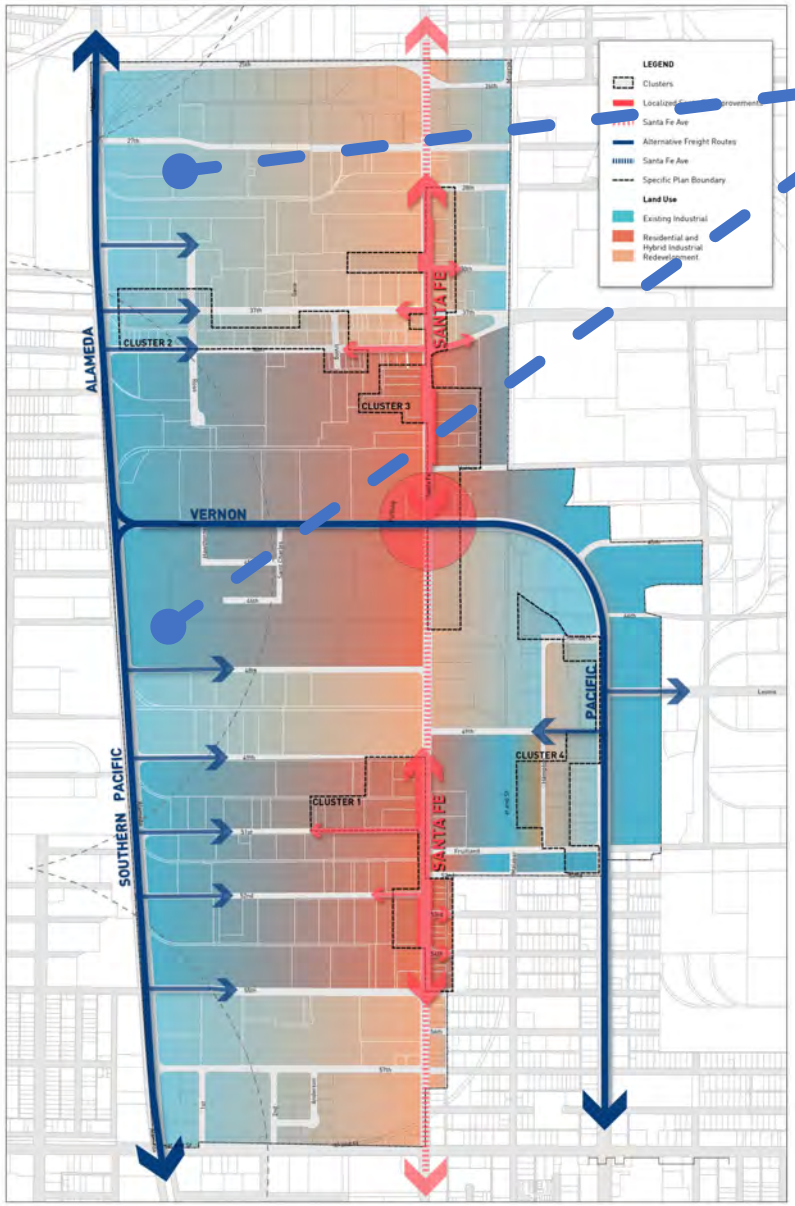
1 Progress Recap

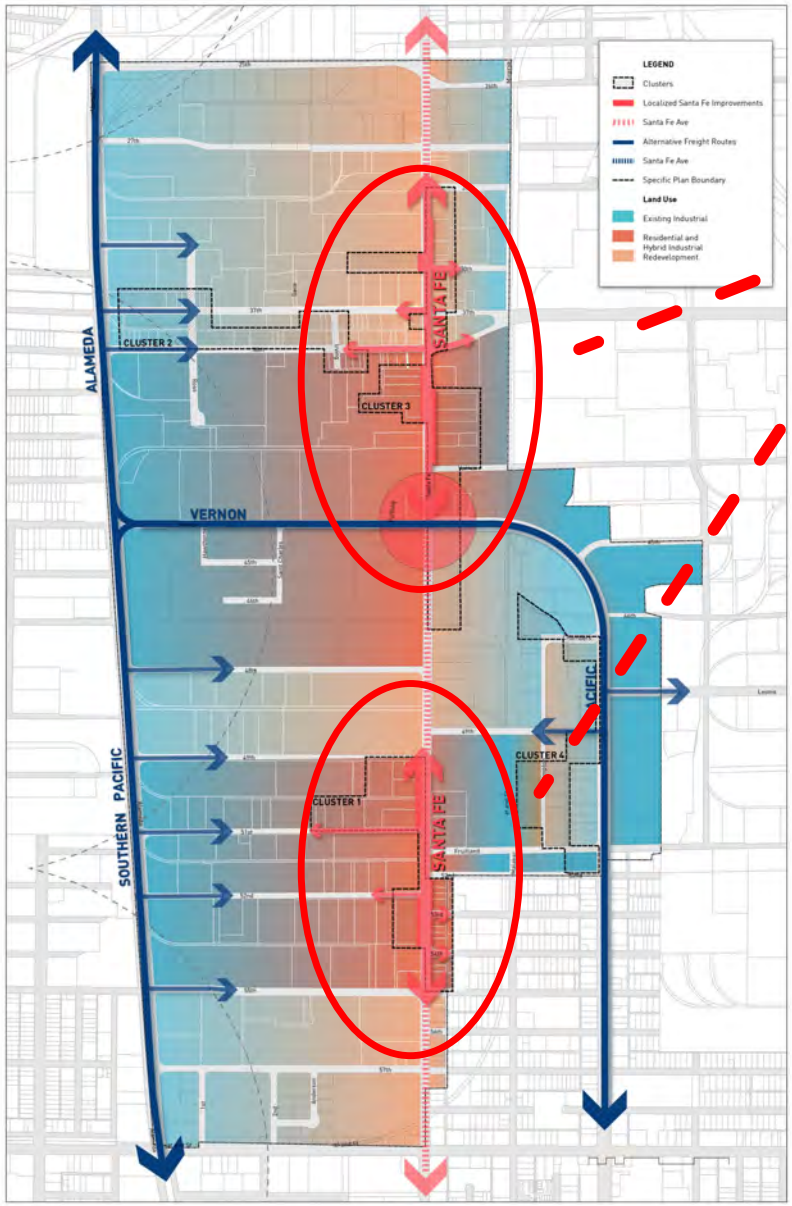
Source: https://www.expedia.com/

Creating a Diversified District



1. Preserve most of the district for current, industrial uses

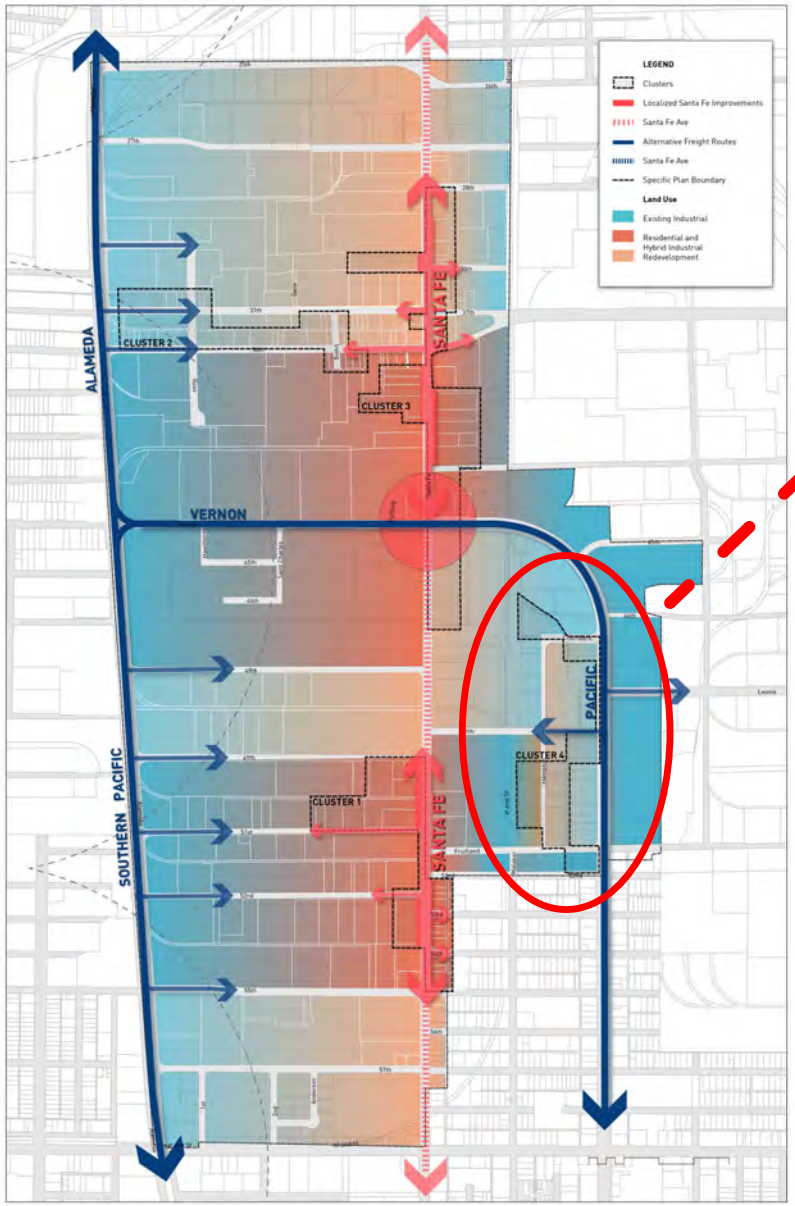
Creating a Diversified District



1. Preserve most of the district for current, industrial uses

2. Areas that are suitable for diversification are mostly along Santa Fe

Creating a Diversified District



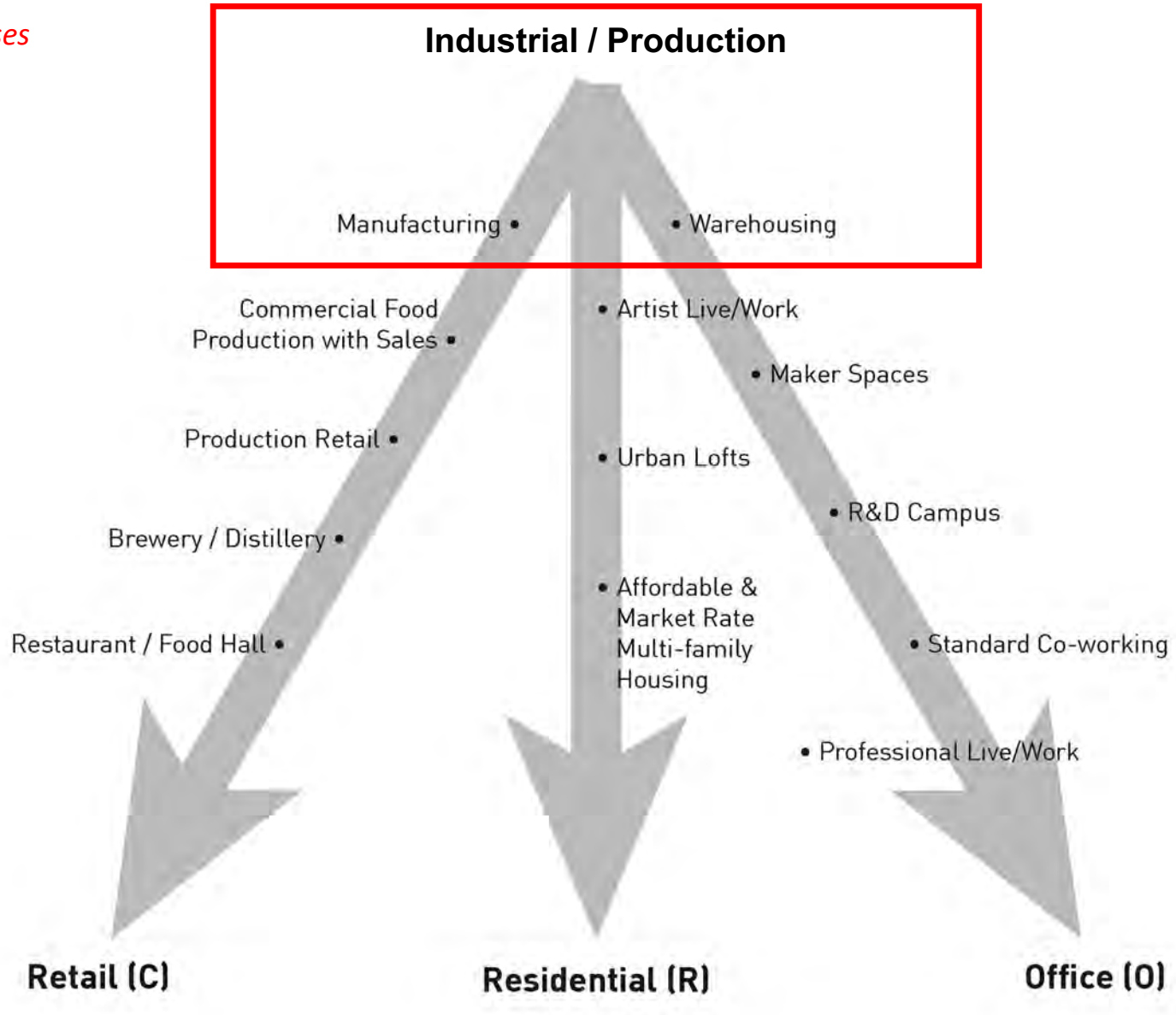
1. Preserve most of the district for current, industrial uses

2. Areas that are suitable for diversification are mostly along Santa Fe

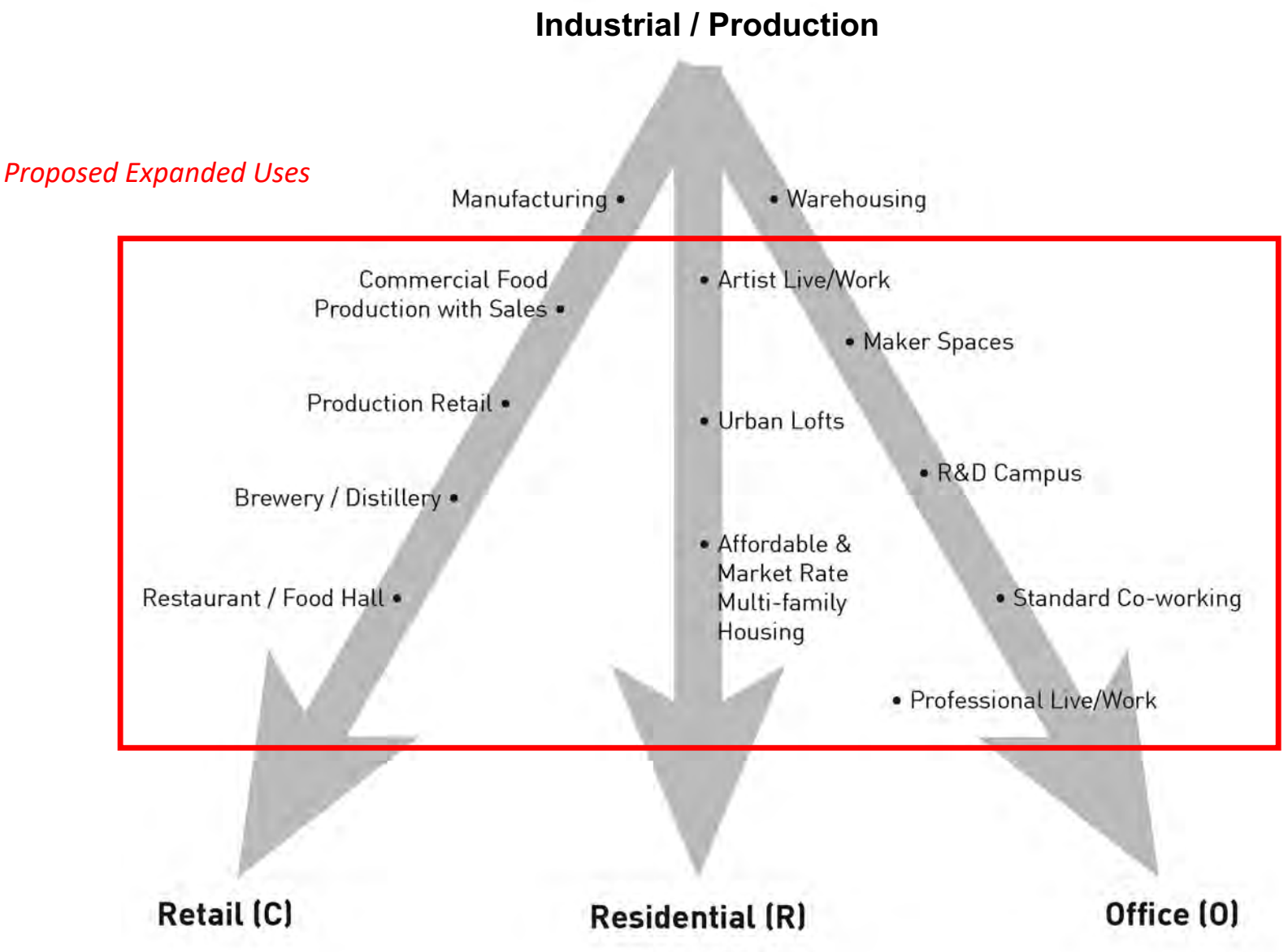
3. Additional cluster potential on/near Pacific

Creating a Diversified District

Current Uses



Creating a Diversified District



Creating a Diversified District

R1(b) Live/Work Residences

C2(d) Brewery/Distillery

R Primarily Residential Uses

- **R1 Multi-family**
  - R1(a) Employee Housing
  - R1(b) Live/Work Residences
  - R1(c) Affordable Housing
  - R1(d) Permanent Supportive Housing
  - R1(e) Professional Co-living / Hostel
  - R1(f) Urban Lofts
  - R1(g) Executive Apartments (Furnished)
  - R1(h) New Build Multi-family - Mid to High-rise
  - R1(i) Vertical Mixed Use
  - R1(j) Horizontal Mixed Use
