

3.10 Traffic and Circulation

3.10.1 Introduction

This section of the Draft EIR analyzes the impacts of the proposed Project with respect to traffic at area intersections and on area roadways (local and regional), and to public transit, as well as pedestrian and bicycle alternative travel modes. The analysis is based on the Transportation Analysis Report (Transportation Study) for the Arroyo Seco Music and Arts Festival (Festival) prepared by Fehr & Peers (September 2015); see Appendix G. The City of Pasadena Department of Transportation (DOT) supervised, reviewed, and approved the Transportation Study prior to the circulation of this Draft EIR.

Several comment letters on the Notice of Preparation (NOP) requested that the Environmental Impact Report (EIR) analyze congestion management strategies, anticipated traffic counts associated with the proposed Project, emergency vehicle access, and congestion within and access to surrounding residential neighborhoods. These comments have been acknowledged in the preparation of this analysis.

As described in Chapter 2, “Project Description,” the proposed Project would increase the number of displacement events¹ from 12 to 15 per year. The projected attendance levels for the proposed 3-day Festival (Friday – Sunday) would be approximately 93,000 persons, inclusive of attendees and employees, which is similar to current events at the Rose Bowl (e.g., more than 93,000 people attended a recent [July 21, 2015] soccer match). Traffic management strategies in-place for current events at the Rose Bowl would continue, and potentially would be enhanced, for the proposed Festival (see mitigation measures later in this section). Regardless of the expected similar traffic conditions/impacts compared to current events, the Transportation Study assessed existing traffic conditions and potential Project impacts on the surrounding transportation network. The following eight scenarios were analyzed to allow for a comprehensive analysis of transportation impacts with and without the Project under existing and future conditions:

- Existing (2015) Conditions – The existing conditions analysis includes a description of the transportation system serving the Project site and the off-site parking locations, existing traffic volumes, and an assessment of the operating conditions at the study analysis locations described. In addition, the analysis also looks at the bicycle and pedestrian network and existing transit operations that provide service to the Project area.
- Existing (2015) Plus Project – The scenario provides projected traffic volumes and an assessment of operating conditions under existing conditions with the

¹ A displacement event is one that is projected to have more than 20,000 attendees.

addition of Project-generated traffic on Friday and weekend event days. The potential impacts of the proposed Project on existing traffic operating conditions during peak arrival and departure hours were then identified.

- Future Base (2016) Conditions – Future traffic projections without the proposed Project were developed for the year 2016 to reflect travel conditions in the potential opening year of the Project. The objective of this analysis is to project future traffic growth and operating conditions that could be expected to result from regional traffic growth and land use development in the vicinity of the Project study areas by the year 2016.
- Future (2016) plus Project Conditions – This scenario provides projected traffic volumes and an assessment of operating conditions under future (2016) conditions with the addition of Project-generated traffic on a Friday weekend event days (representing a worst-case scenario, as the proposed Project would be limited to a Saturday and Sunday in the first year of 2016). The potential impacts of the proposed Project on future traffic operating conditions during peak arrival and departure hours were then identified.
- Future Base (2026) Conditions – Future traffic projections without the proposed Project were developed for the year 2026 to reflect travel conditions approximately 10 years following the potential opening year of the Project. The objective of this analysis is to project future traffic growth and operating conditions that could be expected to result from regional traffic growth and use development in the vicinity of the Project study areas by the year 2026.
- Future (2026) plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under future (2026) conditions with the addition of Project-generated traffic on Friday and weekend event days. The potential impacts of the proposed Project on future traffic operating conditions during peak arrival and departure hours were then identified.
- Future Base (2035) Conditions – Future traffic projections without the proposed Project were developed for the year 2035. The objective of this analysis was to project future traffic growth and operating conditions that could be expected to result from regional traffic growth and land use development in the vicinity of the Project study areas by the year 2035 to reflect the horizon year of the Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS).
- Future (2035) plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under Future (2035) conditions with the addition of Project-generated traffic on Friday and weekend event days. The potential impacts of the proposed Project on future traffic operating conditions during peak arrival and departure hours were then identified.

Based on the results of the traffic scenarios described above, traffic management strategies were developed. The strategies consist of a traffic management and community outreach plan, coordination with transit service providers, development of a Transportation Demand Management plan, and other measures.

3.10.2 Environmental Setting

Existing Highway and Street Network

Due to the extent of the Project study area, the assessment of existing highway and street systems is broken down into three major jurisdictions: City of Pasadena (the location of the Rose Bowl itself and three of the off-site parking locations), City of Arcadia (the location of the Santa Anita Park off-site parking location), and City of Los Angeles (the location of the USC Parking Center off-site parking location). The existing street system in the study area consists of a roadway system including freeways, principal, secondary arterials, collector and local streets. The street descriptions include conventional designations (principal arterial, minor arterial, collector) for consistency with all Project jurisdictions.

City of Pasadena

The Rose Bowl is located west of the Foothill Freeway (I-210) and north of the Ventura Freeway (SR 134) in the northeastern portion of the City of Pasadena. Regional access to this area is provided by the Pasadena Freeway (I-110), the Foothill Freeway (I-210) and the Ventura Freeway (SR 134). The Glendale Freeway (SR 2) connects with SR 134 and I-210 west and northwest of the proposed Project, respectively. Access to the various parking lots at the Project site (the Rose Bowl) would be provided via Arroyo Boulevard, Rosemont Avenue, Seco Street, and West Drive.

Freeways

- The Foothill Freeway (I-210) runs northwest/southeast through La Cañada Flintridge, Altadena and the western portion of Pasadena and east/west through the rest of Pasadena east of SR 134. This freeway extends from Sylmar to the northwest and San Bernardino to the east. The freeway typically provides four lanes in each direction west of the I-210/I-710/SR 134 junction and five mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction east of the I-210/I-710/SR 134 interchange. The interchanges near the Rose Bowl are at Berkshire Place, Arroyo Boulevard, Lincoln Avenue/Howard Street, Mountain Street, Fair Oaks Avenue, and California Boulevard. The interchanges near the shuttle parking lots within the City of Pasadena include: Hill Avenue, Allen Avenue, and Sierra Madre Villa Avenue.
- The Ventura Freeway (SR 134) runs east/west and extends from the Hollywood Freeway (US 101) in Studio City to where it meets I-210 in Pasadena. The freeway typically provides four mixed-flow lanes and one HOV lane in each

direction. The interchanges near the proposed Project are at San Rafael Avenue and Orange Grove Boulevard.

- The Arroyo Seco Parkway (SR 110) runs north/south and extends from the southern end of Pasadena to Harbor City. The portion of freeway near Pasadena typically provides three lanes in each direction. The interchanges nearest to the Rose Bowl are Orange Grove Avenue and Fair Oaks Avenue. SR 110 ends at Glenarm Street in Pasadena and becomes South Arroyo Parkway, which is a route that can be taken to the Project site.

East-West Streets

- Colorado Boulevard is a principal arterial with one travel lane in each direction west of Fair Oaks Avenue, and widens to two westbound lanes when approaching Annandale Road. East of Fair Oaks Avenue, Colorado Boulevard runs east/west with two travel lanes in each direction.
- Washington Boulevard is a minor arterial that partially runs through the northern portion of Brookside Golf Course. Between West Drive and Lincoln Avenue, this arterial has one lane in each direction; between Rosemont Avenue and Arroyo Boulevard, there are two eastbound lanes. East of Lincoln Avenue, this arterial is typically two lanes in each direction. During special events, Washington Boulevard west of Lincoln Avenue may become one-way to facilitate traffic to or from the Rose Bowl through the use of barricades and traffic control officers (TCOs).
- Seco Street is a minor arterial that runs through the southern parking lots used by the Rose Bowl Stadium. The arterial typically provides two lanes in each direction. Along the north side between West Drive and Rosemont Avenue, Seco Street is striped for pedestrians as part of a recreational loop surrounding the golf course and stadium. Seco Street becomes Mountain Street east of Lincoln Avenue. During special events, additional turning capacity may be added on Seco Street at West Drive and Rosemont Boulevard through the use of barricades and TCOs. Seco Street is a major entrance to the Rose Bowl.
- Mountain Street is a minor arterial that is typically two lanes in each direction between Lincoln Avenue and Raymond Avenue. East of Raymond Avenue, this arterial is one lane in each direction. Mountain Street is a major access point for the Rose Bowl Stadium.
- Walnut Street is a minor arterial that typically provides two lanes in each direction.
- Del Mar Boulevard is a minor arterial that typically provides two lanes in each direction.
- California Boulevard is a minor arterial that typically provides one lane in each direction. East of the I-710 ramp, this arterial provides two to three lanes in each direction.

- Salvia Canyon Road is a collector that provides a northwest/southeast connection between Linda Vista Avenue and West Drive and is typically two lanes in each direction. During special events, additional inbound and outbound lanes are provided through the use of cones and TCOs. Salvia Canyon Road is a major gateway to Rose Bowl parking.
- Glenarm Street is a minor arterial that typically provides one lane in each direction.
- Columbia Street is a minor arterial with one lane in each direction.
- Howard Street is a collector with one lane in each direction.
- Maple Street is a one-way (westbound) minor arterial with two lanes.
- Union Street is a one-way (westbound) collector with three lanes to the east of Fair Oaks Avenue and two lanes to the west of Fair Oaks Avenue.
- Foothill Boulevard is a minor arterial with two lanes in either direction.
- Corson Street is a one-way (eastbound) minor arterial with two lanes.

North-South Streets

- South Pasadena Avenue/St. John Avenue is a principal arterial with two travel lanes in each direction between Columbia Street and Hurlbut Street. North of Hurlbut Street, Pasadena Avenue becomes one-way with two northbound travel lanes. St. John Avenue, a minor arterial, runs parallel to the west with two southbound travel lanes.
- South Arroyo Parkway is a principal arterial from Glenarm Street to Green Street, with two travel lanes in each direction.
- Orange Grove Boulevard is a minor arterial with two lanes in each direction. Orange Grove gradually turns from north/south to east/west between Walnut Street and Fair Oaks Avenue. During special events, TCOs and cones are used to direct event traffic and add capacity onto or out from Rosemont Avenue and Lincoln Avenue, and travel between the two intersections is limited to residents and their guests.
- Rosemont Avenue is a collector bordering the Brookside Golf Course and the Rose Bowl on the east, and ending at Orange Grove Boulevard to the south. This arterial typically provides one lane in each direction. Rosemont Avenue is a major entryway for the Rose Bowl. During special events, between Seco Street and Orange Grove Boulevard, Rosemont Avenue operates as two lanes inbound during the arrival period and two lanes outbound during the departure period.
- Lake Avenue is a minor arterial that typically provides two lanes in each direction (there are three lanes in each direction between I-210 and Green Street). Lake Avenue intersects I-210, with freeway access provided in all directions.

- Linda Vista Avenue is a minor arterial that typically provides one lane in each direction, except near Seco Street where the arterial provides two lanes in each direction. Linda Vista is a major gateway to the Rose Bowl Stadium for traffic west of the site, coming from either the north or the south. During special events, an additional inbound or outbound lane is added between Seco Street and Holly Street through the use of cones and TCOs. During the departure period of special events, Linda Vista Avenue may become one-way south of the Rose Bowl to Holly Street, with a northbound lane maintained for emergency access. An additional northbound lane from Salvia Canon Road to I-210 is provided during the departure period through the use of parking restrictions, cones, and TCOs.
- Lincoln Avenue is a minor arterial that typically provides two lanes in each direction. During special events, inbound traffic on Lincoln Avenue south of Seco Street/Mountain Street is typically diverted west onto Seco Street towards the Rose Bowl, while Lincoln Avenue north to Washington Boulevard is used primarily by shuttle and team/band buses. Direction and management are made through the use of cones and TCOs.
- North Arroyo Boulevard is a collector that runs to the east of the Rose Bowl and is a main entry road into the Rose Bowl. This arterial typically provides one lane in each direction. During special events, North Arroyo Boulevard may become one-way southbound in the departure period to California Boulevard through the use of cones and TCOs. Residents are permitted to travel northbound only through the use of a motor escort during this period.
- Fair Oaks Avenue is a minor arterial that typically provides two lanes in each direction.
- West Drive is a collector bordering the Brookside Golf Course and the Rose Bowl Stadium on the west and ending at Seco Street. This collector typically provides one lane in each direction. West Drive is a major entry road into the Rose Bowl Stadium. During events, additional lanes and turning capacity are added through the use of cones, barricades, and TCOs.
- Hill Avenue is a minor arterial that runs from Washington Boulevard to California Boulevard with two lanes in either direction.
- Bonnie Avenue is a local street that runs from Del Mar Boulevard to Walnut Street with one lane in either direction.
- Allen Avenue is a minor arterial with one lane in either direction.
- Rosemead Boulevard is a principal arterial that has two lanes in either direction.

City of Arcadia

The major arterials serving the Santa Anita Park off-site parking lot include Colorado Street and Huntington Drive in the east-west direction and Baldwin Avenue and Santa Anita Avenue in the north-south direction. Regional access is provided by the Foothill Freeway (I-210), to the northeast of the off-site parking lot.

Freeways

- The Foothill Freeway (I-210) runs east/west through the City of Arcadia. This freeway extends from Sylmar to the northwest and San Bernardino to the east. The freeway typically provides five mixed-flow lanes and one HOV lane in each direction. The interchanges near Santa Anita Park are Baldwin Avenue, Santa Anita Avenue, and Huntington Drive.

East-West Streets

- Colorado Street is a major arterial that runs northwest/southeast connecting Baldwin Avenue and Huntington Drive, with two lanes in either direction.
- Huntington Drive is a major arterial that runs from Baldwin Avenue to the Foothill Freeway (I-210).
- Foothill Boulevard is a minor arterial that runs from Walnut Street to Mountain Avenue with two lanes in either direction.

North-South Streets

- Baldwin Avenue is a major arterial that runs from Foothill Boulevard to Huntington Drive with two lanes in either direction.
- Santa Anita Avenue is a major arterial that runs through the eastern edge of the Santa Anita off-site parking lot with two lanes in either direction.
- 2nd Avenue is a minor arterial that runs from Foothill Boulevard to Live Oak Avenue, with one lane in each direction.
- 5th Avenue is a minor arterial that runs from Foothill Boulevard to Huntington Drive with one lane in either direction.

City of Los Angeles

The major arterials serving the USC Parking Center include 30th Street, Jefferson Boulevard and Exposition Boulevard in the east-west direction and Figueroa Street, Flower Street, Hope Street and Grand Avenue in the north-south direction. Regional access to and from the USC Parking Center is provided by Harbor Freeway (I-110), just immediately west of the parking structure. The characteristics of analyzed streets serving the study area are listed below.

Freeways

- The Harbor Freeway (I-110) runs north/south through the City of Los Angeles, extending from downtown Los Angeles to San Pedro. The freeway typically provides five mixed-flow lanes and one high-occupancy toll (HOT) lane in each direction. The interchanges near the USC Parking Center are Exposition Boulevard and 37th Street.

East-West Streets

- 30th Street is a minor arterial that runs along the northern boundary of the USC Parking Center, with one lane in each direction.
- Jefferson Boulevard is a secondary highway that runs through the center of the USC Parking Center study area, with two lanes in each direction.
- Exposition Boulevard is a divided secondary highway that runs along the southern boundary of the USC Parking Center, with two lanes in each direction. The Metro Expo Light Rail Line runs in the median of Exposition Boulevard.
- 37th Street is a minor arterial that runs southeast/northwest from where it diverges at Exposition Boulevard and Figueroa Street to Broadway Place. The road is one-way with four lanes towards the southeast from Exposition Boulevard to Hope Street, primarily providing access to the Harbor Freeway (I-110). Two-way travel is generally one lane in each direction with street parking on both sides between Hope Street and Broadway.

North-South Streets

- Figueroa Street is a Class II major highway that runs along the eastern boundary of the USC Parking Center. Figueroa Street provides three lanes in each direction north of Martin Luther King, Jr. Boulevard, and two lanes in each direction south of Martin Luther King, Jr. Boulevard.
- Flower Street is a secondary highway that provides three lanes in each direction.
- Hope Street is a one-way (northbound) minor collector with three lanes that serves the Harbor Freeway (I-110) northbound ramp at 37th Street.
- Grand Avenue is a minor arterial that provides one lane in each direction.

Existing Public Transit Service

The assessment of existing public transit service provided by the City of Pasadena's ARTS bus service, the Los Angeles County Metropolitan Transportation Authority (Metro) bus and light rail service, Foothill Transit, and the Los Angeles Department of Transportation (LADOT) DASH bus service, is broken down into the following three major jurisdictions (see Figures 4A, 4B, and 4C in the Transportation Study in Appendix G): City of Pasadena (the location of Rose Bowl itself and three of the off-site parking locations [Parson, Pasadena City College [PCC] and East PCC]), City of Arcadia (the location of the Santa Anita Park off-site parking location), and the City of Los

Angeles (the location of the USC Parking Center off-site parking location). **Table 3.10-1** shows the public transit lines that serve the Rose Bowl and the five off-site parking sites.

Existing Bicycle and Pedestrian Facilities

Similar to the description of the area's road and transit systems, the assessment of existing bicycle facilities is broken down to three major jurisdictions: City of Pasadena, City of Arcadia, and City of Los Angeles.

Bicycle Facilities

The study area has an extensive bicycle and pedestrian network. Existing facilities surrounding the proposed Project are identified below (and shown in Figures 5A, 5B, and 5C in the Transportation Study in Appendix G).

Class II Bicycle Lanes

Class II bicycle facilities, known as bike lanes, are lanes on the outside edge of roadways reserved for the exclusive use of bicycles, and designated with special signing and pavement markings.

City of Pasadena

- North Arroyo Boulevard, along the eastern edge of the Arroyo Seco and the Rose Bowl, between Woodbury Road and Rosemont Avenue.
- Maple Street from Del Mar Boulevard to the Pasadena City College.
- Berkshire Place from Berkshire Avenue to the Pasadena City limit and into La Cañada Flintridge.
- Oak Grove Drive from Foothill Boulevard to North Arroyo Boulevard.

City of Arcadia

There are no Class II bicycle facilities in the study area in the City of Arcadia.

City of Los Angeles

- Exposition Boulevard

Class III Bicycle Routes

Class III bicycle facilities, also known as bike routes, are roadways recommended for bicycle use and often connect to bike lanes and bike paths. Routes are designated with signs only and may not include additional pavement width.

**Table 3.10-1
Existing Public Transit Service Located near Rose Bowl and Off-Site Parking Sites**

Transit Line	Rose Bowl (Pasadena)	Off-Site Parking Sites to be Used (with Shuttles) on Festival Days				
		Parsons Site (Pasadena)	PCC Site (Pasadena)	East PCC Site (Pasadena)	Santa Anita Park Site (Arcadia)	USC Parking Center Site (Los Angeles)
ARTS 20 operates as a circulator providing service along portions of Fair Oaks Avenue, Woodbury Road, Lake Avenue, and California Boulevard. Service headways are about 25 to 30 minutes.	X	X				
ARTS 31/32 run from the Metro Sierra Madre Villa Station to Fair Oaks Avenue and Woodbury Road. Service headways are about 40 minutes.	X		X	X		
ARTS 51/52 run from Old Town Pasadena to the Art Center College of Design North Campus (Route 51) and Jet Propulsion Laboratory (JPL) (Route 52). Routes 51/52 are the only routes that provide direct access to the Rose Bowl area. Service headways are about 30 to 35 minutes. Bus routes are subject to detour during events at the Rose Bowl	X	X				
Metro Local 268 runs from JPL to the Metro El Monte Station. Service headways are about 30 minutes (weekdays), and about 50 minutes (weekends).	X				X	
Metro Gold Line currently runs from Union Station to Sierra Madre Villa. Passenger service on the extension to Azusa (completed in September 2015) is expected to start in 2016. Metro anticipates construction of a planned extension from Azusa to Montclair to begin as early as 2017 and to take approximately five years to complete. There are six Metro Gold Line stops in Pasadena. Service headways are about 6 minutes (weekdays), and about 15 minutes (weekends). Service on Friday and Saturday operates until approximately 2:30AM.		X (Memorial Park Station)	X (Allen Station)	X (Sierra Madre Villa Station)	X (Future Santa Anita Station)	
Metro Expo Line currently runs from Culver City to downtown Los Angeles. Phase II of the Expo LRT is currently under construction from Culver City to Santa Monica and expected to begin operations sometime in 2016. Service headways are about 12 minutes. Service on Friday and Saturday operates until approximately 2:30AM.						X
Metro Silver Line runs from the Harbor Gateway Transit Center to downtown Los Angeles. Service headways are about 5 minutes (weekdays), and about 20 minutes (weekends).						X
ARTS 10 runs from the Metro Gold Line Allen Station to Orange Grove Boulevard & Green Street. Service headways are about 20 minutes.		X	X	X		
ARTS 40 runs from the Metro Sierra Madre Villa station to Raymond Avenue & Colorado Boulevard. Service headways are about 20 to 30 minutes (weekdays), and about 30 minutes (weekends).		X				

**Table 3.10-1
Existing Public Transit Service Located near Rose Bowl and Off-Site Parking Sites**

Transit Line	Rose Bowl (Pasadena)	Off-Site Parking Sites to be Used (with Shuttles) on Festival Days				
		Parsons Site (Pasadena)	PCC Site (Pasadena)	East PCC Site (Pasadena)	Santa Anita Park Site (Arcadia)	USC Parking Center Site (Los Angeles)
ARTS 60 runs from the PCC campus to Sierra Madre Boulevard & Michillinda Avenue. Service headways during weekday peak periods are about 60 minutes; there is no service on weekends.			X	X		
Metro Local 38 runs between Culver City and downtown Los Angeles. Service headways during weekday peak periods are about 12 minutes; weekend service headways are about 20 minutes.						X
Metro Local 40 runs between Torrance and downtown Los Angeles. Service headways during weekday peak periods are about 10 minutes; weekend service headways are about 15 minutes.						X
Metro Local 45 runs between Carson and Lincoln Heights. Service headways during weekday peak periods are about 10 minutes; weekend service headways are about 15 minutes. This is an "Owl Service" line that runs 24 hours daily.						X
Metro Local 79 runs from Arcadia to Downtown Los Angeles. Service headways during weekday peak periods are about 30 minutes; weekend service headways are about 50 minutes.					X	
Metro Local 81 runs between the Washington/Fairfax Transit Hub and Downtown Los Angeles. Service headways during weekday peak periods are about 12 minutes; weekend service headways are about 20 minutes.						X
Metro Local 102 runs between Lennox and Downtown Los Angeles. Service headways during weekday peak periods are about 36 minutes; weekend service headways are about 60 minutes.						X
Metro Local 177 runs between La Cañada Flintridge and Pasadena. Service headways during weekday peak periods are about 30 minutes; there is no service on weekends.		X	X	X		
Metro Local 180/181 runs from Hollywood to Altadena (Line 180) and the Sierra Madre Villa Station (Line 181). Service headways during weekday peak periods and on weekends are about 30 to 35 minutes. These are "Owl Service" lines that run 24 hours daily.		X	X	X		
Metro Local 200 runs between Echo Park to Los Angeles Coliseum and Sports Arena near Exposition Park. Service headways during weekday peak periods and weekend are about 12 to 13 minutes						X

**Table 3.10-1
 Existing Public Transit Service Located near Rose Bowl and Off-Site Parking Sites**

Transit Line	Rose Bowl (Pasadena)	Off-Site Parking Sites to be Used (with Shuttles) on Festival Days				
		Parsons Site (Pasadena)	PCC Site (Pasadena)	East PCC Site (Pasadena)	Santa Anita Park Site (Arcadia)	USC Parking Center Site (Los Angeles)
Metro Local 256 runs between Altadena and East Los Angeles. Service headways during weekday peak periods are about 45 minutes, and the weekend service headways are about 60 minutes.		X	X	X		
Metro Local 260 runs between Altadena and Compton. Service headways are about 20 minutes.		X				
Metro Local 264 runs from Altadena to El Monte. Service headways during weekday peak periods are about 30 minutes; weekend service headways are about 60 minutes.			X	X		
Metro Local 266 runs from Pasadena to Lakewood. Service headways are about 35 to 45 minutes.			X	X		
Metro Local 267 runs from Altadena to El Monte. Service headways during weekday peak periods are about 30 minutes; weekend service headways are about 60 minutes.			X	X		
Metro Express 442 runs between the Washington/Fairfax Transit Hub and Downtown Los Angeles. Service headways during weekday peak periods are about 35 minutes; there is no service on weekends.						X
Metro Express 460 runs between the Echo Park and Santa Monica, passing through Downtown Los Angeles. Service headways are about 30 minutes.						X
Metro Express 487 runs between Westlake/MacArthur Park and San Gabriel. Service headways during weekday peak periods are about 30 minutes; weekend service headways are about 60 minutes.			X	X	X	
Metro Local 686/687 runs from Altadena to Pasadena Westlake. Service headways during weekday peak periods and weekend are about 40 minutes.		X	X	X		
Metro Rapid 745 runs from South Los Angeles to downtown Los Angeles. Service headways during weekday peak periods are about 12 minutes; weekend service headways are about 20 minutes.						X
Metro Rapid 762 runs between Pasadena and North Long Beach. Service headways during weekday peak periods are about 26 minutes; there is no service on weekends.		X				

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Existing Public Transit Service Located near Rose Bowl and Off-Site Parking Sites**

Transit Line	Rose Bowl (Pasadena)	Off-Site Parking Sites to be Used (with Shuttles) on Festival Days				
		Parsons Site (Pasadena)	PCC Site (Pasadena)	East PCC Site (Pasadena)	Santa Anita Park Site (Arcadia)	USC Parking Center Site (Los Angeles)
Metro Rapid 780 runs from the Mid-City neighborhood of Los Angeles to Pasadena. Service headways during weekday peak periods are about 12 minutes; there is no weekend service.		X	X	X		
DASH Downtown F runs north to south on Figueroa Street and Vermont Avenue and east to west on Exposition Boulevard. Service headways during weekday peak periods are about 12 minutes; weekend service headways are about 30 minutes.						X
DASH King East runs east to west on Martin Luther King, Jr. Boulevard and north to south on Grand Avenue and Hill Street, east of the 110 Freeway. Service headways during weekday peak periods are about 20 minutes.						X
Foothill Transit 187 runs between Pasadena and Claremont. Service headways are about 15 to 20 minutes.		X	X	X	X	
Foothill Transit 690 runs from Montclair to Pasadena. Service headways during weekday peak periods are about 25 minutes; there is no service on weekends.		X				
LADOT Commuter Express 549 runs from Encino to Pasadena. Service headways during weekday peak periods are about 30 minutes; there is no weekend service.		X				

SOURCE: Fehr & Peers, 2015

- Del Mar Boulevard – from St. John Avenue to the PCC Shuttle Stops at Hill Avenue and Allen Avenue.
- Pasadena City College area on Allen Avenue, Hill Avenue and Bonnie Avenue from Colorado Boulevard to Del Mar Boulevard.
- Sierra Madre Villa Avenue from Foothill Boulevard to the Sierra Madre Villa Metro Gold Line Station.
- Mountain Street between Lincoln Avenue and Altadena Drive

City of Arcadia

- Highland Oaks Drive between the City's northern limit and Camino Real Avenue.
- Holly Avenue between Huntington Drive and the City's southern limit.
- Santa Clara Street between I-210 and Santa Anita Avenue.

