4.2 TRAFFIC/CIRCULATION

This section of the EA/EIR presents the results of an analysis of existing conditions, as well as projected traffic conditions following completion of the project, and is based on a traffic study conducted by Crain & Associates. A complete copy of the traffic analysis prepared for this project by Crain & Associates is contained within **Appendix 4.2** of this EA/EIR. This analysis incorporates a detailed evaluation of existing and future traffic conditions, as discussed with the County of Los Angeles and the Los Angeles Department of Transportation, during the AM and PM peak hour at the following seven intersections:

- North Broadway and Temple Street;
- Aliso Street/Southbound 101 Freeway Off-Ramp and North Broadway;
- Northbound 101 Freeway On-Ramp and North Broadway;
- North Spring Street and Temple Street;
- Aliso Street and North Spring Street;
- Northbound 101 Freeway Off-Ramp and North Spring Street; and
- Southbound 101 Freeway On-Ramp and Los Angeles Street.

These locations are within an area surrounding the project site and include the intersections expected to be most directly impacted by the proposed project's traffic generation. These locations were selected and analyzed based on discussions with the County of Los Angeles and the Los Angeles Department of Transportation. **Figure 4.2-1, Study Intersection Locations**, illustrates the location of the study intersections.

4.2.1 AFFECTED ENVIRONMENT

Freeways

As a major destination point, several freeway systems surround the downtown Los Angeles area. West of the project site is the Harbor Freeway (State Highway 110), to the south is the Santa Monica Freeway (Interstate 10) and to the north and east is the Hollywood Freeway (US Highway 101).

Hollywood Freeway is immediately north of the project site. A southbound off-ramp creates the fourth leg of an intersection immediately adjacent at Aliso Street and North Broadway. The Hollywood Freeway provides four to five lanes in each direction in the project vicinity and provides northwest and

southeast service from downtown Los Angeles in a northerly direction. A full interchange with the Harbor Freeway is provided west of the project site.

Harbor Freeway (State Highway 110) is an eight-lane freeway, which travels from San Pedro to the south and Pasadena to the north. The Harbor Freeway provides north-south access to and from downtown Los Angeles. The Harbor Freeway has a full interchange with the Hollywood, Golden State and Santa Monica Freeways.

Santa Monica Freeway (Interstate 10) is an east-west freeway, which provides four to six lanes in each direction. The Santa Monica Freeway spans from the City of Santa Monica in the west to San Bernardino in the east, through Arizona and beyond.

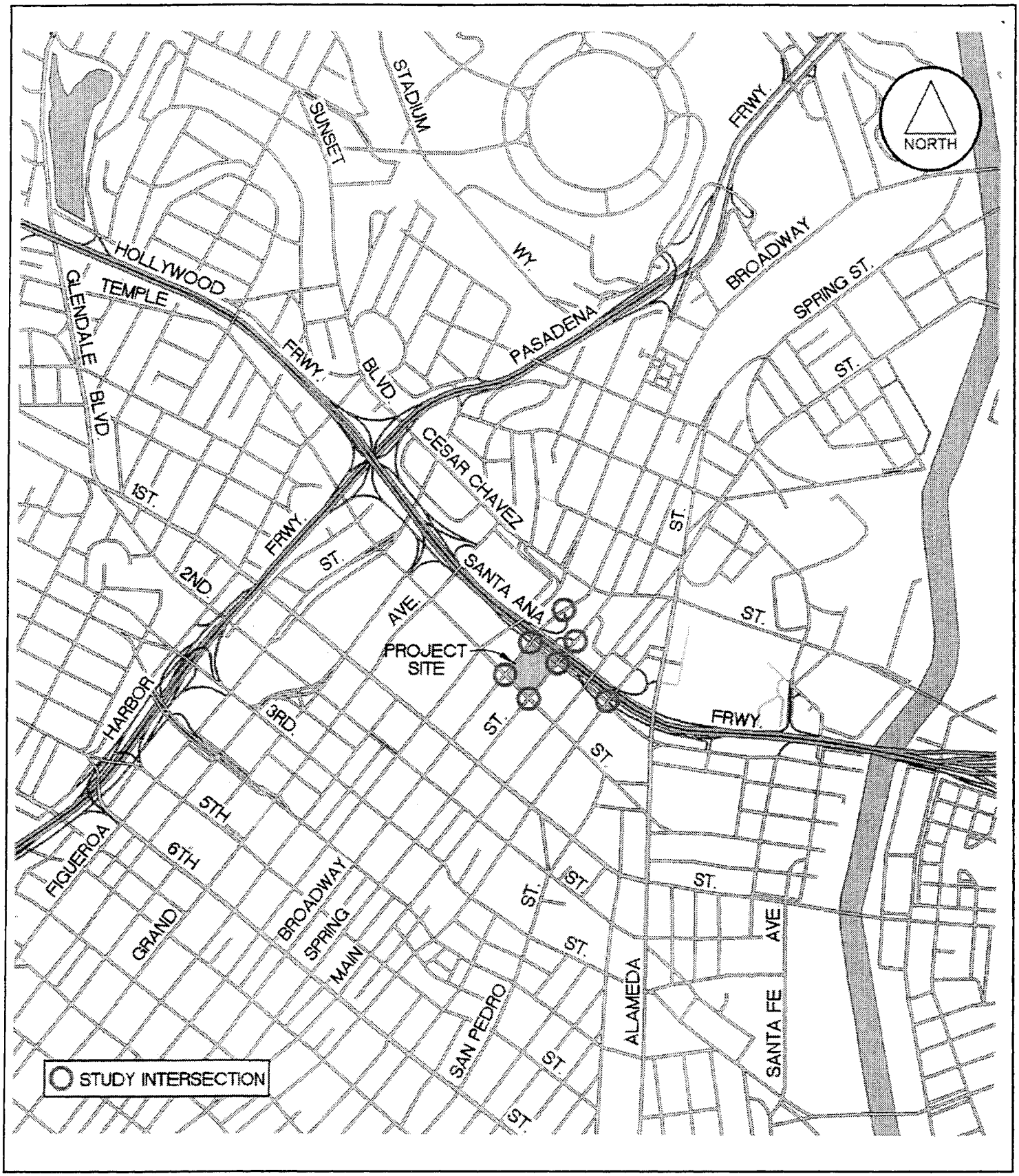
Streets and Highways

Temple Street is designated as a Class II Major Highway by the City of Los Angeles. In the project vicinity Temple Street carries two lanes in each direction with left-turn channelization at most intersections. Temple Street is the southern boundary of the project site and runs essentially northwest to southeast. Temple Street is approximately 62 feet in width in front of the project site.

North Broadway is a northeast to southwest roadway open for two-way traffic along the western boundary of the project site. It is designated as a Secondary Highway from south of Alpine Street and as a Major Highway north of Alpine Street. North Broadway is approximately 60 feet in width and carries two lanes in each direction, with left turn channelization at most intersections.

North Spring Street creates the eastern boundary of the project site. It runs parallel to North Broadway in the project vicinity. North Spring Street is designated as a Class II Major Highway by the City of Los Angeles between Cesar E Chavez and Second Street and north of Alpine Street. It is designated as a Secondary Highway south of Second Street and between Cesar E Chavez and Alpine Street. North Spring Street is approximately 70 feet in width at the project site and is a one-way southbound street for all vehicles, with the exception of buses. There are two northbound exclusive lanes for buses and four mixed-flow lanes southbound. Spring Street is part of a one-way couplet with Main Street to the east.

Main Street is a one-way northbound street, which is the second part of the one-way couplet with North Spring Street. Main Street is designated as a Secondary Highway through the Civic Center area.



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-1**

Study Intersection Locations

Aliso Street is a one-way eastbound street, designated as a local street by the City of Los Angeles. Aliso Street is approximately 32 feet in width, provides three travel lanes, and is part of a one-way couplet with Arcadia Street, which is located to the north.

Arcadia Street is a one-way westbound street, designated as a local street. It is the reverse direction of Aliso Street as the second part of the one-way couplet.

Existing Traffic Conditions

Traffic Volumes

Freeway traffic volumes were obtained from the Caltrans. The traffic volume count data for the streets was obtained by recent counts performed by Crain & Associates during May 2002. These counts were supplemented with an ambient growth rate of one percent to reflect growth in the area. Existing traffic volumes for the freeways and major streets in the study area are summarized below. Existing AM and PM peak periods for the study intersections are illustrated on **Figure 4.2-2, Existing AM Peak Hour Traffic Volumes**, and **Figure 4.2-3, Existing PM Peak Hour Traffic Volumes**.

The Hollywood Freeway carries approximately 243,000 vehicles per day (VPD) at the junction with the Harbor Freeway. The Harbor Freeway carries approximately 323,000 VPD at the junction with the Hollywood Freeway. The Santa Monica Freeway carries approximately 338,000 VPD at the junction with the Harbor Freeway.

Temple Street carries approximately 12,500 VPD in the project vicinity. Directional volumes are approximately 650 vehicles per hour (VPH) eastbound, 470 VPH westbound during the morning peak hours, and 700 VPH eastbound, with 725 VPH westbound during the evening peak hours.

The average daily traffic volume for North Broadway, in the vicinity of the proposed project, is approximately 18,500 VPD. Directional volumes are approximately 700 VPH northbound and 1,100 VPH southbound during the morning peak hours and 1,500 VPH northbound with 400 VPH southbound during the evening peak hours.

