4.14.1 INTRODUCTION

This resource section evaluates the potential environmental impacts related to transportation systems from PLAN Hermosa implementation. The analysis includes a review of the vehicular, transit, bicycle, and pedestrian components of the circulation system. PLAN Hermosa policies and implementation actions presented in the Mobility Element provide a framework to evaluate, manage, and improve transportation infrastructure and practices to address increased congestion and serve all modes of transportation.

NOP Responses: No comments were received in response to the NOP related to transportation. Comments included written letters and oral comments provided at the NOP scoping meeting.

Reference Information: Information for this resource section is based on numerous references, including the PLAN Hermosa Technical Background Report (Appendix C-17), US Census Bureau data (2010), California Department of Finance data (2015), the Southern California Association of Governments' (2015) Profile of the City of Hermosa Beach and (2012) draft Regional Transportation Plan projections, Hermosa Beach's (2014) annual Financial Report, and other publicly available documents. The Technical Background Report prepared for the project is attached to this document as **Appendix C-17,** which describes the existing transportation system classifications and functionality. Key findings from the Technical Background Report are summarized below.

4.14.2 ENVIRONMENTAL SETTING

MULTIMODAL TRANSPORTATION SYSTEM

The transportation system in Hermosa Beach features diverse elements that include an extensive network of roadways comprising arterials, collectors, and local streets, 5.1 miles of bicycle facilities, an extensive network of developed pedestrian facilities, and a public transit system providing both local and regional bus service. These facilities support a multimodal transportation network that connects multiple neighborhoods to nearby communities and to the greater surrounding region.

Roadway Network

The existing Hermosa Beach General Plan Circulation, Transportation, and Parking Element (1990) designates three different roadway types in the city. **Table 4.14-1 (Hermosa Beach Roadway Functional Classifications)** summarizes street classification and performance characteristics, and **Table 4.14-2 (Hermosa Beach Roadways)** outlines the classified facilities in the city. Primary roadways include Pacific Coast Highway (PCH or State Route 1), Ardmore Avenue/Valley Drive, Artesia Boulevard (State Route 91), Aviation Boulevard, and Herondo Street, as illustrated in **Figure 4.14-1 (Hermosa Beach Street Classification)**. Regional access is via by the San Diego Freeway (Interstate 405) located approximately 3 miles east of the city border.

TABLE 4.14-1
HERMOSA BEACH ROADWAY FUNCTIONAL CLASSIFICATIONS

Roadway Type	Accommodation for Movement of Traffic	Level of Property Access
Arterial	Primary roadway for movement of traffic at city level; prioritizes traffic movement; can also provide regional connectivity.	Driveways and other curb cuts along arterials are limited to minimize disruption to traffic flow.
Collector	Circulation of traffic between residential neighborhoods and arterial streets. Collectors typically provide intracity and some intercity access, but no regional access.	Access is prioritized similarly to a local street with more considerations for traffic flow and visibility.
Local	Designed to serve adjacent residential land uses only and provide the lowest accommodation for traffic movement.	Local streets provide the highest level of property access. Driveways are closely spaced, and there are few access limitations.
Walk Street	Provide no vehicular access.	Walk streets provide high levels of pedestrian- and bicycle-only property access.

Source: City of Hermosa Beach 1990

FIGURE 4.14-1
HERMOSA BEACH STREET CLASSIFICATION

Source: City of Hermosa Beach 2015

TABLE 4.14-2
HERMOSA BEACH ROADWAYS

Classification	Streets
Arterial Streets	Artesia Boulevard
	Aviation Boulevard
	Hermosa Avenue from 14th Street to south city limit
	Pacific Coast Highway
	Pier Avenue from Pacific Coast Highway to Ardmore Avenue
Collector Streets	2nd Street from Pacific Coast Highway to Hermosa Avenue
	5th Street from Pacific Coast Highway to Prospect Avenue
	8th Street from Pacific Coast Highway to Hermosa Avenue
	25th Street
	27th Street
	Ardmore Avenue from Pier Avenue to north city limit
	Gould Avenue
	Manhattan Avenue from 27th Street to north city limit
	Monterey Boulevard
	Pier Avenue from west of Ardmore Avenue
	Prospect Avenue
	Valley Drive from Pier Avenue to south city limit
Local Roads	All others

Source: City of Hermosa Beach 1990

Transit

Transit service in Hermosa Beach is provided by three transportation agencies—Beach Cities Transit, the Los Angeles County Metropolitan Transportation Authority (Metro), and the Los Angeles Department of Transportation (LADOT)—and includes a demand-responsive paratransit service. Transit services in the city are shown in **Figure 4.14-2 (Existing Transit Network).**

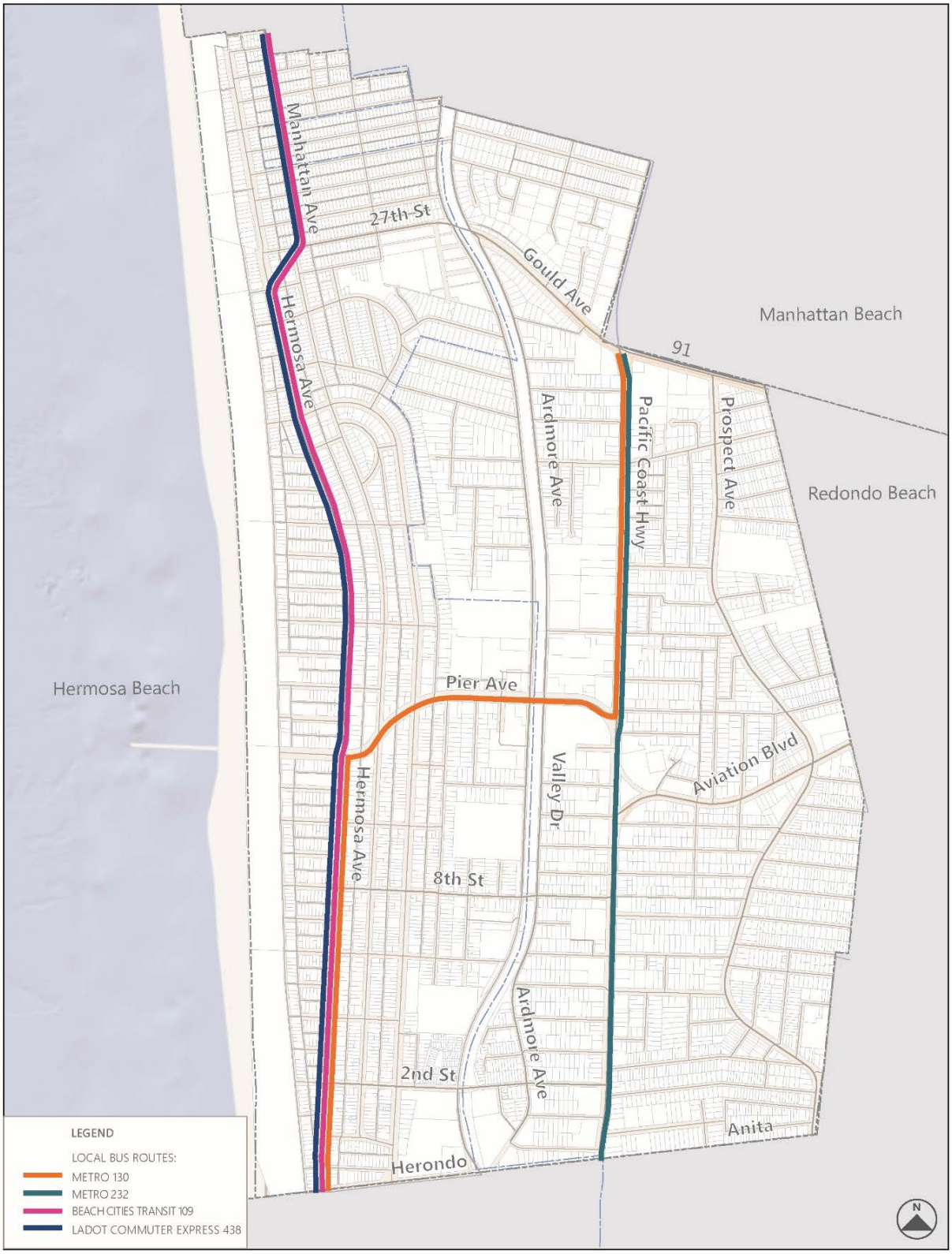
Beach Cities Transit provides local transit service for the Los Angeles Beach Cities. Daily weekday and weekend transit services are served by two routes: Transit Lines 102 (service in Redondo Beach only) and 109. Line 109 runs north–south along the coast through Manhattan Beach, Hermosa Beach, and Redondo Beach, traversing a route between Riviera Village in Redondo Beach and the Los Angeles Airport City Bus Center. Connection to regional transit, the Metro Green Line, is served by two stops: the Aviation/LAX Station and the Douglas Station. Routes operated by Beach Cities Transit are summarized in **Table 4.14-3**.

TABLE 4.14-3
BEACH CITIES TRANSIT ROUTES

Line	From	To	Weekday Headway	Weekend Headway
102	Redondo Beach Pier	Redondo Beach Green Line Station	30–45 min	30–45 min
109	Redondo Beach Riviera Village	Los Angeles Airport City Bus Center	30–50 min	60 min

Source: Beach Cities Transit 2015

FIGURE 4.14-2
EXISTING TRANSIT NETWORK



Source: City of Hermosa Beach 2015

Metro operates several bus routes and rail lines that offer regional transit service. Metro Line 130 provides east–west coverage between the Beach Cities and the Harbor Gateway Transit Center in Gardena. North–south transit coverage is served by Metro Line 232. This route travels along Pacific Coast Highway between downtown Long Beach and the Los Angeles Airport City Bus Center and provides direct connection to the Metro Blue and Green lines. Metro's Green Line provides regional east–west light rail service to the South Bay area and the Gateway Cities communities of Lynwood, Downey, Bellflower, and Norwalk. This rail line has direct connections to north–south rail via the Metro Blue Line. Routes operated by Metro that directly serve Hermosa Beach are summarized in **Table 4.14-4 (Los Angeles County Metro Transit Services)**.

TABLE 4.14-4
LOS ANGELES COUNTY METRO TRANSIT SERVICES

Route	Type	Direction	Service to/from	Weekday Headway	Weekend Headway
130	Local	E–W	Redondo Beach, Hermosa Beach, Los Angeles via Gateway Cities	30 min	50–60 min
232	Local	N–S	Downtown Long Beach to Los Angeles Airport City Bus Center	20 min	30–60 min

Source: Los Angeles County Metropolitan Transportation Authority 2015; Los Angeles Department of Transportation 2015

LADOT's Commuter Express provides one bus route (Commuter Express Route 438) with express service during peak commute periods between the Beach Cities area and downtown Los Angeles via the Century and Harbor freeways. This line makes local stops in Redondo Beach, Hermosa Beach, Manhattan Beach, and El Segundo. The route operated by LADOT that directly serves Hermosa Beach is summarized in **Table 4.14-5 (Los Angeles Department of Transportation Transit Services)**.

TABLE 4.14-5
LOS ANGELES DEPARTMENT OF TRANSPORTATION TRANSIT SERVICES

Route	Type	Service to/from	Weekday Peak-Hour Trips
438	Express	Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, and Los Angeles	AM = 6 inbound trips PM = 8 outbound trips

Source: Los Angeles County Metropolitan Transportation Authority 2015; Los Angeles Department of Transportation 2015

The WAVE Dial-A-Ride program offers demand-responsive paratransit service for senior and disabled passengers for travel in Hermosa Beach. Paratransit is an alternative mode of flexible passenger transportation that does not follow fixed routes or schedules. Citywide WAVE operations provide same-day, curb-to-curb transit to anyone who meets qualification conditions. The standard fare for service in Hermosa Beach, Redondo Beach, or any area south of El Segundo Boulevard, west of Crenshaw Boulevard, and north of Pacific Coast Highway is $1.00. Travel outside these boundaries is subject to an additional meter charge.

Bicycle Facilities

Hermosa Beach currently has 5.1 miles of existing bicycle facilities that include the Class I Marvin Braude Bikeway on The Strand and Class II, Class III, and Class IV bicycle facilities on Hermosa Avenue (see **Table 4.14-6 (Hermosa Beach Bicycle Facilities)** and **Figure 4.14-3 (Existing Bicycle Network)**). Brief descriptions of each bikeway class follow.

- Class I Bikeway. Often referred to as a bike path, this facility provides for bicycle travel on a paved right-of-way completely separated from any street or highway.
- Class II Bikeway. Often referred to as a bike lane, this facility provides a striped and stenciled lane for one-way travel on a street or highway.
- Class III Bikeway. Often referred to as a bike route, this facility provides for shared use with pedestrian or motor vehicle traffic and is identified only by signage.
- Class IV Bikeway. Often referred to as a separated bikeway, this facility provides for bicycle-only travel in a facility physically separated from through vehicular traffic.