City of Los Angeles

- Figueroa Street from the California Science Center to 11th Street.

Enhanced Class III Bicycle Routes

Enhanced Class III bicycle routes provide a superior bike route based on traffic volume, speeds, street width, directness, and cross-street priority. They are striped with a 4-inch-wide white edge line and are designated with "Share the Road" signage. On-street parking is generally permitted.

City of Pasadena

- Linda Vista Avenue between I-210 and SR 134.
- Washington Boulevard between Lincoln Avenue and Allen Avenue
- Orange Grove from Walnut Street to Foothill Boulevard near the East Pasadena City College Shuttle Stops.

There is a striped path on the interior portion of the recreation loop roadways around the Rose Bowl and Brookside Golf Course, along West Drive / Seco Street / Rosemont Avenue / West Washington Boulevard. It is signed as a bicycle route along West Drive and Rosemont Avenue. This path is heavily used for recreational walking and jogging, and it provides pedestrian and bicycle circulation around the Rose Bowl facilities as well provides linkages to a larger pedestrian and bicycle network on connecting residential streets.

Cities of Arcadia and Los Angeles

There are no Enhanced Class III bicycle facilities in the study area in these jurisdictions.

Pedestrian Facilities

City of Pasadena

There is a striped pedestrian path on the interior portion of the recreational loop roadways around the Rose Bowl and Brookside Golf Course, along West Drive / Seco Street / Rosemont Avenue / Washington Boulevard. This path is heavily used for recreational walking, jogging and biking, and it provides pedestrian circulation around the Rose Bowl facilities as well provides linkages to a larger pedestrian network on connecting residential streets. A trail along the Arroyo provides linkages to the Rose Bowl site via a pedestrian trail (mostly unpaved) that runs north from the Lower Arroyo Seco Recreation Area. In addition, the Brookside Park, Lower Arroyo Seco Recreation Area and additional areas and streets surrounding the Rose Bowl are used recreationally on a daily basis by community members for jogging, hiking, cycling and other outdoor activities. The Rose Bowl and Brookside Park areas in general experience heavy pedestrian activity on a daily basis.

The following streets provide the primary pedestrian linkages to the Rose Bowl from surrounding areas:

- Seco Street links the Rose Bowl pedestrian loop to Linda Vista Avenue south of the Rose Bowl Stadium, with a sidewalk on the eastern side of the street. A striped crosswalk is provided mid-block across Seco Street, which provides a link to the sidewalk on the south side of Seco Street, as well as the Arroyo Seco Trail. Seco Street provides pedestrian linkages to the residential areas east of the Rose Bowl via a sidewalk on the north side of the street.
- Salvia Canyon Road links the Rose Bowl pedestrian loop to Linda Vista Avenue on the west side of the Rose Bowl. It provides an equestrian path on the south side of the road which could be used by pedestrians. The intersection of Salvia Canyon Road & West Drive is stop-controlled (on Salvia Canyon Road). There are no marked crosswalks at the intersection.
- Rosemont Avenue provides the primary pedestrian access to the Rose Bowl Stadium from the south and west, linking with the Rose Bowl pedestrian loop at Seco Street. South of Seco Street, Rosemont Avenue has a sidewalk on the western side of the street. At Prospect Terrace, a sidewalk is also provided on the east side of the street. The pedestrian path on Rosemont Avenue links with the east/west running path on the north side of Seco Street. The intersection of Rosemont Avenue and Seco Street is 4-way stop-controlled, but right-turn only lanes in all four directions are yield-controlled. No striped crosswalks are provided. A crosswalk across Seco Street, which links the Rose Bowl pedestrian loop with the sidewalk on Seco Street, is provided mid-block to the west. North of Washington Boulevard, where the Rose Bowl pedestrian loop turns to the west, there are no pedestrian paths or sidewalks on Rosemont Avenue.
- In addition to the pedestrian and bicycle loop connecting West Drive and Rosemont Avenue, there are three marked and signed crosswalks across

Washington Boulevard connecting the north and south parts of the golf course (one near West Drive, one near Rosemont Avenue, and a third in between West Drive and Rosemont Avenue).

Traveling from Old Pasadena and areas to the south, the most direct pedestrian path of travel is north on Orange Grove Boulevard to Holly Street to Linda Vista Avenue to Seco Street, or northeast on Orange Grove Boulevard and north on Rosemont Avenue. A sidewalk is provided on at least one side of the street for both routes. The intersections of Orange Grove Boulevard & Holly Street and Orange Grove Boulevard & Rosemont Avenue are both signalized with striped crosswalks on all four legs of both intersections.

Equestrian Trail and Recreational Loop Users

Currently, equestrian trails are provided within the Central Arroyo Seco area along with both the east and west sides of the Rose Bowl area (e.g., along the west side of West Drive, along the western portion of parking lot F, along the east side of the flood control channel, along the east side of Rosemont Avenue, north of Washington Boulevard, etc.). In addition, an equestrian staging area is provided near the Brookside Park golf clubhouse, near the northern portion of parking lot D. The equestrian trail also crosses portions of existing roadways (e.g., Salvia Canyon, Parkview Street, etc.).

The Recreational Loop consists of an approximately 5-kilometer loop and is currently utilized for recreational activities including walking, running, and cycling. The loop consists of Seco Street (between Rosemont Avenue and West Drive), West Drive (between Seco Street and Washington Boulevard), Washington Boulevard (between West Drive and Rosemont Avenue), and Rosemont Avenue (between Washington Boulevard and Seco Street).

During large-scale special events at the Rose Bowl, it is noted that the potential for conflicts between trail/loop users and special event vehicular traffic and pedestrians is higher than on non-event days.

Existing Traffic Conditions

Study Area

The following 43 study intersections (all signalized, except as noted) were selected around the Project site and off-site parking locations (see Figures 3A, 3B, and 3C in the Transportation Study, in Appendix G):

1. I-210 Eastbound Ramps & Berkshire Place (La Cañada Flintridge)
(*All-Way Stop-Controlled*)
2. I-210 Westbound Ramps & Berkshire Place (La Cañada Flintridge)
(*Side-Street Stop-Controlled*)
3. North Arroyo Boulevard & I-210 Freeway Westbound Ramps (Los Angeles County)

4. I-210 Southbound Off-Ramp/St. John Avenue & California Boulevard (Los Angeles County CMP)²
5. Pasadena Avenue & California Boulevard (Los Angeles County CMP)
6. Arroyo Parkway & California Boulevard (Los Angeles County CMP)
7. Orange Grove Avenue & Columbia Street (South Pasadena)
8. Fair Oaks Avenue & Columbia Street (South Pasadena)
9. Orange Grove Avenue & SR 110 Southbound Ramps (South Pasadena)
10. Orange Grove Avenue & SR 110 Northbound Ramps (South Pasadena)
11. Fair Oaks Avenue & SR 110 Southbound On-Ramp/State Street (South Pasadena)
12. Fair Oaks Avenue & SR 110 Northbound Off-Ramp/Grevelia Street (South Pasadena)
13. Rosemead Boulevard & Foothill Boulevard (Los Angeles County CMP)
14. Baldwin Avenue & Foothill Boulevard (Arcadia)
15. Baldwin Avenue & Foothill Boulevard (Arcadia)
16. Baldwin Avenue & I-210 Eastbound Ramps (Arcadia)
17. Baldwin Avenue & Colorado Boulevard (West) (Arcadia)
18. Baldwin Avenue & Colorado Boulevard (East) (Arcadia)
19. Colorado Place & Colorado Boulevard (Arcadia)
20. Colorado Place & Huntington Drive (Arcadia)
21. Santa Clara Street & Huntington Drive (Arcadia)
22. Santa Anita Avenue & Huntington Drive (Arcadia)
23. I-210 Eastbound Ramps & Huntington Drive (Monrovia)
24. I-210 Westbound Ramps & Huntington Drive (Monrovia)
25. Huntington Drive & Centennial Way (Arcadia)
(*Side-Street Stop-Controlled*)
26. Baldwin Avenue & Huntington Drive (Arcadia)
27. Gate 3 & Huntington Drive (Monrovia)
28. Figueroa Street & 30th Street (City of Los Angeles)
29. Flower Street & 30th Street (City of Los Angeles)
30. Grand Avenue & 30th Street (City of Los Angeles)
31. Figueroa Street & Jefferson Boulevard (City of Los Angeles)

² While physically located in the City of Pasadena, where level of service (LOS) is no longer the threshold of significance methodology, these intersections are included in the study area because they are Los Angeles County Congestion Management Program (CMP)-designated arterial monitoring intersections.

32. Flower Street & Jefferson Boulevard (City of Los Angeles)
33. Hope Street & Jefferson Boulevard (City of Los Angeles)
34. Grand Avenue & Jefferson Boulevard (City of Los Angeles)
35. Figueroa Street & Exposition Boulevard (City of Los Angeles)
36. Flower Street / I-110 Southbound Off-Ramp & Exposition Boulevard (City of Los Angeles)
37. Flower Street & 37th Street (City of Los Angeles)
38. Hope Street & 37th Street (City of Los Angeles)
39. Grand Avenue & 37th Street (City of Los Angeles)
40. Santa Anita Avenue & I-210 Westbound Ramps (Arcadia)
41. Santa Anita Avenue & I-210 Eastbound Ramps (Arcadia)
42. Santa Anita Avenue & Colorado Boulevard (Arcadia)
43. Santa Anita Avenue & Santa Clara Street (Arcadia)

Intersection turning movement counts were conducted in April, May, and August 2015 on a Friday during the PM peak period and on a Saturday during the weekend midday peak period. Three-day (Friday-Sunday) traffic counts were conducted in July and August 2015 on roadway segments adjacent to the study intersections in order to derive intersection turning movement volumes during the peak hour between 11:00 p.m. and 1:00 a.m. (the analyzed Departure Hour for the Project).

Existing Level of Service

Existing traffic volumes were analyzed to determine the V/C ratio and LOS for each intersection in accordance with its corresponding jurisdictions' (City of Arcadia, La Cañada, Los Angeles County, South Pasadena) respective traffic impact analysis guidelines. Intersection LOS is not presented for the City of Pasadena, as the City's CEQA significance criteria/thresholds do not include an LOS threshold. As shown in **Table 3.10-2A** (weekday) and **Table 3.10-2B** (weekend), all of the study intersections currently operate at level of service (LOS) D or better, except Pasadena Avenue & California Boulevard (Intersection 5) and Santa Anita Avenue & Santa Clara Street (Intersection 43), which both operate at LOS E during the Friday PM peak hour (weekday arrival hour).

Table 3.10-2a
Existing Intersection LOS and V/C Ratio
(Weekday Conditions)

ID	North/South Street Name	East/West Street Name	Jurisdiction	Peak Hours Analyzed	Existing V/C	LOS
1	I-210 EB On/Off-Ramps	Berkshire Place	La Cañada Flintridge	Arrival Hour	0.372	A
				Departure Hour	0.151	A
2	I-210 WB On/Off-Ramps	Berkshire Place	La Cañada Flintridge	Arrival Hour	0.464	A
				Departure Hour	0.169	A
3	Arroyo Boulevard	I-210 WB On/Off-Ramps	Los Angeles County	Arrival Hour	0.507	A
				Departure Hour	0.177	A
4	I-210 SB Off-Ramp / St. John Avenue	California Boulevard	Los Angeles County CMP Location	Arrival Hour	0.718	C
				Departure Hour	0.272	A
5	Pasadena Avenue	California Boulevard	Los Angeles County CMP Location	Arrival Hour	0.914	E
				Departure Hour	0.326	A
6	Arroyo Parkway	California Boulevard	Los Angeles County CMP Location	Arrival Hour	0.821	D
				Departure Hour	0.300	A
7	Orange Grove Avenue	Columbia Street	South Pasadena	Arrival Hour	0.603	B
				Departure Hour	0.284	A
8	Fair Oaks Avenue	Columbia Street	South Pasadena	Arrival Hour	0.654	B
				Departure Hour	0.320	A
9	Orange Grove Avenue	I-110 SB On/Off-Ramps	South Pasadena	Arrival Hour	0.582	A
				Departure Hour	0.278	A
10	Orange Grove Avenue	I-110 NB On/Off-Ramps	South Pasadena	Arrival Hour	0.759	C
				Departure Hour	0.344	A
11	Fair Oaks Avenue	I-110 SB On-Ramp/State St	South Pasadena	Arrival Hour	0.658	B
				Departure Hour	0.321	A
12	Fair Oaks Avenue	I-110 NB Off-Ramp/Grevelia St.	South Pasadena	Arrival Hour	0.854	D
				Departure Hour	0.398	A
13	Rosemead Boulevard	Foothill Boulevard	Los Angeles County CMP Location	Arrival Hour	0.855	D
				Departure Hour	0.192	A
14	Baldwin Avenue	Foothill Boulevard	Arcadia	Arrival Hour	0.733	C
				Departure Hour	0.192	A
15	Baldwin Avenue	Foothill Boulevard	Arcadia	Arrival Hour	0.748	C
				Departure Hour	0.195	A
16	Baldwin Avenue	I-210 EB On/Off-Ramps	Arcadia	Arrival Hour	0.685	B
				Departure Hour	0.186	A
17	Baldwin Avenue	Colorado Boulevard	Arcadia	Arrival Hour	0.713	C
				Departure Hour	0.191	A

Table 3.10-2a
Existing Intersection LOS and V/C Ratio
(Weekday Conditions)

ID	North/South Street Name	East/West Street Name	Jurisdiction	Peak Hours Analyzed	Existing V/C	LOS
18	Baldwin Avenue	Colorado Boulevard	Arcadia	Arrival Hour	0.725	C
				Departure Hour	0.192	A
19	Colorado Place	Colorado Boulevard	Arcadia	Arrival Hour	0.668	B
				Departure Hour	0.143	A
20	Colorado Place	Huntington Drive	Arcadia	Arrival Hour	0.705	C
				Departure Hour	0.194	A
21	Santa Clara Street	Huntington Drive	Arcadia	Arrival Hour	0.550	A
				Departure Hour	0.170	A
22	Santa Anita Avenue	Huntington Drive	Arcadia	Arrival Hour	0.788	C
				Departure Hour	0.207	A
23	I-210 EB On/Off-Ramps	Huntington Drive	Monrovia	Arrival Hour	0.628	B
				Departure Hour	0.235	A
24	I-210 WB On/Off-Ramps	Huntington Drive	Monrovia	Arrival Hour	0.600	A
				Departure Hour	0.228	A
25	Huntington Drive	Centennial Way	Arcadia	Arrival Hour	0.427	A
				Departure Hour	0.165	A
26	Baldwin Avenue	Huntington Drive	Arcadia	Arrival Hour	0.855	D
				Departure Hour	0.247	A
27	Gate 3	Huntington Drive	Monrovia	Arrival Hour	0.616	B
				Departure Hour	0.200	A
28	Figueroa Street	30th Street	Los Angeles (City)	Arrival Hour	0.541	A
				Departure Hour	0.037	A
29	Flower Street	30th Street	Los Angeles (City)	Arrival Hour	0.426	A
				Departure Hour	0.030	A
30	Grand Ave	30th Street	Los Angeles (City)	Arrival Hour	0.383	A
				Departure Hour	0.028	A
31	Figueroa Street	Jefferson Boulevard	Los Angeles (City)	Arrival Hour	0.805	D
				Departure Hour	0.092	A
32	Flower Street	Jefferson Boulevard	Los Angeles (City)	Arrival Hour	0.543	A
				Departure Hour	0.065	A
33	Hope Street	Jefferson Boulevard	Los Angeles (City)	Arrival Hour	0.640	B
				Departure Hour	0.075	A
34	Grand Avenue	Jefferson Boulevard	Los Angeles (City)	Arrival Hour	0.799	C
				Departure Hour	0.091	A

Table 3.10-2a
Existing Intersection LOS and V/C Ratio
(Weekday Conditions)

ID	North/South Street Name	East/West Street Name	Jurisdiction	Peak Hours Analyzed	Existing V/C	LOS
35	Figueroa Street	Exposition Boulevard	Los Angeles (City)	Arrival Hour	0.760	C
				Departure Hour	0.131	A
36	Flower Street/I-110 Off-Ramp	Exposition Boulevard	Los Angeles (City)	Arrival Hour	0.468	A
				Departure Hour	0.076	A
37	Flower Street	37th Street	Los Angeles (City)	Arrival Hour	0.407	A
				Departure Hour	0.068	A
38	Hope Street	37th Street	Los Angeles (City)	Arrival Hour	0.393	A
				Departure Hour	0.066	A
39	Grand Avenue	37th Street	Los Angeles (City)	Arrival Hour	0.388	A
				Departure Hour	0.066	A
40	Santa Anita Avenue	I-210 WB On/Off-Ramps	Arcadia	Arrival Hour	0.572	A
				Departure Hour	0.193	A
41	Santa Anita Avenue	I-210 EB On/Off-Ramps	Arcadia	Arrival Hour	0.590	A
				Departure Hour	0.197	A
42	Santa Anita Avenue	Colorado Boulevard	Arcadia	Arrival Hour	0.597	A
				Departure Hour	0.200	A
43	Santa Anita Avenue	Santa Clara Street	Arcadia	Arrival Hour	0.953	E
				Departure Hour	0.268	A

SOURCE: Fehr & Peers, 2015

Table 3.10-2b
Existing Intersection LOS and V/C Ratio
(Weekend Conditions)

ID	North/South Street Name	East/West Street Name	Jurisdiction	Peak Hours Analyzed	Existing V/C	LOS
1	I-210 EB On/Off-Ramps	Berkshire Place	La Cañada Flintridge	Arrival Hour	0.237	A
				Departure Hour	0.129	A
2	I-210 WB On/Off-Ramps	Berkshire Place	La Cañada Flintridge	Arrival Hour	0.277	A
				Departure Hour	0.136	A
3	Arroyo Boulevard	I-210 WB On/Off-Ramps	Los Angeles County	Arrival Hour	0.476	A
				Departure Hour	0.179	A
4	I-210 SB Off-Ramp / St. John Avenue	California Boulevard	Los Angeles County (CMP Location)	Arrival Hour	0.701	C
				Departure Hour	0.259	A
5	Pasadena Avenue	California Boulevard	Los Angeles County (CMP Location)	Arrival Hour	0.741	C
				Departure Hour	0.269	A
6	Arroyo Parkway	California Boulevard	Los Angeles County (CMP Location)	Arrival Hour	0.740	C
				Departure Hour	0.268	A
7	Orange Grove Avenue	Columbia Street	South Pasadena	Arrival Hour	0.664	B
				Departure Hour	0.326	A
8	Fair Oaks Avenue	Columbia Street	South Pasadena	Arrival Hour	0.585	A
				Departure Hour	0.303	A
9	Orange Grove Avenue	I-110 SB On/Off-Ramps	South Pasadena	Arrival Hour	0.428	A
				Departure Hour	0.232	A
10	Orange Grove Avenue	I-110 NB On/Off-Ramps	South Pasadena	Arrival Hour	0.555	A
				Departure Hour	0.283	A
11	Fair Oaks Avenue	I-110 SB On-Ramp/State St	South Pasadena	Arrival Hour	0.664	B
				Departure Hour	0.335	A
12	Fair Oaks Avenue	I-110 NB Off-Ramp/Grevelia St.	South Pasadena	Arrival Hour	0.723	C
				Departure Hour	0.360	A
13	Rosemead Boulevard	Foothill Boulevard	Los Angeles County	Arrival Hour	0.739	C
				Departure Hour	0.175	A
14	Baldwin Avenue	Foothill Boulevard	Arcadia	Arrival Hour	0.629	B
				Departure Hour	0.204	A
15	Baldwin Avenue	Foothill Boulevard	Arcadia	Arrival Hour	0.888	D
				Departure Hour	0.254	A
16	Baldwin Avenue	I-210 EB On/Off-Ramps	Arcadia	Arrival Hour	0.769	C
				Departure Hour	0.231	A
17	Baldwin Avenue	Colorado Boulevard	Arcadia	Arrival Hour	0.375	A
				Departure Hour	0.154	A

**Table 3.10-2b
Existing Intersection LOS and V/C Ratio
(Weekend Conditions)**

ID	North/South Street Name	East/West Street Name	Jurisdiction	Peak Hours Analyzed	Existing V/C	LOS
18	Baldwin Avenue	Colorado Boulevard	Arcadia	Arrival Hour	0.392	A
				Departure Hour	0.157	A
19	Colorado Place	Colorado Boulevard	Arcadia	Arrival Hour	0.331	A
				Departure Hour	0.149	A
20	Colorado Place	Huntington Drive	Arcadia	Arrival Hour	0.472	A
				Departure Hour	0.185	A
21	Santa Clara Street	Huntington Drive	Arcadia	Arrival Hour	0.580	A
				Departure Hour	0.210	A
22	Santa Anita Avenue	Huntington Drive	Arcadia	Arrival Hour	0.623	B
				Departure Hour	0.221	A
23	I-210 EB On/Off-Ramps	Huntington Drive	Monrovia	Arrival Hour	0.594	A
				Departure Hour	0.262	A
24	I-210 WB On/Off-Ramps	Huntington Drive	Monrovia	Arrival Hour	0.613	B
				Departure Hour	0.269	A
25	Huntington Drive	Centennial Way	Arcadia	Arrival Hour	0.391	A
				Departure Hour	0.166	A
26	Baldwin Avenue	Huntington Drive	Arcadia	Arrival Hour	0.718	C
				Departure Hour	0.240	A
27	Gate 3	Huntington Drive	Monrovia	Arrival Hour	0.513	A
				Departure Hour	0.193	A
28	Figueroa Street	30th Street	Los Angeles (City)	Arrival Hour	0.346	A
				Departure Hour	0.046	A
29	Flower Street	30th Street	Los Angeles (City)	Arrival Hour	0.117	A
				Departure Hour	0.022	A
30	Grand Ave	30th Street	Los Angeles (City)	Arrival Hour	0.083	A
				Departure Hour	0.018	A
31	Figueroa Street	Jefferson Boulevard	Los Angeles (City)	Arrival Hour	0.515	A
				Departure Hour	0.143	A
32	Flower Street	Jefferson Boulevard	Los Angeles (City)	Arrival Hour	0.209	A
				Departure Hour	0.061	A
33	Hope Street	Jefferson Boulevard	Los Angeles (City)	Arrival Hour	0.195	A
				Departure Hour	0.058	A
34	Grand Avenue	Jefferson Boulevard	Los Angeles (City)	Arrival Hour	0.383	A
				Departure Hour	0.096	A

Table 3.10-2b
Existing Intersection LOS and V/C Ratio
(Weekend Conditions)

ID	North/South Street Name	East/West Street Name	Jurisdiction	Peak Hours Analyzed	Existing V/C	LOS
35	Figueroa Street	Exposition Boulevard	Los Angeles (City)	Arrival Hour	0.424	A
				Departure Hour	0.072	A
36	Flower Street/I-110 Off-Ramp	Exposition Boulevard	Los Angeles (City)	Arrival Hour	0.320	A
				Departure Hour	0.058	A
37	Flower Street	37th Street	Los Angeles (City)	Arrival Hour	0.166	A
				Departure Hour	0.036	A
38	Hope Street	37th Street	Los Angeles (City)	Arrival Hour	0.200	A
				Departure Hour	0.041	A
39	Grand Avenue	37th Street	Los Angeles (City)	Arrival Hour	0.127	A
				Departure Hour	0.031	A
40	Santa Anita Avenue	I-210 WB On/Off-Ramps	Arcadia	Arrival Hour	0.606	B
				Departure Hour	0.242	A
41	Santa Anita Avenue	I-210 EB On/Off-Ramps	Arcadia	Arrival Hour	0.688	B
				Departure Hour	0.265	A
42	Santa Anita Avenue	Colorado Boulevard	Arcadia	Arrival Hour	0.537	A
				Departure Hour	0.223	A
43	Santa Anita Avenue	Santa Clara Street	Arcadia	Arrival Hour	0.659	B
				Departure Hour	0.258	A

SOURCE: Fehr & Peers, 2015

3.10.3 Regulatory Framework

Federal

There are no federal regulations related to transportation that apply to the proposed Project.

