

Hollydale Area Specific Plan

Existing Transportation Conditions

September 22, 2014

Introduction

This report supports the preparation of the Hollydale Area Specific Plan for the City of South Gate. It documents existing transportation conditions, including roadways and traffic, transit, bicycles and pedestrians, and parking.

The Specific Plan area includes portions of Garfield Avenue, Paramount Boulevard, Imperial Highway, Gardendale Street, Main Street and Century Boulevard.

I.1 Roadway Circulation System

Introduction to Roadways

The roadway system serving the Specific Plan area is shown in Figure I-1. Key north-south streets include Garfield Avenue and Paramount Boulevard. Key east-west streets include: Imperial Highway, Gardendale Avenue, Main Street, and Century Boulevard. The key streets serving the project area are described below.

Garfield Avenue

Garfield Avenue is classified as a Primary Arterial in the City's General Plan. It is a four-lane street and on-street parking is permitted on both sides of the street. North of Gardendale Street there is a center turn lane and parking is not permitted. Between Gardendale Street and Main Street there is no central turn lane, but left turn lanes are provided at key intersections, and on-street parking allowed. South of Main Street, there is a landscaped median with left turn lanes and parking is allowed.

Paramount Boulevard

Paramount Boulevard is classified as a Primary Arterial. It is a four lane street with a central turn lane and on-street parking is generally permitted on both sides of the street.