The average daily traffic volume for North Spring Street, in the vicinity of the proposed project, is approximately 12,000 VPD. Directional volumes are approximately 100 VPH northbound (restricted to buses only but with some other vehicles mixed in) and 1,700 VPH (mixed mode) southbound during the

morning peak hours and 150 VPH (again predominately buses) northbound with 500 VPH southbound during the evening peak hours.

Aliso Street carries approximately 5,500 VPD eastbound only in the project vicinity. Peak hour volumes are approximately 500 VPH eastbound during the morning peak hours and 560 VPH eastbound during the evening peak hours.

Level of Service

Traffic analyses of existing conditions were performed at the following seven intersections:

- North Broadway and Temple Street;
- Aliso Street/Southbound 101 Freeway Off-Ramp and North Broadway;
- Northbound 101 Freeway On-Ramp and North Broadway;
- North Spring Street and Temple Street;
- Aliso Street and North Spring Street;
- Northbound 101 Freeway Off-Ramp and North Spring Street; and
- Southbound 101 Freeway On-Ramp and Los Angeles Street.

The traffic analysis was performed through the use of established traffic engineering techniques. The new traffic counts described earlier were utilized to reflect any recent changes in traffic demand patterns. Other data pertaining to intersection geometrics, parking-related curb restrictions, and signal operations were obtained through field surveys of the study locations.

The methodology used in this study for the intersection analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in Circular Number 212 of the Transportation Research Board.[1] In the discussion of Critical Movement Analysis for signalized intersections, procedures have been developed for determining operating characteristics of an intersection, in terms of the "Level of Service" provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" (LOS) describes the quality of traffic flow. LOS A to C operate quite well. LOS D is typically the level for which a metropolitan area street system is designed. LOS E represents volumes at or near the capacity of the highway, which might result in stoppages of momentary duration and fairly unstable flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

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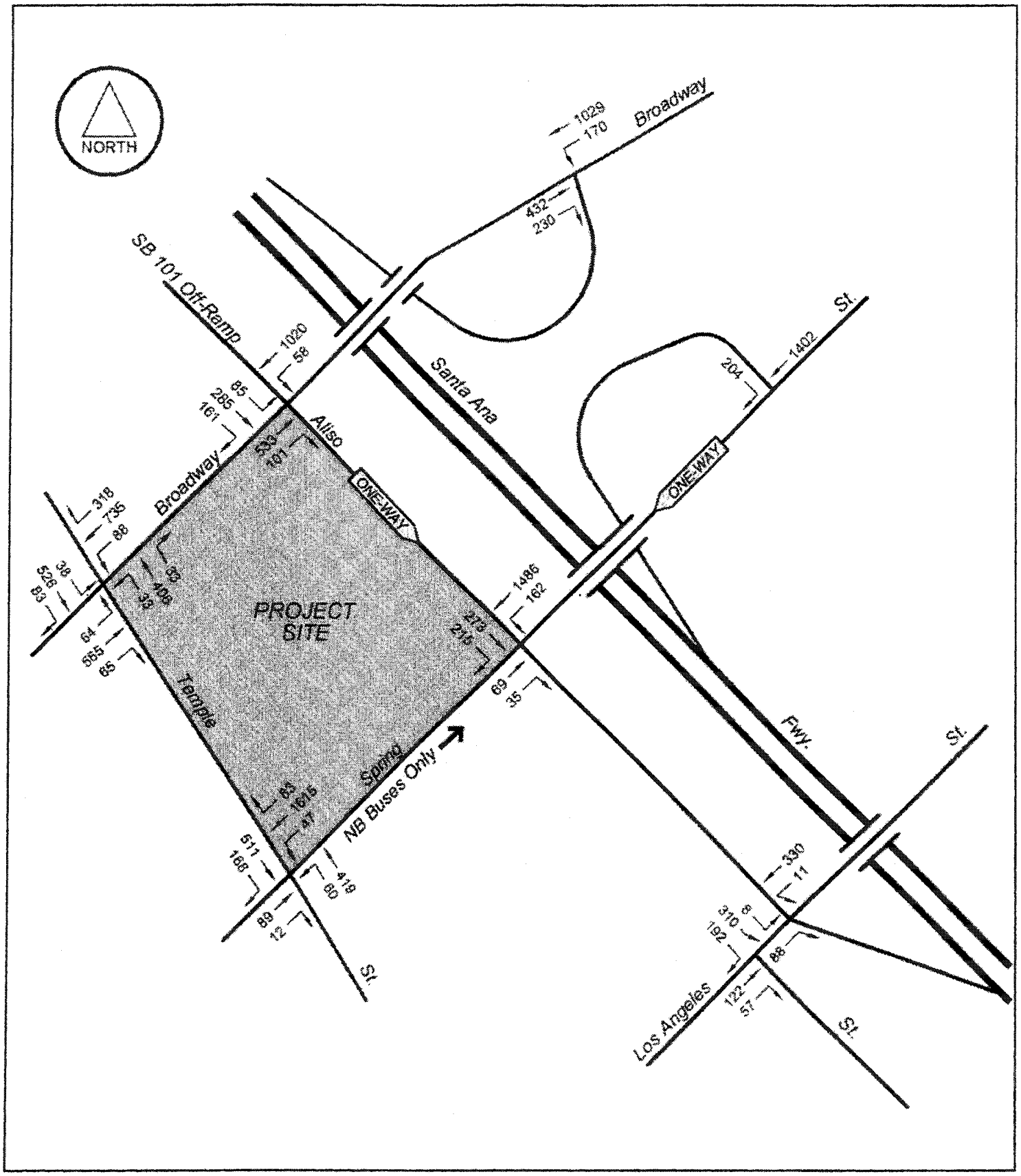
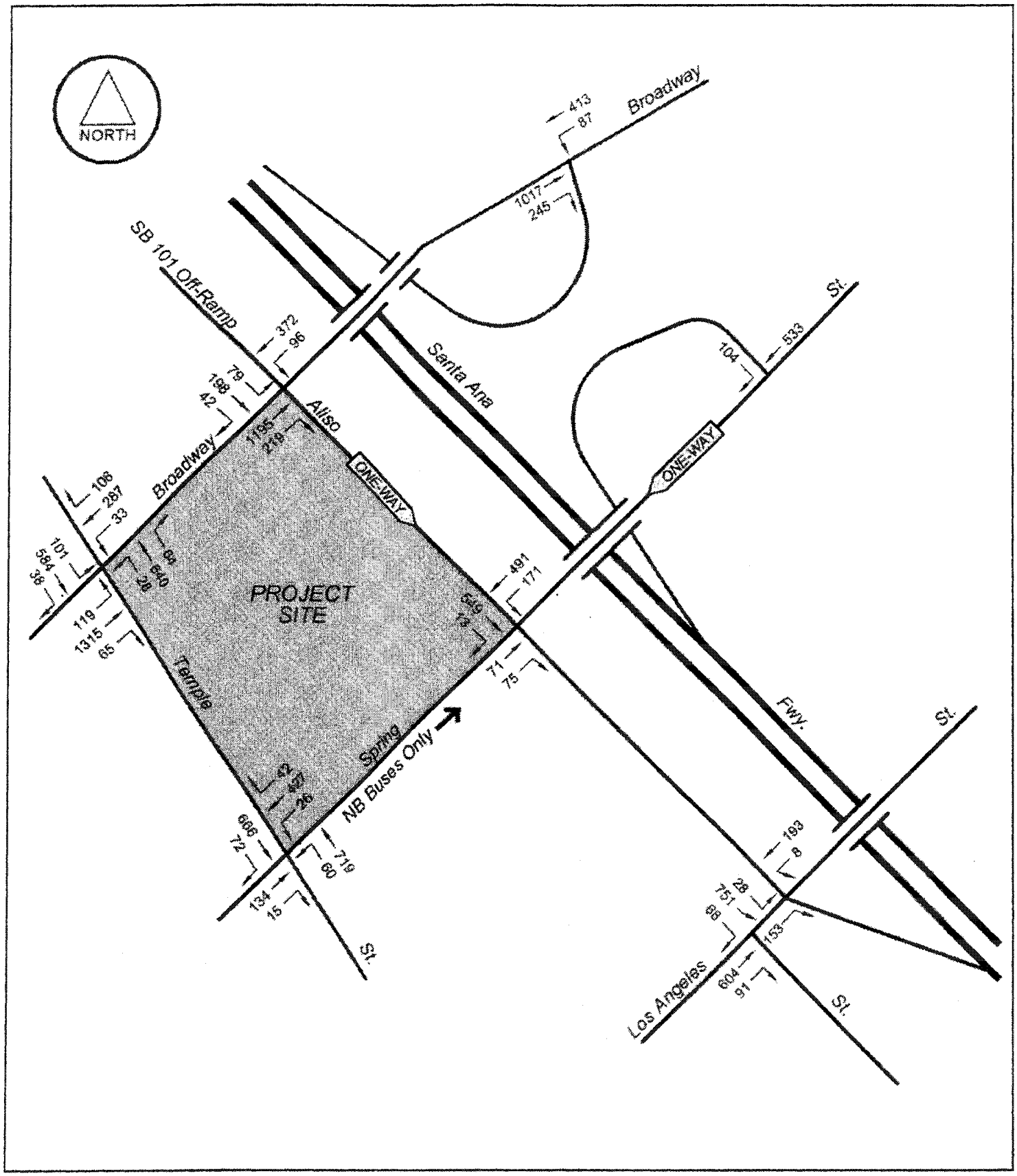
1 *Interim Materials on Highway Capacity*, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-2**

Existing AM Peak Hour Traffic Volumes



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-3**

Existing PM Peak Hour Traffic Volumes

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in **Table 4.2-1, Critical Movement Volume Ranges for Determining Levels of Service**, can be used to determine the applicable LOS.

