



CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
For projects that correct, improve, or eliminate a hazardous location or feature

Project Information

DIST-CO-RTE-PM: 07-LA-001- PM 30.16/PM 30.74

EA/EFIS ID (Caltrans Projects): . 0717000061

Fed. Aid. No. (Local Projects): Not applicable

FTIP ID No. (required): LA0G1714

TCWG Consideration Date: August 27, 2019; March 26, 2024; and June 24, 2025

Pollutant of Concern: O₃, PM_{2.5}, CO, and PM₁₀

Contact Information

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Environmental Approval Information

Anticipated Federal Environmental Approval (check appropriate box):

☐ 23 USC 326 CE ☐ 23 USC 327 CE ☒ EA ☐ EIS

Anticipated Date of Federal Environmental Approval: December 2025

Current Programming Dates (as appropriate):

	PA&ED	PS&E	ROW	CON
Start	12/01/2016	12/02/2024	12/02/2024	11/07/2026
End	11/28/2024	11/08/2027	11/06/2029	10/07/2030

Note: The City has existing funds contained in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) that could be used to fund PS&E for this project and/or that could be used as matching funds for grants funding future project phases.



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Project Details

Project Description

The project includes the realignment of the SR-1/Lincoln Boulevard centerline approximately 50 feet to the east of the existing SR-1/Lincoln Boulevard Bridge; addition of one southbound auxiliary lane along SR-1/Lincoln Boulevard for a length of approximately 1,800 feet; demolition, replacement, and widening of the SR-1/Lincoln Boulevard Bridge; demolition, replacement, and widening of the Culver Boulevard Bridge over SR-1/Lincoln Boulevard; demolition, replacement, and realignment of the connector ramps between SR-1/Lincoln Boulevard and Culver Boulevard; and construction of active transportation improvements, including sidewalks and Class IV protected bicycle lanes, on both sides of SR-1/Lincoln Boulevard. The project would also include utility relocation, landscaping, low-intensity street lighting, striping, signage, drainage, and water quality improvements. The project would install a striped center median that would allow space to accommodate a future center-running transit facility within the project site, which is not included as part of the project. Construction of the Project would result in three through lanes in the northbound and southbound directions of SR-1/Lincoln Boulevard between Fiji Way and Jefferson Boulevard, with additional turning lanes at Culver Loop.

Project Purpose and Need (Summary):

Purpose

The purpose of this project is to create a new multi-modal corridor along SR-1/Lincoln Boulevard between Fiji Way and Jefferson Boulevard to improve traffic operations and to serve transit, bicyclists and pedestrians while minimizing effects to the Ballona Wetlands Ecological Reserve, Ballona Creek, and other environmental resources.

Need

SR-1/Lincoln Boulevard serves as a critical north-south connection on the Westside. There are few arterial connections that provide continuous access through the Westside, which results in SR-1/Lincoln Boulevard being oversaturated during peak commute periods. SR-1/Lincoln Boulevard narrows from three to two lanes in the southbound direction, approximately 1,050 feet north of the existing SR-1/Lincoln Boulevard Bridge over Ballona Creek, and from four to three lanes in the northbound direction, approximately 320 feet north of the intersection with Jefferson Blvd, to the intersection with Fiji Way. These existing lane reductions create a major traffic operations bottleneck.

The average vehicle travel speeds along SR-1/Lincoln Boulevard are 15 mph during peak periods when measured between Ozone Ave in the City of Santa Monica and Sepulveda Boulevard while the existing design speed is 50 mph. Travel times are greatly affected by bottlenecks resulting in slower speeds along much of the corridor.

Additionally, access for pedestrians along SR-1/Lincoln Boulevard is disjointed north and south of the Ballona Creek Bridge which does not have sidewalks. SR-1/Lincoln



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Boulevard also lacks bicycle facilities across the bridge. Pedestrian and bicycle facilities are also deficient along Culver Boulevard.

Please provide collision data or justification on the need for the correction, improvement, or elimination of a hazardous location or feature:

The project would address two primary hazardous features within the project site, as described in more detail below.

#1. Sidewalks and Bicycle Lanes:

SR-1/Lincoln Boulevard does not contain bicycle lanes or continuous sidewalks within the project site. In existing conditions pedestrians and bicyclists must use the narrow shoulder of the road to access the Ballona Creek Bike Trail that bisects the project site.