TABLE 4.14-6
HERMOSA BEACH BICYCLE FACILITIES

Class	Street/Path	From	To
I	Marvin Braude Bike Trail (The Strand)	35th Street	Herondo Street
IV	Hermosa Avenue	35th Street	28th Street
II	Hermosa Avenue	28th Street	24th Street
II	Herondo Street	Hermosa Avenue	Valley Drive
III	Hermosa Avenue	24th Street	Herondo Street

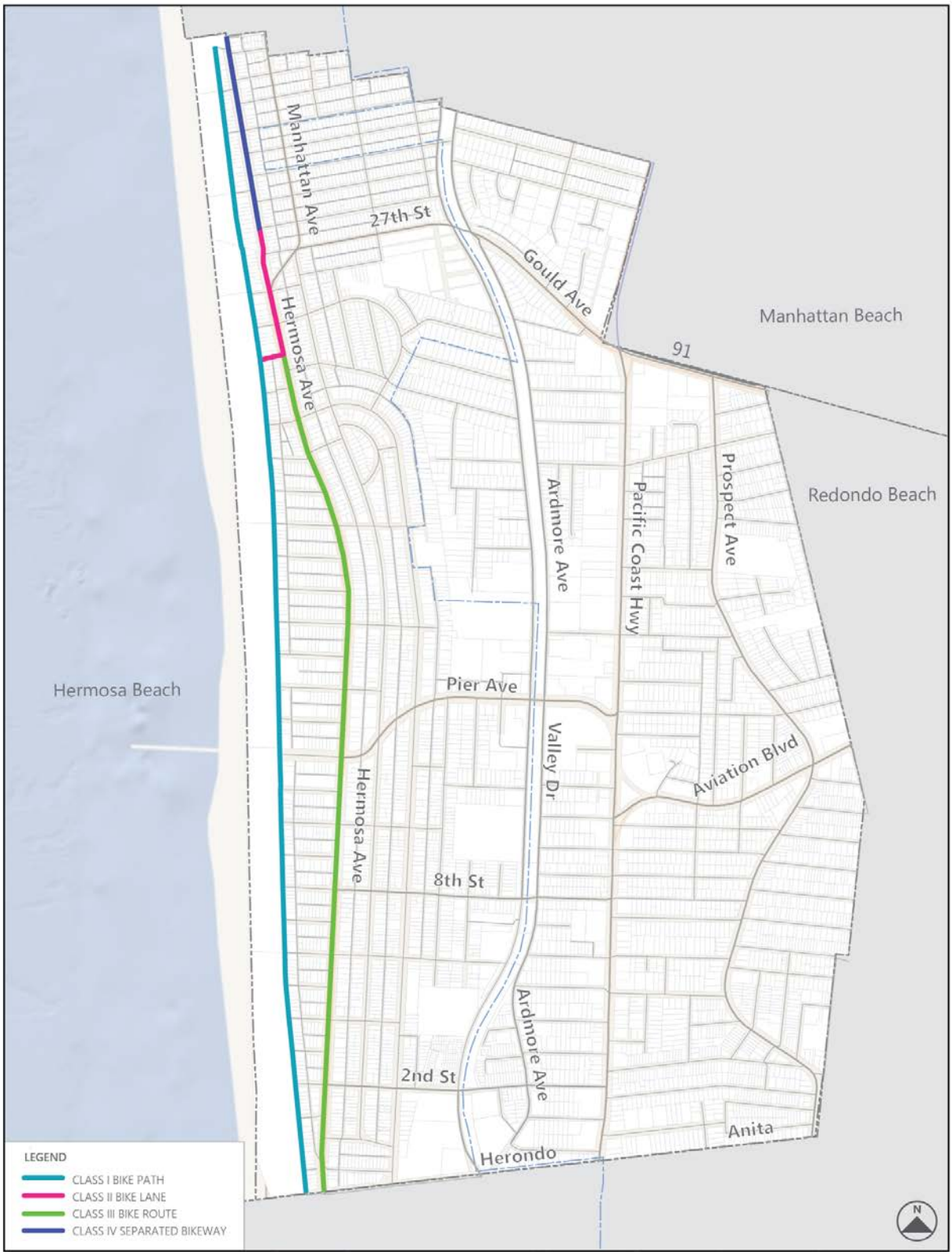
Source: City of Hermosa Beach 2015

Pedestrian Environment

The city's pedestrian infrastructure is along most arterial and local streets interconnected by a network of sidewalks and striped crosswalks. While many streets in the city include pedestrian facilities, a number of locations have noncontiguous sidewalk coverage and lack adequate curb ramps, cross steep driveway entrances, and include sidewalk obstructions that block travel along a number of the city's narrow sidewalks.

In Hermosa Beach's Downtown area, pedestrian facilities offer a range of amenities that include public spaces, shopping, dining, beach access, and shade cover supplied by the city's tree network and streetscape design strategies. Protected pedestrian facilities are common throughout the city along pedestrian-only walk streets and off-street pedestrian paths. The Hermosa Valley Greenbelt provides north–south connections away from the beach. The Strand, Southern California's famous beachside pedestrian walkway and bicycle path (Marvin Braude Bikeway), also serves the Hermosa Beach community on its way between Torrance and Malibu.

FIGURE 4.14-3
EXISTING BICYCLE NETWORK



Source: City of Hermosa Beach 2015

LEVEL OF SERVICE

The performance of a roadway system is measured in terms of level of service (LOS), a standardized methodology describing the efficiency of a roadway circulation system in relation to the quality of traffic operations and flow. LOS is ranked by a letter grade that represents the overall condition of travel through an intersection or road segment, based on number of seconds of delay for vehicles. These grades range from A (minimal delay) to F (excessive congestion). LOS E represents at-capacity operations. LOS definitions for intersections are shown in **Table 4.14-7 (Level of Service Definitions)**.

TABLE 4.14-7
LEVEL OF SERVICE DEFINITIONS

LOS	Definition
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board 1980

Studied Intersections

Thirteen intersections and 20 street segments were selected for study. These study locations are shown in **Figure 4.14-4 (Study Intersections)** and **Figure 4.14-5 (Study Roadway Segments)**. Studied intersections, intersection control type, and responsible agencies for each study location are shown in **Table 4.14-8 (Study Intersections)**. Studied street segments and their accompanying functional classification, number of lanes, and estimated daily capacities from the existing General Plan Circulation, Transportation, and Parking Element are shown in **Table 4.14-9 (Study Roadway Segments)**.

TABLE 4.14-8
STUDY INTERSECTIONS

Intersection	Intersection Control	Jurisdiction
1. Hermosa Avenue & 13th Street	Signal	Hermosa Beach
2. Hermosa Avenue & Pier Avenue	Signal	Hermosa Beach
3. Pacific Coast Highway & Artesia Boulevard	Signal	Hermosa Beach/Caltrans/CMP
4. Pacific Coast Highway & Aviation Boulevard	Signal	Hermosa Beach/Caltrans
5. Pacific Coast Highway & Pier Avenue	Signal	Hermosa Beach/Caltrans
6. Pacific Coast Highway & 2nd Street	Signal	Hermosa Beach/Caltrans
7. Pacific Coast Highway & 16th Street	Signal	Hermosa Beach/Caltrans

Intersection	Intersection Control	Jurisdiction
8. Pacific Coast Highway & 21st Street	Signal	Hermosa Beach/Caltrans
9. Prospect Avenue & Artesia Boulevard	Signal	Hermosa Beach
10. Prospect Avenue & Aviation Boulevard	Signal	Hermosa Beach
11. Prospect Avenue & Anita Street	Signal	Hermosa Beach
12. Manhattan Avenue & 27th Street	All-Way Stop Control	Hermosa Beach
13. Valley Drive & Gould Avenue	All-Way Stop Control	Hermosa Beach

Source: City of Hermosa Beach 2015

TABLE 4.14-9
STUDY ROADWAY SEGMENTS

Segment	Location	Functional Classification	Lanes	Daily Capacity
1. Hermosa Avenue	27th Street to 22nd Street	Collector	4	22,000
2. Hermosa Avenue	22nd Street to 16th Street	Collector	4	22,000
3. Hermosa Avenue	16th Street to 8th Street	Arterial	4	29,000
4. Hermosa Avenue	8th Street to Herondo Street	Arterial	4	29,000
5. Valley Drive	Gould Avenue to Pier Avenue	Local	2	15,000
6. Valley Drive	Pier Avenue to 8th Street	Collector	2	15,000
7. Ardmore Avenue	16th Street to 11th Street	Local	2	15,000
8. Ardmore Avenue	8th Street to 2nd Street	Local	2	15,000
9. Pacific Coast Highway	Artesia Boulevard to Aviation Boulevard	Arterial	6	44,000
10. Pacific Coast Highway	Aviation Boulevard to 2nd Street	Arterial	6	44,000
11. Prospect Avenue	Artesia Blvd to Aviation Boulevard	Collector	2	15,000
12. Prospect Avenue	Aviation Boulevard to 2nd Street	Collector	2	15,000
13. Artesia Boulevard	Pacific Coast Highway to Prospect Avenue	Arterial	4	29,000
14. Aviation Boulevard	Pacific Coast Highway to Prospect Avenue	Arterial	4	29,000
15. Pier Avenue	Hermosa Avenue to Valley Drive	Collector	4	29,000
16. Pier Avenue	Ardmore Avenue to Pacific Coast Highway	Arterial	4	29,000
17. Gould Avenue	Ardmore Avenue to Pacific Coast Highway	Collector	4	22,000
18. 8th Street	Hermosa Avenue to Valley Drive	Collector	2	15,000
19. 8th Street	Pacific Coast Highway to Prospect Avenue	Local	2	2,500
20. Herondo Street	Hermosa Avenue to Valley Drive	Arterial	2	13,000

Source: City of Hermosa Beach 1990

FIGURE 4.14-4
STUDY INTERSECTIONS

Source: City of Hermosa Beach 2015

FIGURE 4.14-5
STUDY ROADWAY SEGMENTS

Source: City of Hermosa Beach 2015

Traffic study guidelines published by the City of Hermosa Beach (in the existing Circulation, Transportation, and Parking Element [1990]), by the California Department of Transportation (Caltrans), and in the Los Angeles County Congestion Management Program were used to analyze the operation of each study location under Existing (2015) traffic conditions as detailed below.

City of Hermosa Beach

Level of service standards for intersections in Hermosa Beach are outlined in the existing City of Hermosa Beach Circulation, Transportation, and Parking Element (1990). The City maintains a policy of LOS C or better for both signalized and unsignalized intersections during weekday morning peak and evening peak hours. Traffic study guidelines established by the City of Hermosa Beach require the Intersection Capacity Utilization (ICU) methodology for LOS analyses of signalized intersections. The ICU method measures the volume-to-capacity (V/C) ratio (rated on a scale of 0 to 1.000) on a critical lane basis and determines level of service associated with each critical V/C ratio. For unsignalized intersections, LOS is calculated using the Highway Capacity Manual (HCM) methodology. The HCM method determines the average control delay (in seconds per vehicle) and determines level of service based on the average intersection delay for all vehicles. **Table 4.14-10 (Level of Service Thresholds)** shows level of service thresholds for both the ICU and HCM methodologies.

TABLE 4.14-10
LEVEL OF SERVICE THRESHOLDS

Level of Service	V/C Ratio (ICU Signalized)	Control Delay in Seconds (HCM Signalized)	Control Delay in Seconds (HCM Unsignalized)
A	0.00 to 0.60	0.0 to 10.0	0.0 to 10.0
B	0.61 to 0.70	10.1 to 20.0	10.1 to 15.0
C	0.71 to 0.80	20.1 to 35.0	15.1 to 25.0
D	0.81 to 0.90	35.1 to 55.0	25.1 to 35.0
E	0.91 to 1.00	55.1 to 80.0	35.1 to 50.0
F	1.01 or greater	80.1 or greater	50.1 or greater

Source: Transportation Research Board 2010

For the analysis of roadway segments, the City maintains a policy of LOS D for arterial mid-block segments that are based on average daily traffic volumes. Level of service is determined based on a V/C ratio calculated using daily capacities (**Table 4.14-9**) and applies LOS thresholds that are consistent with the criteria for signalized intersections in Hermosa Beach.

California Department of Transportation

Caltrans (2002) developed the Guide for the Preparation of Traffic Impact Studies to establish standards and guidelines for the analysis of traffic impacts generated by local development and land use change proposals that affect traffic along state highway facilities. LOS standards for intersections under the jurisdiction of Caltrans require State-controlled intersections to be under the target threshold of LOS D as measured using the HCM methodology.

Congestion Management Program

The Los Angeles County Congestion Management Program (CMP) is a State-mandated program administered by Metro that provides a mechanism for coordinating regional land use and development decisions in conjunction with the California Environmental Quality Act

(CEQA). The CMP requires arterial intersection analysis at CMP monitoring locations where the proposed project will add 50 or more peak-hour vehicle trips. Intersections are analyzed using ICU methodology and require a minimum level of service of LOS E. Only one study intersection in Hermosa Beach, Pacific Coast Highway and Artesia Boulevard, is a CMP monitoring location. CMP guidelines for roadway analysis require freeway mainline analysis at monitoring locations where the proposed project will add 150 or more peak-hour vehicle trips. The CMP identifies a minimum level of service requirement of LOS E. The closest freeway mainline monitoring location is Interstate 405.

