emergency evacuation operations.

**Implementation of the proposed Plan would not generate a parking demand that exceeds municipal code–required parking capacity.**

Parking demand and capacity would be evaluated on a project-by-project basis as buildout of the proposed Plan occurs. Implementation of the Plan itself would not generate parking demand that exceeds code-required parking capacity because each development must provide code parking or otherwise provide for a variance against parking ordinances.

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## **Implementation of the proposed Plan would not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).**

The County of Los Angeles 2012 Bicycle Master Plan was adopted by the Board of Supervisors on March 13, 2012. The 2012 Bicycle Master Plan, which replaces the 1975 Plan of Bikeways, is a sub-element of the Transportation Element of the County's General Plan. The 2012 Bicycle Master Plan proposes approximately 831 miles of new bikeways throughout the County. Along with the proposed bikeways, the Plan recommends various bicycle-friendly policies and programs to promote bicycle ridership amongst users of all ages and skill sets within the County. A Final Program Environmental Impact Report (State Clearinghouse No.2011041004) for the bicycle master plan was completed. The Plan also contains elements that support alternative transportation programs including increased ridership on public transit, developing mass transit as an alternative to automobile travel, supports the development of rail transit or exclusive bus lanes in high demand corridors as well as support research for and development of new transportation technologies.

## **Implementation of the proposed Plan would not cause a hazard or barrier for pedestrians or bicyclists.**

The proposed Plan supports alternative modes of transportation, including walking and bicycling, to reduce total VMT. Additionally, the proposed Plan establishes several policies to ensure the safety and mobility of pedestrians and bicyclists. The County would provide safe and convenient access to safe transit, bikeways, and walkways, consider the safety and convenience of pedestrians and cyclists in the design and development of transportation systems, provide safe pedestrian connections across barriers such as major traffic corridors, drainage and flood control facilities, and grade separations, adopt consistent standards for implementation of Americans with Disabilities Act requirements and in the development review process prioritize direct pedestrian access between building entrances, sidewalks and transit stops. The Bicycle Master Plan adopted in March 2012 also contains many programs and policies that would mitigate potential hazards or barriers for bicyclists.

## **Implementation of the proposed Plan could result in exceeding a level of service threshold and result in a potentially significant increase in traffic**

Based on the established significant impact criteria, the Plan will have a significant impact if it causes a roadway segment at LOS E or F to experience a change in V/C of 0.02 or greater. Based on the results of the modeling and impact analysis, the following locations are forecast to be significantly impacted:

### Roadway Segment Impacts due to Planned Growth – Existing Plus Project

- Sepulveda Boulevard from Vermont Avenue to I-110 South off ramp (South Bay Planning Area) – Exceeds planned by approximately 8,000 vehicles, 0.04 change in V/C (Existing plus Project V/C = 1.16) due to Plan Growth.
- 200th Street East from Avenue G to Avenue J (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 1,800 daily vehicles, 0.99 change in V/C (Existing plus Project V/C = 1.05) due to the Plan Growth.
- Pearblossom Highway (SR-138) from 131<sup>st</sup> Street E to 170th Street E (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 6,600 daily vehicles, 0.67 change in V/C (Existing plus Project V/C = 1.12) due to the Plan Growth.
- Henry Mayo Drive (SR-126) from Commerce Center Drive to I-5 South off ramps (Santa Clarita Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 17,000 daily vehicles, 0.60 change in V/C (Existing plus Project V/C = 1.27) due to the Plan Growth.

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- Henry Mayo Drive (SR-126) from San Martinez Grande Canyon to Del Valle Road (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 16,000 daily vehicles, 0.61 change in V/C (Existing plus Project V/C = 1.36) due to the Plan Growth.
- Hacienda Boulevard SR-60 Freeway Eastbound ramp to Halliburton Road (East San Gabriel Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 2,000 daily vehicles, 0.23 change in V/C (Existing plus Project V/C = 1.03) due to the Plan Growth.
- La Cienega Boulevard from Stocker Street to Slauson Avenue (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 10,000 daily vehicles, 0.02 change in V/C (Existing plus Project V/C = 1.18) due to the Plan Growth.
- Slauson Avenue from Corning Avenue to La Cienega Boulevard (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 7,000 daily vehicles, 0.03 change in V/C (Existing plus Project V/C = 1.13) due to the Plan Growth.

## 2035 Plus Project Impacts

- Sepulveda Boulevard from Vermont Avenue to I-110 South off ramp (South Bay Planning Area) – Exceeds planned by approximately 12,000 vehicles, 0.02 change in V/C (2035 plus Project V/C = 1.23) due to Plan Growth.
- 200th Street East from Avenue G to Avenue J (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 3,000 daily vehicles, 0.78 change in V/C (2035 plus Project V/C = 1.00) due to the Plan Growth.
- Pearblossom Highway (SR-138) from 70th Street E to Avenue T8 (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by 140 daily vehicles, 0.29 change in V/C (2035 plus Project V/C = 1.00) due to the Plan Growth.
- Pearblossom Highway (SR-138) from 131<sup>st</sup> Street E to 170th Street E (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 20,000 daily vehicles, 0.31 change in V/C (2035 plus Project V/C = 1.36) due to the Plan Growth.
- Pico Canyon Road from Constitution Drive to The Old Road (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by 670 daily vehicles, 0.13 change in V/C (2035 plus Project V/C = 1.01) due to the Plan Growth.
- Pico Canyon Road from Stevenson Ranch Parkway to Constitution Drive (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by 670 daily vehicles, 0.13 change in V/C (2035 plus Project V/C = 1.01) due to the Plan Growth.
- Henry Mayo Drive (SR-126) from Commerce Center Drive to I-5 South off ramps (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 30,000 daily vehicles, 0.23 change in V/C (2035 plus Project V/C = 1.45) due to the Plan Growth.