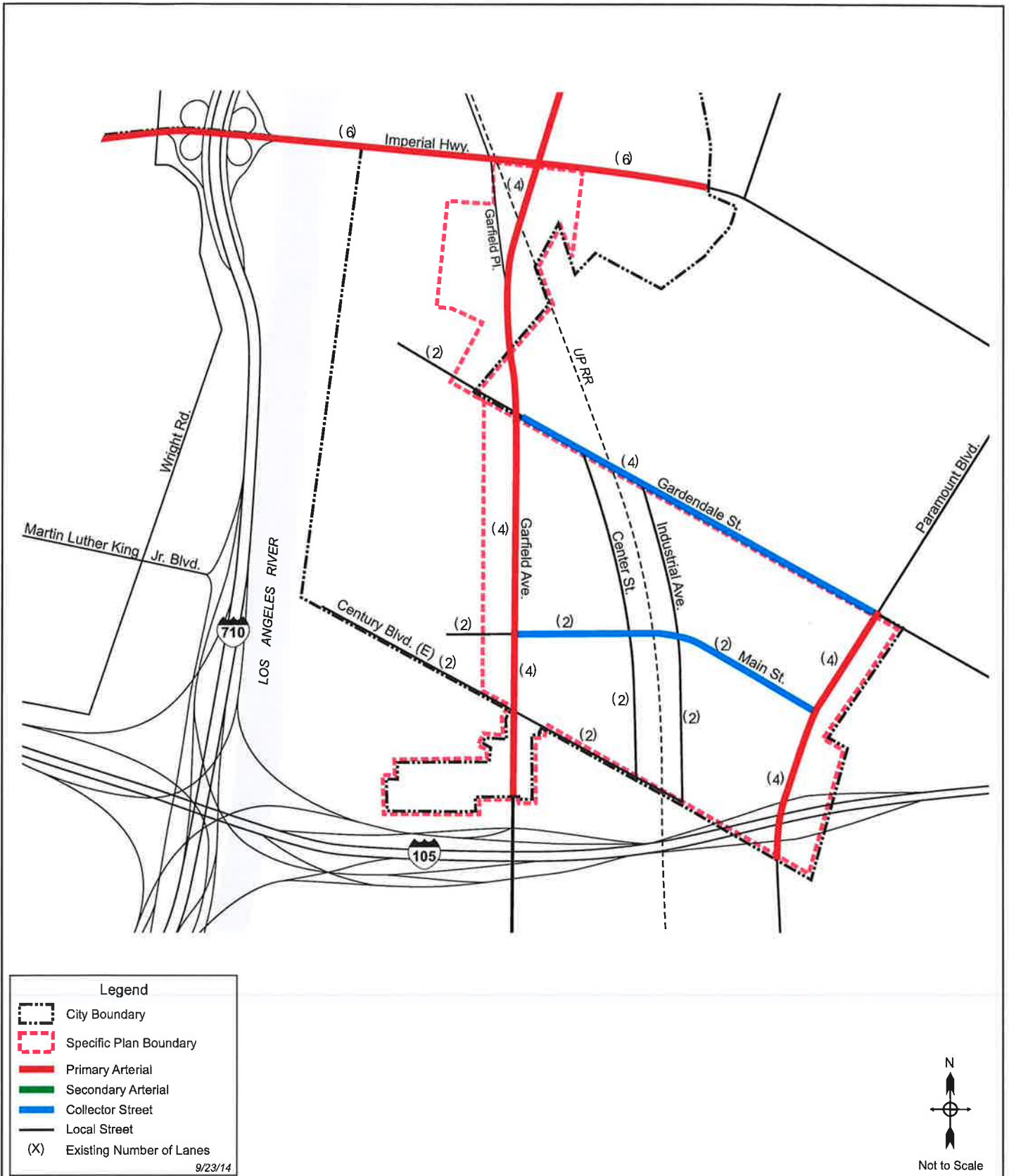
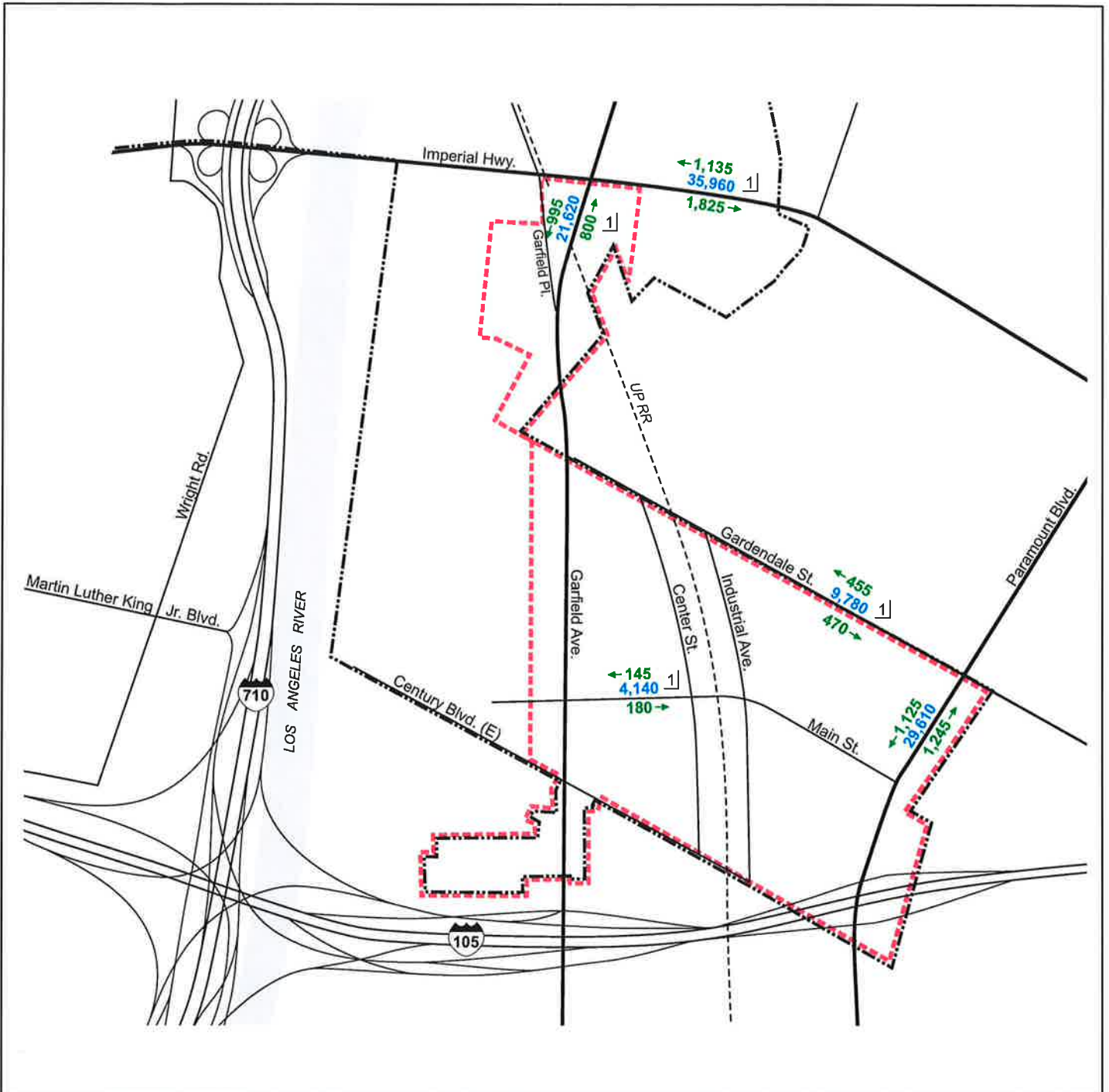


Figure I-1
Roadway Classifications
Hollydale Area Specific Plan



Legend

- City Boundary
- Specific Plan Boundary
- X,XXX** Average Daily Traffic (ADT)
- X,XXX→** Average PM Peak Hour (Directional)

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Source for Volumes
 2011 Daily Volumes, City of South Gate



Table I-1 Roadway Capacities by Type

Roadway Type	No. of Lanes	Daily Capacity (Vehicles)	Peak Hour Capacity per Lane (Vehs/Hour)
Primary Arterial	6	60,000	800
Primary Arterial	4	40,000	800
Secondary Arterial	4	35,000	700
Collector Street	2	15,000	600

Source: *Table 2. Roadway Capacities by Type* from South Gate General Plan EIR Draft Traffic Study, 12/2/2008

Peak hour roadway segment levels of service along key roadways were calculated using the volumes and capacities described above, and are shown in Table I-2. Roadway segment levels of service are generally in the Level of Service (LOS) A to C range, indicating that there is adequate roadway capacity in terms of the number of traffic lanes. On the segment of Paramount Boulevard north of I-105, the level of service is LOS D in the AM peak hour and LOS F in the PM peak hour, indicating that roadway volumes are approaching, or at, the capacity of a four lane roadway.