Existing (2015) Level of Service Results

The existing peak-hour traffic volumes shown in **Appendix C-17** were analyzed using the analysis methodologies described above to determine the existing operating conditions at the selected intersections for analysis under existing conditions. LOS calculation worksheets are included in **Appendix G**. Of the 13 intersections, 12 operate at LOS C or better under Existing (2015) peak-hour traffic conditions (**Table 4.14-11 (Existing (2015) Intersection Level of Service: City of Hermosa Beach)** and **Figure 4.14-6 (Existing (2015) Intersection Level of Service)**). Only one intersection currently operates at LOS D, below the adopted standard: Manhattan Avenue and 27th Street (AM peak hour).

TABLE 4.14-11
EXISTING (2015) INTERSECTION LEVEL OF SERVICE: CITY OF HERMOSA BEACH

Intersection	Intersection Control	Peak Hour	Existing	
			V/C or Delay (sec)	LOS
1. Hermosa Avenue & 13th Street	Signal	AM PM	0.302 0.335	A A
2. Hermosa Avenue & Pier Avenue	Signal	AM PM	0.384 0.324	A A
3. Pacific Coast Highway & Artesia Boulevard	Signal	AM PM	0.732 0.767	C C
4. Pacific Coast Highway & Aviation Boulevard	Signal	AM PM	0.777 0.743	C C
5. Pacific Coast Highway & Pier Avenue	Signal	AM PM	0.565 0.703	A C
6. Pacific Coast Highway & 2nd Street	Signal	AM PM	0.678 0.696	B B
7. Pacific Coast Highway & 16th Street	Signal	AM PM	0.526 0.636	A B
8. Pacific Coast Highway & 21st Street	Signal	AM PM	0.590 0.668	A B
9. Prospect Avenue & Artesia Boulevard	Signal	AM PM	0.709 0.749	C C
10. Prospect Avenue & Aviation Boulevard	Signal	AM PM	0.691 0.763	B C
11. Prospect Avenue & Anita Street	Signal	AM PM	0.727 0.645	C B
12. Manhattan Avenue & 27th Street/Greenwich Village	All-Way Stop Control	AM PM	27.6 16.1	C B
13. Valley Drive & Gould Avenue	All-Way Stop Control	AM PM	21.2 24.2	C C

*Source: City of Hermosa Beach 2015 (see **Appendix G**)*

FIGURE 4.14-6
EXISTING (2015) INTERSECTION LEVEL OF SERVICE

Source: City of Hermosa Beach 2015

Six study intersections along Pacific Coast Highway also require analysis under Caltrans operating standards. Under Existing (2015) traffic conditions, all analyzed intersections currently operate at or above the target LOS D standard, as shown in **Table 4.14-12 (Existing (2015) Intersection Level of Service: Caltrans)**.

TABLE 4.14-12
EXISTING (2015) INTERSECTION LEVEL OF SERVICE: CALTRANS

Intersection	Intersection Control	Peak Hour	Existing	
			Delay (sec)	LOS
3. Pacific Coast Highway & Artesia Boulevard	Signal	AM PM	54.3 52.7	D D
4. Pacific Coast Highway & Aviation Boulevard	Signal	AM PM	25.8 36.4	C D
5. Pacific Coast Highway & Pier Avenue	Signal	AM PM	17.6 22.0	B C
6. Pacific Coast Highway & 2nd Street	Signal	AM PM	10.9 11.4	B B
7. Pacific Coast Highway & 16th Street	Signal	AM PM	28.8 35.5	C D
8. Pacific Coast Highway & 21st Street	Signal	AM PM	11.7 5.3	B A

*Source: City of Hermosa Beach 2015 (see **Appendix G**)*

Level of service results for highways and roadways are shown in **Table 4.14-13 (Existing (2015) Roadway Segment Level of Service)**. Since the publication of the City's Circulation, Transportation, and Parking Element in 1990, the AM and PM peak period configurations of Pacific Coast Highway have changed due to parking restrictions, and the daily capacity values have been updated to reflect these changes. The configurations of all other segments are consistent with the existing 1990 element.

Of the 20 selected street segments, 15 currently operate at LOS D or better, as shown in **Figure 4.14-7 (Existing (2015) Roadway Segment Level of Service)**. Five street segments currently operate at LOS E and/or LOS F, below the adopted standard:

- Pacific Coast Highway between Artesia Boulevard and Aviation Boulevard
- Pacific Coast Highway between Aviation Boulevard and 2nd Street
- Artesia Boulevard between Pacific Coast Highway and Prospect Avenue
- Aviation Boulevard between Pacific Coast Highway and Prospect Avenue
- Herondo Street between Hermosa Avenue and Valley Drive

TABLE 4.14-13
EXISTING (2015) ROADWAY SEGMENT LEVEL OF SERVICE

Street Segment	Lanes	Capacity	Volume	Daily Volume	
				V/C	LOS
1. Hermosa Avenue from 27th Street to 22nd Street	4	22,000	8,374	0.381	A
2. Hermosa Avenue from 22nd Street to 16th Street	4	22,000	8,007	0.364	A
3. Hermosa Avenue from 16th Street to 8th Street	4	29,000	11,128	0.384	A
4. Hermosa Avenue from 8th Street to Herondo Street	4	29,000	9,077	0.313	A
5. Valley Drive from Gould Avenue to Pier Avenue	2	15,000	5,044	0.336	A
6. Valley Drive from Pier Avenue to 8th Street	2	15,000	6,509	0.434	A
7. Ardmore Avenue from 16th Street to 11th Street	2	15,000	4,226	0.282	A
8. Ardmore Avenue from 8th Street to 2nd Street	2	15,000	3,005	0.200	A
9. Pacific Coast Highway from Artesia Boulevard to Aviation Boulevard	6	44,000	43,854	0.997	E
10. Pacific Coast Highway from Aviation Boulevard to 2nd Street	6	44,000	51,437	1.169	F
11. Prospect Avenue from Artesia Boulevard to Aviation Boulevard	2	15,000	6,177	0.412	A
12. Prospect Avenue from Aviation Boulevard to 2nd Street	2	15,000	11,924	0.795	C
13. Artesia Boulevard from Pacific Coast Highway to Prospect Avenue	4	29,000	26,354	0.909	E
14. Aviation Boulevard from Pacific Coast Highway to Prospect Avenue	4	29,000	25,721	0.887	D
15. Pier Avenue from Hermosa Avenue to Valley Drive	4	29,000	13,352	0.460	A
16. Pier Avenue from Ardmore Avenue to Pacific Coast Highway	4	29,000	14,314	0.494	A
17. Gould Avenue from Ardmore Avenue to Pacific Coast Highway	4	22,000	13,256	0.603	B
18. 8th Street from Hermosa Avenue to Valley Drive	2	15,000	2,616	0.174	A
19. 8th Street from Pacific Coast Highway to Prospect Avenue	2	2,500	350	0.140	A
20. Herondo Street from Hermosa Avenue to Valley Drive	2	13,000	11,263	0.866	D

*Source: City of Hermosa Beach 2015 (see **Appendix G**)*

FIGURE 4.14-7
EXISTING (2015) ROADWAY SEGMENT LEVEL OF SERVICE

Source: City of Hermosa Beach 2015

4.14.3 REGULATORY SETTING

Federal, state, regional, and local laws, regulations, and policies provide the regulatory framework for addressing the aspects of transportation planning and infrastructure that would be affected by implementation of PLAN Hermosa. The regulatory setting is used to inform decision-makers about the regulatory agencies and policies that affect transportation in the city and is detailed below.

FEDERAL

- **Americans with Disabilities Act:** Title II of the Americans with Disabilities Act (ADA) requires that all public programs, services, and amenities be accessible for persons of all abilities. Governments must adopt ADA Standards for Accessible Design as technical requirements for new constructions, alterations, and architectural changes in order to achieve accessibility goals.

STATE

- **Assembly Bill 417:** Assembly Bill (AB) 417 creates a statutory exemption from CEQA for bicycle transportation plans for an urbanized area in certain instances. Specifically, the bill exempts the following types of bicycle transportation plans or projects prepared pursuant to Streets and Highways Code Section 891.2 for an urbanized area if those projects have been described at a reasonably high level of detail: restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. It does not exempt all potential impacts of a bike plan, such as a new path through a natural area, for example. Prior to determining that a bicycle plan is exempt, the lead agency is required to do both of the following: (1) hold properly noticed public hearings in areas affected by the bicycle transportation plan to hear and respond to public comments, and (2) include measures in the bicycle transportation plan to mitigate potential bicycle and pedestrian safety and traffic impacts.
- **Assembly Bill 1358:** The Complete Streets Act of 2008 (AB 1358) requires cities and counties to include Complete Streets policies in their general plan circulation elements. The act requires the consideration of multiple users of the transportation system, including children, adults, seniors, and the disabled, and designing and building streets so that people of all ages and abilities can travel easily, safely, and by all modes.
- **California Coastal Act:** The California Coastal Act of 1976 dictates certain policies related to shoreline resources, including transportation issues related to state shorelines. While the act does not include a section specifically regarding transportation issues, it does state how development must maintain access to coastal resources and maintain or distribute parking supply or adequate public transportation so as to minimize adverse impacts.
- **Senate Bill 375 – California Sustainable Communities and Climate Protection Act:** Passed in 2008 by the California legislature, Senate Bill (SB) 375 requires the state's metropolitan planning organizations to develop a sustainable communities strategy (SCS) to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. The Southern California Association of Governments (SCAG) is the metropolitan planning organization with jurisdiction in Hermosa Beach and the region.
- **Senate Bill 743:** SB 743 creates a process to change the way transportation impacts are analyzed under CEQA. The law will require the potential elimination or de-emphasizing of auto delay, level of service, and other similar measures of vehicular capacity or traffic

congestion as a basis for determining significant transportation impacts in CEQA analysis in transportation priority zones. To implement this intent, SB 743 contains amendments to current congestion management law that allows cities and counties to effectively opt out of the LOS standards that would otherwise apply in areas where Congestion Management Plans are still used. The California Governor's Office of Planning and Research (OPR) has released draft recommendations that level of service and other delay-based metrics be potentially replaced with other transportation metrics including but not limited to vehicle miles traveled (VMT), vehicle trips generated, VMT per capita, and vehicle trips per capita. SB 743 does not prevent a city or county from continuing to analyze delay or LOS as a check of consistency with adopted plans (i.e., the general plan), studies, or ongoing network monitoring, but these metrics may no longer constitute the basis for determining CEQA transportation impacts.

- **State Transportation Improvement Program:** Caltrans provides for the mobility of people, goods, services, and information. The agency renders administrative support for transportation programming decisions made by the California Transportation Commission and Caltrans. The State Transportation Improvement Program (STIP) is a multiyear capital improvement program that sets priorities and funds transportation projects envisioned in long-range transportation plans. STIP programming generally occurs every two years. The STIP is a resource management document to assist state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. The STIP lists all capital improvement projects that are expected to receive an allocation of state transportation funds from the California Transportation Commission during the following five years. The STIP consists of two broad programs: the regional program is funded using 75 percent of new STIP funding, while the interregional program is funded using 25 percent of the same source. The 75 percent regional program is further subdivided by formula into county shares.

REGIONAL

- **LA Metro First Last Mile Strategic Plan:** The goal of the First Last Mile Strategic Plan is to extend the reach of transit services in order to increase transit ridership. The policy ensures that access to Metro transit facilities is easy, safe, and efficient and fosters a high level of connectivity among various transit services and among bicycle and pedestrian facilities.
- **Los Angeles County Congestion Management Program:** State statute requires that a congestion management program be developed, adopted, and updated biennially for every county that includes an urbanized area. The CMP, administered by the Los Angeles County Metropolitan Transportation Authority, is a mechanism for coordinating land use and development decisions that addresses the impact of local growth on the regional transportation system. Statutory elements of the CMP include highway and roadway system monitoring, multimodal system performance analysis, the Transportation Demand Management Program, the Land Use Analysis Program, and local conformance for all the county's jurisdictions.
- **Los Angeles County Long Range Transportation Plan:** Metro, the State-designated transportation planning and programming agency for Los Angeles County, developed the Long Range Transportation Plan as a long-range vision for the transportation system that reflects both regional needs and local concerns. The 2009 plan is the guiding policy behind funding decisions on subsequent transportation projects and programs in Los Angeles County. The plan reflects Metro's mobility priorities for regional, state, and federal governments to qualify for transportation funds. Metro's long-range priorities coincide with the SCAG Regional Transportation Plan/Sustainable Communities Strategy.

Consistency between these planning efforts ensures that transportation priorities are eligible for federal funding.