Table 4.2-1
Critical Movement Volume Ranges*
for Determining Levels of Service

	Maximum Sum of Critical Volumes (VPH)		
Level of Service	**Two Phase**	**Three Phase**	**Four or More Phases**
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	----------Not Applicable----------		

**For planning applications only, i.e., not appropriate for operations and design applications.*

"Capacity" represents the maximum total hourly movement volume of vehicles in the critical lanes that has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of LOS E, as indicated in **Table 4.2-1.**

The Critical Movement Analysis (CMA) indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the study intersections. Thus, the LOS corresponding to a range of CMA values is shown in **Table 4.2-2, Level of Service as a Function of CMA Values.**

Table 4.2-2
Level of Service as a Function of CMA Values

Level of Service	Description of Operating Characteristics	Range of CMA Values
A	Uncongested operations; all vehicles clear in a single cycle.	< 0.60
B	Same as above.	> 0.60 < 0.70
C	Light congestion; occasional backups on critical approaches.	>0.70 < 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	>0.80 < 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	>0.90 < 1.00
F	Forced flow with stoppages of long duration.	> 1.00

By applying this analysis procedure to the study intersections, the CMA value and the corresponding LOS for existing traffic conditions were calculated. Those values, for existing AM and PM peak hour conditions, are shown in **Table 4.2-3, Critical Movement Analysis Summary Existing Traffic Conditions.**

Table 4.2-3
Critical Movement Analysis Summary
Existing Traffic Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	CMA	LOS	CMA	LOS
N. Broadway & Temple St.	0.431	A	0.714	C
Aliso St./SB 101 Fwy. Off-Ramp & N. Broadway	0.394	A	0.485	A
NB 101 Fwy. On-Ramp & N. Broadway	0.428	A	0.59	A
N. Spring St. & Temple St.	0.479	A	0.309	A
Aliso St. & N. Spring St.	0.333	A	0.246	A
NB 101 Fwy. Off-Ramp & N. Spring St.	0.377	A	0.154	A
SB 101 Fwy. On-Ramp & Los Angeles St.	0.184	A	0.285	A

Source: Crain & Associates, April 2003.

Public Transit

The Civic Center area provides a multitude of opportunities for public transit. There are trains, buses, and subways, which create a network with access throughout Los Angeles County, Orange County, Ventura County and beyond. Services are provided by Los Angeles County Metropolitan Transportation Authority (MTA), which has developed an extensive system of bus, rail, and subway routes to provide transit patrons with a high level of connectivity throughout the region. The Los Angeles Department of Transportation (LADOT) operates a "DASH" service that provides community-based routes to the downtown workforce, as well as visitors, at relatively low cost and provides commuter services. In addition, several neighboring cities provide commuter services into and out of downtown. The routes that operate adjacent to the project site are described below.

Metrolink – The Metrolink is a rail transportation mode available throughout the day but is heavily used during typical commuter time periods. Service is available to/from the Antelope Valley through Santa Clarita Valley and the San Fernando Valley into downtown. Services are also available to/from San Bernardino, Riverside, and Orange County, and the Inland Empire.

Subway and Light Rail – The MTA operates one subway and two light rail lines with access to/from downtown Los Angeles. The Red Line is a subway, which traverses downtown, the Wilshire Center, and North Hollywood. The Blue Line operates from downtown Los Angeles to/from Long Beach. The Green Line operates from Redondo Beach, traverses close to Los Angeles International Airport and heads east to Norwalk. There is a transfer opportunity to the Blue Line into Los Angeles.

Amtrak – Operates passenger trains from Union Station to counties near and far with a greater regional reach then the aforementioned services.

MTA Lines – Downtown Los Angeles is well served with MTA routes. These lines transport passengers throughout the local and regional community. Routes in and near the project site are illustrated in **Appendix 4.2** of this EA/EIR.

LADOT DASH – Route Dash B operates along Temple Street to/from Chinatown to the Financial District. Transfer opportunities are available to the entire downtown Dash System, including shuttles from Union Station. The cost to ride is only 25 cents per one-way trip.

LADOT Commuter Express – Offers eleven lines from nearby communities to/from downtown Los Angeles. These lines are available from the San Fernando Valley, Ventura County, Westside and southeast of downtown.

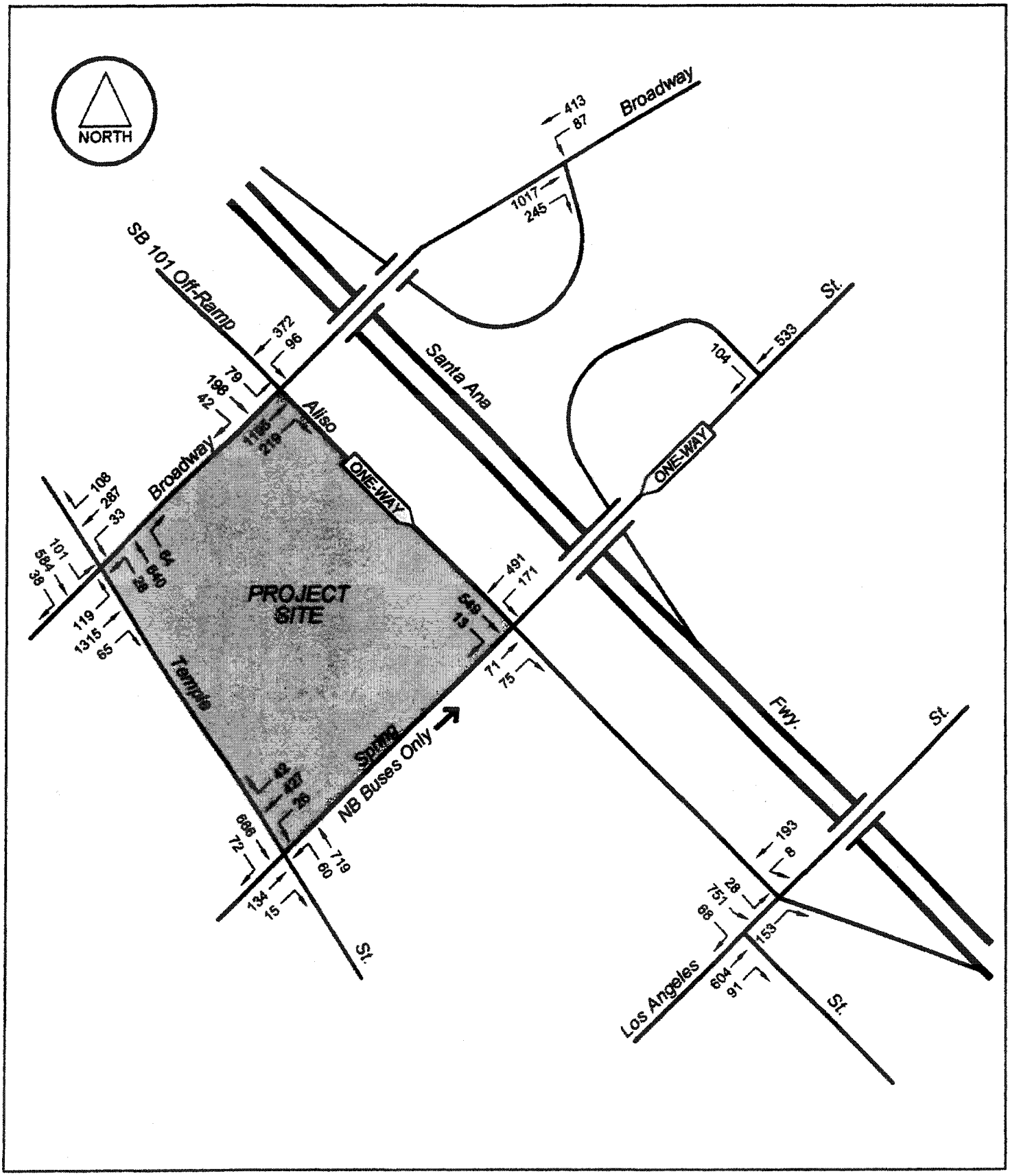
In addition, commuter lines are available from Foothill Transit, Orange County Transportation Authority, Santa Clarita Transit, Santa Monica Municipal Bus Lines, Torrance Transit, and Antelope Valley Transit.

The project is well served by direct transit links and when transfer opportunities are considered, most areas of Los Angeles are accessible via transit from the project site. Due to the proximity of project and readily accessible transit links, some employees and visitors may choose transit as a viable alternative to driving.

