

## 3.5 TRANSPORTATION AND TRAFFIC

This chapter evaluates the potential transportation and traffic impacts associated with the proposed project. The following analysis is based on the Traffic Technical Memorandum prepared by Iteris, Inc. on August 12, 2013. This Traffic Technical Memorandum is included as Appendix D of this EIR.

### 3.5.1 ENVIRONMENTAL SETTING

#### EXISTING HIGHWAY AND STREET SYSTEM

The project site is located in the northern portion of the City of Long Beach. Regional access to the project site is provided via SR 91, located approximately 0.25 miles north of the project site, and I-710, located approximately 0.45 miles west of the project site.

Local access to the project site is provided via major north-south and east-west oriented roads including Artesia Boulevard, located approximately 335 feet north of the project site; Orange Avenue, located approximately 0.28 miles east of the project site; Harding Street, located approximately 0.23 miles south of the project site; and Atlantic Avenue, which forms the western boundary of the project site.

#### EXISTING PUBLIC TRANSIT SERVICE

The project area is also served by two Long Beach Transit bus routes, and one Los Angeles County Metropolitan Transportation Authority (Metro) bus route.

##### Long Beach Transit

- **Long Beach Transit Route 61:** This route has approximately 20 minute headways during weekday peak hours, and runs between the downtown Transit Center, then along Atlantic Avenue, and then along Artesia Boulevard to the Artesia Blue Line Station.
- **Long Beach Transit Route 72:** This route has approximately one hour headways during the weekday peak hours. It begins service at the downtown Transit Center, and generally runs along Orange Avenue, making a diversion along Artesia Boulevard, which serves Jordan High School students and staff. It then continues to its northerly terminus near the intersection of Garfield and Rosecrans Avenue.

##### Los Angeles County Metropolitan Transportation Authority

**Metro Route 130:** This route has 20 to 35 minute headways during weekday peak hours, and runs between Redondo Beach to the Artesia Transit Center and to the Artesia Blue Line Station, then continuing to Cerritos.

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### 3.5.2 REGULATORY SETTING

#### REGIONAL

#### **2012-2035 Regional Transportation Plan/Sustainable Communities Strategy**

The 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted by the Southern California Association of Governments (SCAG) in April 2012 and replaces the 2008 RTP. The RTP/SCS serves as a regional transportation planning tool through the year 2035 composed of a financial plan, sustainable communities strategy, and a strategic plan. The RTP/SCS identifies available and reasonably foreseeable sources of funding, which it directs to multimodal transportation projects that benefit SCAG's member communities.<sup>1</sup> The vision for the 2012-2035 RTP/SCS is centered on three key principles for the region, including mobility, economy, and sustainability.

#### **Los Angeles County Congestion Management Program**

To address the increasing public concern that traffic congestion was impacting the quality of life and economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program process. A countywide approach has been established by Metro, the local CMP agency, designating a highway network that includes all state highways and principle arterials within the County and monitoring the network's level of service (LOS) to implement the statutory requirements of the CMP. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the countywide plan.

#### LOCAL

#### **City of Long Beach General Plan Transportation Element**

Adopted in 1991, the Transportation Element of the City of Long Beach General Plan (Transportation Element) is intended to serve as a planning tool to provide sufficient mobility to accommodate anticipated growth in the City while preserving quality of life. The objectives of the Transportation Element include the following:

- To obtain the best tool for technical analysis;
- To solicit citizen input; and
- To design a feasible funding program.

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<sup>1</sup> Southern California Association of Governments. *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy*. Adopted April 2012. Website: <http://rtpscsc.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx>. Accessed: August 1, 2013.