- **R2 Short-term**

O Primarily Office Uses

- **O1 Single Tenant**
  - O1(a) Production Studios
  - O1(b) R&D Campuses
  - O1(c) Technology and Flex Use Businesses
- **O2 Shared**
  - O2(a) Co-working
  - O2(b) Maker Spaces

C Primarily Retail Uses

- **C1 Retail**
- **C2 Production Retail**
  - C2(a) Café + Coffee Roaster
  - C2(b) Production Fashion
  - C2(c) Production Furniture
  - C2(d) Brewery/Distillery
  - C2(e) Commercial Food Production with Sales
- **C3 Restaurant**
  - C3(a) Food Hall
  - C3(b) Restaurant with Courtyard Dining
- **C4 Market**
  - C4(a) Farmers Market (Food)
  - C4(b) Mixed-use Market
- **C5 Art Galleries**

I Primarily Production/Industrial Uses

- **I1 Manufacturing**
  - I1(a) Manufacturing Facility
- **I2 Warehousing**
  - I2(a) Warehouse
  - I2(b) Mini Distribution Center
- **I3 Emerging Industrial**
  - I1(a) Cannabis Growing Facility
  - I2(b) Electric Car Recharge Facility
  - I3(c) Data Center

H Hospitality

- **H1 Hotel**
  - H1(a) Repurposed Historic Building
  - H1(b) New Build Modern

IN Institutional

- **I1 Education**
  - IN1(a) Commuter Learning Campus

Rich new range of potential uses and markets

Transportation-related Objectives

Objective:

Create a more pedestrian friendly and walkable environment along Santa Fe.