State

There are no state regulations related to transportation that apply to the proposed Project.

Regional

Los Angeles County Congestion Management Program

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California Legislature with the passage of Proposition 111 in 1990. The program is intended to provide the analytical basis for transportation decisions through the Statewide Transportation Improvement Program (STIP) process. The STIP process is a multi-year capital improvement program for transportation projects on and off the State Highway System. The CMP includes all State highways and principal arterials within the County and monitors the network's congestion. It requires the establishment of level of service (LOS) standards to measure congestion at specific monitoring locations on the freeway and arterial systems. Since the LOS standard is required by state law, it is applied herein to intersections in Pasadena even though LOS is no longer the threshold of significance methodology in Pasadena. Service levels range from LOS A to LOS F, with LOS A representing free-flow conditions and LOS F representing a high level of congestion. The current Los Angeles County CMP was adopted by Metro, the local CMP agency, in October 2010. The CMP identifies a system of highways and roadways, with minimum levels of service performance measurements designated at LOS E (unless exceeded in base year conditions) for highway segments and key roadway intersections on this system.

In accordance with the CMP guidelines, freeway (mainline) operating conditions must be evaluated during peak periods. Freeway mainline LOS is estimated with calculation of the volume-to-capacity (V/C) ratio. Calculation of LOS based on V/C ratios is a surrogate for the speed-based LOS used by the California Department of Transportation (Caltrans) for traffic operational analysis. Because the calculation is based on volumes and not speeds, volume data may underrepresent the actual level of demand for freeway travel if high levels of congestion and low travel speeds reduce the level of demand that the freeway is able to serve.

As required by the 2010 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the 2010 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, 2010.

The CMP significant impact criteria apply for analysis of both intersection and freeway monitoring locations. The CMP TIA guidelines state that a significant project impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity (V/C ratio ≥ 0.02), causing or worsening LOS F ($V/C > 1.00$). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity ($V/C \geq 0.02$). The following two CMP intersection-monitoring stations and their location in the Project vicinity have been identified:

- CMP Station 119 – Arroyo Parkway and California Boulevard
- CMP Station 120 – Pasadena Avenue/St. John Avenue and California Boulevard

In addition, the CMP TIA guidelines require that freeway-monitoring location be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak hours. The following two CMP freeway-monitoring locations are located in the Project vicinity:

- CMP Station 1056 – SR 134 Freeway west of San Rafael Avenue
- CMP Station 1060 – I-210 Freeway west of SR 134/710

Local

City of Pasadena

General Plan

Mobility Element

The General Plan Mobility Element for the City of Pasadena was reviewed for objectives and policies that would be applicable to the proposed Project. The following policies related to traffic are potentially relevant to the proposed Project. An assessment of the proposed Project's consistency with the policies is contained in Chapter 3.6, "Land Use."

Policy 1.27: Provide an ongoing review of emergency operations plans and provisions to ensure that the City's program for emergency transportation services is coordinated with other local and regional jurisdictions and incorporates updated procedures and programs as appropriate.

Policy 1.29: Coordinate transportation options for major community and commercial events to increase transit access, ridesharing and bicycle access and parking options.

Policy 3.6: Limit the intrusion of commercial truck traffic on City streets by directing truck traffic to the City's designated truck routes and coordinating with the Pasadena Police Department to enforce regulations on local streets.

City of Los Angeles

General Plan

Mobility Element

The General Plan Mobility Element for the City of Los Angeles was reviewed for objectives and policies that would be applicable to the proposed Project. This section identifies objectives presented therein related to traffic that are potentially relevant to the proposed Project.

Policy 3.4: Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.

Policy 3.5: Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

Policy 3.6: Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.

Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

City of Arcadia

General Plan

Circulation and Infrastructure Element

Policy CI-3.4: Enhance local transit circulator service, particularly to link neighborhoods to commercial districts, and Downtown to all areas.

Policy CI-4.10: Coordinate the provision of the bicycle and pedestrian networks with adjacent jurisdictions to maximize connectivity.

3.10.4 Impacts

Methodology

City of Pasadena

In 2014, the Pasadena City Council adopted new transportation thresholds of significance, replacing two existing transportation performance measures focused

entirely on automobile travel with five new transportation measures that include measures of automobile, transit, bicycle, and pedestrian travel, in support of the Mobility Element's three main policy objectives:

- Enhance livability
- Encourage walking, biking, transit, and other alternatives to motor vehicles
- Create a supportive climate for economic viability

The five adopted transportation performance measures are:

1. Vehicle Miles Traveled (VMT) per Capita
2. Vehicle Trips (VT) per Capita
3. Proximity and Quality of Bike Facilities
4. Proximity and Quality of Transit Facilities
5. Pedestrian Accessibility

Table 3.10-3 summarizes these new transportation performance measures adopted by City Council. The first two of the five performance measures were used to assess the impact of the Project within the City of Pasadena; the bicycle, pedestrian and transit performance measures were not analyzed because the proposed Project is not land use or development-related and is infrequent (one time annually) and temporary (3-day festival) nature.

**Table 3.10-3
 Summary of City of Pasadena Transportation Performance Measures**

Metric	Description
Vehicle Miles Traveled (VMT) Per Capita	VMT in the City of Pasadena per service population (population + jobs)
Vehicle Trips (VT) Per Capita	VT in the City of Pasadena per service population (population + jobs)
Proximity and Quality of Bicycle Network	Percent of service population (population plus jobs) located within a quarter mile of each of three bicycle facility types
Proximity and Quality of Transit Network	Percent of service population (population plus jobs) located within a quarter mile of each of three transit facility types
Pedestrian Accessibility	The Pedestrian Accessibility Score uses the mix of destinations and a network-based walk-shed to evaluate walkability

SOURCE: City of Pasadena, Resolution 9398, November 3, 2014.

1. Vehicle Miles Traveled per Capita

The Vehicle Miles Traveled (VMT) per Capita measure sums the miles traveled for trips within the City of Pasadena citywide model. The Citywide VMT is calculated by adding: 1) 100 percent of the VMT traveled within the City of Pasadena boundaries associated with trips that are generated and/or attracted by the land uses within the City, and 2) 50 percent of the VMT traveled outside the City of Pasadena boundaries and

associated with trips with one trip end (origin or destination) inside the City and one trip end outside the City. The City's VMT is then divided by the City's total service population, defined as the population plus the number of jobs, to calculate VMT per Capita.

2. Vehicle Trips per Capita

Vehicle Trips (VT) per Capita is a measure of motor vehicle trips associated with the City. The measure sums the trips with origins and destinations within the City of Pasadena, as generated by the trip-based citywide model. The regional VT is calculated by adding the VT associated with trips generated and attracted within the City of Pasadena boundaries and 50 percent of the VT associated with trips that either begin or end in the City, but have one trip end outside of the City. The City's VT is then divided by the City's total service population, defined as the population plus the number of jobs, to calculate VT per Capita.

Other Affected Jurisdictions

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS) in other affected jurisdictions, but not in Pasadena. LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity.

The methodology utilized to calculate intersection LOS depended on the jurisdiction in which the intersection was located. Two similar methodologies were used: Intersection Capacity Utilization (ICU) and Critical Movement Analysis (CMA). Both methods determine the intersection volume-to-capacity (V/C) ratio and corresponding LOS based on turning movement volumes and intersection characteristics (e.g., the number and type of lanes) at signalized intersections. **Table 3.10-4** provides LOS definitions for signalized intersections using the ICU and CMA methodology.

Three unsignalized intersections located within the traffic study area are located in jurisdictions where the County of Los Angeles Guidelines and methodology are applied. The guidelines do not specify a specific methodology or thresholds of significance when analyzing unsignalized intersections. For this study, these intersections were evaluated as if they are signalized, using the ICU methodology (with a reduced saturation flow rate of 1,200 vehicles per hour).

**Table 3.10-4
 Level of Service Definitions for Signalized Intersections**

Level of Service	Volume-to-Capacity Ratio	Definition
A	0.000-0.600	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	0.601-0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801-0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901-1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

SOURCE: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

Thresholds of Significance

Project impacts would be considered significant if any of the following would occur:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways.
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

City of Pasadena

The following two transportation performance measures were used to assess the impact of the Project within the City of Pasadena (the bicycle, pedestrian and transit performance measures were not analyzed as the Project is not land use-related and is temporary in nature).

Vehicle Miles Traveled (VMT) per Capita sums the miles traveled for trips within the City’s travel demand forecasting (TDF) model. The calculation of total VMT considers 100 percent of the mileage of trips that begin and end inside the City, and 50 percent of the distance traveled for trips with one end outside the City. The total VMT is then divided by the City’s total service population, defined as the population plus the number of jobs, to determine the VMT per Capita. The existing Citywide VMT per Capita is 22.6.

Vehicle Trips (VT) per Capita is a measure of motor vehicle trips associated with the City. The measure sums the trips with origins and destinations within the City, as generated by the trip-based City TDF model. The regional VT is calculated by adding the VT associated with trips generated and attracted within City boundaries, and 50 percent of the VT associated with trips that either begin or end in the City. The City’s VT is then divided by the City’s total service population. The existing Citywide VT per Capita is 2.8.

Other Affected Jurisdictions

The City of Los Angeles and Los Angeles County have established threshold criteria to determine significant traffic impacts of a project if an intersection would operate at LOS C or worse after the addition of the project traffic; the cities of La Cañada Flintridge, South Pasadena, and Arcadia follow the County criteria. The Los Angeles County criteria were applied to intersections falling under the City of Monrovia’s jurisdiction in the absence of official guidance or municipal regulation. Project impacts at intersections operating at LOS A or B after the addition of the project traffic are not considered to be significant regardless of the increase in V/C ratio. The following summarizes the impact criteria, which are the same for all agencies but not for Pasadena:

Level of Service	Volume-to-Capacity (V/C) Ratio under Project Conditions	Project-Related Increase in V/C Ratio
C	0.701 – 0.800	Equal to or greater than 0.040
D	0.801 – 0.900	Equal to or greater than 0.020
E or F	0.901 or higher	Equal to or greater than 0.010

The Initial Study (Appendix A) indicated that the Project is not located within an airport land use plan or in the vicinity of a public airstrip, and therefore, no further analysis of that topic is required in the EIR.

Impact Evaluation

The proposed Project would result in a significant impact related to a conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Specifically, the Project would cause an exceedance of VMT/VT thresholds in the City of Pasadena and LOS thresholds established by the CMP and certain jurisdictions surrounding Pasadena. (Significant and Unavoidable Impact)

The proposed Project would include increasing the number of displacement events to be held at the Rose Bowl Stadium and Brookside Golf Course from 12 to 15 annually, without further City Council approval, in order to allow for hosting of the Festival. Additionally, it would include amending the PMC to allow for uses on the Brookside Golf Course other than parking, consistent with current practice. Festival uses on the Brookside Golf Course would be the maximum level of activity and associated vehicle trips that would occur on the Brookside Golf Course. Any other events held on the golf course would be similar in size and scope to those that already occur (i.e., alumni events with amplified music, weddings, car shows, etc.).

Festival Setup and Breakdown

Setup of the proposed Project would begin no more than two weeks prior to the start of the Festival. These activities would include, but are not necessarily limited to, stage setup, delivery of production offices, delivery and setup of portable structures, delivery of RV trailers, and installation of temporary fences, barricades, and signs. These activities would require the use of semi-trucks and smaller delivery trucks. Approximately 500 truck trips would occur during Festival setup. Additionally, 20 to 30 staff personnel would be required to prepare the Festival grounds. Arrivals and departures of trucks during setup would be limited to between the hours of 7:00 a.m. and 7:00 p.m., with the majority of the truck trips occurring between the hours of 7:00 a.m. and 2:00 p.m.

The majority of all temporary structures, fencing, and signage would be removed from the proposed site over no longer than a 7-day period after the conclusion of the Festival. These activities would require the use of semi-trucks and smaller delivery trucks. Approximately 420 truck trips would occur during Festival breakdown. Arrivals and departures of trucks during breakdown would be limited to between the hours of 7:00 a.m. and 7:00 p.m., with the majority of the truck trips occurring between the hours of 7:00 a.m. and 2:00 p.m.

Based on the aforementioned information, a construction period trip generation analysis was conducted to estimate daily, morning and evening peak-hour passenger car equivalent (PCE) trips. It was determined that the Festival setup would generate 36 trucks and up to 30 worker vehicles on a single day. 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 percent of the construction workers would arrive during the peak morning commute hour and up to 40 percent would depart during the peak evening commute hour. Haul and delivery/equipment trucks were assumed to occur evenly throughout the 12-hour construction day. A PCE factor of 2.0 was assumed for trucks.

On a setup day, a total of up to 204 daily PCE trips would occur, of which 24 PCE trips would occur during the morning peak hour and 24 PCE trips during the evening peak hour. On a breakdown day, a total of up to 240 daily PCE trips would occur, of which 20 PCE trips would occur during the morning peak hour and 20 PCE trips during the evening peak hour. According to thresholds for determining transportation review in the Pasadena Transportation Impact Analysis Current Practice & Guidelines, a project is exempt from transportation review if the project generates fewer than 300 daily trips. As stated, the setup and breakdown of the Festival would generate 204 and 240 PCE trips, respectively, and therefore, transportation review of setup and breakdown is not necessary and impacts related to the setup and breakdown would be less than significant.

Project Travel Demand

Development of estimated travel demand for the proposed Project involved a 3-step process of developing trip generation, trip distribution, and traffic assignment.

Project Trip Generation

For purposes of this impact evaluation, trip generation is estimated for both the arrival and departure peak hours of the event on both a Friday and a weekend day. The 89,600 attendees and 3,400 employees traveling to/from the Rose Bowl and the off-site parking lots are expected to do so using multiple modes of transportation, including personal vehicles (single-occupancy or carpool), transportation network companies (e.g., Uber, Lyft, etc., hereinafter "TNCs"), taxis, a combination of public and private transit (regional light rail, buses, shuttles, etc.), bicycle, and walk trips. The trip generation estimates have been developed based on data collected at previous Rose Bowl concert events, data collected for other music festivals within Los Angeles County, information from the Coachella Valley Music and Arts Festival Environmental Impact Report, and information regarding the existing transportation system serving the Project area.

The peak arrival period was determined based on data collected in 2012 at the Coachella Valley Music and Arts Festival, which showed that the peak arrival of attendees occurred between 3:00 p.m. and 4:00 p.m. on a weekday and between 2:00 p.m. and 3:00 p.m. on a weekend day. Based on that information, it was estimated that approximately 20 percent of all attendees and 5 percent of Festival employees and band employees would arrive during the peak arrival time. To be conservative, it was

assumed that the peak arrival of these Festival attendees plus employees would occur during the Friday PM peak hour and the weekend midday peak hour.

The peak departure period was determined based on departure patterns of other multi-day music festivals. It was estimated that approximately 80 percent of the maximum number of attendees allowable at the Festival would be present at the end of the headliner’s performance (11:00 p.m.). It was estimated that approximately 75 percent of the remaining attendees and 5 percent of the Festival employees and band employees would depart during the peak departure time. To be conservative, it was assumed that the peak departure of these Festival attendees plus employees would occur during the peak hour of the two-hour period of 11:00 p.m. and 1:00 a.m. on the Friday and weekend days.

Table 3.10-5 summarizes the estimated travel mode split for attendees and employees, and **Table 3.10-6** summarizes the estimated average vehicle occupancy (people in each personal vehicle) and the percentage of people expected to arrive at the Project site during the peak hour. Travel characteristics for attendees and employees are described below.

**Table 3.10-5
 Distribution of Person Trips across Different Travel Modes**

Trip Type	Scenario	Project Trip Generation Mode Split			
		Auto	TNC/Taxi ^a	Transit	Bike/Walk
Attendees	Friday	84%	10%	5%	1%
	Weekend	84%	10%	5%	1%
Employees	Friday	80%	0%	15%	5%
	Weekend	80%	0%	15%	5%
Band Employees	Friday	100%	0%	0%	0%
	Weekend	100%	0%	0%	0%

^a TNC = Transportation Network Companies (e.g., Uber, Lyft, etc.)

SOURCE: Fehr & Peers, 2015

**Table 3.10-6
 Personal Vehicle (Auto) Occupancy Factors and Peak Arrival Percentage**

Trip Type	Scenario	AVO ^a	Peak-Hour Arrival	Peak-Hour Departure
Attendees	Friday	2.7	20%	75% of 80% remaining
	Weekend	2.7	20%	75% of 80% remaining
Employees	Friday	1.5	5%	5%
	Weekend	1.5	5%	5%
Band Employees	Friday	3.0	5%	5%
	Weekend	3.0	5%	5%

^a AVO = Average Vehicle Occupancy

SOURCE: Fehr & Peers, 2015

Attendee Trips

An attendee who purchases a ticket would obtain access to all three days of the event; no single-day tickets would be available. Attendees driving private vehicles to the Project site would park at either the Rose Bowl or one of the off-site parking lots (Parsons Site, Pasadena City College [PCC] campus, East PCC campus, Santa Anita Park, or the USC Parking Center). The parking lot location would be chosen during the ticketing sales process on a first come/first serve basis, and would be the same for each Festival day. From each off-site parking lot, attendees would then take a Festival-operated shuttle to/from the Rose Bowl. A project such as the Festival is considered a regional draw, and the trip making would differ slightly from sporting events with regard to use of various modes of transportation to/from the Rose Bowl or off-site parking lots. Given the size, length (both over the course of an individual day, but also over the duration of the weekend), organization of Festival ticket sales (parking and shuttle passes are determined during ticketing process, and the general logistics associated with attending a multi-day festival), it is anticipated that attendees would use similar travel patterns for each day of the event.

Transit. Transit modes include heavy rail, light rail, buses, private shuttles, and Festival-provided shuttles. As described above, the Pasadena Gold Line station closest to the Rose Bowl is located at the Memorial Park, and the Rose Bowl can be accessed via a two-mile shuttle ride from the Parsons Office campus. In addition, regular weekday and weekend transit service is provided by Metro, Foothill Transit, and the LADOT lines. It is anticipated that the Friday and weekend days would experience similar levels of transit usage from Festival attendees.

Metro ridership data (light rail) available from the weekend of August 2 through 3, 2014 (during the Hard Summer Music Festival held at the Whittier Narrows Recreation Area) was reviewed. This data was compared to typical weekend historical ridership information and showed an increase in approximately 7 percent transit riders during the event. Therefore, a conservative estimate of 5 percent of event attendees is assumed to travel via transit to/from the off-site parking lots, and take a shuttle to/from the Rose Bowl.

Bicycle and Walk Trips. The proposed Project is expected to be a regional draw, with minimal draw from the immediate neighborhood surrounding the Rose Bowl or off-site parking lots. However, some spectators are likely to travel from a reasonable biking and walking distance to the Rose Bowl or off-site parking lots. Approximately 1 percent of the attendees are assumed for this analysis to bike or walk to/from the Rose Bowl or off-site parking lots.

Automobile Trips. Automobile trips refer to trips in a passenger car. An attendee may either drive alone (single occupancy) to the event or ride with others as part of a carpool (multiple occupancy). An attendee could also be dropped off or picked up via a TNC or taxi. Average Vehicle Occupancy (AVO) is defined as the number of people traveling by private passenger vehicles divided by the number of vehicles used. To account for the

potential for multiple passengers in a vehicle, an AVO factor of 2.7 people per vehicle was applied for Friday and weekend days; the AVO factor was based on a range of available data from previous Southern California music festivals/concerts ranging from 2.36 (On the Run 2014) to 2.98 (Coachella Valley Music and Arts Festival 2012). Approximately 94 percent of attendees are assumed to travel by automobile to/from the Rose Bowl or off-site parking lots (including those utilizing TNCs/Taxis).

Transportation Network Companies/Taxis. TNCs/Taxis include mobile-app ride hailing services such as Uber and Lyft, as well as many taxicab companies that now offer app-based reservations in addition to traditional phone and on-street access. The market for TNCs is relatively new, but has grown in popularity in Southern California. Based on information from other multi-day music festivals, it was estimated that approximately 10 percent of all attendees will rely on TNCs/Taxis to travel to and from the Festival. Parking Lot B at the Rose Bowl has been identified to accommodate drop-off and pick-up for TNCs/Taxis.

As shown in **Table 3.10-7**, a total of approximately 69,028 daily attendee vehicle trips (including TNCs/Taxis) are expected to be generated each day of the Festival, of which an estimated 6,239 inbound trips and 664 outbound trips would occur during the Friday and weekend day peak hour of arrival, and 1,991 inbound trips and 18,716 outbound trips would occur during the Friday and weekend day peak hour of departure.

