

1.0 PURPOSE AND NEED

1.1 OVERVIEW OF PURPOSE AND NEED

1.1.1 REGIONAL TRANSIT CONTEXT

Since 1990, Los Angeles County has constructed a regional fixed guideway transit system that consists of heavy rail, light rail transit (LRT), bus rapid transit (BRT) and commuter rail components. This system currently includes more than 70 miles of Metro Rail service, 141 miles of Metro Rapid service (Bus Rapid Transit), and more than 400 miles of MetroLink commuter rail lines. As illustrated in **Figure 1.1-1**, the existing and committed system currently includes the following components:

- **Metro Red Line-** Opened in phases between 1993 and 2000, the 17.4-mile Metro Red Line heavy rail subway extends from Union Station to the west and north with two branches. Both branches run together and share six stations between Union Station and the Wilshire/Vermont Station. The Wilshire/Western branch extends westward along Wilshire Boulevard for two additional stations while the North Hollywood branch extends for eight additional stations through Hollywood and Universal City. The Metro Red Line currently carries an estimated 106,000 average daily boardings.
- **Metro Blue Line-** Opened for service in 1990, the 22-mile Metro Blue Line light rail system operates between Downtown Los Angeles and Long Beach and currently carries 69,000 average daily boardings.
- **Metro Green Line-** Opened for service in 1995, the 20-mile Metro Green Line light rail system operates between Redondo Beach and Norwalk, primarily in the median of the Century Freeway (I-105). The line carries an estimated 27,500 average daily boardings.
- **Metro Gold Line-** Opened for service in July 2003, the 13.8-mile Metro Gold Line light rail line operates between Downtown Los Angeles and Pasadena. Ridership during the initial year of service for this line is approximately 16,000 average daily boardings.
- **Metro Orange Line-** Scheduled to open for service in 2005, the 14.0 mile Metro Orange Line is an urban busway extending westward across the San Fernando Valley from the North Hollywood terminus of the Metro Red Line. This line will utilize articulated buses running on a former railroad right of way.
- **Metro Gold Line Eastside Extension-** Scheduled to open for service in 2009, the six-mile Metro Gold Line Eastside Extension will connect Union Station in downtown Los Angeles with Little Tokyo, Boyle Heights and East Los Angeles. This line will operate as a through running extension of the Metro Gold Line that currently operates between Downtown Los Angeles and Pasadena.

- **Metrolink Commuter Rail-** Initially opened for service in 1992, commuter rail service is provided by the Southern California Regional Rail Authority (Metrolink), a regional rail network that connects Ventura, Los Angeles, Orange, San Bernardino, Riverside, and San Diego counties utilizing existing rail rights-of-way. This commuter service currently carries more than 39,000 average daily boardings in the multi-county service area. Metrolink provides over 512 miles of service.
- **Metro Rapid Arterial Bus Routes-** Metro is developing a predominantly non-fixed guideway, bus rapid transit system within Los Angeles County that utilizes bus signal priority and additional features of bus rapid transit to create an arterial based transit network. The first two lines of this network opened for service in 2000, and currently include nine lines. By 2008, the system will incorporate 28 lines systemwide.

1.1.2 MID-CITY/WESTSIDE STUDY AREA

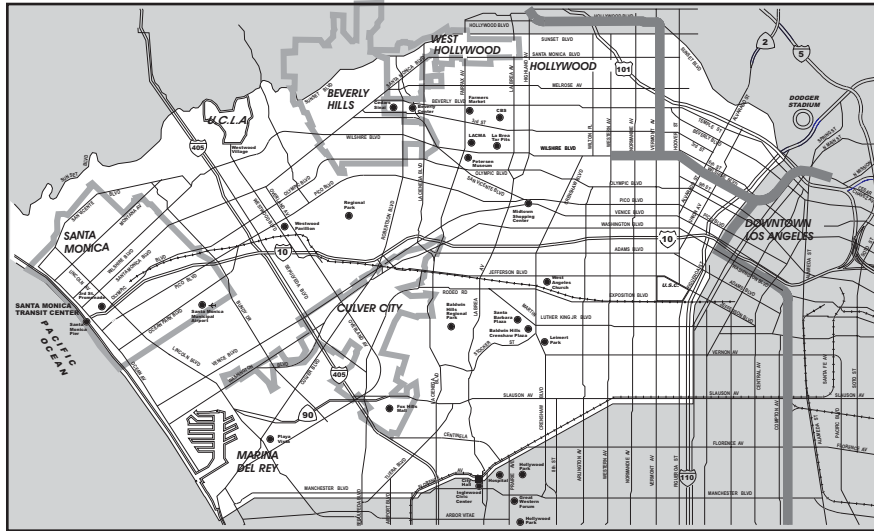
As shown in **Figure 1.1-2**, the Mid-City/Westside Study Area was identified in the Mid-City/Westside Major Investment Re-Evaluational Study in 1999. It encompasses over 100 square miles and extends for approximately 18 miles from Downtown Los Angeles to the Pacific Ocean. It is bounded on the north by the Santa Monica Mountains and on the south by the Baldwin Hills (Slauson/Manchester Boulevards). The study area includes the Westside portions of the City of Los Angeles as well as the cities of Santa Monica, Beverly Hills, West Hollywood and Culver City. The Los Angeles communities of Hollywood, Westwood, West Los Angeles, Marina del Rey and South Los Angeles, among others, are included in the study area.

1.1.3 MID-CITY/WILSHIRE AND MID-CITY/EXPOSITION TRANSIT CORRIDORS

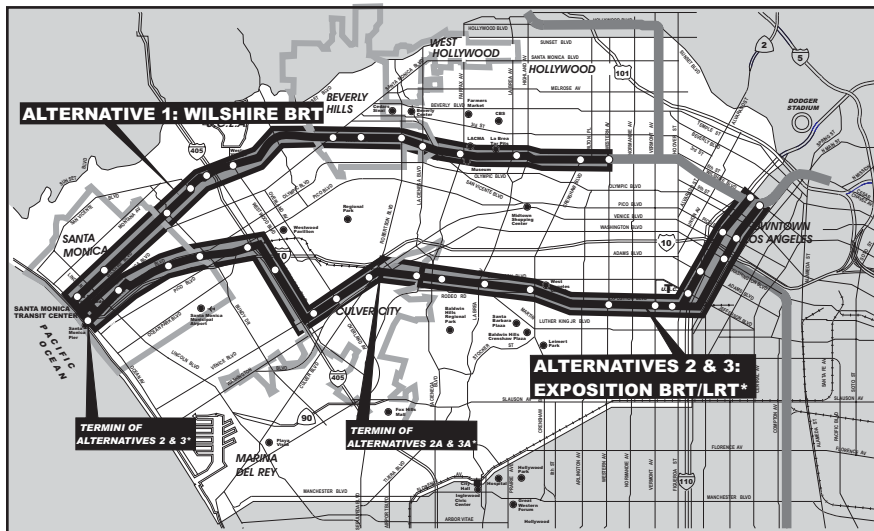
As shown in **Figure 1.1-2**, the Mid-City/Westside Draft EIS/EIR was completed in April 2001 for the above Mid-City/Westside Study Area and included alternatives in both the Mid-City/Wilshire and Mid-City/Exposition portions of the Study Area. In June 2001, MTA Board of Directors separated the Mid-City/Westside Study Area into two separate transit corridors for purposes of final environmental clearance. These include:

