TRANSPORTATION ASSESSMENT FOR THE 6000 SAN VICENTE BOULEVARD PROJECT

LOS ANGELES, CALIFORNIA

NOVEMBER 2020

PREPARED FOR

6000 SV HOLDINGS, LLC

PREPARED BY

Gibson transportation consulting, inc.

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Chapter 1
Introduction

This study presents the transportation assessment for the proposed development of a hospital project (the Project) at 6000 San Vicente Boulevard (Project Site) in the *Wilshire Community Plan* (Los Angeles Department of City Planning [LADCP], September 2001) area of the City of Los Angeles (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project proposes the construction of a five-story 48,282 square foot (sf) hospital specializing in orthopedic and spinal-related surgical procedures and treatment and the demolition of an existing 20,925 sf hospital. The existing surface parking lot would be incorporated in the overall Project design. Parking for the Project would be provided at grade within a surface parking lot and a ground level beneath the Project structure, with access from three driveways, one providing ingress only from San Vicente Boulevard and two along the alley on the south side of the Project. Parking operations would be valet operated. Consistent with the current parking management operations of the Project Site, employees would continue to park at the nearby Olympia Medical Center Parking Garage. Pedestrian access to the Project Site would be provided via separate entrances along San Vicente Boulevard.

The Project is anticipated to be completed in Year 2024. The conceptual Project Site plan is illustrated in Figure 1.

PROJECT LOCATION

The Project Site is within Council District 10, in the Mid-Wilshire/Miracle Mile neighborhood of the Wilshire Community Plan area and consists of five lots contained within Assessor Parcel Numbers

5086013014, 5086013015, 5086013016, and 5086013017. As shown in Figure 2, the Project Site is bounded by the San Vicente Boulevard to the north, Ogden Drive to the east, an alley to the south, and Orange Grove Avenue to the west. The Project Site's vicinity is urbanized with a mixture of housing, commercial, and medical uses.

The Project is located approximately 1.6 miles north of the Santa Monica Freeway (I-10), which provides regional transportation between downtown Los Angeles and Santa Monica. The Project Site is primarily served by San Vicente Boulevard and Olympic Boulevard.

Transit bus service is provided along Olympic Boulevard, San Vicente Boulevard, and Fairfax Avenue in the Project Site area. Additionally, the Project Site is located within walking distance of numerous Los Angeles County Metropolitan Transportation Authority (Metro) bus stops.

STUDY SCOPE

The scope of analysis for this study was developed in consultation with LADOT and is consistent with *Transportation Assessment Guidelines* (LADOT, July 2020) (TAG) and in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following). The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) that was reviewed and approved by LADOT in May 2020 and is provided in Appendix A.

ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the Project context including the existing and future circulation system, traffic volumes, and traffic conditions in the Project area. Chapter 3 provides the Project traffic and trip distribution. Chapter 4 presents the CEQA analysis of transportation impacts. Chapter 5 details the non-CEQA transportation analyses. Chapter 6 summarizes the analyses and study conclusions. The appendices contain supporting documentation, including the signed MOU that outlines the study scope and assumptions and additional details supporting the technical analyses.

Source: Mesa Design Architects. July, 2020.

N
Not to Scale

PROJECT SITE PLAN

FIGURE 1

PROJECT SITE LOCAITON

FIGURE 2

Chapter 2
Project Context

A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project area.

The Existing Conditions analysis includes an assessment of the existing transportation infrastructure and conditions including freeway and street systems and transit service, as well as pedestrian and bicycle circulation, at the time the MOU was approved in May 2020. Fieldwork (lane configurations, signal phasing, parking restrictions, etc.) for the analyzed intersections was collected in Year 2020.

In addition, this Chapter contains a discussion of the future condition assumptions used to develop the Future without Project Conditions in Year 2024, which corresponds to projected occupancy of the Project.