**Table 3.10-7
 Vehicle Trip Generation – Attendees and Employees**

Trip Type	Scenario	Daily Trips	Peak Hour of Arrivals			Peak Hour of Departures		
			Inbound	Outbound	Total	Inbound	Outbound	Total
Attendee-Driven	Friday	55,752	5,575	0	5,575	0	16,725	16,725
	Weekend	55,752	5,575	0	5,575	0	16,725	16,725
Attendee-TNC/Taxi ^a	Friday	13,276	664	664	1,328	1,991	1,991	3,982
	Weekend	13,276	664	664	1,328	1,991	1,991	3,982
Attendee Total	Friday	69,028	6,239	664	6,903	1,991	18,716	20,707
	Weekend	69,028	6,239	664	6,903	1,991	18,716	20,707
Festival Employee-Driven	Friday	2,826	71	0	71	0	71	71
	Weekend	2,826	71	0	71	0	71	71
Band Employee-Driven	Friday	500	13	0	13	0	13	13
	Weekend	500	13	0	13	0	13	13
Employee Total	Friday	3,326	84	0	84	0	84	84
	Weekend	3,326	84	0	84	0	84	84
TOTAL	Friday	72,354	6,323	664	6,987	1,991	18,800	20,791
	Weekend	72,354	6,323	664	6,987	1,991	18,800	20,791

^a TNC = Transportation Network Companies (e.g., Uber, Lyft)
 SOURCE: Fehr & Peers, 2015

Employee Trips

An estimated 3,400 people (2,650 Festival employees and 750 band employees) would be employed during the Festival. All of the band employees are expected to carpool and are assumed to park at the Rose Bowl. Festival employees who arrive by private vehicle would be required to park at the PCC off-site parking lot and then take a shuttle to/from the Rose Bowl. Like the attendees, Festival employees could also travel to/from the PCC off-site parking lot using various modes of transportation (e.g., Metro Gold Line Sierra Madre Station). About 80 percent of Festival employee trips are expected to be made by automobile; the remaining 20 percent would be divided between transit and biking or walking as described below. The mode split for Festival employee travel was based on the Rose Bowl's existing operations during other events.

Transit. Approximately 15 percent of the Festival employees are expected to travel to/from the Rose Bowl or PCC off-site parking lot campus using available public transit such as the Pasadena Gold Line, buses, local shuttle, etc. (similar to employee travel behavior to the events currently held at the Rose Bowl).

Bike and Walk. Approximately 5 percent of the Festival employees are expected to bike or walk to the Rose Bowl from nearby neighborhoods (consistent with the percentage of bike/walk trips that currently occur for the other events at the Rose Bowl).

Automobile Trips. Like Festival attendees, a large majority (about 80 percent) of the Festival employees would choose to travel to/from Rose Bowl or off-site parking lots in a passenger vehicle (either drive themselves or carpool). An AVO factor of 1.5 people per vehicle was applied for Festival employees using an automobile to travel to/from PCC off-site parking lot. An AVO factor of 3.0 was applied for band employees using an automobile to travel to/from the Rose Bowl parking lots.

Festival employees are generally expected to be at the Festival a few hours prior to the start of each Festival day and at other times throughout the day. Given the length of time and the number of employees each day of the Festival, it is estimated that about 5 percent of Festival employees would arrive at the Festival during the peak arrival of attendees, and depart during the peak departure of attendees.

As shown in Table 3.10-7, during each day of the Festival, a total of about 3,326 daily employee vehicle trips are expected to be generated, of which an estimated 84 inbound trips (no outbound trips) would occur during the peak hour of arrival, and 84 outbound trips (no inbound trips) would occur during the peak hour of departures.

Adding the attendee and employee vehicle trips results in a total of about 72,354 daily vehicle trips each day of the Festival, of which an estimated 6,323 inbound trips and 664 outbound trips would occur during the arrival peak hour, and 1,991 inbound trips and 18,800 outbound trips would occur during the departure peak hour.

Shuttle Trips

Before and after the events at the Rose Bowl, a shuttle would run between the Parsons Site and Parking Lot B, and a shuttle would run between off-site parking lots (PCC campus, East PCC campus, Santa Anita Park, and the USC Parking Center) and the Rose Bowl. The estimated number of shuttle trips was based on the number of vehicular trips, transit trips, and bike/walk trips expected at the each site, and an average of 56 riders per shuttle bus. Applying a PCE factor of 2.0 vehicles per shuttle, it is estimated that on each day of the Festival about 512 PCE trips (256 inbound / 256 outbound) would occur during the arrival peak hour, and 1,676 PCE trips (838 inbound/838 outbound) would occur during the departure peak hour (see **Table 3.10-8**).

Project Trip Distribution

The geographic distribution of trips generated by the proposed Project was based on zip code data from ticket sales from two concerts held at the Rose Bowl (The Legends of Summer Tour in July 2013 and The Monster Tour in August 2014). Given the regional draw of the Festival, it is estimated that approximately 80 percent to 90 percent of the Project traffic would use area freeways to access the Rose Bowl and off-site parking locations.

Project Trip Assignment

Using the above-described trip distribution patterns, the ticket sale data for previous concerts, and information from the Pasadena Police Department (PPD) traffic operations plan described below, Project traffic was assigned though the study intersections. Although the traffic assignment used for this analysis was based on a typical traffic control plan for special events at the Rose Bowl, traffic patterns could vary on a specific day if additional street closures or rerouting were necessary.

Project Traffic Operations Plan

The PPD, in coordination with other departments of the City of Pasadena and Rose Bowl staff, would implement a traffic operations plan to facilitate ingress and egress of spectator traffic to/from the Rose Bowl. This traffic operations plan has been developed in an iterative process of modifications and improvements over several decades of displacement events at the Stadium, and continually evolves with changing modes of transportation, technology, and patron driving behaviors. The plan also involves coordination with, but is not limited to, the Los Angeles County Sheriff's Department, the California Highway Patrol, Caltrans, LADOT, Metro, and the City of Arcadia.

**Table 3.10-8
Shuttle Bus Trip Generation – Attendees and Employees**

PEOPLE ON SHUTTLE BUSES FROM OFF-SITE PARKING LOTS										
Location	Person Type	Parked Vehicles	Person Trip Mode						Persons on Shuttles	
			Automobile		Transit		Bike/Walk		Friday	Weekend
			Friday	Weekend	Friday	Weekend	Friday	Weekend		
Parsons	Attendee	2,397	6,472	6,472	3,584	3,584	717	717	10,773	10,773
	Employee	0	0	0	398	398	133	133	531	531
PCC	Attendee	892	2,408	2,408	224	224	45	45	2,677	2,677
	Employee	1,413	2,120	2,120	0	0	0	0	2,120	2,120
East PCC	Attendee	641	1,731	1,731	224	224	45	45	2,000	2,000
Santa Anita	Attendee	6,133	16,559	16,559	224	224	45	45	16,828	16,828
USC	Attendee	1,394	3,764	3,764	224	224	45	45	4,033	4,033
Total		12,870	33,054	33,054	4,878	4,878	1,030	1,030	38,962	38,962

TRIP GENERATION ESTIMATES FOR SHUTTLE BUSES							
Location	Daily		Arrival Peak Hour		Departure Peak Hour		
	Friday	Weekend	Friday	Weekend	Friday	Weekend	
Parsons	812	812	80	80	234	234	
PCC	344	344	24	24	60	60	
East PCC	144	144	12	12	55	55	
Santa Anita	1,204	1,204	124	124	360	360	
USC	292	292	16	16	129	129	
Total	2,796	2,796	256	256	838	838	

TRIP GENERATION ESTIMATES FOR SHUTTLE BUSES IN PASSENGER CAR EQUIVALENCE (PCE)							
Location	Daily		Arrival Peak Hour		Departure Peak Hour		
	Friday	Weekend	Friday	Weekend	Friday	Weekend	
Parsons	1,624	1,624	160	160	468	468	
PCC	688	688	48	48	120	120	
East PCC	288	288	24	24	110	110	
Santa Anita	2,408	2,408	248	248	720	720	
USC	584	584	32	32	258	258	
Total	5,592	5,592	512	512	1,676	1,676	

SOURCE: Fehr & Peers, 2015

The PPD has a standard traffic operations plan specific to the Rose Bowl Stadium that is implemented during large events such as a UCLA football game or concert event and would be implemented as part of any event resulting from approval of the Project. However, this standard plan has been designed with the ability to address the dynamic changes in the field associated with a large event. The deployment of personnel and

assignment of individual traffic posts would vary slightly from event to event based on information such as weekday or weekend event, anticipated attendance, etc. The plan includes placement of barricades, cones, portable signs, instructions on prioritizing specific traffic movements (different during ingress vs. egress), etc.

The traffic operations plan would also include a neighborhood protection plan to minimize potential cut-through traffic, parking intrusion, etc. The plan would continue to allow access to neighborhood residents and their guests at all times. The plan would involve use of barricades and be staffed by Police Explorers or other security personnel.

Because the traffic operations plan would provide priority to certain travel movements to or from the Rose Bowl Stadium during arrival or departure periods, additional capacity has been applied to the prioritized movements in the LOS analysis to account for the benefits of prioritizing certain movements. Reduced capacities have been applied to non-prioritized movements.

In addition to the traffic operations plan, the Pasadena Department of Transportation (PDOT) implements an event period traffic signal priority plan coordinated and monitored from the Traffic Management Center (TMC) for numerous intersections in the vicinity of the Rose Bowl. The goal of the signal priority plan is to supplement the traffic operations plan and facilitate flow of traffic from freeway ramps to the Rose Bowl during ingress and vice-versa during the egress period. Using live CCTV cameras installed at select intersections and constant communication with other agencies such as the PPD, Rose Bowl staff, etc., the TMC personnel are able to optimize green time at critical traffic signals along routes to/from the Rose Bowl.

Special Event Traffic Control Measures. During ongoing displacement events at the Rose Bowl, the PPD implements a traffic control plan involving a combination of the following:

- Barricading of local neighborhood streets to prevent unauthorized spectator parking and cut through traffic
- Restriction of particular movements at intersections surrounding the Rose Bowl to expedite traffic through movements toward the Rose Bowl Stadium (arrival) and toward the freeways (departure)
- Direction of vehicular traffic by traffic control officers at signalized intersections along major routes between local freeways and the Rose Bowl Stadium to increase capacity

The traffic control plan would be implemented and modified based on the specific needs of each event. For example, for large events, traffic is monitored by a PPD traffic lieutenant from a helicopter, which provides the opportunity to manipulate traffic flow based on levels of congestion and backup. Traffic can be diverted to varying travel routes depending on street conditions and the parking occupancy at the off-site lots.

In order to expedite vehicular traffic as it approaches the Rose Bowl Stadium, Rosemont Avenue between Orange Grove and Seco Street and Washington Boulevard between Lincoln Avenue and Rosemont Avenue may operate as one-way streets toward the Rose Bowl Stadium. After the event, these two segments as well as Arroyo Boulevard south of Seco Street may operate as one-way streets exiting the Rose Bowl Stadium. Salvia Canyon may also be converted to provide an additional inbound lane.

Vehicles traveling to the Rose Bowl are directed as follows:

- Attendees with proper credentials for parking at the Rose Bowl are directed sequentially into the various parking lots that surround the Rose Bowl.
- Vehicles traveling eastbound or northbound on Orange Grove Avenue are directed onto Rosemont Avenue and into Parking Lot H. Once this parking lot is full, traffic would then be routed northbound on Rosemont Avenue in two lanes and directed to park in the golf course parking areas on the east side of the Rose Bowl (Lots 1A, 1, 2, 3 and 4).
- If additional parking is needed, vehicles from Rosemont Avenue would be routed westbound on Seco Street to Lot I or the Ball Diamonds, located south of Seco Street.
- Vehicles traveling southbound on Rosemont Avenue (from the north) would be directed into Lots 1A, 1, 2, 3, 4 and 10.
- Vehicles traveling westbound on Washington Boulevard would be routed first to Lot 1A, and once full, to the northern lots along the east side of the golf course.
- Vehicles traveling on Linda Vista Avenue from the north or south would be directed to take Salvia Canyon Road and park in Lot 6, on the west side of the golf course. Once this parking lot is full, traffic from Salvia Canyon Road would then be routed northbound on West Drive and directed to park sequentially in Lots 7, 8 and 9.

Vehicles with handicap placards, regardless of the direction they are approaching, would be directed to parking in Lot B, east of the Rose Bowl, until the handicap spaces are full. Shuttles from the off-site parking locations also drop off spectators in Lot B.

City of Pasadena Transportation Performance Measures

As described in Section 3.10.4.1, in 2014 the Pasadena City Council adopted a resolution to establish five new transportation performance measures in support of the Mobility Element, including the following two measures:

- Vehicle Miles Traveled (VMT) per Capita
- Vehicle Trips (VT) per Capita

The VMT and VT analysis used the trip generation and trip distribution estimates described on pages 3.10-33 to 3.10-38, as well as the following assumptions regarding travel and trip making characteristics, such as trip lengths, and days of travel:

- Trip distribution estimates are based on the zip code data for the previous music events at the Rose Bowl.
- Approximately 20 percent of the attendees would fly into the Los Angeles area instead of driving from their origin.
- Approximately 40 percent of the attendees would stay in hotel accommodations within Los Angeles County.
- Approximately 50 percent of the attendees outside of Kern County, Ventura County, Los Angeles County, Orange County, San Bernardino County, Riverside County, and San Diego County would travel to the Los Angeles area on the Friday of the Festival; the other 50 percent are expected to travel the day before the event.
- All employee and TNC/taxi trips would originate and end within Los Angeles County.
- Data associated with the Festival Friday would be used because it is expected to generate greater and longer trips than the weekend days.
- The service population of 3,400 employees would be considered for the impact analysis. A service population of 93,000 people is presented for information purposes only.

Vehicles / Vehicle Trips

The following estimates were used in the technical calculations:

- 27,876 daily vehicles are estimated to transport Project attendees on a Friday, each making one round trip.
- 1,663 daily vehicles are estimated to transport employees on a Friday, each making one round trip.
- A total of four trips for TNC/Taxi and shuttle vehicles were assumed in the calculations. The number of TNC/Taxi and shuttle vehicles could be less than the number of round trips that would be made. This would result in one vehicle conducting multiple drop-offs and pickups. For the purpose of this analysis, the number of round trips associated with each of these travel modes would be equal to the number of vehicles that each would use. This would result in 2,796 shuttle vehicles and 3,199 TNC/Taxi vehicles on a Festival Friday.

- Attendees that fly into the Los Angeles area on the first day of the Festival are assumed to make one trip from the airport to Project site. To be conservative, this one trip is in addition to the round trip already associated with the Project site (i.e., the trip between the remote parking area and the Rose Bowl).

Trip Lengths

The following data was used to determine the trip lengths for vehicular travel:

- Trip lengths were developed based on the regional and local roadway network from the originating zip code to the Rose Bowl and the off-site parking locations.
- Average hotel trip length (11.2 miles) was calculated based on an assumed 50 percent occupancy rate with an assumed average of 80 rooms per hotel within 16 miles of the Rose Bowl.
- Shuttle trip lengths to/from the Rose Bowl were calculated for each of the off-site parking locations.
- Average trip length for event attendees at airports external to Southern California was assumed to be 50 miles. This accounts for event attendees driving from their homes to their origin airports from which the trip to Los Angeles is made.
- Average trip length in the Los Angeles area for attendees flying in was assumed to be 28.5 miles.
- Based on analysis methodology requirements in the City of Pasadena performance measures, a 50 percent reduction was applied to the VMT generated outside the City of Pasadena boundaries.
- The average trip length within the City of Pasadena is approximately 4.5 miles. This was calculated based on a weighted average of the regional roadway network contained within the City of Pasadena's limits.

VMT / VT per Capita Impacts (Within Pasadena)

VMT per Capita

The Project's incremental change of VMT per capita using a service population of 3,400 persons (consistent with the City of Pasadena analysis methodology requirements) was calculated to be 450.3 VMT per capita. The Project's incremental change of VMT per capita using a service population of 93,000 persons was calculated to be 16.5 VMT per capita. Because the Project's increment of VMT per capita would be greater than the Pasadena citywide average of 22.6 VMT per capita, the Project's impact is considered to be significant.

VT per Capita Analysis

The Project's incremental change of VT per capita using a service population of 3,400 persons (consistent with the City of Pasadena analysis methodology requirements) was calculated to be 11.6 VT per capita. The Project's incremental change of VT per capita using a service population of 93,000 persons was calculated to be 0.4 VT per capita. Because the Project increment of VT per capita would be greater than the Pasadena citywide average of 2.8 VT per capita, the Project's impact is considered to be significant.

Intersection Level of Service Analysis (Outside of Pasadena)

This section describes the intersection LOS analysis for the study intersections located outside the City of Pasadena, in accordance with the applicable traffic impact analysis guidelines. Except for CMP intersections in Pasadena, LOS is not presented for the City of Pasadena intersections, as the City's CEQA significance criteria/thresholds (VMT and VT) were evaluated as described above, and do not include an LOS threshold. The intersection traffic impact analysis compares the projected LOS at each study intersection under the existing plus Project conditions and under the various future base and future plus Project conditions to estimate the incremental increase in the V/C ratio caused by the proposed Project during the Friday and weekend arrival and departure peak hours. The traffic impacts would be temporary, as they would only occur during the peak arrival and departure periods of the three days of the Festival on an annual basis.

Existing Plus Project

As shown in **Tables 3.10-9a** and **3.10-9b**, after applying the applicable significant impact criteria, it is determined that the proposed Project would have a significant impact at the following 19 study intersections during both Friday and weekend days (unless indicated otherwise) under existing plus project conditions (over a three-day period):

3. Los Angeles County: North Arroyo Boulevard & I-210 Westbound Ramps
7. South Pasadena: Orange Grove Avenue & Columbia Street
8. South Pasadena: Fair Oaks Avenue & Columbia Street (*Friday PM peak hour*)
9. South Pasadena: Orange Grove Avenue & SR 110 Northbound Ramps (*Friday PM peak hour*)
10. South Pasadena: Orange Grove Avenue & SR 110 Southbound Ramps (*Friday PM peak hour*)
11. South Pasadena: Fair Oaks Avenue & SR 110 Southbound On-Ramp/State Street
12. South Pasadena: Fair Oaks Avenue & SR 110 Northbound Off-Ramp/Grevelia Street

16. Arcadia: Baldwin Avenue & I-210 Eastbound Ramps
17. Arcadia: Baldwin Avenue & Colorado Boulevard (West) (*Friday PM peak hour*)
18. Arcadia: Baldwin Avenue & Colorado Boulevard (East)
19. Arcadia: Colorado Place & Colorado Boulevard (*Friday PM peak hour*)
20. Arcadia: Colorado Place & Huntington Drive
21. Arcadia: Santa Clara Street & Huntington Drive
22. Arcadia: Santa Anita Avenue & Huntington Drive
23. Monrovia: I-210 Eastbound Ramps & Huntington Drive (*Weekend peak hour*)
24. Monrovia: I-210 Westbound Ramps & Huntington Drive
40. Arcadia: Santa Anita Avenue & I-210 Westbound Ramps
41. Arcadia: Santa Anita Avenue & I-210 Eastbound Ramps
42. Arcadia: Santa Anita Avenue & Colorado Boulevard (*Friday PM peak hour*)

Table 3.10-9a
Existing plus Project Intersection Level of Service (LOS) and Volume-to-Capacity Ratio (V/C)
(Weekday Conditions)

ID	North/South Street Name	East/West Street Name	City/County ^a	Peak Hour Analyzed	Existing V/C	LOS	Existing + Project V/C	LOS	Increase in V/C	Significant Impact?
1	I-210 EB On/Off-Ramps	Berkshire Place	LCF	Arrival Hour	0.372	A	0.439	A	0.067	NO
				Departure Hour	0.151	A	0.698	B	0.547	NO
2	I-210 WB On/Off-Ramps	Berkshire Place	LCF	Arrival Hour	0.464	A	0.687	B	0.223	NO
				Departure Hour	0.169	A	0.561	A	0.392	NO
3	Arroyo Boulevard	I-210 WB On/Off-Ramps	County	Arrival Hour	0.507	A	0.730	C	0.223	YES
				Departure Hour	0.177	A	0.261	A	0.084	NO
4	I-210 SB Off-Ramp / St. John Avenue	California Boulevard	CMP	Arrival Hour	0.718	C	0.718	C	0.000	NO ^b
				Departure Hour	0.272	A	0.606	B	0.334	NO ^b
5	Pasadena Avenue	California Boulevard	CMP	Arrival Hour	0.914	E	0.967	E	0.053	NO ^b
				Departure Hour	0.326	A	0.508	A	0.182	NO ^b
6	Arroyo Parkway	California Boulevard	CMP	Arrival Hour	0.821	D	0.929	E	0.108	NO ^b
				Departure Hour	0.300	A	0.621	B	0.321	NO ^b
7	Orange Grove Avenue	Columbia Street	SP	Arrival Hour	0.603	B	0.731	C	0.128	YES
				Departure Hour	0.284	A	0.689	B	0.403	NO
8	Fair Oaks Avenue	Columbia Street	SP	Arrival Hour	0.654	B	0.715	C	0.061	YES
				Departure Hour	0.320	A	0.714	C	0.394	YES
9	Orange Grove Avenue	I-110 SB On/Off-Ramps	SP	Arrival Hour	0.582	A	0.710	C	0.128	YES
				Departure Hour	0.278	A	0.334	A	0.056	NO
10	Orange Grove Avenue	I-110 NB On/Off-Ramps	SP	Arrival Hour	0.759	C	0.901	E	0.142	YES
				Departure Hour	0.344	A	0.407	A	0.063	NO
11	Fair Oaks Avenue	I-110 SB On-Ramp/State St	SP	Arrival Hour	0.658	B	0.788	C	0.130	YES
				Departure Hour	0.321	A	1.014	F	0.673	YES
12	Fair Oaks Avenue	I-110 NB Off-Ramp/Grevelia St.	SP	Arrival Hour	0.854	D	1.382	F	0.528	YES
				Departure Hour	0.398	A	0.657	B	0.259	NO
13	Rosemead Boulevard	Foothill Boulevard	CMP	Arrival Hour	0.855	D	0.855	D	0.000	NO ^b
				Departure Hour	0.192	A	0.272	A	0.080	NO ^b
14	Baldwin Avenue	Foothill Boulevard	A	Arrival Hour	0.733	C	0.733	C	0.000	NO
				Departure Hour	0.192	A	0.192	A	0.000	NO
15	Baldwin Avenue	Foothill Boulevard	A	Arrival Hour	0.748	C	0.748	C	0.000	NO
				Departure Hour	0.195	A	0.195	A	0.000	NO
16	Baldwin Avenue	I-210 EB On/Off-Ramps	A	Arrival Hour	0.685	B	0.787	C	0.102	YES
				Departure Hour	0.186	A	0.579	A	0.393	NO
17	Baldwin Avenue	Colorado Boulevard (West)	A	Arrival Hour	0.713	C	0.867	D	0.154	YES
				Departure Hour	0.191	A	0.371	A	0.180	NO

Table 3.10-9a
Existing plus Project Intersection Level of Service (LOS) and Volume-to-Capacity Ratio (V/C)
(Weekday Conditions)

ID	North/South Street Name	East/West Street Name	City/County ^a	Peak Hour Analyzed	Existing V/C	LOS	Existing + Project V/C	LOS	Increase in V/C	Significant Impact?
18	Baldwin Avenue	Colorado Boulevard (East)	A	Arrival Hour	0.725	C	0.863	D	0.138	YES
				Departure Hour	0.192	A	0.738	C	0.546	YES
19	Colorado Place	Colorado Boulevard	A	Arrival Hour	0.668	B	0.760	C	0.092	YES
				Departure Hour	0.143	A	0.581	A	0.438	NO
20	Colorado Place	Huntington Drive	A	Arrival Hour	0.705	C	0.866	D	0.161	YES
				Departure Hour	0.194	A	0.909	E	0.715	YES
21	Santa Clara Street	Huntington Drive	A	Arrival Hour	0.550	A	0.725	C	0.175	YES
				Departure Hour	0.170	A	0.729	C	0.559	YES
22	Santa Anita Avenue	Huntington Drive	A	Arrival Hour	0.788	C	0.870	D	0.082	YES
				Departure Hour	0.207	A	0.815	D	0.608	YES
23	I-210 EB On/Off-Ramps	Huntington Drive	M	Arrival Hour	0.628	B	0.654	B	0.026	NO
				Departure Hour	0.235	A	0.496	A	0.261	NO
24	I-210 WB On/Off-Ramps	Huntington Drive	M	Arrival Hour	0.600	A	0.731	C	0.131	YES
				Departure Hour	0.228	A	0.228	A	0.000	NO
25	Huntington Drive	Centennial Way	A	Arrival Hour	0.427	A	0.465	A	0.038	NO
				Departure Hour	0.165	A	0.195	A	0.030	NO
26	Baldwin Avenue	Huntington Drive	A	Arrival Hour	0.855	D	0.855	D	0.000	NO
				Departure Hour	0.247	A	0.339	A	0.092	NO
27	Gate 3	Huntington Drive	M	Arrival Hour	0.616	B	0.628	B	0.012	NO
				Departure Hour	0.200	A	0.574	A	0.374	NO
28	Figueroa Street	30th Street	LA	Arrival Hour	0.541	A	0.541	A	0.000	NO
				Departure Hour	0.037	A	0.037	A	0.000	NO
29	Flower Street	30th Street	LA	Arrival Hour	0.426	A	0.426	A	0.000	NO
				Departure Hour	0.030	A	0.030	A	0.000	NO
30	Grand Ave	30th Street	LA	Arrival Hour	0.383	A	0.383	A	0.000	NO
				Departure Hour	0.028	A	0.028	A	0.000	NO
31	Figueroa Street	Jefferson Boulevard	LA	Arrival Hour	0.805	D	0.805	D	0.000	NO
				Departure Hour	0.092	A	0.144	A	0.052	NO
32	Flower Street	Jefferson Boulevard	LA	Arrival Hour	0.543	A	0.562	A	0.019	NO
				Departure Hour	0.065	A	0.264	A	0.199	NO
33	Hope Street	Jefferson Boulevard	LA	Arrival Hour	0.640	B	0.686	B	0.046	NO
				Departure Hour	0.075	A	0.492	A	0.417	NO
34	Grand Avenue	Jefferson Boulevard	LA	Arrival Hour	0.799	C	0.799	C	0.000	NO
				Departure Hour	0.091	A	0.092	A	0.001	NO

Table 3.10-9a
Existing plus Project Intersection Level of Service (LOS) and Volume-to-Capacity Ratio (V/C)
(Weekday Conditions)

ID	North/South Street Name	East/West Street Name	City/County ^a	Peak Hour Analyzed	Existing V/C	LOS	Existing + Project V/C	LOS	Increase in V/C	Significant Impact?
35	Figueroa Street	Exposition Boulevard	LA	Arrival Hour	0.760	C	0.760	C	0.000	NO
				Departure Hour	0.131	A	0.131	A	0.000	NO
36	Flower Street/I-110 Off-Ramp	Exposition Boulevard	LA	Arrival Hour	0.468	A	0.475	A	0.007	NO
				Departure Hour	0.076	A	0.126	A	0.050	NO
37	Flower Street	37th Street	LA	Arrival Hour	0.407	A	0.424	A	0.017	NO
				Departure Hour	0.068	A	0.198	A	0.130	NO
38	Hope Street	37th Street	LA	Arrival Hour	0.393	A	0.473	A	0.080	NO
				Departure Hour	0.066	A	0.185	A	0.119	NO
39	Grand Avenue	37th Street	LA	Arrival Hour	0.388	A	0.455	A	0.067	NO
				Departure Hour	0.066	A	0.284	A	0.218	NO
40	Santa Anita Avenue	I-210 WB On/Off-Ramps	A	Arrival Hour	0.572	A	0.737	C	0.165	YES
				Departure Hour	0.193	A	0.302	A	0.109	NO
41	Santa Anita Avenue	I-210 EB On/Off-Ramps	A	Arrival Hour	0.590	A	0.609	B	0.019	NO
				Departure Hour	0.197	A	0.995	E	0.798	YES
42	Santa Anita Avenue	Colorado Boulevard	A	Arrival Hour	0.597	A	0.723	C	0.126	YES
				Departure Hour	0.200	A	0.631	B	0.431	NO
43	Santa Anita Avenue	Santa Clara Street	A	Arrival Hour	0.953	E	0.953	E	0.000	NO
				Departure Hour	0.268	A	0.598	A	0.330	NO

^a LCF=La Cañada Flintridge; County=Los Angeles County; CMP=Los Angeles County CMP; SP=South Pasadena; A=Arcadia; M=Monrovia; LA=City of Los Angeles

^b See CMP Impact Analysis, page 3.10-70.

