

**ARTESIA BOULEVARD CORRIDOR SPECIFIC PLAN  
MOBILITY AND CIRCULATION**

**IN THE CITY OF  
ARTESIA**

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# **ARTESIA BOULEVARD CORRIDOR SPECIFIC PLAN MOBILITY AND CIRCULATION**

## **INTRODUCTION**

This report has been prepared to provide a description of the existing and recommended Mobility and Circulation features of the Artesia Boulevard Corridor, and to provide an evaluation of existing and future operating conditions with the implementation of the Artesia Boulevard Corridor Specific Plan. The study corridor consists of Artesia Boulevard from Gridley Road to just west of Pioneer Boulevard. The study area is shown on **Figure 1**.

## **EXISTING ROADWAY CONDITIONS**

### **Artesia Boulevard**

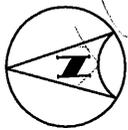
Artesia Boulevard is a four-lane divided east-west arterial roadway providing regional access to and through the project area. Artesia Boulevard is classified as a Primary Highway (Major) on the City's General Plan Circulation Element. Artesia Boulevard passes under the San Gabriel River Freeway (I-605) approximately one-half mile west of Gridley Road, and has a full interchange with the Artesia Freeway (SR-91) approximately one mile east of Pioneer Boulevard. The posted speed limit along Artesia Boulevard through the Specific Plan area is 40 miles per hour.

Through the project area, Artesia Boulevard provides two travel lanes in each direction with a raised landscaped median. Between Gridley Road and Roseton Avenue, the median is continuous except for a break to provide left-turn ingress and egress for the East West Ice Palace. Between Roseton Avenue and Pioneer Boulevard, the median has breaks with left-turn pockets at each of the minor cross streets on the north side of Artesia Boulevard, except for Corby Avenue.

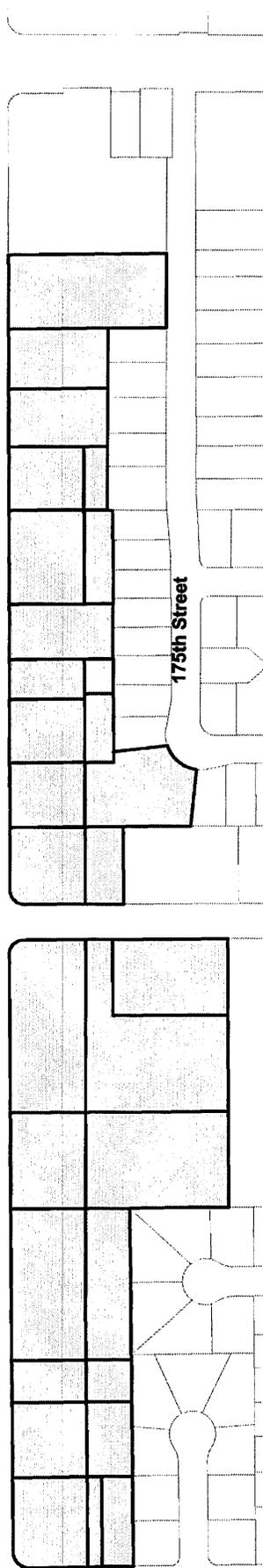
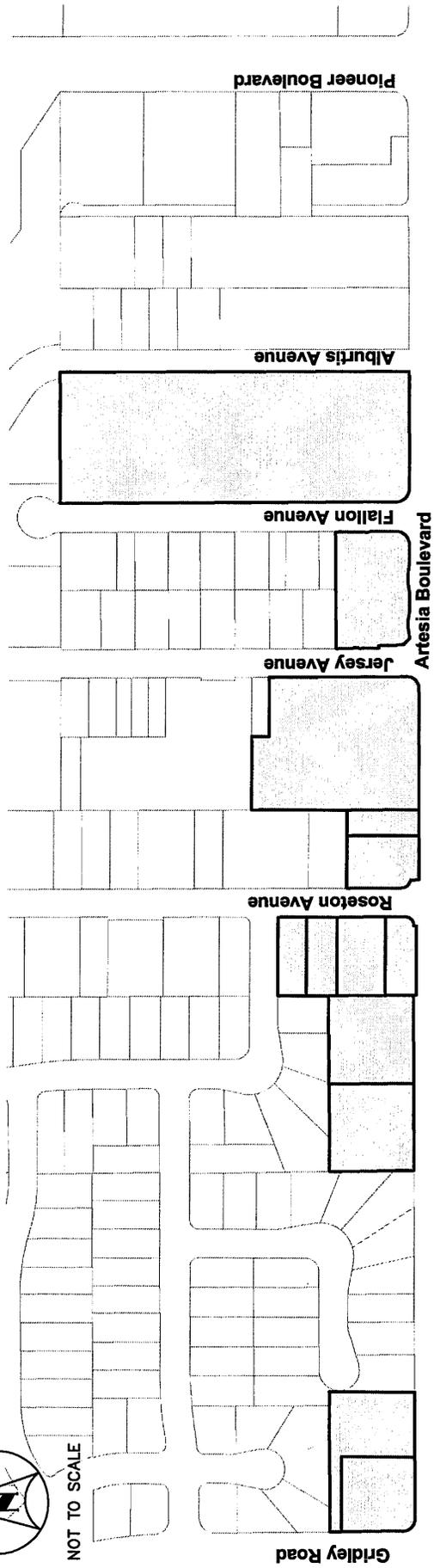
The streetscape in front of some newer development includes a landscaped planter strip with a meandering sidewalk. These can be found in front of East West Ice Palace, the new commercial center between Jersey Avenue and Fallon Avenue, and the cement factory, just to the east of the Specific Plan area.

Within the study corridor vicinity, Artesia Boulevard has three signalized intersections: at Gridley Road, Roseton Avenue, and Pioneer Boulevard. Dedicated left-turn lanes are provided at all three intersections. Protected left-turn phasing is provided on all approaches at the intersection of Artesia Boulevard and Pioneer Boulevard, while left-turn movements are permissive at the other two signalized intersections.

Artesia Boulevard has four unsignalized street intersections within the study corridor: Jersey Avenue, Fallon Avenue, Alburdis Avenue, and Corby Avenue. At these intersections, traffic movements on the minor streets are stop-controlled, while traffic on Artesia Boulevard is uncontrolled. Median breaks and left-turn pockets on Artesia Boulevard are provided at each of these side streets, except Corby Avenue.



NOT TO SCALE



**FIGURE 1**  
**ARTESIA BOULEVARD CORRIDOR SPECIFIC PLAN STUDY AREA**



## **Roseton Avenue**

Roseton Avenue is a north-south local street cutting through the center of the project area. Within the project area, Roseton Avenue is approximately 36 feet wide without any lane markings. Roseton Avenue provides direct access for residential and commercial uses on both sides of Artesia Boulevard. The posted speed limit is 25 miles per hour.

On-street parking is allowed on both sides of the street, although parking is prohibited on Thursdays for street sweeping. All parcels that have frontage on Roseton Avenue also have at least one driveway on Roseton Avenue. The Burbank Elementary School is located on Roseton Avenue approximately 500 feet south of Artesia Boulevard. Roseton Avenue extends approximately ¼ mile on either side of Artesia Boulevard before ending in cul-de-sacs.

## **Gridley Road**

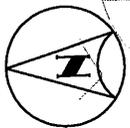
Gridley Road is a north-south arterial which forms the western boundary of the project area. It is classified as a Secondary Highway in the City's General Plan Circulation Element. From Artesia Boulevard to 183<sup>rd</sup> Street, Gridley Road provides two lanes in each direction, separated by a painted median. South of 183<sup>rd</sup> Street, a raised landscaped median separates directional movements. North of the project area, Gridley Road narrows to one lane in each direction as it passes over the Artesia Freeway. Gridley Road extends a few miles north and south of Artesia Boulevard, providing access to residential and commercial uses. The posted speed limit on Gridley Road is 40 miles per hour. On-street parking is generally prohibited on Gridley Road immediately north and south of Artesia Boulevard.