STUDY AREA

The Project's transportation analysis Study Area, shown in Figure 3, includes intersections along San Vicente Boulevard. This Study Area was established in consultation with LADOT based on the following factors identified in the TAG:

1. Primary Project driveway(s)
2. Intersections at either end of the block on which the Project is located or up to 600 feet from the primary Project driveway(s)
3. Unsignalized intersections adjacent to the Project Site that are expected to be integral to the Project's site access and circulation plan
4. Signalized intersections in proximity to the Project Site where 100 or more net new Project trips would be added.

A total of two intersections (Study Intersections), listed in Table 1, were identified for detailed analysis during the MOU process. The existing lane configurations at the analyzed intersections are provided in Figure 4.

EXISTING TRANSPORTATION CONDITIONS

Existing Street System

The existing street system in the Study Area consists of a regional roadway system including arterials and local streets that provide regional, sub-regional, or local access and circulation within the Study Area. These transportation facilities generally provide two to four travel lanes and usually allow parking on one or both sides of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and 55 mph on the freeways.

Street classifications for roadways are designated in *Mobility Plan 2035, An Element of the General Plan* (LADCP, September 2016) (Mobility Plan). The Mobility Plan defines specific street standards in an effort to provide an enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the Mobility Plan, street classifications are defined as follows:

- Boulevards represent the widest arterial streets that typically provide regional access to major destinations and include two categories:
    - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph and generally includes a right-of-way (ROW) width of 126 feet and pavement width of 102 feet.
    - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph, with ROW widths varying from 104-110 feet and pavement widths from 70-80 feet.
- Avenues are narrower arterial streets which pass through both residential and commercial areas and include three categories:
    - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph, with a ROW width of 100 feet and pavement width of 70 feet.

- Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph, with a ROW width of 86 feet and pavement width of 56 feet.

- Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph, with a ROW width of 72 feet and pavement width of 46 feet.

- Collector Streets are generally located in residential neighborhoods and provide access to and from arterial streets for local traffic and are not intended for cut-through traffic. They provide one travel lane in each direction with a target operating speed of 25 mph, with ROW width generally at 65 feet and pavement width of 44 feet.

- Local Streets are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. They provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Pavement widths will vary between 30-36 feet within a ROW width of 50-60 feet. Local Streets include two categories:
  - Continuous Local Streets connect to other streets at both ends
  - Non-continuous Local Streets lead to a dead-end

Primary regional access to the Project Site is provided by I-10. In proximity to the Project Site, the Study Area is served by arterial streets such as Olympic Boulevard, Fairfax Avenue and San Vicente Boulevard. The following is a brief description of the roadways in the Study Area:

Freeways

- I-10 – I-10 generally runs in the east-west direction and is located 1.60 miles south of the Project Site. In the vicinity of the Project Site, I-10 provides four travel lanes in each direction. Access to and from I-10 is available via interchanges at Fairfax Avenue.

Roadways

- Olympic Boulevard – Olympic Boulevard is a designated Boulevard II. It travels in the east-west direction and is located north of the Project Site. It provides seven travel lanes, three in each direction and a two-way left-turn median. Metered on-street parking is generally provided on both sides of the street within the Study Area. Travel lanes are typically 10 feet wide and the total paved width is approximately 74 feet.

- San Vicente Boulevard – San Vicente Boulevard is a designated Boulevard II. It travels in the northwest-southeast direction and is located adjacent to the northern boundary of the Project Site. It provides six travel lanes, three in each direction, divided by a landscaped median, and left-turn lanes at intersections. Metered on-street parking is generally provided

on both sides of the street within the Study Area. Travel lanes are typically 10 feet wide and the total paved width is approximately 130 feet.

- Fairfax Avenue – Fairfax Avenue is a designated Avenue II north of Olympic Boulevard and a designated Avenue III south of Olympic Boulevard. It travels in the north-south direction and is located west of the Project Site. It provides three to five travel lanes, one to two in each direction, and a two-way left-turn median. Metered on-street parking is generally provided on the street within the Study Area. Travel lanes are typically 10 feet wide and the total paved width is approximately 50 to 60 feet wide.

- Orange Grove Avenue – Orange Grove Avenue is a designated Local Street. It travels in the north-south direction and is adjacent to the western boundary of the Project Site. It provides two travel lanes, one in each direction. Unmetered on-street parking is generally provided on both sides of the street within the Study Area. The total paved width of the street is approximately 36 feet wide.