Intersection Traffic Volumes and Levels of Service

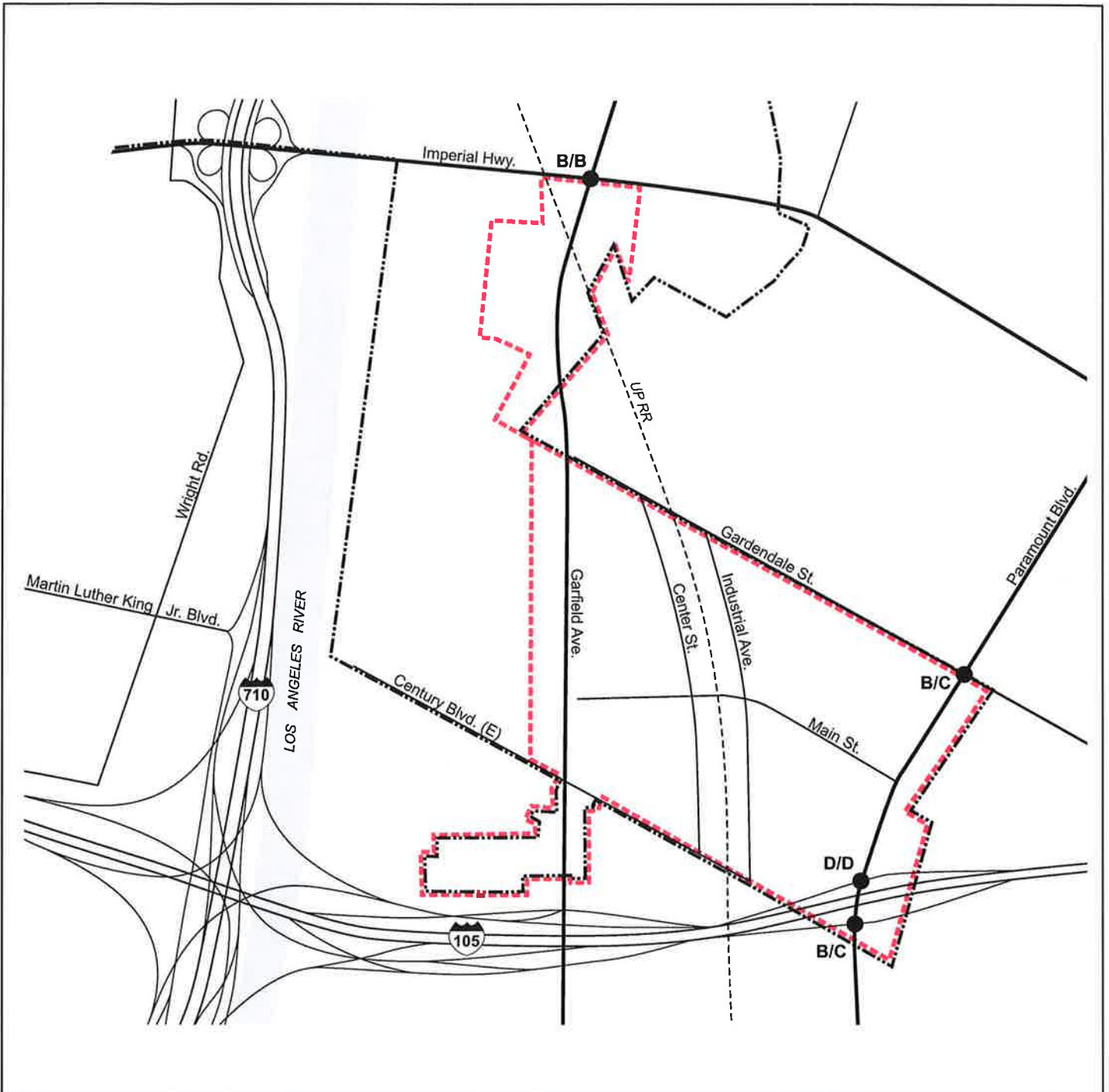
Peak hour intersection levels of service, based on available data, are shown in Figure I-3. The intersection of Imperial Highway & Garfield Avenue operates at LOS B. The intersections along Paramount Boulevard operate at LOS B and C, except for Paramount & North Somerset Ranch Road (I-105 freeway ramps) which operates at LOS D.

Table I-2 Hollydale Area Specific Plan - Existing Roadway Segments Level of Service Analysis - AM and PM Peak Hour



Street	Segment		Roadway Classification	Peak Period	Capacity Per Lane	No. of Lanes		Existing Volume		Existing Capacity		V/C Ratio		Level of Service		Notes
	From	To				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	
Garfield	Imperial	S. City Limit	Primary Arterial	AM	800	2	2	1332	664	1600	1600	0.833	0.415	D	A	2
				PM	800	2	2	802	996	1600	1600	0.501	0.623	A	B	
Paramount	N. City Limit	S. City Limit	Primary Arterial	AM	800	2	2	983	1077	1600	1600	0.614	0.673	B	B	2
				PM	800	2	2	1245	1124	1600	1600	0.778	0.703	C	C	
Paramount	I-105	Main	Primary Arterial	AM	800	2	2	1285	1395	1600	1600	0.803	0.872	D	D	1
				PM	800	2	2	1735	1650	1600	1600	1.084	1.031	F	F	
Imperial	W. City Limit	E. City Limit	Primary Arterial	AM	800	3	3	1537	1579	2400	2400	0.640	0.658	B	B	2
				PM	800	3	3	1824	1136	2400	2400	0.760	0.473	C	A	
Gardendale	Garfield	E. City Limit	Collector Street	AM	600	2	2	289	847	1200	1200	0.241	0.706	A	C	2
				PM	600	2	2	470	456	1200	1200	0.392	0.380	A	A	
Main	Pennsylvania	Paramount	Collector Street	AM	600	1	1	149	184	600	600	0.248	0.307	A	A	2
				PM	600	1	1	181	143	600	600	0.302	0.238	A	A	