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- Henry Mayo Drive (SR-126) from San Martinez Grande Canyon to Del Valle Road (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 35,000 daily vehicles, 0.21 change in V/C (2035 plus Project V/C = 1.80) due to the Plan Growth.
- Hacienda Boulevard from SR-60 Freeway Westbound ramp to SR-60 Freeway Eastbound ramp (East San Gabriel Valley Planning Area) – Exceeds planned roadway LOS E capacity by 800 daily vehicles, 0.06 change in V/C (2035 plus Project V/C = 1.02) due to the Plan Growth.
- Hacienda Boulevard from SR-60 Freeway Eastbound ramp to Halliburton Road (East San Gabriel Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 4,000 daily vehicles, 0.06 change in V/C (2035 plus Project V/C = 1.07) due to the Plan Growth.
- Colima Road from La Mirada Boulevard to Lambert Road (Gateway Cities Planning Area) – Exceeds planned roadway LOS E capacity by 40 daily vehicles, 0.03 change in V/C (2035 plus Project V/C = 1.00) due to the Plan Growth.
- La Cienega Boulevard from Stocker Street to Slauson Avenue (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 14,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.26) due to the Plan Growth.
- La Cienega Boulevard from Overhill to Slauson Avenue (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 2,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.04) due to the Plan Growth.
- Slauson Avenue from Corning Avenue to La Cienega Boulevard (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 7,000 daily vehicles, 0.03 change in V/C (2035 plus Project V/C = 1.13) due to the Plan Growth.
- Slauson Avenue from La Cienega Boulevard to Fairfax (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 14,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.26) due to the Plan Growth.
- Slauson Avenue from Fairfax La Brea (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 25,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.46) due to the Plan Growth.
- Rosemead Boulevard from Rush Street to Town Center Drive (West San Gabriel Planning Area) – Exceeds planned roadway LOS E capacity by approximately 2,000 daily vehicles, 0.03 change in V/C (2035 plus Project V/C = 1.03) due to the Plan Growth.
- Nadeau from Alameda Street to Santa Fe Avenue (Metro Planning Area) – Exceeds planned roadway LOS E capacity by 400 daily vehicles, 0.05 change in V/C (2035 plus Project V/C = 1.01) due to the Plan Growth.

## Roadway Segment Impacts Due to Proposed Highway Plan Amendments

- 110<sup>th</sup> Street West between Johnson Road and Avenue M (Antelope Valley Planning Area, Amendment #44) – Per the Los Angeles County Highway Plan, 110<sup>th</sup> Street West between Johnson Road and Avenue M will be downgraded from a proposed Major Highway to a local/collector street. This roadway segment is projected to carry approximately 28,900 daily vehicles by 2035 according to the results of the model. If this segment is downgraded to a

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local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by approximately 14,000 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.

- Fullerton Road between La Habra Heights City Line and Harbor Boulevard (East San Gabriel Valley Planning Area, Amendment #59) - Per the Los Angeles County Highway Plan, Fullerton Road between the La Habra Heights City Line and Harbor Boulevard will be downgraded from a proposed Secondary Highway to a local/collector street. This roadway segment is projected to carry between 47,700 and 54,300 daily vehicles by 2035 according to the results of the model. . If this segment is downgraded to a local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by up to 39,000 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.
- Fullerton Road between Harbor Boulevard and Colima Road (East San Gabriel Valley Planning Area, Amendment #61) - Per the Los Angeles County Highway Plan, Fullerton Road between Harbor Boulevard and Colima Road will be downgraded from an existing and proposed Major Highway to a local/collector street. This roadway segment is projected to carry between 34,000 and 40,800 daily vehicles by 2035 according to the results of the model. If this segment is downgraded to a local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by up to 25,800 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.
- Whites Canyon Road between Vasquez Canyon Road and Plum Canyon Road (Santa Clarita Valley Planning Area, Amendment #81) - Per the Los Angeles County Highway Plan, Whites Canyon Road between Vasquez Canyon Road and Plum Canyon Road will be downgraded from a proposed Secondary Highway to a local/collector street. This roadway segment is projected to carry approximately 19,700 daily vehicles by 2035 according to the results of the model. If this segment is downgraded to a local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by approximately 4,700 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.
- Lincoln Boulevard between Washington Boulevard and the Los Angeles City Line (Westside Planning Area, Amendment #100) - Per the Los Angeles County Highway Plan, Lincoln Boulevard between Washington Boulevard and the Los Angeles City Line will be classified as six-lane Major Highway. This roadway segment is projected to carry between 45,800 and 67,200 daily vehicles by 2035 according to the results of the model. If this segment classified as a six-lane Major Highway, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (54,000 daily vehicles) by up to 13,200 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.