- Ogden Drive – Ogden Drive is a designated Local Street. It travels in the north-south direction and is adjacent to the eastern boundary of the Project Site. It provides two travel lanes, one in each direction. Unmetered on-street parking is generally provided on both sides of the street within the Study Area. The total paved width of the street is approximately 36 feet wide.

The alley located adjacent to the southern boundary Project Site provides a connection between Orange Grove Avenue and Hauser Boulevard. The segment of the alley between Orange Grove Avenue and Ogden Drive provides access to the garages of the adjacent residential properties and the existing parking spaces and surface parking lots that currently serve the Project Site. The total paved width of the alley is approximately 20 feet, consistent with the City's Bureau of Engineering standards for an alley classification.

The existing intersection mobility facilities at the Study Intersections are shown in Figure 5, and the Mobility Plan roadway designations are illustrated in Figure 6.

Existing Transit System

Figure 7 illustrates the existing public transit facilities in the Study Area, which is served by bus lines operated by Metro.

Table 2 summarizes the existing transit service operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of

service. The average headways during the peak hour were estimated using detailed trip and ridership data from April 2019 provided by Metro.

Tables 3A and 3B summarize the total capacity of the nearby Metro transit system during the morning and afternoon peak hours based on the frequency of service of each line, detailed ridership data provided by Metro, and the maximum seated and standing capacity of each bus or train. As shown in Tables 3A and 3B, the transit lines located within a 0.25-mile walking distance of the Project Site currently provide additional capacity for 1,193 transit trips during the morning peak hour and 872 transit trips during the afternoon peak hour. Bus lines with stop locations located more than 0.25 miles from the Project Site were not included.

Existing Bicycle System

Based on the Mobility Plan and *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (LADCP, 2010) (2010 Bicycle Plan), the existing bicycle system in the Study Area is limited. The components of the 2010 Bicycle Plan have been incorporated into the bicycle network of the Mobility Plan.

The Mobility Plan consists of a Bicycle Enhanced Network (Low-Stress Bikeway System) (BEN) and a Bicycle Lane Network (BLN). The BEN is a subset of and supplement to the 2010 Bicycle Plan and is comprised of a network of streets that prioritize bicyclists and provide bicycle paths (Class I) and protected bicycle lanes (Class IV). Class IV protected bicycle lanes including cycle tracks, bicycle traffic signals, and demarcated areas to facilitate turns at intersections and along neighborhood streets, provide further protection from other travel lanes. These Class IV networks typically provide mini-roundabouts, cross-street stop signs, crossing islands at major intersection crossings, improved street lighting, bicycle boxes, and bicycle-only left-turn pockets. Once implemented, these facilities would offer a safer environment for both cyclists and motorists. The BLN consists of Class II bicycle lanes with striped separation and Class III bicycle lanes (sharrows).

Currently, no bicycle facilities are provided within the Study Area.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile; these attributes are quantified by Walk Score and assigned a score out of 100 points. With access to numerous commercial businesses, residences, and cultural centers, the walkability of the Project Site is approximately 86 points[1].

The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. The sidewalks provide connectivity to pedestrian crossings at signalized intersections within the Study Area. At the intersection of San Vicente Boulevard/Orange Grove Avenue & Olympic Boulevard (Intersection #1), pedestrian signals, continental crosswalk striping, and Americans with Disabilities Act (ADA) accessible ramps are provided, as shown in Figure 5. Adjacent to the Project Site, ADA accessible wheelchair ramps are also provided at the unsignalized intersection of San Vicente Boulevard & Ogden Drive. An inventory of pedestrian attractors within a 0.25-mile walking distance from the Project Site is illustrated in Figure 8.

Vision Zero

As described in *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (City of Los Angeles, August 2015), Vision Zero is a traffic safety policy that promotes strategies, including modifying the design of streets, to eliminate collisions that result in severe injury or death and increase safety for the most vulnerable road users. Vision Zero has identified the High Injury Network (HIN), a network of streets based on the collision data from the last five years, where strategic investments would have the biggest impact in reducing death and severe injury. None of the streets adjacent to the Project Site or within the Study Area were identified as part of the HIN.