## **CORRIDOR MOBILITY AND CIRCULATION FEATURES AND ISSUES**

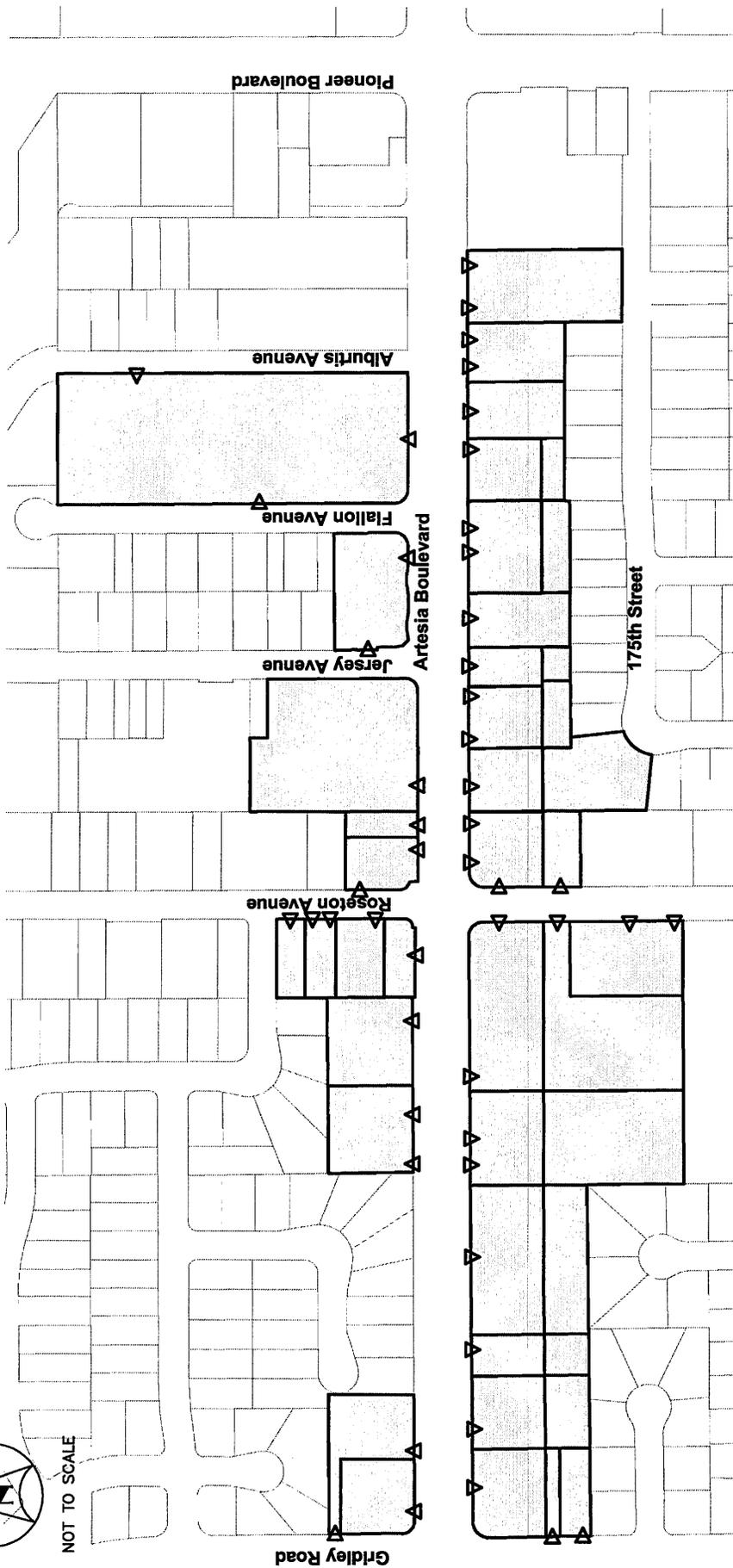
### **Access to Specific Plan Properties**

There are multiple driveways providing access to individual parcels on both sides of Artesia Boulevard within the study corridor – 11 curb cuts on the north side of the street, and 23 on the south side. As shown on **Figure 2**, most parcels with frontage on Artesia Boulevard have at least one driveway directly onto Artesia Boulevard; some have two or more. Currently there is no cross access between adjacent parcels along Artesia Boulevard, therefore; each parcel of land has its own exclusive access to Artesia Boulevard.

Most of the driveways on Artesia Boulevard for the individual parcels are restricted to right-in/right-out only movements because of the raised median. The exceptions to this are the Ice Palace, for which a median break and westbound left-turn pocket are provided; and the parcels located on the south side of Artesia Boulevard across from the side street median breaks at Jersey Avenue and Fallon Avenue. Most, but not all parcels that are located on a street corner also have one or more driveways on the side street.



NOT TO SCALE



**LEGEND:**  
 ▽ = Driveway



**FIGURE 2  
 EXISTING PARCEL ACCESS POINTS**

## **Parking**

On-street parking is generally allowed on both sides of Artesia Boulevard throughout the study area, except for red-curb areas near some driveways and intersections where a parked vehicle would restrict sight distance. The on-street parking is not marked with parallel parking stalls, and the parking is not metered. Wide curb lanes on both sides of the street allow enough room for vehicles to park outside of the travel-way. Where on-street parking is allowed, there are generally no restrictions, with the exception of the following:

- Parking is prohibited for street sweeping from 5 to 8 AM on Thursdays on the north side of the street, and from 5 to 7:30 AM on Mondays on the south side.
- One-hour on-street parking is designated by green curb markings at a few locations in front of some retail businesses on the south side of the street between Roseton Avenue and Pioneer Boulevard.
- Two-hour on-street parking restrictions are posted on the north side of Artesia Boulevard between Jersey Avenue and Fallon Avenue.
- Between Fallon Avenue and Corby Avenue, Artesia Boulevard is posted with “Commercial Vehicles 90 Minute Parking Route” signage.

Most of the parcels along Artesia Boulevard provide adequate on-site parking for their businesses, and so street parking is generally not heavily used throughout the corridor. One exception to this is the street parking near the East West Ice Palace. On event days, the Ice Palace parking lot, which provides 55 to 60 parking spaces, does not always accommodate the facility’s parking demand, and on-street parking on both sides of Artesia Boulevard is used by participants and spectators for the overflow parking. Parking demand has been observed to extend to Roseton Avenue and beyond on both sides of the street on some event days. When this is the case, people who park on the north side of the street either make their way to the signalized intersection to either side of the Ice Palace (Gridley Road or Roseton Avenue) or cross Artesia Avenue mid-block. No mid-block crosswalk is provided for pedestrians who park on the north side of the street, and no crossing guard or any form of crossing assistance is provided.

Some parcels within the Specific Plan area appear to have more on-site parking than would be required for the amount of development on the parcel at some times of the day. Examples of this include the parcel with the data processing business on the north side of Artesia Boulevard between Gridley Road and Roseton Avenue; and the Alberto’s Mexican Restaurant parcel, on the south side of Artesia Boulevard at the eastern end of the Specific Plan area. In addition, some parcels within the Specific Plan area are currently not occupied and the site is unused. In each case, there may be an opportunity for shared parking through a reciprocal agreement to accommodate some of the Ice Palace overflow parking.

## **Pedestrian Facilities**

Sidewalks are provided along both sides of Artesia Boulevard within the Specific Plan area. For most of its length, Artesia Boulevard provides an 8-foot wide sidewalk with utility poles and some street furniture. Sidewalks throughout the corridor are generally in good physical condition, with few raised or broken sections, or unmaintained tree planter areas. Most areas provide only a sidewalk to the curb, with little or no landscaping in the public right-of-way. In some cases, the frontage along some more recently developed parcels, such as the East West Ice Palace, the commercial center between Jersey Avenue and Fallon Avenue, and the cement factory (just outside the Specific Plan area), have been improved with a landscaped planter strip and a new meandering sidewalk.