- **SCAG Regional Transportation Plan/Sustainable Communities Strategy:** In April 2012, SCAG adopted the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The plan involves stakeholders from six counties in Southern California with a shared vision for the region's sustainable future. The RTP/SCS is a regional transportation plan that is driven by a strong commitment toward reducing emissions from transportation sources set forth by SB 375 and meeting the national ambient air quality standards for compliance with the federal Clean Air Act. The plan focuses on the interconnected components of economic, social, and transportation investments required to improve public health and achieve a sustainable regional multimodal transportation system.
- **South Bay Bicycle Master Plan:** The South Bay Bicycle Master Plan (SBBMP) was funded by the Los Angeles County Department of Health's RENEW grant initiative in 2010 to facilitate more cycling and bike infrastructure in seven participating cities in the South Bay region. The City of Hermosa Beach adopted the SBBMP in 2011 and proposes an additional 9.2 miles of bicycle facilities within the city that include connections with other SBBMP facilities in Manhattan Beach and Redondo Beach. The plan prioritizes investments in bicycle infrastructure and incorporates a comprehensive implementation program for the planning of routes and facilities into the circulation network.

LOCAL

- **Aviation Boulevard Master Plan:** This plan focuses on the transformation of Aviation Boulevard into a thriving corridor that will act as a gateway into Hermosa Beach and prioritize the development of pedestrian-oriented facilities.
- **Beach Cities Livability Plan:** The Beach Cities Livability Plan, fostered by the Healthways Blue Zones (Vitality City) Initiative, focuses on how to improve livability and well-being in Hermosa Beach, Manhattan Beach, and Redondo Beach through land use and transportation systems that better support active living. The plan was adopted by each city and includes recommendations to (1) develop a regional pedestrian master plan, (2) adopt and implement the SBBMP, and (3) improve and enhance Safe Routes to School programs.
- **City of Hermosa Beach Coastal Land Use Plan:** The Coastal Land Use Plan (CLUP) addresses parking supply and protection in the Coastal Zone. Policies under the CLUP require that access to coastal resources be accessible to all through the implementation of various parking management strategies. Specific CLUP policies include a prohibition against the elimination of existing on- or off-street parking within the Coastal Zone, the control of congestion through the granting of preferential parking permits, and the separation of short- and long-term parkers in the immediate area around the beach.
- **City of Hermosa Beach Downtown Core Revitalization Strategy:** The Downtown Core Revitalization Strategy is a comprehensive approach to increasing the vitality of Downtown. The strategy requires public and private initiatives including capital improvement projects, changes to parking and zoning, and parking requirements involving private development.
- **City of Hermosa Beach Living Streets Policy:** The goal of the City's Living Streets Policy is to promote the health and mobility of all Hermosa Beach residents and visitors through provision of high quality pedestrian, bicycling, and transit access to destinations across the city. The policy provides a checklist of procedures that evaluate street projects through a comprehensive "sustainability" lens. It ensures that the various segments of the

community—not just vehicle drivers—are considered when determining how to use and improve the public right-of-way.

- **City of Hermosa Beach Municipal Code:** The Municipal Code includes regulations and standards governing traffic, parking and loading, encroachments on the public right-of-way, and development.
- **City of Hermosa Beach Sustainability Plan:** Section 3 of the City's Sustainability Plan addresses transportation through policies and infrastructure improvements that encourage bicycling, walking, and other alternative modes of transportation as part of the City's greenhouse gas emissions reduction goals and Complete Streets policy.
- **City of Hermosa Beach Emergency Operations Plan:** The City's Emergency Operations Plan seeks to identify emergency evacuation protocols in order to establish a comprehensive, all-hazards approach to natural, man-made, and technological disasters.
- **Pacific Coast Highway Streetscape Master Plan:** The Master Plan was implemented in 2013 to improve economic development through the revitalization of Downtown and entry corridors along Pacific Coast Highway.

DRAFT PLAN HERMOSA

PLAN Hermosa is the City of Hermosa Beach's integrated General Plan update and Coastal Land Use Plan for the guidance of development and land use projects into the buildout year 2040. In addition to the Mobility Element, PLAN Hermosa's Sustainability + Conservation, Parks + Open Space, and Infrastructure elements all incorporate aspects of sustainable transportation development. The elements include policies intended to effectively manage and maintain the city's circulation system with the goal of minimizing congestion, increasing local and regional access opportunities, and enhancing traffic circulation by reducing vehicle trips and increasing access to non-motorized and low-carbon transportation options such as walking, bicycling, and transit. PLAN Hermosa policies and implementation actions that address transportation include the following.

Policies

Mobility Element

- **1.1 Consider all modes.** Require the planning, design, and construction of all new and existing transportation projects to consider the needs of all modes of travel to create safe, livable and inviting environments for all users of the system.
- **1.2 Develop design standards.** Encourage the development of context-sensitive street classification design standards that will provide the City with opportunities to repurpose and classify targeted corridors and other roadways fitting needs of adjacent land uses and mode-specific transport.
- **1.5 Require improvements.** Require new development to provide or pay its share of transportation and infrastructure improvements including any sidewalk improvements, landscaping, bicycle infrastructure, traffic calming, and public realm improvements.
- **2.1 Prioritize public right-of-ways.** Prioritize improvements of public right-of-ways that provide heightened levels of safe, comfortable and attractive public spaces for all non-motorized travelers while balancing the needs of efficient vehicular circulation.
- **2.2 Encourage traffic calming.** Encourage traffic calming policies and techniques that limit cut-through traffic and high vehicle speeds that may compromise the safety of travelers along residential areas and highly trafficked corridors.

- **2.5 Require sustainable practices.** Incorporate environmental sustainability practices into designs and strategic management of road space and public right-of-ways, prioritizing practices that can serve dual infrastructure purposes.
- **3.1 Repurpose public right-of-ways.** Require repurposing public right-of-ways enhancing connectivity for pedestrians, bicyclists, and public transit.
- **3.2 Invest in sidewalks.** Prioritize investment in designated priority sidewalks to ensure a complete network of sidewalks and pedestrian-friendly amenities that enhances pedestrian safety, access opportunities and connectivity to destinations.
- **3.3 Active transportation.** Require that all development or redevelopment projects accommodate active transportation through providing on-site amenities, necessary connections to existing and planned pedestrian and bicycle networks, and incorporate people-oriented design practice
- **3.4 Access opportunities.** Provide enhanced mobility and access opportunities for local transportation and transit services in areas of the City with sufficient density and intensity of uses, mix of appropriate uses, and supportive bicycle and pedestrian network connections that can reduce vehicle trips within the City's busiest corridors.
- **3.5 Incentivize other modes.** Incentivize local shuttle/trolley services, rideshare and car share programs, and developing infrastructure that support low speed, low carbon (e.g. electric) vehicles.
- **3.6 Complete bicycle network.** Provide a complete bicycle network along all designated roadways while creating connections to other modes of travel including walking and transit.
- **3.8 Encourage shared streets.** Encourage the concept of shared streets on low volume streets with limited right-of-ways.
- **4.1 Shared parking.** Facilitate park-once and shared parking policies among private developments that contribute to a shared parking supply and interconnect with adjacent parking facilities.
- **4.5 Sufficient bicycle parking.** Require a sufficient supply of bicycle parking to be provided in conjunction with new vehicle parking facilities by both public and private developments.
- **4.6 Priority parking.** Provide priority parking and charging stations to accommodate the use of Electric Vehicles (EVs), including smaller short-distance neighborhood electric vehicles.
- **4.8 Ensure commercial parking.** Ensure that prime commercial parking spaces are available for customers and other short-term users throughout the day.
- **4.9 Encourage TDM strategies.** Encourage use of transportation demand management strategies and programs such as carpooling, ride hailing, and alternative transportation modes as a way to reduce demand for additional parking supply.
- **5.1 Prioritize development of infrastructure.** Prioritize the development of roadway and parking infrastructure that accommodates and encourages private electric and other low carbon vehicle ownership and use throughout the City.
- **5.2 Local transit system.** Develop a local transit system that facilitates efficient transport of residents, hotel guests, and beachgoers between activity centers and to Downtown businesses and the beach.

- **5.3 Incentivize TDM strategies.** Incentivize the use of Transportation Demand Management (TDM) strategies as a cost effective method for maximizing existing transportation infrastructure to accommodate mobility demands without significant expansion to infrastructure.
- **5.4 Evaluate projects.** Ensure the evaluation of projects for transportation and traffic impacts under CEQA consider local and statewide goals related to infill development, the promotion of healthy and active lifestyles through active transportation, and the reduction of greenhouse gases, in addition to traditional congestion management impacts.
- **5.5 Encourage smart growth.** Encourage smart growth land use policies in development projects to ensure more compact, mixed, connected, and multimodal development supports reduced trip generation, trip lengths, and greater ability to utilize alternative modes.
- **6.1 Regional network.** Work with government agencies and private sector companies to develop a comprehensive, regionally integrated transportation network that connects the community to surrounding cities.
- **6.2 Consider travel patterns.** Require considering regional travel patterns when collaborating on regional transit and transportation projects to ensure investments facilitate greater mobility and access for residents, businesses, and visitors to and from Hermosa Beach.
- **6.3 Support programs.** Facilitate greater local and regional mobility through access to shared equipment or transportation options such as car-sharing and bike sharing.
- **6.4 Coordinate with agencies.** Coordinate with regional transportation agencies and surrounding cities to improve local access and connections to region-wide public transit services.
- **6.5 Coordinate with surrounding cities.** Coordinate with surrounding cities to prioritize non-motorized and pedestrian connections to regional facilities and surrounding cities.
- **6.6 Greater utilization.** Consider exploring opportunities for greater utilization of the Beach Cities Transit system for improved mobility along major corridors and as a potential means of improved regional transit connections.
- **7.1 Safe public rights-of-way.** Encourage that all public rights-of-way are safe for all users at all times of day where users of all ages and ability feel comfortable participating in both motorized and non-motorized travel.
- **7.2 Manage speeds.** Monitor vehicle speeds through traffic controls, speed limits, and design features with the intended purpose of minimizing vehicle accidents, creating a pedestrian and bicycle environment, and discouraging pass-through traffic.
- **7.3 Provide street lighting.** Provide pedestrian-oriented street lighting for enhanced pedestrian and bicycling safety on all City streets with appropriate land use designations.
- **7.4 Traffic safety programs.** Prioritize traffic safety programs oriented towards safe access to schools and community facilities that focus on walking, biking, and driving in school zones.
- **7.5 Appropriate sidewalk widths.** Encourage design and construction plans that incorporate sidewalks that are wide enough to safely accommodate high levels of pedestrian activity.

- **7.6 Expanding traffic enforcement.** Encourage expanding traffic enforcement services and installing enhancements along streets with high collision rates and unsafe behaviors.

Sustainability + Conservation Element

- **1.1 Carbon neutral organization.** Demonstrate environmental leadership and achieve carbon neutrality as a municipal organization by 2020.
- **1.2 Highest return on investment.** Prioritize the implementation of greenhouse gas reduction projects that simultaneously reduce ongoing operational costs to the City.
- **1.5 City leadership.** Create a culture of leadership, innovation, and ingenuity to implement creative and cost effective greenhouse gas reducing projects for City facilities and operations.
- **1.6 Demonstration and pilot projects.** Utilize demonstration and pilot projects as a means to evaluate the greenhouse gas reduction potential and cost effectiveness of projects.
- **2.2 Triple bottom line projects.** Prioritize the implementation of greenhouse gas reduction projects that simultaneously provide the greatest economic and health benefits to the community.
- **2.3 Diversify GHG reduction strategies.** Pursue a diverse mixture of greenhouse gas reduction strategies across the transportation, energy, waste sectors, commensurate with their share of the community's greenhouse gas emissions.
- **2.4 Land use and transportation investments.** Promote land use and transportation investments that support greater transportation choice, greater local economic opportunity, and reduced number and length of automobile trips.
- **2.6 Grants and incentives.** Seek grant funding to support implementation of greenhouse gas reduction projects for the City, as well as residents and businesses.
- **2.7 Discretionary projects.** Require discretionary projects to substantially mitigate all feasible greenhouse gas emissions, and offset the remainder of greenhouse gas emissions produced to meet annual thresholds.
- **3.1 Stationary and mobile sources.** Seek to improve overall respiratory health for residents through regulation of stationary and mobile sources of air pollution, as feasible.
- **3.2 Mobile source reductions.** Support land use and transportation strategies to reduce vehicle miles traveled and emissions, including pollution from commercial and passenger vehicles.
- **3.3 Fuel efficient fleets.** Promote fuel efficiency and cleaner fuels for vehicles as well as construction and maintenance equipment by requesting that City contractors provide cleaner fleets.
- **3.4 Two-stroke engines.** Discourage the use of equipment with two-stroke engines and publicize the benefits and importance of alternative technologies.
- **3.5 Clean fuels.** Support increased local access to cleaner fuels and cleaner energy by encouraging fueling stations that provide cleaner fuels and energy to the community.
- **3.6 Healthy Air Hermosa.** When possible, collaborate with other agencies within the region to improve air quality and meet or exceed state and federal air quality standards through regional efforts to reduce air pollution from mobile sources, including trucks and passenger vehicles.

