

RTIP ID# (required) RTP IDs: S1120157, S1160154, S1160178 (all are listed as Strategic Projects). The project is listed as a “Strategic Project” in the conforming RTP or TIP. The City is working with LA Metro to add the project as an “FTIP Project” or “Fiscally-Constrained RTP/SCS Project”.					
TCWG Consideration Date: 8/27/19					
Project Description (clearly describe project) The Project is located within the City of Los Angeles in Los Angeles County, California. Caltrans, in cooperation with the City of Los Angeles, proposes to improve circulation and safety along Lincoln Boulevard by constructing an additional southbound lane, installing sidewalks and bicycle lanes, and making other related improvements along an approximate 0.61-mile segment of Lincoln Boulevard between Jefferson Boulevard (PM 30.16) and just south of Fiji Way (PM 30.74). The project occurs in the City of Los Angeles and is bordered immediately to the north and northwest by unincorporated Los Angeles County. The project’s Build Alternative includes: realignment of Lincoln Boulevard to the east; addition of one southbound lane along Lincoln Boulevard for a length of approximately 1,800 feet; demolition, replacement, and widening of the Lincoln Boulevard Bridge over Ballona Creek; demolition, replacement, and widening of the Culver Boulevard Bridge; demolition, replacement, and realignment of the on- and off-ramp between Lincoln Boulevard and Culver Boulevard; construction of sidewalks and bicycle lanes on both sides of Lincoln Boulevard; and installation of landscaping, street lighting, and signage. The project would also install a center median with space to accommodate a future center-running transit facility within the project limits, which is not included as part of the project. The replacement Lincoln Boulevard Bridge over Ballona Creek would include three 12-foot travel lanes in each direction, a 12-foot center median, and 2-foot lane buffers, 8-foot shoulders including 6-foot bicycle lanes, 6-foot sidewalks, and 1-foot edge barriers on both sides of the roadway. The replacement Culver Boulevard Bridge would include one 12-foot travel lane in each direction as well as 5-foot shoulders, 6-foot sidewalks, and 1-foot bridge barriers on both sides of the roadway. The Project Location Map included as an attachment to this document presents the Existing Conditions along Lincoln Bridge, as well as the lane configurations of the proposed Project. The City of Los Angeles is the project proponent, and Caltrans is the Lead Agency under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).					
Type of Project (use Table 1 on instruction sheet) Change to existing state highway					
County Los Angeles	Narrative Location/Route & Postmiles The project would occur along an approximate 0.61-mile segment of Lincoln Boulevard between Jefferson Boulevard (PM 30.16) and just south of Fiji Way (PM 30.74). Caltrans Projects – EA# 07-33880				
Lead Agency: Caltrans District 7					
Contact Person Andrew Yoon, P.E.	Phone# 213-897-6117	Fax#	Email andrew.yoon@dot.ca.gov		
Hot Spot Pollutant of Concern (check one or both) PM2.5 X PM10 X					
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)					
Categorical Exclusion	X	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

(NEPA)				
Scheduled Date of Federal Action: 2020				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
<input type="checkbox"/> Exempt	<input type="checkbox"/> Section 326 –Categorical Exemption		<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i> Not currently programmed, in process.				
	PE/Environmental	ENG	ROW	CON
Start				
End	Oct 2020			

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

Purpose

The project purpose is to achieve a consistent roadway design and enhance safety and mobility for pedestrians, bicyclists, automobiles, and transit vehicles on Lincoln Boulevard in the vicinity of Ballona Creek. In furtherance of the project's purpose, the objectives of the project are to:

1. Eliminate the gap where southbound Lincoln Boulevard narrows from two to three travel lanes, generally between Fiji Way and Jefferson Boulevard;
2. Improve safety, accessibility, and connectivity between Playa Del Rey, Playa Vista, and other coastal communities in Westside Los Angeles for all modes of travel;
3. Minimize permanent and temporary impacts to Ballona Creek and other wetlands and waters, as well as sensitive plants, animals, and vegetation communities within and near the project site to the maximum extent practicable;
4. Design the project to be compatible with future transit improvements identified in local and regional plans that are planned to operate along Lincoln Boulevard within the project limits to the extent feasible;
5. Implement a project that would not preclude restoration of the Ballona Wetlands Ecological Reserve;
6. Minimize right-of-way impacts, including to the Ballona Wetlands Ecological Reserve and the Fiji Gateway Park located at the southeast quadrant of Lincoln Boulevard/Fiji Way;
7. Develop a project design that incorporates all feasible and prudent opportunities to avoid and minimize harm to Section 4(f) properties, which includes publicly-owned parks, recreation areas, wildlife and waterfowl refuges, and significant historic sites; and
8. Provide a cost-effective project solution to achieving a consistent roadway design and enhancing safety and mobility on Lincoln Boulevard.