## Intersection Impacts Summary

Six intersection locations are projected to experience a significant impact due to Plan growth during the AM peak hour and nine intersection locations are projected to experience a significant impact during the PM peak hour. The significant impacts locations are as follows:

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- Colima Road/Hacienda Boulevard – PM Peak
- Henry Mayo Drive/Chiquito Canyon Road – AM and PM peak
- La Cienega Boulevard/Stocker Street – AM and PM peaks
- Pacific Coast Highway/Topanga Canyon Boulevard – AM and PM peaks
- Pearblossom Highway/82<sup>nd</sup> Street East – AM and PM peaks
- Pearblossom Highway/Antelope Highway – AM and PM peaks
- Rosemead Boulevard/Huntington Drive – PM peak
- Rosemead Boulevard/San Gabriel boulevard – PM peak
- Sierra Highway/Sand Canyon Road – AM and PM peaks

## MITIGATION FRAMEWORK

The following mitigation measures shall be implemented for activities that would occur under the proposed plan.

- 1) The County shall continue to monitor potential impacts on roadway segments and intersections on a project-by-project basis as buildout occurs by requiring traffic studies for all projects that could significantly impact traffic and circulation patterns.
- 2) The County shall implement over time objectives and policies contained within the General Plan Transportation Element. Implementation of those policies will help mitigate any potential impacts of Plan growth and/or highway amendments on the transportation system.
- 3) The County shall participate with Metro, the Congestion Management Program (CMP) Agency in Los Angeles County, on a potential Congestion Mitigation Fee program that would replace the current CMP Debit/Credit approach. Under a county-wide fee program, each jurisdiction, including the County of Los Angeles, would select and build capital transportation projects, adopt a fee ordinance, collect fees and control revenues. A fee program will require a nexus analysis, would apply only to net new construction on commercial and industrial space and additional residential units and it would need to be approved by Metro and the local jurisdictions. A county-wide fee, if adopted, would allow the County to mitigate impacts of development via the payment of the transportation impact fee in lieu of asking each development project for individual mitigation measures, or asking for fair share payments of mitigation. The fee program would itself constitute a “fair-share” program that would apply to all development (of a certain size) within the County land areas.
- 4) The County of Los Angeles shall work with Caltrans as they prepare plans to add additional lanes or complete other improvements to various freeways within and adjacent County parcels of land. This includes adding or extending mixed flow general purpose lanes, adding or extending existing HOV lanes, adding Express Lanes (high occupancy toll lanes), incorporating truck climbing lanes, improving interchanges and other freeway related improvements.
- 5) The County shall require all development projects of sufficient size to comply with all traffic study requirements of Caltrans as well as adjacent jurisdictions that may be affected by the projects. This will include but not necessarily be limited to coordination with Caltrans “Early Consultation” process and with cities on the geographic extent of the development traffic study during the scoping process, incorporation of Caltrans or city jurisdiction traffic study guidelines into the analysis, reporting significant impacts in other jurisdictions and on Caltrans facilities and recommending appropriate mitigating measures or fair share contributions to mitigation in other jurisdictions or on Caltrans facilities.

Caltrans consultation process is as follows:

Caltrans requests that a lead agency direct traffic engineering firms retained to prepare traffic impact studies to consult with Caltrans, when a development proposal meets the requirements of Statewide, regional, or area wide significance per CEQA Guidelines §15206 (b). Proposed developments meeting the criteria of Statewide, regional or area wide include:

- a) Proposed residential developments of more than 500 dwelling units
- b) Proposed shopping centers or business establishments employing more than 1000 persons or encompassing more than 500,000 square feet of floor space.

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- c) Proposed commercial office buildings employing more than 1000 persons or encompassing more than 250,000 square feet of floor space
- d) Proposed hotel/motel developments of more than 500 rooms

When the CEQA criteria of regional significance is not met, Caltrans recommends transportation engineers and/or city representatives consult Caltrans when a proposed development includes the following characteristics:

- All proposed developments that have the potential to cause a significant impact to state facilities (right-of-way, intersections, interchanges, etc.) and when required mitigation improvements are proposed in the initial study. Mitigation concurrence should be obtained from Caltrans as early as possible.
- Any development which assigns 50 or more trips during peak hours to a state highway (freeways).
- Any development located adjacent to or within 100 feet of a State highway facility and may require a Caltrans Encroachment Permit. (Exceptions: additions to single family homes or 10 residential units or less).
- When it cannot be determined whether or not Caltrans will expect a traffic impact analysis pursuant to CEQA.

## **Significance of Impact with Mitigation Framework**

The impacted locations would still be considered to be significantly impacted with mitigation. Because this is a program level analysis, additional case by case mitigation analysis of impacts and mitigation will occur at the project level to determine more specific physical, program and policy level mitigation measures to reduce the level of impact below a significant level.

