H Traffic and Transportation
This document summarizes the construction traffic impact assessment conducted for the proposed Taylor Yard Bikeway/Pedestrian Bridge project, referred to as the “Project” hereafter. The proposed Project will be built over the Los Angeles River in the City of Los Angeles. While the Los Angeles River runs in the north/south direction, the river's orientation near the project is such that the east bank is the northern abutment of the river and the west bank is the southern abutment of the river. Specifically, the northern side of the proposed project would be located adjacent to Kerr Road and its southern side would be located adjacent to the Los Angeles River Greenway Trail approximately between Altman Street and Dorris Place in the City of Los Angeles. The southern abutment would be located adjacent to 2331 Dorris Place. Figure 1 shows the location of the project.

1. PROJECT DESCRIPTION

The proposed project would construct a 400-feet long multi-modal bridge over the Los Angeles River between Elysian Valley and Cypress Park. The proposed bridge would be designed for bicycle and pedestrian use, and would also support emergency vehicles on the bridge itself. Refer to Figures 2 and 3 for a visual representation of the proposed project. On the south, the proposed bridge would connect with the existing Greenway Trail. Two American with Disabilities Act (ADA) compliant ramps would also be constructed along the Greenway Trail at the end of Riverdale Avenue and Dallas Street. On the north, a bikeway ramp would be constructed connecting to a proposed two-way bike path along Kerr Road that would connect to San Fernando Road. Figures 4A and 4B display the cross sections of the bike path parallel to the northern edge of Kerr Road. In addition, proposed crosswalks would be added at the intersections of San Fernando Road & Future Street and Cypress Street & Future Street.

The Taylor Yard Commuter Rail Central Maintenance Facility is a Metrolink facility that provides maintenance to Metrolink trains and Kerr Road provides access to this facility. On the northern abutment of the Los Angeles River, the proposed bikeway would cross the Metrolink run through tracks that run parallel to the Los Angeles River. The run through tracks that lead to the maintenance yard have an at-grade crossing with Kerr Road near the project site. Metrolink utilizes the run-through tracks with low frequency and when the tracks are utilized, Metrolink has indicated to the City of Los Angeles Bureau of Engineering (BOE) their intent and ability to station a flag person at the crossing to ensure safe operation of the trains with the proposed bikeway. Additionally, a barrier protected gate with a lock may be included in the design to ensure that only authorized vehicles have access to the bridge.

The proposed bridge would be designed to support two-16 inch Los Angeles Department of Water and Power (LADWP) water lines carrying reclaimed water which will connect from Elysian Valley to Cypress Park. The scope of LADWP water line installation, for this project, will start from 5 feet south of the masonry wall on the bikeway side, travel up through the bridge, then travel back underground through the bridge landing, travel through Kerr Road and connect to an existing reclaimed water line in San Fernando Road.
Figure 1
Project Location
Project Visual Rendering

Figure 2
Figure 3
Project Aerial Rendering
**D-4A: EXISTING STREET SECTION**  
**KERR ROAD LOOKING EAST**

**D-4B: PROPOSED STREET SECTION**  
**KERR ROAD LOOKING EAST**

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**Proposed Project Cross-Sections**
D-5A: EXISTING STREET SECTION
KERR ROAD LOOKING EAST

D-5B: PROPOSED STREET SECTION
KERR ROAD LOOKING EAST

Proposed Project Cross-Sections
2. **SURROUNDING LAND USES**

The proposed crosswalks would be striped in the northern portion of the project area along San Fernando Road and Cypress Avenue. Land uses in this area include residential uses to the east, industrial uses to the south and the Rio de Los Angeles State Park to the west. The proposed two-way bike path located on Kerr Road is bordered by the Taylor Yard Transit Village to the south, San Fernando Road to the east, the Rio de Los Angeles State Park to the north and the Union Pacific Rail Road tracks to the west. The proposed bridge would cross the Los Angeles River in the southern portion of the project area. The northern abutment lies adjacent to a proposed natural river area known as the G2 property. This property is currently under ownership of Union Pacific Railroad. Within the G2 parcel lies the southernmost stretch of Kerr Road, which is a private street owned jointly by Los Angeles County Metropolitan Transportation Authority (Metro) and California State Parks, which allows access to the Taylor Yard Commuter Rail Central Maintenance Facility well as the residential housing developments currently existing east of Kerr Road. To the west of Kerr Road is the Rio de Los Angeles State Park.