Challenges to Overcome:

1. High truck traffic volumes, causing vibration and noise

2. High overall traffic volumes.

3. Lack of roadway space for:
    a. On-street parking
    b. Healthy street trees
    c. Safer crosswalks
    d. Bike lanes
    e. Outdoor dining
    f. Etc.

2 Transportation Study

Approach & Methodology

Step 1: Understand Existing Conditions

- Why are so many trucks & autos on Santa Fe? Where are they from? Where are they going?
- Create base line of actual conditions and existing traffic volumes.

Step 2: Develop Proposed Conditions and Experiences

- Develop a truck route system which excludes Santa Fe.
- Reduce capacity of Santa Fe to extent possible to discourage auto use and encourage a more pedestrian-focused, walkable environment.

Step 3: Model New Traffic Volumes

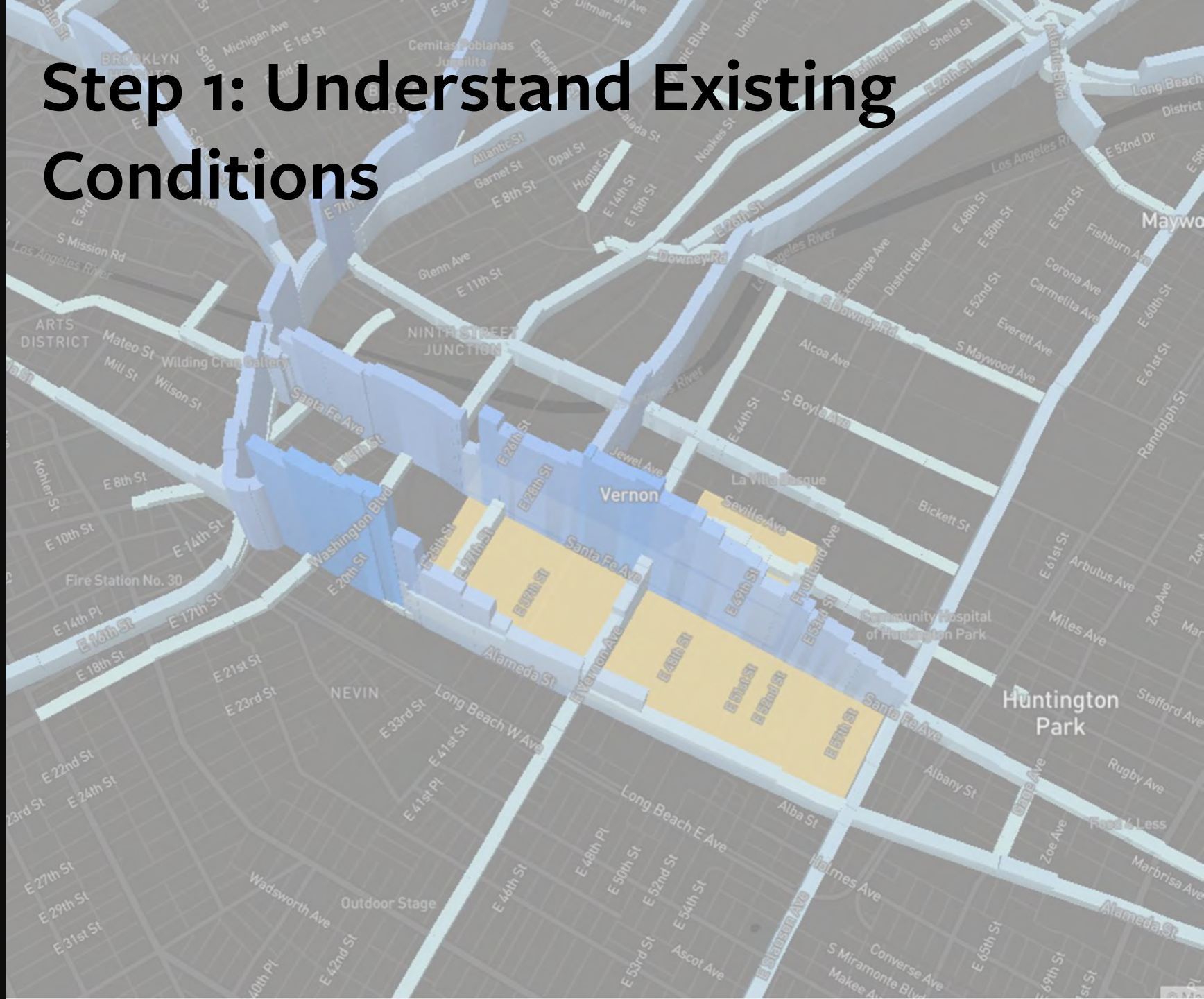
- Establish computer model to predict traffic flow under alternative conditions.
- Run model with proposed conditions & future traffic volumes.

Step 4: Test New Intersection Operations

- Identify intersections which create bottlenecks.
- Revise geometry and signal phasing to improve operations.

3

Step 1: Understand Existing Conditions



Overall Findings

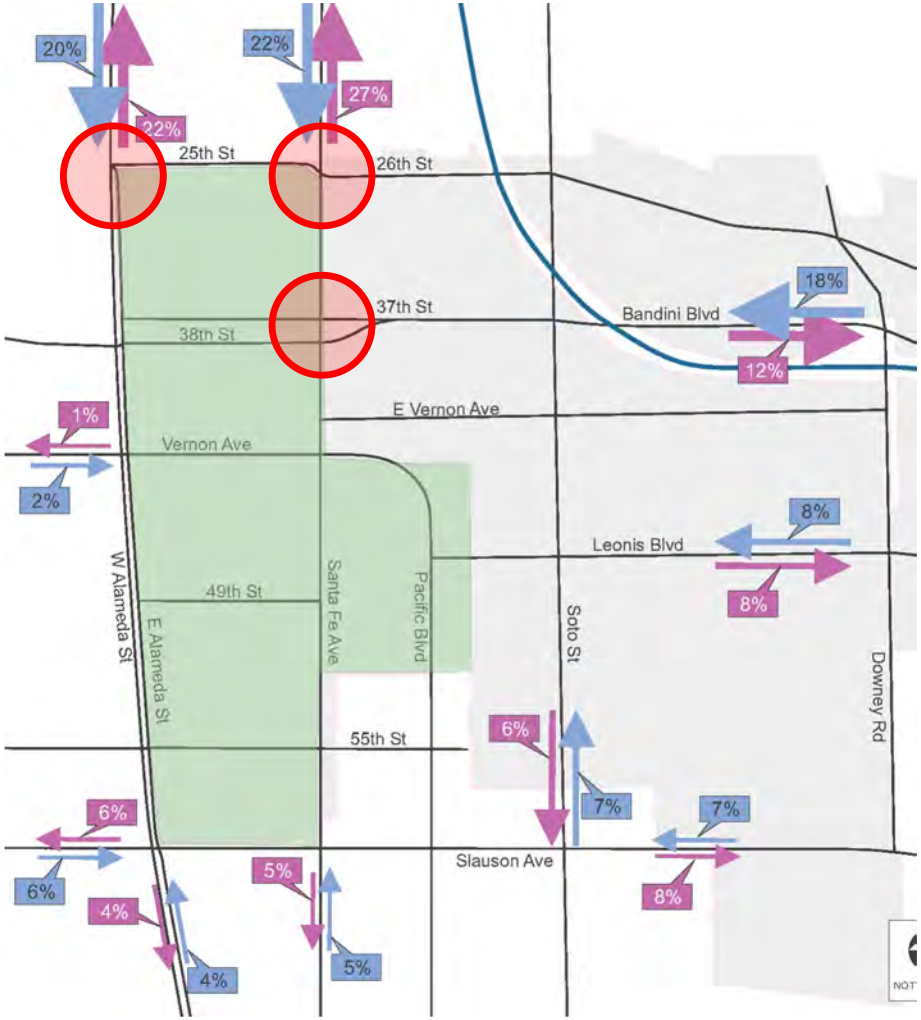
64% of trucks on Santa Fe are going to/coming from Vernon

17% of autos on Santa Fe are going to/coming from Vernon

1. Truck trips to the district are destined primarily for Vernon and come from the North and East.

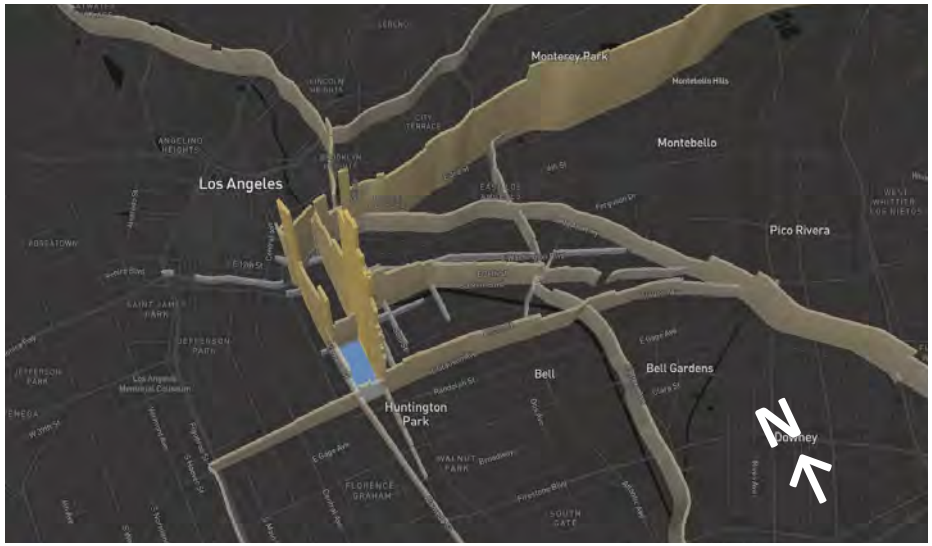
2. Most auto trips are not destined for Vernon and are ‘pass through’ trips to/from other destinations.