Need

Lincoln Boulevard is an essential north-south route in the West Los Angeles transportation network and one of the primary study corridors in the Westside Mobility Plan. Lincoln Boulevard is envisioned by the City of Los Angeles to operate as a multimodal facility in the future. Lincoln Boulevard is one of the few arterial connections that provides continuous access through the Westside of Los Angeles and across Ballona Creek connecting Santa Monica, Venice, Culver City, and Del Rey on the north to Playa Del Rey, Playa Vista, Westchester, Los Angeles International Airport, and other destinations to the south.

Southbound Lincoln Boulevard narrows from three to two lanes approximately 1,050 feet north of the existing Lincoln Boulevard Bridge over Ballona Creek. The resulting merge movement for southbound drivers creates a traffic bottleneck along this roadway segment and poses a safety hazard.

The existing Lincoln Boulevard Bridge does not include sidewalks or bike lanes, which leads to conflicts between motorists, pedestrians, and bicyclists. Pedestrian and bicycle facilities along Lincoln Boulevard and on the Lincoln Boulevard Bridge are minimal and there are no other nearby options for pedestrians and bicyclists to cross Ballona Creek. The nearest crossings of Ballona Creek are 1.26 miles upstream (to the east) at Centinela Avenue and 1.46 miles downstream (to the west) at the Ballona Creek Bike Path bridge over Ballona Creek. This results in a need to improve the Lincoln Boulevard corridor for the regional mobility for pedestrians and bicyclists. There are currently no designated bicycle facilities on Lincoln Boulevard between Fiji Way and Jefferson Boulevard. Similarly, there are very few sidewalks within the project limits, with no sidewalks from just south of Fiji Way to just north of Jefferson Boulevard on the west side of Lincoln Boulevard, and just south of Fiji Way to just south of the Lincoln Boulevard Bridge over Ballona Creek on the east side of Lincoln Boulevard. The lack of pedestrian and bicycle facilities on Lincoln Boulevard prohibits safe access to the Ballona Creek Class I Bike Path that is located along the northern bank of Ballona Creek within the Project limits, leading to many pedestrians and bicyclists walking along the roadside shoulders to access the Creek. Widening the Lincoln Boulevard Bridge and the adjacent roadway is needed to improve these conditions for vehicles, pedestrians, and bicyclists.

Surrounding Land Use/Traffic Generators (*especially effect on diesel traffic*)
Residential, recreational, office, open space, academic, commercial and hospital uses. No heavy industrial or warehousing uses in the local area.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
 Table 1 provides the LOS for Opening Year No Build and Build conditions. Based on the horizon year traffic forecasts, opening year (assumed to be 2025) volumes at the Project site will be 72,900 ADT along Lincoln Boulevard and 33,700 ADT along Culver Boulevard as shown in Table 2. This Table also presents the opening year Build and No Build LOS for intersections that would be influenced by the future configuration of the intersections affected by the Project in the year 2025. For all the intersections analyzed, the average vehicle delay would improve or stay the same for the Build Alternative when compared to the No Build Alternative, with the exception of Lincoln Boulevard/ Fiji Way. Table 2 shows opening year truck would comprise 0.5 to 2% percent of daily traffic, which corresponds to 200 to 1500 trucks per day in the opening year.

**Table 1
 Opening Year 2025 Level of Service**

Intersection	No Build				Build			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Lincoln Boulevard/ Fiji Way	44.9	D	36.1	D	44.9	D	36.9	D
Lincoln Boulevard/ Culver Boulevard	40.8	D	7.1	A	40.3	D	6.7	A
Lincoln Boulevard/ Jefferson Boulevard	103.6	F	40.7	D	103.6	F	40.3	D
Culver Loop to Lincoln Boulevard/ Culver Boulevard	<5.0	A	<5.0	A	<5.0	A	<5.0	A

Source: Fehr & Peers. Table 8 of the Transportation Analysis Report (TAR): Lincoln Bridge Multi-Modal Improvement Project 2017. Table 8 provides LOS for No Build and Build conditions.