SOURCE: Fehr & Peers, 2015

Table 3.10-9b
Existing plus Project Intersection Level of Service (LOS) and Volume-to-Capacity Ratio (V/C)
(Weekend Conditions)

ID	North/South Street Name	East/West Street Name	City/County ^a	Peak Hour Analyzed	Existing V/C	LOS	Existing + Project V/C	LOS	Increase in V/C	Significant Impact?
1	I-210 EB On/Off-Ramps	Berkshire Place	LCF	Arrival Hour	0.237	A	0.303	A	0.066	NO
				Departure Hour	0.129	A	0.676	B	0.547	NO
2	I-210 WB On/Off-Ramps	Berkshire Place	LCF	Arrival Hour	0.277	A	0.491	A	0.214	NO
				Departure Hour	0.136	A	0.534	A	0.398	NO
3	Arroyo Boulevard	I-210 WB On/Off-Ramps	County	Arrival Hour	0.476	A	0.720	C	0.244	YES
				Departure Hour	0.179	A	0.263	A	0.084	NO
4	I-210 SB Off-Ramp / St. John Avenue	California Boulevard	CMP	Arrival Hour	0.701	C	0.701	C	0.000	NO ^b
				Departure Hour	0.259	A	0.594	A	0.335	NO ^b
5	Pasadena Avenue	California Boulevard	CMP	Arrival Hour	0.741	C	0.794	C	0.053	NO ^b
				Departure Hour	0.269	A	0.471	A	0.202	NO ^b
6	Arroyo Parkway	California Boulevard	CMP	Arrival Hour	0.740	C	0.848	D	0.108	NO ^b
				Departure Hour	0.268	A	0.609	B	0.341	NO ^b
7	Orange Grove Avenue	Columbia Street	SP	Arrival Hour	0.664	B	0.721	C	0.057	YES
				Departure Hour	0.326	A	0.738	C	0.412	YES
8	Fair Oaks Avenue	Columbia Street	SP	Arrival Hour	0.585	A	0.675	B	0.090	NO
				Departure Hour	0.303	A	0.697	B	0.394	NO
9	Orange Grove Avenue	I-110 SB On/Off-Ramps	SP	Arrival Hour	0.428	A	0.553	A	0.125	NO
				Departure Hour	0.232	A	0.287	A	0.055	NO
10	Orange Grove Avenue	I-110 NB On/Off-Ramps	SP	Arrival Hour	0.555	A	0.696	B	0.141	NO
				Departure Hour	0.283	A	0.345	A	0.062	NO
11	Fair Oaks Avenue	I-110 SB On-Ramp/State St	SP	Arrival Hour	0.664	B	0.794	C	0.130	YES
				Departure Hour	0.335	A	1.040	F	0.705	YES
12	Fair Oaks Avenue	I-110 NB Off-Ramp/Gravelia St.	SP	Arrival Hour	0.723	C	1.133	F	0.410	YES
				Departure Hour	0.360	A	0.576	A	0.216	NO
13	Rosemead Boulevard	Foothill Boulevard	CMP	Arrival Hour	0.739	C	0.759	C	0.020	NO ^b
				Departure Hour	0.175	A	0.256	A	0.081	NO ^b
14	Baldwin Avenue	Foothill Boulevard	A	Arrival Hour	0.629	B	0.629	B	0.000	NO
				Departure Hour	0.204	A	0.204	A	0.000	NO
15	Baldwin Avenue	Foothill Boulevard	A	Arrival Hour	0.888	D	0.888	D	0.000	NO
				Departure Hour	0.254	A	0.254	A	0.000	NO
16	Baldwin Avenue	I-210 EB On/Off-Ramps	A	Arrival Hour	0.769	C	0.903	E	0.134	YES
				Departure Hour	0.231	A	0.628	B	0.397	NO
17	Baldwin Avenue	Colorado Boulevard (West)	A	Arrival Hour	0.375	A	0.528	A	0.153	NO
				Departure Hour	0.154	A	0.334	A	0.180	NO

Table 3.10-9b
Existing plus Project Intersection Level of Service (LOS) and Volume-to-Capacity Ratio (V/C)
(Weekend Conditions)

ID	North/South Street Name	East/West Street Name	City/County ^a	Peak Hour Analyzed	Existing V/C	LOS	Existing + Project V/C	LOS	Increase in V/C	Significant Impact?
18	Baldwin Avenue	Colorado Boulevard (East)	A	Arrival Hour	0.392	A	0.530	A	0.138	NO
				Departure Hour	0.157	A	0.704	C	0.547	YES
19	Colorado Place	Colorado Boulevard	A	Arrival Hour	0.331	A	0.453	A	0.122	NO
				Departure Hour	0.149	A	0.605	B	0.456	NO
20	Colorado Place	Huntington Drive	A	Arrival Hour	0.472	A	0.617	B	0.145	NO
				Departure Hour	0.185	A	0.901	E	0.716	YES
21	Santa Clara Street	Huntington Drive	A	Arrival Hour	0.580	A	0.798	C	0.218	YES
				Departure Hour	0.210	A	0.709	C	0.499	YES
22	Santa Anita Avenue	Huntington Drive	A	Arrival Hour	0.623	B	0.887	D	0.264	YES
				Departure Hour	0.221	A	0.865	D	0.644	YES
23	I-210 EB On/Off-Ramps	Huntington Drive	M	Arrival Hour	0.594	A	0.724	C	0.130	YES
				Departure Hour	0.262	A	0.494	A	0.232	NO
24	I-210 WB On/Off-Ramps	Huntington Drive	M	Arrival Hour	0.613	B	0.744	C	0.131	YES
				Departure Hour	0.269	A	0.269	A	0.000	NO
25	Huntington Drive	Centennial Way	A	Arrival Hour	0.391	A	0.429	A	0.038	NO
				Departure Hour	0.166	A	0.197	A	0.031	NO
26	Baldwin Avenue	Huntington Drive	A	Arrival Hour	0.718	C	0.729	C	0.011	NO
				Departure Hour	0.240	A	0.360	A	0.120	NO
27	Gate 3	Huntington Drive	M	Arrival Hour	0.513	A	0.593	A	0.080	NO
				Departure Hour	0.193	A	0.603	B	0.410	NO
28	Figueroa Street	30th Street	LA	Arrival Hour	0.346	A	0.346	A	0.000	NO
				Departure Hour	0.046	A	0.046	A	0.000	NO
29	Flower Street	30th Street	LA	Arrival Hour	0.117	A	0.117	A	0.000	NO
				Departure Hour	0.022	A	0.022	A	0.000	NO
30	Grand Ave	30th Street	LA	Arrival Hour	0.083	A	0.083	A	0.000	NO
				Departure Hour	0.018	A	0.018	A	0.000	NO
31	Figueroa Street	Jefferson Boulevard	LA	Arrival Hour	0.515	A	0.515	A	0.000	NO
				Departure Hour	0.143	A	0.203	A	0.060	NO
32	Flower Street	Jefferson Boulevard	LA	Arrival Hour	0.209	A	0.211	A	0.002	NO
				Departure Hour	0.061	A	0.256	A	0.195	NO
33	Hope Street	Jefferson Boulevard	LA	Arrival Hour	0.195	A	0.216	A	0.021	NO
				Departure Hour	0.058	A	0.458	A	0.400	NO
34	Grand Avenue	Jefferson Boulevard	LA	Arrival Hour	0.383	A	0.383	A	0.000	NO
				Departure Hour	0.096	A	0.096	A	0.000	NO

Table 3.10-9b
Existing plus Project Intersection Level of Service (LOS) and Volume-to-Capacity Ratio (V/C)
(Weekend Conditions)

ID	North/South Street Name	East/West Street Name	City/County ^a	Peak Hour Analyzed	Existing V/C	LOS	Existing + Project V/C	LOS	Increase in V/C	Significant Impact?
35	Figueroa Street	Exposition Boulevard	LA	Arrival Hour	0.424	A	0.424	A	0.000	NO
				Departure Hour	0.072	A	0.072	A	0.000	NO
36	Flower Street/I-110 Off-Ramp	Exposition Boulevard	LA	Arrival Hour	0.320	A	0.327	A	0.007	NO
				Departure Hour	0.058	A	0.094	A	0.036	NO
37	Flower Street	37th Street	LA	Arrival Hour	0.166	A	0.183	A	0.017	NO
				Departure Hour	0.036	A	0.134	A	0.098	NO
38	Hope Street	37th Street	LA	Arrival Hour	0.200	A	0.281	A	0.081	NO
				Departure Hour	0.041	A	0.134	A	0.093	NO
39	Grand Avenue	37th Street	LA	Arrival Hour	0.127	A	0.193	A	0.066	NO
				Departure Hour	0.031	A	0.215	A	0.184	NO
40	Santa Anita Avenue	I-210 WB On/Off-Ramps	A	Arrival Hour	0.606	B	0.760	C	0.154	YES
				Departure Hour	0.242	A	0.351	A	0.109	NO
41	Santa Anita Avenue	I-210 EB On/Off-Ramps	A	Arrival Hour	0.688	B	0.702	C	0.014	NO
				Departure Hour	0.265	A	1.071	F	0.806	YES
42	Santa Anita Avenue	Colorado Boulevard	A	Arrival Hour	0.537	A	0.664	B	0.127	NO
				Departure Hour	0.223	A	0.649	B	0.426	NO
43	Santa Anita Avenue	Santa Clara Street	A	Arrival Hour	0.659	B	0.659	B	0.000	NO
				Departure Hour	0.258	A	0.641	B	0.383	NO

^a LCF=La Cañada Flintridge; County=Los Angeles County; CMP=Los Angeles County CMP; SP=South Pasadena; A=Arcadia; M=Monrovia; LA=City of Los Angeles

^b See CMP Impact Analysis, page 3.10-70.

SOURCE: Fehr & Peers, 2015

Future Baseline Traffic Conditions

The traffic volumes projected for the Future Base (2016, 2026, and 2035) scenarios take into account the expected changes in traffic over existing conditions. These future base traffic volumes were developed based on growth factors from the *Congestion Management Program for Los Angeles County* (Los Angeles County, 2010). The Congestion Management Program serves as a resource for future growth factors within the 21 Regional Statistical Areas (RSA) of Los Angeles County. The growth rate factors for the RSA areas of Pasadena (0.52 percent per year) and Downtown Los Angeles (0.22 percent per year) were used for the development of the future base year scenarios.

Future (2016) Plus Project

As shown in **Table 3.10-10**, after applying the applicable significant impact criteria, it is determined that the proposed Project would have a significant impact at the following 19 study intersections during both Friday and weekend days (unless indicated otherwise) under future (2016) plus project conditions (over a three-day period):

3. Los Angeles County (Altadena): North Arroyo Boulevard & I-210 Westbound Ramps
7. South Pasadena: Orange Grove Avenue & Columbia Street
8. South Pasadena: Fair Oaks Avenue & Columbia Street (*Friday PM peak hour*)
9. South Pasadena: Orange Grove Avenue & SR 110 Southbound Ramps (*Friday PM peak hour*)
10. South Pasadena: Orange Grove Avenue & SR 110 Northbound Ramps (*Friday PM peak hour*)
11. South Pasadena: Fair Oaks Avenue & SR 110 Southbound On-Ramp/State Street
12. South Pasadena: Fair Oaks Avenue & SR 110 Northbound Off-Ramp/Grevelia Street
16. Arcadia: Baldwin Avenue & I-210 Eastbound Ramps
17. Arcadia: Baldwin Avenue & Colorado Boulevard (West) (*Friday PM peak hour*)
18. Arcadia: Baldwin Avenue & Colorado Boulevard (East)
19. Arcadia: Colorado Place & Colorado Boulevard (*Friday PM peak hour*)
20. Arcadia: Colorado Place & Huntington Drive
21. Arcadia: Santa Clara Street & Huntington Drive
22. Arcadia: Santa Anita Avenue & Huntington Drive
23. Monrovia: I-210 EB On-/Off-Ramps & Huntington Drive (*Weekend peak hour*)
24. Monrovia: I-210 WB On-/Off-Ramps & Huntington Drive
40. Arcadia: Santa Anita Avenue & I-210 Westbound Ramps
41. Arcadia: Santa Anita Avenue & I-210 Eastbound Ramps
42. Arcadia: Santa Anita Avenue & Colorado Boulevard

**Table 3.10-10
Future (2016) plus Project Intersection LOS and V/C Ratio
(Weekend Conditions)**

ID	North/South Street Name	East/West Street Name	City/ County ^a	Peak Hour Analyzed	Future 2016 V/C	LOS	Future + Project (2016) V/C	LOS	Increase in V/C	Significant Impact?
1	I-210 EB On/Off-Ramps	Berkshire Place	LCF	Arrival Hour	0.237	A	0.304	A	0.067	NO
				Departure Hour	0.129	A	0.676	B	0.547	NO
2	I-210 WB On/Off-Ramps	Berkshire Place	LCF	Arrival Hour	0.277	A	0.491	A	0.214	NO
				Departure Hour	0.136	A	0.534	A	0.398	NO
3	Arroyo Boulevard	I-210 WB On/Off-Ramps	County	Arrival Hour	0.477	A	0.721	C	0.244	YES
				Departure Hour	0.179	A	0.263	A	0.084	NO
4	I-210 SB Off-Ramp / St. John Avenue	California Boulevard	CMP	Arrival Hour	0.704	C	0.704	C	0.000	NO ^b
				Departure Hour	0.259	A	0.595	A	0.336	NO ^b
5	Pasadena Avenue	California Boulevard	CMP	Arrival Hour	0.743	C	0.796	C	0.053	NO ^b
				Departure Hour	0.269	A	0.472	A	0.203	NO ^b
6	Arroyo Parkway	California Boulevard	CMP	Arrival Hour	0.743	C	0.851	D	0.108	NO ^b
				Departure Hour	0.269	A	0.609	B	0.340	NO ^b
7	Orange Grove Avenue	Columbia Street	SP	Arrival Hour	0.668	B	0.724	C	0.056	YES
				Departure Hour	0.328	A	0.739	C	0.411	YES
8	Fair Oaks Avenue	Columbia Street	SP	Arrival Hour	0.588	A	0.678	B	0.090	NO
				Departure Hour	0.304	A	0.697	B	0.393	NO
9	Orange Grove Avenue	I-110 SB On/Off-Ramps	SP	Arrival Hour	0.429	A	0.556	A	0.127	NO
				Departure Hour	0.232	A	0.288	A	0.056	NO
10	Orange Grove Avenue	I-110 NB On/Off-Ramps	SP	Arrival Hour	0.557	A	0.699	B	0.142	NO
				Departure Hour	0.284	A	0.347	A	0.063	NO
11	Fair Oaks Avenue	I-110 SB On-Ramp/State St	SP	Arrival Hour	0.666	B	0.797	C	0.131	YES
				Departure Hour	0.337	A	1.042	F	0.705	YES
12	Fair Oaks Avenue	I-110 NB Off-Ramp/Grevelia St.	SP	Arrival Hour	0.726	C	1.137	F	0.411	YES
				Departure Hour	0.361	A	0.577	A	0.216	NO
13	Rosemead Boulevard	Foothill Boulevard	CMP	Arrival Hour	0.744	C	0.762	C	0.018	NO ^b
				Departure Hour	0.175	A	0.256	A	0.081	NO ^b
14	Baldwin Avenue	Foothill Boulevard	A	Arrival Hour	0.631	B	0.631	B	0.000	NO
				Departure Hour	0.204	A	0.204	A	0.000	NO
15	Baldwin Avenue	Foothill Boulevard	A	Arrival Hour	0.893	D	0.893	D	0.000	NO
				Departure Hour	0.255	A	0.255	A	0.000	NO
16	Baldwin Avenue	I-210 EB On/Off-Ramps	A	Arrival Hour	0.772	C	0.905	E	0.133	YES
				Departure Hour	0.231	A	0.628	B	0.397	NO
17	Baldwin Avenue	Colorado Boulevard (West)	A	Arrival Hour	0.376	A	0.529	A	0.153	NO
				Departure Hour	0.154	A	0.334	A	0.180	NO

Table 3.10-10
Future (2016) plus Project Intersection LOS and V/C Ratio
(Weekend Conditions)

ID	North/South Street Name	East/West Street Name	City/County ^a	Peak Hour Analyzed	Future 2016 V/C	LOS	Future + Project (2016) V/C	LOS	Increase in V/C	Significant Impact?
18	Baldwin Avenue	Colorado Boulevard (East)	A	Arrival Hour	0.394	A	0.532	A	0.138	NO
				Departure Hour	0.157	A	0.704	C	0.547	YES
19	Colorado Place	Colorado Boulevard	A	Arrival Hour	0.333	A	0.455	A	0.122	NO
				Departure Hour	0.149	A	0.605	B	0.456	NO
20	Colorado Place	Huntington Drive	A	Arrival Hour	0.474	A	0.619	B	0.145	NO
				Departure Hour	0.186	A	0.902	E	0.716	YES
21	Santa Clara Street	Huntington Drive	A	Arrival Hour	0.583	A	0.802	D	0.219	YES
				Departure Hour	0.211	A	0.710	C	0.499	YES
22	Santa Anita Avenue	Huntington Drive	A	Arrival Hour	0.625	B	0.889	D	0.264	YES
				Departure Hour	0.222	A	0.866	D	0.644	YES
23	I-210 EB On/Off-Ramps	Huntington Drive	M	Arrival Hour	0.597	A	0.727	C	0.130	YES
				Departure Hour	0.264	A	0.496	A	0.232	NO
24	I-210 WB On/Off-Ramps	Huntington Drive	M	Arrival Hour	0.615	B	0.745	C	0.130	YES
				Departure Hour	0.269	A	0.269	A	0.000	NO
25	Huntington Drive	Centennial Way	A	Arrival Hour	0.392	A	0.430	A	0.038	NO
				Departure Hour	0.167	A	0.197	A	0.030	NO
26	Baldwin Avenue	Huntington Drive	A	Arrival Hour	0.722	C	0.733	C	0.011	NO
				Departure Hour	0.240	A	0.360	A	0.120	NO
27	Gate 3	Huntington Drive	M	Arrival Hour	0.517	A	0.595	A	0.078	NO
				Departure Hour	0.193	A	0.603	B	0.410	NO
28	Figueroa Street	30th Street	LA	Arrival Hour	0.347	A	0.347	A	0.000	NO
				Departure Hour	0.046	A	0.046	A	0.000	NO
29	Flower Street	30th Street	LA	Arrival Hour	0.117	A	0.117	A	0.000	NO
				Departure Hour	0.022	A	0.022	A	0.000	NO
30	Grand Ave	30th Street	LA	Arrival Hour	0.083	A	0.083	A	0.000	NO
				Departure Hour	0.018	A	0.018	A	0.000	NO
31	Figueroa Street	Jefferson Boulevard	LA	Arrival Hour	0.517	A	0.517	A	0.000	NO
				Departure Hour	0.144	A	0.204	A	0.060	NO
32	Flower Street	Jefferson Boulevard	LA	Arrival Hour	0.209	A	0.212	A	0.003	NO
				Departure Hour	0.061	A	0.256	A	0.195	NO
33	Hope Street	Jefferson Boulevard	LA	Arrival Hour	0.195	A	0.216	A	0.021	NO
				Departure Hour	0.058	A	0.458	A	0.400	NO
34	Grand Avenue	Jefferson Boulevard	LA	Arrival Hour	0.384	A	0.384	A	0.000	NO
				Departure Hour	0.096	A	0.096	A	0.000	NO

**Table 3.10-10
Future (2016) plus Project Intersection LOS and V/C Ratio
(Weekend Conditions)**

ID	North/South Street Name	East/West Street Name	City/County ^a	Peak Hour Analyzed	Future 2016 V/C	LOS	Future + Project (2016) V/C	LOS	Increase in V/C	Significant Impact?
35	Figueroa Street	Exposition Boulevard	LA	Arrival Hour	0.424	A	0.424	A	0.000	NO
				Departure Hour	0.072	A	0.072	A	0.000	NO
36	Flower Street/I-110 Off-Ramp	Exposition Boulevard	LA	Arrival Hour	0.321	A	0.329	A	0.008	NO
				Departure Hour	0.058	A	0.094	A	0.036	NO
37	Flower Street	37th Street	LA	Arrival Hour	0.166	A	0.183	A	0.017	NO
				Departure Hour	0.036	A	0.134	A	0.098	NO
38	Hope Street	37th Street	LA	Arrival Hour	0.201	A	0.281	A	0.080	NO
				Departure Hour	0.041	A	0.134	A	0.093	NO
39	Grand Avenue	37th Street	LA	Arrival Hour	0.127	A	0.193	A	0.066	NO
				Departure Hour	0.031	A	0.215	A	0.184	NO
40	Santa Anita Avenue	I-210 WB On/Off-Ramps	A	Arrival Hour	0.609	B	0.762	C	0.153	YES
				Departure Hour	0.243	A	0.353	A	0.110	NO
41	Santa Anita Avenue	I-210 EB On/Off-Ramps	A	Arrival Hour	0.691	B	0.705	C	0.014	NO
				Departure Hour	0.266	A	1.071	F	0.805	YES
42	Santa Anita Avenue	Colorado Boulevard	A	Arrival Hour	0.541	A	0.667	B	0.126	NO
				Departure Hour	0.223	A	0.650	B	0.427	NO
43	Santa Anita Avenue	Santa Clara Street	A	Arrival Hour	0.663	B	0.663	B	0.000	NO
				Departure Hour	0.258	A	0.641	B	0.383	NO

^a LCF=La Cañada Flintridge; County=Los Angeles County; CMP=Los Angeles County CMP; SP=South Pasadena; A=Arcadia; M=Monrovia; LA=City of Los Angeles

^b See CMP Impact Analysis, page 3.10-70.