1. Traffic Volumes from Traffic Study for Tierra Luna Specific Plan Project, Raju Associates, 2009.

2. Traffic Volumes from City of South Gate Citywide Traffic Counts, 2011.



Legend

-  City Boundary
-  Specific Plan Boundary
- X/X** Intersection Level of Service - AM/PM

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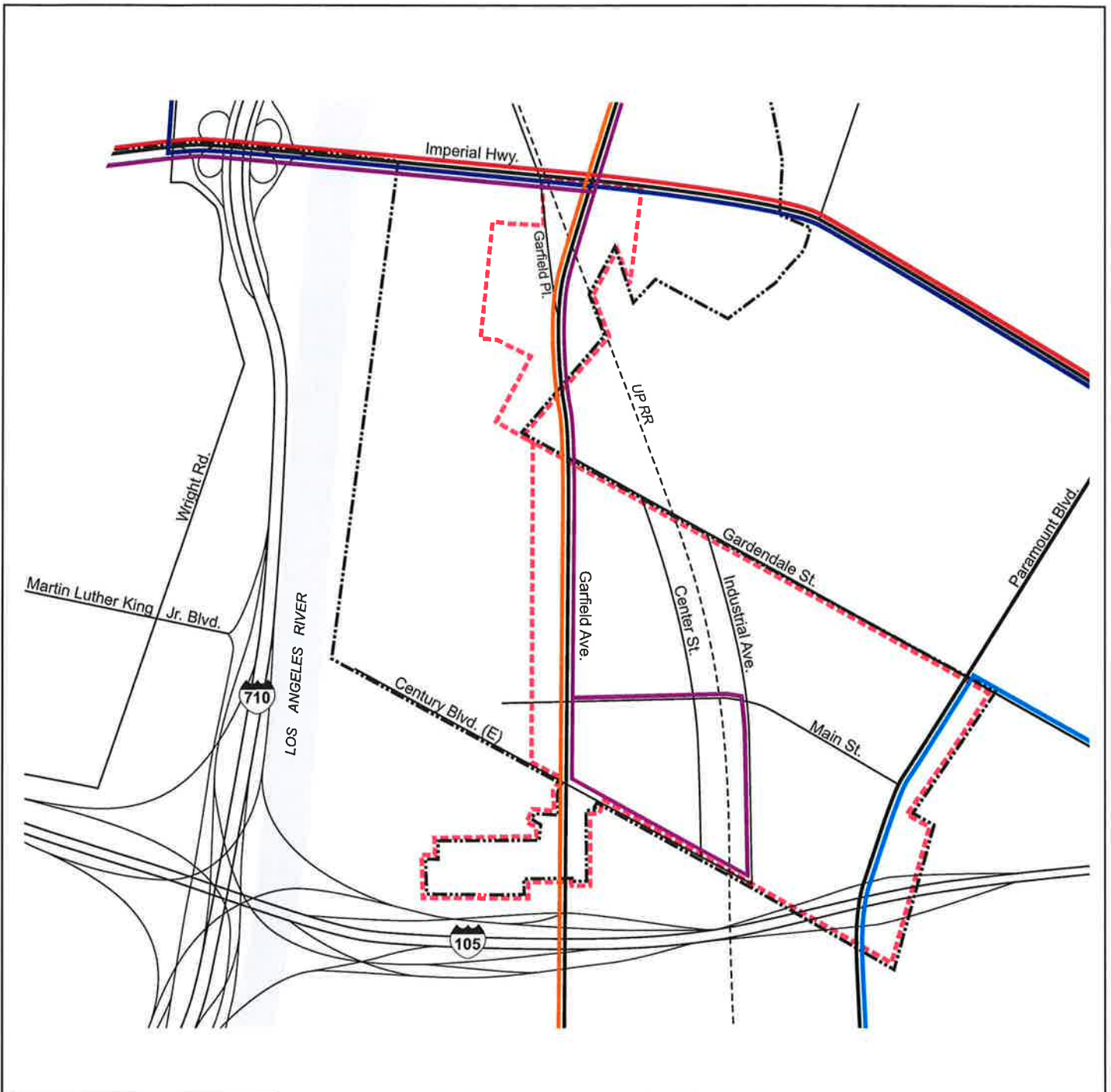
Source: Tierra Luna Specific Plan Project Traffic Study, 2009



Not to Scale

Figure I-3
Peak Hour Intersection Levels of Service

Hollydale Area Specific Plan



Legend

- City Boundary
- Specific Plan Boundary
- GATE Shuttle
- Metro Local 117
- Metro Local 120
- Metro Local 258
- Metro Local 265

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N

Not to Scale

Figure I-4
Existing Transit
Hollydale Area Specific Plan

Paramount Boulevard

Metro Local 265 runs between the Pico Rivera and Lakewood Mall. It operates at about 30-55 minute headways during weekday peak periods and at 55 minute headways on weekends.