In the project vicinity, Artesia Boulevard provides striped pedestrian crosswalks with pedestrian push buttons and phasing at all three signalized intersections, on all four approaches. Pedestrian access to properties along Artesia Boulevard from the public street is generally unencumbered. A clear path of travel to the public entrance for each building is maintained for each property (with the exception of those currently vacant properties which have security fencing across the property frontage).

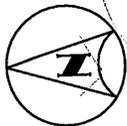
## **Transit Service**

Existing transit service and transit facilities in the project vicinity is shown on **Figure 3**. Transit service within the Specific Plan area itself is limited to Norwalk Transit, Route 8. Route 8 begins at the Whittier Historic Depot and travels south to the Norwalk/Santa Fe Metrolink Station, then proceeds south on Valley View Avenue and west on Artesia Boulevard through the study corridor, and finally ends at the Cerritos Mall. Headways (time between bus arrivals) at each stop is approximately one hour throughout the day. Route 8 does not provide weekend service.

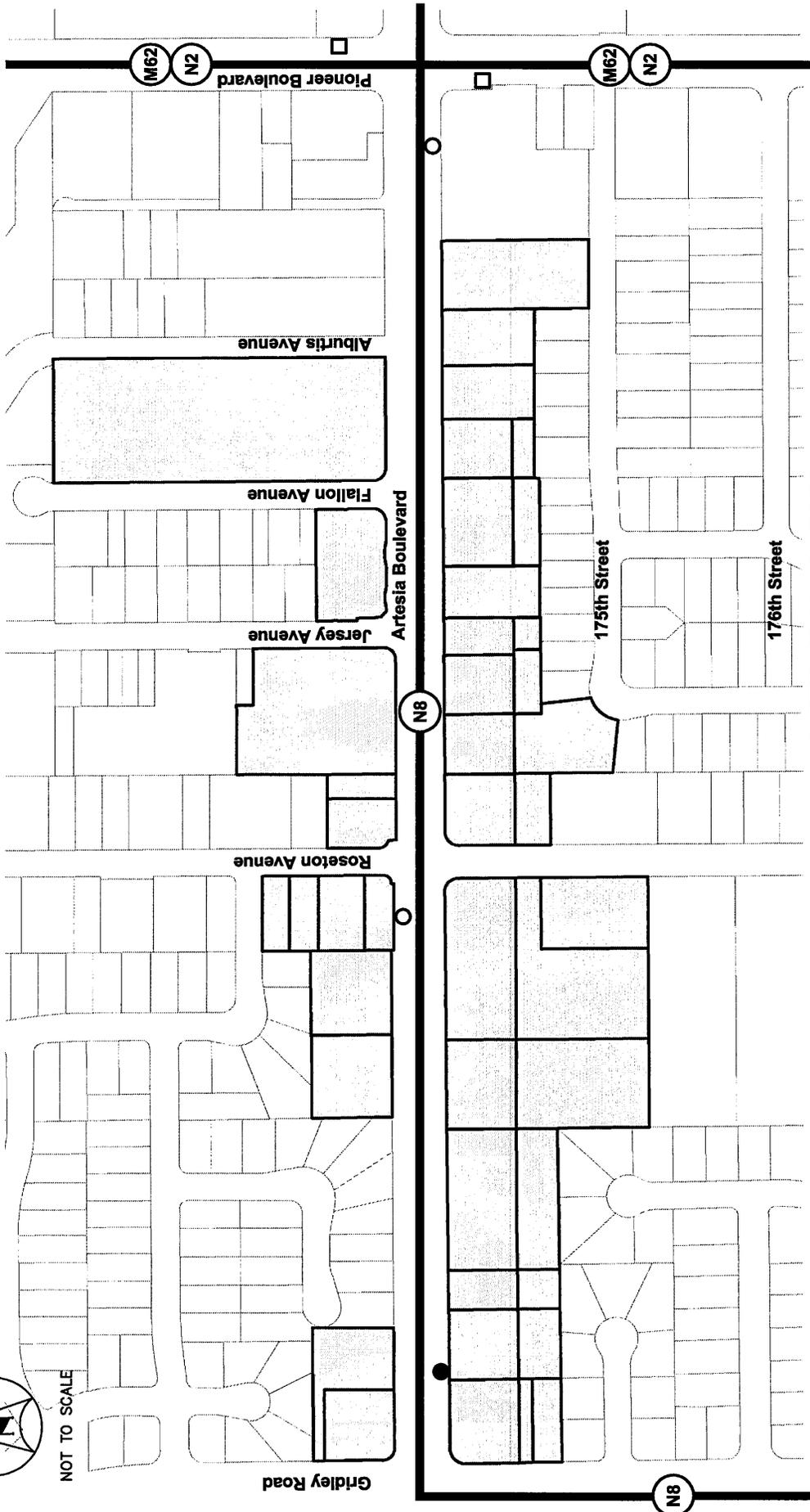
As shown on Figure 3, bus stop facilities within the Specific Plan area consist of the following:

- On the south side of Artesia Boulevard (for eastbound travelling buses):
  - o A bench and trash can are located just east of Gridley Road, in front of the Jerry's Liquor Market center.
  - o A bus stop sign only is located just west of Pioneer Boulevard, in front of the Hamni Bank building (outside the Specific Plan area).
  
- On the north side of Artesia Boulevard (for westbound travelling buses):
  - o A bus stop sign only is located west of Roseton Avenue, in front of the Avis Rent-a-car parking lot.

In addition, Norwalk Transit Route 2 travels in a north-south direction along Pioneer Boulevard, with bus stops on either side of Artesia Boulevard. Other transit services in the project vicinity but not through the Specific Plan area itself include several lines of the Cerritos Transit (Cerritos on Wheels – COW), and Line 62 of the Los Angeles Metro Local Service, which travels along Pioneer Boulevard and has bus stops on either side of Artesia Boulevard.



NOT TO SCALE



**LEGEND:**

- = Transit Routes
- = Norwalk Transit
- = LA Metro Local Service
- = Bus Shelter
- = Bus Stop Sign with Bench and Trash Can
- = Bus Stop Sign Only

**FIGURE 3  
EXISTING TRANSIT ROUTES AND FACILITIES**



## **Bicycle Routes**

The City of Artesia currently does not have designated bikeways. Bicyclists on Artesia Boulevard must share the curb lane with any parked cars, and either ride up onto the sidewalk or into the travel lane to maneuver around a parked vehicle. There are currently no plans to provide bike lanes on Artesia Boulevard.

## **Truck Routes**

The City of Artesia has designated three roadways as truck routes: Artesia Boulevard, Pioneer Boulevard, and South Street. Existing truck routes are shown on **Figure 4**. The entire length of the study corridor is designated as a truck route. The designation of a truck route is intended to direct truck movements to these designated routes, and to minimize the amount of noise and other impacts caused by trucks to sensitive land uses such as residential neighborhoods by confining truck traffic to major arterials.

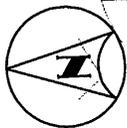
The California Dairies, Inc. (at the east end of the Specific Plan area) and the cement factory (just outside the Specific Plan area) generate a substantial amount of heavy truck traffic. Truck trips for these businesses are generally concentrated on Artesia Boulevard between Fallon Avenue and Pioneer Boulevard, and on the Fallon Avenue, Alburdis Avenue, and Corby Avenue side streets. The trucks primarily arrive from and depart to the east. Because of the raised median in Artesia Boulevard across the property frontage, left turns are made to and from the side streets. Because trucks cause more wear and tear on the public street than passenger vehicles, and because of the concentration of heavy trucks associated with these two businesses, the City of Artesia has resurfaced Artesia Boulevard from Fallon Avenue to Pioneer Boulevard with concrete, rather than asphalt, for more durability.