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## Appendices

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Existing vs. Existing Plus Project

APPENDIX A

Planning Area	Street Name	Classification	Direction	Street Limits		Northbound/Westbound					Southbound/Eastbound					2-Way Existing ADT <sup>1</sup>	2-Way Existing Plus Project ADT <sup>1</sup>	Lanes (2035 Model)	County General Plan Designated Buildout Lanes	LA County Maximum Capacity at LOS E	Existing V/C <sup>1</sup>	Existing Plus Project V/C <sup>1</sup>	Difference in V/C	Exceeds Capacity Thresholds AND Δ ≥ 0.02 (Yes/No)
				From	To	Existing ADT (Counts)	Existing Model ADT	Existing Plus Project Model ADT	Difference	Percent Growth	Existing ADT (Counts)	Existing Model ADT	Existing Plus Project Model ADT	Difference	Percent Growth									
Metro	Whittier Boulevard	Secondary Highway	E/W	Sunol Drive	Eastern Avenue	15,654	7,900	9,490	1,590	20%	11,254	10,490	11,680	1,190	11%	26,908	29,688	4	4	36,000	0.75	0.82	0.08	No
Metro	Whittier Boulevard	Secondary Highway	E/W	Ford Boulevard	Arizona Avenue	14,211	9,190	10,830	1,640	18%	12,151	9,710	10,720	1,010	10%	26,362	29,012	4	4	36,000	0.73	0.81	0.07	No
Metro	Whittier Boulevard	Secondary Highway	E/W	Arizona Avenue	Atlantic Boulevard	11,927	7,910	6,960	-950	-12%	11,873	8,470	7,090	-1,380	-16%	23,800	21,470	4	4	36,000	0.66	0.60	-0.06	No
Metro	Whittier Boulevard*	Major Highway	E/W	Atlantic Boulevard	Belden Avenue		7,000	6,580	-420	-6%		7,580	7,000	-580	-8%	14,580	13,580	4	6-8	54,000	0.27	0.25	-0.02	No
Metro	Whittier Boulevard*	Major Highway	E/W	Belden Avenue	Gethart Avenue		6,600	6,850	250	4%		7,450	7,380	-70	-1%	14,050	14,230	4	6-8	54,000	0.26	0.26	0.00	No
Metro	Whittier Boulevard*	Major Highway	E/W	Gethart Avenue	Hendricks Avenue		6,680	6,560	-120	-2%		7,470	7,190	-280	-4%	14,150	13,750	4	6-8	54,000	0.26	0.25	-0.01	No
Metro	Whittier Boulevard	Major Highway	E/W	Hendrick Avenue	Garfield Avenue	10,480	6,330	6,520	190	3%	11,265	7,470	6,840	-630	-8%	21,745	21,305	4	6-8	54,000	0.40	0.39	-0.01	No
Metro	Olympic Boulevard*	Major Highway	E/W	Indiana Street	Rowan Avenue		12,200	13,090	890	7%		13,070	15,650	2,580	20%	25,270	28,740	4	6-8	54,000	0.47	0.53	0.06	No
Metro	Olympic Boulevard	Major Highway	E/W	Rowan Avenue	Sunol Drive	11,109	7,740	9,280	1,540	20%	11,219	7,760	7,990	230	3%	22,328	24,098	4	6-8	54,000	0.41	0.45	0.03	No
Metro	Olympic Boulevard	Major Highway	E/W	Sunol Drive	Eastern Avenue	22,087	10,370	10,990	620	6%	12,158	9,000	9,360	360	4%	34,245	35,225	4	6-8	54,000	0.63	0.65	0.02	No
Metro	Olympic Boulevard*	Major Highway	E/W	Ford Boulevard	Arizona Avenue		11,820	12,100	280	2%		12,960	13,970	1,010	8%	24,780	26,070	4	6-8	54,000	0.46	0.48	0.02	No
Metro	Olympic Boulevard	Major Highway	E/W	Arizona Avenue	Atlantic Boulevard	12,262	8,270	8,180	-90	-1%	11,924	10,400	9,700	-700	-7%	24,186	23,396	4	6-8	54,000	0.45	0.43	-0.01	No
Metro	Olympic Boulevard*	Major Highway	E/W	Atlantic Boulevard	Goodrich Boulevard		6,440	6,690	250	4%		7,120	7,630	510	7%	13,560	14,320	4	6-8	54,000	0.25	0.27	0.01	No
Metro	Olympic Boulevard*	Major Highway	E/W	Goodrich Boulevard	Gethart Avenue		9,300	7,840	-1,460	-16%		9,420	7,960	-1,460	-15%	18,720	15,800	4	6-8	54,000	0.35	0.29	-0.05	No
Metro	Olympic Boulevard	Major Highway	E/W	Gethart Avenue	Hendricks Avenue	9,367	9,300	7,840	-1,460	-16%	10,632	9,420	7,960	-1,460	-15%	19,999	17,079	4	6-8	54,000	0.37	0.32	-0.05	No
Metro	Olympic Boulevard	Major Highway	E/W	Hendrick Avenue	Garfield Avenue	9,295	8,770	7,700	-1,070	-12%	10,582	8,900	7,830	-1,070	-12%	19,877	17,737	4	6-8	54,000	0.37	0.33	-0.04	No
Santa Monica Mountains	Kanan Dume Road*	Major Highway	N/S	Latigo Canyon Road	Pacific Coast Highway		4,810	4,170	-640	-13%		4,650	4,190	-460	-10%	9,460	8,360	2	6-8	54,000	0.18	0.15	-0.02	No