Although SR-1/Lincoln Boulevard serves as a critical north-south connection on the Westside, existing pedestrian facilities are discontinuous north and south of the bridge with no sidewalks provided on either side of the bridge. This deficiency results in pedestrians using unprotected dirt paths adjacent to the travelway. SR-1/Lincoln Boulevard also lacks bicycle facilities across the bridge, despite its connection to the east-west Ballona Creek Bicycle Path that runs just under the SR-1/Lincoln Boulevard Bridge parallel to Ballona Creek. This lack of connectivity and protection along a high-volume, high-speed road not only discourages active transportation, but also raises safety concerns for bicyclists and pedestrians attempting to access nearby facilities and destinations.

The project would provide sidewalks and bicycle lanes along a 0.61-mile long stretch of SR-1/Lincoln Boulevard, which will increase safety for all users. See Exhibit 1 for the locations that would get sidewalks and bicycle lanes that currently do not have them.



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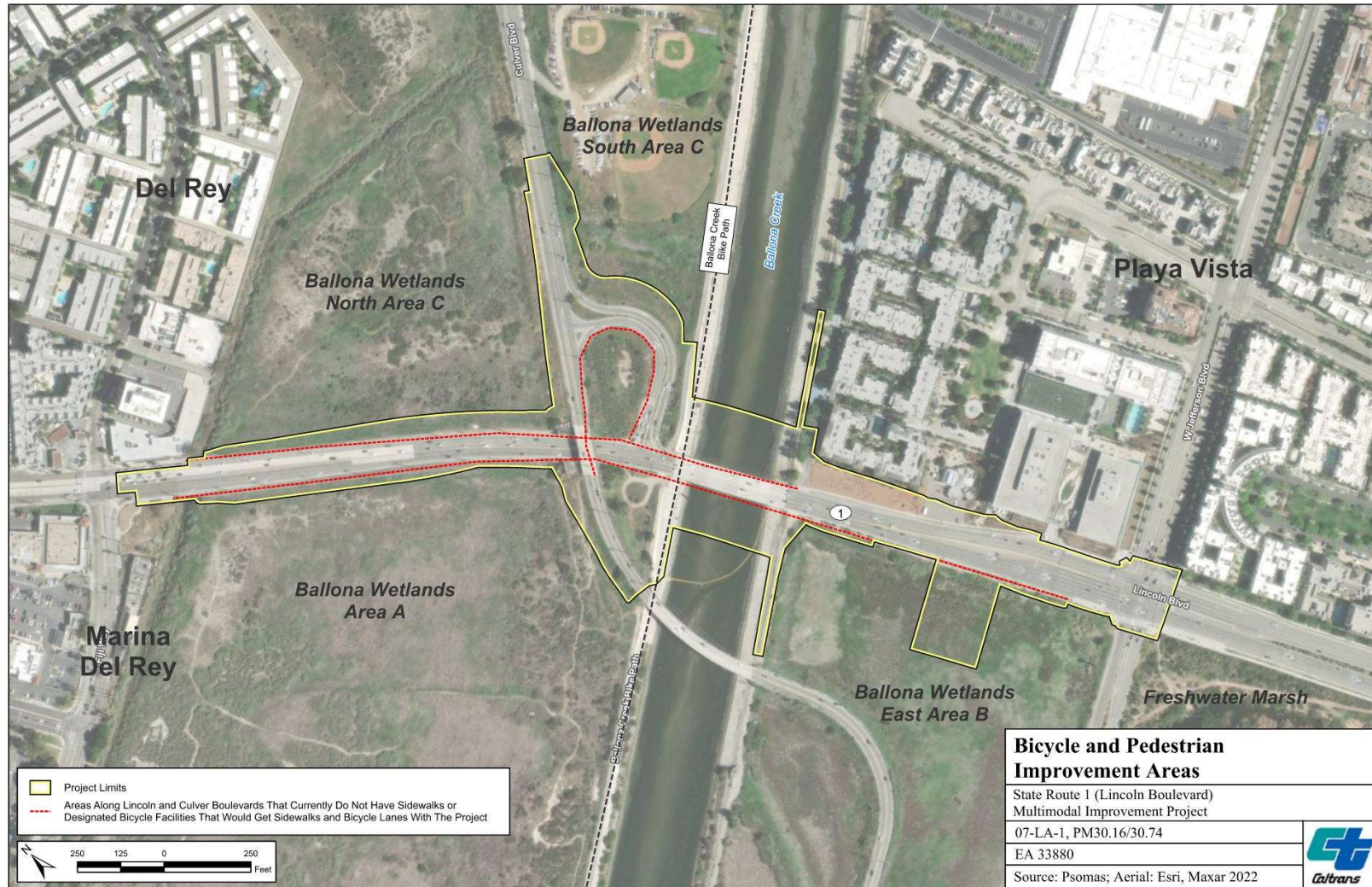