The Los Angeles County Department of Public Works (LACDPW) maintains the maintenance road along the northern abutment of the Los Angeles River, which is currently used by LACDPW, LADWP, United States Army Corps of Engineers (USACE), and Metro. Additionally, the Southern California Regional Rail Authority (SCRRA) operates both a main line and tail track through the project footprint.

The southern bank of the Los Angeles River is currently used as a bikeway which begins at Fletcher Drive to the north and continues to Egret Park at Riverside Drive to the south. Residential uses surround the proposed southern bank ADA ramps. Additionally, directly south of the proposed bridge is the LACDPW Bureau of Sanitation Dorris Place Maintenance Yard. Refer to Figure 5 for diagram of the limits of construction for the project.

3. **RELATED PROJECTS**

The Taylor Yard River Parcel G2 project is located north of the proposed bridge. The Taylor Yard River Parcel G2 project would develop approximately 41-acres of the former rail yard into publicly accessible parkland with improved water quality and restored habitats adjacent to the Los Angeles River. Construction access for this property would also be along Kerr Road. As a construction mitigation measure for the Taylor Yard River Parcel G2 project, a temporary southbound right-turn lane will be striped at the intersection of San Fernando Road & Kerr Road. The construction schedule for the Taylor Yard Bikeway/Pedestrian Bridge will be coordinated with the Taylor Yard River Parcel G2 project such that construction of both projects will not overlap or occur at the same time.

4. **EXISTING STREET SYSTEM**

Below is a brief description of the major streets serving the proposed project site. Sidewalks are generally available in the vicinity of the project area. The street descriptions include the designation of the roadway under the *Mobility Plan 2035* (Los Angeles Department of Planning, General Plan Mobility Element, May 2015) approved by the Los Angeles City Council in August 2015.

- **Kerr Road** is a private local roadway that provides access to the Taylor Yard Commuter Rail Central Maintenance Facility well as the residential housing developments currently existing east of Kerr Road. The roadway is predominately a two-lane divided roadway that runs between San Fernando Road to the Taylor Yard Commuter Rail Central Maintenance Facility. Parking is not permitted along Kerr Road except near the residential developments. Kerr Road is part of the bicycle enhanced network.
San Fernando Road is an Avenue I roadway that runs in the north/south direction parallel to the Interstate 5 (I-5) Freeway. Parking is permitted on the north side of the street, though some restrictions are present along several properties. A bicycle lane is planned along San Fernando Road.

Future Street is a local street that runs in the east/west direction. Parking is permitted on both sides of the street.

Cypress Avenue is an Avenue I roadway that runs in the north/south direction parallel to San Fernando Road and the I-5 Freeway. Parking is permitted on the north and south sides of the street. Cypress Avenue is part of the bicycle enhanced network and bicycle lanes currently exist on the roadway.

Dallas Street is a local street that runs in the east/west direction. Parking is permitted on both sides of the street. The end of Dallas Street provides access to the Greenway Trail.

Riverdale Avenue is a local street that runs in the east/west direction. Parking is permitted on both sides of the street. The end of Riverdale Avenue provides access to the Greenway Trail.

State Route 2 (SR 2) runs in the north/south direction and extends from La Canada Flintridge to Echo Park. In the vicinity of the the project site, the freeway provides three lanes in each direction plus auxiliary lanes. Surface street access is provided via San Fernando Road.

Interstate 5 (I-5) runs in the north/south direction and extends from San Diego to Washington State to the Canadian border. In the vicinity of the project site, the freeway provides four lanes in each direction plus auxiliary lanes. Surface street access is provided via SR 2 and Arroyo Seco Parkway interchanges.

5. EXISTING TRANSIT SYSTEM

Transit service near the project site is provided along San Fernando Road. Metro Lines 794 and 94 operate on San Fernando Road between Downtown Los Angeles and Sylmar. Other areas served by the bus routes include the Bob Hope Airport and Downtown Burbank. Line 794 operates at 15-20 minute peak period headways and line 94 operates at 25-30 minute peak period headways.

In addition, two Metrolink lines operate near the project site. The Glendale Station is the nearest Metrolink Station which is located 2.5 miles from the project site. Both the Antelope Valley and Ventura County Lines are served by the Glendale Station. The Antelope Valley line operates at 7-10 minute peak period headways and the Ventura County Line operates at 10-20 minute peak period headways.