[1] Walk Score (www.walkscore.com) rates the Project Site (6000 San Vicente Boulevard) with a score of 86 of 100 possible points (scores assessed on June 15, 2020 for the Wilshire neighborhood). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

Existing Traffic Volumes

Traffic count data collection is generally conducted during times with typical travel demand patterns (i.e., when local schools are in session, businesses in full operation, weeks without holidays, etc.). Intersection turning movement counts for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods were collected at both Study Intersections in March 2020 (Year 2020) while schools were in session. However, due to the current traffic conditions related to the State and City's response to COVID-19, LADOT has directed transportation assessments to utilize traffic counts collected prior to March 1, 2020. Given the uncertainty of the termination of the Safer-At-Home order, LADOT is allowing the use of historical traffic count data, per the TAG.

Weekday peak hour traffic data from May 2019 (Year 2019) was available for Intersection #1, San Vicente Boulevard/Orange Grove Avenue & Olympic Boulevard. This count was conservatively increased at a rate of 1% per year to reflect typical Existing Year 2020 traffic volumes.

Traffic counts for Intersection #2, San Vicente Boulevard & Ogden Drive, were based on a comparison of the Year 2019 and Year 2020 traffic count data collected at Intersection #1, San Vicente Boulevard/Orange Grove Avenue & Olympic Boulevard. Based on the comparison, in conjunction with a review of upstream and downstream traffic volumes at nearby intersections along San Vicente Boulevard, it was determined that the Year 2020 morning peak hour traffic counts reflected typical traffic conditions and no further adjustments were required. However, the Year 2020 afternoon peak hour traffic counts were increased by 2% to reconcile the potential decreases in traffic due to COVID-19 and reflect typical traffic conditions. Details of the traffic count development are provided in Appendix B.

The existing intersection peak hour traffic volumes, representing Existing Conditions in Year 2020, are illustrated in Figure 9. Traffic volume data is provided in Appendix B.

FUTURE CUMULATIVE TRANSPORTATION CONDITIONS

The forecast of Future without Project Conditions was prepared in accordance with procedures outlined in the CEQA Guidelines. Specifically, two options are provided for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> "(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

As described in detail below, this analysis includes increases to traffic from future projects (option "A" above, the "Related Projects") and from regional growth projections (option "B" above, or ambient growth). The ambient growth factor discussed below likely includes some traffic increases resulting from the Related Projects. Therefore, through some inherent double-counting of vehicles, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes.

The Future without Project traffic volumes, therefore, include ambient growth, which reflects increase in traffic due to regional growth and development outside the Study Area, as well as traffic generated by ongoing or entitled projects near or within the Study Area.

Ambient Traffic Growth

Existing traffic levels have historically been projected to increase as a result of regional growth and development; however, the implications of COVID-19 may influence those future rate projections. Nevertheless, to provide a conservative estimate of future background conditions, this analysis used the 1% annual growth precedent specified by LADOT, compounded annually to the existing traffic volumes to simulate Year 2024 traffic volumes. The total adjustment applied

over the three-year period was 4.06%. These growth factors account for increases in traffic due to potential projects not yet proposed and projects located outside the Study Area.

Related Projects

In accordance with the CEQA Guidelines, this study also considered the effects of the Project in relation to the Related Projects. Including this analysis step, the potential impact of the Project is evaluated within the context of past, present, and probable future developments capable of producing cumulative impacts. The list of Related Projects is based on information provided by LADCP and LADOT in June 2020, as well as recent studies of development projects in the area. In accordance with the TAG, Related Projects within 0.5 miles of the Project Site were considered in the analysis. The Related Projects are detailed in Table 4 and their approximate locations shown in Figure 10.