SOURCE: Fehr & Peers, 2015

Future (2026) Plus Project

As shown in **Table 3.10-11a** and **Table 3.10-11b**, after applying the applicable significant impact criteria, it is determined that the proposed Project would have a significant impact at the following 22 study intersections during both Friday and weekend days (unless indicated otherwise) under future (2026) plus project conditions (over a three-day period):

1. La Cañada Flintridge: I-210 Eastbound Ramps & Berkshire Place (*Friday PM peak hour*)
2. La Cañada Flintridge: I-210 Westbound Ramps & Berkshire Place (*Friday PM peak hour*)
3. Los Angeles County: North Arroyo Boulevard & I-210 Westbound Ramps
7. South Pasadena: Orange Grove Avenue & Columbia Street
8. South Pasadena: Fair Oaks Avenue & Columbia Street
9. South Pasadena: Orange Grove Avenue & SR 110 Southbound Ramps (*Friday PM peak hour*)
10. South Pasadena: Orange Grove Avenue & SR 110 Northbound Ramps
11. South Pasadena: Fair Oaks Avenue & SR 110 Southbound On-Ramp/State Street
12. South Pasadena: Fair Oaks Avenue & SR 110 Northbound Off-Ramp/Grevelia Street
16. Arcadia: Baldwin Avenue & I-210 Eastbound Ramps
17. Arcadia: Baldwin Avenue & Colorado Boulevard (West) (*Friday PM peak hour*)
18. Arcadia: Baldwin Avenue & Colorado Boulevard (East)
19. Arcadia: Colorado Place & Colorado Boulevard (*Friday PM peak hour*)
20. Arcadia: Colorado Place & Huntington Drive
21. Arcadia: Santa Clara Street & Huntington Drive
22. Arcadia: Santa Anita Avenue & Huntington Drive
23. Monrovia: I-210 Eastbound Ramps & Huntington Drive (*Weekend peak hour*)
24. Monrovia: I-210 Westbound Ramps & Huntington Drive
33. Los Angeles: Hope Street & Jefferson Boulevard (*Friday PM peak hour*)
40. Arcadia: Santa Anita Avenue & I-210 Westbound Ramps
41. Arcadia: Santa Anita Avenue & I-210 Eastbound Ramps
42. Arcadia: Santa Anita Avenue & Colorado Boulevard (*Friday PM peak hour*)

Table 3.10-11a
Future (2026) plus Project Intersection LOS and V/C Ratio
(Weekday Conditions)

ID	North/South Street Name	East/West Street Name	City/County ^a	Peak Hour Analyzed	Future 2026 V/C	LOS	Future + Project (2026) V/C	LOS	Increase in V/C	Significant Impact?
1	I-210 EB On/Off-Ramps	Berkshire Place	LCF	Arrival Hour	0.387	A	0.454	A	0.067	NO
				Departure Hour	0.155	A	0.702	C	0.547	YES
2	I-210 WB On/Off-Ramps	Berkshire Place	LCF	Arrival Hour	0.484	A	0.708	C	0.224	YES
				Departure Hour	0.173	A	0.565	A	0.392	NO
3	Arroyo Boulevard	I-210 WB On/Off-Ramps	County	Arrival Hour	0.531	A	0.749	C	0.218	YES
				Departure Hour	0.181	A	0.266	A	0.085	NO
4	I-210 SB Off-Ramp / St. John Avenue	California Boulevard	CMP	Arrival Hour	0.754	C	0.754	C	0.000	NO ^b
				Departure Hour	0.280	A	0.615	B	0.335	NO ^b
5	Pasadena Avenue	California Boulevard	CMP	Arrival Hour	0.963	E	1.016	F	0.053	YES ^b
				Departure Hour	0.339	A	0.518	A	0.179	NO ^a
6	Arroyo Parkway	California Boulevard	CMP	Arrival Hour	0.863	D	0.970	E	0.107	NO ^b
				Departure Hour	0.311	A	0.629	B	0.318	NO ^b
7	Orange Grove Avenue	Columbia Street	SP	Arrival Hour	0.633	B	0.760	C	0.127	YES
				Departure Hour	0.296	A	0.698	B	0.402	NO
8	Fair Oaks Avenue	Columbia Street	SP	Arrival Hour	0.686	B	0.743	C	0.057	YES
				Departure Hour	0.332	A	0.726	C	0.394	YES
9	Orange Grove Avenue	I-110 SB On/Off-Ramps	SP	Arrival Hour	0.611	B	0.738	C	0.127	YES
				Departure Hour	0.289	A	0.345	A	0.056	NO
10	Orange Grove Avenue	I-110 NB On/Off-Ramps	SP	Arrival Hour	0.796	C	0.938	E	0.142	YES
				Departure Hour	0.359	A	0.421	A	0.062	NO
11	Fair Oaks Avenue	I-110 SB On-Ramp/State St	SP	Arrival Hour	0.691	B	0.821	D	0.130	YES
				Departure Hour	0.334	A	1.021	F	0.687	YES
12	Fair Oaks Avenue	I-110 NB Off-Ramp/Grevelia St.	SP	Arrival Hour	0.897	D	1.440	F	0.543	YES
				Departure Hour	0.415	A	0.679	B	0.264	NO
13	Rosemead Boulevard	Foothill Boulevard	CMP	Arrival Hour	0.898	D	0.898	D	0.000	NO ^b
				Departure Hour	0.196	A	0.277	A	0.081	NO ^b
14	Baldwin Avenue	Foothill Boulevard	A	Arrival Hour	0.770	C	0.770	C	0.000	NO
				Departure Hour	0.199	A	0.199	A	0.000	NO
15	Baldwin Avenue	Foothill Boulevard	A	Arrival Hour	0.786	C	0.786	C	0.000	NO
				Departure Hour	0.201	A	0.201	A	0.000	NO
16	Baldwin Avenue	I-210 EB On/Off-Ramps	A	Arrival Hour	0.719	C	0.821	D	0.102	YES
				Departure Hour	0.192	A	0.584	A	0.392	NO
17	Baldwin Avenue	Colorado Boulevard (West)	A	Arrival Hour	0.749	C	0.902	E	0.153	YES
				Departure Hour	0.196	A	0.376	A	0.180	NO

Table 3.10-11a
Future (2026) plus Project Intersection LOS and V/C Ratio
(Weekday Conditions)

ID	North/South Street Name	East/West Street Name	City/County ^a	Peak Hour Analyzed	Future 2026 V/C	LOS	Future + Project (2026) V/C	LOS	Increase in V/C	Significant Impact?
18	Baldwin Avenue	Colorado Boulevard (East)	A	Arrival Hour	0.762	C	0.900	D	0.138	YES
				Departure Hour	0.197	A	0.743	C	0.546	YES
19	Colorado Place	Colorado Boulevard	A	Arrival Hour	0.701	C	0.793	C	0.092	YES
				Departure Hour	0.145	A	0.582	A	0.437	NO
20	Colorado Place	Huntington Drive	A	Arrival Hour	0.740	C	0.900	D	0.160	YES
				Departure Hour	0.199	A	0.915	E	0.716	YES
21	Santa Clara Street	Huntington Drive	A	Arrival Hour	0.575	A	0.747	C	0.172	YES
				Departure Hour	0.174	A	0.732	C	0.558	YES
22	Santa Anita Avenue	Huntington Drive	A	Arrival Hour	0.828	D	0.902	E	0.074	YES
				Departure Hour	0.212	A	0.820	D	0.608	YES
23	I-210 EB On/Off-Ramps	Huntington Drive	M	Arrival Hour	0.657	B	0.678	B	0.021	NO
				Departure Hour	0.242	A	0.502	A	0.260	NO
24	I-210 WB On/Off-Ramps	Huntington Drive	M	Arrival Hour	0.628	B	0.759	C	0.131	YES
				Departure Hour	0.235	A	0.235	A	0.000	NO
25	Huntington Drive	Centennial Way	A	Arrival Hour	0.446	A	0.485	A	0.039	NO
				Departure Hour	0.167	A	0.198	A	0.031	NO
26	Baldwin Avenue	Huntington Drive	A	Arrival Hour	0.897	D	0.897	D	0.000	NO
				Departure Hour	0.256	A	0.348	A	0.092	NO
27	Gate 3	Huntington Drive	M	Arrival Hour	0.647	B	0.659	B	0.012	NO
				Departure Hour	0.205	A	0.577	A	0.372	NO
28	Figueroa Street	30th Street	LA	Arrival Hour	0.555	A	0.555	A	0.000	NO
				Departure Hour	0.037	A	0.037	A	0.000	NO
29	Flower Street	30th Street	LA	Arrival Hour	0.438	A	0.438	A	0.000	NO
				Departure Hour	0.030	A	0.030	A	0.000	NO
30	Grand Ave	30th Street	LA	Arrival Hour	0.394	A	0.394	A	0.000	NO
				Departure Hour	0.028	A	0.028	A	0.000	NO
31	Figueroa Street	Jefferson Boulevard	LA	Arrival Hour	0.827	D	0.827	D	0.000	NO
				Departure Hour	0.094	A	0.149	A	0.055	NO
32	Flower Street	Jefferson Boulevard	LA	Arrival Hour	0.559	A	0.579	A	0.020	NO
				Departure Hour	0.067	A	0.268	A	0.201	NO
33	Hope Street	Jefferson Boulevard	LA	Arrival Hour	0.657	B	0.703	C	0.046	YES
				Departure Hour	0.076	A	0.494	A	0.418	NO
34	Grand Avenue	Jefferson Boulevard	LA	Arrival Hour	0.821	D	0.821	D	0.000	NO
				Departure Hour	0.093	A	0.093	A	0.000	NO

**Table 3.10-11a
Future (2026) plus Project Intersection LOS and V/C Ratio
(Weekday Conditions)**

ID	North/South Street Name	East/West Street Name	City/ County ^a	Peak Hour Analyzed	Future 2026 V/C	LOS	Future + Project (2026) V/C	LOS	Increase in V/C	Significant Impact?
35	Figueroa Street	Exposition Boulevard	LA	Arrival Hour	0.781	C	0.781	C	0.000	NO
				Departure Hour	0.136	A	0.136	A	0.000	NO
36	Flower Street/I-110 Off-Ramp	Exposition Boulevard	LA	Arrival Hour	0.481	A	0.489	A	0.008	NO
				Departure Hour	0.078	A	0.129	A	0.051	NO
37	Flower Street	37th Street	LA	Arrival Hour	0.418	A	0.435	A	0.017	NO
				Departure Hour	0.069	A	0.200	A	0.131	NO
38	Hope Street	37th Street	LA	Arrival Hour	0.405	A	0.485	A	0.080	NO
				Departure Hour	0.068	A	0.188	A	0.120	NO
39	Grand Avenue	37th Street	LA	Arrival Hour	0.399	A	0.466	A	0.067	NO
				Departure Hour	0.067	A	0.286	A	0.219	NO
40	Santa Anita Avenue	I-210 WB On/Off-Ramps	A	Arrival Hour	0.599	A	0.764	C	0.165	YES
				Departure Hour	0.199	A	0.307	A	0.108	NO
41	Santa Anita Avenue	I-210 EB On/Off-Ramps	A	Arrival Hour	0.617	B	0.636	B	0.019	NO
				Departure Hour	0.203	A	0.999	E	0.796	YES
42	Santa Anita Avenue	Colorado Boulevard	A	Arrival Hour	0.626	B	0.753	C	0.127	YES
				Departure Hour	0.205	A	0.636	B	0.431	NO
43	Santa Anita Avenue	Santa Clara Street	A	Arrival Hour	1.002	F	1.002	F	0.000	NO
				Departure Hour	0.279	A	0.606	B	0.327	NO

^a LCF=La Cañada Flintridge; County=Los Angeles County; CMP=Los Angeles County CMP; SP=South Pasadena; A=Arcadia; M=Monrovia; LA=City of Los Angeles

^b See CMP Impact Analysis, page 3.10-70.

SOURCE: Fehr & Peers, 2015

**Table 3.10-11b
 Future (2026) plus Project Intersection LOS and V/C
 (Weekend Conditions)**

ID	North/South Street Name	East/West Street Name	City/County	Peak Hour Analyzed	Future 2026 V/C	LOS	Future + Project (2026) V/C	LOS	Increase in V/C	Significant Impact?
1	I-210 EB On/Off-Ramps	Berkshire Place	LCF	Arrival Hour	0.244	A	0.310	A	0.066	NO
				Departure Hour	0.131	A	0.678	B	0.547	NO
2	I-210 WB On/Off-Ramps	Berkshire Place	LCF	Arrival Hour	0.286	A	0.501	A	0.215	NO
				Departure Hour	0.139	A	0.536	A	0.397	NO
3	Arroyo Boulevard	I-210 WB On/Off-Ramps	County	Arrival Hour	0.498	A	0.738	C	0.240	YES
				Departure Hour	0.183	A	0.268	A	0.085	NO
4	I-210 SB Off-Ramp / St. John Avenue	California Boulevard	CMP	Arrival Hour	0.737	C	0.737	C	0.000	NO ^b
				Departure Hour	0.268	A	0.603	B	0.335	NO ^b
5	Pasadena Avenue	California Boulevard	CMP	Arrival Hour	0.777	C	0.830	D	0.053	NO ^b
				Departure Hour	0.278	A	0.478	A	0.200	NO ^b
6	Arroyo Parkway	California Boulevard	CMP	Arrival Hour	0.778	C	0.885	D	0.107	NO ^b
				Departure Hour	0.278	A	0.617	B	0.339	NO ^b
7	Orange Grove Avenue	Columbia Street	SP	Arrival Hour	0.697	B	0.751	C	0.054	YES
				Departure Hour	0.339	A	0.750	C	0.411	YES
8	Fair Oaks Avenue	Columbia Street	SP	Arrival Hour	0.613	B	0.701	C	0.088	YES
				Departure Hour	0.315	A	0.709	C	0.394	YES
9	Orange Grove Avenue	I-110 SB On/Off-Ramps	SP	Arrival Hour	0.446	A	0.572	A	0.126	NO
				Departure Hour	0.240	A	0.295	A	0.055	NO
10	Orange Grove Avenue	I-110 NB On/Off-Ramps	SP	Arrival Hour	0.581	A	0.722	C	0.141	YES
				Departure Hour	0.294	A	0.356	A	0.062	NO
11	Fair Oaks Avenue	I-110 SB On-Ramp/State St	SP	Arrival Hour	0.697	B	0.827	D	0.130	YES
				Departure Hour	0.349	A	1.050	F	0.701	YES
12	Fair Oaks Avenue	I-110 NB Off-Ramp/Grevelia St.	SP	Arrival Hour	0.760	C	1.179	F	0.419	YES
				Departure Hour	0.376	A	0.594	A	0.218	NO
13	Rosemead Boulevard	Foothill Boulevard	CMP	Arrival Hour	0.776	C	0.795	C	0.019	NO ^b
				Departure Hour	0.179	A	0.260	A	0.081	NO ^b
14	Baldwin Avenue	Foothill Boulevard	A	Arrival Hour	0.659	B	0.659	B	0.000	NO
				Departure Hour	0.210	A	0.210	A	0.000	NO
15	Baldwin Avenue	Foothill Boulevard	A	Arrival Hour	0.935	E	0.935	E	0.000	NO
				Departure Hour	0.263	A	0.263	A	0.000	NO
16	Baldwin Avenue	I-210 EB On/Off-Ramps	A	Arrival Hour	0.807	D	0.940	E	0.133	YES
				Departure Hour	0.238	A	0.636	B	0.398	NO
17	Baldwin Avenue	Colorado Boulevard (West)	A	Arrival Hour	0.391	A	0.544	A	0.153	NO
				Departure Hour	0.156	A	0.336	A	0.180	NO

**Table 3.10-11b
Future (2026) plus Project Intersection LOS and V/C
(Weekend Conditions)**

ID	North/South Street Name	East/West Street Name	City/County	Peak Hour Analyzed	Future 2026 V/C	LOS	Future + Project (2026) V/C	LOS	Increase in V/C	Significant Impact?
18	Baldwin Avenue	Colorado Boulevard (East)	A	Arrival Hour	0.409	A	0.547	A	0.138	NO
				Departure Hour	0.160	A	0.707	C	0.547	YES
19	Colorado Place	Colorado Boulevard	A	Arrival Hour	0.344	A	0.467	A	0.123	NO
				Departure Hour	0.151	A	0.607	B	0.456	NO
20	Colorado Place	Huntington Drive	A	Arrival Hour	0.494	A	0.636	B	0.142	NO
				Departure Hour	0.190	A	0.906	E	0.716	YES
21	Santa Clara Street	Huntington Drive	A	Arrival Hour	0.608	B	0.826	D	0.218	YES
				Departure Hour	0.216	A	0.712	C	0.496	YES
22	Santa Anita Avenue	Huntington Drive	A	Arrival Hour	0.652	B	0.911	E	0.259	YES
				Departure Hour	0.228	A	0.871	D	0.643	YES
23	I-210 EB On/Off-Ramps	Huntington Drive	M	Arrival Hour	0.623	B	0.753	C	0.130	YES
				Departure Hour	0.272	A	0.502	A	0.230	NO
24	I-210 WB On/Off-Ramps	Huntington Drive	M	Arrival Hour	0.642	B	0.772	C	0.130	YES
				Departure Hour	0.278	A	0.278	A	0.000	NO
25	Huntington Drive	Centennial Way	A	Arrival Hour	0.407	A	0.446	A	0.039	NO
				Departure Hour	0.170	A	0.200	A	0.030	NO
26	Baldwin Avenue	Huntington Drive	A	Arrival Hour	0.755	C	0.764	C	0.009	NO
				Departure Hour	0.248	A	0.366	A	0.118	NO
27	Gate 3	Huntington Drive	M	Arrival Hour	0.538	A	0.613	B	0.075	NO
				Departure Hour	0.198	A	0.607	B	0.409	NO
28	Figueroa Street	30th Street	LA	Arrival Hour	0.357	A	0.357	A	0.000	NO
				Departure Hour	0.047	A	0.047	A	0.000	NO
29	Flower Street	30th Street	LA	Arrival Hour	0.121	A	0.121	A	0.000	NO
				Departure Hour	0.023	A	0.023	A	0.000	NO
30	Grand Ave	30th Street	LA	Arrival Hour	0.085	A	0.085	A	0.000	NO
				Departure Hour	0.018	A	0.018	A	0.000	NO
31	Figueroa Street	Jefferson Boulevard	LA	Arrival Hour	0.531	A	0.531	A	0.000	NO
				Departure Hour	0.149	A	0.210	A	0.061	NO
32	Flower Street	Jefferson Boulevard	LA	Arrival Hour	0.216	A	0.219	A	0.003	NO
				Departure Hour	0.062	A	0.259	A	0.197	NO
33	Hope Street	Jefferson Boulevard	LA	Arrival Hour	0.201	A	0.222	A	0.021	NO
				Departure Hour	0.060	A	0.461	A	0.401	NO
34	Grand Avenue	Jefferson Boulevard	LA	Arrival Hour	0.394	A	0.394	A	0.000	NO
				Departure Hour	0.097	A	0.097	A	0.000	NO

**Table 3.10-11b
 Future (2026) plus Project Intersection LOS and V/C
 (Weekend Conditions)**

ID	North/South Street Name	East/West Street Name	City/County	Peak Hour Analyzed	Future 2026 V/C	LOS	Future + Project (2026) V/C	LOS	Increase in V/C	Significant Impact?
35	Figueroa Street	Exposition Boulevard	LA	Arrival Hour	0.436	A	0.436	A	0.000	NO
				Departure Hour	0.074	A	0.074	A	0.000	NO
36	Flower Street/I-110 Off-Ramp	Exposition Boulevard	LA	Arrival Hour	0.329	A	0.337	A	0.008	NO
				Departure Hour	0.059	A	0.096	A	0.037	NO
37	Flower Street	37th Street	LA	Arrival Hour	0.172	A	0.189	A	0.017	NO
				Departure Hour	0.038	A	0.137	A	0.099	NO
38	Hope Street	37th Street	LA	Arrival Hour	0.208	A	0.288	A	0.080	NO
				Departure Hour	0.042	A	0.137	A	0.095	NO
39	Grand Avenue	37th Street	LA	Arrival Hour	0.132	A	0.199	A	0.067	NO
				Departure Hour	0.032	A	0.217	A	0.185	NO
40	Santa Anita Avenue	I-210 WB On/Off-Ramps	A	Arrival Hour	0.636	B	0.789	C	0.153	YES
				Departure Hour	0.251	A	0.359	A	0.108	NO
41	Santa Anita Avenue	I-210 EB On/Off-Ramps	A	Arrival Hour	0.723	C	0.737	C	0.014	NO
				Departure Hour	0.275	A	1.080	F	0.805	YES
42	Santa Anita Avenue	Colorado Boulevard	A	Arrival Hour	0.563	A	0.689	B	0.126	NO
				Departure Hour	0.231	A	0.655	B	0.424	NO
43	Santa Anita Avenue	Santa Clara Street	A	Arrival Hour	0.692	B	0.692	B	0.000	NO
				Departure Hour	0.267	A	0.650	B	0.383	NO

^a LCF=La Cañada Flintridge; County=Los Angeles County; CMP=Los Angeles County CMP; SP=South Pasadena; A=Arcadia; M=Monrovia; LA=City of Los Angeles

^b See CMP Impact Analysis, page 3.10-70.