**Table 2
 Year 2025 Average Daily Traffic and Trucks**

Roadway	AADT	Percent Trucks	Truck Quantity
Lincoln Boulevard	72,900	2%	1,500
Culver Boulevard	33,700	0.5%	200

Source: Fehr & Peers. Transportation Analysis Report (TAR): Lincoln Bridge Multi-Modal Improvement Project 2019.

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

The analysis horizon year is 2045 . Table 3 shows the LOS for No Build and Build conditions. Table 4 provides the AADT which ranges from 35,400 to 85,700 vehicles/day. This Table also presents the horizon year Build and No Build LOS for intersections that would be influenced by the future configuration of the Project. There is a mixture of improvements and worsening of LOS which is further described in the discussion of potential traffic redistribution effects of congestion relief. Table 4 lists the trucks percentages which range from 0.5 to 2 percent of total traffic, which corresponds to 200 to 1,700 trucks per day in the analysis horizon year.

**Table 3
Horizon/Design Year 2045 Level of Service**

Intersection	No Build				Build			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Lincoln Boulevard/ Fiji Way	48.5	D	44.4	D	49.8	D	57.7	E
Lincoln Boulevard/ Culver Boulevard	54.1	D	10.2	B	52.6	D	9.1	A
Lincoln Boulevard/ Jefferson Boulevard	101	F	57.8	E	100	F	59.7	E
Culver Loop to Lincoln Boulevard/ Culver Boulevard	<5.0	A	<5.0	A	<5.0	A	<5.0	A

Source: Fehr & Peers. Table 10 of the Transportation Analysis Report (TAR): Lincoln Bridge Multi-Modal Improvement Project 2017. . Table 10 provides LOS for No Build and Build conditions for Horizon Year 2045.

**Table 4
Year 2045 Average Daily Traffic and Trucks**

Roadway	AADT	Percent Trucks	Trucks Quantity
Lincoln Boulevard	85,700	2%	1,700
Culver Boulevard	35,400	0.5%	200

Source: Fehr & Peers. Transportation Analysis Report (TAR): Lincoln Bridge Multi-Modal Improvement Project 2019.

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

The Project includes realignment and improvements to the Lincoln Boulevard/Culver Loop intersections. For Opening Year Build and No Build AADT and truck data, please see Tables 1 and 2.

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

The Project includes realignment and improvements to the Lincoln Boulevard/Culver Loop intersections. For Horizon Year Build and No Build AADT and truck data, please see Tables 3 and 4.

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

At Project buildout in 2025, improvements in LOS at the analyzed intersections due to the Project would be nominal with reductions in delay ranging from 0.0 to 0.8. For the horizon year of 2045, the analyzed intersections would involve some intersections improving and some worsening. The intersection of Lincoln Boulevard/Fiji Way would experience a worsening of LOS due to the Project with delays increasing from 48.5 to 49.8 in the AM peak hour and 44.4 to 57.7 in the PM peak hour. The intersection of Lincoln Boulevard/Culver Boulevard would experience an improvement in LOS with delays reduced from 54.1 to 52.6 in the AM peak hour and 10.2 to 9.1 in the PM peak hour. The intersection of Lincoln Boulevard/Jefferson Boulevard would experience a slight improvement in AM peak hour LOS with a delay changing from 101 to 100 in the AM peak hour and a slight worsening in PM peak hour LOS with the delay changing from 57.8 to 59.7 in the PM peak hour. The Culver Loop to Lincoln Boulevard/ Culver Boulevard would not experience a change in delay.

As a result of the Project, traffic redistribution would result in a reduction in VMT as shown in Table 5. In the study area is estimated to decrease by approximately 1% compared to No Build conditions in 2025, and by 4.4% in 2045. The decrease in VMT is due to the elimination of the existing southbound bottleneck on the bridge, which results in vehicles using alternate routes that, while time efficient, require traveling a greater distance. The 1.5-mile radius used for this analysis includes alternative routes across Ballona Creek, including SR-90 and Centinela Avenue, both east of the Project. VMT reductions as a result of the Project can therefore be attributed to the Project's addition of southbound capacity, providing a more direct route for many trips.

Table 5
Vehicle Miles Traveled

Year	No Build	Build	Difference	Percent Difference
Existing (2016)	596,240	--	--	--
Opening Year (2025)	617,919	611,979	-5,940	-1.00%
Design Year (2045)	685,687	655,745	-29,942	-4.40%

Source: Fehr & Peers. Transportation Analysis Report (TAR): Lincoln Bridge Multi-Modal Improvement Project 2017. Table 12.