

5. Environmental Analysis TRANSPORTATION AND TRAFFIC

Public Transit

Several bus companies operate routes in the vicinity of the school site. The Los Angeles County Metro operates Metro Lines 130 and 232 along Pacific Coast Highway, which is approximately one-half mile east of the school site. Beach Cities Transit operates Route 109 on Hermosa Avenue, which is three blocks west of the school site. The City of Los Angeles Department of Transportation runs Commuter Express Route 438 along Hermosa Avenue.

Parking

The project site is in a popular coastal area in a residential neighborhood where parking availability is frequently limited. The segments of streets that adjoin the project site—including 25th Street, 26th Street, and Myrtle Avenue—have 1-hour parking restrictions from 10:00 AM to midnight; there is approximately 50 feet of curb on the north side of 25th Street in front of the project site that is used for loading only from 7:00AM to 6:00 PM. The adjacent streets also have “no parking” restrictions—related to trash pick-up—from 10:00 AM to 2:00 PM Mondays or 8:00 AM to 12:00 PM Tuesdays, depending on the street segment.

Intersection Operations

To analyze potential traffic impacts caused by typical, daily operations of the proposed project, traffic counts were conducted to establish the baseline operating conditions without the proposed project. Traffic counts were taken from 7:00 AM to 9:00 AM on days when District schools were in session (November 19 and December 1, 2015, and January 2017). Only the morning peak hour was analyzed because elementary schools do not generate traffic during the late afternoon commuter peak period, which is between 4:00 PM and 6:00 PM. The afternoon peak period for the proposed North School project would occur around 2:00 PM to 3:00 PM.

The traffic generated by the proposed school during the morning peak period would coincide with the morning commuter peak period traffic. The AM peak hour intersection operations at study area intersections are summarized in Table 5.12-3. With the exception of the intersection of Ardmore Avenue at Gould Avenue, all study intersections operate at LOS A and B. Ardmore Avenue at Gould Avenue currently operates at LOS D. Please refer to Table 5.12-1 for descriptions of LOS.