- **Mid-City/Wilshire Transit Corridor-** This corridor extends from the Wilshire/Western Metro Red Line Station to the Pacific Ocean along Wilshire Boulevard in the cities of Los Angeles, Beverly Hills and Santa Monica.
- **Mid-City/Exposition Transit Corridor-** This corridor extends from Downtown Los Angeles to Culver City primarily along the abandoned Exposition railroad right of way (subject of this Final EIS/EIR). The corridor passes through the City of Los Angeles and the City of Culver City.

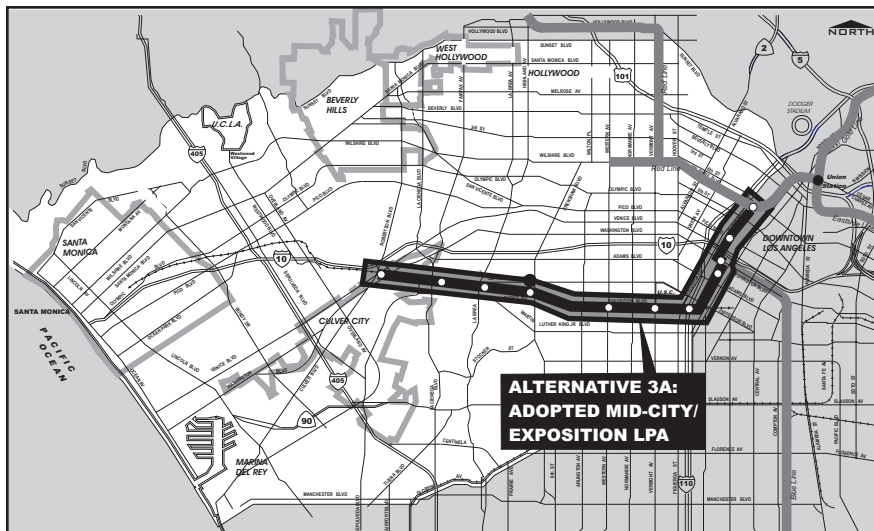
The Mid-City/Wilshire Transit Corridor was the subject of a Final EIR that was certified by MTA Board of Directors in August 2002. The Mid-City/Exposition Transit Corridor is the subject of this Final EIS/EIR.



MID-CITY/WESTSIDE STUDY AREA FROM RE-EVALUATION/MAJOR INVESTMENT STUDY (Feb.2000)



MID-CITY/WESTSIDE TRANSIT CORRIDOR FROM DRAFT EIS/EIR (June 2001)



ADOPTED MID-CITY/EXPOSITION TRANSIT CORRIDOR LOCALLY PREFERRED ALTERNATIVE (LPA)



1.2 THE MOBILITY PROBLEM

1.2.1 REGIONAL PERFORMANCE INDICATORS

Regional transportation planning for Southern California’s five-county area is the responsibility of the Southern California Association of Governments (SCAG), which is the Metropolitan Planning Organization (MPO) for the area. In 1998, SCAG Regional Council adopted the Regional Transportation Plan (RTP) entitled “Community Link 21” to establish the goals, objectives and policies for the transportation system and establish the implementation plan for transportation investments over the next 20 years. The RTP includes regional performance indicators with objectives against which specific transportation investments can be measured. The performance indicators illustrate that travel conditions on the Westside will worsen by 2020 and the area will not meet regional objectives for mobility, accessibility, reliability, or safety without the implementation of additional transportation improvements, as illustrated by **Table 1.2-1**.

TABLE 1.2-1: MID-CITY/WESTSIDE RTP PERFORMANCE INDICATORS				
Performance Indicator	Measurement	Objective	1990 Results	2020 Baseline Forecast
Mobility	Average Work Trip Travel Time	22 minutes	23 minutes	29 minutes
	PM Peak Hour Highway Speed	33 mph	25.2 mph	22.6 mph
	Percent Of Peak Travel in Delay	33%	32%	40%
Accessibility	Work Opportunities within 25 Minutes	88%	56%	61%
Environment	Meet Federal & State Standards	Meet Air Plan Emission Budgets	82 tons per day ROG	16 tons per day ROG
Reliability	Percent Probability of On-Time Arrival	63% Transit 76% Highway	100% 100%	74% 52%
Safety	Fatalities per Million Passenger Miles	.008	n/a	0.010

SOURCE: SCAG, Regional Transportation Plan, 1998.

Average travel time to work (mobility indicator) will increase by 26 percent over 1990 conditions to 29 minutes and will exceed the regional objective of 22 minutes by 32 percent. Average travel speeds on all parts of the highway network (arterials and freeways) will decline to 22.6 mph, 32 percent below the regional objective. Approximately, 40 percent of travel in peak hours will be wasted due to delay.

The percentage of job opportunities within 25 minutes of employees’ homes (accessibility indicator) will improve in the subregion due to the high employment growth, but 39 percent of the workers on the Westside will have to travel more than 25 minutes to work, compared to the regional objective of 22 minutes. The continued implementation of reduced emission vehicles (environment indicator) will reduce the amount of reactive organic gases produced on the Westside, but the reliability of the transportation system will decline. A commuter probability of arriving at a destination on time (reliability indicator) will decrease to 74 percent if riding transit and to 52 percent if traveling by car, illustrating how unpredictable travel will become as increased congestion will cause the subregion to exceed the regional safety objective.