Though the buildout years of many of these Related Projects are uncertain and may be well beyond the buildout year of the Project, and notwithstanding that some may never be approved or developed, they were all considered as part of this transportation assessment and conservatively assumed to be completed by the Project buildout year of 2024. The traffic growth due to the development of Related Projects considered in this analysis is highly conservative and, by itself, substantially overestimates the actual traffic volume growth in the area that would likely occur prior to Project buildout years. With the addition of the 1% per year ambient growth factor previously discussed, the Future without Project cumulative condition is even more conservative.

Using these conservative assumptions, the potential traffic operations of the Project were evaluated. The development of estimated traffic volumes added to the Study Intersections as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation. Trip generation estimates for the Related Projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017). The Related Projects trip generation estimates summarized in Table 4 are conservative in that they do not in every case account for either the trips generated by the existing uses to be removed

or the likely use of other travel modes (e.g., transit, bus, bicycling, walking, carpool, etc.) Further, they do not account for the internal capture trips within a multi-use development or for the interaction of trips between multiple Related Projects, in which one Related Project serves as the origin for a trip destined for another Related Project.

Trip Distribution. The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors were considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

Traffic Assignment. The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. Figure 11 shows the peak hour traffic volumes associated with these Related Projects at the Study Intersections.

Future without Project Traffic Volumes

The Related Projects volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected Project completion year of 2024. As discussed above, this is a conservative approach as many of the Related Projects may be reflected in the ambient growth rate. These volumes represent the Future without Project Conditions (i.e., ambient traffic growth and Related Project traffic added to existing traffic volumes) for Year 2024 at the Study Intersections and are shown in Figure 12.

Future Improvements

The analysis of Future Conditions would typically account for any transportation improvements that were funded and expected to be implemented prior to the buildout of the proposed Project. These improvements could result in changes to the physical configuration at the Study Intersections. No future improvements are currently funded or expected to be implemented within the Study Area. Other proposed improvement projects that are not funded and traffic/trip reduction

strategies such as Transportation Demand Management (TDM) programs for individual buildings and developments were conservatively omitted from the Future Conditions analyses.

Mobility Plan. In the Mobility Plan, the City identifies key corridors as components of various "mobility-enhanced networks." Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles The following mobility-enhanced networks included corridors within 0.25 miles of the Project Site and are depicted in Figure 13:

- Transit Enhanced Network (TEN): Fairfax Avenue is identified as part of the TEN.
- BEN: San Vicente Boulevard is identified as part of the BEN.
- BLN: Fairfax Avenue is identified as part of the BLN.
- Neighborhood Enhanced Network (NEN): 8th Street and Whitworth Street are identified as part of the NEN.
- Pedestrian Enhanced District (PED): Fairfax Avenue, San Vicente Boulevard, and Olympic Boulevard are identified as part of the PED.

The specific future improvements that may be implemented in each network have not yet been identified and there is no proposed schedule for implementation; therefore, no changes to vehicular lane configurations were made as a result of the Mobility Plan.