About Trucks



Existing truck in/out percentages

1. Most trucks enter and exit the Westside on the north.
2. Significant number of trucks enter from Bandini on the east.
3. Very few trucks come from south, and practically none from west.
4. Santa Fe & Alameda are the only good N/S routes to serve Westside.
5. Alameda East is underutilized, primarily because of delays at intersections.



About Autos

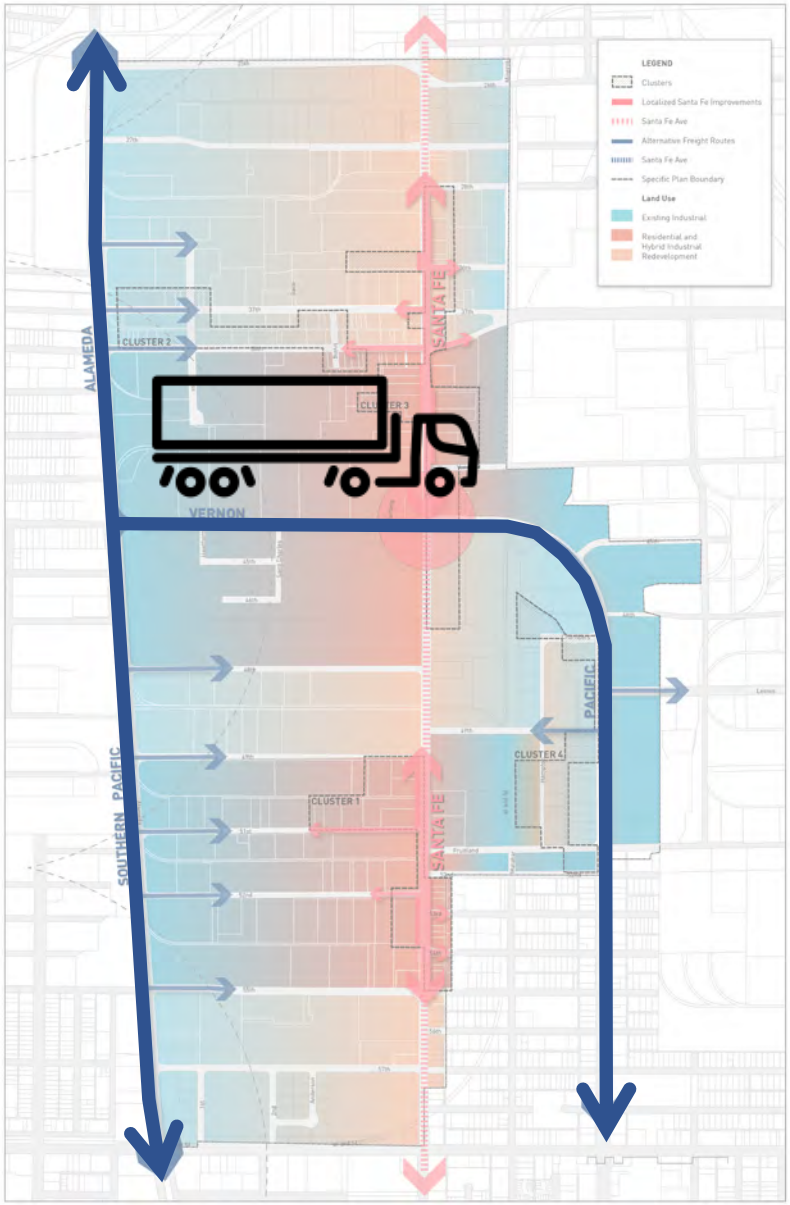
1. Heaviest auto trip demand is N/S.
2. There are many good N/S auto routes (Alameda, Santa Fe, Pacific, Soto)
3. All routes are heavily used – none underutilized like Alameda East is for trucks.
4. N/S auto traffic from Huntington Park to Downtown LA uses primarily Pacific to Santa Fe (North) rather than through Santa Fe (South).

Questions

4

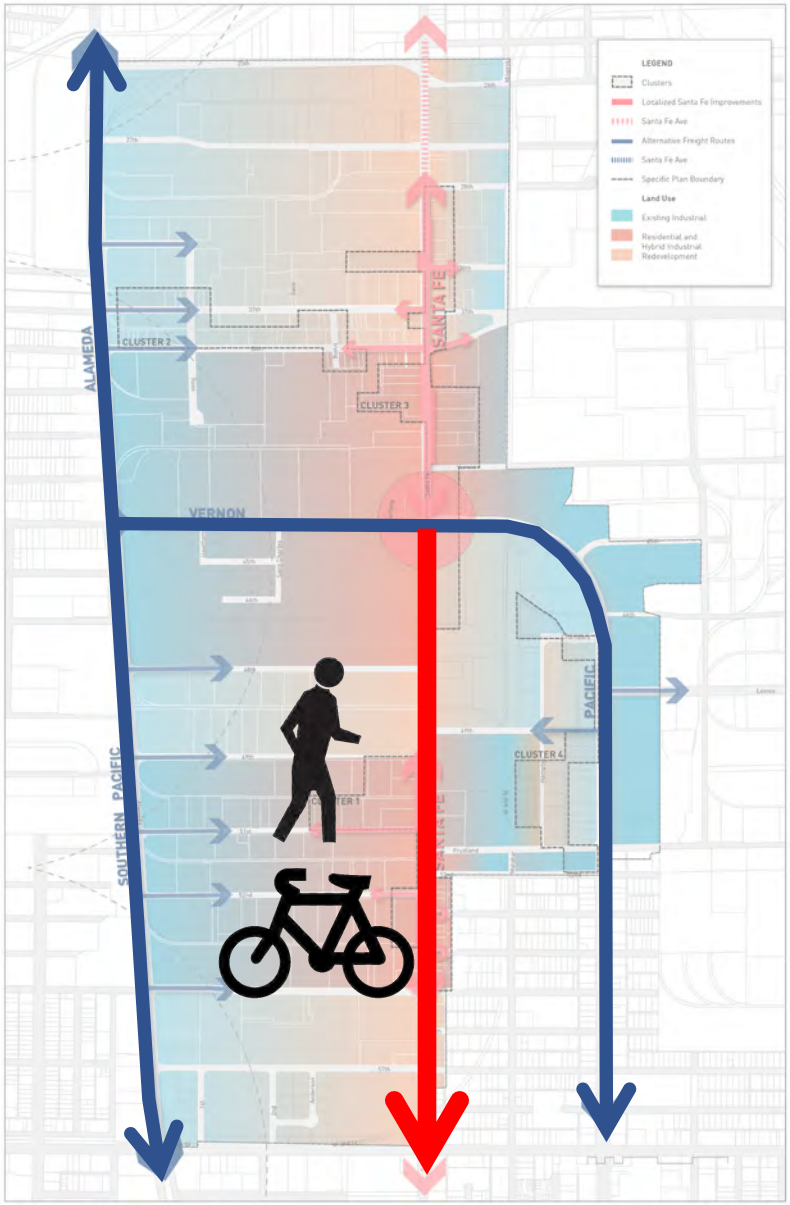
Step 2: Develop Proposed Conditions and Experiences

Scenarios to Test Summary



1. **Create truck route system with all but local serving trucks prohibited on other streets.**
    - Two major truck routes serving Westside:
        - Alameda East to serve businesses west of Santa Fe.
        - Vernon/Pacific to serve businesses east of railroad corridor.
    - Santa Fe to serve businesses between Santa Fe and railroad corridor