1.2.2 MAJOR THEMES SUPPORTING TRANSIT NEED IN THE STUDY AREA

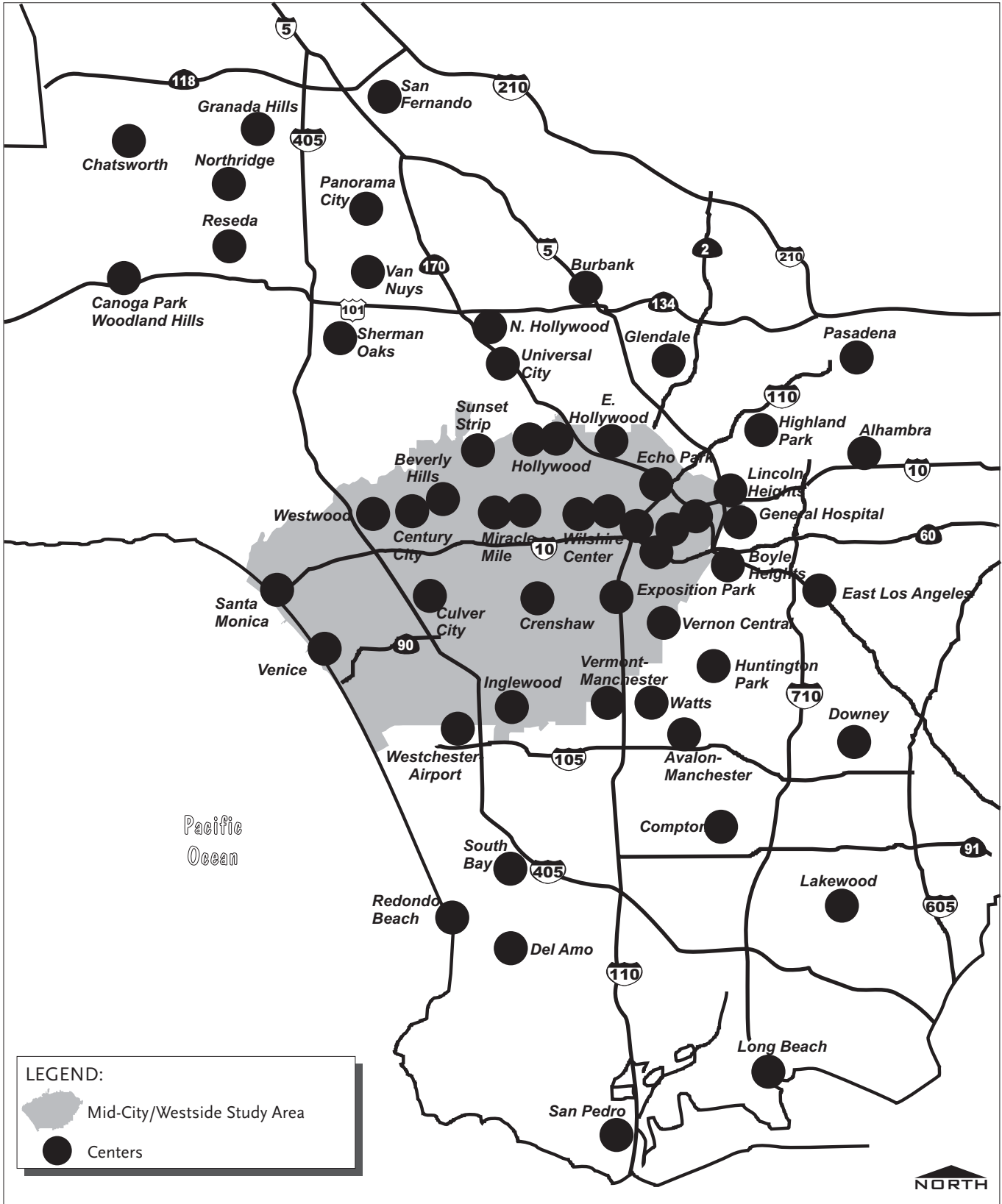
Given the RTP forecasts and the data provided in the Major Investment Study (MIS) for the Mid-City/Westside Study Area, several themes emerge with respect to the need for transportation improvements in the Study Area. These themes are further described below.

The Need for Transit Improvements Has Been Established in Previous Studies. Providing high-capacity transit service improvement has been long recognized in the Mid-City/Westside Area. Since the 1970s, MTA and its predecessors have conducted numerous transportation planning and environmental impact studies that described the need and feasible locations for bus, light rail, and/or heavy rail east/west service in various parts of the Study Area.

The “Centers Concept” Land Use Policy Is Transit Based. Land use planning in the Los Angeles area has traditionally viewed the urban area not as a central downtown served by adjacent areas, but rather as a collection of urban centers. These centers are “little downtowns” in and of themselves. The Centers Concept Plan, originally formulated for the Los Angeles area in the 1960s and 1970s by Calvin Hamilton (Director of the Department of Los Angeles City Planning Department) and Norman Murdock (Director of the Los Angeles County Regional Planning Department), acknowledged that there were urban centers of various types throughout the region that represented concentrations of economic activity or a mix of economic activities and higher density housing (**Figure 1.2-1**). The Centers Concept envisioned that the centers would be interconnected by an infrastructure of transit. The City of Los Angeles General Plan Framework revisited and reconfirmed the Centers Concept. The Framework more clearly defined targeted growth areas, mixed-use centers, and mixed-use corridors that would serve centers that were envisioned to be interconnected by the emerging MTA Rail transit system. The City of Los Angeles, working directly with the Los Angeles County Metropolitan Transportation Authority, developed a series of Transportation and Land Use Guidelines, which specifically tied the size and intensity of centers to the supporting transit infrastructure and transit station locations.

Study Area Contains a Major Concentration of Activity Centers and Destinations. The area contains the largest concentration of major activity centers and destinations within the Los Angeles metropolitan region. Many of these centers are located within the most congested portion of the Study Area, north of the Santa Monica Freeway (I-10) and east of the San Diego Freeway (I-405). These destinations correspond with, as well as add to, the location and number of existing activity centers. As shown in **Figure 1.2-1**, a large concentration of activity centers is located in the Study Area.

The Study Area not only encompasses the western portion of the traditional/historical downtown area, it also encompasses some of the most well known employment, entertainment, and educational/cultural activity centers in the region, including USC, UCLA, West Los Angeles College, Santa Monica College, Los Angeles Trade Tech College, Rodeo Drive/Beverly Hills, Westwood Village, Hollywood Boulevard, Sunset Strip, Century City, Westside Pavilion, Paramount and Sony Studios, Los Angeles County Museum of Art, Page Museum, Petersen Automotive Museum, Wilshire Miracle Mile, Santa Monica Pier, Third Street Promenade, Los Angeles Memorial Coliseum, Los Angeles Convention Center, and the newly opened Staples Center.