## **EXISTING TRAFFIC OPERATING CONDITIONS**

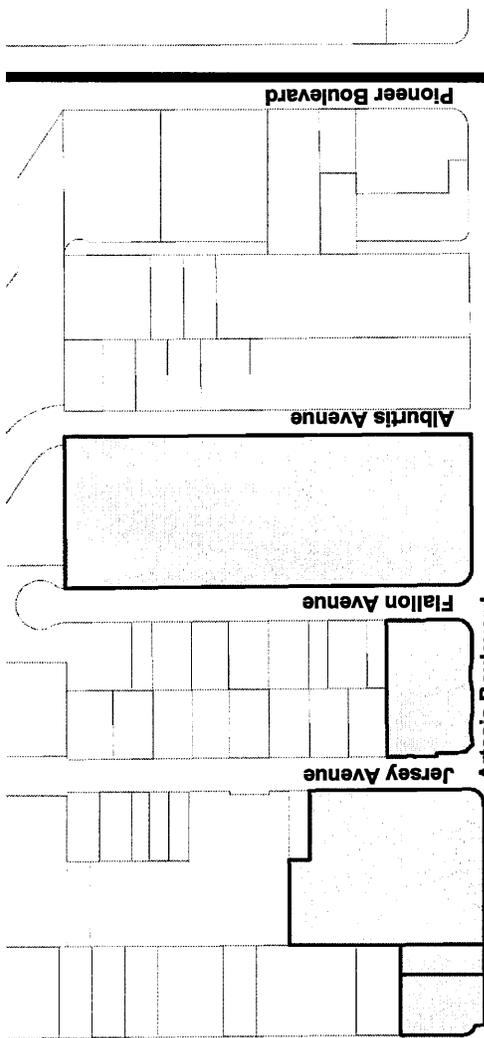
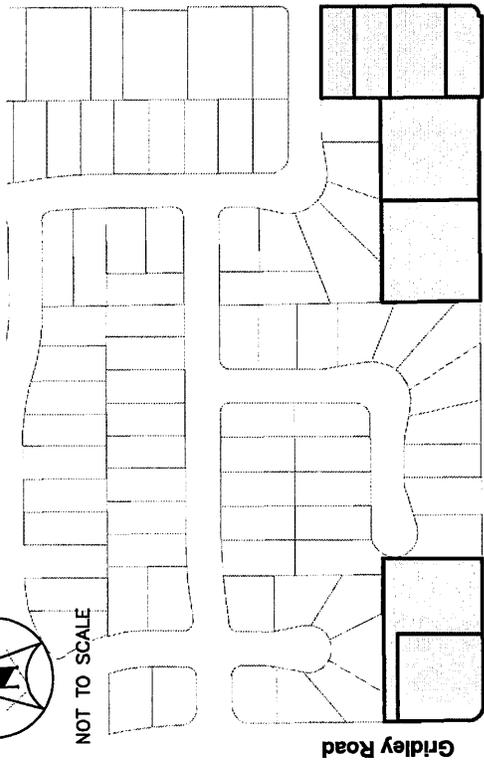
### **Existing Traffic Volumes**

A 24-hour roadway traffic count collected in 2007 on Artesia Boulevard between Gridley Road and Pioneer Boulevard was provided by the City. At the time of the count, this segment of roadway carried 17,743 trips per day. Morning traffic peaked at 7:15 AM with 714 vehicles in the eastbound direction, and 854 vehicles in the westbound direction. In the afternoon, traffic peaked at 4:45 PM, with 885 trips in the eastbound direction, and 817 trips in the westbound direction. Based on a daily roadway capacity of 30,000 ADT for Primary Highway (Major), Artesia Boulevard is currently operating at Level of Service (LOS) A.

Peak hour turning movement counts at the three signalized study intersections in the vicinity of the Specific Plan were collected in February, 2011. In addition, peak hour truck classification turning movement counts were collected in September, 2011 at the intersection of Artesia Boulevard and Pioneer Boulevard to evaluate the effects of truck traffic from the industrial uses on Artesia Boulevard (California Dairies and the Cement plant).



NOT TO SCALE



LEGEND:

— = Truck Routes

**FIGURE 4  
EXISTING TRUCK ROUTES**



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Existing lane configurations at the study intersections are shown on **Figure 5**. Peak hour turning movement volumes are shown on **Figure 6**. Existing peak hour operating conditions at the study intersections are summarized on **Table 1**. The study intersections are each operating at an acceptable Level of Service under existing conditions. The intersection of Artesia Boulevard and Pioneer Boulevard is operating at Level of Service C in the evening peak hour, with an ICU of 0.799, which is at the threshold between LOS C and D.

## **FUTURE TRAFFIC CONDITIONS**

Future traffic conditions with and without the project were analyzed to address the impacts of the Artesia Boulevard Specific Plan development. Background traffic growth was added to existing traffic volumes to represent short-term future conditions. Project traffic was then added to evaluate the Specific Plan project impact on future traffic conditions.

### **Future Without Project Traffic Conditions**

A conservative traffic growth rate of one percent per year was applied to the existing peak hour traffic volumes at each of the study intersections to account for general background growth outside the Specific Plan area. Future Without Project peak hour traffic volumes are shown on **Figure 7**.

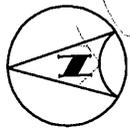
The study intersections were reanalyzed with the ambient traffic growth assumed, and the results are summarized on **Table 2**. With the addition of background traffic, the intersection of Artesia Boulevard and Pioneer Boulevard would worsen to LOS E during the evening peak hour.

## **PROJECT TRAFFIC**

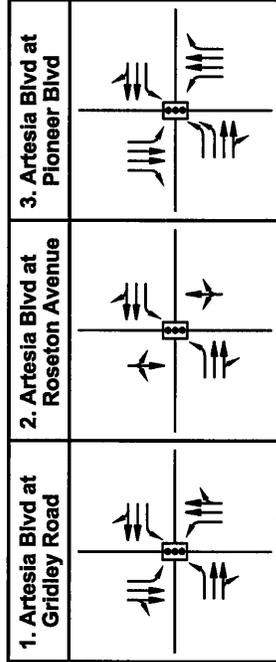
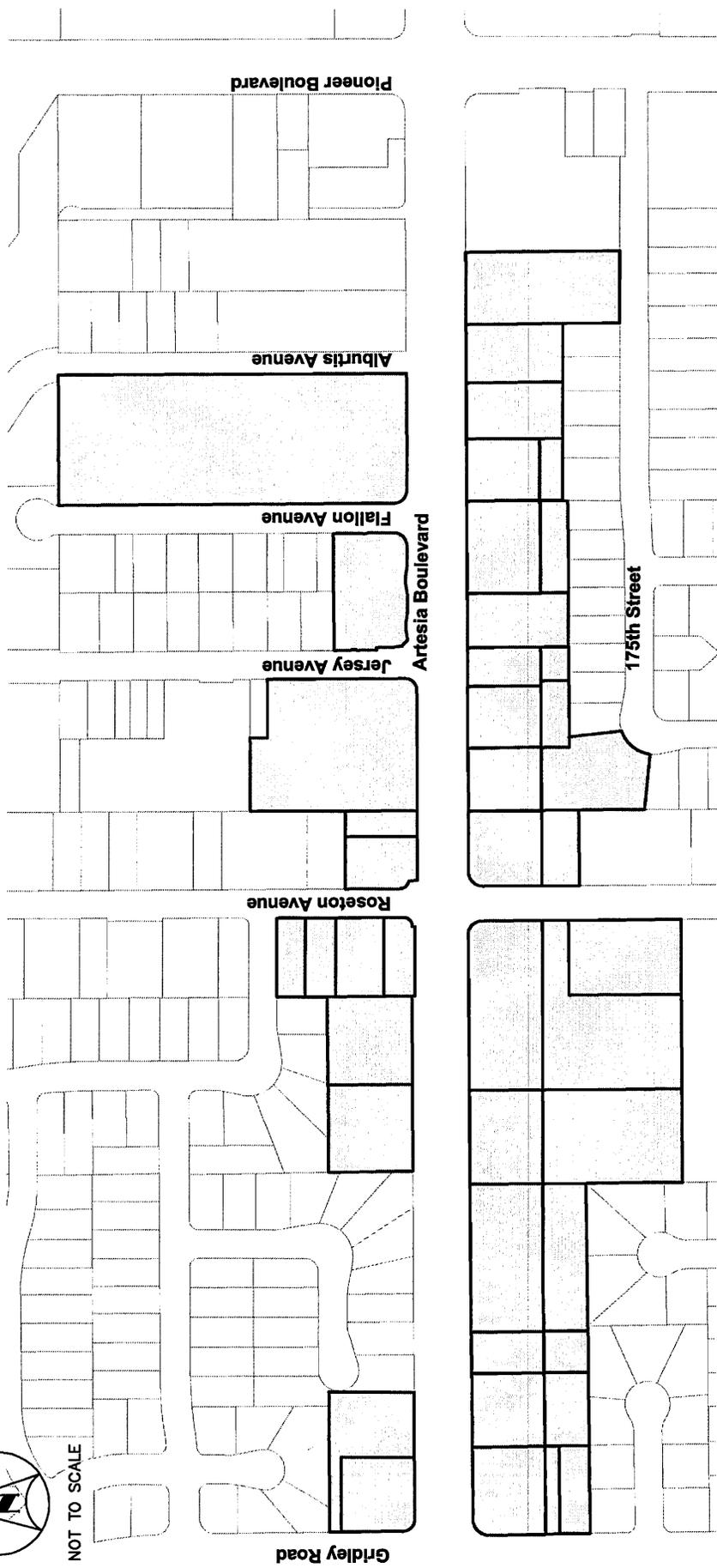
In order to determine the potential traffic impacts that would be associated with the Specific Plan vision, trip generation estimates for the Specific Plan land use components were developed. The following paragraphs describe trip generation, trip distribution, and trip assignment for the project.

