

RTIP ID# (required) ~~RTP IDs: S1120157, S1160154, S1160178 (all are listed as Strategic Projects). The project is listed as a “Strategic Project” in the conforming RTP or TIP. The City is working with LA Metro to add the project as an “FTIP Project” or “Fiscally Constrained RTP/SCS Project”.~~ [FTIP ID LA0G1714](#). [RTP ID S1160154](#)

TCWG Consideration Date: ~~8/27/19~~ [3/26/24](#)

Project Description (clearly describe project)

The Project is located within the City of Los Angeles in Los Angeles County, California. Caltrans, in cooperation with the City of Los Angeles, proposes to improve circulation and safety along Lincoln Boulevard by constructing an additional southbound lane, installing sidewalks and bicycle lanes, and making other related improvements along an approximate 0.61-mile segment of Lincoln Boulevard between Jefferson Boulevard (PM 30.16) and just south of Fiji Way (PM 30.74). The project occurs in the City of Los Angeles and is bordered immediately to the north and northwest by unincorporated Los Angeles County.

The project’s Build Alternative includes: realignment of Lincoln Boulevard to the east; addition of one southbound lane along Lincoln Boulevard for a length of approximately 1,800 feet; demolition, replacement, and widening of the Lincoln Boulevard Bridge over Ballona Creek; demolition, replacement, and widening of the Culver Boulevard Bridge; demolition, replacement, and realignment of the on- and off-ramp between Lincoln Boulevard and Culver Boulevard; construction of sidewalks and bicycle lanes on both sides of Lincoln Boulevard; and installation of landscaping, street lighting, and signage. The project would also install a center median with space to accommodate a future center-running transit facility within the project limits, which is not included as part of the project.

The replacement Lincoln Boulevard Bridge over Ballona Creek would include three 12-foot travel lanes in each direction, a 12-foot center median, and 2-foot lane buffers, 8-foot shoulders including 6-foot bicycle lanes, 6-foot sidewalks, and 1-foot edge barriers on both sides of the roadway.

The replacement Culver Boulevard Bridge would include one 12-foot travel lane in each direction as well as 5-foot shoulders, 6-foot sidewalks, and 1-foot bridge barriers on both sides of the roadway.

The Project Location Map included as an attachment to this document presents the Existing Conditions along Lincoln Bridge, as well as the lane configurations of the proposed Project. The City of Los Angeles is the project proponent, and Caltrans is the Lead Agency under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).

Type of Project (use Table 1 on instruction sheet)
Change to existing state highway

County Los Angeles	Narrative Location/Route & Postmiles -The project would occur along an approximate 0.61-mile segment of Lincoln Boulevard between Jefferson Boulevard (PM 30.16) and just south of Fiji Way (PM 30.74). Caltrans Projects – EA# 07-33880
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Lead Agency: Caltrans District 7

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

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

Categorical	<input checked="" type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>	PS&E or Construction	<input type="checkbox"/>	Other
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PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Exclusion (NEPA)				
Scheduled Date of Federal Action: 2024 2020				
NEPA Assignment – Project Type (check appropriate box)				
Exempt	Section 326 –Categorical Exemption		X	Section 327 – Non-Categorical Exemption
Current Programming Dates (as appropriate) Not currently programmed, in process.				
	PE/Environmental	ENG	ROW	CON
Start	12/01/2016	12/02/2024	12/02/2024	11/07/2026
End	11/28/2024	11/08/2027	11/06/2029	10/07/2030

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

Purpose

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

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

Need

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

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

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

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Residential, recreational, office, open space, academic, commercial and hospital uses. No heavy industrial or warehousing uses in the local area.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Table 1 provides the LOS for Opening Year No Build and Build conditions. Based on the horizon year traffic forecasts, opening year (assumed to be ~~2025~~2030) volumes at the Project site will be ~~72,900~~69,900 ADT along Lincoln Boulevard and ~~33,700~~35,000 ADT along Culver Boulevard as shown in Table 2. This Table also presents the opening year Build and No Build LOS for intersections that would be influenced by the future configuration of the intersections affected by the Project in the year ~~2025~~2030. For all the intersections analyzed, the average vehicle delay would improve or stay the same for the Build Alternative when compared to the No Build Alternative, with the exception of Lincoln Boulevard/ Fiji Way and Lincoln Boulevard/Jefferson Boulevard. Table 2 shows opening year truck would comprise 0.5 -to 2% percent of daily traffic, which corresponds to 200 to ~~4500~~1,300 trucks per day in the opening year.