SOURCE: Adapted from the City of Los Angeles, Department of City Planning, 1974

MID-CITY/EXPOSITION LRT PROJECT FINAL EIS/EIR

FIGURE 1.2-1

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

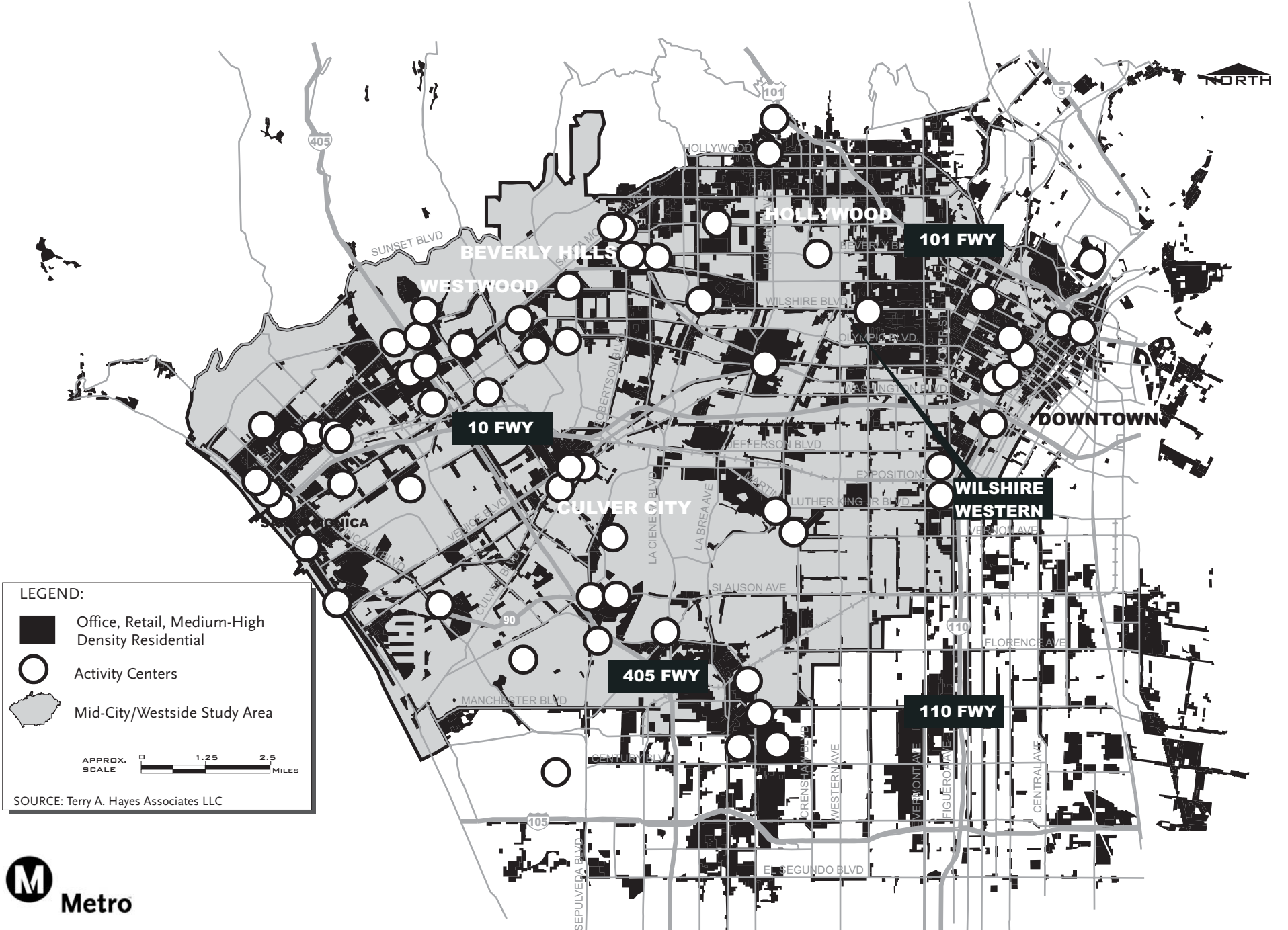
LOS ANGELES CENTERS CONCEPT

Currently, the Metro Rail system interconnects some of the centers in the eastern portion of the Study Area, such as downtown to Hollywood to Universal City and to Mid-Wilshire. The remaining centers are served by two major freeways (I-10 and I-405), as well as by almost a dozen major east/west and north/south arterials. As discussed later in this section, there is a limit to the physical and operational capacity of existing highways and arterials to meet travel demands generated by the centers as growth continues to be concentrated in the existing centers and a few emerging Westside centers (such as Playa Vista and Culver City).

There Is an Existing Concentration of Transit-Supporting Land Uses. The existing activity centers in the Study Area include a large concentration of land uses that are considered to be transit supporting, such as high-density housing, commercial, and retail uses, as illustrated by **Figure 1.2-2**. In fact, roughly 30 percent of the land area within the Study Area falls into the former category. These transit-related uses tend to be concentrated in three major corridors in the Study Area: a northern corridor approximating Santa Monica Boulevard; a central corridor represented by Wilshire Boulevard; and a less clearly defined southern corridor centering along Venice Boulevard. Currently, only the eastern portions of these land use corridors are served by the Metro Rail System. The remaining high-density areas are served by conventional bus service by MTA, Culver City, LADOT, and Santa Monica.

High Study Area Population and Employment Densities Support Transit. Population and employment densities in the Study Area are the highest within the metropolitan region. The more densely populated areas are concentrated in the eastern and northeastern portions of the Study Area, while the greatest employment densities are in the western and northwestern portions of the Study Area. In 2000, population density within Los Angeles County is approximately 2,344 persons per square mile. Population density for the Study Area was approximately 13,432 persons per square mile and population density for the half-mile Exposition Corridor is 12,245 persons per square mile. Population density for the Study Area and the corridor are five times greater than Los Angeles County. According to SCAG's forecasts, population density within the Study Area will increase to over 17,000 persons per square mile and population density within half-mile of the Exposition Corridor will increase to 16,629 persons per square mile by the year 2020, compared with 2,896 persons per square mile in the County.

In 2000, the Study Area employees per square mile totaled 9,346 compared with a County employment density of 1,120 employees per square mile. Within half-mile of the Exposition Corridor employment density is approximately 9,233 employees per square mile. SCAG projects that employment densities will increase by year 2020 to 10,534 employees per square mile in the Study Area and 1,270 employees per square mile in the County. Within one-half mile of the Exposition Corridor, employment density would increase to 9,579 employees per square mile in 2020.



MID-CITY/EXPOSITION LRT PROJECT FINAL EIS/EIR

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 1.2-2

TRANSIT SUPPORTING LAND USE

The West Los Angeles Transit Corridor Technical Report, prepared by SCAG, as part of the 1998 RTP Transit Restructuring Study, provides information on the current overall usage of transit services in the Study Area. The Study Area has been identified as having significant transit usage, and the preliminary analysis in the RTP identified a deficiency of service. Additionally, the 2000 Census indicates that there is more transit usage within a mile of the Exposition Corridor than in the Study Area. **Table 1.2-2** illustrates the existing transit mode choice at various distances from the Exposition route.