Santa Monica Mountains	Kanan Dume Road*	Major Highway	N/S	Mullholland Highway	Latigo Canyon Road		4,810	4,170	-640	-13%		4,650	4,190	-460	-10%	9,460	8,360	2	6-8	54,000	0.18	0.15	-0.02	No
Santa Monica Mountains	Kanan Dume Road*	Major Highway	N/S	Triunfo Canyon Road	Mullholland Highway		3,840	4,710	870	23%		3,950	4,800	850	22%	7,790	9,510	2	6-8	54,000	0.14	0.18	0.03	No
Santa Monica Mountains	Kanan Road	Major Highway	N/S	Sierra Creek Road	Triunfo Canyon Road	6,702	9,100	10,000	900	10%	6,651	9,850	10,540	690	7%	13,353	14,943	2	6-8	54,000	0.25	0.28	0.03	No
Santa Monica Mountains	Kanan Road	Major Highway	N/S	Troutdale Drive	Sierra Creek Road	7,814	9,080	9,940	860	9%	7,895	9,820	10,390	570	6%	15,709	17,139	2	6-8	54,000	0.29	0.32	0.03	No
Santa Monica Mountains	Kanan Road*	Major Highway	N/S	Cornell Road	Troutdale Drive		5,860	6,290	430	7%		6,800	7,070	270	4%	12,660	13,360	2	6-8	54,000	0.23	0.25	0.01	No
Santa Monica Mountains	Malibu Canyon Road	Major Highway	N/S	Adamson Flat/Palm Canyon	Pioma Road	9,594	7,020	9,580	2,560	36%	9,805	6,710	9,220	2,510	37%	19,399	24,469	2	6-8	54,000	0.36	0.45	0.09	No
Santa Monica Mountains	Las Virgenes Road	Major Highway	N/S	Pioma Road	Mullholland Highway	11,581	6,380	8,060	1,680	26%	7,972	6,300	8,400	2,100	33%	19,553	23,333	2	6-8	54,000	0.36	0.43	0.07	No
Santa Monica Mountains	Las Virgenes Road*	Major Highway	N/S	Mullholland Highway	Lost Hills Road		7,640	9,470	1,830	24%		8,290	9,430	1,140	14%	15,930	18,900	2	6-8	54,000	0.30	0.35	0.06	No
Santa Monica Mountains	Topanga Canyon Boulevard (SR-27)*	Secondary Highway	N/S	Pacific Coast Highway	Fernwood Pacific Drive		8,820	9,440	620	7%		9,200	9,980	780	8%	18,020	19,420	2	4	36,000	0.50	0.54	0.04	No
Santa Monica Mountains	Topanga Canyon Boulevard (SR-27)*	Secondary Highway	N/S	Fernwood Pacific Drive	Old Topanga Canyon Road		10,200	11,280	1,080	11%		10,630	12,000	1,370	13%	20,830	23,280	2	4	36,000	0.58	0.65	0.07	No
Santa Monica Mountains	Topanga Canyon Boulevard (SR-27)*	Secondary Highway	N/S	Old Tapanga Canyon Road	Keller Road		4,530	5,600	1,070	24%		4,770	5,640	870	18%	9,300	11,240	2	4	36,000	0.26	0.31	0.05	No
Santa Monica Mountains	Mullholland Highway	Expressway	E/W	Lechusa Road	Kanan Road	1,387	3,470	5,580	2,110	61%	1,321	3,070	5,380	2,310	75%	2,708	7,128	2	4-8	44,000	0.06	0.16	0.10	No
Santa Monica Mountains	Mullholland Highway	Expressway	E/W	Kanan Road	Sierra Creek Road		630	950	320	51%		500	810	310	62%	1,468	2,098	2	4-8	44,000	0.03	0.05	0.01	No
Santa Monica Mountains	Mullholland Highway*	Expressway	E/W	Sierra Creek Road	Troutdale Drive		660	1,100	440	67%		520	870	350	67%	1,180	1,970	2	4-8	44,000	0.03	0.04	0.02	No
Santa Monica Mountains	Mullholland Highway*	Expressway	E/W	Troutdale Drive	Lake Vista Drive		3,680	4,410	730	20%		3,740	4,520	780	21%	7,420	8,930	2	4-8	44,000	0.17	0.20	0.03	No
Santa Monica Mountains	Mullholland Highway*	Expressway	E/W	Lake Vista Drive	Cornell Road		670	950	280	42%		760	1,100	340	45%	1,430	2,050	2	4-8	44,000	0.03	0.05	0.01	No
Santa Monica Mountains	Mullholland Highway*	Expressway	E/W	Cornell Road	Udell Road		5,150	5,020	-130	-3%		4,510	5,550	1,040	23%	9,660	10,570	2	4-8	44,000	0.22	0.24	0.02	No
Santa Monica Mountains	Mullholland Highway	Expressway	E/W	Udell Road	Las Virgenes Road	541	5,150	5,020	-130	-3%	609	4,510	5,550	1,040	23%	1,150	2,060	2	4-8	44,000	0.03	0.05	0.02	No
Santa Monica Mountains	Mullholland Highway*	Expressway	E/W	Las Virgenes Road	Cold Canyon Road		2,820	3,530	710	25%		2,900	3,670	770	27%	5,720	7,200	2	4-8	44,000	0.13	0.16	0.03	No
Santa Monica Mountains	Mullholland Highway*	Expressway	E/W	Cold Canyon Road	Stunt Road		2,110	2,490	380	18%		2,420	3,270	850	35%	4,530	5,760	2	4-8	44,000	0.10	0.13	0.03	No