SOURCE: Fehr & Peers, 2015

Future (2035) Plus Project

As shown in **Table 3.10-12a** and **Table 3.10-12b**, after applying the applicable significant impact criteria, it is determined that the proposed Project would have a significant impact at the following 22 study intersections during both Friday and weekend days (unless indicated otherwise) under future (2035) plus project conditions (over a three-day period):

1. La Cañada Flintridge: I-210 Eastbound Ramps & Berkshire Place (*Friday PM peak hour*)
2. La Cañada Flintridge: I-210 Westbound Ramps & Berkshire Place (*Friday PM peak hour*)
3. Los Angeles County: North Arroyo Boulevard & I-210 Westbound Ramps
7. South Pasadena: Orange Grove Avenue & Columbia Street
8. South Pasadena: Fair Oaks Avenue & Columbia Street
9. South Pasadena: Orange Grove Avenue & SR 110 Southbound Ramps (*Friday PM peak hour*)
10. South Pasadena: Orange Grove Avenue & SR 110 Northbound Ramps
11. South Pasadena: Fair Oaks Avenue & SR 110 Southbound On-Ramp/State Street
12. South Pasadena: Fair Oaks Avenue & SR 110 Northbound Off-Ramp/Grevelia Street
16. Arcadia: Baldwin Avenue & I-210 Eastbound Ramps
17. Arcadia: Baldwin Avenue & Colorado Boulevard (West) (*Friday PM peak hour*)
18. Arcadia: Baldwin Avenue & Colorado Boulevard (East)
19. Arcadia: Colorado Place & Colorado Boulevard (*Friday PM peak hour*)
20. Arcadia: Colorado Place & Huntington Drive
21. Arcadia: Santa Clara Street & Huntington Drive
22. Arcadia: Santa Anita Avenue & Huntington Drive
23. Monrovia: I-210 Eastbound Ramps & Huntington Drive (*Weekend peak hour*)
24. Monrovia: I-210 Westbound Ramps & Huntington Drive
33. Los Angeles: Hope Street & Jefferson Boulevard (*Friday PM peak hour*)
40. Arcadia: Santa Anita Avenue & I-210 Westbound Ramps
41. Arcadia: Santa Anita Avenue & I-210 Eastbound Ramps
42. Arcadia: Santa Anita Avenue & Colorado Boulevard

Table 3.10-12a
Future (2035) plus Project Intersection LOS and V/C Ratio
(Weekday Conditions)

ID	North/South Street Name	East/West Street Name	City/County ^a	Peak Hour Analyzed	Future 2035 V/C	LOS	Future + Project (2035) V/C	LOS	Increase in V/C	Significant Impact?
1	I-210 EB On/Off-Ramps	Berkshire Place	LCF	Arrival Hour	0.399	A	0.466	A	0.067	NO
				Departure Hour	0.157	A	0.704	C	0.547	YES
2	I-210 WB On/Off-Ramps	Berkshire Place	LCF	Arrival Hour	0.503	A	0.726	C	0.223	YES
				Departure Hour	0.176	A	0.566	A	0.390	NO
3	Arroyo Boulevard	I-210 WB On/Off-Ramps	County	Arrival Hour	0.550	A	0.763	C	0.213	YES
				Departure Hour	0.184	A	0.269	A	0.085	NO
4	I-210 SB Off-Ramp / St. John Avenue	California Boulevard	CMP	Arrival Hour	0.782	C	0.782	C	0.000	NO ^b
				Departure Hour	0.288	A	0.622	B	0.334	NO ^b
5	Pasadena Avenue	California Boulevard	CMP	Arrival Hour	1.000	E	1.053	F	0.053	YES ^b
				Departure Hour	0.349	A	0.525	A	0.176	NO ^b
6	Arroyo Parkway	California Boulevard	CMP	Arrival Hour	0.896	D	1.003	F	0.107	YES ^b
				Departure Hour	0.321	A	0.637	B	0.316	NO ^b
7	Orange Grove Avenue	Columbia Street	SP	Arrival Hour	0.656	B	0.783	C	0.127	YES
				Departure Hour	0.307	A	0.708	C	0.401	YES
8	Fair Oaks Avenue	Columbia Street	SP	Arrival Hour	0.712	C	0.766	C	0.054	YES
				Departure Hour	0.343	A	0.737	C	0.394	YES
9	Orange Grove Avenue	I-110 SB On/Off-Ramps	SP	Arrival Hour	0.633	B	0.760	C	0.127	YES
				Departure Hour	0.297	A	0.353	A	0.056	NO
10	Orange Grove Avenue	I-110 NB On/Off-Ramps	SP	Arrival Hour	0.828	D	0.970	E	0.142	YES
				Departure Hour	0.370	A	0.432	A	0.062	NO
11	Fair Oaks Avenue	I-110 SB On-Ramp/State St	SP	Arrival Hour	0.716	C	0.846	D	0.130	YES
				Departure Hour	0.345	A	1.028	F	0.683	YES
12	Fair Oaks Avenue	I-110 NB Off-Ramp/Grevelia St.	SP	Arrival Hour	0.933	E	1.489	F	0.556	YES
				Departure Hour	0.428	A	0.698	B	0.270	NO
13	Rosemead Boulevard	Foothill Boulevard	CMP	Arrival Hour	0.934	E	0.934	E	0.000	NO ^b
				Departure Hour	0.200	A	0.281	A	0.081	NO ^b
14	Baldwin Avenue	Foothill Boulevard	A	Arrival Hour	0.800	C	0.800	C	0.000	NO
				Departure Hour	0.203	A	0.203	A	0.000	NO
15	Baldwin Avenue	Foothill Boulevard	A	Arrival Hour	0.816	D	0.816	D	0.000	NO
				Departure Hour	0.205	A	0.205	A	0.000	NO
16	Baldwin Avenue	I-210 EB On/Off-Ramps	A	Arrival Hour	0.746	C	0.846	D	0.100	YES
				Departure Hour	0.196	A	0.589	A	0.393	NO
17	Baldwin Avenue	Colorado Boulevard (West)	A	Arrival Hour	0.778	C	0.931	E	0.153	YES
				Departure Hour	0.201	A	0.381	A	0.180	NO

Table 3.10-12a
Future (2035) plus Project Intersection LOS and V/C Ratio
(Weekday Conditions)

ID	North/South Street Name	East/West Street Name	City/County ^a	Peak Hour Analyzed	Future 2035 V/C	LOS	Future + Project (2035) V/C	LOS	Increase in V/C	Significant Impact?
18	Baldwin Avenue	Colorado Boulevard (East)	A	Arrival Hour	0.792	C	0.929	E	0.137	YES
				Departure Hour	0.201	A	0.747	C	0.546	YES
19	Colorado Place	Colorado Boulevard	A	Arrival Hour	0.728	C	0.820	D	0.092	NO
				Departure Hour	0.148	A	0.584	A	0.436	NO
20	Colorado Place	Huntington Drive	A	Arrival Hour	0.768	C	0.927	E	0.159	YES
				Departure Hour	0.203	A	0.919	E	0.716	YES
21	Santa Clara Street	Huntington Drive	A	Arrival Hour	0.597	A	0.768	C	0.171	YES
				Departure Hour	0.176	A	0.735	C	0.559	YES
22	Santa Anita Avenue	Huntington Drive	A	Arrival Hour	0.861	D	0.926	E	0.065	YES
				Departure Hour	0.218	A	0.823	D	0.605	YES
23	I-210 EB On/Off-Ramps	Huntington Drive	M	Arrival Hour	0.684	B	0.699	B	0.015	NO
				Departure Hour	0.248	A	0.509	A	0.261	NO
24	I-210 WB On/Off-Ramps	Huntington Drive	M	Arrival Hour	0.652	B	0.782	C	0.130	YES
				Departure Hour	0.242	A	0.242	A	0.000	NO
25	Huntington Drive	Centennial Way	A	Arrival Hour	0.462	A	0.500	A	0.038	NO
				Departure Hour	0.170	A	0.201	A	0.031	NO
26	Baldwin Avenue	Huntington Drive	A	Arrival Hour	0.933	E	0.933	E	0.000	NO
				Departure Hour	0.262	A	0.353	A	0.091	NO
27	Gate 3	Huntington Drive	M	Arrival Hour	0.671	B	0.684	B	0.013	NO
				Departure Hour	0.211	A	0.579	A	0.368	NO
28	Figueroa Street	30th Street	LA	Arrival Hour	0.568	A	0.568	A	0.000	NO
				Departure Hour	0.038	A	0.038	A	0.000	NO
29	Flower Street	30th Street	LA	Arrival Hour	0.449	A	0.449	A	0.000	NO
				Departure Hour	0.031	A	0.031	A	0.000	NO
30	Grand Ave	30th Street	LA	Arrival Hour	0.405	A	0.405	A	0.000	NO
				Departure Hour	0.029	A	0.029	A	0.000	NO
31	Figueroa Street	Jefferson Boulevard	LA	Arrival Hour	0.845	D	0.845	D	0.000	NO
				Departure Hour	0.096	A	0.152	A	0.056	NO
32	Flower Street	Jefferson Boulevard	LA	Arrival Hour	0.571	A	0.591	A	0.020	NO
				Departure Hour	0.068	A	0.271	A	0.203	NO
33	Hope Street	Jefferson Boulevard	LA	Arrival Hour	0.672	B	0.718	C	0.046	YES
				Departure Hour	0.078	A	0.498	A	0.420	NO
34	Grand Avenue	Jefferson Boulevard	LA	Arrival Hour	0.837	D	0.837	D	0.000	NO
				Departure Hour	0.095	A	0.095	A	0.000	NO

Table 3.10-12a
Future (2035) plus Project Intersection LOS and V/C Ratio
(Weekday Conditions)

ID	North/South Street Name	East/West Street Name	City/County ^a	Peak Hour Analyzed	Future 2035 V/C	LOS	Future + Project (2035) V/C	LOS	Increase in V/C	Significant Impact?
35	Figueroa Street	Exposition Boulevard	LA	Arrival Hour	0.797	C	0.797	C	0.000	NO
				Departure Hour	0.141	A	0.141	A	0.000	NO
36	Flower Street/I-110 Off-Ramp	Exposition Boulevard	LA	Arrival Hour	0.492	A	0.500	A	0.008	NO
				Departure Hour	0.079	A	0.132	A	0.053	NO
37	Flower Street	37th Street	LA	Arrival Hour	0.428	A	0.445	A	0.017	NO
				Departure Hour	0.071	A	0.203	A	0.132	NO
38	Hope Street	37th Street	LA	Arrival Hour	0.414	A	0.495	A	0.081	NO
				Departure Hour	0.069	A	0.191	A	0.122	NO
39	Grand Avenue	37th Street	LA	Arrival Hour	0.409	A	0.475	A	0.066	NO
				Departure Hour	0.069	A	0.290	A	0.221	NO
40	Santa Anita Avenue	I-210 WB On/Off-Ramps	A	Arrival Hour	0.621	B	0.787	C	0.166	YES
				Departure Hour	0.203	A	0.311	A	0.108	NO
41	Santa Anita Avenue	I-210 EB On/Off-Ramps	A	Arrival Hour	0.641	B	0.660	B	0.019	NO
				Departure Hour	0.208	A	1.003	F	0.795	YES
42	Santa Anita Avenue	Colorado Boulevard	A	Arrival Hour	0.650	B	0.777	C	0.127	YES
				Departure Hour	0.210	A	0.641	B	0.431	NO
43	Santa Anita Avenue	Santa Clara Street	A	Arrival Hour	1.041	F	1.041	F	0.000	NO
				Departure Hour	0.287	A	0.611	B	0.324	NO

^a LCF=La Cañada Flintridge; County=Los Angeles County; CMP=Los Angeles County CMP; SP=South Pasadena; A=Arcadia; M=Monrovia; LA=City of Los Angeles

^b See CMP Impact Analysis, page 3.10-70.

SOURCE: Fehr & Peers, 2015

Table 3.10-12b
Future (2035) plus Project Intersection LOS and V/C Ratio
(Weekend Conditions)

ID	North/South Street Name	East/West Street Name	City/County	Peak Hour Analyzed	Future 2035 V/C	LOS	Future + Project (2035) V/C	LOS	Increase in V/C	Significant Impact?
1	I-210 EB On/Off-Ramps	Berkshire Place	LCF	Arrival Hour	0.250	A	0.317	A	0.067	NO
				Departure Hour	0.131	A	0.678	B	0.547	NO
2	I-210 WB On/Off-Ramps	Berkshire Place	LCF	Arrival Hour	0.295	A	0.509	A	0.214	NO
				Departure Hour	0.139	A	0.537	A	0.398	NO
3	Arroyo Boulevard	I-210 WB On/Off-Ramps	County	Arrival Hour	0.514	A	0.751	C	0.237	YES
				Departure Hour	0.187	A	0.271	A	0.084	NO
4	I-210 SB Off-Ramp / St. John Avenue	California Boulevard	CMP	Arrival Hour	0.765	C	0.765	C	0.000	NO ^b
				Departure Hour	0.275	A	0.608	B	0.333	NO ^b
5	Pasadena Avenue	California Boulevard	CMP	Arrival Hour	0.808	D	0.861	D	0.053	NO ^b
				Departure Hour	0.285	A	0.484	A	0.199	NO ^b
6	Arroyo Parkway	California Boulevard	CMP	Arrival Hour	0.807	D	0.915	E	0.108	NO ^b
				Departure Hour	0.286	A	0.624	B	0.338	NO ^b
7	Orange Grove Avenue	Columbia Street	SP	Arrival Hour	0.724	C	0.774	C	0.050	YES
				Departure Hour	0.350	A	0.761	C	0.411	YES
8	Fair Oaks Avenue	Columbia Street	SP	Arrival Hour	0.635	B	0.720	C	0.085	YES
				Departure Hour	0.324	A	0.718	C	0.394	YES
9	Orange Grove Avenue	I-110 SB On/Off-Ramps	SP	Arrival Hour	0.462	A	0.587	A	0.125	NO
				Departure Hour	0.245	A	0.300	A	0.055	NO
10	Orange Grove Avenue	I-110 NB On/Off-Ramps	SP	Arrival Hour	0.602	B	0.744	C	0.142	YES
				Departure Hour	0.302	A	0.365	A	0.063	NO
11	Fair Oaks Avenue	I-110 SB On-Ramp/State St	SP	Arrival Hour	0.723	C	0.853	D	0.130	YES
				Departure Hour	0.361	A	1.057	F	0.696	YES
12	Fair Oaks Avenue	I-110 NB Off-Ramp/Grevelia St.	SP	Arrival Hour	0.789	C	1.215	F	0.426	YES
				Departure Hour	0.388	A	0.610	B	0.222	NO
13	Rosemead Boulevard	Foothill Boulevard	CMP	Arrival Hour	0.806	D	0.825	D	0.019	NO ^b
				Departure Hour	0.181	A	0.262	A	0.081	NO ^b
14	Baldwin Avenue	Foothill Boulevard	A	Arrival Hour	0.684	B	0.684	B	0.000	NO
				Departure Hour	0.214	A	0.214	A	0.000	NO
15	Baldwin Avenue	Foothill Boulevard	A	Arrival Hour	0.972	E	0.972	E	0.000	NO
				Departure Hour	0.270	A	0.270	A	0.000	NO
16	Baldwin Avenue	I-210 EB On/Off-Ramps	A	Arrival Hour	0.839	D	0.972	E	0.133	YES
				Departure Hour	0.244	A	0.641	B	0.397	NO
17	Baldwin Avenue	Colorado Boulevard (West)	A	Arrival Hour	0.403	A	0.556	A	0.153	NO
				Departure Hour	0.160	A	0.340	A	0.180	NO

**Table 3.10-12b
 Future (2035) plus Project Intersection LOS and V/C Ratio
 (Weekend Conditions)**

ID	North/South Street Name	East/West Street Name	City/County	Peak Hour Analyzed	Future 2035 V/C	LOS	Future + Project (2035) V/C	LOS	Increase in V/C	Significant Impact?
18	Baldwin Avenue	Colorado Boulevard (East)	A	Arrival Hour	0.422	A	0.560	A	0.138	NO
				Departure Hour	0.162	A	0.709	C	0.547	YES
19	Colorado Place	Colorado Boulevard	A	Arrival Hour	0.356	A	0.478	A	0.122	NO
				Departure Hour	0.155	A	0.611	B	0.456	NO
20	Colorado Place	Huntington Drive	A	Arrival Hour	0.512	A	0.652	B	0.140	NO
				Departure Hour	0.194	A	0.910	E	0.716	YES
21	Santa Clara Street	Huntington Drive	A	Arrival Hour	0.631	B	0.849	D	0.218	YES
				Departure Hour	0.223	A	0.714	C	0.491	YES
22	Santa Anita Avenue	Huntington Drive	A	Arrival Hour	0.677	B	0.931	E	0.254	YES
				Departure Hour	0.233	A	0.877	D	0.644	YES
23	I-210 EB On/Off-Ramps	Huntington Drive	M	Arrival Hour	0.645	B	0.776	C	0.131	YES
				Departure Hour	0.279	A	0.509	A	0.230	NO
24	I-210 WB On/Off-Ramps	Huntington Drive	M	Arrival Hour	0.666	B	0.797	C	0.131	YES
				Departure Hour	0.286	A	0.286	A	0.000	NO
25	Huntington Drive	Centennial Way	A	Arrival Hour	0.421	A	0.460	A	0.039	NO
				Departure Hour	0.172	A	0.203	A	0.031	NO
26	Baldwin Avenue	Huntington Drive	A	Arrival Hour	0.782	C	0.790	C	0.008	NO
				Departure Hour	0.254	A	0.373	A	0.119	NO
27	Gate 3	Huntington Drive	M	Arrival Hour	0.558	A	0.629	B	0.071	NO
				Departure Hour	0.203	A	0.611	B	0.408	NO
28	Figueroa Street	30th Street	LA	Arrival Hour	0.365	A	0.365	A	0.000	NO
				Departure Hour	0.048	A	0.048	A	0.000	NO
29	Flower Street	30th Street	LA	Arrival Hour	0.126	A	0.126	A	0.000	NO
				Departure Hour	0.023	A	0.023	A	0.000	NO
30	Grand Ave	30th Street	LA	Arrival Hour	0.087	A	0.087	A	0.000	NO
				Departure Hour	0.018	A	0.018	A	0.000	NO
31	Figueroa Street	Jefferson Boulevard	LA	Arrival Hour	0.541	A	0.541	A	0.000	NO
				Departure Hour	0.154	A	0.214	A	0.060	NO
32	Flower Street	Jefferson Boulevard	LA	Arrival Hour	0.222	A	0.224	A	0.002	NO
				Departure Hour	0.063	A	0.261	A	0.198	NO
33	Hope Street	Jefferson Boulevard	LA	Arrival Hour	0.207	A	0.228	A	0.021	NO
				Departure Hour	0.060	A	0.463	A	0.403	NO
34	Grand Avenue	Jefferson Boulevard	LA	Arrival Hour	0.404	A	0.404	A	0.000	NO
				Departure Hour	0.101	A	0.101	A	0.000	NO

Table 3.10-12b
Future (2035) plus Project Intersection LOS and V/C Ratio
(Weekend Conditions)

ID	North/South Street Name	East/West Street Name	City/ County	Peak Hour Analyzed	Future 2035 V/C	LOS	Future + Project (2035) V/C	LOS	Increase in V/C	Significant Impact?
35	Figueroa Street	Exposition Boulevard	LA	Arrival Hour	0.446	A	0.446	A	0.000	NO
				Departure Hour	0.075	A	0.075	A	0.000	NO
36	Flower Street/I-110 Off-Ramp	Exposition Boulevard	LA	Arrival Hour	0.338	A	0.346	A	0.008	NO
				Departure Hour	0.060	A	0.097	A	0.037	NO
37	Flower Street	37th Street	LA	Arrival Hour	0.177	A	0.194	A	0.017	NO
				Departure Hour	0.038	A	0.138	A	0.100	NO
38	Hope Street	37th Street	LA	Arrival Hour	0.214	A	0.294	A	0.080	NO
				Departure Hour	0.043	A	0.139	A	0.096	NO
39	Grand Avenue	37th Street	LA	Arrival Hour	0.137	A	0.203	A	0.066	NO
				Departure Hour	0.032	A	0.217	A	0.185	NO
40	Santa Anita Avenue	I-210 WB On/Off-Ramps	A	Arrival Hour	0.660	B	0.813	D	0.153	YES
				Departure Hour	0.258	A	0.366	A	0.108	NO
41	Santa Anita Avenue	I-210 EB On/Off-Ramps	A	Arrival Hour	0.750	C	0.764	C	0.014	NO
				Departure Hour	0.283	A	1.087	F	0.804	YES
42	Santa Anita Avenue	Colorado Boulevard	A	Arrival Hour	0.584	A	0.711	C	0.127	YES
				Departure Hour	0.235	A	0.660	B	0.425	NO
43	Santa Anita Avenue	Santa Clara Street	A	Arrival Hour	0.718	C	0.718	C	0.000	NO
				Departure Hour	0.275	A	0.657	B	0.382	NO

^a LCF=La Cañada Flintridge; County=Los Angeles County; CMP=Los Angeles County CMP; SP=South Pasadena; A=Arcadia; M=Monrovia; LA=City of Los Angeles

^b See CMP Impact Analysis, page 3.10 -70.

SOURCE: Fehr & Peers, 2015

Regional Transportation System Analysis

The transportation impact analysis procedures outlined in 2010 Congestion Management Program (CMP) for Los Angeles County require that, when an environmental impact report is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

CMP Impact Analysis

Criteria for Analysis

The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are as follows:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM weekday peak hour of adjacent street traffic
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hour

If arterial and freeway monitoring locations meet the above criteria and require analysis, the CMP requires that they be assessed according to the following significant impact criterion:

- If the arterial or freeway monitoring location is projected to operate at LOS F, an impact would be considered significant if the project increases the V/C or demand to capacity (D/C) ratio by 0.02 or greater

Arterials. The CMP arterial monitoring intersections nearest to the Project site are as follows:

4. I-210 Southbound Off-Ramp / St. John Avenue & California Boulevard
5. Pasadena Avenue & California Boulevard
6. Arroyo Parkway & California Boulevard
13. Rosemead Boulevard & Foothill Boulevard

Based on the Project trip generation, and review of the Project trip assignment, the Project would add more than 50 vehicles at all of the above-cited intersections during the PM peak hour on the Friday when the Festival would be held.

As shown in **Table 3.10-13**, the four CMP intersections would operate at LOS E or better during the Friday peak arrival hour under the existing, future (2026), and future (2035) plus project scenarios, except the intersection of Pasadena Avenue and California Boulevard (LOS F under the future (2026) and future (2035) plus project scenario), and

**Table 3.10-13
CMP Intersection Friday PM Peak-Hour Level of Service Analysis
(Arrival Hour)**

ID	North/South Street Name	East/West Street Name	Existing V/C	LOS	Existing + Project V/C	LOS	Increase In V/C	Impact?
Existing plus Project								
4	I-210 SB Off-Ramp / St. John Ave	California Blvd	0.718	C	0.718	C	0.000	NO
5	Pasadena Ave	California Blvd	0.914	E	0.967	E	0.053	NO
6	Arroyo Pkwy	California Blvd	0.821	D	0.929	E	0.108	NO
13	Rosemead Blvd	Foothill Blvd	0.855	D	0.855	D	0.000	NO
ID	North/South Street Name	East/West Street Name	Future V/C	LOS	Future + Project V/C	LOS	Increase In V/C	Impact?
Future (2026) plus Project								
4	I-210 SB Off-Ramp / St. John Ave	California Blvd	0.754	C	0.754	C	0.000	NO
5	Pasadena Ave	California Blvd	0.963	E	1.016	F	0.053	YES
6	Arroyo Pkwy	California Blvd	0.863	D	0.970	E	0.107	NO
13	Rosemead Blvd	Foothill Blvd	0.898	D	0.898	D	0.000	NO
Future (2035) plus Project								
4	I-210 SB Off-Ramp / St. John Ave	California Blvd	0.782	C	0.782	C	0.000	NO
5	Pasadena Ave	California Blvd	1.000	E	1.053	F	0.053	YES
6	Arroyo Pkwy	California Blvd	0.896	D	1.003	F	0.107	YES
13	Rosemead Blvd	Foothill Blvd	0.934	E	0.934	E	0.000	NO

SOURCE: Fehr & Peers, 2015

Arroyo Parkway and California Boulevard (LOS F under the future (2035) plus project scenario. The Project would increase the V/C by more than 0.02 at these two intersections. Therefore, the Project's impact at these CMP intersections would be significant based on the CMP impact criterion.

Freeways. The mainline freeway monitoring locations nearest to the Project site are as follows:

- State Route (SR) 110 at Pasadena Avenue
- I-210 west of SR 134/710
- I-210 at Rosemead Boulevard

- SR 134 west of San Rafael Avenue
- SR 134 east of Central Avenue
- SR 2 at Round Top Road

While the CMP requires that only segments where a project is expected to add more than 150 trips during a weekday peak hour be analyzed, a comprehensive impact analysis for all CMP freeway monitoring locations in Los Angeles County has been conducted for the weekday PM peak hour; no Project trips would be added during the weekday AM peak hour. Existing (2009) traffic volumes for each study segment, obtained from the 2010 CMP, were adjusted upward to reflect 2015 conditions by applying CMP growth rates for the sub-area applicable to each freeway monitoring station. Capacity values for the segments, also obtained from the 2010 CMP, are based on a per-lane factor of 2,000 vehicles per lane per hour.