TABLE 1.2-2: SUMMARY OF MODE CHOICE ALONG EXPOSITION ROUTE					
Level	All Modes	Drive Alone	Carpool	Transit	Others
Quarter-Mile of Corridor	100%	56%	18%	16%	10%
Half-Mile of Corridor	100%	54%	17%	17%	12%
One-Mile of Corridor	100%	52%	15%	20%	13%
Study Area	100%	64%	12%	14%	10%
SOURCE: U.S. Department of Commerce, Bureau of the Census, Census 2000 Summary File 3					

Mid-City/Westside transit ridership is best summarized using the Census Transportation Planning Package (CTPP) transportation data collected as part of the 1990 Census. Based on the census data, 41 percent of all work transit trips in Los Angeles County originate in the Study Area. The remaining 59 percent originate at various points in the County and may potentially run through the Study Area. West L.A. (as defined by this report) contains 18 percent of Los Angeles County's population, implying that the transit needs of West L.A. are high. In addition to the high transit mode split of 14 percent, the Study Area has a significantly higher use of transit than the rest of Los Angeles County. This demand warrants a higher percentage of high capacity transit investment than it has received in the last fifteen years.

Local Redevelopment Plans Depend Heavily on Transit Improvements. Six redevelopment areas are located within the Study Area. The ultimate success of redevelopment and revitalization of these areas largely rests on transportation accessibility and links to transit. Some improvements and strategies being employed focus on increasing pedestrian amenities and reducing or eliminating vehicular traffic, which places increasing demand on increased transit access and on the level of transit service to help support existing and future land use development objectives.

There Is a History of Transit Usage in the Study Area. Existing transit usage within the Study Area and Exposition Corridor is proportionally higher than any other area in Los Angeles County (17 percent within half-mile of Mid-City/Exposition LRT Project route and 14 percent for the Study Area compared to 7 percent for the County). Because there is a large base of existing transit service and transit patrons, increasing the transit mode share through increased service would represent a natural extension of existing patterns and trends.

In addition, because the Study Area represents a significant concentration of educational, cultural entertainment, and office centers, and because the area is the most densely populated area within the region (13,432 persons per square mile), there has traditionally been a substantial amount of transit service and transit use. According to the SCAG Transit Corridor Technical Report, the proportion of workers who took the bus in the Study Area was double that of the County (14 percent for the Study Area versus 7 percent for the County).

There Is a Significant Transit-Dependent Population in the Study Area. Part of the underlying reason for high transit usage in the Study Area is that a significant number of households are transit dependent (**Figure 1.2-3**). These households are autoless and have low incomes. According to the 2000 Census, approximately 19 percent of households in the Study Area and 29 percent of the households within half-mile of the Exposition Corridor have no car. The percentage of households that are autoless in the Study Area and Exposition Corridor are higher than the County, where 13 percent of households have no car.

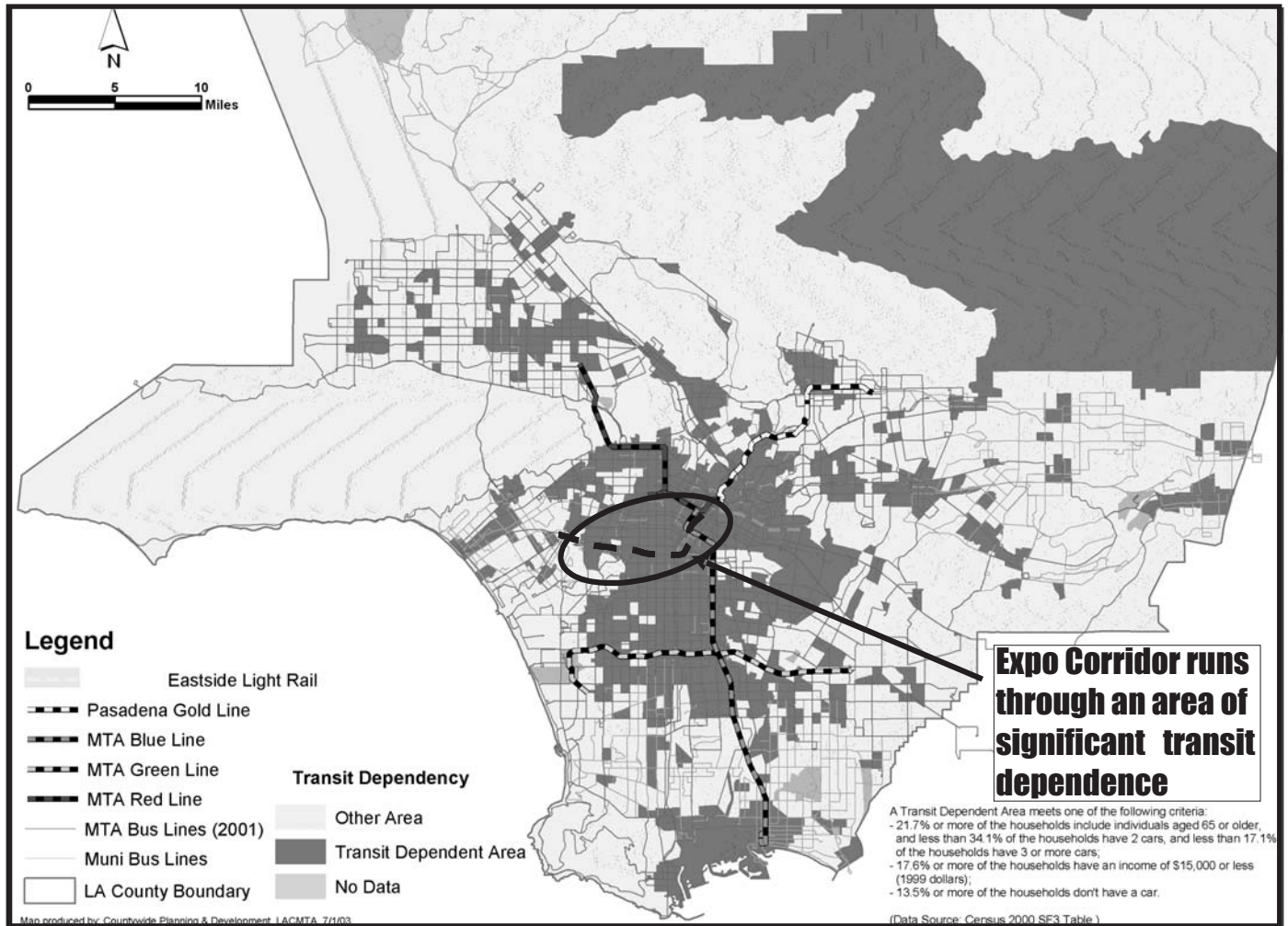
Household income in the Study Area and within half-mile of the Exposition Corridor are less than that of Los Angeles County. Incomes are lowest near Downtown Los Angeles, and progressively higher as the route proceeds west (**Figure 1.2-4**). SCAG forecasts deterioration to greater proportions of lower-income residents in the future without the Project. According to the 2000 Census, approximately 43 percent of the households within half-mile of the Exposition Corridor and approximately 32 percent of households within the Study Area have an income of less than \$25,000, whereas only 26 percent of the households within Los Angeles County earn less than \$25,000. Approximately 77 percent of households within half-mile of the Exposition Corridor and approximately 64 percent of households within the Study Area earn below \$50,000 compared to 57 percent of Los Angeles County.