Imperial Highway

Metro Local 117 runs between Norwalk and LAX, and operates at about 20-25 minute headways during weekday peak periods and at 25 minute headways on weekends.

Metro Local 120 runs between Whittier and Aviation Station, and operates at about 30-40 minute headways during weekday peak periods and at 60 minute headways on weekends.

I.4 Existing Bicycle and Pedestrian Facilities

Bicycle Facilities

Bikeways and Bicycle Lanes

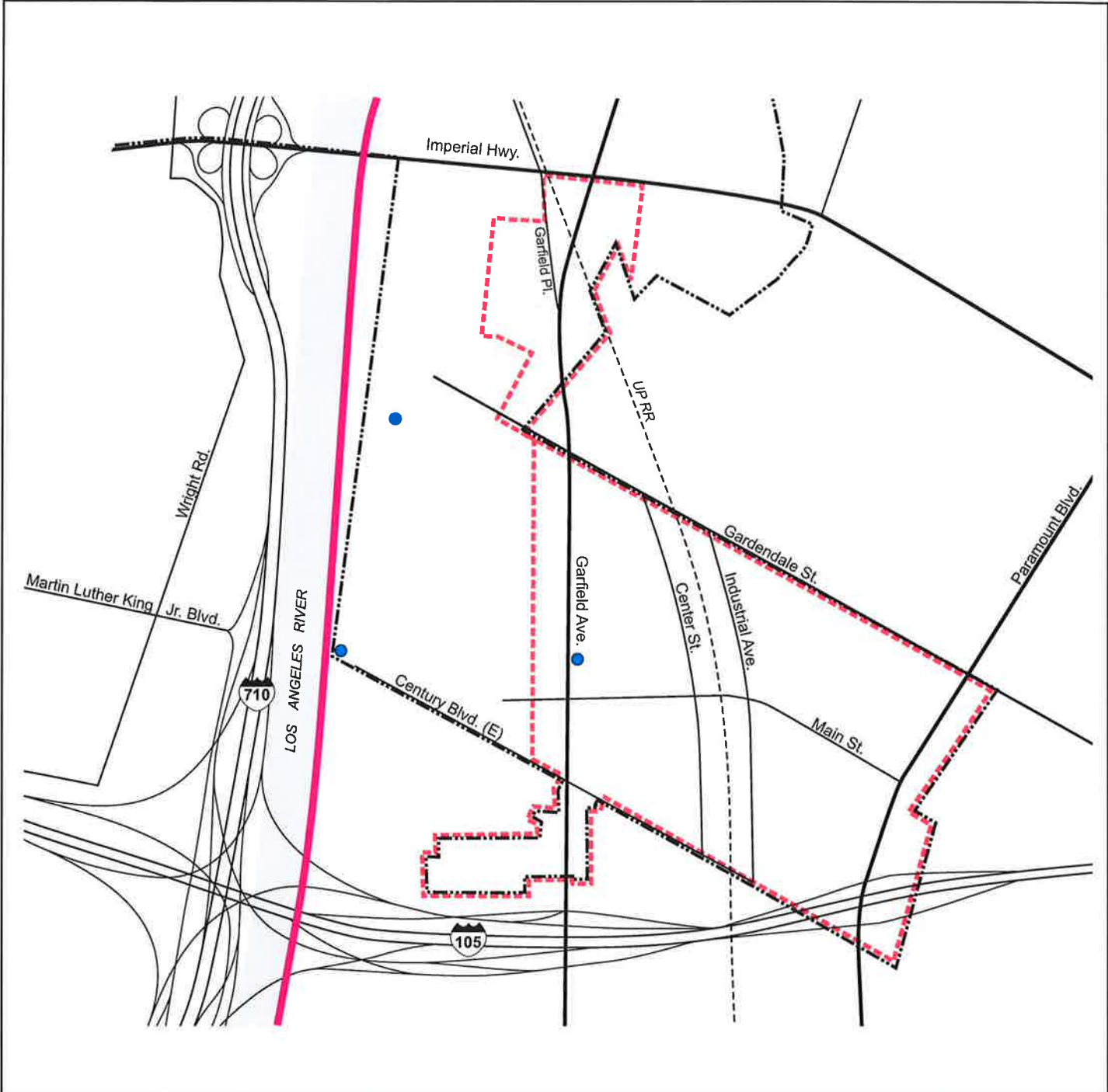
Existing bicycle facilities are shown in Figure I-5. There are no existing bicycle lanes or bicycle paths in the Specific Plan area. There are however various bikeways and bicycle amenities in the City of South Gate. Closest to the Specific Plan area, is the Class I bicycle path on the Los Angeles River.

Bicycle Parking





Figure I-5 also shows public bicycle parking facilities in the Specific Plan area. There is one location within the Specific Plan area - on Garfield Avenue, and two locations adjacent to the Specific Plan area in Hollydale Park.