Based on the increase in D/C (see CMP Freeway Analysis tables in Appendix G), the Project would have a significant impact on the following 29 segments during the Friday PM peak hour for all years except the first year, which would be limited to weekend days (scenarios indicated below):

- I-5 Southbound at Burbank Boulevard (Existing, 2026, 2035)
- I-5 Southbound north of SR 14 (2026, 2035)
- I-10 eastbound east of Overland Avenue (Existing, 2026, 2035)
- I-10 eastbound east of La Brea Avenue (Existing, 2026, 2035)
- I-10 eastbound east of Budlong Avenue (Existing, 2026, 2035)
- I-10 westbound at Dudley Street (2026, 2035)
- I-10 westbound west of Indian Hill Boulevard (2026, 2035)
- SR 57 northbound south of Pathfinder Road (Existing, 2026, 2035)
- US 101 northbound north of Vignes Street (Existing, 2026, 2035)
- US 101 southbound at Coldwater Canyon Avenue (Existing, 2026, 2035)
- US 101 southbound at Winnetka Avenue (Existing, 2026, 2035)
- I-110 northbound at Manchester Boulevard (Existing, 2026, 2035)
- I-110 northbound at Slauson Avenue (Existing, 2026, 2035)
- I-110 northbound south of US 101 (Existing, 2026, 2035)
- I-110 southbound south of US 101 (Existing, 2026, 2035)
- I-110 northbound at Alpine Street (Existing, 2026, 2035)
- I-110 southbound at Alpine Street (Existing, 2026, 2035)

- SR 110 northbound at Pasadena Avenue (Existing, 2026, 2035)
- SR 134 eastbound at Forman Avenue (Existing, 2026, 2035)
- SR 134 eastbound east of Central Avenue (2035)
- SR 134 eastbound west of San Rafael Avenue (Existing, 2026, 2035)
- I-210 westbound at Rosemead Boulevard (Existing, 2026, 2035)
- I-210 eastbound at Rosemead Boulevard (Existing, 2026, 2035)
- I-210 westbound west of I-605 (Existing, 2026, 2035)
- I-605 northbound north of Carson Street (Existing, 2026, 2035)
- I-605 northbound north of SR 91 (2026, 2035)
- I-605 northbound north of Telegraph Road (Existing, 2026, 2035)
- I-605 northbound north of SR 60 (Existing, 2026, 2035)
- I-710 northbound north of I-105 (Existing, 2026, 2035)

Because the proposed Project is a temporary event over one weekend of the year, physical freeway improvements are considered to be impractical. However, to reduce the impact of event traffic on the County's freeway system, the City of Pasadena would coordinate event traffic management plans with Caltrans, as is customary during current displacement events. Impacts to the above-cited 29 freeway segments at 26 CMP freeway monitoring stations, though temporary and reduced by implementation of Project mitigation measures, are considered significant and unavoidable.

Transit. Multiple transit lines are operated within ¼-mile and two miles of the Rose Bowl and various off-site parking locations (see pages 3.10-10 to 3.10-13). As part of the trip generation estimates (see pages 3.10-33 to 3.10-38), it is estimated that on both weekdays and weekend days 5 percent of attendees and 15 percent of employees (a total of 4,950 people) would take transit. Of those transit-riding people, 20 percent of attendees and 5 percent of employees (a total of 917 people) would take transit during the peak hour arrival on a weekday and weekend day.

Based on location and regional connectivity of the public transportation system, it is assumed that most attendees and employees would choose to ride to the Parsons site (Metro Gold Line Memorial Park Station). From the Parsons site, both attendees and employees can take a shuttle to the Project site. Based on transit usage for previous events at the Rose Bowl, it is estimated that approximately 80 percent of attendees that take transit would take transit to the Parsons site. The remaining attendees taking transit are estimated to be split evenly among the other off-site parking locations. It is expected that all employees taking transit would travel to the Parsons site. As such, it is expected that approximately 743 people would take transit to the Parsons site on both weekdays and weekend days during the arrival peak hour. It is estimated that approximately 45 people would take transit to the PCC campus, East PCC campus, Santa Anita Park, and

USC Parking Center during both weekday and weekend days during the arrival peak hour.

The Festival location and off-site parking locations are well-served by local and regional transit routes. The headways (frequency of service) for local and rapid routes are between 5 and 20 minutes during both peak periods. Shuttles and circulators operate with 30-minute headways during the peak hours. The Metro Silver Line, Blue Line, Expo Line, and Gold Line operate with headways of approximately six minutes during peak periods. Commuter buses operate with headways between 30 and 40 minutes during peak periods. Seating capacities for buses can vary from 30 people on a small circulator type vehicle, up to 65 people on an articulated bus, while the capacity for a light rail train is approximately 150 people per car.

It is not expected that attendees or employees would take transit directly to the Rose Bowl. Rather transit ridership would be dispersed among the various off-site parking locations. The transit services around the Parsons site have an estimated capacity of approximately 12,480 people during the weekday peak hours, and the Project's weekday transit ridership of 737 people in the arrival peak hour would utilize about 6 percent of the available transit capacity. The transit services around the PCC campus have an estimated capacity of approximately 11,520 people during the weekday peak hours, and the Project's weekday transit ridership of 45 people in the arrival peak hour would utilize 0.4 percent of the available transit capacity. The transit services around the East PCC campus have an estimated capacity of approximately 9,800 people during the weekday peak hours, and the Project's weekday transit ridership of 45 people in the arrival peak hour would utilize 0.5 percent of the available transit capacity. The transit services around Santa Anita Park have an estimated capacity of approximately 6,720 people during the weekday peak hours, and the Project's weekday transit ridership of 45 people in the arrival peak hour would utilize 0.7 percent of the available transit capacity. The transit services around the USC Parking Center have an estimated capacity of approximately 29,300 people during the weekday peak hours, and the Project's weekday transit ridership of 45 people in the arrival peak hour would utilize 0.2 percent of the available transit capacity.

It is anticipated that the Project would increase transit ridership on both the weekday and weekend of the Festival event. Currently, public transit serves existing displacement events with attendance of approximately 90,000, as well as employees. Some of these displacement events have greater peak ridership demands than the proposed Project. For example, transit ridership demands during the arrival peak hour (PM peak hour) of the proposed Project are expected to be less than existing sporting events of a similar size (90,000 attendees), as more people are anticipated to arrive in the hour before a sporting event compared to a music festival, which is spread throughout the day. Therefore, the demand for transit in the arrival peak hour is likely to be less than currently exists for a sporting event of a similar size. As a result, the Project is not expected to result in impacts during the arrival peak hour when compared to existing

similar sized events. In addition, the Project would coordinate with Metro and the other transit agencies serving the areas around the off-site parking locations as it does for current displacement events to meet expected transit ridership demands.

Summary of Traffic Impacts

The following provides an overview summary of the potential project impacts and impact determinations for the proposed Project.

The Festival would generate a total of approximately 69,028 attendee vehicular trips (including TNCs/Taxis), of which an estimated 6,903 trips (6,239 inbound/664 outbound) would be generated during the arrival peak hour and 20,707 trips (1,991 inbound/18,716 outbound) would be generated during the departure peak hour on both a weekday and weekend day.

The Festival would generate a total of approximately 3,326 employee vehicular trips, of which an estimated 84 trips (84 inbound/0 outbound) would be generated during the arrival peak hour and 84 trips (0 inbound/84 outbound) would be generated during the departure peak hour on both a weekday and weekend day.

The Festival would generate a total (attendees and employees) of approximately 72,354 vehicular trips, of which an estimated 6,987 trips (6,323 inbound/664 outbound) would be generated during the arrival peak hour and 20,791 trips (1,991 inbound/18,800 outbound) would be generated during the departure peak hour on both a weekday and weekend day.

Shuttles would be provided from five off-site parking locations. The Festival would generate an estimated 5,592 daily PCE shuttle trips, of which an estimated 512 trips would be generated during the arrival peak hour and an estimated 1,676 trips would be generated during the departure peak hour on both a weekday and weekend day.

Implementation of the proposed Project would result in temporary VMT per Capita and VT per Capita impacts. The Festival would temporarily increase the citywide average of VMT per Capita and VT per Capita, thus resulting in significant impacts. Mitigation measure TRA-1 would be implemented, which would help improve overall circulation issues in Pasadena resulting from the proposed Project. However, even with implementation of this measure, the VMT per Capita and VT per Capita impacts would remain significant and unavoidable.

The LOS analysis for the existing plus Project and the future (2016) plus Project scenarios determined that the Festival would significantly impact traffic at 18 intersections on a weekday and 13 intersections on a weekend day. Mitigation measure TRA-1 would be implemented, which would help improve overall circulation issues in surrounding jurisdictions resulting from the proposed Project. However, even with implementation of this measure, the traffic impacts would remain significant and unavoidable.

The LOS analysis for the future (2026) plus Project scenario determined that the Festival would significantly impact traffic at 21 intersections on a weekday and 15 intersections on a weekend day. The LOS analysis of future (2035) plus Project scenario determined that the Festival would significantly impact traffic at 21 intersections on a weekday and 16 intersections on a weekend day. The traffic impacts would remain significant and unavoidable. Mitigation measure TRA-1 would be implemented, which would help improve overall circulation issues in surrounding jurisdictions resulting from the proposed Project. However, even with implementation of this measure, the traffic impacts would remain significant and unavoidable.

Implementation of the proposed Project would result in temporary impacts to CMP arterial intersections. The LOS analysis for the future (2026) plus Project scenario determined that the Festival would significantly impact one intersection. The LOS analysis for the future (2035) plus Project scenario for determined that the Festival would significantly impact two intersections. Mitigation measure TRA-1 would be implemented, which would help improve overall circulation issues in surrounding jurisdictions resulting from the proposed Project. However, even with implementation of this measure, the traffic impacts would remain significant and unavoidable.

Mitigation Measures

Given the temporary nature of the Project, permanent physical improvements are not recommended to reduce the temporary traffic impacts, as they would only occur during a limited time (select times during a three-day period annually). The enactment of a PPD standard traffic operations plan would be the basis for which all additional mitigations are applied. The PPD has a standard traffic operations plan that is implemented during large events at the Rose Bowl and would be implemented as part of any event resulting from approval of the Project. However, this standard plan has been designed with the ability to address the dynamic changes in the field associated with a large event. The deployment of personnel and assignment of individual traffic posts varies based on the conditions during the event. The plan includes placement of barricades, cones, portable signs, instructions on prioritizing specific traffic movements (different during ingress vs. egress), etc.

The traffic operations plan also includes a neighborhood protection plan to minimize potential cut-through traffic and parking intrusion. The plan would continue to allow access to neighborhood residents and their guests at all times. The use of temporary changeable message signs is already employed at different locations around the Rose Bowl during existing displacement events by Caltrans, and this is expected to be continued for the Project.

The Festival would provide the Lot B area of the Rose Bowl facility for pick up/drop off for event attendees/employees using the services of taxi and TNCs. The use of these services encourages carpooling, and the trips generated by these services do not require a dedicated parking space. The demand for these services is expected to be high and a well-managed and maintained area for these vehicles is essential.

Mitigation Measure TRA-1: Traffic Impacts. The following identifies measures to mitigate the potential traffic impacts described above for Existing plus Project and Future plus Project scenarios. The Project shall develop a Project-specific traffic management plan that would be enacted and updated annually. This plan would be developed and updated based on the input from, at a minimum, the Rose Bowl Operating Company (RBOC), the Pasadena Department of Transportation (PDOT), and the Pasadena Police Department (PPD). The plan shall be developed choosing from the policies and measures from the list below:

- Modifications to Standard Traffic Operations Plan. Based on real-time fluctuations in event traffic, RBOC and the Festival operator shall coordinate directly with City of Pasadena and other affected local agencies traffic operations staff to coordinate traffic signal changes with variations in event traffic demand.
- The RBOC and Festival operator shall continue to add traffic control officers (TCO) on an as-needed basis, and have the ability to use a “pickle” (a switch that allows the TCO to manually trigger the signal phasing changes) to adjust traffic signals before, during and after the event.
- The RBOC and Festival operator shall coordinate with the PPD, the PDOT, and Caltrans in placement of additional CMS signs to help facilitate ingress/egress on Festival days.

Coordination with Other Agencies, Providers, and Residents

- The RBOC and Festival operator shall coordinate event management and traffic operations with the City of Arcadia on days in which the Festival is being held.
- The RBOC and Festival operator shall coordinate event management and traffic operations with the City of Los Angeles on days in which the Festival is being held.
- The RBOC and Festival operator shall coordinate event management and traffic operations with the Caltrans on days in which the Festival is being held.
- The RBOC and Festival operator shall coordinate with Metro and other local transit providers to ensure that transit service levels are adequate to meet the demand generated from the Project.
- The RBOC, the City of Pasadena and the Festival operator shall coordinate directly with taxi and TNC providers to ensure a smooth operation of these vehicles during the Festival.
- The RBOC and Festival operator shall develop an extensive local outreach program involving the local community/residents. This would be used to gather

their input into the traffic management of the event amongst many Festival related considerations. The RBOC, City of Pasadena staff, and Festival operator shall assign a resident or residents to the role of a community liaison to the event management staff.

Promotion of Transit Usage

- The Festival operator shall provide fully- or partially-subsidized transit passes for Festival employees and attendees.

Incentivize Carpooling

- The RBOC and Festival operator shall provide preferential parking or reduced parking costs for vehicles/vanpools containing four or more people.
- The RBOC and Festival operator shall provide a carpool/vanpool program similar to the Coachella Festival “Carpoolchella” program. This program shall be widely publicized at a sufficient time in advance of the event, as well as when tickets are released for pre-sale/sale to the general public. This program shall provide incentives/prizes to participants, such as:
 - VIP Tickets
 - All access guest passes
 - Photo passes
 - VIP wristband upgrades
 - Merchandise vouchers

Development of Internet/Social Media/Mobile App Program

- The RBOC and Festival operator shall distribute the following information to Festival attendees and employees via the internet, printed media (newspapers/magazines), and social media to ensure the broadest distribution of information.
 - Festival/Event maps
 - Directions
 - Americans with Disabilities Act (ADA) information
 - Details on visiting/getting to the Festival
 - Parking/transit/shuttle information
- The RBOC and Festival operator shall provide this information well in advance of the event in order to allow attendees/employees to plan how they will be getting to the event and to encourage ride sharing, carpooling, transit, and bicycle use.

- The Festival operator shall develop a smartphone/tablet/mobile application (“app”) for the Festival. The app should be compatible with commonly used operating systems such as IOS (Apple), Android (Google) and Windows Phone (Microsoft). The app should provide the same data that is available on the event website/social media outlets, including real time information where appropriate. The app should allow attendees and employees to report specific incidents or events in real time (e.g., a traffic accident/collision, illegal camping, etc.).
- The Festival operator shall either develop parts of a Festival app or create a new app specifically developed for local residents. The app should allow residents to report specific incidents or events in real time (e.g., a traffic accident/collision, illegal camping, etc.).
- The Festival operator shall either develop parts of a Festival website or create a new website specifically developed for local residents. The website should allow residents to report specific incidents or events in real time (e.g., a traffic accident/collision, illegal camping, etc.).

Mitigation Measure TRA-2: Traffic Impacts

The Festival operator and the RBOC shall develop an event-related Transportation Report Card. This would have the benefit of helping the RBOC, the City of Pasadena, and the Festival operator improve the management of event-related traffic to/from the Rose Bowl Stadium and off-site parking locations. The report card would encompass, but should not be limited to, the following items/data:

- Event attendance information
- Average vehicle occupancy (AVO) surveys
- Data on the number of vehicle (automobile and transit), pedestrian and bicycle incidents
- Coordination with Caltrans regarding the interstate system and operations
- Management of off-site parking locations and shuttle operations
- Vehicle arrival and departure patterns/data
- Social media and app usage
- Information/data on additional transit services provided and ridership data
- The report card shall also involve input from the local residents and their liaison as well as the PDOT and PPD.
- The report card shall make recommendations for improvements and modifications to the traffic management and operations plan for subsequent Festival years.

Significance after Mitigation: Traffic impacts would remain significant and unavoidable.

The proposed Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). (Less-than-Significant Impact)

No changes would occur to the existing, permanent circulation system in and around the Project site, or the off-site parking locations. In addition, the type of traffic (vehicles) the Project would generate would be similar (compatible) with existing traffic that uses the area's circulation system. Temporary lane closures that would occur during the set-up, operation, and removal of equipment used during the Festival would occur as part of the event traffic management plans that the City of Pasadena would implement and augment, as appropriate, to reduce the impact of Project traffic. For those reasons, the Project would not substantially increase traffic hazards, and the impact would be less than significant.

Mitigation Measures

Impacts would be less than significant and no mitigation measures are required.

Significance Determination: Less than Significant.

The proposed Project would not result in inadequate emergency access. (Less-than-Significant Impact)

As discussed fully in Section 3.8, "Public Services," during existing displacement events, the Rose Bowl Emergency Operations Plan includes an Emergency Traffic Management Plan that establishes emergency routes and response procedures that would be implemented in the event of an emergency at the Rose Bowl. While various roads (excluding local residential streets) surrounding the Arroyo Seco facilities would be closed to traffic during the event, implementation of the Rose Bowl Emergency Operations Plan, Emergency Traffic Management Plan, and plans specified in Section 3.32.260 of the Arroyo Seco Public Lands Ordinance would ensure that emergency vehicles would be able to access the closed roads to reach the Project site and surrounding neighborhoods in the event of an emergency. In addition, when needed, roving PPD foot patrols would assist with traffic direction to ensure emergency vehicles have a safe and timely passage through the surrounding neighborhoods and to and from the Project site. For those reasons, the Project would not result in inadequate emergency access, and the impact would be less than significant.

Mitigation Measures

Impacts would be less than significant and no mitigation measures are required.

Significance Determination: Less than Significant.

The proposed Project would not conflict with adopted policies, plans or programs regarding, nor decrease the safety of, public transit, bicycle, or pedestrian facilities, but would decrease the performance of such facilities. (Less-than-Significant Impact)

The Project would neither directly nor indirectly eliminate existing or planned alternative transportation corridors or facilities (e.g., bike paths, lanes, etc.), including changes to policies or programs that support alternative transportation, nor construct facilities in locations where future alternative transportation facilities are planned. Regarding public transit, as described above, it is anticipated that the Project would increase transit ridership on both the weekday and weekend of the Festival event. Currently, public transit serves existing displacement events with attendance of approximately 90,000, as well as employees. Some of these displacement events have greater peak ridership demands than the proposed Project. For example, transit ridership demands during the arrival peak hour (PM peak hour) of the proposed Project are expected to be less than existing sporting events of a similar size (90,000 attendees), as more people are anticipated to arrive in the hour before a sporting event compared to a music festival, which is spread throughout the day. Therefore, the demand for transit in the arrival peak hour is likely to be less than currently exists for a sporting event of a similar size. As a result, the Project is not expected to result in impacts during the arrival peak hour when compared to existing similar sized events. In addition, the Project would coordinate with Metro and the other transit agencies serving the areas around the off-site parking locations as it does for current displacement events to meet expected transit ridership demands.

Regarding trails, during the Festival, including the two weeks of Festival setup and one week of breakdown, a portion of the Arroyo Seco Trail that is used as an equestrian trail that traverses the Festival site south of the Stadium would be closed. The trail would be rerouted as discussed on page 3.9-29 and 3.9-32 of Section 3.9, "Recreation," thereby maintaining trail connectivity from the Upper Arroyo Seco all the way down to the Lower Arroyo Seco during this time. Impacts to equestrian and pedestrian trails would be further minimized during the proposed Festival with the implementation of the Neighborhood Management and Communications Plan, which would notify users of the upcoming event and any impending closures, and impacts would be considered less than significant in this regard.

Mitigation Measures

Impacts would be less than significant and no mitigation measures are required.

Significance Determination: Less than Significant.

Parking Evaluation

This section details the parking facilities and supply available for attendees and employees of the proposed Festival at the Rose Bowl and the five off-site parking locations in cities of Pasadena, Arcadia and Los Angeles. Estimates of total parking demand for the proposed Project and comparisons to ensure there is sufficient parking supply to meet the necessary demand are provided. Parking for attendee vehicles would be controlled through the ticket purchasing process, and would be strictly enforced at each lot. When an individual purchases a 3-day Festival ticket, they would be assigned their parking/shuttle location, and that location would be utilized during the duration of the event. Parking passes would only grant access to individual lots.

Existing Parking Supply

There are a total of 30,279 parking spaces provided at the Rose Bowl plus the off-site locations that would be available to Festival attendees and employees, as described below.

Rose Bowl

Parking is provided in a variety of paved and turf parking lots that surround Rose Bowl, with a total of approximately 16,444 parking spaces at the Rose Bowl. Festival operations would provide parking at the Rose Bowl to the first 16,444 vehicles that request parking at the time of ticket purchase. After this supply has been allocated, attendees would be issued parking passes to one of the off-site parking locations.

Off-Site Locations

Five off-site parking and shuttle locations are proposed to be available for the Festival attendees, and employees would park at Pasadena City College. Free shuttles would operate continuously to and from these off-site locations between 9:00 a.m. and 1:00 p.m. each day of the Festival.

Parsons Site. The campus of Parsons Corporation, in Old Pasadena, is currently used for Rose Bowl parking on displacement event days. The Parsons campus is bounded by Walnut Street to the north, Union Street to the south, Pasadena Avenue to the west, and Fair Oaks Avenue to the east. A total of 2,500 parking spaces would be reserved for Project use³.

Pasadena City College (PCC). The PCC campus is located at 1570 Colorado Boulevard in Pasadena. Project parking would be located in three parking lots (Lot

³ After 2019, the parking spaces available at the Parson's Building would increase to 3,700 vehicles following completion of construction, due to the provisions present in the development agreement for that project. However, only 3,000 parking spaces would be available on the Friday of the Festival event because 700 spaces would be reserved for use by office building staff and patrons.

Number 3, 10 and 11) and a parking structure (Number 4), with a total of 2,600 parking spaces reserved for Project use.

Pasadena City College Community Education Center. The East PCC campus is located at 3035 Foothill Boulevard in Pasadena. Festival parking would be located in three surface parking lots and a City-owned dirt lot, with a total of 765 parking spaces reserved for Project use.

Santa Anita Park. Santa Anita Park is located at 285 West Huntington Drive in Arcadia. Project parking would be located in eight parking lots (Lots A, B, C, H, I, J, L and L), with a total of 6,470 parking spaces reserved for Project use.

USC Parking Center. The USC Parking Center parking structure is located at 3401 South Grand Avenue in Los Angeles. A total of 1,500 parking spaces would be reserved for Project use.

Estimated Parking Demand versus Parking Supply

The Project would generate a demand for parking by approximately 29,289 vehicles on each day of the Festival, which would be accommodated within the overall parking supply of 30,279 parking spaces (with a surplus of about 990 spaces). Parking of the band employees' vehicles would occur within the Festival boundaries and are not included as part of the estimated parking demand. Therefore, overall sufficient parking would be available in order to accommodate the demands of the proposed Project.

3.10.5 Cumulative Effects

Cumulative impacts occur when significant impacts from a proposed Project combine with similar impacts from other past, present, or reasonably foreseeable projects in a similar geographic area. The cumulative context for this cumulative impact analysis considers the City of Pasadena and surrounding communities as its geographic scope.

As described above, the proposed Project would increase the number of displacement events from 12 to 15 per year, and the projected attendance levels for the proposed 3-day Festival (Friday – Sunday) would be similar to current events at the Rose Bowl. Traffic management strategies in-place for current events at the Rose Bowl would continue, and potentially would be enhanced, for the proposed Festival (see Mitigation Measures above). Regardless of the expected similar traffic conditions/impacts compared to current events, Section 3.10.4, above, assessed potential Project impacts on the surrounding transportation network under existing and future (2016, 2026, and 2035) conditions.

The Pasadena Non-Potable Water Project (related project No. 69 on Table 3-1 of the Cumulative Projects List), would include the installation of a pipeline along Arroyo Boulevard and Rosemont Avenue, resulting in temporary lane closures, along Arroyo Boulevard, Rose Bowl Drive and Rosemont Avenue, which would be limited in duration.

Entire street closures would only occur for short durations of time. The project would be required to obtain the approval of a Construction Staging and Traffic Management Plan from the City of Pasadena Department to ensure appropriate circulation and access during construction. Construction activities on the non-potable water project would temporarily stop during displacement events at the Rose Bowl Stadium. Additionally, the Devil's Gate Dam Sediment Removal project (related project No. 24) has committed to not operate during all displacement events, including the Festival. Therefore, no cumulative traffic impacts from these projects are anticipated.

Year 2035 is the horizon year of the SCAG 2012-2035 RTP/SCS, and that scenario constitutes a long-term cumulative impact analysis, reflective of regional traffic growth and land use development in the vicinity of the Project study areas. The basis of future traffic volumes was traffic growth factors from the *Congestion Management Program for Los Angeles County* (Los Angeles County, 2010). The Congestion Management Program serves as a resource for future growth factors within the 21 Regional Statistical Areas (RSA) of Los Angeles County.

As described on pages 3.10-63 and 3.10-70, the proposed Project would have significant impacts on area intersections, freeways, and transit, over the three-day period when the Festival would be held under future (2035) conditions. Those Project impacts, though temporary and reduced by implementation of Project mitigation measures as noted above, are considered significant and unavoidable.