**Table 1 –
Opening Year ~~2025~~2030 Level of Service**

Intersection	No Build				Build			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Lincoln Boulevard/ Fiji Way	39.0 44.9	D D	32.9 36.1	C D	39.1 44.9	D D	33.6 36.9	C D
Lincoln Boulevard/ Culver Boulevard	116.8 40.8	F D	40.9 7.1	D A	114.5 40.3	F D	25.8 6.7	C A
Lincoln Boulevard/ Jefferson Boulevard	95.8 403.6	F F	46.8 40.7	D D	96.0 403.6	F F	47.4 40.3	D D
Culver Loop to Lincoln Boulevard/ Culver Boulevard	<5.0 < 5.0	A A	<5.0 <5.0	A A	<5.0 < 5.0	A A	<5.0 <5.0	A A

Source: Fehr & Peers. Table 8 of the Transportation Analysis Report (TAR): Lincoln Bridge Multi-Modal Improvement Project ~~2017~~2023. Table 8 provides LOS for No Build and Build conditions.

**Table 2 –
Year ~~2025~~2030 Average Daily Traffic and Trucks**

Roadway	AADT	Percent Trucks	Truck Quantity
Lincoln Boulevard	69,900 72,900	2%	4,500 1,300
Culver Boulevard	35,000 33,700	0.5%	200

Source: Fehr & Peers. Transportation Analysis Report (TAR): Lincoln Bridge Multi-Modal Improvement Project ~~2019~~2023.

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

The analysis horizon year is ~~2045~~-2050. Table 3 shows the LOS for No Build and Build conditions. Table 4 provides the AADT which ranges from ~~35,400~~-36,700 to ~~85,700~~81,800 vehicles/day. This Table also presents the horizon year Build and No Build LOS for intersections that would be influenced by the future configuration of the Project. There is a mixture of improvements and worsening of LOS which is further described in the discussion of potential traffic redistribution effects of congestion relief. Table 4 lists the trucks percentages which range from 0.5_ to 2 percent of total traffic, which corresponds to 200 to 1,~~700~~-600 trucks per day in the analysis horizon year.

Table 3 – Horizon/Design Year 2050 Level of Service

~~Table 3~~

Intersection	No Build				Build			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Lincoln Boulevard/ Fiji Way	45.0	D	39.7	D	48.8	D	48.7	D
Lincoln Boulevard/ Culver Boulevard	162.0	F	70.4	E	133.2	F	52.6	D
Lincoln Boulevard/ Jefferson Boulevard	102.7	F	73.5	E	102.5	F	86.3	F
Culver Loop to Lincoln Boulevard/ Culver Boulevard	<5.0	A	<5.0	A	6.1	A	<5.0	A

Horizon/Design Year 2045 2050 Level of Service

Table 4 = Year 2045 2050 Average Daily Traffic

Source: Fehr & Peers. Table 10 of the Transportation Analysis Report (TAR): Lincoln Bridge Multi-Modal Improvement Project 2023. Table 10 provides LOS for No Build and Build conditions for [Horizon Year 2050](#).

and Trucks

Roadway	AADT	Percent Trucks	Trucks Quantity
Lincoln Boulevard	81,800 85,700	2%	1, 700 600
Culver Boulevard	36,700 35,400	0.5%	200

Source: Fehr & Peers. Transportation Analysis Report (TAR): Lincoln Bridge Multi-Modal Improvement Project ~~2019~~2023.