Future Baseline Traffic Conditions

Traffic Growth

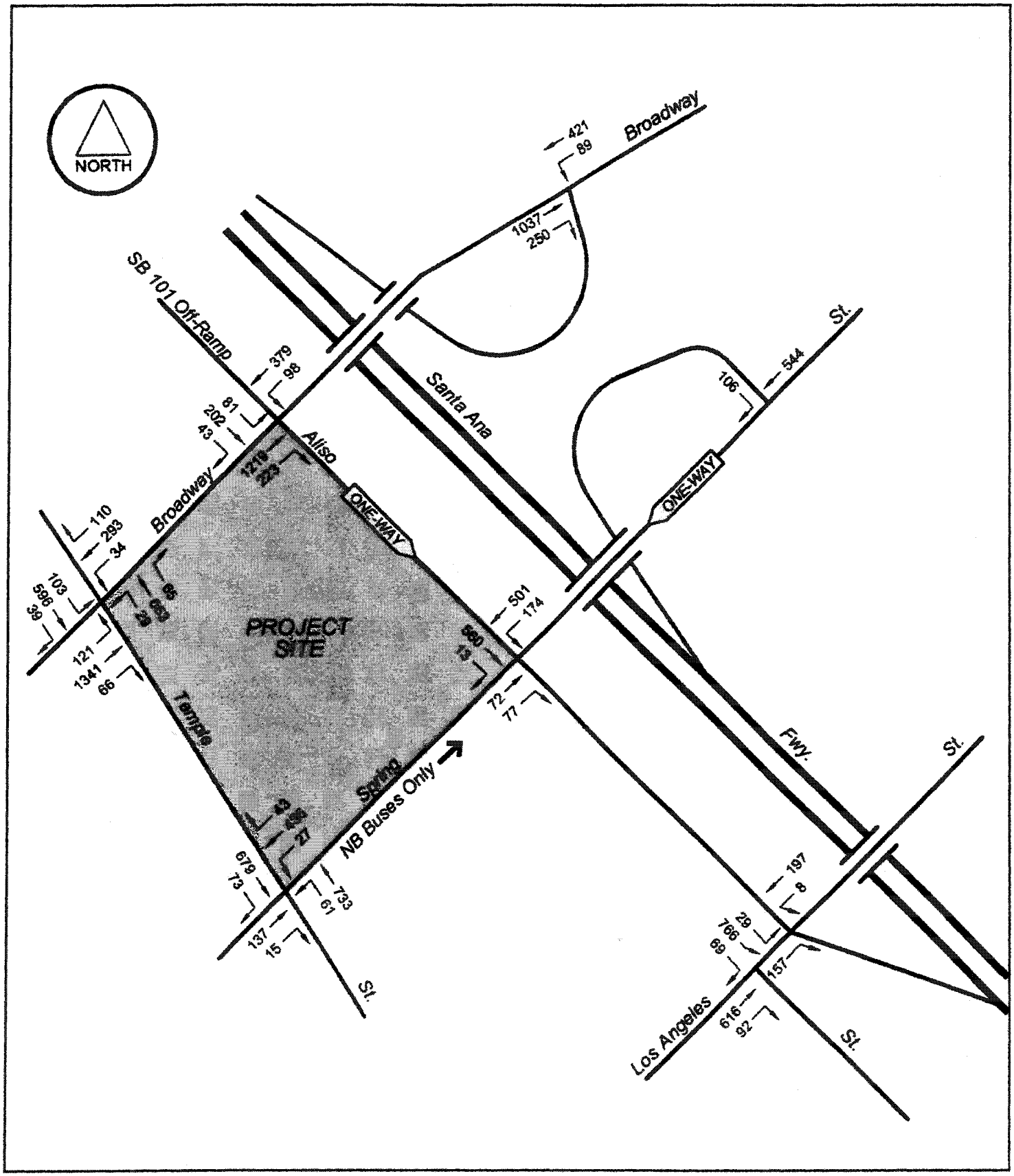
The traffic and circulation impacts of the Hall of Justice project were assessed based on the addition of traffic generated by the project to defined baseline conditions. Future baseline traffic volumes were estimated as follows: First, current traffic volumes were determined by traffic counts (as described under Existing Traffic Conditions, Traffic Volumes). Next, a traffic growth factor of 1.0 percent, compounded annually, was applied to develop a baseline "Without Project". Based on an analysis of the trends in traffic growth in the central Los Angeles area over the last several years, an annual traffic growth factor of 1.0 percent appeared conservative. This growth factor was used to account for increases in traffic resulting from projects not yet proposed or outside of the study area. This growth factor, compounded annually, was applied to the existing traffic volumes to develop an estimate of baseline volumes. The future peak hour traffic volumes at study intersections without the project are illustrated in **Figure 4.2-4, Future AM Peak Hour Traffic Volumes**, and **Figure 4.2-5, Future PM Peak Hour Traffic Volumes**, and corresponding CMA and LOS presented in **Table 4.2-4, Critical Movement Analysis Summary Future Traffic Conditions**.



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-4**

Future AM Peak Hour Traffic Volumes



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-5**

Future PM Peak Hour Traffic Volumes

Table 4.2-4
Critical Movement Analysis Summary
Future Traffic Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	CMA	LOS	CMA	LOS
N. Broadway & Temple St.	0.422	A	0.730	C
Aliso St./SB 101 Fwy. Off-Ramp & N. Broadway	0.403	A	0.497	A
NB 101 Fwy. On-Ramp & N. Broadway	0.438	A	0.611	B
N. Spring St. & Temple St.	0.490	A	0.316	A
Aliso St. & N. Spring St.	0.339	A	0.251	A
NB 101 Fwy. Off-Ramp & N. Spring St.	0.385	A	0.157	A
SB 101 Fwy. On-Ramp & Los Angeles St.	0.188	A	0.290	A

Source: Crain & Associates, April 2003.

Highway System Improvements

A review of anticipated transportation improvements was conducted for the street system servicing the site. A review of the City's Five Year Capital Improvement Program (CIP), 1997–98, Pictorial Guide revealed that there are no improvement projects scheduled for implementation that would significantly affect the transportation system in the study area. However, several improvements are anticipated in the downtown area. These include the construction of the "Gold Line" by the Pasadena Blue Line Authority from Union Station into Pasadena, the Adaptive Traffic Control System throughout downtown Los Angeles, the Figueroa Corridor Economic Development Strategy, where Figueroa Street would be rebalanced south of Ninth Street to provide three lanes in each direction; the Hollywood Freeway (US-101) ramps at Glendale Boulevard will be reconstructed into a full diamond interchange, the Hollywood Freeway will be improved between Vermont Avenue and the four level interchange to provide one additional lane in each direction, with a future conversion to a High Occupancy Vehicle (HOV) facility also planned between Glendale Boulevard and Vermont Avenue; the Harbor Freeway (State Route 110) northbound and southbound ramps at Fourth Street will be reconfigured, and the Santa Monica Freeway (I-10)/Olympic Boulevard interchange will be improved to provide a westbound off-ramp connection from the Santa Monica Freeway, and the connection of the HOV system throughout downtown. While these projects may be implemented in the future, they have not been included in the future conditions with the project or with the project and the cumulative development in order to provide a conservative estimate of potential impacts.

Estimated Traffic Generation

Traffic Generation

The occupancy in the Hall of Justice in 1994 was approximately 537,585 gross square feet with 1,343 employees and 527 inmates on 15 floors. After renovation under Alternative 2, the Hall of Justice would be 456,909 gross square feet with 325,000 usable square feet on 13 stories, with two interior floors removed. Under Alternative 3, the Hall of Justice would be 537,585 gross square feet with 199,132 usable square feet.

Under either alternative, the renovated County Hall of Justice building would be occupied by the County Sheriff's Department, District Attorney's Office, Department of Parks and Recreation, Chief Administrative Office – Real Estate and Risk Management, Public Defender and Alternate Public Defender Offices. Under Alternative 2, there would be between 1,630 to 1,660 full time day personnel. Under Alternative 3, the Hall of Justice would be occupied with approximately the same amount of full-time employees (1,350), as under the 1994 conditions.

The operations conducted in the building would be very similar to a typical office building with the employees working a typical workday. There would potentially be meetings and visitors, much as a typical office would conduct business. The County offices in the Hall of Justice building would not have nighttime or weekend deployment of personnel beyond typical office overtime needs. The Sheriff's Department would not conduct personnel exams from the Hall of Justice. The trip generation for the project is based upon General Office and on the greater number of employees anticipated to occupy the building.

Traffic-generating characteristics of land uses, such as an office building, have been extensively surveyed and documented in studies conducted under the auspices of the Institute of Transportation Engineers (ITE). The most recent information is available in the ITE 6th Edition *Trip Generation Manual,* which was used as a basis for project trip generation. This publication indicated that office buildings, with employees as estimated, generally exhibit the trip-making characteristics presented in **Table 4.2-5, Trip Generation Rates.**

Table 4.2-5
Trip Generation Rates

General Office (trips per employee)
Daily: T = 3.32 (E)
AM Peak Hour: T = 0.48 (E); I/B = 88%, O/B = 12%
PM Peak Hour: T = 0.46 (E); I/B = 17%, O/B = 83%

T = trip ends; E = employee; I/B = inbound; O/B - outbound

Source: ITE Trip Generation Manual, *6th Edition (1997).*

On the basis of the above traffic generation rates, projections of the amount of new traffic to be generated were derived. Traffic generation discounts were applied for the previous occupancy of the building for Alternative 2.[2] Once renovated and fully occupied, the Alternative 2 is expected to generate approximately 1,052 net new daily trips, with 133 net trips inbound and 19 net trips outbound during the AM peak hour and approximately 25 net trips inbound and 121 net trips outbound during the PM peak hour at adjacent intersections. **Table 4.2-6, Trip Generation,** presents the trip generation calculation for Alternative 2.

Table 4.2-6
Trip Generation

	Size (employees)	Daily Traffic	AM Peak Hour I/B	AM Peak Hour O/B	AM Peak Hour Total	PM Peak Hour I/B	PM Peak Hour O/B	PM Peak Hour Total
Proposed Occupancy	1,660	5,511	701	96	797	130	634	764
Previous Occupancy	1,343	4,459	568	77	645	105	513	618
Net Project Traffic	**317**	**1,052**	**133**	**19**	**152**	**25**	**121**	**146**

Source: Crain & Associates, April 2003.