Poverty status in the Study Area and within half-mile of the Exposition Corridor are higher compared to Los Angeles County. Approximately 23 percent of the population was below poverty status in the Study Area. Within half-mile of the Exposition Corridor, 30 percent of the population was below poverty status, compared to 18 percent in the County.

The Study Area Is Expected to Continue to Capture a Large Share of Regional Population and Employment Growth. As reflected in **Table 1.2-3**, population forecasts to the year 2020 adopted by SCAG clearly suggest that the Study Area will capture a disproportionate share of population growth over the next 20 years, thereby placing further demands on transit service and resulting in increased congestion on local roadways and regional highways serving the Study Area.

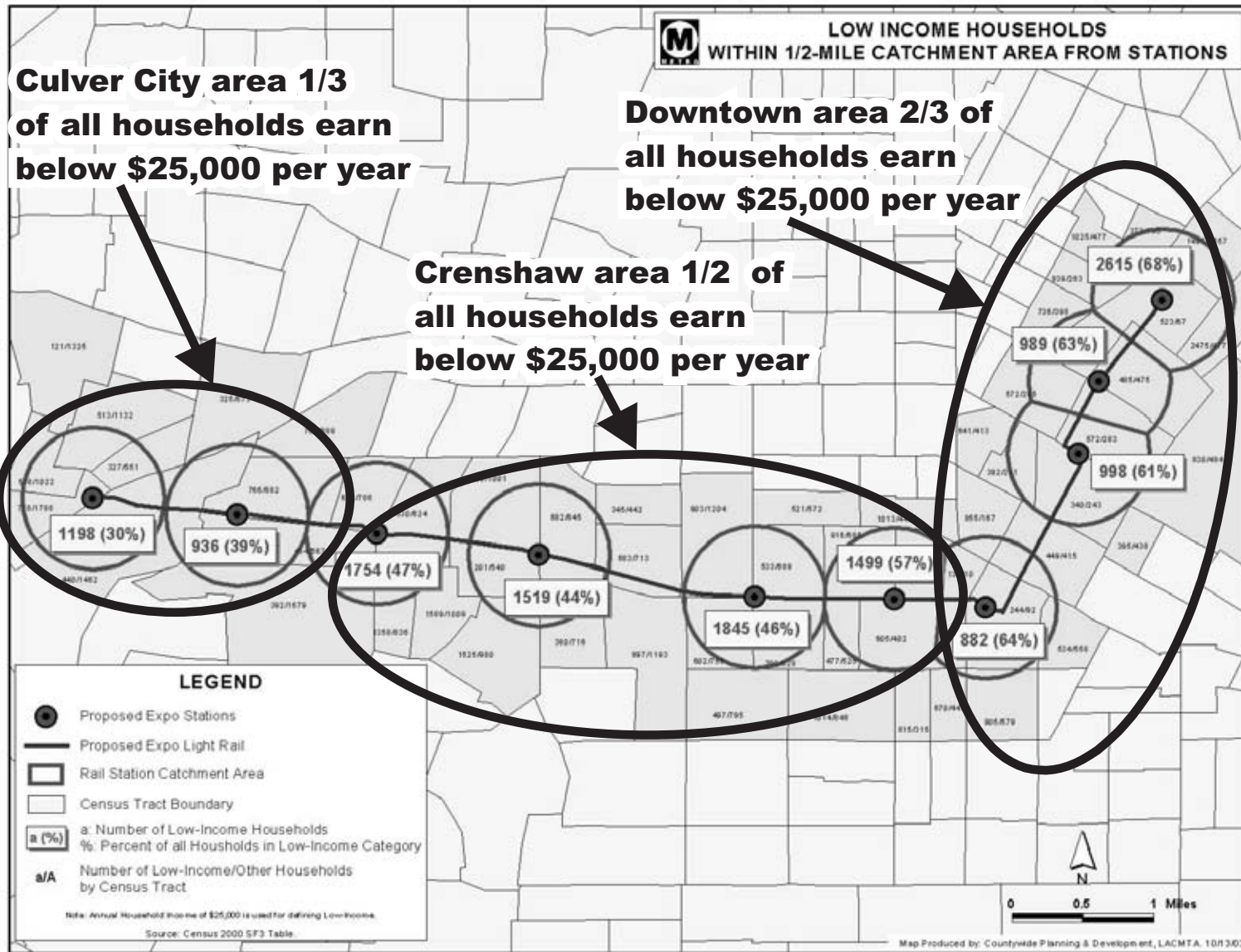
According to SCAG’s forecast, the Study Area is expected to grow by 402,324 persons (26.9 percent increase) and 132,331 employees (12.7 percent increase) between 2000 and 2020. Within a half-mile of the corridor, population is expected to grow by 36,916 persons (35.8 percent increase) and 2,867 employees (3.7 percent increase) between 2000 and 2020.

TABLE 1.2-3: POPULATION & EMPLOYMENT FORECAST			
	2000	2020	Forecasted Increase Between 2000-2020
POPULATION			
Half-Mile of Corridor	103,102	140,018	35.8%
MTA Study Area	1,495,716	1,898,040	26.9%
LA County	9,519,000	11,759,545	23.5%
Half-Mile of Corridor - % of LA County	1.1%	1.2%	
MTA Study Area - % of LA County	15.7%	16.1%	
EMPLOYMENT			
Half-Mile of Corridor	77,742	80,609	3.7%
MTA Study Area	1,040,687	1,173,018	12.7%
LA County	4,557,877	5,155,842	13.1%
Half-Mile of Corridor - % of LA County	1.8%	1.6%	
MTA Study Area - % of LA County	2.3%	22.8%	
SOURCE: U.S. Department of Commerce, Bureau of Census, Census 2000 Summary File 3; Southern California Association of Governments			



SOURCE: Census 2000, MTA 2003





SOURCE: Census 2000, MTA 2003

MID-CITY/EXPOSITION LRT PROJECT FINAL EIS/EIR

FIGURE 1.2-4

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

LOW INCOME HOUSEHOLDS

Continued Growth in the Business Services Sector (Entertainment and Media Related) Underlies the Future Development Potential in the Study Area. Growth in the Study Area will continue to be fueled by entertainment- and media-related businesses concentrated in the western part of the Study Area. It is expected that this growth will total over three billion dollars. As further indicated in the Grubb & Ellis report, other sectors in the Westside economy contribute to regional, as well as statewide, economic growth. The report states that, in the 1980s and 1990s, five sectors emerged to propel California economic base forward: foreign trade, high tech manufacturing, professional services, tourism, and entertainment. The West Los Angeles market is home to most of these industries. These industries have been a principal catalyst to economic growth and a driving force for the office market. Over the past decade there has been an ever-increasing number of these businesses located in West Los Angeles/Century City, Santa Monica, and Culver City. Many of the current office and warehouse space vacancies are featuring references to the availability of “creative space” rented in 10,000-plus square-foot increments. Real estate analysts expect that the demand for production and creative spaces will continue to be robust. The industries and businesses that are attracted to the Study Area are those that are expected to be the foundation of the local and regional economy for many years into the future. In addition, the Mid-City/Westside area is the center of approximately one-third of all new office construction underway in LA County.