Exhibit 1 – Areas Along Lincoln and Culver Boulevards That Currently Do Not Have Sidewalks or Designated Bicycle Facilities That Would Get Sidewalks and Bicycle Lanes With The Project



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#2. Southbound Bottleneck:

There is a southbound lane drop on SR-1/Lincoln Boulevard where the vehicular travel lanes reduce from three lanes to two lanes in the southbound direction for a distance of 1,850 feet or 0.35 mile. See Exhibits 2, 3, and 4, which depict the existing conditions. There is a southbound traffic bottleneck during peak hours along this section of roadway where the roadway vehicular capacity drops from three lanes to two lanes. Also, the drop from three lanes to two lanes so close to Fiji Way results in a conflict between the traffic that is entering SR-1/Lincoln Boulevard from shopping centers and beach-oriented uses at Fiji Way and the traffic already that is traveling along SR-1/Lincoln Boulevard. The project would correct this unsafe weaving and merging that occurs in existing conditions. Collision history data reviewed as part of the project's Transportation Study found that there were 18 recorded collisions on SR-1/Lincoln Boulevard between Fiji Way and Jefferson Boulevard from July 1, 2012 to June 30, 2015. One of those collisions was fatal, and 14 collisions included injuries. Four collisions involved a bicyclist or pedestrian. Details are provided in Tables 1 and 2.

Table 1 – Collision Characteristics for SR-1/Lincoln Boulevard

Total	Fatal	Injury	Multi-Vehicle	Dark	Bicycle	Pedestrian	Speeding
18	1	14	12	8	3	1	5
Source: Fehr & Peers 2020.							

Table 2 – Accident Rate By Types for SR-1/Lincoln Boulevard

Actual			Average		
Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
0.026	0.39	0.47	0.012	0.37	0.83
Source: Fehr & Peers 2020.					

The stretch of SR-1/Lincoln Boulevard where the lanes drop from three lanes to two lanes is shown in Exhibit 2.



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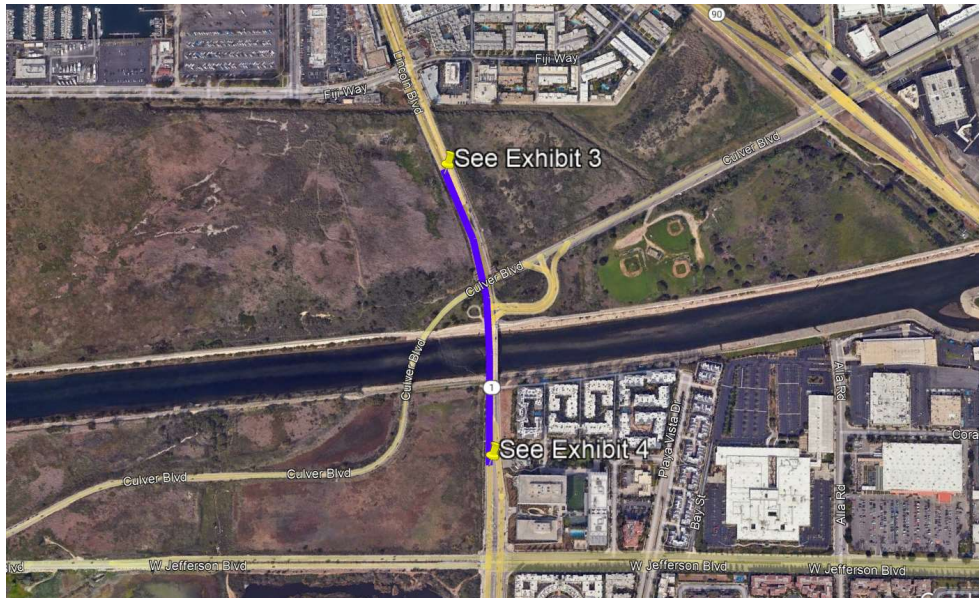