Parks + Open Space Element

- **4.2 Enhanced access points.** Increase and enhance access to parks and open space, particularly access points that promote physical activity such as pedestrian and bike oriented access points.
- **4.3 Safe and efficient trail network.** Develop a network of safe and efficient trails, streets, and paths that connect residents, visitors, and neighboring communities to the beach, parks, and activity centers.
- **6.3 Safe and accessible connections.** Ensure public access points provide safe and accessible connections to The Strand and shoreline, including access for persons with disabilities.
- **6.4 Transit access.** Coordinate with regional agencies and neighboring jurisdictions to improve regional and local transit access to beach access points.
- **6.5 Bicycle and pedestrian access.** Maximize bicycle and pedestrian access and safety getting to and around the Coastal Zone through infrastructure and wayfinding improvements.
- **6.6 Universal access.** Provide resources that improve accessibility to the beach for all visitors.
- **6.8 High-quality connections.** Support high-quality connections to adjacent jurisdictions along The Strand to promote safe and efficient circulation of pedestrians, bicyclists, and other non-motorized uses.

Infrastructure Element

- **2.1 Preventive street maintenance.** Maintain streets, sidewalks and other public rights-of-way to provide a reliable network for circulation through a proactive preventive maintenance program.
- **2.3 Street and sidewalk standards.** Require the use of standardized roadway, sidewalk, parkway, curb and gutter designs to ensure continuity and consistency as property redevelops over time.
- **2.4 Sidewalk improvements.** Consider innovative funding strategies, such as cost-sharing, ADA accessibility grants, or sidewalk dedications, to improve the overall condition, safety, and accessibility of sidewalks.
- **2.5 Active transportation dedications.** Require new development and redevelopment projects to provide land or infrastructure necessary to accommodate active transportation, such as sidewalks, bike racks, and bus stops.

Implementation Actions

- GOVERNANCE-4. Continue to participate and partner with neighboring cities and regional organizations to implement projects and achieve goals that enhance the livability of Hermosa Beach.
- MOBILITY-1. Conduct an inventory and assessment of the City's sidewalk network to identify gaps, assess ADA accessibility, and prioritize improvements within the Capital Improvement Program.
- MOBILITY-2. Evaluate City right-of-ways and establish or update width and design standards for the construction or maintenance of sidewalks, curbs, gutters, and parkways.

- MOBILITY-3. Add definitions to the Municipal Code for street classifications, pedestrian facilities, bicycle and multi-use facilities, and transportation amenities.
- MOBILITY-4. Install new signage and instructions for accessing transit locations, local and regional bicycle routes, and parking meters/machines in the Coastal Zone where existing meters and machines have been shown to cause confusion for visitors.
- MOBILITY-5. Evaluate operations in local neighborhood streets with considerations to speed management strategies and traffic calming measures to increase safety for all people using the street.
- MOBILITY-6. Install traffic calming devices in areas appropriate to mitigate an identified and documented traffic concern, as determined by the City Public Works Director or designee. Potential traffic calming applications include clearly marked and/or protected bike and pedestrian zones, bike boulevards, bulb outs, median islands, speed humps, traffic circles, speed tables, raised crosswalks, signalized crosswalks, chicanes, chokers, raised intersections, realigned intersections, and textured pavements, among other effective enhancements.
- MOBILITY-7. Work with commercial property owners to conduct an assessment for utilization of private parking supplies to supplement private and public parking needs and evaluate the potential for shared use agreements or MOUs.
- MOBILITY-8. Implement a contingency-based overflow parking plan to address seasonal and even- based parking demands.
- MOBILITY-9. Periodically conduct a city-wide parking study to analyze existing parking infrastructure in order to effectively address and manage current and future parking needs.
- MOBILITY-10. Set utilization and turnover rate goals and implement dynamically adjusted (demand-based) pricing strategies for public parking supplies.
- MOBILITY-11. Develop a smart technology street parking system in the Coastal Zone that includes but is not limited to the following features:
- Variable-cost parking linked to demand;
- Smart phone application identifying available metered spaces; and
- Parking pay-by-card and pay-by-phone programs.
- MOBILITY-12. Maintain and periodically update the Transportation Demand Management (TDM) Ordinance with activities that will reduce auto trips associated with new development.
- MOBILITY-13. Install and maintain transportation amenities such as bicycle parking and electric vehicle charging stations so that they are available at each commercial district or corridor, park, and public facility.
- MOBILITY-14. Facilitate the operation of bicycle rental concessions in the Coastal Zone.
- MOBILITY-15. Install additional bicycle parking facilities and wayfinding signage near the beach, the Pier, and The Strand.
- MOBILITY-16. Identify access improvements including, but not limited to, additional bus stop pullouts, bus parking locations, a seasonal shuttle system, and drop off/pick up areas, and prioritize these improvements in the five-year Capital Improvement Program.

- MOBILITY-17. In conjunction with the Hermosa Beach City School District, the City will identify school access points, a proposed network, education and enforcement programs to provide a comprehensive Safe Routes to School Program.
- MOBILITY-18. Develop congestion management performance measures and significant impact thresholds that are in accordance with the California Environmental Quality Act (CEQA) and Senate Bill 743 (SB 743) requirements for roadway segments and intersections.
- SUSTAINABILITY-6. Implement the City's clean fleet policy through the purchase or lease of vehicles and equipment that reduce greenhouse gas emissions and improve air quality.
- PARKS-8. Identify and evaluate the ADA compliance of parks, public facilities, and coastal public access points.
- PARKS-9. Install accessible walkways at parks and onto the beach while minimizing or avoiding negative effects on the aesthetics and ecology of the beach environment.
- PARKS-16. Develop and implement a uniform coastal access sign program to assist the public to locate and use coastal access points. Consider adding signs to walk streets that intersect with Hermosa Avenue.
- PARKS-17. Identify and remove any unauthorized/unpermitted structures, including signs and fences that inhibit visibility of public coastal access points.
- PARKS-22. Amend the Local Implementation Plan/Zoning Code to require applicants for summer events occurring on weekends or holidays between Memorial Day and Labor Day with greater than 1,000 participants to provide and advertise predetermined shuttle services and bicycle corrals.
- INFRASTRUCTURE-6. Aggressively seek regional, state, and federal funds to leverage local money earmarked for projects listed in the CIP.
- INFRASTRUCTURE-7. Periodically review, and if needed revise, the development fee schedule and impact fee process to ensure they are adequate and reflective of proposed projects' impacts and required services.

4.14.4 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

For the purposes of this EIR, impacts on transportation are considered significant if adoption and implementation of PLAN Hermosa would:

1) Conflict with the adopted Circulation, Transportation, and Parking Element, which establishes LOS C as the performance standard for signalized and unsignalized intersections and LOS D as the performance standard for roadway segments in addition to Caltrans traffic study guidelines.

2) Conflict with the Los Angeles County Congestion Management Program.

3) 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.

4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

5) Result in inadequate emergency access.

6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Applicable policies, plans, and programs include but are not limited to the Los Angeles County Long Range Transportation Plan, the South Bay Bicycle Master Plan, and the Hermosa Beach Downtown Core Revitalization Strategy.

These thresholds of significance were used to assess significant transportation impacts at the studied signalized intersections and roadway segments.

ANALYSIS SCENARIOS

The operating conditions of Hermosa Beach's circulation system were analyzed based on a comprehensive evaluation of programs and policies to be adopted and implemented under PLAN Hermosa. With the guidance of federal, state, regional, and local transportation and land use policies, the plan's potential for significant transportation impacts was evaluated under the scenarios described below. Impacts for PLAN Hermosa's horizon year of 2040 were analyzed using SCAG's 2012–2035 RTP/SCS scenario.

Transportation and Traffic

Existing (2015)

The Existing (2015) scenario was developed using new peak-hour and daily traffic counts collected at PLAN Hermosa study intersections and along PLAN Hermosa study segments for the express purpose of this analysis.

Future without PLAN Hermosa

The Future without Project [PLAN Hermosa] scenario is consistent with land use growth forecasts and transportation improvement projects from the SCAG Regional Transportation Plan (RTP). The 2012 RTP assumed a conservative increase of 300 residents and 900 employees in Hermosa Beach between 2008 and 2035. By 2015, due to a variety of demographic and economic factors, Hermosa Beach had already exceeded the 2035 population projections. Respectively, these represent a 2 percent and a 16 percent increase in population and employment from 2015 estimates. In addition to the regional transportation improvements included in the 2012 RTP, Caltrans has proposed the removal of a travel lane in each direction along Pacific Coast Highway in Hermosa Beach. This redesign will allow for the following design features at various points along the route: new bicycle lanes, wider sidewalks, new landscaped medians, wider vehicle travel lanes, and additional left turn lanes. CEQA requires the evaluation of the existing condition compared to the proposed project and does not require a comparison of two future scenarios. However, for additional context, level of service results for the Future without Project scenario are provided in this study for informational purposes, but are not used to determine whether traffic impacts are considered significant.

Future PLAN Hermosa

The PLAN Hermosa scenario includes implementation of the plan's programs and policies, regional transportation improvement projects from the 2012 SCAG Regional Transportation Plan, and a land use growth forecast which allows for greater nonresidential development and employment than assumed in the 2012 SCAG RTP. In addition to the regional transportation improvements included in the 2012 RTP, Caltrans has proposed the removal of a travel lane in each direction along Pacific Coast Highway in Hermosa Beach. This redesign will allow for the following design features at various points along the route: new bicycle lanes, wider sidewalks, new landscaped medians, wider vehicle travel lanes, and additional left turn lanes. With a limited inventory of vacant and underutilized land, future development under PLAN Hermosa

would occur through infill and redevelopment activities primarily in the Downtown core, the Cypress Avenue District, the Coastal Zone including The Strand, and along Pacific Coast Highway and Aviation Boulevard.

PLAN Hermosa assumes an increase of approximately 300 housing units and 1,500 employees by 2040. These figures represent a 3 percent and a 26 percent increase in population and employment, respectively, from existing estimates. Since the SCAG 2040 RTP model was not available at the time this report was prepared, the adjusted growth projections were added to the 2035 SCAG RTP forecast to identify projections for 2040. No additional transportation improvement projects that would add or remove vehicle capacity beyond the proposed changes to Pacific Coast Highway are assumed under the PLAN Hermosa scenario.

Bicycle Network

The City of Hermosa Beach adopted the South Bay Bicycle Master Plan (SBBMP) in 2011 with funding provided under the Los Angeles County Department of Health's RENEW grant initiative. The plan seeks to facilitate more bicycle infrastructure in seven participating cities in the South Bay region. The SBBMP proposed bicycle network for Hermosa Beach includes an additional 9.2 miles of bicycle facilities in the city and connects with other SBBMP-recommended networks in Manhattan Beach and Redondo Beach. Implementation of the SBBMP facilities has already begun. With some modifications to further enhance bicycle facility quality, the remaining planned bicycle facilities are assumed to be developed as part of PLAN Hermosa and are shown in **Table 4.14-14 (Planned Hermosa Beach Bicycle Facilities)**.

TABLE 4.14-14
PLANNED HERMOSA BEACH BICYCLE FACILITIES

Class	Street/Path	From	To
Proposed Class II and Class III Facilities			
IV	Prospect Avenue	Artesia Boulevard	South City Limits
IV	Ardmore Avenue	North City Limits	Pier Avenue
II	Aviation Boulevard	Pacific Coast Highway	Harper Avenue
II	Artesia Boulevard	Pacific Coast Highway	Harper Avenue
III	Pier Avenue	Hermosa Avenue	Ardmore Avenue
III	27th Street/Gould Avenue	Hermosa Avenue	Pacific Coast Highway
III	Longfellow Avenue	Hermosa Avenue	Valley Drive
III	Valley Drive	Longfellow Avenue	Herondo Street
III	Highland Avenue	35th Street	Longfellow Avenue
III	10th Street	Ardmore Avenue	Pacific Coast Highway
III	Hermosa Avenue	35th Street	24th Street
Proposed Bicycle-Friendly Streets			
	5th Street/6th Street	Hermosa Avenue	Prospect Avenue
	1st Street	Manhattan Avenue	The Strand
	22nd Street/Monterey Boulevard	The Strand	Herondo Street
	35th Street/Palm Drive	Hermosa Avenue	1st Street
	21st Street	Ardmore Avenue	Prospect Avenue

Source: City of Hermosa Beach 2015

ANALYSIS METHODOLOGY

The analysis of potential transportation impacts at the study locations was based on forecast demand volumes from the 2012 SCAG RTP travel demand model, a trip-based four-step model. No modifications to the model's traffic analysis zone system or roadway network were implemented beyond those changes described above, which were necessary to model the Future without Project and PLAN Hermosa scenarios. The methods used are documented in **Appendix G-5**.

Although the SCAG regional model can quantify the benefits of broad changes in land use development patterns that would increase density and improve network connectivity, the model is not able to accurately predict trip generation for mixed-use and urban infill sites with transit proximity and a density, scale, and design that can facilitate walking, biking, and other alternative travel options. In order to reflect the benefits of smaller-scale improvements included in PLAN Hermosa, the City's traffic consultant used the TDM+ model to quantify potential reductions in trip generation and VMT that could occur by 2040 with full buildout and implementation of PLAN Hermosa.