Other Future Improvements Considered

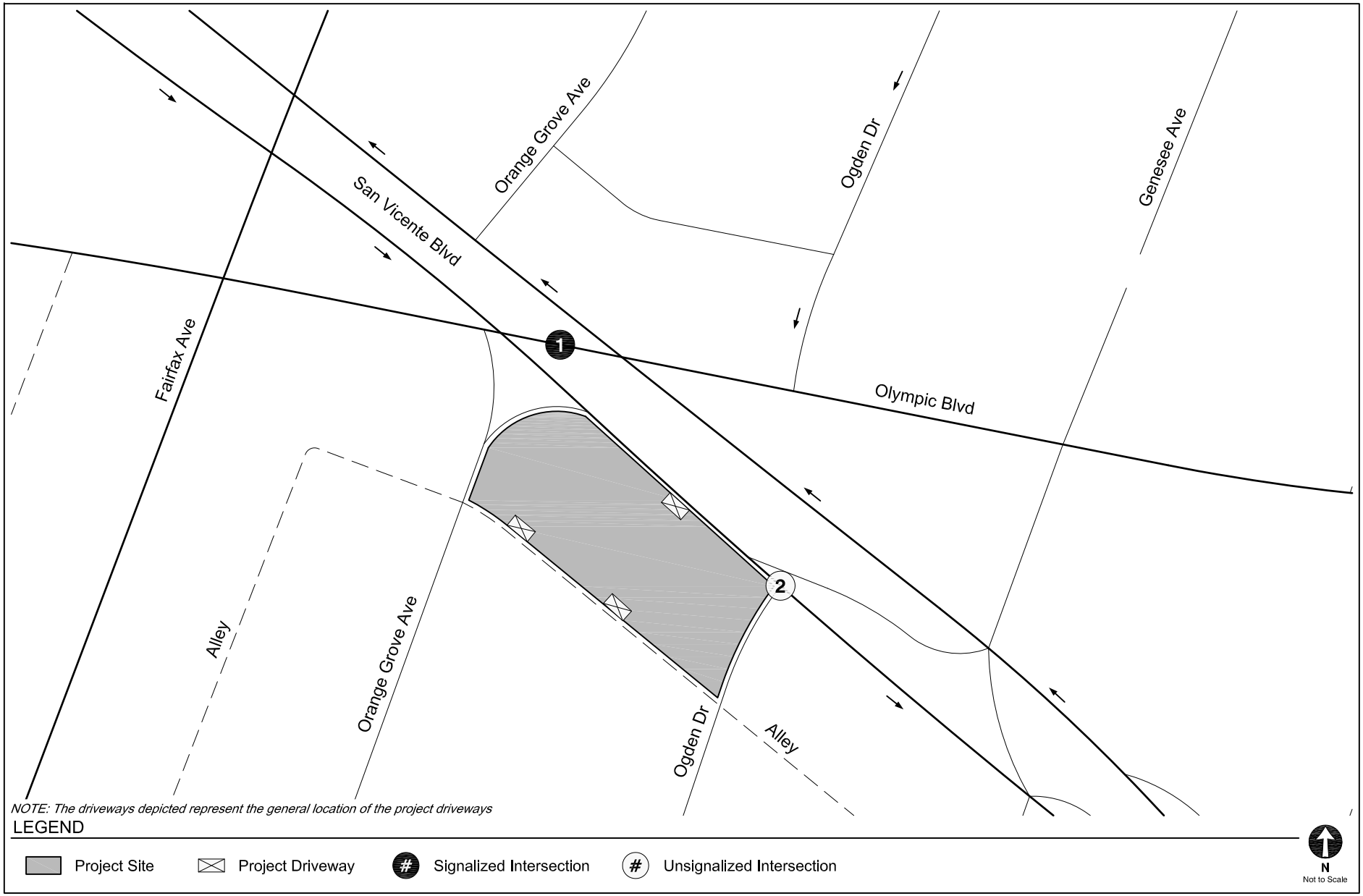
Although the following future infrastructure projects are located beyond the Study Area and do not directly affect the operations and configurations of the Study Intersections, they were conservatively considered in the Future Conditions analysis.

Metro Purple Line Extension. The Metro D Line (Purple) Extension would expand service from its current terminus at the existing Wilshire/Western Station to the proposed Westwood/Veterans Administration Hospital Station. The line will operate underground, with the majority of the alignment along Wilshire Boulevard. The Project is being constructed in three phases. The first phase, currently being constructed, would extend the line to Wilshire/La Cienega Station and is

anticipated to be completed and in operation by Year 2023. The second phase, which would extend service to the Century City/Constellation Station, is also currently under construction and is anticipated to be completed by Year 2025. The final phase, which would complete the extension to the Westwood/Veterans Administration Hospital Station, recently began construction and is anticipated to be completed by Year 2027.