Note: \* Existing ADT count not available. Existing model volume used.

(1) Existing ADT counts taken by the County between 2011 and 2013 were used, where available, to calculate the existing and Existing plus Project V/C ratios. On segments where existing ADT counts were not available, the existing model ADT volumes were used.













County of Los Angeles General Plan Update  
 Future 2035 No Project vs. Future 2035 Plus Project

APPENDIX B

Planning Area	Street Name	Classification	Direction	Street Limits		Northbound/Westbound				Southbound/Eastbound				2-Way Future 2035 Plus Project Model ADT	Lanes (2035 Model)	County General Plan Designated Buildout Lanes	LA County Maximum Capacity at LOS E	Future No Project Model V/C	Future 2035 Plus Project Model V/C	Difference in Model V/C	Exceeds Capacity Thresholds AND Δ ≥ 0.02 (Yes/No)
				From	To	2035 No Project Model ADT	2035 With Project Model ADT	Difference	Percent Growth	2035 No Project Model ADT	2035 With Project Model ADT	Difference	Percent Growth								
Metro	1st Street	Secondary Highway	E/W	Eastern Avenue	Humphreys Avenue	6,109	7,017	908	15%	5,929	6,900	971	16%	13,917	4	4	36,000	0.33	0.39	0.05	No
Metro	1st Street	Secondary Highway	E/W	Ford Boulevard	Mednik Avenue	6,847	7,759	912	13%	7,764	9,094	1,330	17%	16,853	4	4	36,000	0.41	0.47	0.06	No
Metro	1st Street	Secondary Highway	E/W	Mednik Avenue	Bleakwood Avenue	1,698	2,010	312	18%	1,820	1,990	170	9%	4,000	2	4	36,000	0.10	0.11	0.01	No
Metro	3rd Street	Major Highway	E/W	Indiana Street	Rowan Avenue	10,370	10,291	-79	-1%	12,255	12,093	-162	-1%	22,384	4	6-8	54,000	0.42	0.41	0.00	No
Metro	3rd Street	Major Highway	E/W	Rowan Avenue	Gage Avenue	8,614	8,362	-252	-3%	10,806	10,820	14	0%	19,182	4	6-8	54,000	0.36	0.36	0.00	No
Metro	3rd Street	Major Highway	E/W	Gage Avenue	Sunol Drive	12,552	13,931	1,379	11%	9,041	9,831	790	9%	23,762	4	6-8	54,000	0.40	0.44	0.04	No
Metro	3rd Street	Major Highway	E/W	Sunol Drive	Eastern Avenue	7,985	9,514	1,529	19%	9,733	10,992	1,259	13%	20,506	4	6-8	54,000	0.33	0.38	0.05	No
Metro	3rd Street	Major Highway	E/W	Eastern Avenue	Humphreys Avenue	5,116	5,746	630	12%	6,478	7,500	1,022	16%	13,246	4	6-8	54,000	0.21	0.25	0.03	No
Metro	3rd Street	Major Highway	E/W	Ford Boulevard	Mednik Avenue	5,056	5,207	151	3%	6,141	6,283	142	2%	11,490	2	6-8	54,000	0.21	0.21	0.01	No
Metro	3rd Street	Major Highway	E/W	Mednik Avenue	Beverly Boulevard	17,929	19,270	1,341	7%	20,431	21,447	1,016	5%	40,717	6	6-8	54,000	0.71	0.75	0.04	No
Metro	3rd Street	Major Highway	E/W	Beverly Boulevard	Atlantic Boulevard	6,115	6,635	520	9%	8,436	8,723	287	3%	15,358	6	6-8	54,000	0.27	0.28	0.01	No
Metro	3rd Street	Major Highway	E/W	Atlantic Boulevard	Hillview Avenue	11,106	11,730	624	6%	7,054	7,532	478	7%	19,262	4	6-8	54,000	0.34	0.36	0.02	No
Metro	Whittier Boulevard	Secondary Highway	E/W	Indiana Street	Ditman Avenue	13,921	15,009	1,088	8%	9,355	10,415	1,060	11%	25,424	4	4	36,000	0.65	0.71	0.06	No
Metro	Whittier Boulevard	Secondary Highway	E/W	Ditman Avenue	Rowan Avenue	3,539	4,085	546	15%	6,839	7,018	179	3%	11,103	4	4	36,000	0.29	0.31	0.02	No
