



Metro

**PLANNING & PROGRAMMING COMMITTEE
SEPTEMBER 15, 2004**

SUBJECT: THE COASTAL CORRIDOR TRANSPORTATION INITIATIVE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS:

- A. Receive oral presentation by the South Bay Cities Council of Governments on the Coastal Corridor Transportation Initiative.
- B. Use the Coastal Corridor Transportation Initiative in future updates of the Short and Long Range Transportation Plans.

ISSUE:

At the July 22, 2004 meeting, the MTA Board directed that the South Bay Coastal Corridor Initiative be presented at the September 2004 Planning and Programming Committee and that this program of projects be used for future updates of the Short and Long Range Transportation Plans.

POLICY IMPLICATIONS:

The Coastal Corridor Initiative identifies multi-modal transportation improvements and provides an implementation strategy to meet the mobility needs of the South Bay cities. The Initiative is the product of a public-private partnership. The Initiative recommends both short and mid-term strategies to enhance the operational efficiency and management of the transportation system in the Coastal Corridor area. This area is bounded by the Santa Monica Freeway (I-10) on the north, Pacific Ocean on the west, Pacific Coast Highway (PCH) to the south and La Brea, Slauson, Van Ness and Western Avenues to the east (Attachment A). The Initiative provides guidance in identifying the South Bay Subregion's priorities.

OPTIONS:

The MTA Board could choose not to use the Initiative in future updates of the Short and Long Range Transportation Plans. This option is not recommended as this is a collaborative effort of the South Bay cities that provides an initial "portfolio" of solutions to identify transportation deficiencies.

FINANCIAL IMPACT:

There is no impact on the FY 05 budget.

BACKGROUND:

The Coastal Corridor Initiative was undertaken by representatives from the South Bay and Westside Cities, local, state and federal transportation agencies, Los Angeles World Airports and the private sector. The purpose of the group was to develop a comprehensive and cohesive transportation improvement plan that addresses the changes anticipated in the Coastal Corridor area. The ultimate goal was to develop a Strategic Action Plan and recommend consensus-based solutions (including required strategies) to address the Corridor's identified deficiencies.

The Coastal Corridor Initiative was completed in two parts. Part 1, completed in January 2001, included a compilation of data that defined the existing and future transportation system, including roadways, transit systems and goods movement. Part 2, completed in May 2003, identified current and future deficiencies in the multi-modal transportation system and recommended an initial "portfolio" of solutions. These improvements were identified as either near or mid-term and contained a strategic element. As the Initiative moved to the end of the second phase, the Westside Cities elected to develop a separate implementation plan.

The South Bay Cities Council of Governments and the El Segundo Employers' Association have partnered to complete Part 3. This phase, currently underway, builds on the recommendations of the first two phases to ready projects for implementation and funding with two main objectives: (1) Develop consensus on a staged implementation strategy matching transportation needs and policies to expected growth and changing land use patterns; and (2) Develop the institutional and political consensus that can serve as a platform for a funding strategy.

The Coastal Corridor Initiative identifies the following critical transportation issues: congestion along major corridors; congestion at critical intersections; access to/from the I-405 Freeway; management of through trips on the arterial streets; constrained roadways; infrastructure maintenance and rehabilitation; reconfiguring regional and local transit systems and attracting discretionary riders to public transit. The recommended improvements (near and mid-term) total approximately \$378 million, of which approximately \$148 million represents near-term and \$230 million represents mid-term (5 to 15 years). Improvements broken down by jurisdiction include locally-identified projects such as: selected roadway widenings and realignments; unfunded Intelligent Transportation System (ITS)/signal system improvements; expanded bikeway network; expansion of the Metro Rapid program; Beach Cities Transit Terminal and Crenshaw Corridor; minor grade crossing improvements and freeway and ramp projects to address bottlenecks through operational improvements; and intelligent, dynamic metering system for maximum efficiency.

The Strategic element of the plan includes longer-term “Big Ticket” projects that may fall outside of the mid-term time frame, but need to begin planning now. Examples of such projects include the Metro Green Line extension and the Crenshaw Corridor LRT. Attachment B summarizes the Coastal Corridor Transportation Initiative.