Fehr & Peers worked with the California Air Pollution Control Officers Association (CAPCOA) to develop the transportation section of the report Quantifying Greenhouse Gas Mitigation Measures. This report is now used as a set of guidelines for quantifying the environmental benefits of mitigation measures. The CAPCOA guidelines were developed by conducting a comprehensive literature review of studies documenting the effects of transportation demand management (TDM) strategies on reducing VMT. Using the results of this study, Fehr & Peers developed TDM+, a quick response tool that demonstrates trip reductions from commonly used TDM strategies. The tool also accounts for the interaction among different measures in various categories to avoid double counting. The following strategies were selected from the TDM+ tool to model the changes that could occur with implementation of PLAN Hermosa.

- **Traffic Calming:** Based on Mobility Element Policies 2.2 and 7.2, traffic calming measures encourage people to walk or bike instead of using a vehicle. Roadways will be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. TDM+ estimates up to a 0.3 percent reduction in VMT in response to traffic calming programs.
- **Car-Sharing Programs:** Based on Mobility Element Policies 4.9 and 6.3, implementing a car-sharing program will allow people to have on-demand access to a shared fleet of vehicles on an as-needed basis. Car-sharing programs may be grouped into three general categories: residential- or citywide-based, employer-based, and transit station–based. TDM+ estimates up to a 1.0 percent reduction in VMT in response to establishing car-sharing programs.
- **Parking Management:** Based on Mobility Element Policies 4.1, 4.5, 4.6, and 4.8, parking management strategies include changing parking requirements to encourage smart growth development and alternative transportation choices by residents and employees in the city. These could include reduction of minimum parking requirements, creation of maximum parking requirements, provision of shared parking, or market-based pricing strategies to encourage park-once behavior. TDM+ estimates up to a 10.5 percent reduction in VMT in response to establishing parking management programs.
- **Commute Trip Reduction Programs:** Based on Mobility Element Policies 2.5, 3.4, 4.9, and 6.3, commute trip reduction strategies include City facilitation of a SchoolPool in which parents of local schoolchildren living near one another are matched to transport students to school in a carpool, and expansion of walking school bus services to accommodate any local schoolchild whose parents wish to use the walking school bus

program. TDM+ estimates up to a 14.7 percent reduction in VMT in response to establishing these programs.

The combined benefit of the PLAN Hermosa strategies as estimated through the TDM+ tool is a 12.9 percent reduction in the number of vehicle trips generated and VMT compared with the demand estimates from the SCAG RTP model. These reductions have been applied to the vehicle demand forecasts for the project scenario, and the methods and empirical research used to estimate VMT reductions are documented in **Appendix G-6.**

SENATE BILL 743

The California Governor's Office of Planning and Research released SB 743 guidelines in a document entitled *Updating Transportation Impacts Analysis in the CEQA Guidelines* in August 2014. At the time of the time of the drafting of this report, a revised set of draft guidelines have been published and OPR is reviewing public comment, which closed in early 2016, and adoption is anticipated in early 2017. The revised CEQA Guidelines will establish new potential criteria for determining the significance of transportation impacts and define alternative metrics to replace LOS in transit priority areas. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements in a non-CEQA context.

Under SB 743, OPR proposes to replace level of service with VMT and provides guidance on potential significance thresholds for the analysis of transportation impacts related to development projects, land use plans, and transportation infrastructure projects in transit priority areas. Outside of transit priority areas, lead agencies may elect to be governed by the new guidelines once they go into effect. Since SB 743 implementation is still evolving and will change over time, a defined set of analysis steps to meet all aspects of the law cannot be defined at this time. The City of Hermosa Beach does not have adopted thresholds for evaluating a project's VMT. Since new analysis metrics and thresholds of significance are still under development, the evaluation of vehicle miles traveled conducted for this EIR is strictly an informative exercise and will not be compared to any impact guidelines.

The 2012 SCAG RTP model was used to estimate VMT by isolating trips that start or end within the city boundaries, also known as the Origin-Destination Method. The estimates include all VMT for trips that begin and end in the city, but only half of the VMT for trips that only begin or end in the city. VMT for trips that pass through the city without stopping are not included. VMT estimates for the Existing (2015), Future without Project, and PLAN Hermosa scenarios are shown in **Table 4.14-15 (Daily Citywide Vehicle Miles Traveled (VMT) and Vehicle Trips (VT) Generated)**. VMT per capita and vehicle trips per capita estimates are also provided using the sum of population and employment as the capita basis.

TABLE 4.14-15
DAILY CITYWIDE VEHICLE MILES TRAVELED (VMT) AND VEHICLE TRIPS (VT) GENERATED

Scenario	Population	Employment	Capita	VMT	Avg. Trip Length (miles)	VT	VMT/ Capita	VT/ Capita
2015 Existing	19,800	5,700	25,500	363,000	9.4	38,700	14.2	1.52
2040 Future without Project	20,100	6,600	26,700	356,000	9.6	37,200	13.3	1.39
2040 PLAN Hermosa	20,400	7,200	27,600	326,000	9.4	34,200	11.8	1.25

Source: City of Hermosa Beach 2015

City of Hermosa Beach

The existing Circulation, Transportation, and Parking Element (1990) maintains a policy of LOS C or better for both signalized and unsignalized intersections during weekday morning and evening peak hours. City standards do not specify a particular analysis methodology or significance criteria to be used when evaluating unsignalized intersections or roadway segments, nor do they specify level of service requirements beyond LOS D. The impact criteria shown in **Table 4.14-16 (Hermosa Beach Signalized Intersection Impact Criteria)**, **Table 4.14-17 (Hermosa Beach Unsignalized Intersection Impact Criteria)**, and **Table 4.14-18 (Hermosa Beach Roadway Segment Impact Criteria)** have been established for signalized intersections, unsignalized intersections, and roadway segments.

TABLE 4.14-26
HERMOSA BEACH SIGNALIZED INTERSECTION IMPACT CRITERIA

Level of Service	Impact Threshold
LOS A, B, or C	Degrades to LOS D, E, or F
LOS D	Increase in V/C ratio greater than or equal to 0.02, or degrades to LOS E or F
LOS E	Increase in V/C ratio greater than or equal to 0.05, or degrades to LOS F
LOS F	Increase in V/C ratio greater than or equal to 0.05

Source: City of Hermosa Beach 1990

TABLE 4.14-17
HERMOSA BEACH UNSIGNALIZED INTERSECTION IMPACT CRITERIA

Level of Service	Impact Threshold
LOS A, B, or C	Degrades to LOS D, E, or F
LOS D, E, or F	Increase in intersection traffic volume greater than or equal to 10%

Source: City of Hermosa Beach 1990

TABLE 4.14-18
HERMOSA BEACH ROADWAY SEGMENT IMPACT CRITERIA

Level of Service	Impact Threshold
LOS A, B, or C	Degrades to LOS D, E, or F
LOS D	Increase in V/C ratio greater than or equal to 0.02, or degrades to LOS E or F
LOS E	Increase in V/C ratio greater than or equal to 0.05, or degrades to LOS F
LOS F	Increase in V/C ratio greater than or equal to 0.05

Source: City of Hermosa Beach 1990

California Department of Transportation

The impact criteria for signalized intersections under Caltrans jurisdiction are shown in **Table 4.14-19 (Caltrans Signalized Intersection Impact Criteria)**, which establishes a target of LOS D and significance criteria defined as maintaining the existing level of service when the target LOS is exceeded.

TABLE 4.14-19
CALTRANS SIGNALIZED INTERSECTION IMPACT CRITERIA

Level of Service	Impact Threshold
LOS A, B, C, or D	Degrades to LOS E or F
LOS E	Degrades to LOS F
LOS F	Any increase in average control delay

Source: Caltrans 2002

Congestion Management Program

The CMP statute requires establishment of LOS standards to measure congestion on the system and identifies a minimum level of service requirement of LOS E for analysis of studied intersections and roadway segments. Significant impacts are identified if there is an increase in V/C ratio greater than or equal to 0.02 and the LOS degrades to F or is already at F. The impact criteria for CMP arterial monitoring locations are shown in **Table 4.14-20 (Congestion Management Program Impact Criteria)**.

TABLE 4.14-20
CONGESTION MANAGEMENT PROGRAM IMPACT CRITERIA

Level of Service	Impact Threshold
LOS A, B, C, D, or E	Increase in V/C ratio greater than or equal to 0.02 and degrades to LOS F
LOS F	Increase in V/C ratio greater than or equal to 0.02

Source: Los Angeles County Metropolitan Transportation Authority 2010

IMPACTS AND MITIGATION MEASURES

IMPACT 4.14-1 ***Would PLAN Hermosa Cause an Exceedance of LOS Performance Standards?*** PLAN Hermosa would guide future development and reuse projects in the city in a manner that would not increase overall demand for travel within Hermosa Beach. Both the City's and Caltrans's existing level of service standards for intersections and roadway segments would be maintained at the majority of intersections and segments analyzed. Three intersections and one segment would experience a **significant** impact.

Table 4.14-21 (Future (2040) Intersection Level of Service: City of Hermosa Beach) compares the intersection level of service for the Existing (2015) and 2040 PLAN Hermosa scenarios. **Figure 4.14-8 (PLAN Hermosa (2040) Intersection Level of Service)** shows the level of service for the 2040 PLAN Hermosa scenario. Despite reduced vehicle miles traveled overall and per capita that would result with implementation of PLAN Hermosa, changes in vehicular travel patterns result in three of the 13 studied intersections under the PLAN Hermosa scenario operating below the LOS C standard during the AM and/or PM peak hours.

- Pacific Coast Highway and Artesia Boulevard (AM and PM peak hour)
- Pacific Coast Highway and Aviation Boulevard (AM peak hour)
- Manhattan Avenue and 27th Street (AM peak hour)

TABLE 4.14-21
FUTURE (2040) INTERSECTION LEVEL OF SERVICE: CITY OF HERMOSA BEACH

Intersection	Inter-section Control	Peak Hour	Existing		2040 without PLAN Hermosa		PLAN Hermosa		Existing vs. PLAN Hermosa	
			V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Sig. Impact
1. Hermosa Ave & 13th St	Signal	AM	0.302	A	0.347	A	0.319	A	0.017	NO
		PM	0.335	A	0.388	A	0.357	A	0.022	NO
2. Hermosa Ave & Pier Ave	Signal	AM	0.384	A	0.457	A	0.414	A	0.030	NO
		PM	0.324	A	0.391	A	0.356	A	0.032	NO
3. Pacific Coast Hwy & Artesia Blvd	Signal	AM	0.732	C	0.928	E	0.809	D	0.077	YES
		PM	0.767	C	0.969	E	0.851	D	0.084	YES
4. Pacific Coast Hwy & Aviation Blvd	Signal	AM	0.777	C	0.987	E	0.870	D	0.093	YES
		PM	0.743	C	0.762	C	0.681	B	-0.062	NO
5. Pacific Coast Hwy & Pier Ave	Signal	AM	0.565	A	0.703	C	0.619	B	0.054	NO
		PM	0.703	C	0.838	D	0.741	C	0.038	NO
6. Pacific Coast Hwy & 2nd St	Signal	AM	0.678	B	0.825	D	0.744	C	0.066	NO
		PM	0.696	B	0.807	D	0.732	C	0.036	NO
7. Pacific Coast Hwy & 16th St	Signal	AM	0.526	A	0.623	B	0.561	A	0.035	NO
		PM	0.636	B	0.751	C	0.670	B	0.034	NO
8. Pacific Coast Hwy & 21st St	Signal	AM	0.590	A	0.682	B	0.610	B	0.020	NO
		PM	0.668	B	0.822	D	0.729	C	0.061	NO
9. Prospect Ave & Artesia Blvd	Signal	AM	0.709	C	0.844	D	0.740	C	0.031	NO
		PM	0.749	C	0.856	D	0.751	C	0.002	NO
10. Prospect Ave & Aviation Blvd	Signal	AM	0.691	B	0.785	C	0.691	B	0.000	NO
		PM	0.763	C	0.838	D	0.737	C	-0.026	NO
11. Prospect Ave & Anita St	Signal	AM	0.727	C	0.769	C	0.690	B	-0.037	NO
		PM	0.645	B	0.750	C	0.672	B	0.027	NO
12. Manhattan Ave & 27th St	All-Way Stop Control	AM	27.6	C	45.1	D	38.2	D	10.6	YES
		PM	16.1	B	38.6	D	21.2	C	5.1	NO
13. Valley Drive & Gould Ave	All-Way Stop Control	AM	21.2	C	29.9	C	18.1	C	-3.1	NO
		PM	24.2	C	39.7	D	20.8	C	-3.4	NO

Source: City of Hermosa Beach 2015

FIGURE 4.14-8
PLAN HERMOSA (2040) INTERSECTION LEVEL OF SERVICE

Source: City of Hermosa Beach 2015

Table 4.14-22 (Future (2040) Intersection Level of Service: Caltrans) presents a comparison of future intersection level of service along Pacific Coast Highway, analyzed using the HCM methodology. One of the six studied intersections under the PLAN Hermosa scenario is anticipated to operate below the LOS D standard during the AM and/or PM peak hours.