Metro	Whittier Boulevard	Secondary Highway	E/W	Rowan Avenue	Sunol Drive	5,034	5,530	496	10%	7,902	7,786	-116	-1%	13,316	4	4	36,000	0.36	0.37	0.01	No
Metro	Whittier Boulevard	Secondary Highway	E/W	Sunol Drive	Eastern Avenue	7,799	9,982	2,183	28%	10,400	12,328	1,928	19%	22,310	4	4	36,000	0.51	0.62	0.11	No
Metro	Whittier Boulevard	Secondary Highway	E/W	Ford Boulevard	Arizona Avenue	10,277	11,980	1,703	17%	10,332	11,751	1,419	14%	23,731	4	4	36,000	0.57	0.66	0.09	No
Metro	Whittier Boulevard	Secondary Highway	E/W	Arizona Avenue	Atlantic Boulevard	6,998	7,948	950	14%	7,069	7,922	853	12%	15,870	4	4	36,000	0.39	0.44	0.05	No
Metro	Whittier Boulevard	Major Highway	E/W	Atlantic Boulevard	Belden Avenue	6,229	7,516	1,287	21%	6,529	7,687	1,158	18%	15,203	4	6-8	54,000	0.24	0.28	0.05	No
Metro	Whittier Boulevard	Major Highway	E/W	Belden Avenue	Gethart Avenue	6,162	7,799	1,637	27%	6,567	8,021	1,454	22%	15,820	4	6-8	54,000	0.24	0.29	0.06	No
Metro	Whittier Boulevard	Major Highway	E/W	Gethart Avenue	Hendricks Avenue	5,826	7,382	1,556	27%	6,328	7,777	1,449	23%	15,159	4	6-8	54,000	0.23	0.28	0.06	No
Metro	Whittier Boulevard	Major Highway	E/W	Hendrick Avenue	Garfield Avenue	6,008	6,647	639	11%	6,719	7,245	526	8%	13,892	4	6-8	54,000	0.24	0.26	0.02	No
Metro	Olympic Boulevard	Major Highway	E/W	Indiana Street	Rowan Avenue	13,854	13,975	121	1%	17,198	16,986	-212	-1%	30,961	4	6-8	54,000	0.58	0.57	0.00	No
Metro	Olympic Boulevard	Major Highway	E/W	Rowan Avenue	Sunol Drive	9,159	10,108	949	10%	7,806	8,596	790	10%	18,704	4	6-8	54,000	0.31	0.35	0.03	No
Metro	Olympic Boulevard	Major Highway	E/W	Sunol Drive	Eastern Avenue	11,421	11,904	483	4%	9,224	9,810	586	6%	21,714	4	6-8	54,000	0.38	0.40	0.02	No
Metro	Olympic Boulevard	Major Highway	E/W	Ford Boulevard	Arizona Avenue	11,063	12,760	1,697	15%	13,175	14,905	1,730	13%	27,665	4	6-8	54,000	0.45	0.51	0.06	No
Metro	Olympic Boulevard	Major Highway	E/W	Arizona Avenue	Atlantic Boulevard	7,470	8,891	1,421	19%	9,226	10,679	1,453	16%	19,570	4	6-8	54,000	0.31	0.36	0.05	No
Metro	Olympic Boulevard	Major Highway	E/W	Atlantic Boulevard	Goodrich Boulevard	7,054	7,586	532	8%	8,157	8,600	443	5%	16,186	4	6-8	54,000	0.28	0.30	0.02	No
Metro	Olympic Boulevard	Major Highway	E/W	Goodrich Boulevard	Gethart Avenue	7,256	8,410	1,154	16%	7,552	8,603	1,051	14%	17,013	4	6-8	54,000	0.27	0.32	0.04	No
Metro	Olympic Boulevard	Major Highway	E/W	Gethart Avenue	Hendricks Avenue	7,256	8,410	1,154	16%	7,552	8,603	1,051	14%	17,013	4	6-8	54,000	0.27	0.32	0.04	No
Metro	Olympic Boulevard	Major Highway	E/W	Hendrick Avenue	Garfield Avenue	7,303	8,454	1,151	16%	7,499	8,594	1,095	15%	17,048	4	6-8	54,000	0.27	0.32	0.04	No
Santa Monica Mountains	Kanan Dume Road	Major Highway	N/S	Latigo Canyon Road	Pacific Coast Highway	3,987	4,896	909	23%	4,048	4,725	677	17%	9,621	2	6-8	54,000	0.15	0.18	0.03	No
Santa Monica Mountains	Kanan Dume Road	Major Highway	N/S	Mulholland Highway	Latigo Canyon Road	3,987	4,896	909	23%	4,048	4,725	677	17%	9,621	2	6-8	54,000	0.15	0.18	0.03	No
Santa Monica Mountains	Kanan Dume Road	Major Highway	N/S	Triunfo Canyon Road	Mulholland Highway	3,470	4,960	1,490	43%	3,764	5,044	1,280	34%	10,004	2	6-8	54,000	0.13	0.19	0.05	No