Trip Distribution

Determination of the geographic distribution of generated trips was the next step in the process. A primary factor affecting trip distribution is the relative distribution of population from which prospective employees and visitors of the proposed project would be drawn. Trip-making patterns and land use in the project area were analyzed and percentage trip distributions were developed. The project is located

2 Los Angeles Department of Transportation, *Memorandum of Understanding for LA County Hall of Justice,* May 30, 2003.

in the Civic Center just south of the 101 Freeway. Therefore, freeway access is readily available. The percentage split of trips, by direction, is presented in **Table 4.2-7, Directional Trip Distribution**, and graphically illustrated in **Figure 4.2-6, Trip Distribution Percentages.**

Table 4.2-7
Directional Trip Distribution

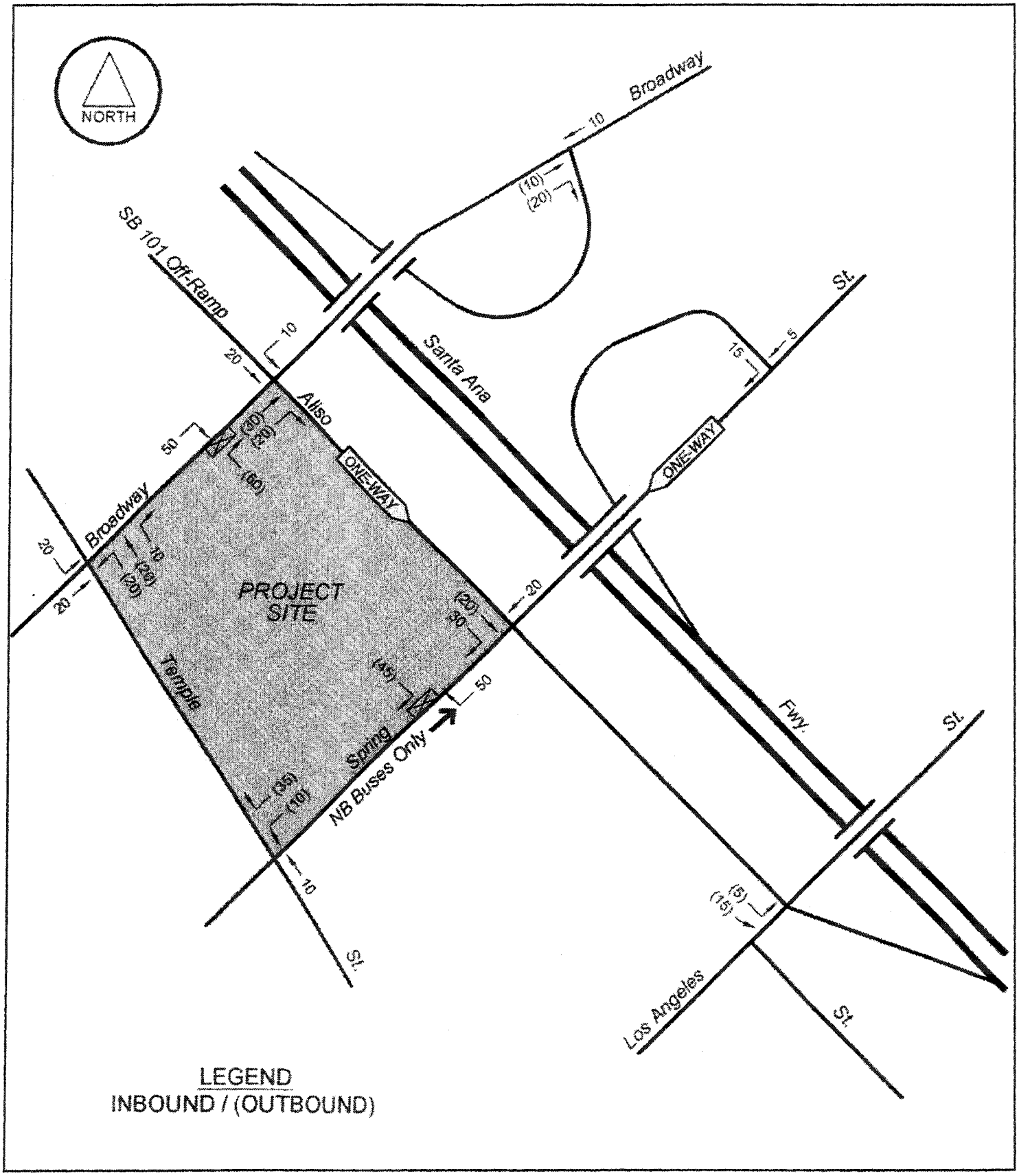
Direction	Percentage of Trips
North	40%
South	20%
East	20%
West	20%
Total	**100%**

Traffic Assignment

The assignment of traffic to the street and highway systems was accomplished in two steps. Using the directional distribution percentages for the surface streets developed previously, the number of trips in each direction was calculated. The second step was to assign these trips to specific routes serving the project area. The results of the traffic assignment provide the necessary level of detail to conduct the traffic analysis. The results of the traffic assignments are illustrated **in Figure 4.2-7, AM Peak Hour Traffic Volumes**, and **Figure 4.2-8, PM Peak Hour Traffic Volumes**, which estimate the project AM and PM peak hour traffic on the nearby street system for the proposed uses.

Parking and Access

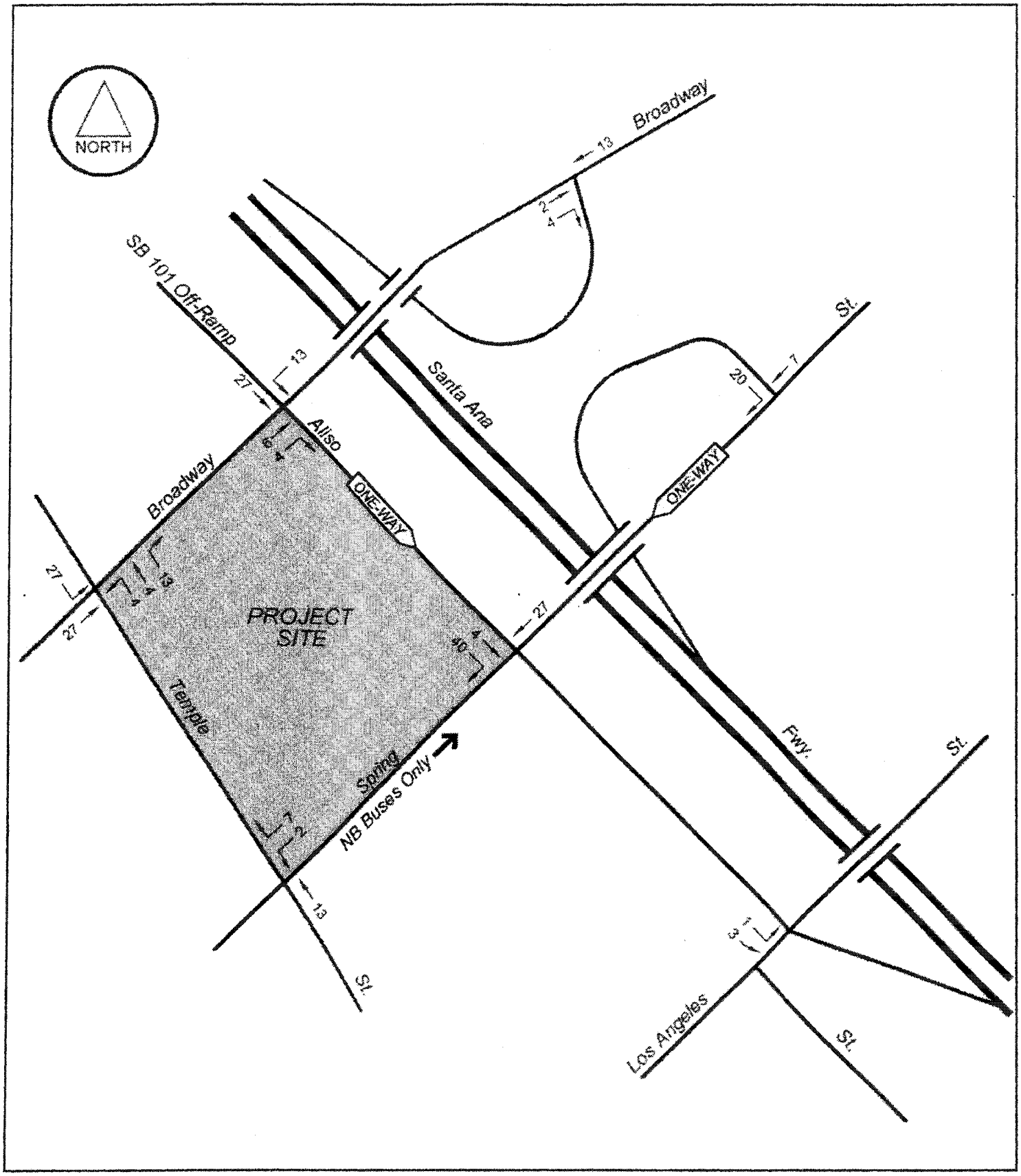
Parking for the renovated building would be provided in a new 1,000 space parking structure. The new parking structure would be constructed along the northern boundary of the project site. Access to the new parking structure would be provided for staff via card key access on North Broadway and on North Spring Street. No vehicular access would be provided from Temple Street or Aliso Street. In order to maintain traffic flow on the project's boundary roadways, all driveways would be restricted to right turns in and out of the site. The project driveway volumes are illustrated on **Figure 4.2-9, Project Driveway Volumes.** These figures do not incorporate the discount for the previous use, but instead reflect the traffic, which is anticipated to be turning into the driveways subsequent to the renovation.