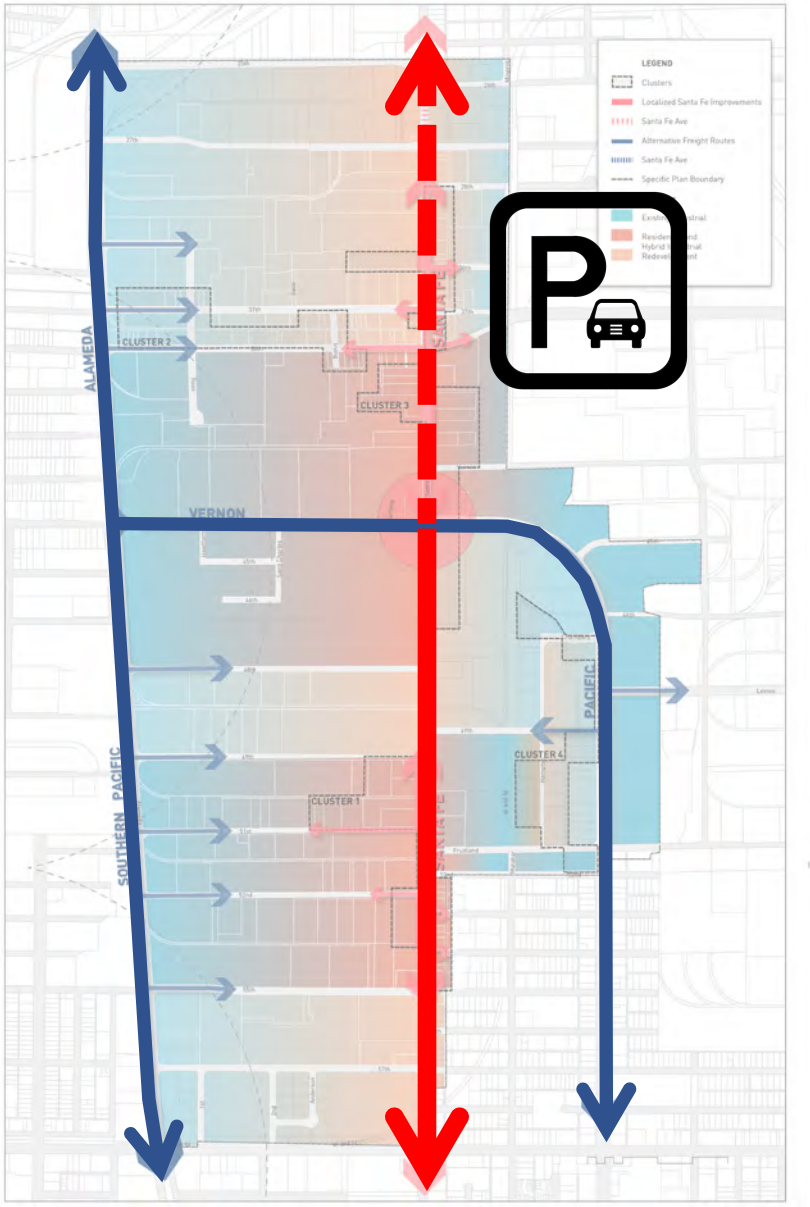
Scenarios to Test Summary



2. Lane reduction Santa Fe (South)

- Create opportunities for a new walkable. district, street parking, and regional active transportation connections.

Scenarios to Test Summary



3. Maintain Lanes Santa Fe (North)

- Add street parking to activate adjacent businesses and streetscapes.
- Remove central exchange lane where not needed.

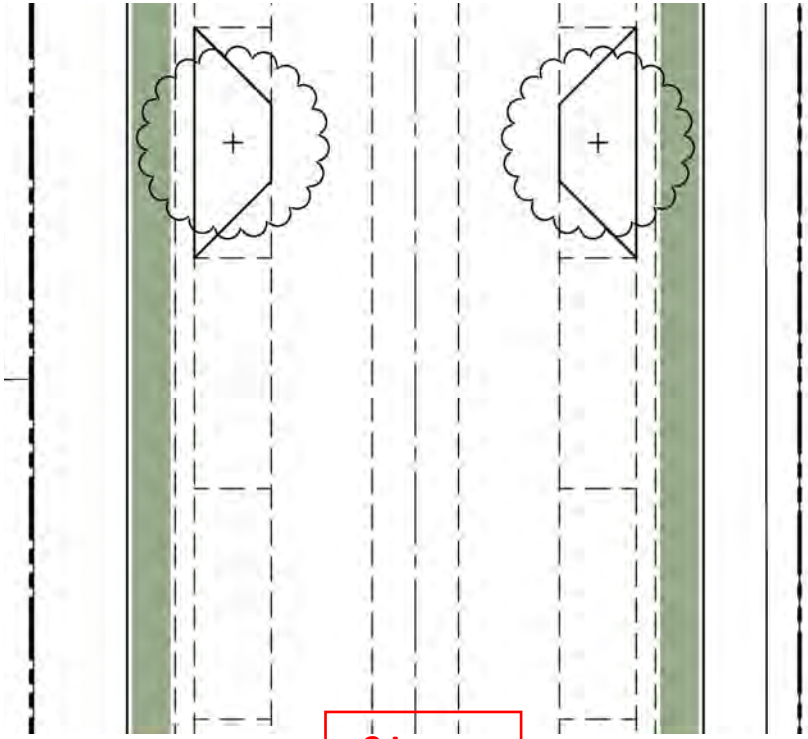
Alameda (East) Truck Corridor

- Alameda East was established to be a priority access route for trucks entering Vernon
- Two alternatives studied: 1.) strengthening of Alameda East and 2.) converting Alameda into a one-way couplet.

Improvements Necessary to Alameda East to Expedite Truck Movement:

1. Give trucks more green time at intersections by allowing through movement on Alameda East to run concurrently with through movement on Alameda West.
2. Widen Alameda East at Vernon intersection to provide exclusive turn lanes onto Vernon/Pacific truck rout

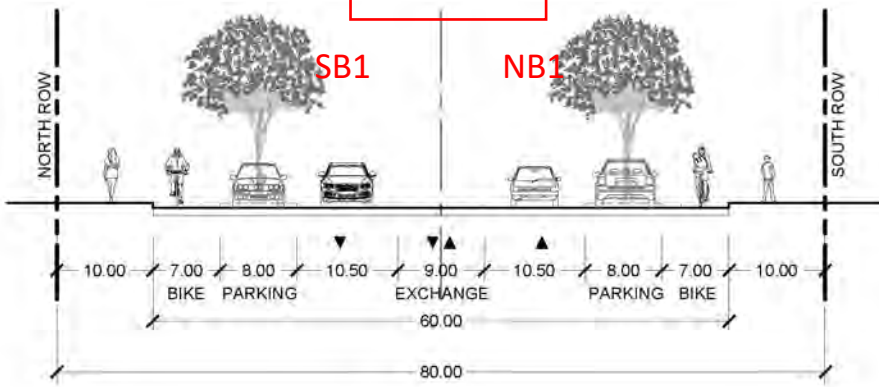
Santa Fe (South) Walkable Corridor



Improvements Necessary to make Santa Fe South a More Pedestrian Friendly Environment:

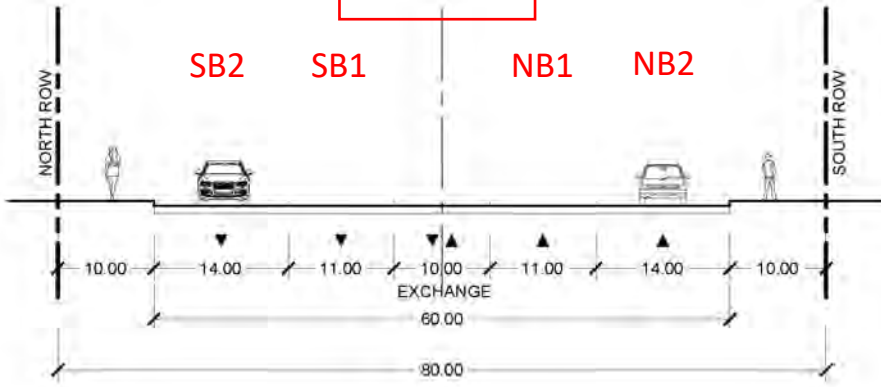
1. Narrow from 4 to 2 lanes to divert through traffic to Pacific and to reduce speeds.
2. Provide on-street parking and separated bike lanes.
3. Improve sidewalks, crosswalks, and add attractive landscaping, including large shade trees.
4. Maintain central exchange lane for left turns to corridor facing properties, from both travel directions.