6. CONSTRUCTION TRAFFIC

Construction of the project is planned to begin in January 2018 and is expected to take a total of approximately 30-32 months to complete. Any work in the Los Angeles River proper would occur during the dry season (April to October). The wet season occurs from October to April in any given year. As such, the 30-32 month duration accounts for a 6-month window, during which construction activities in the riverbed would be suspended.

The G2 property, shown in Figure 5, will serve as the staging and laydown area for project equipment, materials, and machinery. The staging area will facilitate the movement of smaller components, equipment, and materials to and from the project site. Specifically, the bridge truss sections would be fabricated off site, and assembled in a staging area adjacent to the north abutment slope, and brought
down from the G2 property staging area via construction platforms/ramps to the Los Angeles River bottom, where cranes would lift the structural steel sections in the proper place. It is anticipated that construction worker parking will be accommodated on the G2 property but construction workers may also park along Kerr Road in and around the residential areas.

**Construction Phasing**

Project construction would generally consist of five phases: mobilization, site preparation, site work, steel fabrication, and architectural finishing. Details for each of the five phases are provided below.

1. **Mobilization (Duration of two weeks)** – Typical activities include the set-up of construction trailers, office equipment, utility connections, equipment storage yard, welding housing unit, and protective fencing. During this time, detours would be established and Project Construction signs would be posted.

2. **Site Preparation (Duration of three weeks)** – Typical activities include clearing and grubbing of vegetation, including trees, shrubs, as well as cleaning and preparing of all areas cleaning of surfaces where construction would take place. Heavy equipment, including cranes, front end loaders, boomlifts, forklifts, power tools, heavy/light duty trucks, construction materials, would arrive to the construction site from Kerr Road and stored in the construction staging area.

3. **Site Work (Total duration of 27-30 months)** - The site work phase would consist of installation of foundation, superstructure, bike ramps on both sides (North and South) of the bridge, bike path on Kerr Road, site improvements, and the LADWP water lines.

   (a) **Foundation (Duration 6 months)** - The foundation elements would consist of installation of CIDH piles with pile caps and a center pier which will entail penetrating the channel liner, shoring, excavation, installing a rebar cage, forming, pouring piles. This foundation construction is estimated to take approximately 6 months.

   (b) **Superstructure (Duration 6 months)** - The superstructure elements will consist of the erection of the steel truss segments and construction of the cast-in-place deck. Five steel truss segments will be erected in sequence. As these steel truss segments are moved in place, they are aligned by bolted and welded connections.

   (c) **Bike Path along Kerr Road & Bike Ramps (Duration 5-6 months)** – The bike path along Kerr Road will consist of excavating part of the slope adjacent to the State Park, in order to make way for the construction of a concrete bike path complete with a retaining wall to support the lateral force of the slope. The bike ramps to the north and south of the bridge will consist of constructing a bike ramps leading to the bridge from LA River Greenway Trail to leading from the bridge onto Kerr Road.

   (c) **Site Improvements (Duration 1-2 months)** - The site improvement elements will include some minor landscaping on either side of the bridge, ADA compliant ramps off of Dallas Street and Riverdale Avenue, as well as the continental crosswalk striping on the intersection of San Fernando Road & Future Street and Cypress Avenue & Future Street. Activities performed during site improvements include grading, planting, pouring concrete, and painting.

   (d) **LADWP Water Lines (Duration 3-4 months)** - The LADWP recycled water lines construction activities along Kerr Road will consist of concrete cutting, excavating, placing segments of water lines, welding, slurry and/or dirt backfilling, compacting, and concrete resurfacing along Kerr Road. Approximately 90 feet of pipe can be installed per day, in 18
feet segments. This work will be done concurrently with the either the foundation phase or the superstructure phase. During construction of the LADWP water lines, at the specific section of construction, one westbound travel lane on the north side of Kerr Road will be closed and traffic will be diverted around the closure.

(4) Steel Fabrication (Duration 7-8 months) - Portions of this phase of construction would occur concurrent with the Site Work phase, including finalization of shop drawings and fabrication of components. Typical on-site fabrication activities include welding of vertical and horizontal truss elements to their stubs to form the closed box section for the truss segments, shot blasting the exterior surface of these welded joints, and painting these welded splices before erection. This work would then be brought to the bridge site in sequence and components stored on site until erected. Delivery of bridge components would occur via Kerr Road which is adjacent to the staging area.