Pedestrian Facilities

Most of the streets in Hollydale have sidewalks. Sidewalks on Garfield Avenue are generally between 10 feet and 13 feet wide. Garfield Avenue generally has crosswalks only at signalized intersections, so there are long stretches between signals without crosswalks. The exception is between Main Street and Century Boulevard where there are two unsignalized crosswalks. The stretch of Garfield Avenue between Roosevelt Avenue and Century Boulevard is more heavily landscaped with a central raised landscaped median and sidewalk bulb-outs at intersections.



Legend

-  City Boundary
-  Specific Plan Boundary
-  Existing Bike Path (Class 1)
-  Existing Bike Racks (3-5 Bikes)

9/23/14

N



Not to Scale

Figure I-5
Existing Bikeways
Hollydale Area Specific Plan

On Paramount Boulevard crosswalks are provided only at signalized intersections, so again there are long stretches without pedestrian crossing facilities, except for one unsignalized crosswalk at Wilson Avenue.

Other key streets in the Specific Plan area generally have sidewalks that are at least 10 feet wide. Main Street has 15 foot sidewalks of which 10 feet is a parkway.

I.5 Parking

There is one public parking lot in the Hollydale area, at Main Street and Utah Avenue just west of Garfield Avenue, with approximately 27 spaces. Otherwise parking is in private off-street lots or on-street. Off-street parking along Garfield Avenue is generally located either adjacent to or behind the commercial uses. Off-street parking along Paramount Boulevard tends to be either adjacent to or in front of the commercial uses.

I.6 Characteristics of Key Streets in Hollydale

This section summarizes the specific characteristics of Tweedy Boulevard.

Street Cross Sections

Typical cross sections are shown in Figure I-6, I-7 and I-8.

The cross section of Garfield Avenue varies throughout the Specific Plan area. North of Gardendale Avenue, Garfield Avenue has a 74 foot roadway (with central turn lane and no on-street parking) in a 100 foot right of way with 13 foot sidewalks, and passes through a predominately commercial area. Between Gardendale Avenue and Main Street, Garfield Avenue has a 64 foot roadway (with no central turn lane and with on-street parking) in a variable right of way between 80 and 100 feet, with sidewalks of 8 feet and parkways between 0 and 10 feet, with mainly residential land use adjacent. Between Main Street and Century Boulevard, Garfield Avenue has a 75 foot roadway with central landscaped median and 13 foot sidewalks, as it passes through a commercial area.

Paramount Boulevard has a consistent cross section throughout the Specific Plan area, with a 76 foot roadway with central turn lane in a 100 foot right of way and 12 foot sidewalks, as it passes through a commercial area.

Gardendale Street has a typical cross section of a 60 foot roadway in a 80 foot right of way, with 10 foot sidewalks.

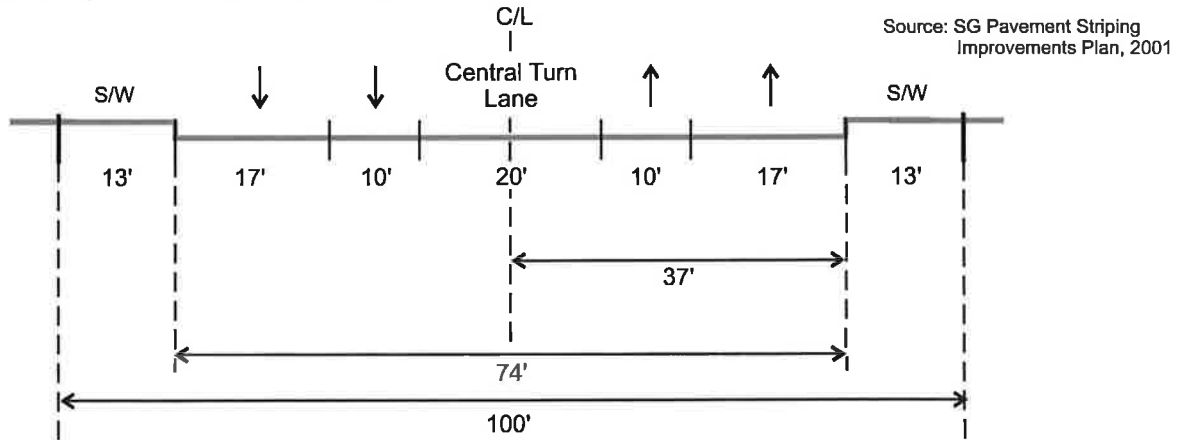
Main Street has a typical cross section of a 50 foot roadway in a 80 foot right of way, with 15 foot sidewalks.

Industrial Avenue has a typical cross section of a 30 foot roadway in a 50 foot right of way, with 10 foot sidewalks.