2 Lanes



Proposed

4 Lanes

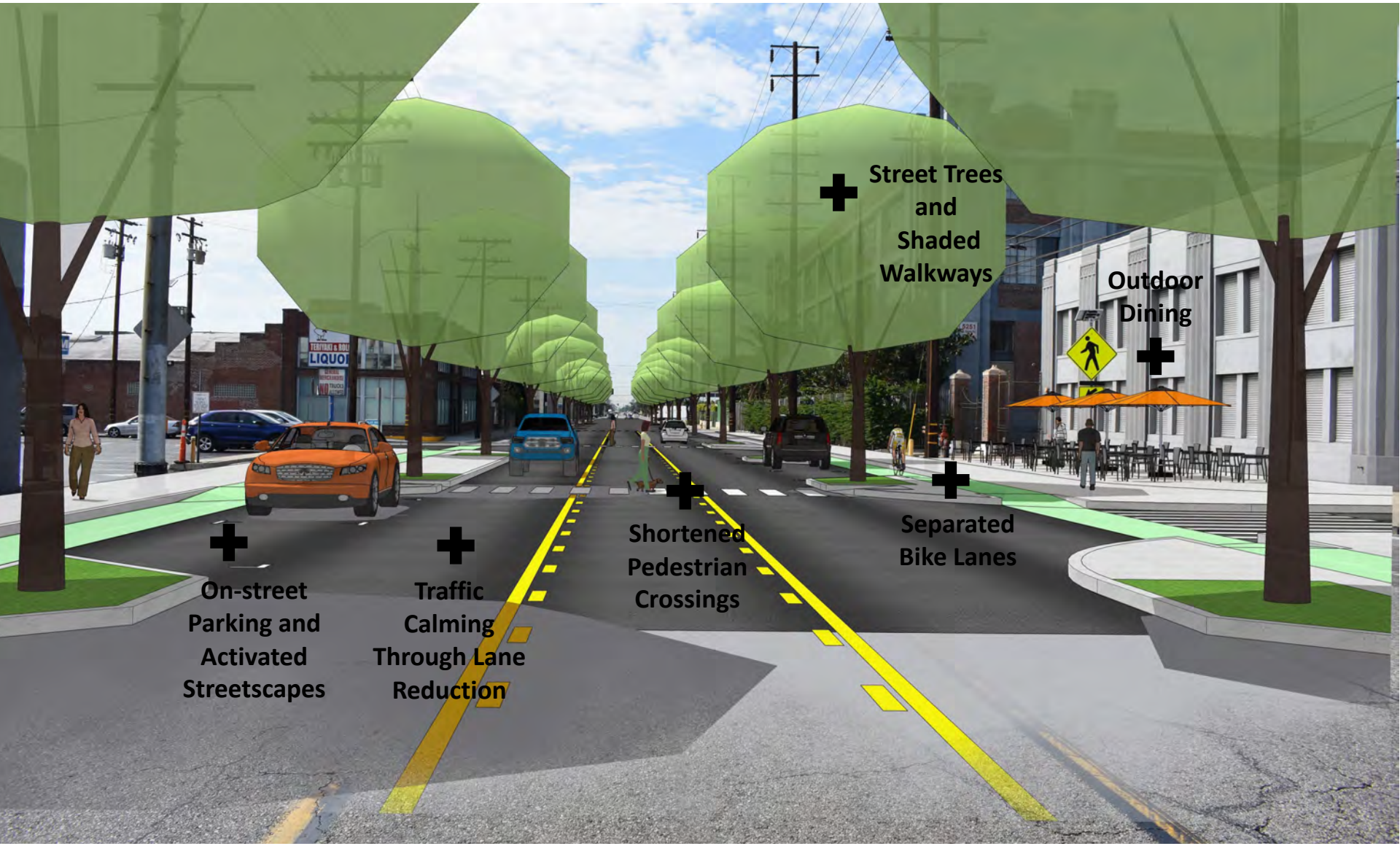


Existing

Santa Fe (South) Walkable Corridor

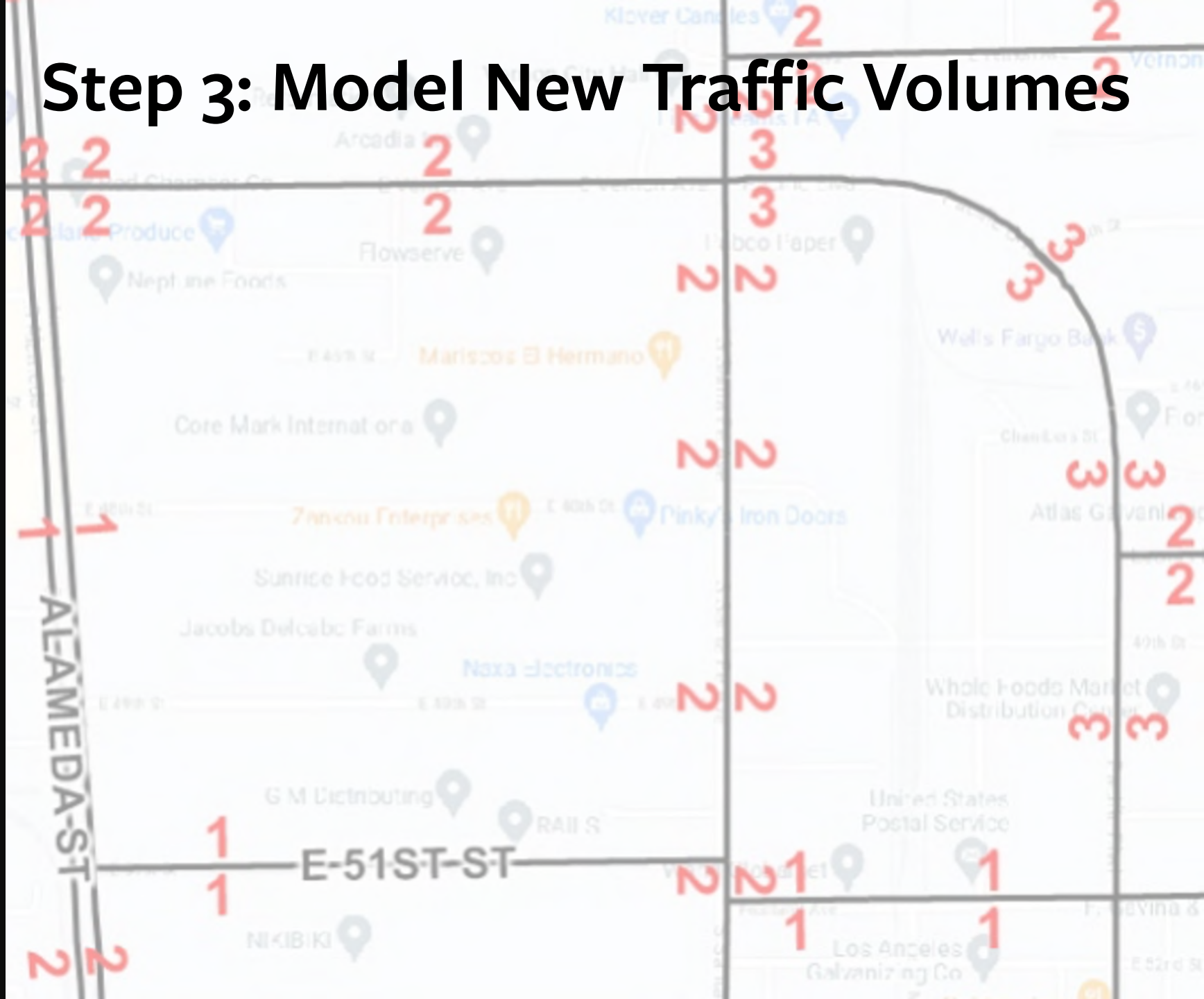
Existing (at 52nd Street, south view)

Santa Fe (South) Walkable Corridor



Proposed (at 52nd Street, south view)

5 Step 3: Model New Traffic Volumes



New Traffic Volumes

Daily Roadway Volumes - All Vehicles

Segment			Base Total	With Project Concept	
				Difference	Total
1	Santa Fe	n/o 25th	35,800	-	35,800
2	Santa Fe	n/o Vernon	37,000	(50)	36,950
3	Santa Fe	s/o Vernon	29,000	(10,560)	18,440
4	Santa Fe	s/o Slauson	26,200	(690)	25,510
5	Alameda	n/o 25th	27,900	3,870	31,770
6	Alameda	n/o Vernon	24,500	1,620	26,120
7	Alameda	s/o Vernon	26,500	1,620	28,120
8	Alameda	s/o Slauson	26,500	-	26,500
9	Alameda East	n/o Vernon	4,000	4,500	8,500
10	Alameda East	s/o Vernon	2,000	2,590	4,590
11	Soto	n/o Bandini	27,400	500	27,900
12	Soto	s/o Bandini	24,800	500	25,300
13	Soto	s/o Leonis	18,900	500	19,400
14	Vernon	w/o Santa Fe	16,000	320	16,320
15	Pacific	e/o Santa Fe	13,300	2,620	15,920
16	Pacific	s/o Leonis	16,600	2,140	18,740
17	Pacific	s/o Slauson	19,900	1,060	20,960
18	Leonis	e/o Pacific	12,000	480	12,480
19	Fruitland	e/o Pacific	9,500	100	9,600
20	25th	w/o Santa Fe	11,000	1,800	12,800
21	37th	w/o Soto	17,700	450	18,150
22	Bandini	w/o Soto	19,100	450	19,550
23	Slauson	w/o Alameda	34,000	-	34,000
24	Slauson	w/o Santa Fe	34,000	1,620	35,620
25	Slauson	w/o Pacific	34,000	980	34,980
26	Slauson	e/o Pacific	22,300	100	22,400
27	Downey	s/o Bandini	17,900	100	18,000
28	Downey	s/o Leonis	11,800	-	11,800
29	E. Vernon	w/o Soto	5,400	(200)	5,200