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-6**

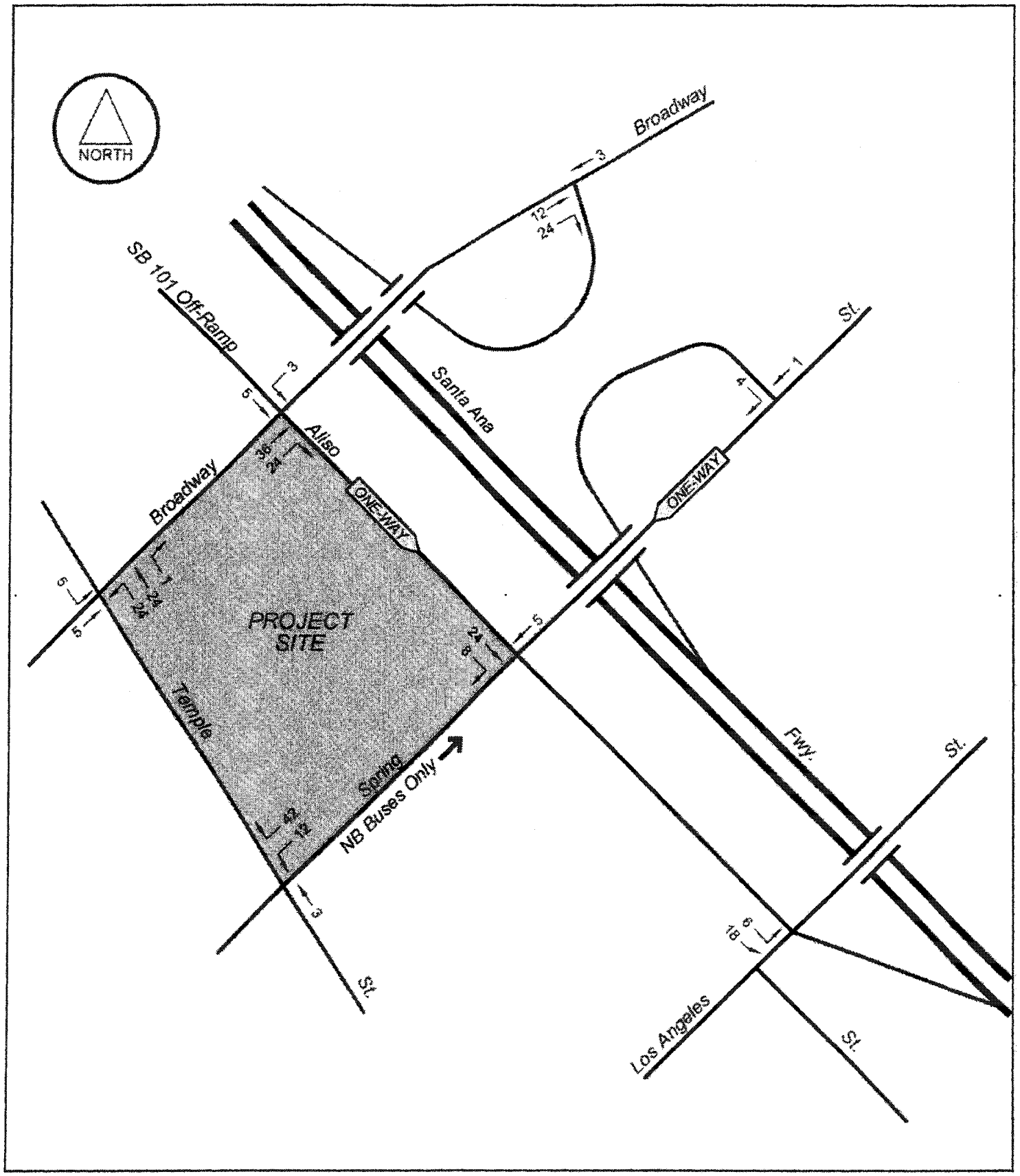
Trip Generation Percentages



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-7**

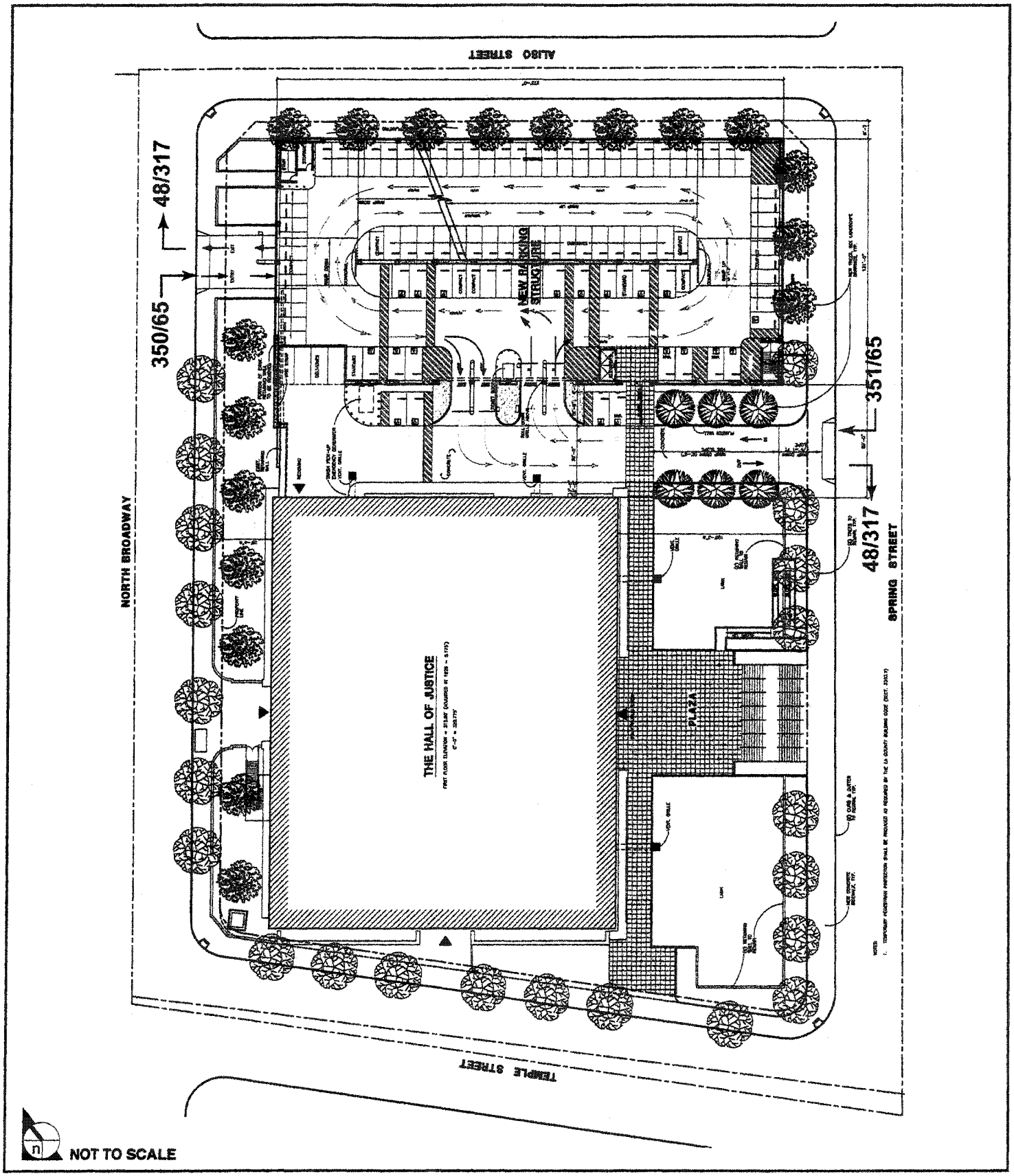
AM Peak Hour Traffic Volumes



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-8**

PM Peak Hour Traffic Volumes



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-9**

Project Driveway Volumes

4.4.2 THRESHOLDS OF SIGNIFICANCE

The current definition of a "significant traffic impact" attributable to a project can occur within three ranges of CMA values, as presented in **Table 4.2-8, County Criteria for Significant Traffic Impact.**

Table 4.2-8
County Criteria for Significant Traffic Impact

LOS	Final CMA Value	Project-Related Increase in CMA Value
C	0.71 to 0.80	Equal to or greater than 0.04
D	0.81 to 0.90	Equal to or greater than 0.02
E, F	0.91 or greater	Equal to or greater than 0.01

4.4.3 POTENTIAL IMPACTS OF ALTERNATIVES

Alternative 1 – No Project Alternative

Under this alternative, the Hall of Justice building would remain vacant and would not generate construction or operational traffic. Impacts under this alternative would be less than significant.

Alternative 2 – Repair and Reuse Alternative (Proposed Alternative)

Construction

There are no County criteria to identify significant traffic impacts associated with the construction of a project, because unlike the completed project itself, construction impacts are short-term effects. However, a quantitative construction traffic impact analysis was prepared. The following assessment as to whether expected construction traffic on surrounding streets is "significant" was based on the County's criteria for a proposed project (**Table 4.2-8**). This is a highly conservative analytical approach as these criteria were formulated to apply to the long-term traffic impacts of a completed project, not short-term construction traffic impacts. Nevertheless, this procedure was utilized to ensure that worst case impacts were adequately analyzed.