Exhibit 2 – Map of Location Where SR-1/Lincoln Boulevard Drops From Three Lanes to Two Lanes in the Southbound Direction

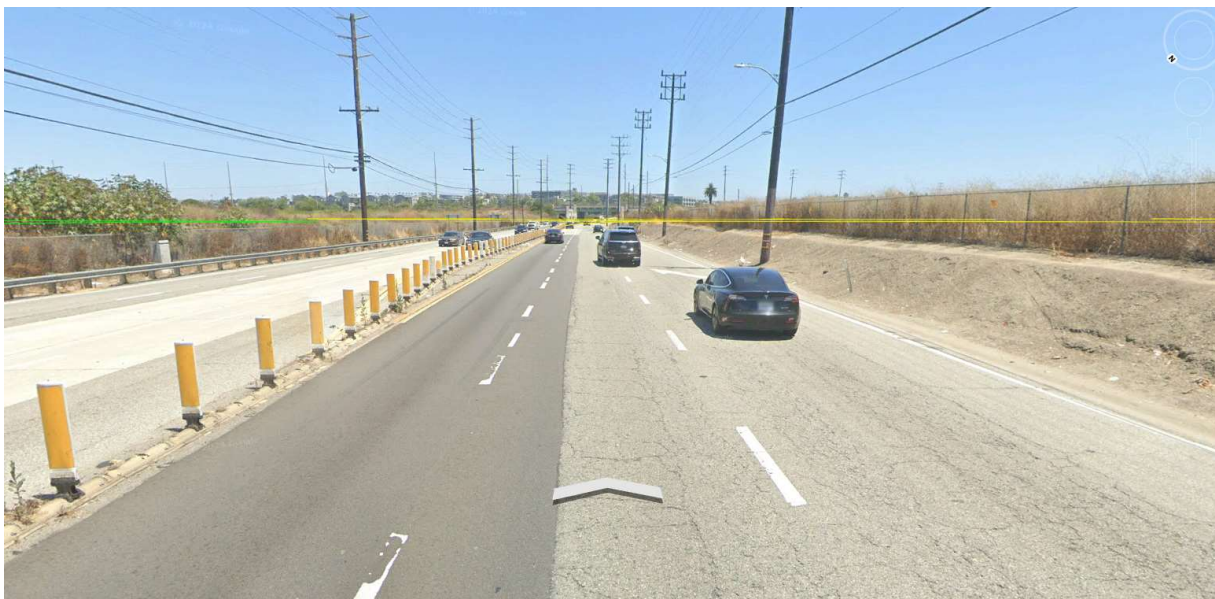


Exhibit 3 – Looking south at the southbound lanes on SR-1/Lincoln Boulevard where three lanes temporarily drop down to two lanes south of Fiji Way



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Exhibit 4 – Looking south at the southbound lanes on SR-1/Lincoln Boulevard north of Jefferson Boulevard

The project would add one auxiliary lane in the southbound direction for a distance of approximately 1,850 feet or 0.35 mile.

The project's VMT Study found that by eliminating the southbound bottleneck, the project would decrease VMT by approximately 1.74% compared to no build conditions in 2030, and by 4.74% in 2050. The decrease in VMT is due to the elimination of the existing southbound bottleneck on the SR-1/Lincoln Boulevard bridge over Ballona Creek, which results in many vehicles for existing conditions using alternate routes that, while time efficient, require traveling a greater distance. As a result, it is anticipated that the project would result in a reduction of regional air quality emissions.

Comments/Explanation/Details:

In summary, as detailed in the section above, the project would improve safety at a hazardous location for motorists, pedestrians, and bicyclists on SR-1/Lincoln Boulevard between Fiji Way and Jefferson Boulevard by:

1. Providing sidewalks on SR-1/Lincoln Boulevard;
2. Providing bicycle lanes on SR-1/Lincoln Boulevard; and
3. Eliminating the southbound bottleneck for vehicles on SR-1/Lincoln Boulevard.