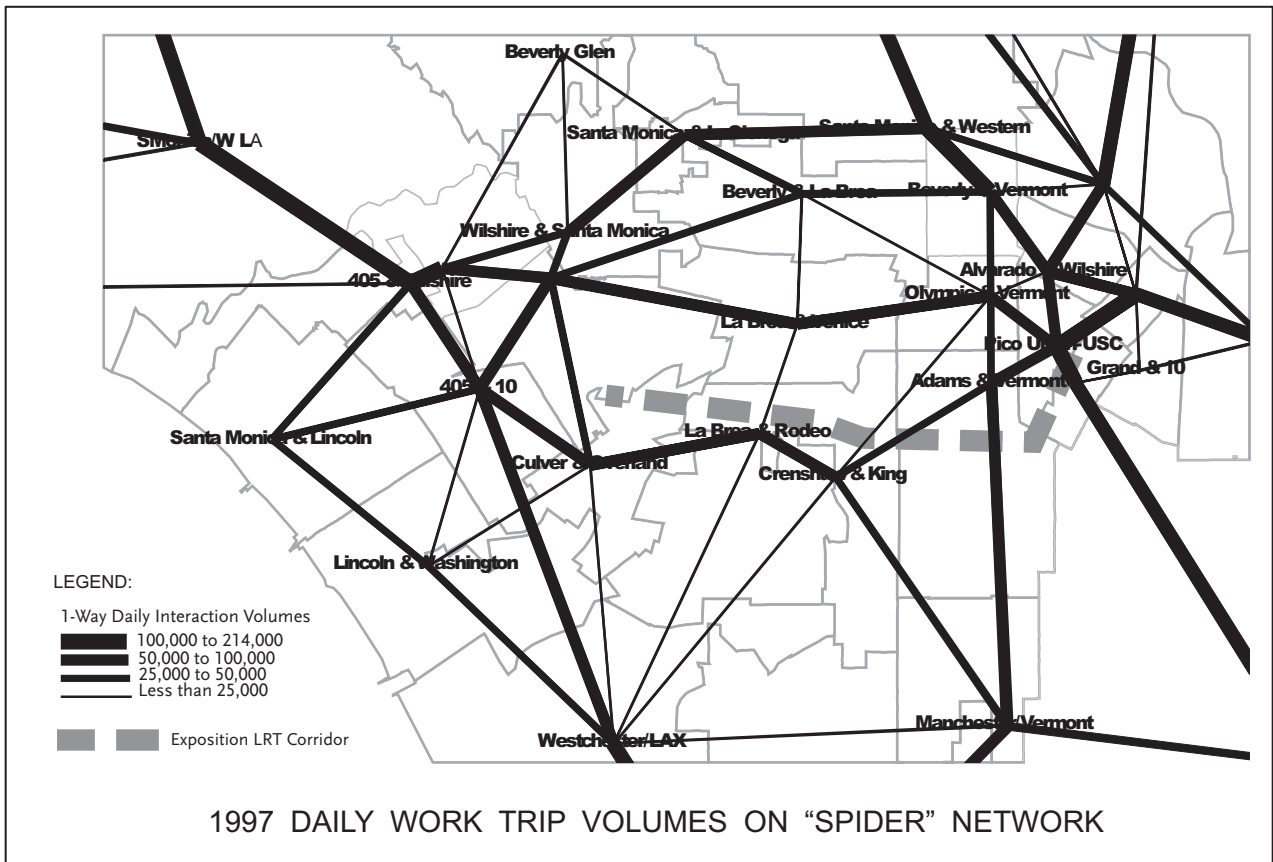
Travel Demand Justifies Need for Transit Services. Based on the overall interaction patterns between the Study Area and surrounding areas, a simplified “spider network” was constructed to identify potential corridors of travel patterns and the magnitude of travel activity. The thickness of the lines on the network is proportional to the identified level of travel demand for home-to-work trips between the two adjacent communities. The level of travel also includes potential through travel from other communities that would use major routes connecting the two adjacent communities.

The 1997 data identify heavy work-travel demand is heavy along the northern and southern portion of the Exposition Corridor. The 2020 conditions reveal that work-travel demand along the Exposition Corridor is expected to increase significantly in the future (**Figure 1.2-5**). This corridor is not currently served by a high-capacity transit system.

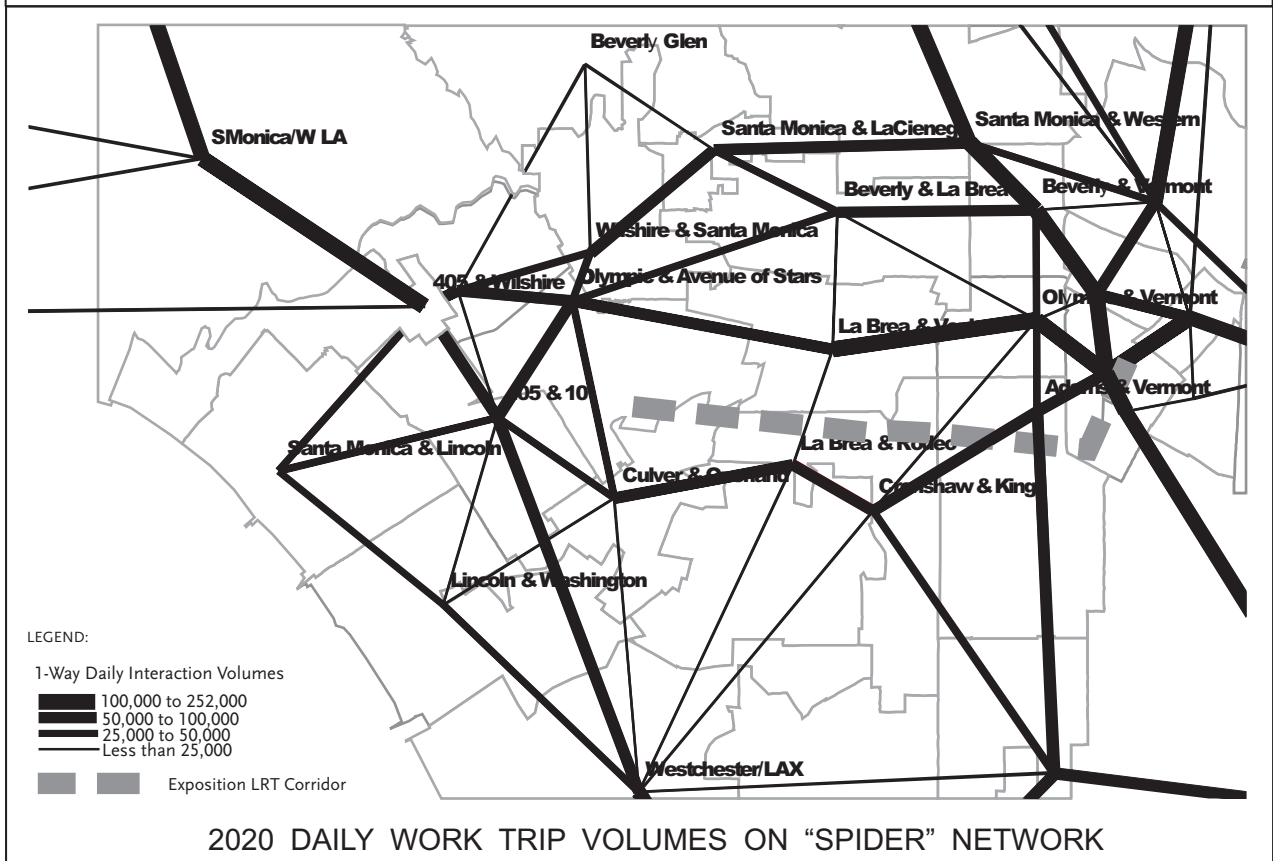
Total daily traffic volume on the Santa Monica Freeway has remained relatively constant over the last ten years. However, peak-hour traffic volumes have increased significantly near the San Diego Freeway and downtown Los Angeles. In the Mid-City section, the Daily Traffic Volume has generally decreased during the last ten years. **Table 1.2-4** provides a comparison of volumes between 1989 and 1998 on the Santa Monica Freeway within the Study Area.

