



## 4.16 TRANSPORTATION/TRAFFIC

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c. 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?				✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
e. Result in inadequate emergency access?			✓	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?		✓		

- a) ***Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?***

**Less Than Significant Impact.** Implementation of the proposed project would result in the construction of the MUST facility and associated conveyance facilities. Short-term construction trips would include the transfer of construction equipment, construction worker trips, and hauling trips for construction material. It is expected that many of these construction-related trips would occur outside of the peak morning and evening congestion periods. The City of Long Beach regulates truck routes on the City roadways. Project related trucks must utilize designated truck routes near the project site. According to the Map 18, *Designated Truck Routes*, of the *Mobility Element* of the *General Plan*, Santa Fe Avenue/9<sup>th</sup> Street and Anaheim Street (west of I-710), and Long Beach Boulevard are designated as appropriate paths of travel for trucks. According to the *General Plan*, “trucks are prohibited from nontruck routes unless they are entering or exiting a property for business purposes or storage by the most direct route.” Given that construction-related trips would occur largely outside of the peak hour and would be short-term in nature, the classification of nearby roadways as appropriate truck routes, and adherence to the *General Plan* to use the most direct route of travel, short-term impacts would be less than significant.

Long-term operation of the conveyance facilities would not generate substantial vehicle trips along nearby roadways, since the conveyance facilities would only require occasional trips for the purposes of inspection and maintenance. Operation of the MUST facility would not generate substantial vehicle trips along nearby roadways, since the



proposed project would require nominal employment (only two shifts of three operators Monday through Friday and two shifts of two operators Saturday and Sunday). The facility would be open to scheduled tours and educational events. However, the tours and events would be infrequent, periodic, and would not involve substantial vehicle trips. Further, the tours and events are not anticipated to be conducted during peak traffic hours. Moreover, the project would not result in any change to roadway geometry or capacity on surrounding roadways. Therefore, long-term operational impacts would be less than significant.

**Mitigation Measures:** No mitigation is required.

- b) ***Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?***

**Less Than Significant Impact.** The 2010 Congestion Management Program (CMP) prepared by the Los Angeles Metropolitan Transportation Authority (Metro) is intended to address the impact of local growth on the regional transportation system for Los Angeles County. The CMP was created to link local land use decisions with their impacts on regional transportation and air quality. One of the primary reasons for defining and monitoring a CMP highway and roadway system is to assess the overall performance of the highway system in Los Angeles County and track changes over time. The nearest designed CMP highway to the project site is Interstate 710 (I-710). The proposed project may result in the generation of operational trips that could result in trips along I-710. However, the threshold for CMP analysis is 50 peak hour trips. Since the project would only require two shifts of three operators Monday through Friday, two shifts of two operators Saturday and Sunday, and the facility would be open to the public on a limited basis, peak hour trips are anticipated to be less than 50. Short-term construction process for the project would result in increase in traffic on the roadways in the project area; however, impacts in this regard would be temporary in nature and would cease upon project completion. Thus, the project would not create the potential for additional traffic that would conflict with an applicable CMP. Therefore, impacts in this regard would be less than significant.

**Mitigation Measures:** No mitigation is required.

- c) ***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?***

**No Impact.** The nearest airport to the MUST site is the Long Beach Airport, located approximately 3.3 miles to the northeast of the project site at 4100 Donald Douglas Drive. Construction and operation of the proposed project would not increase the frequency of air traffic or alter air traffic patterns. No impacts are anticipated in this regard.

**Mitigation Measures:** No mitigation is required.

- d) ***Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

**Less Than Significant Impact With Mitigation Incorporated.** Implementation of the proposed project would result in the construction of the MUST facility and associated conveyance facilities. The proposed MUST facility would be constructed on existing vacant land, and would not alter the geometry on surrounding roadways, nor would it substantially increase hazards due to a design feature. Thus, impacts related to the MUST facility would be less than significant.

The project has the potential to result in safety hazards during the short-term construction process, since the project would include construction of the several conveyance facilities within roadway right-of-way (Segments 1 to 8). Although the roadways would remain open to traffic at all times, partial lane closures may be required. During periods when partial lane closures are required, the construction contractor would be required to implement a



temporary Traffic Management Plan (TMP) to minimize congestion and safety impacts during the construction process. The TMP would meet City of Long Beach traffic control guidelines, and would include potential measures such as construction signage, measures for pedestrian protection, limitations on timing for lane closures to avoid peak hours, temporary striping plans, construction vehicle routing plans, and the need for a construction flagperson to direct traffic during heavy equipment use, among others. The TMP would provide congestion relief during short-term construction activities and ensure safe travel. Thus, with implementation of Mitigation Measure TR-1, impacts would be less than significant.

**Mitigation Measures:**

TR-1 Prior to the initiation of construction, the City of Long Beach Director of Public Works shall ensure that a Traffic Management Plan (TMP) has been prepared for the proposed project. The TMP shall include measures to minimize potential safety impacts during the short-term construction process, when partial lane closures may be required. It shall include measures such as construction signage, pedestrian protection, limitations on timing for lane closures to avoid peak hours, temporary striping plans, identification of alternate bus stops during potential short-term bus stop closures, construction vehicle routing plans, and the need for a construction flagperson to direct traffic during heavy equipment use. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

e) ***Result in inadequate emergency access?***

**Less Than Significant Impact.** Refer to Response 4.8(g), above.

**Mitigation Measures:** No mitigation is required.

f) ***Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?***

**Less Than Significant Impact With Mitigation Incorporated.** The proposed project would not conflict with any policies related to alternative forms of transportation. The project includes construction of the MUST facility and associated conveyance facilities. The conveyance facilities would be constructed within existing right-of-way. The MUST site is located within an area comprised of a variety of uses including industrial, residential, mixed use, and open space/park uses. As stated, the MUST facility would be accessed along Fairbanks Avenue. Currently, Fairbanks Avenue does not provide sidewalk facilities nor striped bicycle lanes. The Los Angeles River Bicycle Path, a Class I bike path, is located adjacent to the MUST facility along the east bank of the Los Angeles River. According to the *Mobility Element* of the *General Plan*, additional bike trails are present in the vicinity. Additionally, the City of Long Beach provides a bus route and bus stops along Magnolia Avenue, approximately 0.3 mile east of the MUST site. No modifications to the Los Angeles River Bicycle Path nor the bus stops would occur as part of the project.

Construction activities could temporarily impact the public transit and pedestrian facilities within the project vicinity. However, Mitigation Measure TRA-1 would require implementation of a TMP that would include potential measures such as construction signage, measures for pedestrian protection, limitations on timing for lane closures to avoid peak hours, temporary striping plans, construction vehicle routing plans, and the need for a construction flagperson to direct traffic during heavy equipment use, among others. Thus, with implementation of Mitigation Measure TR-1, impacts would be less than significant.

**Mitigation Measures:** Refer to Mitigation Measure TR-1.



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