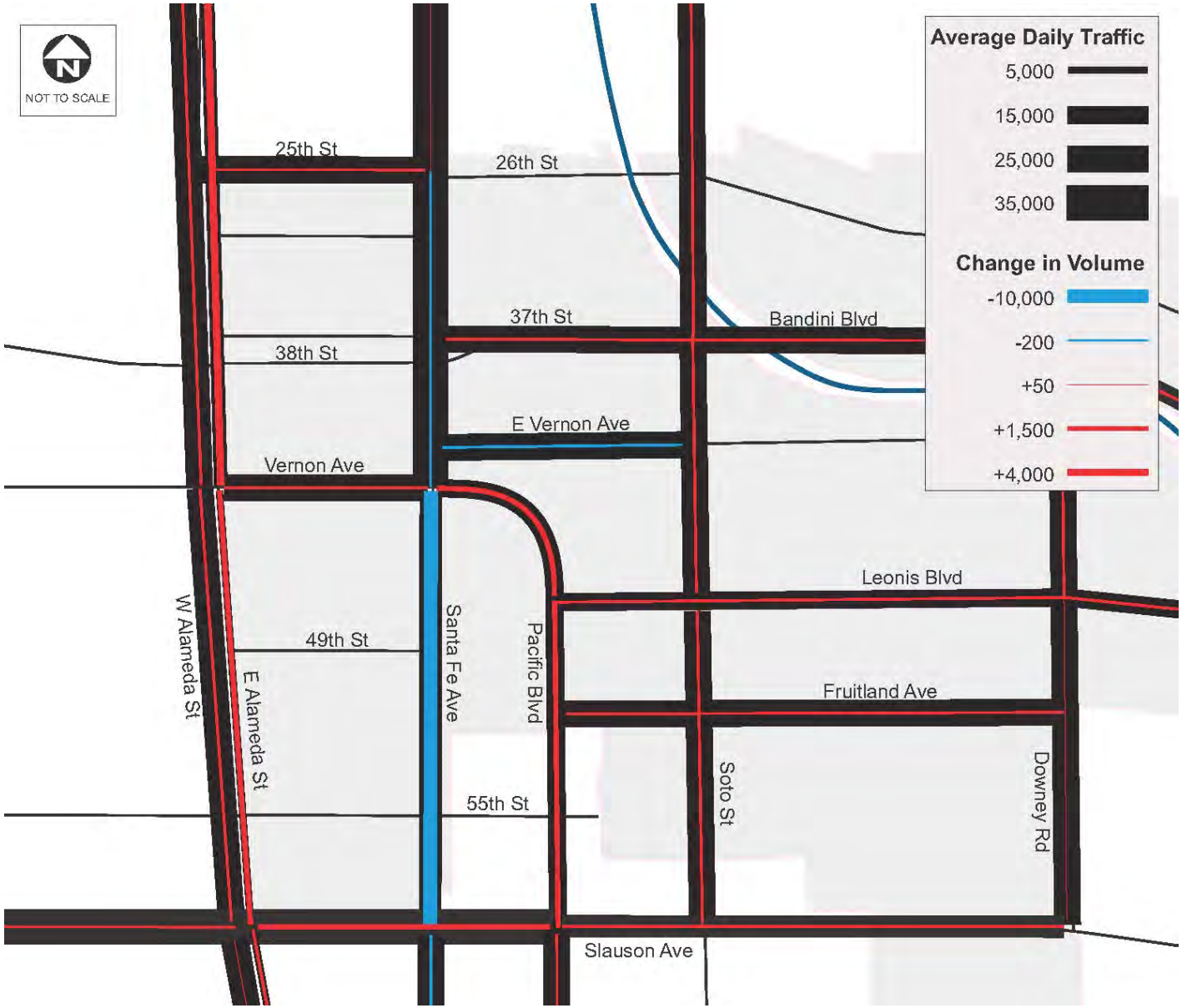
1. Nearly all trucks are diverted from Santa Fe to Alameda West and to Soto, but primarily to Alameda East, doubling the number of trucks accessing businesses west of Santa Fe from this new truck route.

2. Vehicles using Santa Fe south of Vernon reduced to volume comfortably accommodated on one lane in each direction. Significant increase in vehicles on Pacific as a result.

3. On Santa Fe north of Vernon, autos backfill for diverted trucks, resulting in insignificant decrease in total volume.

4. Alameda east significantly below capacity.

New Traffic Volumes

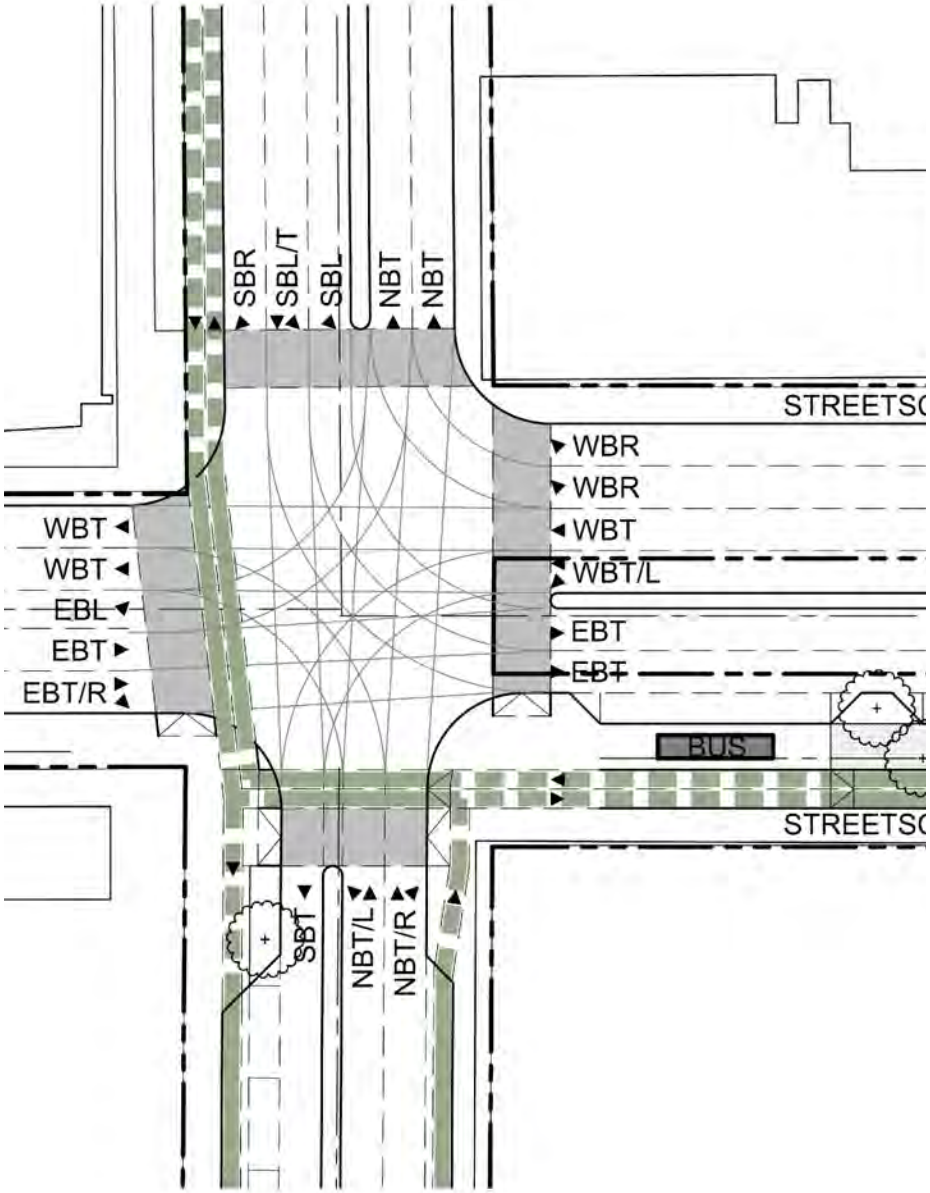


Questions

6 Step 4: Test New Intersection Operations

EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
142	223	61	10	360	395	64	697	11	121	511	142
142	223	61	10	360	395	64	697	11	121	511	142
1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
4.5	5.0			5.0	5.0		5.0		5.0	5.0	5.0
1.00	0.95			0.95	0.88		0.95		1.00	1.00	1.00
1.00	0.97			1.00	0.85		1.00		1.00	1.00	0.85
0.95	1.00			1.00	1.00		1.00		0.95	1.00	1.00
1703	3296			3467	2733		3588		1805	1900	1615
0.25	1.00			0.94	1.00		1.00		0.95	1.00	1.00
448	3296			3267	2733		3588		1805	1900	1615
0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
146	230	63	10	371	407	66	719	11	125	527	146
0	21	0	0	0	62	0	1	0	0	0	90
146	272	0	0	381	345	0	795	0	125	527	56
6%	6%	6%	4%	4%	4%	0%	0%	0%	0%	0%	0%
pm+pt	NA		Perm	NA	pm+ov	Split	NA		Split	NA	Perm
7	4			8	6	2	2		6	6	

New Santa Fe / Vernon Intersection

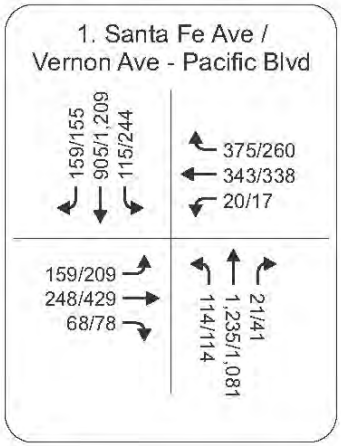


1. Santa Fe road diet south of Vernon – one lane to receive southbound traffic

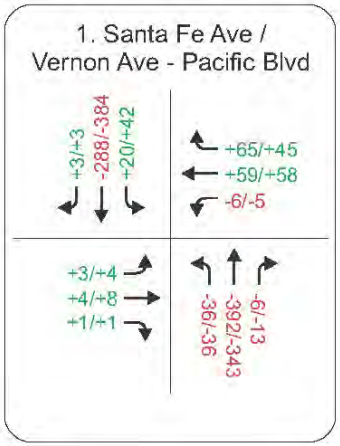
2. Signal phasing favors turning movements between Santa Fe north and Pacific

