
L.4. NEIGHBORHOOD INTRUSION IMPACTS

1. INITIAL STUDY SCREENING PROCESS

A. Initial Study Checklist Question

XV.a): Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

B. Introduction

This issue involves impacts of traffic generated by the project, and/or traffic diverted or shifted due to the project, on local streets in residential neighborhoods. Such impacts may result from increased traffic volumes on neighborhood streets or increased delays for vehicles exiting the neighborhood. Traffic conditions are typically expressed in terms of daily volume of traffic.

Evaluation of potential neighborhood intrusion impacts requires details regarding site access. Impacts are related to traffic volume, location of site access points in relation to neighborhood streets, traffic controls, and capacity of area streets. Neighborhood intrusion impacts are typically evaluated for permanent traffic increases after project completion, but can also be evaluated for temporary traffic increases during project construction. Analyze the same future year that is analyzed in the intersection capacity analysis. The Los Angeles Department of Transportation (LADOT) may require a Residential Neighborhood Traffic Management Program be prepared for certain projects. Contact LADOT for further information.

C. Screening Criteria

Would the proposed project:

- Generate more than 120 daily vehicle trips to a local residential street?

A "yes" response to the preceding question indicates that further study in an expanded Initial Study, Negative Declaration, Mitigated Negative Declaration, or EIR may be required. Refer to the

Significance Threshold for Neighborhood Intrusion Impacts, and review the associated Methodology to Determine Significance, as appropriate.

A "no" response to the preceding question indicates that there would normally be no significant impact on Neighborhood Intrusion from the proposed project.

D. Evaluation of Screening Criteria

The potential for neighborhood intrusion is generally based on preliminary trip generation and distribution and the location of project access points relative to local residential streets. Use the project traffic study or see L.1. INTERSECTION CAPACITY for trip generation and distribution methodologies and compare the results to the Screening Criteria. Identify the number of trips distributed to local neighborhood streets. Also, identify points at which project traffic could impact a local residential street located adjacent to, or across an arterial from, the project.

2. DETERMINATION OF SIGNIFICANCE

A. Significance Threshold

A project would normally have a significant neighborhood intrusion impact if project traffic increases the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:

- ADT increase $\geq 16\%$ if final ADT* $< 1,000$
- ADT increase $\geq 12\%$ if final ADT* $\geq 1,000$ and $< 2,000$
- ADT increase $\geq 10\%$ if final ADT* $\geq 2,000$ and $< 3,000$
- ADT increase $\geq 8\%$ if final ADT* $\geq 3,000$

- * "Final ADT" is defined as total projected future daily volume including project, ambient, and related project growth.

The significance of neighborhood intrusion impacts related to vehicle delay shall be determined on a case-by-case basis.

B. Methodology to Determine Significance

Environmental Setting

Describe existing traffic conditions based on the appropriate study area, time periods, existing transportation facilities, traffic counts and level of service (LOS), as detailed below.

Study Area and Time Periods to be Analyzed. Determine the residential street segments to be analyzed, based upon consideration of the potential trip generation of the project, the location of project access points, and the residential streets which are most likely to be affected. Residential neighborhood intrusion impacts are measured in terms of daily traffic volumes.

Existing Setting. Describe existing traffic conditions, including the existing residential streets to be included in the study (i.e., number of lanes, traffic control devices, on-street parking, etc.) and existing daily traffic volumes on the analyzed residential streets. Traffic counts should not be older than two years.

Project Impacts

Use the project traffic study or use the methodology in L.1. INTERSECTION CAPACITY to estimate the daily trip generation and distribute it on the street system to forecast the amount of project traffic which may travel along the analyzed residential streets. Determine the project impact by comparing the projected cumulative base and cumulative plus project ADT volumes for the analyzed residential streets and comparing the result to the Significance Threshold

Cumulative Impacts

Develop cumulative base daily traffic forecasts for the analyzed residential streets, considering both the proposed project and related projects, using the methodology in L.1. INTERSECTION CAPACITY. Determine the resulting impact.

Sample Mitigation Measures

Similar to intersection capacity impacts, potential mitigation measures for neighborhood intrusion impacts can include Transportation Demand Management (TDM) measures to reduce overall traffic levels, transportation system management (TSM) measures or physical improvements on arterial streets to encourage travel on non-residential streets (as listed in L.1. INTERSECTION CAPACITY). In addition, neighborhood traffic control measures can be implemented as mitigation measures to discourage travel on local residential streets. Specific mitigation measures are generally determined through consultation with LADOT, the appropriate City Council office, and the community. Neighborhood traffic control measures include:

- Speed humps;

- Signalized mid-block pedestrian crosswalks;
- Traffic signal timing modifications;
- Additional stop signs;
- Speed limit reductions;
- Diverters or semi-diverters;
- Cul-de-sac or street closure;
- Chokers or narrowing of street widths; and
- Turn restrictions.

In addition, LADOT may require a Residential Neighborhood Traffic Management Program be prepared. Contact LADOT for further information.

3. DATA, RESOURCES, AND REFERENCES

American Society of Civil Engineers , **Residential Streets Task Force**, Stanford P. LaHue, Sr., chmn., Residential Streets, Second Edition, 1990.

Institute of Transportation Engineers (ITE), Residential Street Design and Traffic Control, 2001.

See also L.1. INTERSECTION CAPACITY.