- Pacific Coast Highway and Artesia Boulevard (PM peak hour)

TABLE 4.14-22
FUTURE (2040) INTERSECTION LEVEL OF SERVICE: CALTRANS

Intersection	Inter-section Control	Peak Hour	Existing		2040 without PLAN Hermosa		PLAN Hermosa		Existing vs. PLAN Hermosa	
			Delay	LOS	Delay	LOS	Delay	LOS	Change in V/C	Sig. Impact
3. Pacific Coast Hwy & Artesia Blvd	Signal	AM	54.3	D	63.4	E	52.6	D	-1.7	NO
		PM	52.7	D	88.0	F	66.9	E	14.2	YES
4. Pacific Coast Hwy & Aviation Blvd	Signal	AM	25.8	C	65.5	E	50.7	D	24.9	NO
		PM	36.4	D	30.2	C	27.7	C	-8.7	NO
5. Pacific Coast Hwy & Pier Ave	Signal	AM	17.6	B	22.4	C	21.8	C	4.2	NO
		PM	22.0	C	26.3	C	24.4	C	2.4	NO
6. Pacific Coast Hwy & 2nd St	Signal	AM	10.9	B	11.0	B	10.3	B	-0.6	NO
		PM	11.4	B	11.6	B	11.0	B	-0.4	NO
7. Pacific Coast Hwy & 16th St	Signal	AM	28.8	C	34.6	C	30.9	C	2.1	NO
		PM	35.5	D	50.3	D	37.3	D	1.8	NO
8. Pacific Coast Hwy & 21st St	Signal	AM	11.7	B	15.0	B	12.7	B	1.0	NO
		PM	5.3	A	7.3	A	6.4	A	1.1	NO

Source: City of Hermosa Beach 2015

Table 4.14-23 (Future (2040) Roadway Segment Level of Service) compares the roadway segment level of service results for the future scenarios. **Figure 4.14-9 (PLAN Hermosa (2040) Roadway Segment Level of Service)** illustrates 2040 roadway segment level of service for the PLAN Hermosa scenario. While four of the 20 analyzed street segments are anticipated to operate below the LOS D standard under PLAN Hermosa traffic conditions, just one segment, Prospect Avenue between Aviation Boulevard and 2nd Street, represents a significant impact because three of the segments already operate at LOS D or below.

While the following roadway segments currently operate at LOS D or below, PLAN Hermosa is projected to maintain or improve the volume-to-capacity ratio by 2040 compared to 2015 conditions:

- Pacific Coast Highway between Artesia Boulevard and Aviation Boulevard
- Pacific Coast Highway between Aviation Boulevard and 2nd Street
- Artesia Boulevard between Pacific Coast Highway and Prospect Avenue

TABLE 4.14-23
FUTURE (2040) ROADWAY SEGMENT LEVEL OF SERVICE

Segment	Location	Existing		2040 w/o PLAN Hermosa		PLAN Hermosa		Existing vs. PLAN Hermosa	
		V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Sig. Impact
1. Hermosa Avenue	27th Street to 22nd Street	0.381	A	0.473	A	0.414	A	0.033	NO
2. Hermosa Avenue	22nd Street to 16th Street	0.364	A	0.455	A	0.400	A	0.036	NO
3. Hermosa Avenue	16th Street to 8th Street	0.384	A	0.459	A	0.400	A	0.016	NO
4. Hermosa Avenue	8th Street to Herondo Street	0.313	A	0.386	A	0.338	A	0.025	NO
5. Valley Drive	Gould Avenue to Pier Avenue	0.336	A	0.340	A	0.300	A	-0.036	NO
6. Valley Drive	Pier Avenue to 8th Street	0.434	A	0.453	A	0.393	A	-0.041	NO
7. Ardmore Avenue	16th Street to 11th Street	0.282	A	0.293	A	0.253	A	-0.029	NO
8. Ardmore Avenue	8th Street to 2nd Street	0.200	A	0.213	A	0.187	A	-0.013	NO
9. Pacific Coast Highway	Artesia Boulevard to Aviation Boulevard	0.997	E	1.147	F	0.997	E	0.000	NO
10. Pacific Coast Highway	Aviation Boulevard to 2nd Street	1.169	F	1.219	F	1.067	F	-0.102	NO
11. Prospect Avenue	Artesia Boulevard to Aviation Boulevard	0.412	A	0.533	A	0.453	A	0.041	NO
12. Prospect Avenue	Aviation Boulevard to 2nd Street	0.795	C	0.980	E	0.853	D	0.058	YES
13. Artesia Blvd	Pacific Coast Highway to Prospect Avenue	0.909	E	1.024	F	0.876	D	-0.033	NO
14. Aviation Blvd	Pacific Coast Highway to Prospect Avenue	0.887	D	0.790	C	0.683	B	-0.204	NO
15. Pier Avenue	Hermosa Avenue to Valley Drive	0.460	A	0.462	A	0.407	A	-0.053	NO
16. Pier Avenue	Ardmore Avenue to Pacific Coast Highway	0.494	A	0.500	A	0.445	A	-0.049	NO
17. Gould Avenue	Ardmore Avenue to Pacific Coast Highway	0.603	B	0.550	A	0.486	A	-0.117	NO
18. 8th Street	Hermosa Avenue to Valley Drive	0.174	A	0.167	A	0.160	A	-0.014	NO
19. 8th Street	Pacific Coast Highway to Prospect Avenue	0.140	A	0.080	A	0.080	A	-0.060	NO
20. Herondo Street	Hermosa Avenue to Valley Drive	0.866	D	0.854	D	0.746	C	-0.120	NO

Source: City of Hermosa Beach 2015

Per PLAN Hermosa implementation action MOBILITY-12, the City will conduct a periodic update of a Transportation Demand Management (TDM) Ordinance. However, based on the above discussion and despite implementation action MOBILITY-12, implementation of PLAN Hermosa will conflict with the existing intersection and segment operational standards identified in Hermosa Beach's 1990 Circulation, Transportation, and Parking Element, which would be a **significant** impact.

Intersections

Pacific Coast Highway and Artesia Boulevard

The intersection at Pacific Coast Highway and Artesia Boulevard would be significantly impacted by PLAN Hermosa–related traffic in both the morning and evening peak periods. Opportunities for physical mitigations are limited by alignment issues and Caltrans's plan to remove a travel lane in each direction on Pacific Coast Highway, as well as a major change in roadway characteristics, east to west, from Artesia Boulevard to Gould Avenue. Additionally, physical mitigations would conflict with the SBBMP Class III bicycle facility planned for Gould Avenue, as well as PLAN Hermosa Mobility Element Policies 1.1, 2.1, 3.6, 7.2, and 7.5.

Due to the above-mentioned conflicts between physical mitigations and PLAN Hermosa and adopted plans, the significant transportation impacts on traffic operations at the intersection of Pacific Coast Highway and Artesia Boulevard cannot be mitigated to a less than significant level. Therefore, this impact would be **significant and unavoidable**.

Pacific Coast Highway and Aviation Boulevard

The intersection at Pacific Coast Highway and Aviation Boulevard is significantly impacted by PLAN Hermosa–related traffic in the morning peak period. Opportunities for physical mitigations are limited by Caltrans's plan to remove a travel lane in each direction on Pacific Coast Highway and improvement plans for the intersection included in the Aviation Boulevard Master Plan, including enhanced crosswalks and repurposing of public right-of-way for parkettes, pedestrian space, or a crossing refuge. Additionally, physical mitigations would conflict with the SBBMP Class II bicycle facility planned for Aviation Boulevard, as well as PLAN Hermosa Mobility Element Policies 1.1, 2.1, 3.6, 7.2, and 7.5.

Due to the above-mentioned conflicts between physical mitigations to improve level of service and PLAN Hermosa and adopted plans, the significant transportation impacts to traffic operations at the intersection of Pacific Coast Highway and Aviation Boulevard cannot be mitigated to a less than significant level. Therefore, this would be a **significant and unavoidable** impact.

Manhattan Avenue and 27th Street

The intersection at Manhattan Avenue and 27th Street is significantly impacted by PLAN Hermosa–related traffic in the morning peak period. Opportunities for physical mitigations are limited by existing narrow roadway widths. Additionally, physical mitigations would conflict with the SBBMP Class III bicycle facility planned for 27th Street, as well as PLAN Hermosa Mobility Element Policies 1.1, 2.1, 3.6, 7.2, and 7.5.

Due to the above-mentioned conflicts between physical mitigations to improve level of service and PLAN Hermosa policies and adopted plans, the significant transportation impacts to traffic operations at the intersection of Manhattan Avenue and 27th Street cannot be mitigated to a less than significant level. Therefore, this impact would be **significant and unavoidable**.

Roadway Segments

Prospect Avenue from Aviation Boulevard to 2nd Street

Through implementation of PLAN Hermosa, the roadway segment on Prospect Avenue from Aviation Boulevard to 2nd Street would be degraded from its current operation at LOS C to LOS D by 2040. While this is improved from the projected LOS E that would be experienced under the 2040 scenario without PLAN Hermosa, it still represents a significant impact.

In order to reduce the projected level of service impacts along Prospect Avenue, the City would need to consider expanding the roadway to accommodate additional vehicles or consider policies that reduce the number of vehicles traveling along the corridor. However, the opportunities for expanding Prospect Avenue to reduce the impacts to level of service are limited by the narrow roadway and the presence of on-street parking. Additionally, physical mitigations to expand roadway capacity along Prospect Avenue would conflict with the intent of SB 743 and many of the proposed PLAN Hermosa policies. Under SB 743 Section 21099(b)(2), vehicular capacity and traffic congestion would no longer be eligible as considerations of significant impact under CEQA. Guidelines established for the implementation of SB 743 further state that roadway capacity expansions in a congested corridor are presumed to cause a significant impact under CEQA due to their effects on induced travel. Physical mitigations would also conflict with the SBBMP bicycle-friendly street bicycle facility planned for Prospect Avenue and with PLAN Hermosa Mobility Element Policies 1.1, 2.1, 3.6, 7.2, and 7.5. Due to the above-mentioned conflicts between capacity expansion mitigations and SB 743, the SBBMP, and PLAN Hermosa policies, the significant transportation impact to traffic operations along the segment of Prospect Avenue from Aviation Boulevard to 2nd Street cannot be mitigated to a less than significant level. Therefore, this impact would be **significant and unavoidable**.

Mitigation Measures

Opportunities for physical mitigation measures, such as restriping of intersection approaches to add turn lanes, were investigated. The emphasis was on identifying physical improvements that could be implemented efficiently and maintain consistency with PLAN Hermosa goals. Mitigation measures were reviewed for compliance or conflict with PLAN Hermosa goals and policies, as well as adopted policies, plans, and programs regarding public transit, bicycle, or pedestrian facilities. Mitigations that decrease the performance or safety of such facilities were not considered. No mitigation measures could be applied to significantly impacted locations without creating a conflict with PLAN Hermosa goals or other adopted plans. This impact remains **significant and unavoidable.**

FIGURE 4.14-9
PLAN HERMOSA (2040) ROADWAY SEGMENT LEVEL OF SERVICE

Source: City of Hermosa Beach 2015

IMPACT 4.14-2 ***Would PLAN Hermosa Conflict with the Los Angeles County Congestion Management Program?*** Adoption and implementation of PLAN Hermosa would maintain the level of service standard for the intersection located at Pacific Coast Highway and Artesia Boulevard and comply with the CMP. This would result in a **less than significant** impact.

The intersection of Pacific Coast Highway and Artesia Boulevard is a CMP-designated intersection. CMP guidelines require arterial intersection analysis at monitoring locations where the proposed project will add 50 or more peak-hour vehicle trips. Forecast traffic growth at the intersection of Pacific Coast Highway and Artesia Boulevard from Existing (2015) to the future PLAN Hermosa scenario is anticipated to not exceed the CMP threshold for analysis. Therefore, the regional impact on transportation would be **less than significant**.

Mitigation Measures

None required.

IMPACT 4.14-3 ***Would PLAN Hermosa Alter Air Traffic Patterns?*** PLAN Hermosa would guide future development and reuse projects in the city in a manner that would not modify the planning or operations of Los Angeles International Airport or introduce land use patterns that may cause substantial safety risks to or from air operations. Thus, this impact would be **less than significant**.

Los Angeles International Airport is located approximately 5 miles north of the city. PLAN Hermosa policies and programs related to land use, mobility, and structural heights would not influence air traffic patterns by creating either an increase in traffic levels or a change in location that results in substantial safety risks. Therefore, the impacts would be **less than significant**.

Mitigation Measures

None required.

IMPACT 4.14-4 ***Would PLAN Hermosa Introduce or Create Roadway Design Hazards?*** PLAN Hermosa would guide future development and reuse projects in the city in a manner that would not increase hazards due to design or incompatible uses. Thus, implementation would result in a **less than significant** impact.

Traffic generated by infill and redevelopment from PLAN Hermosa implementation, as addressed in Impact 4.14-1, would not increase hazards due to design features or incompatible uses. Hermosa Beach's adoption of Living Streets, Complete Streets, and Vision Zero policies prioritizes safety by way of design as a means to encourage increased use of active and other non-motorized travel options and improve mobility for pedestrians, bicyclists, and transit users across the city. The following implementation actions support safe design features: MOBILITY-5 will evaluate operations along local neighborhood streets in regard to safety and vehicle speeds; MOBILITY-6 will evaluate and implement traffic calming measures and other safety enhancement features; and PARKS-8 ensures ADA compliance of public access points in future developments in Hermosa Beach.