New Santa Fe / Vernon Intersection

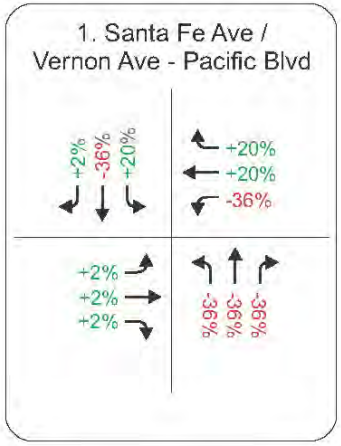
Existing



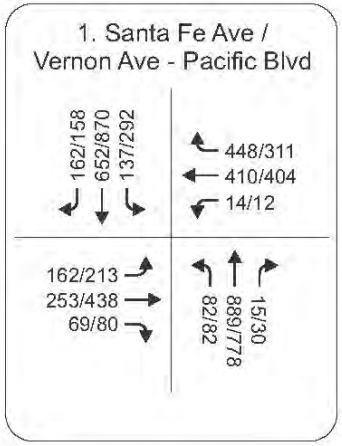
Volume Change



Approximate % Change



With Project

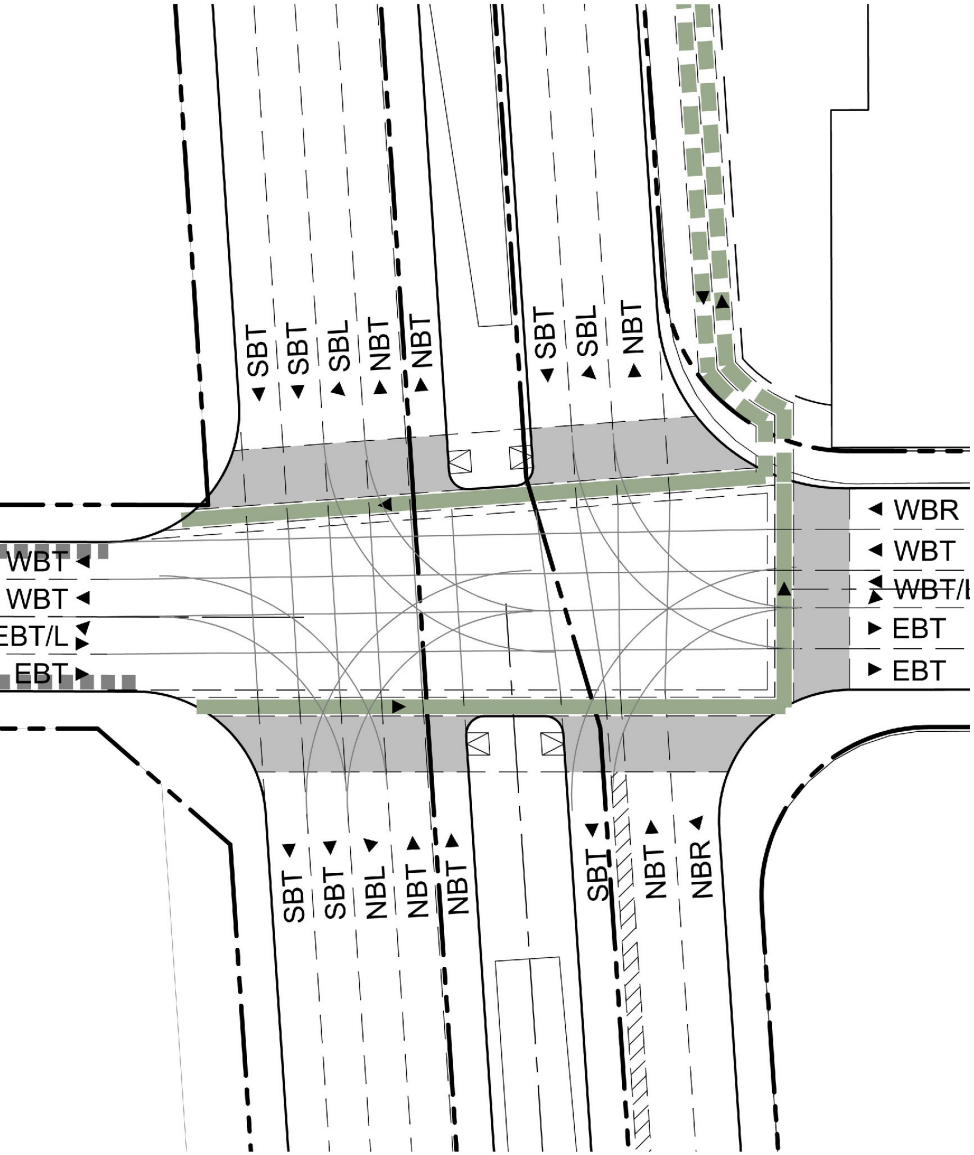


With Project Concept Intersection LOS

Intersection		Existing				With Project Concept				Change in Delay (s)	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	AM	PM
1	Santa Fe Ave/Vernon Ave-Pacific Blvd	33.1	C	52.9	D	40.6	D	72.1	E	+7.5	+19.2

LOS = Level of Service

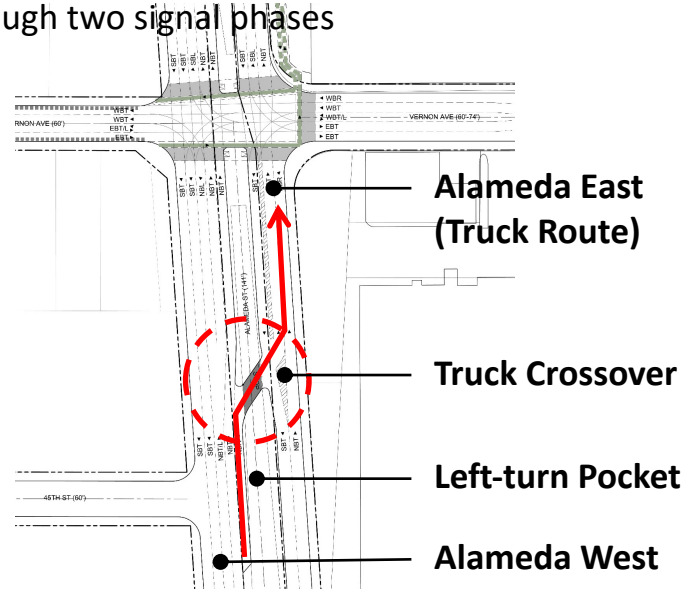
New Alameda / Vernon Intersection



1. Enable concurrent green movements
   - No turns permitted to Alameda West or to westbound Vernon
   - Northbound Alameda West right turn only at new cross-over 350 feet south (see below diagram)

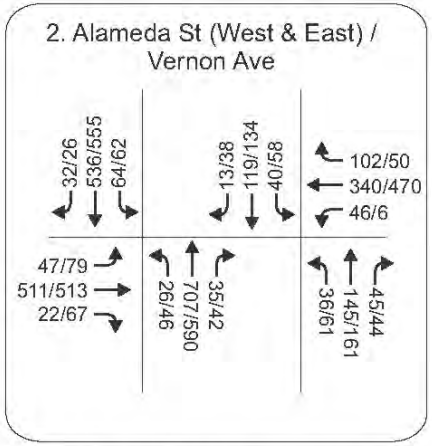
2. Widening Alameda East for exclusive turn lanes into Vernon/Pacific truck route:
   - Southbound left turn lane.
   - Northbound right turn lane

3. Midpoint refuge islands to extend pedestrian crossing through two signal phases

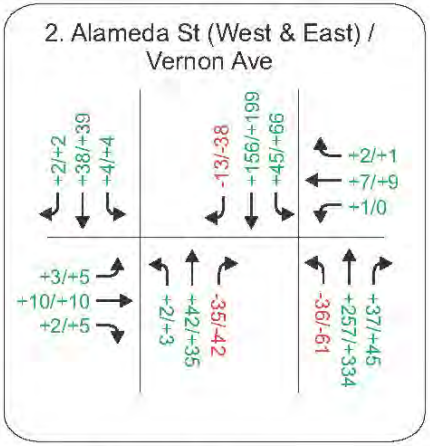


New Alameda / Vernon Intersection

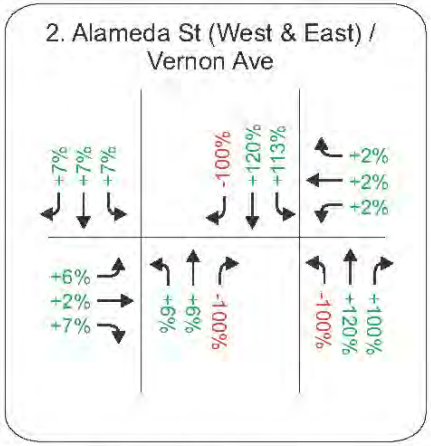
Existing



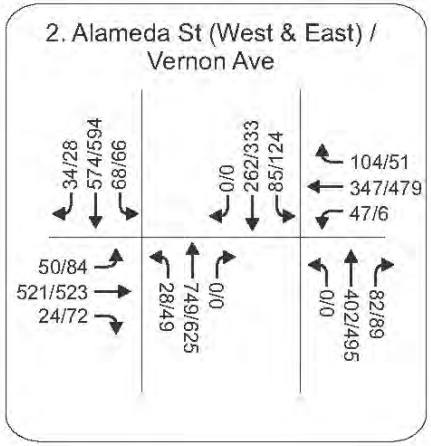
Volume Change



Approximate % Change



With Project



With Project Concept Intersection LOS

Intersection		Existing				With Project Concept				Change in Delay (s)	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	AM	PM
2a	Alameda St (West)/Vernon Ave	131.9	F	186.7	F	73.5	E	140.7	F	-58.4	-46.0
2b	Alameda St (East)/Vernon Ave	171.1	F	57.1	E	161.9	F	56.0	E	-9.2	-1.1

LOS = Level of Service

- Even with doubled truck traffic, LOS has improved.

Questions

7 Next Steps