### City of Long Beach General Plan Draft Mobility Element

- The City of Long Beach Department of Development Services and Department of Public Works published the Draft Mobility Element of the General Plan in July 2013. The Draft Mobility Element is intended to replace the Transportation Element adopted in 1991. The Draft Mobility Element establishes the vision, goals, policies, and implementation measures required to improve and enhance the City's local and regional transportation networks.<sup>2</sup>

### 3.5.3 ENVIRONMENTAL IMPACTS

#### THRESHOLDS OF SIGNIFICANCE

As part of the Initial Study (see Appendix A), it was determined that the proposed project would not result in a change in air traffic patterns; result in inadequate emergency access; or conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Accordingly, these issues are not further analyzed in the EIR.

Pursuant to the CEQA Guidelines, the proposed project would have a significant effect on transportation and traffic if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways; or
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land use (e.g., farm equipment).

The criteria for determining whether a traffic impact analysis of CMP arterial monitoring intersections and/or freeway monitoring locations would be required are:

- a) All CMP arterial monitoring intersections where the proposed project would add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic; and

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<sup>2</sup> City of Long Beach Department of Development Services and Department of Public Works. Draft Mobility Element of the General Plan. July 2013. Website: <http://www.lbds.info/civica/filebank/blobdload.asp?BlobID=4006>. Accessed: August 1, 2013.

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- b) All CMP mainline freeway monitoring locations where the proposed project would add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

#### **METHODOLOGY**

LBUSD staff, as well as their traffic consultant, consulted with the City of Long Beach regarding the traffic impact study requirements for the proposed project. The City staff confirmed that a traffic impact analysis would be required in their jurisdiction when a proposed project would add 50 or more trips during either the a.m. or p.m. peak hour. The proposed project would not result in an increase in the student enrollment or capacity of the school. Therefore, it was determined that the proposed project would not result in any new vehicle trips during project operations. The construction of the proposed project would require a minor amount of construction worker and truck trips, but these trips would occur for a temporary amount of time. As such, it was determined in conjunction with the City that the proposed project would not require a full traffic impact study.

#### **IMPACT ANALYSIS**

**TRANS-1**     *The proposed project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Implementation of the traffic management plan would ensure that impacts would be less than significant.*

Construction of the proposed project would increase the number of daily trips within the project vicinity as a result of construction workers traveling to and from the site and hauling demolition debris. However, this increase in trips would be relatively minor and temporary in nature. No road closures are anticipated during project construction. As discussed in subsection 2.4.2, Overview of the Project, within Chapter 2.0, Project Description, the construction contractor would coordinate with the City of Long Beach to develop a traffic management plan for any temporary lane closures, and would limit construction in these locations to outside peak travel hours. Development and implementation of the traffic management plan would ensure that temporary construction impacts are less than significant.

As previously discussed, capacity and enrollment of the existing school would not be increased with implementation of the proposed project, and no expansion of land uses would occur. Thus, there would be no change in the number of vehicle trips associated with operation of the proposed project, and no change in the distribution of trips that would access the project site. Therefore, no operational traffic impacts would occur.

**TRANS-2**     *The proposed project would not conflict with an applicable congestion management program. No impact would occur.*

The proposed project would not change the enrollment of the existing school facilities. Thus, there would be no change in the existing number of vehicle trips associated with the project site. Therefore, the

proposed project would not add any trips to a Los Angeles County Congestion Management Program monitoring location, and no impact would occur.

**TRANS-3:** *The proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Implementation of the traffic management plan would ensure that impacts would be less than significant.*

The proposed project involves the construction of new and renovation of existing school facilities with no increase in the capacity or enrollment of the existing school, and no expansion of uses. Thus, no incompatible uses would be introduced. As previously discussed, the construction contractor would coordinate with the City during construction to develop a traffic management plan for any temporary lane closures and would limit construction in these locations to outside peak travel hours. The traffic management plan would contain project-specific measures for noticing, signage, policy guidance, and the limitation of lane closures to off-peak hours. Implementation of the traffic management plan would ensure that construction impacts would be less than significant. Additionally, the project design does not include any sharp curves or dangerous intersections. No operational impact would occur.

### 3.5.4 MITIGATION MEASURES

Impacts to transportation and traffic would be less than significant. Therefore, no mitigation measures are required.

### 3.5.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Not applicable.

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