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

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

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

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

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

At Project buildout in ~~2025~~2030, ~~improvements in~~the LOS at the analyzed intersections due to the Project would be nominal with reductions in delay ranging from ~~0-0~~2.3 to ~~0-8~~15.1 at Lincoln Boulevard/Fiji Way while the other two intersections have essentially the same level of delay and the same LOS. For the horizon year of ~~2045~~2050, the analyzed intersections would involve some intersections improving and some worsening. The intersection of Lincoln Boulevard/Fiji Way would experience a worsening of LOS due to the Project with delays increasing 3.8 from ~~48-54~~5.0 to ~~49-8~~48.8- in the AM peak hour and 9 from ~~44-4~~39.7 to ~~57-7~~48.7 in the PM peak hour. The intersection of Lincoln Boulevard/Culver Boulevard would experience an improvement in LOS with delays reduced by 28.8 from ~~54-1~~62.0-~~116-8~~ to ~~52-6~~133.2-~~114-5~~ in the AM peak hour and by 17.8 from ~~40-2~~70.4 to ~~9-1~~52.6 in the PM peak hour. The intersection of Lincoln Boulevard/Jefferson Boulevard would experience a slight improvement in AM peak hour LOS with a delay changing by 0.2 from ~~40-1~~102.7 to ~~40-1~~102.5 -in the AM peak hour and a slight-worsening in PM peak hour LOS with the delay by 12.8 changing from ~~57-8~~73.5 to ~~59-7~~86.3 in the PM peak hour. The Culver Loop to Lincoln Boulevard/ Culver Boulevard would not experience a change in delay and would still operate at LOS A.

As a result of the Project, traffic redistribution would result in a reduction in VMT as shown in Table 5. In the study area is estimated to decrease by approximately 1.7% compared to No Build conditions in ~~2025~~2030, and by 4.4% in ~~2045~~2050. The decrease in VMT is due to the elimination of the existing southbound bottleneck on the bridge, which results in vehicles using alternate routes that, while time efficient, require traveling a greater distance. The 1.5-mile radius used for this analysis includes alternative routes across Ballona Creek, including SR-90 and Centinela Avenue, both east of the Project. VMT reductions as a result of the Project can therefore be attributed to the Project’s addition of southbound capacity, providing a more direct route for many trips.

**Table 5 –
Vehicle Miles Traveled**

Year	No Build	Build	Difference	Percent Difference
Existing (2016 2019)	593.873 596,240	--	--	--
Opening Year (2025 2030)	632.532 617,919	621.550 611,979	-10.982 -5,940	-1.74% -1.00%
Design Year (2045 2050)	700.441 685,687	667.226 655,745	-33.215 -29,942	-4.74% -4.40%

Source: Fehr & Peers. Transportation Analysis Report (TAR): Lincoln Bridge Multi-Modal Improvement Project ~~2017~~2023. Table 12.

Comments/Explanation/Details (attach additional sheets as necessary)

The ~~proposed~~ Project is intended ~~improveto~~ improve multimodal transportation options and would reduce VMT in the Project vicinity. -The project is located in an area designated nonattainment for both PM10 and PM2.5 of the California Ambient Air Quality Standards and nonattainment for PM2.5 of the National Ambient Air Quality Standards. However, the ~~P~~P~~roposed~~ project would not be a project of air quality concern per 40 CFR 93.123(b)(1)(i) and (ii), for the following reasons:

- 1. The ~~P~~P~~roposed~~ project is not a new highway or expressway that serves a significant volume of diesel truck traffic. As shown above, the AADT would be less than 125,000 and the truck AADT would be less than 8% (2%) of the total AADT.
- 2. The ~~P~~Project does not include highway facility improvements to connect a highway to a major freight, bus, or intermodal terminal.
- 3. The ~~P~~Project would not affect a congested intersection that has a significant increase in the number of diesel trucks.
- 4. The ~~P~~Project would not involve a significant increase in the number of diesel transit buses or diesel trucks.

Per 40 CFR 93.123(b)(1)(i), the ~~P~~Project should be considered “not of air quality concern” because the ~~P~~Project is intended to serve mainly gasoline fueled vehicles and would reduce areawide VMT ~~and~~ while also improvinge multimodal transportation options.