(5) Architectural Finishing (Duration 2-3 months) – Typical activity will include the deck finishing, handrails, lighting, and installation of other architectural details.

Construction Trucks

The Los Angeles Municipal Code (LAMC) provides that construction activities are limited to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays and holidays. No construction is permitted on Sundays. The project’s normal construction hours are proposed to be Monday through Friday from 8:00 AM to 5:00 PM.

Haul Trucks

Hauling activity is expected to occur during the three-week Site Preparation phase of construction. Up to 10 haul trucks per day are anticipated on peak haul days. Hauling hours are planned to be 8:00 AM to 5:00 PM. The haul route for the project will most likely be Kerr Road to San Fernando Road to the regional freeway system through the State Route (SR) 2. Trucks are expected to be staged on-site on the G2 property.

Equipment and Delivery Trucks

In addition to haul trucks, project construction is also expected to generate equipment and delivery trucks during each phase of construction. One example would be concrete delivery, which would be required for the construction of the foundation. Other materials could include steel delivery, rebar materials, and items used in furnishing the bridge. These materials would be delivered via Kerr Road and stored directly adjacent to the site on the G2 property. These deliveries are expected to occur in variously sized vehicles including small delivery trucks to cement mixer trucks and 18-wheel trucks. Additionally, construction equipment would have to be delivered to the site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery. Most of the heavy equipment is expected to be transported to the site on large trucks such as 18-wheelers or other similar vehicles.

Construction Employees

The number of construction workers would vary throughout the construction period with up to approximately 19 workers on a peak day. On average, 4 to 5 construction workers are at the site on a daily basis throughout construction.

Construction Worker Parking

During the all phases of construction, it is anticipated that all construction employees would park on-site at the G2 property.
Construction Period Trip Generation

Based on the aforementioned information, a construction period trip generation analysis for the most active day of construction was conducted to estimate daily, morning and afternoon peak hour passenger car equivalent (PCE) trips. Construction workers often travel to and from a worksite outside of the typical peak commute hours. For the purpose of the analysis, it was assumed that up to 40% of the construction workers will arrive during the peak morning commute hour and 40% will depart during the peak afternoon commute hour. Haul and delivery/equipment trucks were assumed to occur evenly throughout the 8-hour construction day. A PCE factor of 2.5 was assumed for haul trucks assuming the use of double-belly trailer trucks and a PCE factor of 2.0 was used for delivery trucks.

Table 1 shows a summary of construction period trip generation during the most active period of construction. The most active phase of construction would occur during the LADWP pipeline construction phase which overlaps with the installation of the temporary bents in the channel bed during the superstructure phase. These two activities would overlap for approximately one week. Hauling trips are not anticipated during this period of construction. As shown, on a peak construction activity day, during the peak week a total of up to 95 daily PCE trips are estimated to occur, out of which 24 PCE trips would occur during each of the morning and afternoon peak hours.

Table 1 – Peak Trip Generation

<table>
<thead>
<tr>
<th>Trip Type</th>
<th>Daily</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
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<tr>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>Worker Trips</td>
<td>38</td>
<td>8</td>
<td>0</td>
</tr>
<tr>
<td>Equipment/Delivery Trips</td>
<td>57</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Total</td>
<td>95</td>
<td>16</td>
<td>8</td>
</tr>
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</table>

All other construction activity is estimated to generate fewer daily and peak hour trips than are shown in Table 1. According to LADOT’s traffic impact analysis guidelines, the threshold for conducting a traffic study or memorandum is 25 trips. As the project construction is anticipated to produce fewer than 25 peak hour trips, further quantitative analysis would not be required.

7. CONSTRUCTION IMPACT CRITERIA

LADOT generally considers construction-related traffic to cause adverse but not significant impacts because, while sometimes inconvenient, construction-related traffic effects are temporary. LADOT requires implementation of worksite traffic control plans to ensure that any construction-related effects are minimized to the greatest extent possible.