### **Project Trip Generation**

Trip generation estimates were developed for each of the four quadrants of the Specific Plan. For the analysis of future traffic conditions, each parcel of interest in the project area was identified in terms of its existing land use and its potential future land use, including the land use type (i.e., commercial, residential, industrial etc.) and the existing and future development potential of those land uses.



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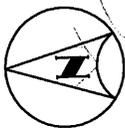


**LEGEND:**  
 Turning Movement Lane

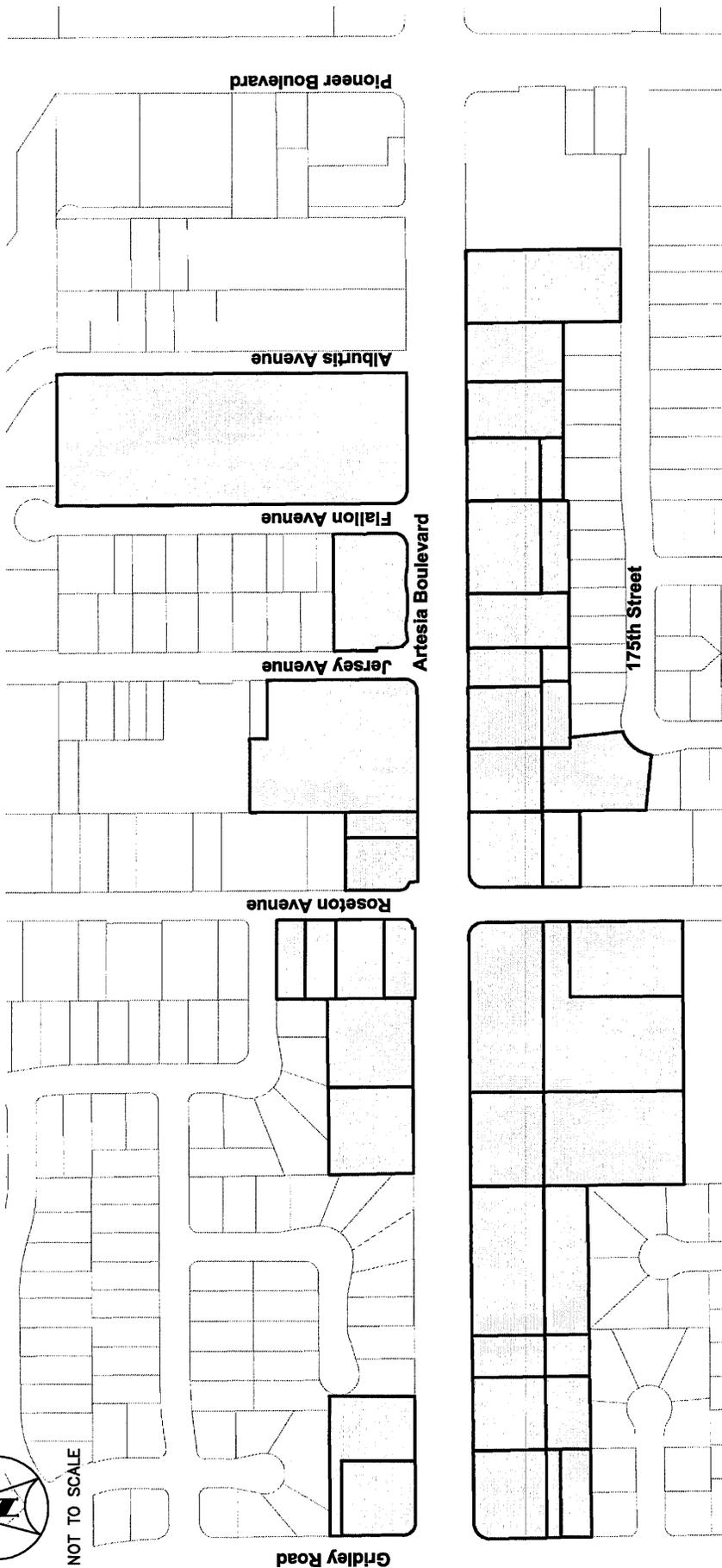
**FIGURE 5  
 EXISTING LANE GEOMETRY**



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NOT TO SCALE



1. Artesia Blvd at Gridley Road	2. Artesia Blvd at Roseton Avenue	3. Artesia Blvd at Pioneer Blvd
112(37) → 212(242) → 98(85) → 71(95) → 124(99) ← 458(648) ← 191(345) ← 72(119) ← 216(18) ← 191(345) ← 73(85) ← 772(466) ← 98(172) ←	8(14) → 5(3) → 25(31) → 11(44) → 592(791) → 82(50) → 61(16) → 3(11) → 88(39) → 14(31) → 947(689) → 107(35) →	263(146) → 393(694) → 149(190) → 243(291) → 356(540) → 71(105) → 137(84) → 556(679) → 111(148) → 125(115) ← 826(557) ← 116(205) ←

**LEGEND:**

xx(xx) AM/PM Peak Hour Turning Movement Volumes



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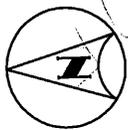
**FIGURE 6  
EXISTING PEAK HOUR TRAFFIC VOLUMES**