Segment	1989 Traffic Volumes		1998 Traffic Volumes	
	Peak Hour	Daily Volume	Peak Hour	Daily Volume
West of I-405	14,900	230,000	16,700 (+12%)	231,000 (+0.4%)
Overland to I-405	14,700	266,000	19,100 (+30%)	272,000 (+2%)
La Brea to Crenshaw	20,000	314,000	20,300 (+1.5%)	293,000 (-7%)
Hoover to I-110	18,500	337,000	22,000 (+19%)	325,000 (-4%)

SOURCE: Meyer, Mohaddes Associates, 1999



1997 DAILY WORK TRIP VOLUMES ON "SPIDER" NETWORK



2020 DAILY WORK TRIP VOLUMES ON "SPIDER" NETWORK

SOURCE: Myer, Mohaddes Associates



Peak-Hour Congestion on Study Area Roadways Underlies the Need for Transit Improvements. Los Angeles has the dubious distinction of being the most congested urban area in the country, according to the most recent annual survey of traffic congestion levels conducted by the Texas Transportation Institute.¹ The Mid-City/Westside subregion, in turn, contains some of the most congested traffic conditions in Los Angeles. The Santa Monica Freeway (I-10) carries traffic volumes exceeding 300,000 vehicles per day, and each experience peak periods of congestion level rated at F3,² meaning that the freeway operate at level of service “F” conditions for more than three hours in each peak travel period. Typical rush hours on the Westside of Los Angeles extend from 6:30 a.m. through 10:00 a.m. in the morning and 3:30 p.m. to 7:00 p.m. in the evening. A typical automobile commute on I-10 parallel to the Exposition Corridor from Downtown Los Angeles to Santa Monica over a distance of 15 miles can take from 45 to 75 minutes on a typical weekday morning. This level of service is not expected to improve and may significantly worsen as a result of population growth and increased trip making in coming years. Metro highway modeling indicates that traffic congestion on the I-10 would build up if Mid-City/Exposition LRT Project is not implemented.

Existing (1997) Conditions

- North/south travel demand on all facilities crossing Venice Boulevard is 10 percent over the available capacity;
- East/west travel demand on all facilities crossing La Cienega Boulevard is 10 percent over the available capacity; and
- North/south travel demand on all facilities crossing Wilshire Boulevard is currently 15 percent over the available capacity.

Future (2020) Conditions

- All corridors within the Study Area (north/south and east/west) show increase in travel demand compared to existing conditions;
- All corridors show either no change or significant increases in overall highway capacity deficiency compared to existing conditions;
- The most significant increases in travel demand are expected to be for north/south travel across Jefferson Boulevard and for east/west travel across Vermont Avenue;
- East/west travel demand across Vermont Avenue will be 21 percent over the available future capacity;
- North/south travel demand across Venice Boulevard will be 21 percent over the available future capacity; and
- North/south travel demand across Wilshire Boulevard will be 14 percent over the available future capacity.

Local Policies are Oriented Toward Demand Management and Transit Solutions, Rather Than Physical Roadway Improvements. Because of the level of buildout and density within the Study Area, local jurisdictions have generally determined through their local policies that congestion relief improvements should focus on travel demand management and increased ride sharing and transit usage rather than highway/arterial physical improvements, such as road widening or new roadways. In a number of cases, local communities that desire to eliminate cut-through and neighborhood traffic to support more livable

¹Texas Transportation Institute. *Urban Mobility Report 2002*, Exhibit A-5. This survey compares traffic congestion levels in the 75 largest urban regions in the US. Los Angeles ranks number 1 in all three categories of congestion measurement: Annual person hours of delay, Annual Delay per Peak Road Traveler, and Annual Delay per Person.

²California Department of Transportation, 1998.

downtown or commercial areas are supporting initiatives to limit roadway capacity or to slow traffic flow, leaving transit improvements as the only viable alternative to reduce traffic volumes and congestion-related delays.

To assist in the implementation of the Regional Comprehensive Plan and the associated Regional Transportation Plan, SCAG has decentralized local jurisdiction participation into specific subregions. The Exposition Corridor is encompassed by the Westside Cities Subregion (Culver City) and by the Los Angeles Subregion (consisting solely of the City of Los Angeles).

In the cities on the Westside, policy-makers have taken strong positions against the wholesale widening of streets and narrowing of sidewalks to accommodate more travel lanes. Localized Transportation System Management (TSM) improvements, such as additional turn lanes or signal phasing changes, have been supported, but the arterial network in the Westside is essentially built out. In this highly urbanized area, the types of transportation improvements that have the support of the policy makers are intelligent transportation systems projects, and livable communities programs. Future increases in travel demands will have to be accommodated by making the existing highway network work better where possible, but more likely through increased usage of transit and other (i.e., non-motorized) modes of transportation. Throughout the Westside, efforts are also underway in all jurisdictions to make it harder for automobile traffic to seek alternate routes through residential neighborhoods. These traffic calming programs will further concentrate commute traffic on already congested arterial streets.