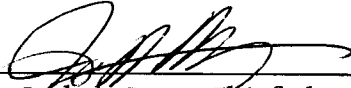
NEXT STEPS:

Staff will work with the South Bay Cities Council of Governments and others to use the Coastal Corridor Initiative in future updates of the Short and Long Range Plan. Additionally, the Initiative’s portfolio of projects will be considered when evaluating future Call for Projects applications from the various South Bay cities and Caltrans.


ATTACHMENT:

- A. The Coastal Corridor Transportation Initiative Map
- B. The Coastal Corridor Transportation Initiative Summary

Prepared by: Jon Grace, Transportation Planning Manager, South Bay Area Planning Team
Renee Berlin, Director, South Bay Area Planning Team

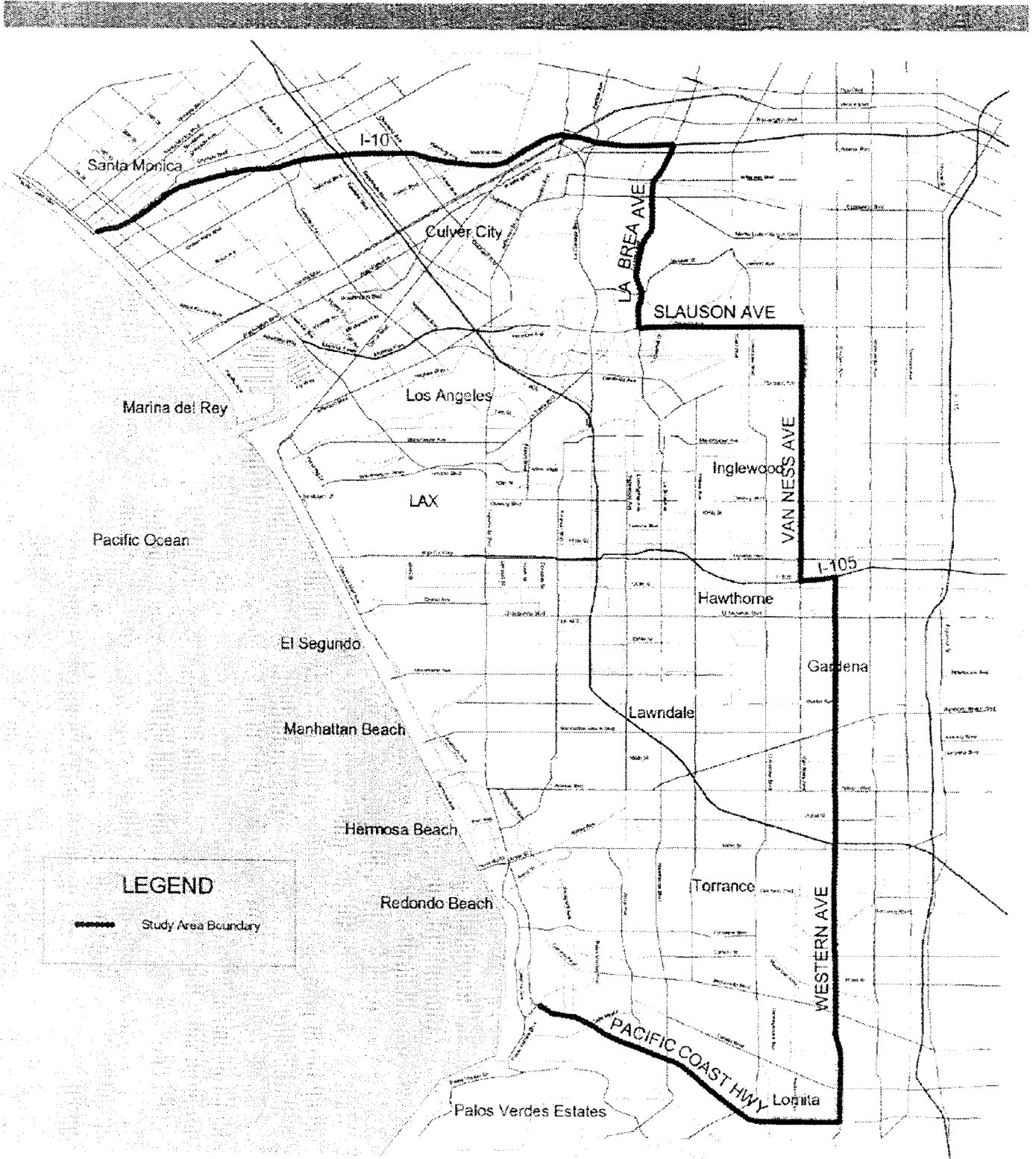


James L. de la Loza, Chief Planning Officer
Countywide Planning and Development



Roger Snoble
Chief Executive Officer

The Coastal Corridor



The Coastal Corridor Transportation Initiative

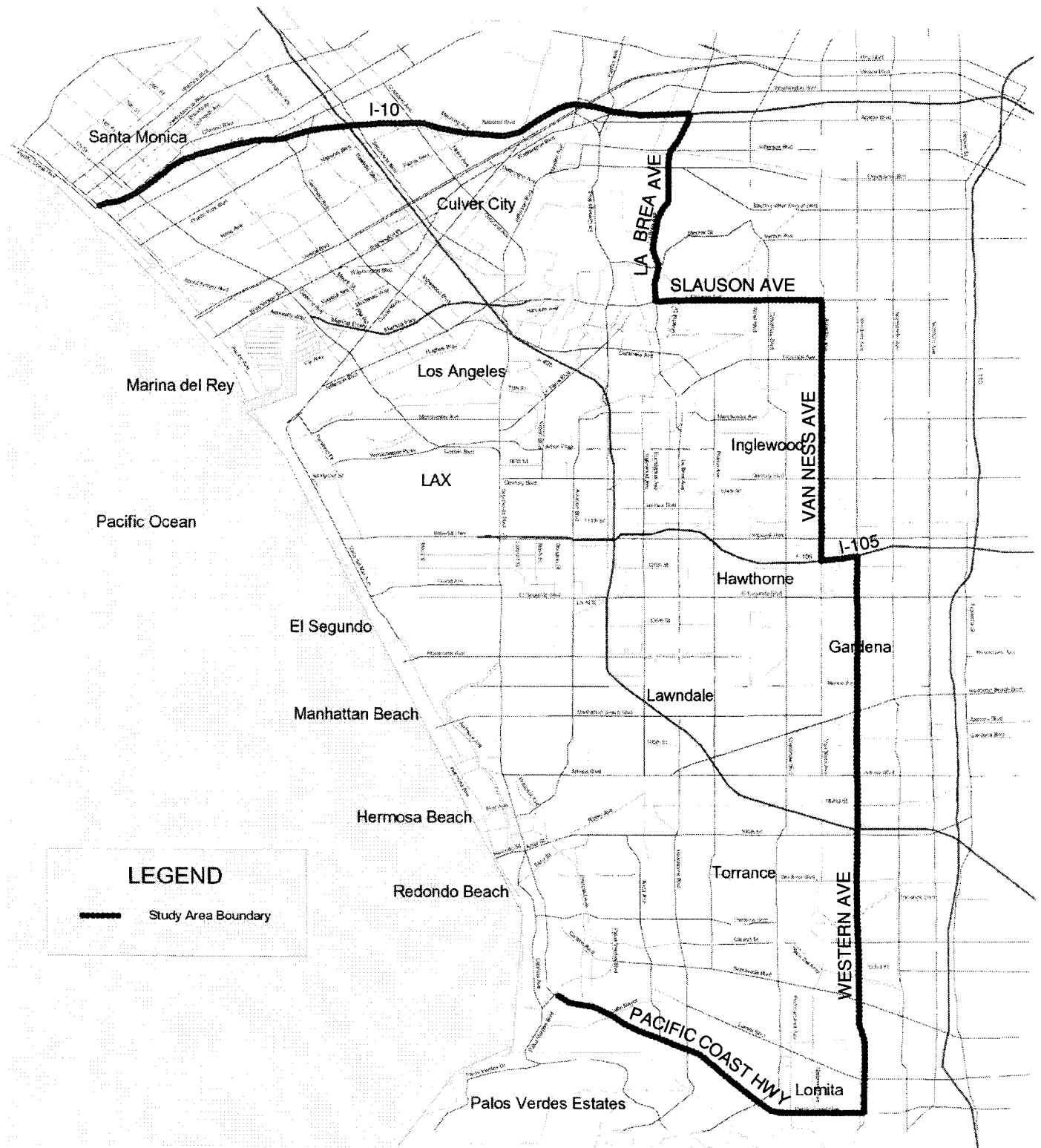
An Implementation Strategy to Meet the South Bay's Mobility Needs