The LA CEQA Thresholds Guide provides four categories to be considered in regards to in-street construction impacts: temporary traffic impacts, temporary loss of access, temporary loss of bus stops or rerouting of bus lines, and temporary loss of on-street parking (LA CEQA Threshold Guide, pages L.8-2 through L.8-4). The factors to be considered in each of these categories as established in the LA CEQA Threshold Guide are as follows:

- Temporary Traffic Impacts:
  - The length of time of temporary street closures or closures of two or more traffic lanes;
  - The classification of the street (major arterial, state highway) affected;
  - The existing traffic levels and level of service (LOS) on the affected street segments and intersections;
Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
Potential safety issues involved with street or lane closures;
The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

- Temporary Loss of Access:
  - The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
  - The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access;
  - The type of land uses affected, and related safety, convenience, and/or economic issues.

- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
  - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
  - The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
  - The existence of other bus stops or routes with similar routes/destinations within a ¼mile radius of the affected stops or routes;
  - Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

- Temporary Loss of On-Street Parking:
  - The current utilization of existing on-street parking;
  - The availability of alternative parking locations or public transit options (e.g. bus, train) within ¼ mile of the project site;
  - The length of time that existing parking spaces would be unavailable.

8. IMPACT ASSESSMENT

The LA CEQA Thresholds Guide provides four categories to be considered in regards to in-street construction impacts: temporary traffic impacts, temporary loss of access, temporary loss of bus stops or rerouting of bus lines, and temporary loss of on-street parking (LA CEQA Threshold Guide, pages L.8-2 through L.8-4). The factors to be considered in each of these categories, and the assessment of the project against these factors, is presented in Table 2 and discussed below.

**Temporary Traffic Impacts**

Full-time closures to a travel lane throughout construction are not anticipated for the project along Kerr Road. Kerr Road is a private street that provides access to a multi-family residential development and the Taylor Yard Commuter Train Central Maintenance Facility. The majority of construction work will be accommodated on site or in the adjacent staging area. There are six instances where a travel lane may be temporarily closed:

1. Throughout construction, large equipment may need to be transported from the G2 site to the project site via Kerr Road. While the majority of the construction trips from the layover site to the project site will not need to use Kerr Road, a few instances will require vehicles or equipment to use Kerr Road. During these moments, one to two lanes of travel on Kerr Road may be temporarily closed for a small period of time during a day to move large equipment from the G2 site to the north end of the structure.
(2) During the construction of the LADWP water lines, the north side, or westbound direction, of Kerr Road will be closed in 18 feet incremental segments. For the segment under construction, one westbound travel lane will be closed and traffic will be diverted around the closure. The total duration of the LADWP water line construction will continue for the 3-4 months.

(3) During the construction of the bike path on Kerr Road, the north side, or westbound direction, of Kerr Road may be closed periodically, potentially in 30 feet incremental segments. For the segment under construction, one westbound travel lane may be closed and traffic would be diverted around the closure. The total duration of the bike path construction will continue for the 2-3 months.

(4) During the construction of the bike ramps on the southern abutment, the Los Angeles River Greenway Bikepath may be restricted for one to two weeks intermittently. However, during these times, bicyclists will be diverted around the construction activities.

(5) During the construction of the ADA compliant ramps on the southern abutment, access to the Greenway Bikepath will be restricted for approximately 2 days at these locations. During these times, bicyclists will be diverted to other access points to the bike path.

(6) During the striping of the proposed crosswalks at the San Fernando Road & Future Street and Cypress Street & Future Street intersections, one lane at a time may be closed temporarily for 30 minutes. The striping will occur in off-peak hours.

Since the closures during construction are temporary and for short amounts of time, the temporary construction impacts on the roadway and bicyclists network are considered less than significant. Other temporary traffic impacts considerations:

- The sidewalks along Kerr Road are anticipated to remain open for the duration of the project, with the exception of temporary closures when equipment or materials utilize Kerr Road to access the northern portion of the bridge. The sidewalk across from the bridge side of construction on Kerr Road will remain open and pedestrians are anticipated to use this as a detour throughout construction. During the construction of the bike path on Kerr Road, the northern sidewalk will be closed during construction in 30 feet increments for 2-3 months. Pedestrians are anticipated to use the southern sidewalk as a detour. During construction of the water lines, the sidewalks will remain open.

- There are no emergency services located within the immediate vicinity of the affected streets.

- The existing (2014) level of service at the nearest intersection, San Fernando Road & Kerr Road, is LOS F during the AM peak hour and LOS C during the PM peak hour according to the Taylor Yard River Parcel G2 Project (2014) traffic study. However, the San Fernando Road & Kerr Road is an unsignalized intersection that does not meet signal warrant criteria. As a temporary construction mitigation measure, a southbound right-turn lane would be restriped at the intersection. Other signalized intersections along the haul routes including San Fernando Road & SR-2 Southbound Ramps, San Fernando Road & SR-2 Northbound Off-Ramp, and San Fernando Road & Division Street operate at LOS A and B during AM and PM peak hours.