Santa Monica Mountains	Kanan Dume Road	Major Highway	N/S	Sierra Creek Road	Triunfo Canyon Road	9,158	10,320	1,162	13%	10,382	10,823	441	4%	21,143	2	6-8	54,000	0.36	0.39	0.03	No
Santa Monica Mountains	Kanan Dume Road	Major Highway	N/S	Troutdale Drive	Sierra Creek Road	9,134	10,224	1,090	12%	10,210	10,616	406	4%	20,840	2	6-8	54,000	0.36	0.39	0.03	No
Santa Monica Mountains	Kanan Dume Road	Major Highway	N/S	Cornell Road	Troutdale Drive	5,378	6,663	1,285	24%	6,788	7,238	450	7%	13,901	2	6-8	54,000	0.23	0.26	0.03	No
Santa Monica Mountains	Malibu Canyon Road	Major Highway	N/S	Adamson Flat/Palm Canyon	Pioma Road	8,366	9,996	1,630	19%	8,269	9,591	1,322	16%	19,587	2	6-8	54,000	0.31	0.36	0.05	No
Santa Monica Mountains	Malibu Canyon Road	Major Highway	N/S	Pioma Road	Mulholland Highway	7,421	8,088	667	9%	7,759	8,541	782	10%	16,629	2	6-8	54,000	0.28	0.31	0.03	No
Santa Monica Mountains	Malibu Canyon Road	Major Highway	N/S	Mulholland Highway	Lost Hills Road	8,759	9,778	1,019	12%	8,930	9,745	815	9%	19,523	2	6-8	54,000	0.33	0.36	0.03	No
Santa Monica Mountains	Topanga Canyon Boulevard (SR-27)	Secondary Highway	N/S	Pacific Coast Highway	Fernwood Pacific Drive	10,500	10,608	108	1%	11,045	11,386	341	3%	21,994	2	4	36,000	0.60	0.61	0.01	No
Santa Monica Mountains	Topanga Canyon Boulevard (SR-27)	Secondary Highway	N/S	Fernwood Pacific Drive	Old Topanga Canyon Road	11,346	11,976	630	6%	12,449	12,884	435	3%	24,860	2	4	36,000	0.66	0.69	0.03	No
Santa Monica Mountains	Topanga Canyon Boulevard (SR-27)	Secondary Highway	N/S	Old Tapanga Canyon Road	Keller Road	5,100	6,245	1,145	22%	5,947	6,317	370	6%	12,562	2	4	36,000	0.31	0.35	0.04	No
Santa Monica Mountains	Mulholland Highway	Expressway	E/W	Lechusa Road	Kanan Road	4,108	6,032	1,924	47%	3,684	5,657	1,973	54%	11,689	2	4-8	44,000	0.18	0.27	0.09	No
Santa Monica Mountains	Mulholland Highway	Expressway	E/W	Kanan Road	Sierra Creek Road	686	1,059	373	54%	494	939	445	90%	1,998	2	4-8	44,000	0.03	0.05	0.02	No
Santa Monica Mountains	Mulholland Highway	Expressway	E/W	Sierra Creek Road	Troutdale Drive	857	1,266	409	48%	519	1,036	517	100%	2,302	2	4-8	44,000	0.03	0.05	0.02	No
Santa Monica Mountains	Mulholland Highway	Expressway	E/W	Troutdale Drive	Lake Vista Drive	4,280	4,644	364	9%	4,275	4,597	322	8%	9,241	2	4-8	44,000	0.19	0.21	0.02	No
Santa Monica Mountains	Mulholland Highway	Expressway	E/W	Lake Vista Drive	Cornell Road	1,063	1,213	150	14%	1,170	1,239	69	6%	2,452	2	4-8	44,000	0.05	0.06	0.00	No
Santa Monica Mountains	Mulholland Highway	Expressway	E/W	Cornell Road	Udell Road	5,423	5,632	209	4%	5,683	6,211	528	9%	11,843	2	4-8	44,000	0.25	0.27	0.02	No
Santa Monica Mountains	Mulholland Highway	Expressway	E/W	Udell Road	Las Virgenes Road	5,423	5,632	209	4%	5,683	6,211	528	9%	11,843	2	4-8	44,000	0.25	0.27	0.02	No
Santa Monica Mountains	Mulholland Highway	Expressway	E/W	Las Virgenes Road	Cold Canyon Road	3,297	3,707	410	12%	3,390	3,800	410	12%	7,507	2	4-8	44,000	0.15	0.17	0.02	No
Santa Monica Mountains	Mulholland Highway	Expressway	E/W	Cold Canyon Road	Stunt Road	2,430	2,886	456	19%	2,894	4,009	1,115	39%	6,895	2	4-8	44,000	0.12	0.16	0.04	No