**A Partnership of:
The South Bay Cities
Council of Governments
and
El Segundo Employers Association**

Participating Jurisdictions/Agencies

- **El Segundo**
- **Gardena**
- **Hawthorne**
- **Hermosa Beach**
- **Inglewood**
- **Lawndale**
- **Lomita**
- **Los Angeles**
- **Manhattan Beach**
- **Redondo Beach**
- **Torrance**
- **County of Los Angeles**
- **South Bay Cities Council of Govts.**
- **El Segundo Employers Association (ESEA)**
- **Southern Calif. Association of Govts. (SCAG)**
- **Caltrans**
- **Los Angeles County MTA**
- **West Side Cities**
- **Culver City**
- **Santa Monica**

The Coastal Corridor



Goals

- ✓ **Enhance the operational efficiency and management of transportation system in the Coastal Corridor.**
- ✓ **Using a “bottoms-up” process, identify short- and long-term improvements to address true transportation needs in the Corridor.**
- ✓ **Develop a quick response strategy to fill the funding gap for improvements.**
- ✓ **Respond to the desire to see regional solutions to transportation problems.**
- ✓ **Serve as an institutional/political vehicle to advance specific corridor-wide projects**

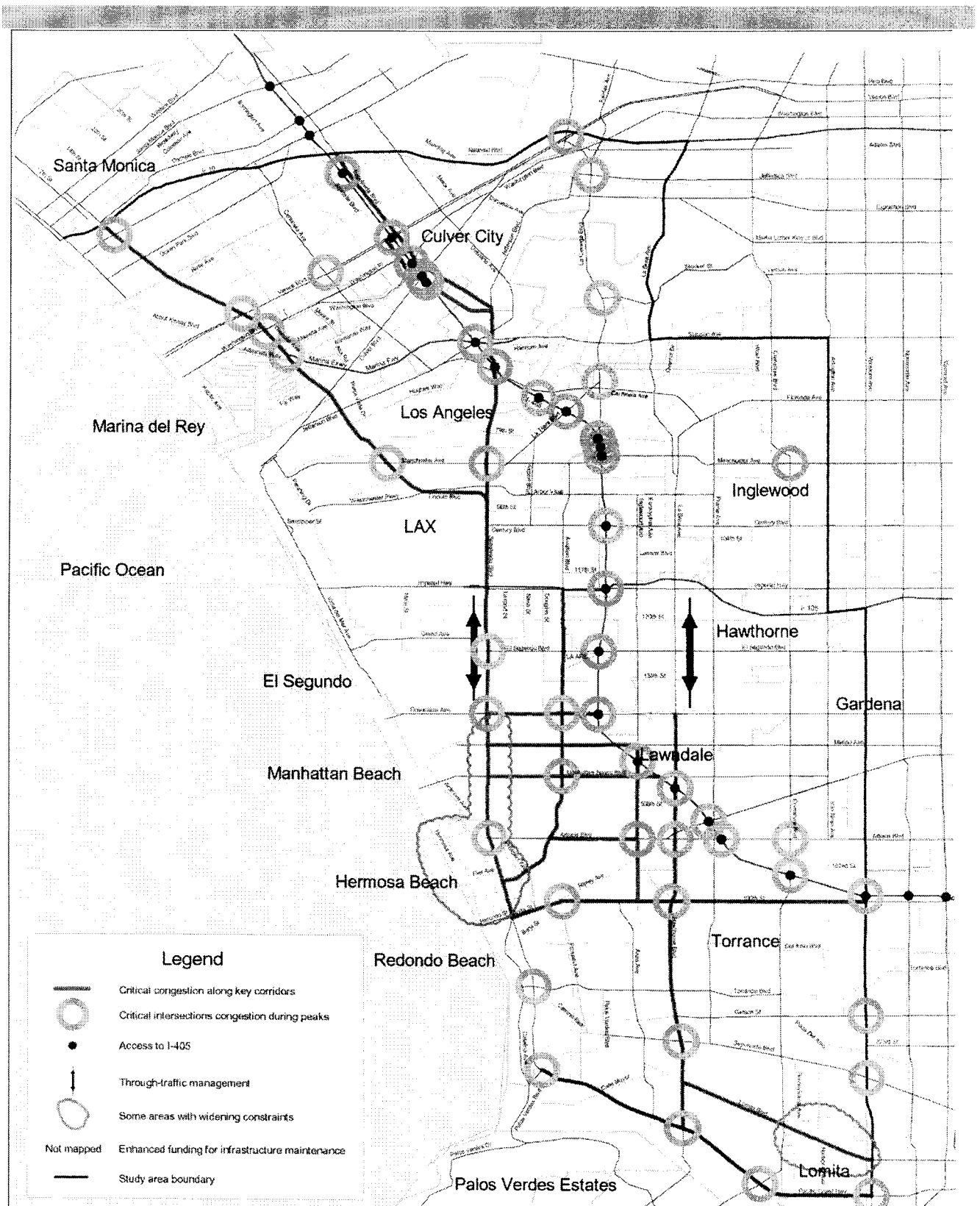
Three Phase Work Program

- Phase 1: [2000-01]: Reviewed on-going and recently completed studies in the Corridor.
- Phase 2: [2001-03]: Identified current and future deficiencies in the multi-modal transportation system in the Coastal Corridor. Result: an initial “portfolio” of solutions to identified deficiencies.
- Phase 3: [2003-05]: Builds on Phase II recommendations to ready projects for implementation and funding.
 - Objective 1: Development of a consensus on a staged implementation strategy matching transportation needs and policies to expected growth and changing land use patterns
 - Objective 2: Development of the institutional and political consensus that can serve as a platform for a funding strategy

Phase 2: Critical Transportation Issues

- Congestion along major corridors.
- Congestion at critical intersections.
- Access to/from the I-405 Freeway.
- Management of through trips on arterial streets.
- Constrained roadway corridors.
- Infrastructure maintenance and rehabilitation.
- Reconfiguring regional and local transit systems.
- Attracting “discretionary riders” to public transit.

Existing PM Peak Hour Critical Issues



Recommended Improvements

A. Locally-Identified Projects