**TABLE 1  
SUMMARY OF INTERSECTION OPERATION  
EXISTING CONDITIONS**

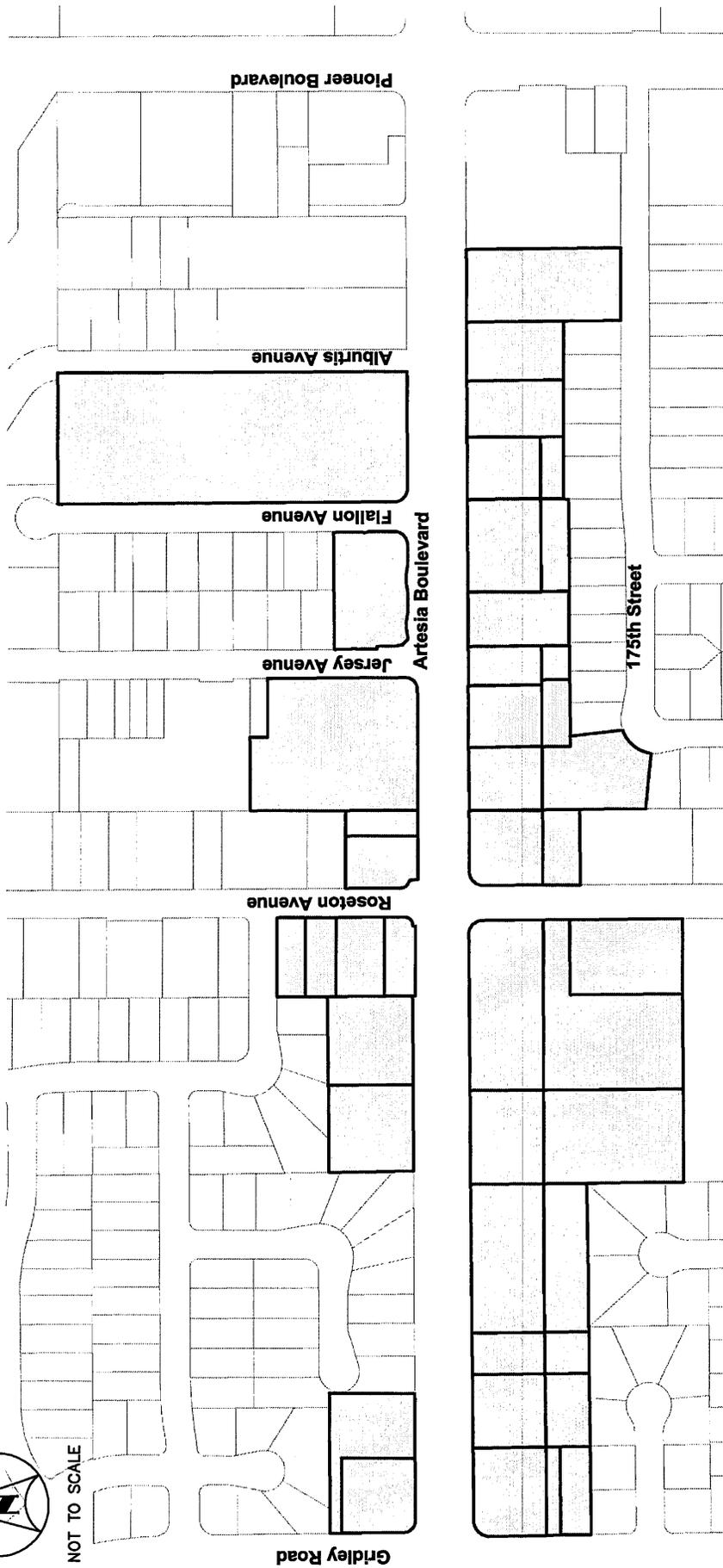
Int. #	Intersection	Control	AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1	Artesia Boulevard at Gridley Road	S	0.595	A	0.589	A
2	Artesia Boulevard at Roseton Avenue	S	0.468	A	0.395	A
3	Artesia Boulevard at Pioneer Boulevard	S	0.665	B	0.799	C

S = Signalized intersection

**Bold** and shaded values indicate intersections operating at LOS E or LOS F.



NOT TO SCALE



1. Artesia Blvd at Gridley Road	2. Artesia Blvd at Roseton Avenue	3. Artesia Blvd at Pioneer Blvd
128(42) → 242(276) → 112(97) → 81(108) → 523(740) → 142(113) → 247(135) ← 218(394) ← 82(136) ← 83(97) ← 881(532) ← 112(196) ←	9(16) → 6(3) → 29(35) → 13(50) → 676(903) → 94(57) → 70(18) ← 3(13) ← 100(45) ← 16(35) ← 1081(787) ← 122(40) ←	299(184) → 468(791) → 160(193) → 290(380) → 492(690) → 102(103) → 148(115) ← 96(142) ← 126(154) ← 868(656) ← 129(240) ←

**LEGEND:**  
 xx(xx) AM/PM Peak Hour Turning Movement Volumes



**FIGURE 7**  
**FUTURE WITHOUT PROJECT PEAK HOUR TRAFFIC VOLUMES**

**TABLE 2  
SUMMARY OF INTERSECTION OPERATION  
FUTURE WITHOUT PROJECT CONDITIONS**

Int. #	Intersection	Control	AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1	Artesia Boulevard at Gridley Road	S	0.672	B	0.665	B
2	Artesia Boulevard at Roseton Avenue	S	0.527	A	0.444	A
3	Artesia Boulevard at Pioneer Boulevard	S	0.753	C	0.905	<b>E</b>

S = Signalized intersection

**Bold** and shaded values indicate intersections operating at LOS E or LOS F.

The number of trips that would be generated by the net new development was calculated as the difference between the future potential development trips and existing development trips. A summary of the trip generation by quadrant is provided on **Table 3**. Some of the proposed development areas are relatively small with low trip generation and some would generate a more significant number of trips, based on the development potential in that quadrant. The total net new trips that would be generated by the Specific Plan land uses is estimated to be 10,292 daily trips, with 279 trips in the morning peak hour, and 630 trips in the evening peak hour.

### **Trip Distribution**

Trip distribution assumptions for the proposed development were developed based on the Regional Statistical Area (RSA) trip distribution information provided in the Los Angeles County CMP, and on existing traffic patterns and available transportation infrastructure serving the area. Trip distribution and assignment of project trips were accomplished using the Traffix software, which allows the assignment of traffic along a variety of paths for each origin and destination pair. The resulting project-related peak hour turning movements are shown on **Figure 8**.

### **PROJECT-RELATED TRAFFIC IMPACTS**

The traffic-related impact associated with the Specific Plan land uses on the study intersections was assessed by adding the project-related traffic to the Future Without Project traffic volumes. A summary of the results of the analysis is provided below.

Future With Project peak hour traffic volumes are shown on **Figure 9**. The results of the analysis are summarized on **Table 4**. Also shown on this table is the project impact at each intersection.

Review of this table indicates that with the addition of the Specific Plan project traffic, the intersection of Artesia Boulevard and Pioneer Boulevard would continue to operate at LOS E in the evening peak hour. The project-related traffic would cause an increase in the v/c ratio of 0.035. The Specific Plan project would not cause any additional intersection to operate at a deficient Level of Service.

### **PROJECT MITIGATION**

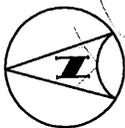
In order to achieve an acceptable peak hour Level of Service for the evening peak hour at the intersection of Artesia Boulevard and Pioneer Boulevard, the following improvement is recommended:

- Convert the existing northbound right-turn lane on Pioneer Boulevard to a through/right-turn lane.