**Temporary Loss of Access**

The project site is located next to the Los Angeles River. The project construction of the bridge would not block any vehicle or pedestrian access to other parcels fronting the construction area and impacts would be less than significant. During the construction of the LADWP water lines along Kerr Road, residential
access to Via Molina may be restricted for approximately one to two days; however, residents may access the residential property through Chaucer Street or Arvia Street.

**Temporary Loss of Bus Stops or Rerouting of Bus Lines**

Bus stops are not located along Kerr Road; therefore, the project construction would not require relocation of bus stops and there would be no impact on transit operations.

**Temporary Loss of On-Street Parking**

On-street parking is not permitted along Kerr Road where temporary lane closures are anticipated for the construction of the bridge. As such, on-street parking would not be impacted for the construction of the bridge. In addition, the north side, or westbound direction, of Kerr Road will be closed in 18 feet increment sections for the construction of the LADWP water lines. Parking is not permitted on the north side of Kerr Road and on-street parking would not be impacted for the construction of the water lines.
TABLE 2 – CONSTRUCTION IMPACT SIGNIFICANCE FACTORS

<table>
<thead>
<tr>
<th>Factor</th>
<th>Description</th>
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<tr>
<td>Factor 1</td>
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<td>Factor 2</td>
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<td>Factor 5</td>
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Note: The factors are not listed to respect privacy and confidentiality.
Recommended Construction Measures

As shown in Table 2, impacts related to construction traffic were found to be less than significant. In addition, the peak construction activity will generate a low level of daily and peak hour trips. While mitigation measures are not required to mitigate significant impacts, to be conservative a Construction Traffic Management Plan and Construction Worker Parking Plan should be implemented. A Construction Traffic Management Plan will be developed by the contractor and approved by the City of Los Angeles to alleviate construction period impacts, which may include but is not limited to the following measures:

- As sidewalk closures are anticipated on Kerr Road and also on the Los Angeles River Greenway Bikepath, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route pedestrians and bicyclists around any such closures.

- As temporary travel lane closures may occur, schedule closures to avoid peak Metrolink commute hours to the extent possible. A worksite traffic control plan, approved by the City of Los Angeles, will be implemented to route traffic around any such lane closures.

- Establish requirements for loading/unloading and storage of materials on the project site, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses and residences.

- Coordinate with the City, Metrolink, and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses.

- Coordinate with construction of adjacent Taylor Yard River Parcel G2 project construction to ensure no interruption of access on Kerr Road.

A Construction Worker Parking Plan will also be developed by the contractor and approved by the City of Los Angeles to ensure that the parking location requirements for construction workers will be strictly enforced. These could include but are not limited to the following measures:

- During construction activities when construction worker parking cannot be accommodated on the project site, the plan shall identify alternate parking location(s) for construction workers and the method of transportation to and from the project site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.

- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations.

9. SUMMARY AND CONCLUSIONS

Fehr & Peers conducted a construction trip generation assessment and construction impacts assessment for the Taylor Yard Bikeway/Pedestrian Bridge to evaluate the potential for the construction of the project to significantly impact traffic conditions, according to the City’s adopted thresholds of significance. The key findings and conclusions of the study are summarized below:

- Construction of the proposed project would occur in five stages, which would result in temporary increases in traffic at the site for approximately 30-32 months starting in 2018. The most active phase of construction would occur during the LADWP pipeline construction phase which overlaps with the installation of the temporary bents in the channel bed during the superstructure phase. These two activities would overlap for approximately one week. During the peak construction
activity week, a total of up to 95 daily PCE trips are estimated to occur, out of which 24 PCE trips would occur during each of the morning and afternoon peak hours. During the rest of construction, fewer construction trips would occur.

- Traffic impacts during construction were found to be less than significant, based on the volume of traffic generated, temporary lane closures, loss of access, loss of bus stops, and loss of on-street parking criteria established in the LA CEQA Threshold Guide.

- While mitigation measures are not required to mitigate significant impacts, the City’s normal regulations is to develop and follow a Construction Traffic Management Plan and a Construction Worker Parking Plan.