Mobility Element Policy 1.1 requires that all transportation developments consider the needs of all modes of travel to create safe, livable, and inviting environments for all users; Policy 3.3 requires that all development or redevelopment projects accommodate active transportation by providing connections to existing and planned pedestrian and bicycle networks and incorporating pedestrian-oriented design practices; and Policy 7.1 ensures that public rights-of-way are safe for all users at all times of day. To address safety issues regarding conflicts between incompatible users and poorly designed streets, Mobility Element Policy 1.2 supports the

development of context-sensitive street classification design standards that will better fit the needs of an increasing preference for multimodal travel options and behaviors. Policy 7.2 seeks to discourage pass-through traffic on local neighborhood streets by means of traffic controls, speed limitations, and design features that create a pedestrian- and bicycle-friendly environment and minimize potential vehicle collisions. Additionally, Policy 7.4 prioritizes programs oriented toward safe access to schools and community facilities that focus on walking, bicycling, and driving in school zones.

With the city encompassing approximately 1.4 square miles, active and non-motorized transportation options for local mobility can be convenient and cost-effective travel choices for residents and visitors. As such, Mobility Element Policy 7.5 encourages design and construction plans that improve sidewalk infrastructure to safely accommodate high levels of pedestrian activity. Thus, PLAN Hermosa policies, particularly in the Mobility Element, are designed to reduce design hazards and conflicts between incompatible land uses and between all transportation network users. The impact would be **less than significant**.

Mitigation Measures

None required.

IMPACT 4.14-5 ***Would PLAN Hermosa Result in Inadequate Emergency Access?*** PLAN Hermosa would guide future development and reuse projects in the city that could result in inadequate emergency access. However, PLAN Hermosa policies would reduce emergency access program-level impacts to a **less than significant** level.

Emergency vehicles in the city take the fastest and most expedient routes in case of an emergency. In the event of an evacuation, the primary routes used, if available, are Artesia Boulevard, Aviation Boulevard, Herondo Street, and Pacific Coast Highway. PLAN Hermosa policies include a variety of actions aimed at ensuring emergency response readiness, specifically in the Public Safety Element, which ensures that law enforcement, fire protection/emergency medical services, and lifeguard services are adequately provided for Hermosa Beach residents and visitors as well as to maximize emergency services across neighboring jurisdictions. Working within that framework, Public Safety Element Policy 6.1 requires that the City regularly update disaster preparedness and emergency response plans, and Public Safety Policy 5.4 requires that new development provide adequate emergency access in addition to maintaining current levels of emergency services.

Implementation of current state and federal regulations, combined with PLAN Hermosa policies, would reduce the potential impacts on emergency preparedness and emergency access in Hermosa Beach. Therefore, the impact would be **less than significant**.

Mitigation Measures

None required.

IMPACT 4.14-6 ***Would PLAN Hermosa Support the Maintenance and Expansion of Public Transit, Bicycle, and Pedestrian Facilities?*** PLAN Hermosa would guide future development and reuse projects in the city in a manner that supports the maintenance and expansion of transit, bicycle, and pedestrian facilities consistent with adopted local and regional plans. Thus, implementation would result in a **less than significant** impact.

PLAN Hermosa policies and implementation actions intended to reduce transportation impacts are oriented toward the development of a safe, multimodal, and sustainable transportation system that directly encourages healthy lifestyle choices among Hermosa Beach residents and visitors. Policies under PLAN Hermosa are intended to provide a wide range of transportation options, allowing travelers the flexibility in choosing the transportation option that best fits their needs. Mobility Element Policies 3.1 and 3.4 require the repurposing of public rights-of-way to enhance connectivity among pedestrians, bicyclists, and public transit facilities with the objective of reducing total vehicle trips, while Policy 6.1 incentivizes the development of a comprehensive, regionally integrated transportation network among neighboring communities. In coordination with related policies adopted by the City and surrounding municipalities, the Mobility Element would improve transit, bicycle, and pedestrian connections with the goal of developing a well-balanced circulation system.

The majority of arterials and local streets throughout the city include sidewalks to accommodate a moderate level of pedestrian activities. Specific key corridors are the 22 walk streets that connect pedestrians between neighborhoods, the Downtown core, and the beach, while walking paths on the Hermosa Valley Greenbelt offer north–south pedestrian connections throughout the length of the city. Mobility Element Policy 3.2 prioritizes investment in the development of a complete network of sidewalks and pedestrian-friendly amenities. As a means of prioritizing pedestrian safety, Mobility Element Policies 2.1 and 2.2 prioritize the development of safe, comfortable, and attractive public spaces and encourage traffic calming strategies that will reduce vehicle speeds and reduce cut-through traffic on residential streets.

Implementation of policies under PLAN Hermosa would be consistent with the goals of the South Bay Bicycle Master Plan (SBBMP). Mobility Element policies support and reinforce SBBMP policies by promoting bicycle facilities and parking throughout the city to provide a higher level of connectivity and access for bicycles. In close coordination with the SBBMP, Mobility Element Policy 3.6 would provide a complete bicycle network along designated roadways in the city and create connections to other sustainable modes of travel. To further promote bicycle circulation, Policy 3.8 encourages shared streets along low volume roadways with limited rights-of-way, and Policy 4.5 requires a sufficient supply of bicycle parking facilities that can support increasing bicycle ridership.

Implementation of PLAN Hermosa would be consistent with the goals of the Los Angeles County Long Range Transportation Plan. Existing transit facilities in Hermosa Beach are supported by local and regional transportation authorities, with local mobility and access to major regional transit facilities in nearby municipalities. Mobility Element policies promote transit opportunities within the city and opportunities to connect to regional infrastructure. Specifically, Mobility Element Policies 6.2 and 6.4 encourage coordination with regional transportation agencies and surrounding cities and require the consideration of regional travel patterns when prioritizing regional transit and transportation projects that will improve local access and connections to region-wide transit services. On the local level, Policy 5.2 proposes the development of a local transit system that facilitates efficient transport between key activity centers, including the Downtown core and the beach. To further support a robust transit system locally and regionally, Infrastructure Element Policy 2.5 requires new developments and redevelopment projects to provide the land or infrastructure necessary to accommodate active transportation, such as sidewalks, bike racks, and bus stops. Therefore, PLAN Hermosa policies directly support and are consistent with the Los Angeles County Long Range Transportation Plan.

PLAN Hermosa policies directly support the expansion of pedestrian, bicycle, and transit facilities and support the City's goal of being a multimodal community. Mobility Element and Land Use + Design Element policies also support the goals and policies of the Los Angeles County Long

Range Transportation Plan and the South Bay Bicycle Master Plan. Therefore, impacts to pedestrian, bicycle, and transit facilities would be **less than significant**.

Mitigation Measures

None required.

CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

The traffic analysis included in this EIR addresses cumulative impacts to the regional transportation system. A regional traffic model was used to analyze impacts of PLAN Hermosa at buildout, along with projected regional growth. The regional traffic model already assumes a level of growth for other nearby jurisdictions based on all reasonably foreseeable and probable future projects in the region, including the Redondo Beach waterfront, as these sites are likely to be developed at some point in the future, and on population and employment projections. In sum, all scenarios studied in this section of the EIR are considered cumulative in nature because anticipated land use forecasts for other areas are already included in the traffic model.

IMPACT 4.14-7 ***Would PLAN Hermosa Cumulatively Contribute to Exceedance of LOS Performance Standards?*** PLAN Hermosa would guide future development and reuse projects in the city in a manner that would not increase overall demand for travel within Hermosa Beach. Both the City's and Caltrans's existing level of service standards for intersections and roadway segments would be maintained at the majority of intersections and segments analyzed. Nonetheless, three intersections and one segment would experience a **cumulatively considerable** impact.

Regional population and employment growth will not result in increased vehicular travel demand. Policies and implementation actions in PLAN Hermosa would maintain levels of service at a majority studied intersections and two street segments in the buildout year, as discussed in Impact 4.14-1. PLAN Hermosa includes various policies aimed at developing an integrated multimodal transportation system with opportunities for travel by alternative modes, including walking, bicycling, and transit, and is supported by implementation actions such as MOBILITY-12 intended to reduce vehicle auto trips associated with new developments; MOBILITY-5 evaluating improvements to pedestrian amenities and safety; MOBILITY-4 that will improve transit access and services; and PARKS-9 and PARKS-22 that will improve bicycle facilities and services citywide.

As discussed above in Impact 4.14-1, three studied intersections and one street segment under PLAN Hermosa would have a significant impact to level of service standards. Because mitigation measures are not viable at these intersections, given the state laws directing jurisdictions to move away from expanding roadway capacity based on LOS analysis, PLAN Hermosa implementation would have a **cumulatively considerable** impact at three intersections and one roadway segment.

Mitigation Measures

None feasible.

IMPACT 4.14-8 ***Would PLAN Hermosa Contribute to a Cumulatively Considerable Conflict with the Los Angeles County Congestion Management Program?*** Adoption and implementation of PLAN Hermosa would maintain the level of service standard for the intersection at Pacific Coast Highway and Artesia Boulevard and would comply with the CMP. This would result in a **less than cumulatively considerable** impact.

As discussed under Impact 4.14-2, adoption and implementation of PLAN Hermosa would not conflict with the Los Angeles County Congestion Management Program. Therefore, implementation and adoption of PLAN Hermosa would have **less than cumulatively considerable** impacts on the CMP.

Mitigation Measures

None required.

IMPACT 4.14-9 ***Would PLAN Hermosa Contribute to a Cumulative Effect on Air Traffic Patterns?*** Adoption and implementation of PLAN Hermosa in addition to anticipated cumulative growth in the region would not modify the planning or operations of Los Angeles International Airport or introduce land use patterns that may cause substantial safety risks to or from air operations. This impact would be **less than cumulatively considerable**.

As discussed under Impact 4.14-3, implementation of PLAN Hermosa would not influence air traffic patterns by creating either an increase in traffic levels or a change in location that results in substantial safety risks. Therefore, the impacts on air traffic patterns would be **less than cumulatively considerable.**

Mitigation Measures

None required.

IMPACT 4.14-10 ***Would PLAN Hermosa Contribute to Cumulative Roadway Design Hazards?*** Adoption and implementation of PLAN Hermosa in addition to anticipated regional growth would not increase hazards due to design or incompatible uses. This would result in a **less than cumulatively considerable** impact.

As discussed under Impact 4.14-4, traffic generated by infill and redevelopment under PLAN Hermosa would not increase hazards due to design features or incompatible uses. Development policies from surrounding jurisdictions in combination with PLAN Hermosa policies would reduce design hazards and conflicts between incompatible land uses and between all transportation network users. Therefore, impacts would be **less than cumulatively considerable**.

Mitigation Measures

None required.

IMPACT 4.14-11 ***Would PLAN Hermosa Cumulatively Contribute to Inadequate Emergency Access?*** Adoption and implementation of PLAN Hermosa policies in addition to anticipated regional growth would not result in inadequate emergency access. The impact would be **less than cumulatively considerable**.

As discussed in Impact 4.14-5, emergency vehicles take the fastest and most expedient routes to access an emergency. In some cases, emergency vehicles may travel through multiple jurisdictions to respond to a mutual aid call. PLAN Hermosa policies would ensure emergency response readiness and address emergency preparedness impacts, including maintaining emergency response plans and establishing designated emergency response and evacuation routes. Implementation of current state and federal regulations, combined with PLAN Hermosa policies and adjacent jurisdictions' emergency response plans, would reduce potential cumulative impacts on emergency preparedness and emergency access. The impact would be **less than cumulatively considerable**.

Mitigation Measures

None required.

IMPACT 4.14-12 ***Would PLAN Hermosa Cumulatively Contribute to the Maintenance and Expansion of Public Transit, Bicycle, and Pedestrian Facilities?*** PLAN Hermosa supports the maintenance and expansion of transit, bicycle, and pedestrian facilities consistent with adopted local and regional plans. Thus, implementation of PLAN Hermosa and additional development would result in a **less than cumulatively considerable** impact.

Future growth into the buildout year (2040) would increase the demand for transit, bicycle, and pedestrian facilities. The majority of arterials and local streets, including specific key corridors throughout the city and in surrounding communities, include sidewalks to accommodate pedestrians. Many streets currently are impacted by issues regarding sidewalk quality and continuity, and many are not in compliance with ADA standards. PLAN Hermosa includes plans to improve sidewalk connectivity citywide and will bring sidewalks into ADA compliance. Bicycle paths (Class I), lanes (Class II), and routes (Class III) are in the general north–south direction along The Strand and Hermosa Avenue and are connected to surrounding communities. Implementation of PLAN Hermosa and other multimodal plans would ensure the maintenance and expansion of transit, bicycle, and pedestrian facilities. Therefore, the impact on transit, bicycle, and pedestrian facilities would be **less than cumulatively considerable**.

Mitigation Measures

None required.

4.14.5 REFERENCES

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