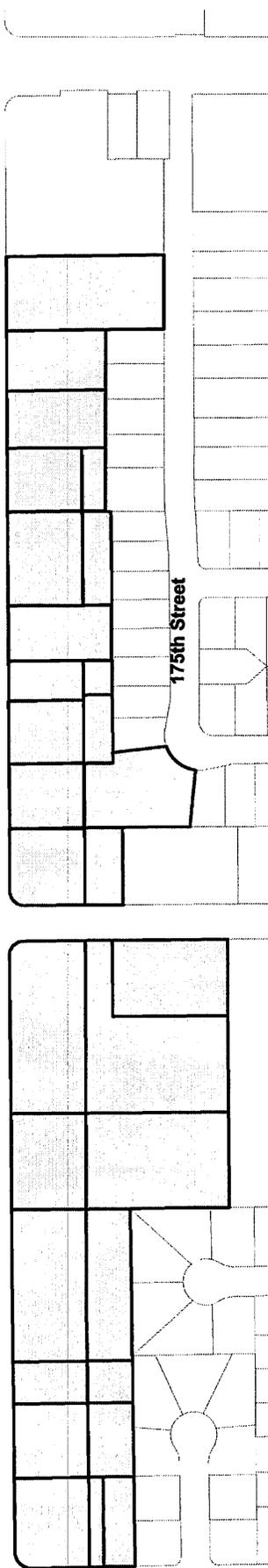
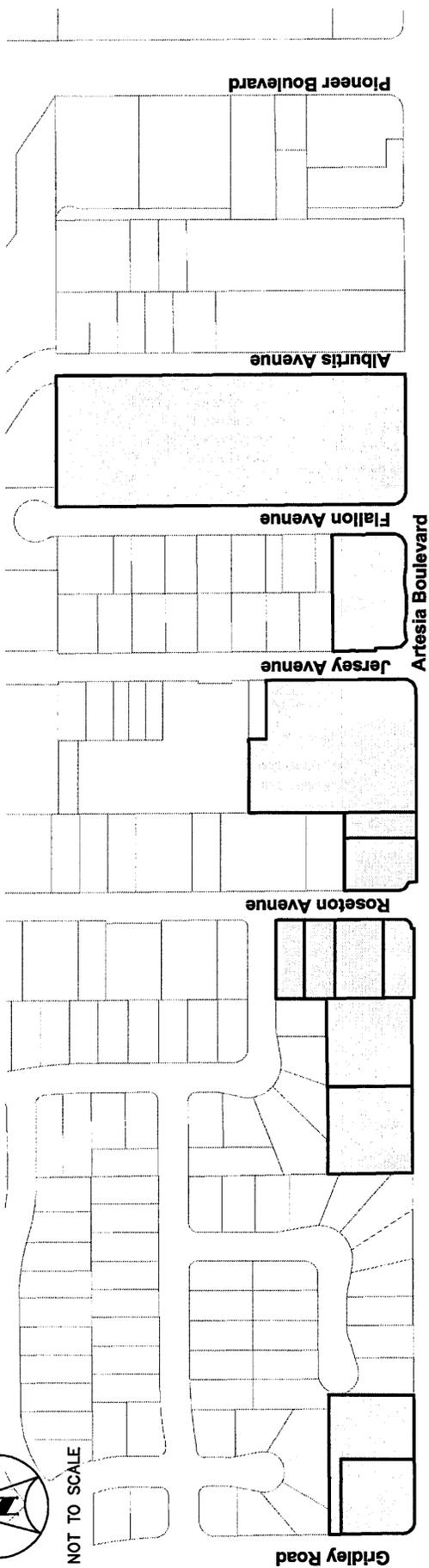
Sufficient width exists on the northbound exit leg of the intersection (the north leg) to receive a third lane of through traffic. This improvement can be accomplished with signing and striping modifications on Pioneer Boulevard. The resulting Level of Service with this improvement is shown on Table 4.

**TABLE 3  
SUMMARY OF SPECIFIC PLAN TRIP GENERATION BY QUADRANT**

Quadrant	Trip Generation Estimates						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1	1,187	16	13	29	35	36	71
2	423	6	3	9	12	13	25
3	6,439	96	92	188	207	195	402
4	2,243	33	20	53	64	68	132
<b>Total</b>	<b>10,292</b>	<b>151</b>	<b>128</b>	<b>279</b>	<b>318</b>	<b>312</b>	<b>630</b>



NOT TO SCALE



1. Artesia Blvd at Gridley Road	2. Artesia Blvd at Roseton Avenue	3. Artesia Blvd at Pioneer Blvd
1(3) → 29(60) → 0(0) → 1(1) ← 16(34) ← 1(3) ← 1(3) ← 15(33) ← 14(33) ← 24(59) ← 18(42) ←	2(7) → 0(0) → 6(20) → 18(32) → 54(118) → 12(26) → 11(24) → 0(0) → 17(36) → 4(8) → 43(99) → 35(77) →	45(95) → 0(0) → 0(0) → 38(94) → 19(47) → 19(47) → 23(48) → 0(0) → 0(0) → 0(0) → 0(0) → 23(48) → 0(0) → 0(0) →

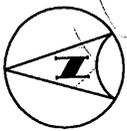
**LEGEND:**

xx(xx) AM/PM Peak Hour Turning Movement Volumes

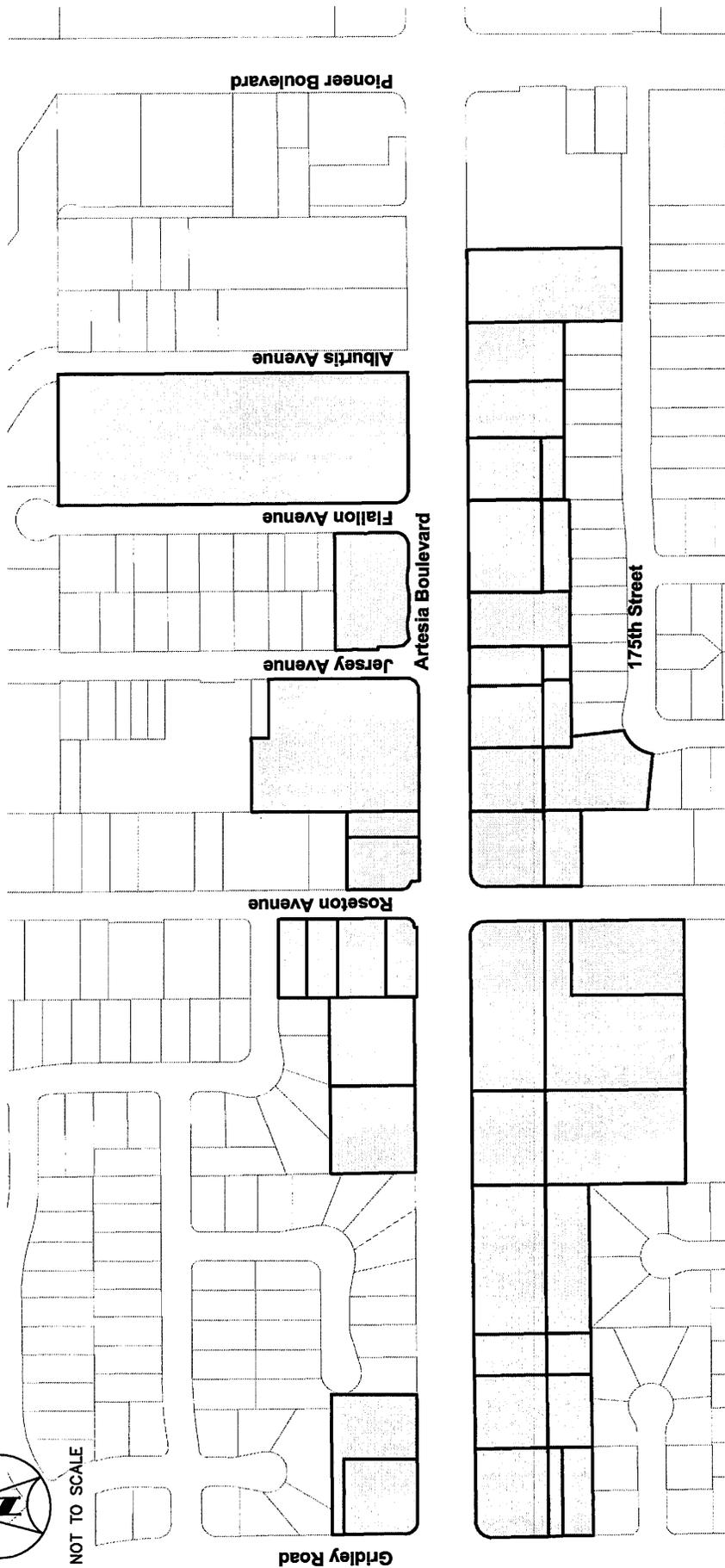


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**FIGURE 8  
PROJECT-RELATED PEAK HOUR TRAFFIC VOLUMES**



NOT TO SCALE



1. Artesia Blvd at Gridley Road	2. Artesia Blvd at Roseton Avenue	3. Artesia Blvd at Pioneer Blvd
128(43) → 128(131) → 243(277) → 128(131) ← 97(130) ← 905(691) ← 130(238) ←	11(23) → 6(3) → 35(55) → 29(82) → 730(1021) → 106(83) →	344(279) → 468(791) → 160(193) → 328(474) → 511(737) → 121(150) →
82(111) ← 552(800) ← 142(113) ←	81(42) ← 3(13) ← 117(81) ←	171(163) ← 645(1079) ← 96(142) ←

**LEGEND:**  
 xx(xx) AM/PM Peak Hour Turning Movement Volumes

Kimley-Horn and Associates, Inc.