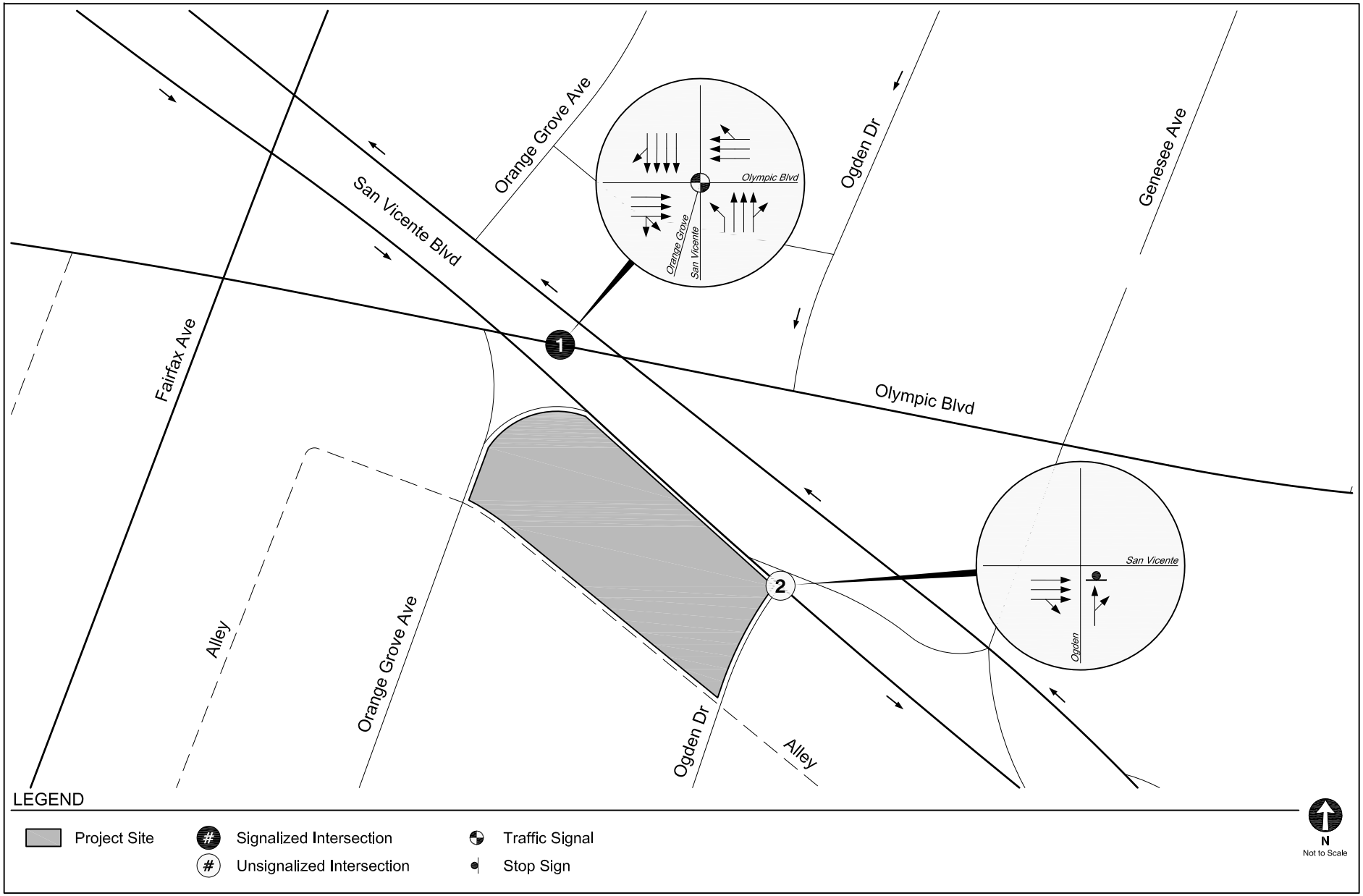
The Project Site is located within 0.5 miles of the future Wilshire/Fairfax Station. To provide conservative a conservative analysis, no additional transit trip credits were applied to account for the proximity to the rail station, nor were any lane configurations modified at Study Intersections.

Safe Routes to School. The program seeks to enhance pedestrian safety and comfort on routes to and from school. The program invests in “school zone projects, neighborhood street projects and traffic safety education” and include improvements such as continental and scramble crosswalks, curb extensions and ramps, rectangular rapid flashing beacons, traffic signals, and bicycle facilities. No improvements have been identified in the Study Area as part of the Safe Routes to School program.