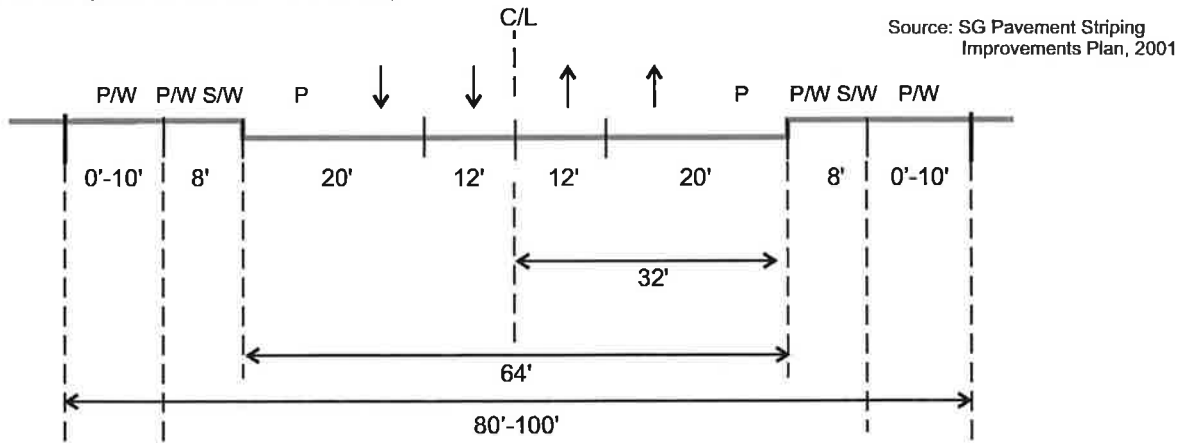
Imperial Highway has a typical cross section west of Garfield Avenue of a 74 foot roadway in a 100 foot right of way, with 13 foot sidewalks.

Garfield Avenue

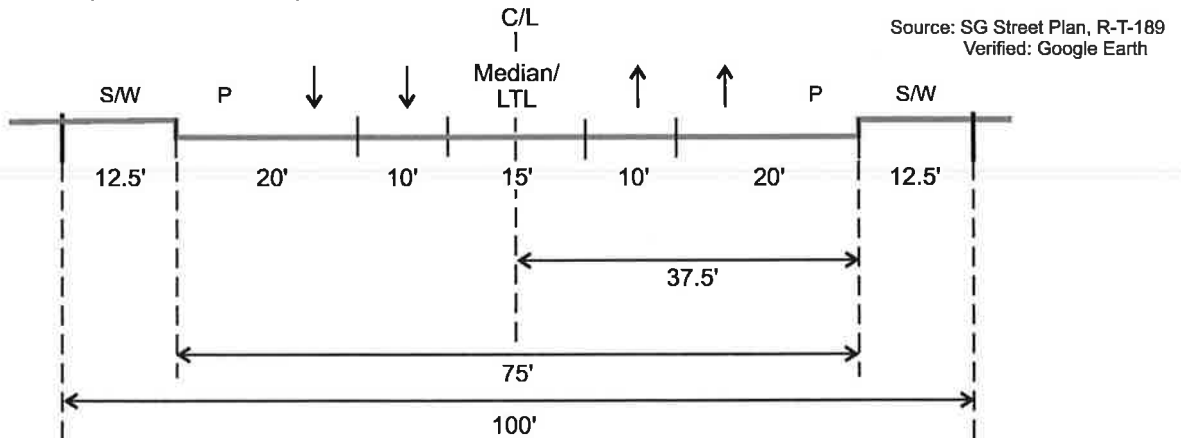
Garfield Avenue (North of Gardendale)



Garfield Avenue (Gardendale - Wilson)



Garfield Avenue (South of Main)



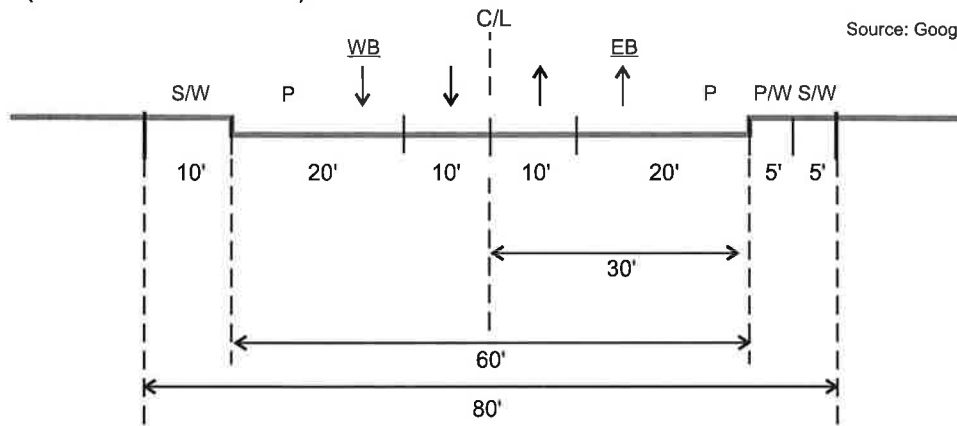
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Figure I-6
Garfield Avenue Cross-Sections

Gardendale

Gardendale (Arizona-Paramount)

Source: Google Earth, 4/2014



Main

Main (E of Garfield)