For purposes of a highly conservative analysis, it was assumed that all construction workers, supervisory and staff personnel, and visitors would drive alone to the site and park their vehicles on site. It was

assumed that one-half of the haul, concrete, delivery and other heavy-duty construction truck trips would be on the street system during peak commuter periods.

Construction workers are expected to arrive at the site prior to the 7:00 AM start time and leave soon after the 7:00 PM quitting time. Once on the site, the majority of the construction workers are not expected to leave the site until the end of the workday. Supervisory and staff personnel are expected to arrive earlier and leave later than the construction workers, and may make trips to and from the site during work hours. Visitor and miscellaneous trips are estimated to occur between 7:00 AM and 7:00 PM. Heavy-duty construction trucks are expected to arrive and depart from the site throughout the day.

It is estimated that most weeks of construction would generally entail four days of average activity and one day of peak activity during each stage of construction. The number of construction workers is expected to range from 200 to 250 workmen per day during peak construction activity periods.

Construction truck and employee vehicle activity is estimated to consist of the following:

- 65 inbound and 65 outbound haul trucks, concrete trucks, delivery trucks (lumber, rebar, etc.) trips per day for the site work, dirt hauling and grading.
- 250 inbound and 250 outbound personal vehicles for construction employees. This is a conservative assumption, as it would be anticipated that construction employees would rideshare.

As the construction work force and visitors would be from all parts of the region, they would be arriving from all directions. The location receiving the soil, debris and other materials excavated from the site during site work demolition, clearing and grading has not been established. Intersections analyzed for the purposes of the project were also analyzed under the construction scenario, as they are the intersections expected to be the most affected by construction-related traffic.

Existing peak hour traffic volumes on these intersections, which were obtained from recent traffic counts conducted in May 2002, were increased by a growth factor of 1.0 percent per year to reflect baseline conditions. This is the same growth factor used in the analysis of project traffic impacts. No related projects traffic volumes were added to these intersections.

In order to evaluate potential construction related traffic impacts conditions associated with existing, future without construction activity, and future with construction activity were evaluated. **Table 4.2-9, LOS Analysis for Construction Activity**, indicates that no significant traffic impacts have been identified with the analysis.

Table 4.2-9
LOS Analysis for Construction Activity

Intersection	Peak Hour	Existing		Without Construction Activity		With Construction Activity		
		CMA	LOS	CMA	LOS	CMA	LOS	Impact
Temple St. &	AM	0.548	A	0.561	A	0.564	A	0.003
N. Broadway	PM	0.714	C	0.730	C	0.751	C	0.021
Aliso St./SB 101 Fwy.	AM	0.394	A	0.403	A	0.419	A	0.016
Off-Ramp & N. Broadway	PM	0.485	A	0.497	A	0.524	A	0.027
NB 101 Fwy On-Ramp &	AM	0.364	A	0.372	A	0.381	A	0.009
N. Broadway	PM	0.528	A	0.541	A	0.572	A	0.031
Temple St. &	AM	0.479	A	0.490	A	0.491	A	0.001
N. Spring St.	PM	0.309	A	0.316	A	0.328	A	0.012
Alisa St. &	AM	0.333	A	0.339	A	0.389	A	0.050
N. Spring St.	PM	0.246	A	0.251	A	0.261	A	0.010
NB 101 Fwy. Off-Ramp &	AM	0.377	A	0.385	A	0.403	A	0.018
N. Spring St.	PM	0.154	A	0.157	A	0.158	A	0.001
SB 101 Fwy. On-Ramp &	AM	0.184	A	0.188	A	0.188	A	0.000
Los Angeles St.	PM	0.285	A	0.290	A	0.297	A	0.007

Source: Crain & Associates, April 2003.

No parking impacts from construction-related vehicles are expected to occur on the surrounding streets. All construction-related vehicles, including construction worker vehicles, would be parked on the project site. On street parking is in high demand in the project site area. If, during peak construction activity, parking demand cannot be adequately accommodated on site, then a parking plan involving an off-site location would be implemented for the affected work crew.

Operational

Intersections

The critical movement analysis and Levels of Service at the seven signalized key intersections, with and without the Alternative 2 traffic volumes, are provided in **Table 4.2-10, Summary of Critical Movement Analysis, Future Traffic Conditions - With and Without Alternative 2. Figure 4.2-10, Future With Alternative 2, AM Peak Hour Traffic Volumes**, and **Figure 4.2-9-11, Future With Alternative 2, PM Peak Hour Traffic Volumes**, illustrates projected traffic volumes with Alternative 2.

Table 4.2-10
Summary of Critical Movement Analysis
Future Traffic Conditions - With and Without Alternative 2

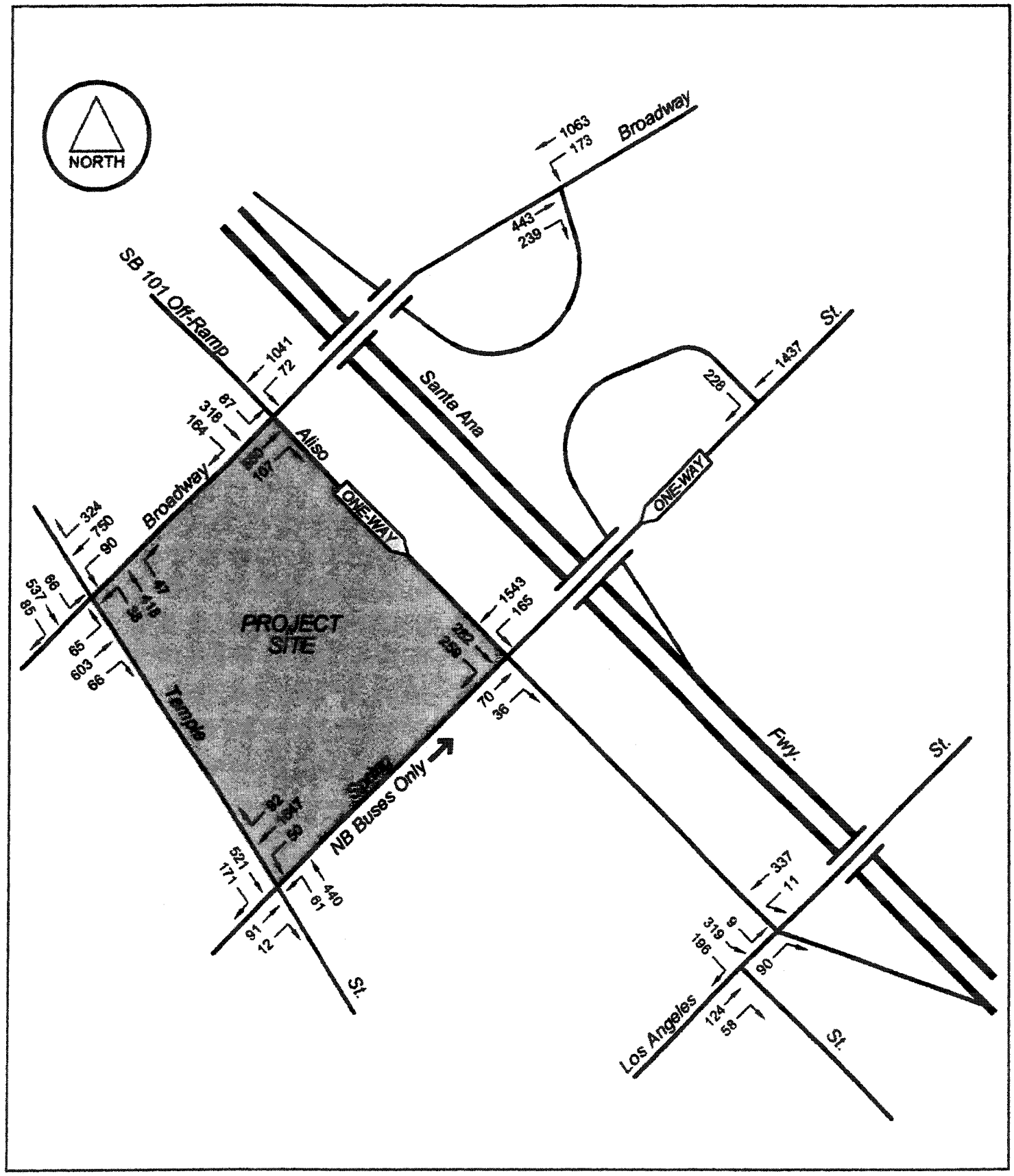
		Without Alternative 2		With Alternative 2		
Intersection	Hour	CMA	LOS	CMA	LOS	Impacts
N. Broadway &	AM	0.442	A	0.445	A	0.003
Temple St.	PM	0.730	C	0.743	C	0.013
Aliso St./SB 101 Fwy	AM	0.403	A	0.411	A	0.008
Off-Ramp & N. Broadway	PM	0.497	A	0.512	A	0.015
NB 101 Fwy On-Ramp &	AM	0.438	A	0.443	A	0.005
N. Broadway	PM	0.611	B	0.625	B	0.015
N. Spring St. &	AM	0.490	A	0.491	A	0.001
Temple Street	PM	0.316	A	0.321	A	0.005
Aliso St. &	AM	0.339	A	0.366	A	0.027
N. Spring St.	PM	0.251	A	0.257	A	0.006
NB 101 Fwy Off-Ramp &	AM	0.385	A	0.394	A	0.009
N. Spring St.	PM	0.157	A	0.159	A	0.002
SB 101 Fwy On-Ramp &	AM	0.188	A	0.188	A	0.000
Los Angeles St.	PM	0.290	A	0.294	A	0.004

Source: Crain & Associates, April 2003.

