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**Sent time:** 04/22/2019 04:06:19 PM  
**To:** OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>  
**Cc:** mindy.nguyen@lacity.org; Edmonson, Miya R@DOT <miya.edmonson@dot.ca.gov>  
**Subject:** SCH # 2018051002 Hollywood Center Project  
**Attachments:** LA-2018-01879-NOP-2.pdf

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This is the second NOP letter to the City after 2 scoping meetings. Hard copy to the City.

Thank you!

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*Making Conservation  
a California Way of Life.*

April 22, 2019

Ms. Mindy Nguyen  
Major Projects Section  
Department of City Planning  
City of Los Angeles  
221 N Figueroa St. Suite 1350  
Los Angeles, CA 90012

RE: Hollywood Center Project  
SCH# 2018051002  
GTS # LA-2018-01879-NOP2-AL  
Vic., LA-101, PM 7.16

Dear Ms. Nguyen:

Per our discussion during the scoping meeting held on December 19, 2018 and February 26, 2019, the California Department of Transportation ("Caltrans") submits the following recommendations for the traffic analysis focusing on potential traffic conflicts:

1. Caltrans requests information regarding the assignment of direct and cumulative trips to state facilities in the project vicinity.
2. The project proponent may use a 95 percentile to obtain queue length.
3. To calculate the baseline condition for total queue length on off-ramps, measure the distance from the intersection to the gore point. Caltrans recommends that any queuing on an off-ramp attributable to the project beyond 85% of this total length be considered a significant impact for direct or cumulative impacts.
4. When an auxiliary lane is present, impacts will be considered significant, either directly or cumulatively, when the traffic generated by the project exceeds the lesser or one-half length of the auxiliary lane or 1,000 feet. We have attached a queuing analysis template for your reference.
5. If Synchro software is used to calculate queue length, then actual signal timing must be used.
6. In addition, the analysis should use a local truck factor and 25 feet per passenger car.
7. Potential traffic conflict analysis should include off-ramps, affected intersections (left- and right-turn queue), acceleration and deceleration lanes, and weaving areas in the project vicinity. Caltrans recommends including, at a minimum, the following locations in the off-ramp queuing analysis:
  - a. Cahuenga BI & US 101 NB Off-ramp
  - b. Cahuenga BI & US 101 SB Off-ramp
  - c. Vine St./Franklin Ave. & US 101 SB Off-ramp

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- d. Gower St. & US 101 NB Off-Ramp
- e. Gower St. & US 101 SB Off-Ramp
- f. US 101 NB Off-ramp & Hollywood Blvd.
- g. US 101 SB Off-ramp & Hollywood Blvd.

Additionally, Caltrans recommends including the following locations be included in the mainline merge and weaving analysis:

- a. US 101 Odin St. to Cahuenga Blvd.
  - b. US 101 Cahuenga Blvd. to Vine St.
  - c. US 101 Vine St. to Gower St.
  - d. US 101 Gower St. to Hollywood Blvd.
  - e. US 101 Hollywood Blvd. to Sunset Blvd.
8. Select Zone analysis should be performed to identify locations anticipated to be assigned 50 or more project trips on the mainlines such as US-101, SR-134, I-5, SR-170, etc.
  9. In the event that the project proponent finds a significant impact to an intersection, an Intersection Control Evaluation (ICE) should be prepared as an initial step of an intersection-improvement project.
  10. If an impact is identified, Caltrans recommends consideration of the following potential traffic conflict improvement measures:
    - a. Safety sign/Yield Sign, delineation
    - b. Pavement markings
    - c. ADA ramps, pedestrian sidewalk
    - d. Ramp metering
    - e. Intersection control
    - f. Ramp/lane widening. While ramp or lane widening is a potential improvement measure, this measure should be considered as a last resort after first considering measures (a) through (e) above.
    - g. Please note that the above is a non-exclusive list of potential improvement measures. The project proponent should consider additional feasible measures.
  11. The project proponent may pay 100% of the direct impact and/or fair-share contribution (i.e., a fee program) with cumulative impacts.

Please feel free to contact Mr. Alan Lin at (213) 897-8391 if you have any questions regarding the above. Please note that Caltrans reserves the right to provide comments in the future. We look forward to reviewing and providing comments on the traffic study.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse  
Attachment

Attachment

TABLE 8  
PEAK HOUR OFF-RAMP INTERSECTION 95TH PERCENTILE QUEUES

Ramp	Cross Street	Ramp Length (ft) [a]	85% Ramp Length (ft)	Ramp Turn Lanes at Intersection		Existing (2016)				Cumulative (2035) plus Project				Queue 85% Exceeds Storage?	
				Lanes	Move	AM Queue		PM Queue		AM Queue		PM Queue			
						Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)		
I-210 Westbound Off-Ramp	Roxford Street	1110	940	2	Left	X	X	X	X	X	X	X	X	X	Yes/No
I-210 Eastbound Off-Ramp	Roxford Street	1050	890	2	Right/Through/Left	X	X	X	X	X	X	X	X	X	Yes/No
I-210 Westbound Off-Ramp	Polk Street	930	790	2	Right/Through/Left	X	X	X	X	X	X	X	X	X	Yes/No
I-210 Eastbound Off-Ramp	Polk Street	1180	1000	2	Right/Through/Left	X	X	X	X	X	X	X	X	X	Yes/No
I-5 Northbound Off-Ramp	Roxford Street	1080	920	2	Right/Left	X	X	X	X	X	X	X	X	X	Yes/No

[a]: Storage lengths determined based on scaled distances from on-line aerial photographs

*Need to add Existing + Project Condition.*