Source: SG Street Plan, R-T-189, Verified: Google Earth

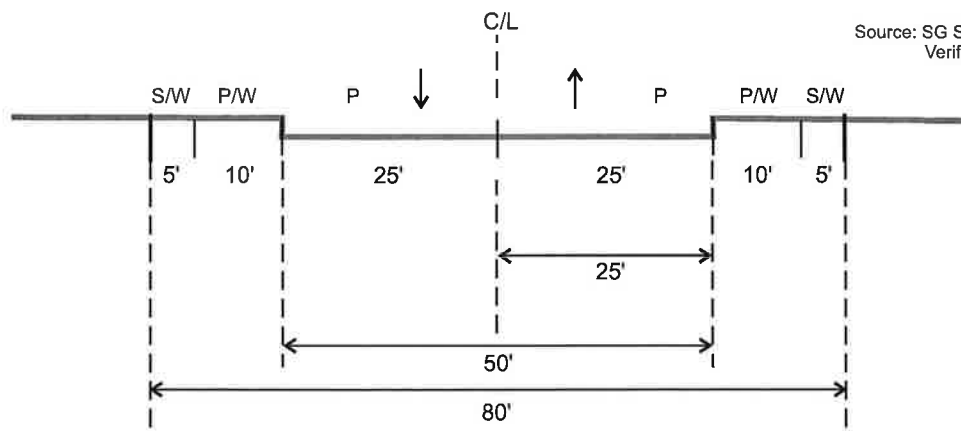
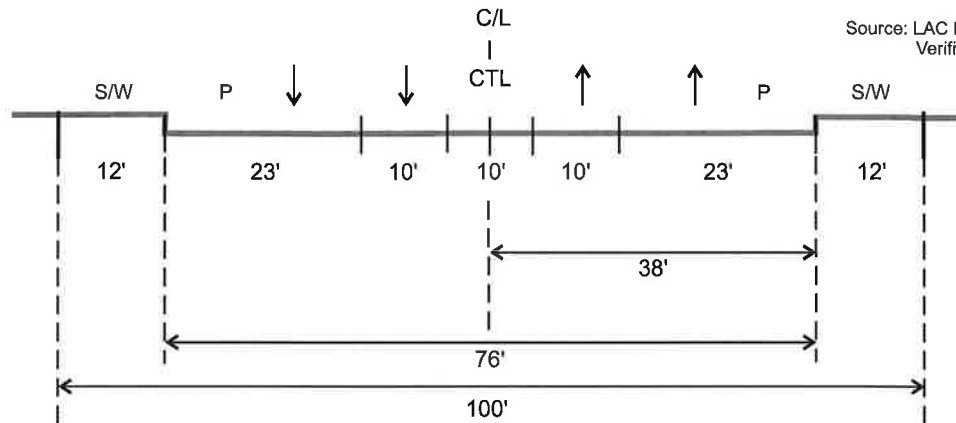


Figure I-7
Gardendale Street and Main Street Cross-Sections

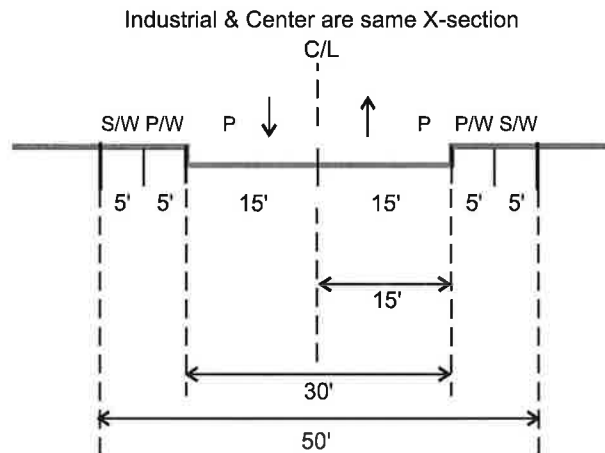
Paramount

Paramount (Gardendale - Main)

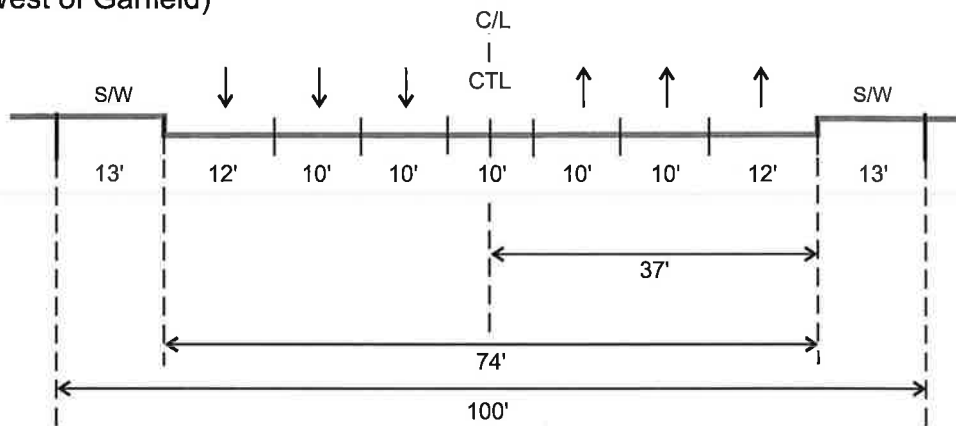


Industrial

Industrial (Gardendale - Main)



Imperial (West of Garfield)



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Figure I-8
Paramount Boulevard and Industrial Avenue Cross-Sections