- Selected roadway widenings or realignments
- Rosecrans Ave Corridor Study
- Unfunded ITS/Signal system improvements

B. Bikeway Projects

- Expand bikeway network

C. Transit Projects

- Metro Rapid expansion program
- Beach Cities Transit Terminal
- Crenshaw Corridor

D. Grade Crossing Projects

- Minor grade crossing improvements

E. Freeway and Ramp Projects

- Address bottlenecks through operational improvements
- Intelligent, dynamic metering system for maximum efficiency

Coastal Corridor Strategic Element

- **Longer-Term “Big Ticket” Projects.**
- **May fall outside the “Mid-Term” time frame (5 – 15 years);**
- **Need to begin planning and advocacy now.**
- **Examples:**
 - **Crenshaw Corridor LRT.**
 - **GreenLine Extension.**
- **Near-term goal:**
 - **Inclusion in SCAG RTP, MTA LRP.**

Overall Unfunded Improvement Costs

Coastal Corridor Transportation Initiative

Type of Improvement	Costs (\$1,000s) *	
	Near-Term (5 Years)	Mid-Term (5-15 Yrs.)
Locally-Identified Projects	\$ 62,684	\$ 62,628
Bikeway Projects	\$ 5,228	\$ 7,666
Beach Cities Transit Terminal	\$ 57,200	N/A
Grade Crossing Projects	\$ 165	N/A
Freeway and Ramp Projects	\$ 22,925	\$ 159,500
Subtotals	\$ 148,202	\$ 229,794
Total		\$377,997

* Total does not include long-term unfunded cost of \$346 M for Crenshaw Corridor Busway or \$602M for Exposition LRT/Transitway.

Summary

- Existing congestion in Coastal Corridor is forecast to increase.
- This study recommends comprehensive, area-wide improvements to address congestion and other critical transportation issues.
- These projects are known and supported by local agency staff.
- Total estimated cost is approximately \$378 million.
- These funds will leverage the heavy investment that's already been made in the Corridor's transportation system:
 - Existing system, but also...
 - Improvements that have been funded but not implemented

Next Steps

- **At the subregional level:**
 - Institutionalize the Coastal Corridor with the COG and MTA through the RTP and Long Range Planning processes;
 - Help cities get \$\$ for projects; and,
 - Develop funding and implementation strategies for the portfolio.
- **At the city level:**
 - Institutionalize the Coastal Corridor process in each city; and,
 - Support the COG's request for Federal funding to develop the Coastal Corridor funding and implementation strategy.