**FIGURE 9**  
**FUTURE WITH PROJECT PEAK HOUR TRAFFIC VOLUMES**

**TABLE 4  
SUMMARY OF INTERSECTION OPERATION  
FUTURE WITH PROJECT CONDITIONS**

Int. #	Intersection	Control	AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1	Artesia Boulevard at Gridley Road	S	0.685	B	0.743	C
2	Artesia Boulevard at Roseton Avenue	S	0.573	A	0.587	A
3	Artesia Boulevard at Pioneer Boulevard	S	0.792	C	0.935	<b>E</b>
3	Artesia Boulevard at Pioneer Boulevard - with mitigation: Convert northbound right-turn lane to a through/right lane	S	0.792	C	0.852	D

S = Signalized intersection

**Bold** and shaded values indicate intersections operating at LOS E or LOS F.

## **LOS ANGELES COUNTY CONGESTION MANAGEMENT PROGRAM COMPLIANCE**

The Congestion Management Program (CMP) of the County of Los Angeles became effective statewide in 1992 as a result of Proposition 111. The Los Angeles County CMP is implemented by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP requires that the traffic impact of individual development projects of potential regional significance be analyzed. The CMP system is made up of a system of arterial roadways, freeways, and monitoring intersections in Los Angeles County. The CMP requires that all arterial monitoring intersections where the proposed project is expected to add 50 or more peak hour trips be analyzed.

The San Gabriel River Freeway (I-605), and the Artesia Freeway (SR-91) are designated CMP routes in the vicinity of the City of Artesia. There are no CMP monitoring intersections in the City of Artesia. The closest CMP monitoring intersections in adjacent cities are:

- South Street and Lakewood Boulevard, in the City of Lakewood (3 miles to the west of the Specific Plan area);
- Artesia Boulevard and Lakewood Boulevard, in the City of Bellflower (3-1/2 miles to the southwest of the Specific Plan area);

The Specific Plan would not add 50 peak hour trips to these intersections, and no further analysis is required. The CMP also requires that all CMP freeway-monitoring locations where the proposed project adds 150 or more peak hour trips in either direction to be analyzed. Since the Specific Plan project would not add 150 peak hour trips to a freeway mainline, no additional CMP freeway analysis was required.

## **SPECIFIC PLAN MOBILITY RECOMMENDATIONS**

### **Roadways**

Artesia Boulevard is a four-lane divided Primary roadway that is currently built to its General Plan standards throughout the Specific Plan area. The roadway has been improved with a raised and landscaped median. The median not only beautifies the corridor, it also provides a physical barrier between opposing flows of traffic, and reduces side friction by limiting left turns to and from driveways and minor side streets. For both aesthetic and traffic flow reasons, the presence of a raised, landscaped median on Artesia Boulevard should be maintained throughout the Specific Plan area.

### **Access to Specific Plan Properties**

As pointed out in the Existing Conditions section, the Artesia Boulevard corridor through the Specific Plan area has numerous driveways providing separate and exclusive access to individual parcels – 11 curb cuts on the north side of the street and 23 on the south side (see Figure 3). These numerous and close-spaced driveways create side friction between through traffic and vehicles turning in and out of the driveways. They also impact the development potential on each parcel, and create confusion and added

conflicts for drivers on the corridor, especially when the driveways for separate parcels are closely spaced.

Wherever possible, as parcels along the corridor redevelop, driveway access should be consolidated to reduce the number of curb cuts. This can be accomplished through:

- a. consolidation of two or more parcels to create a larger parcel with an appropriate (fewer) number of access points; or,
- b. If parcels cannot be consolidated, require or encourage cross-access agreements between adjacent parcels, and/or modify the access to provide one shared driveway at the boundary between two parcels.
- c. Access to corner parcels should be from the side street, to the extent possible.

### **Parking**

Although on-street parking is generally allowed (with some time-of-day and usage restrictions) on both sides of the Artesia Boulevard throughout the study area, it is not heavily used on a typical daily basis. One exception, as noted earlier, is the street parking near the East West Ice Palace on event days. On these days, at peak times, the street parking on both sides of the street is heavily used, and people who park on the north side of the street often cross mid-block without the benefit of a cross-walk or crossing guard, creating a safety concern.

As the corridor redevelops, the opportunity for shared parking assistance for the Ice Palace may present itself, particularly with businesses that may have available parking at the times when the Ice Palace event parking is at its peak (evenings and weekends). The City should look for opportunities for shared parking arrangements through a reciprocal agreement to accommodate some of the Ice Palace overflow parking. For safety purposes, the City should consider signage and/or some type of physical barrier to pedestrians in the center median, to keep people from crossing Artesia Boulevard mid-block to get to street parking on the north side of the street.

New mixed-use developments should also be encouraged to enter into shared parking agreements with complementary uses (office and retail, residential and office, etc.) to maximize developable area and avoid constructing more parking than necessary to serve the development.

### **Pedestrian Facilities**

The sidewalk system throughout the Corridor is generally in good physical condition, with some areas of the Corridor featuring improved, attractively landscaped parkways and decorative, meandering walkways. As properties redevelop, this improved sidewalk standard should be continued along the frontage of any new parcel development. Wherever possible, pedestrian access between parcels should be encouraged, to reduce the need to drive from one parcel to the next in order to patronize more than one business. A clear line of travel for pedestrians should be maintained from the public right-of-way / sidewalk and from bus stops to the business entrances.

## **Transit**

There are minimal transit amenities on the Corridor – one bus stop location with a bus bench and trash receptacle, and two bus stops with a sign only. Bus stop facilities with a shelter, bench, trash receptacle, and signage provide the opportunity to create a consistent or themed look throughout the Corridor. If improved bus stop facilities are to be provided in the future, care should be taken to select a consistent look, and to install the same facilities in each location along the Corridor.

Bus turn-outs on Artesia Boulevard are not necessary, because the outside curb lanes are wide enough on both sides of the street to allow a bus to pull to the curb and not block through traffic. The curb along each bus stop location should continued to be painted with red curb (no parking) markings.

## **SUMMARY OF FINDINGS AND CONCLUSIONS**

- The Artesia Boulevard Corridor Specific Plan contemplates the redevelopment or revitalization of some of the parcels along Artesia Boulevard between Gridley Road and Pioneer Boulevard.
- This Traffic Impact Analysis has evaluated the project impact at 3 key intersections in the Specific Plan area:
  - Artesia Boulevard and Gridley Road
  - Artesia Boulevard and Roseton Avenue
  - Artesia Boulevard and Pioneer Boulevard.
- Under current conditions, all study intersections are currently operating at an acceptable Level of Service in both peak hours.
- With ambient growth in traffic, the intersection of Artesia Boulevard and Pioneer Boulevard is forecasted to worsen to a deficient LOS E in the evening peak hour.
- The total net new trips that would be generated by the Specific Plan development is estimated to be 10,292 daily trips, with 279 trips in the morning peak hour, and 630 trips in the evening peak hour.
- The addition of project traffic will not cause any additional study intersections to worsen to a deficient Level of Service. The intersection of Artesia Boulevard and Pioneer Boulevard would continue to operate at Level of Service E in the evening peak hour with the addition of the Specific Plan project traffic.
- The conversion of the northbound right-turn lane to a through/right lane would result in Level of Service D operations at the intersection of Artesia Boulevard and Pioneer Boulevard. Sufficient width exists on the northbound exit leg of the intersection (the north leg) to receive a third lane of through traffic. This improvement can be accomplished with signing and striping modifications on Pioneer Boulevard.