As shown in **Table 4.2-10**, the signalized key intersections would provide acceptable Levels of Service (LOS C or better). Following the addition of Alternative 2-related traffic, the increase in the CMA delay at the signalized key intersections would range from 0.003 to 0.027. These changes in average control delay would be insufficient to change the peak hour levels of service at any of the signalized key intersections and would not result in an increase in the CMA value that exceed significance threshold levels. Impacts under this alternative are considered to be less than significant.

Congestion Management Plan

To address the increasing public concern that traffic congestion was impacting the quality of life and economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A Countywide approach has been established by the Metropolitan Transportation Authority, the local CMP agency, to implement the statutory requirements of the CMP. The Countywide approach includes designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's Level of Service standards. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If Level of Service standards deteriorate, local jurisdictions must prepare a deficiency plan to be in conformance with the Countywide plan.

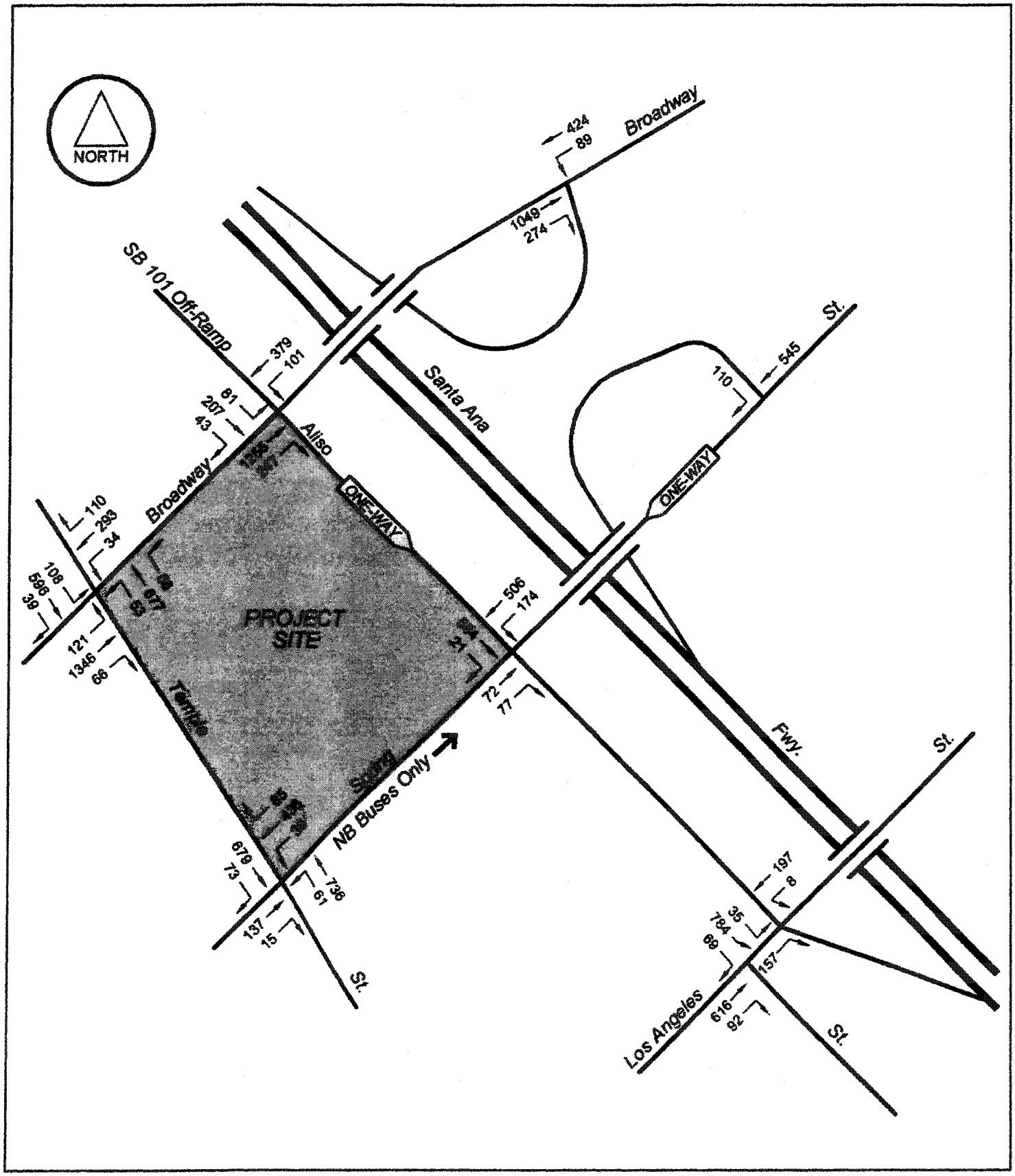


SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-10**

Future with Alternative 2, AM Peak Hour Traffic Volumes

600-01•02/04



SOURCE: Crain & Associates, March 07, 2003.

EXHIBIT **4.2-11**

Future with Alternative 2, PM Peak Hour Traffic Volumes

600-01-02/04

Furthermore, all development projects, which are required to prepare an EIR, are subject to the Land Use Analysis program of the CMP. This requirement will provide decision-makers with the project-specific traffic impacts created by large projects on the CMP highway network. The traffic impact analysis (TIA) to be included in an EIR requires that all freeway segments, where the project adds 150 or more trips in each direction during the peak hours, be analyzed. An analysis is also required at all CMP intersections where the project would add 50 or more trips during the peak hour. The CMP intersection closest to the project is Wilshire Boulevard and Alvarado Street. The intersection is over 2 miles away from the project. Less than 50 project related trips are anticipated to utilize this intersection during the peak hours. In addition, as shown previously in **Figures 4.2-7** and **4.2-8**, Alternative 2 would not add 150 or more trips to any of the freeway segments, including the Harbor Freeway south of the Hollywood Freeway, the Harbor Freeway at Alpine Street, the Hollywood Freeway north of Vignes Street, or Golden State Freeway at Stadium Way (all CMP Freeway segments in the project area). Therefore, no additional analysis was performed.

Alternative 3 – Adaptive Reuse of Existing Building to Secretary of Interior Standards

Construction

Implementation of this alternative would include the repair of the Hall of Justice building and development of a parking garage. This alternative would generate 65 inbound and 65 outbound haul trucks, concrete trucks, and delivery trucks (lumber, rebar, etc.) trips per day for the site work, dirt hauling and grading. In addition this alternative would generate up to 250 inbound and 250 outbound personal vehicles for construction employees. This is a conservative assumption, as it would be anticipated that construction employees would rideshare.

Following the addition of Alternative 3-related traffic, the increase in the CMA delay at the signalized key intersections would range from 0.003 to 0.055. These changes in average control delay would be insufficient to change the peak hour Levels of Service at any of the signalized key intersections and would not result in an increase in the CMA value that exceed significance threshold levels. Impacts under this alternative during construction are considered to be less than significant.

No parking impacts from construction-related vehicles are expected to occur on the surrounding streets. All construction-related vehicles, including construction worker vehicles, would be parked on the project site. On street parking is in high demand in the project site area. If during peak construction activity-

parking demand cannot be adequately accommodated on site, then a parking plan involving an off-site location would be implemented for the affected work crew.

Operational

Intersections and Congestion Management Plan

Under Alternative 3, the Hall of Justice would be occupied with approximately the same amount of full-time employees (1,350) as under the 1994 conditions. Given that the traffic discount rates were applied for the previous occupancy of the building, this alternative would not result in a net increase in traffic. Consequently, the implementation of this alternative would result in CMA values and LOS, as presented in **Table 4.2-4**. This alternative would result in less than significant traffic and circulation impacts.

4.4.4 MITIGATION MEASURES (ALTERNATIVES 2 AND 3)

In order to ensure construction activity does not interfere with weekday activities, the following mitigation measures are required for both Alternatives 2 and 3.

T-1 Trucks and construction materials and equipment should be staged on site whenever feasible. If additional space is necessary lane closure plans shall be submitted to the County and City of Los Angeles for approval.

T-2 Temporary "Truck Crossing" warning signs shall be placed in each direction in advance of each site driveway used by construction vehicles.

T-3 A flag person or persons shall be positioned at the project site to assist truck operators in entering and exiting the project area, and to help minimize conflicts with other motorists.

T-4 To the greatest extent possible, heavy-duty construction trucks shall be scheduled to arrive and depart before and after peak commuting periods of 7:00 AM to 10:00 AM and 4:00 PM to 7:00 PM.

T-5 A construction worker ridesharing plan shall be implemented to reduce construction-related trips.

T-6 An off-site parking area for construction workers personal vehicles shall be established during peak construction activity days/time periods when all worker vehicles cannot be accommodated on site.

T-7 Once a site has been identified for hauling excess dirt, a haul route shall be developed which keeps trucks on major boulevards. The haul route shall be reviewed and approved by the County and City.

4.4.5 ADVERSE IMPACTS AFTER MITIGATION (ALTERNATIVES 2 AND 3)

Impacts under either Alternative 2 or 3 would be less than significant.