By implementing the project, pedestrians and bicyclists would have safer connections to nearby neighborhoods and to the Ballona Creek Bike Trail, which would be dangerous to walk or ride a bicycle to in pre-project conditions. Also, by implementing the project, occupants of southbound vehicles would be safer as there would be less merging and weaving by vehicles given that the bottleneck would be eliminated with the project.



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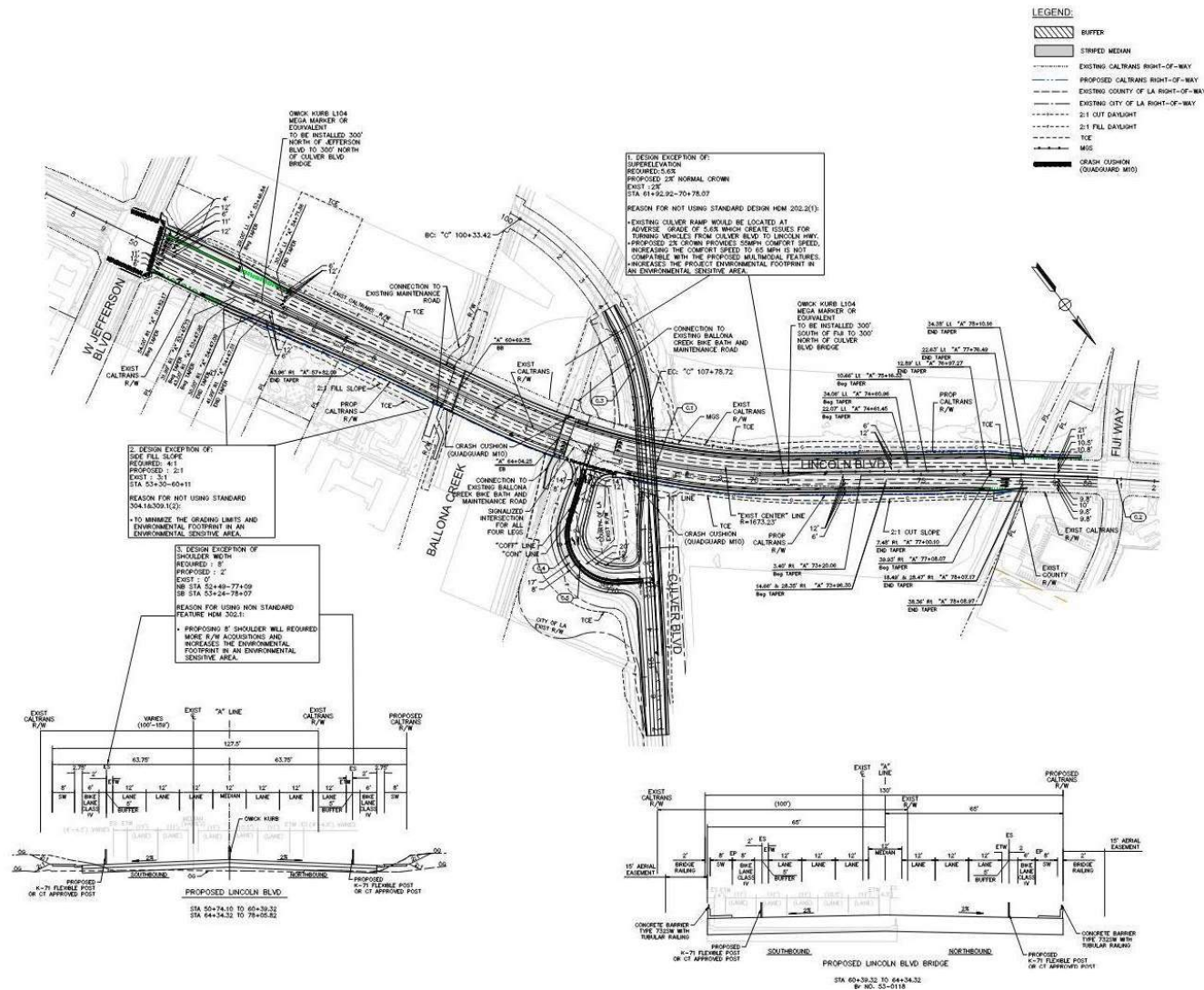


Exhibit 5 – Exhibit Depicting Project Design