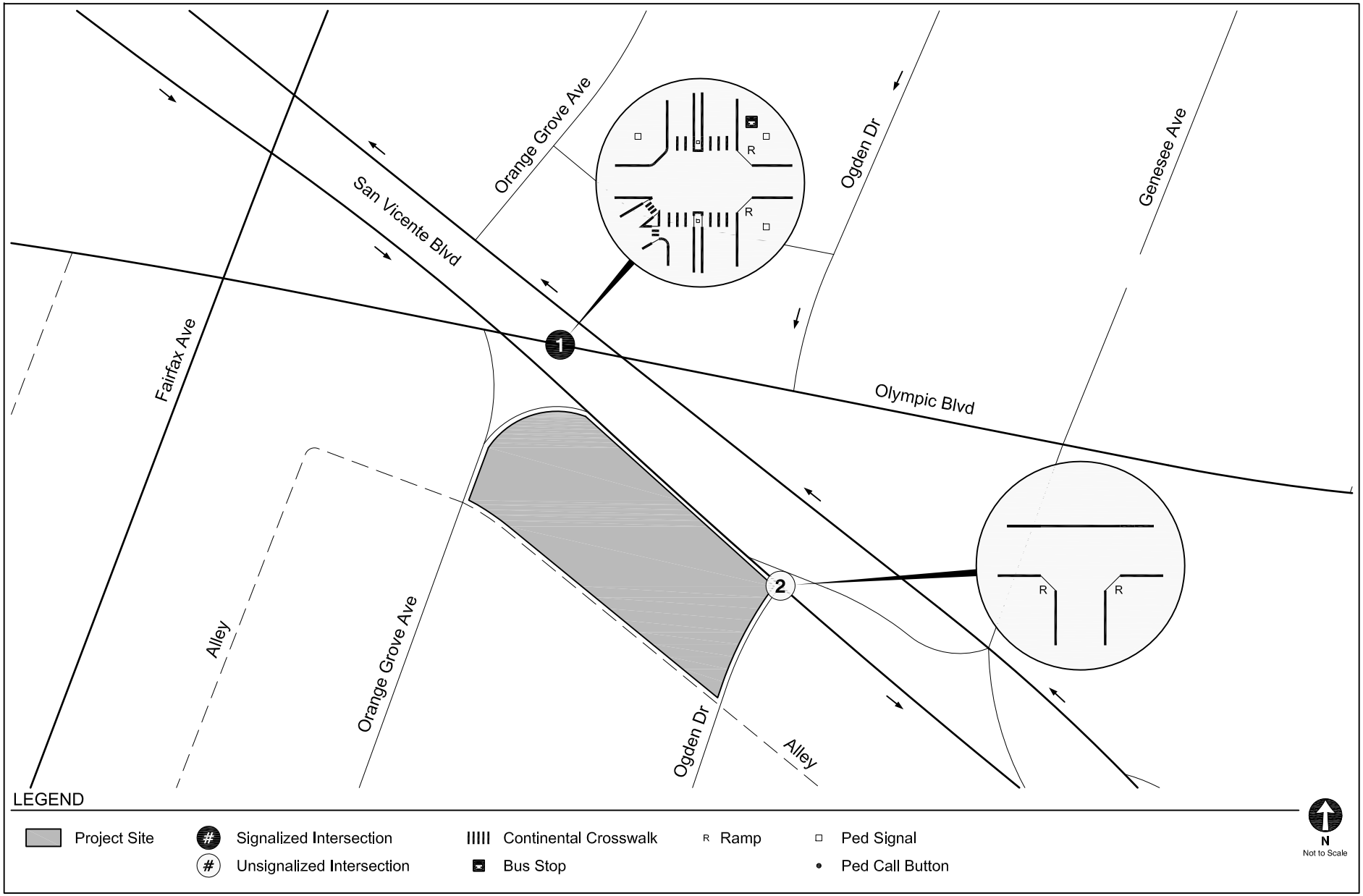
STUDY AREA & ANALYZED INTERSECTIONS

FIGURE 3



INTERSECTION LANE CONFIGURATIONS

FIGURE 4

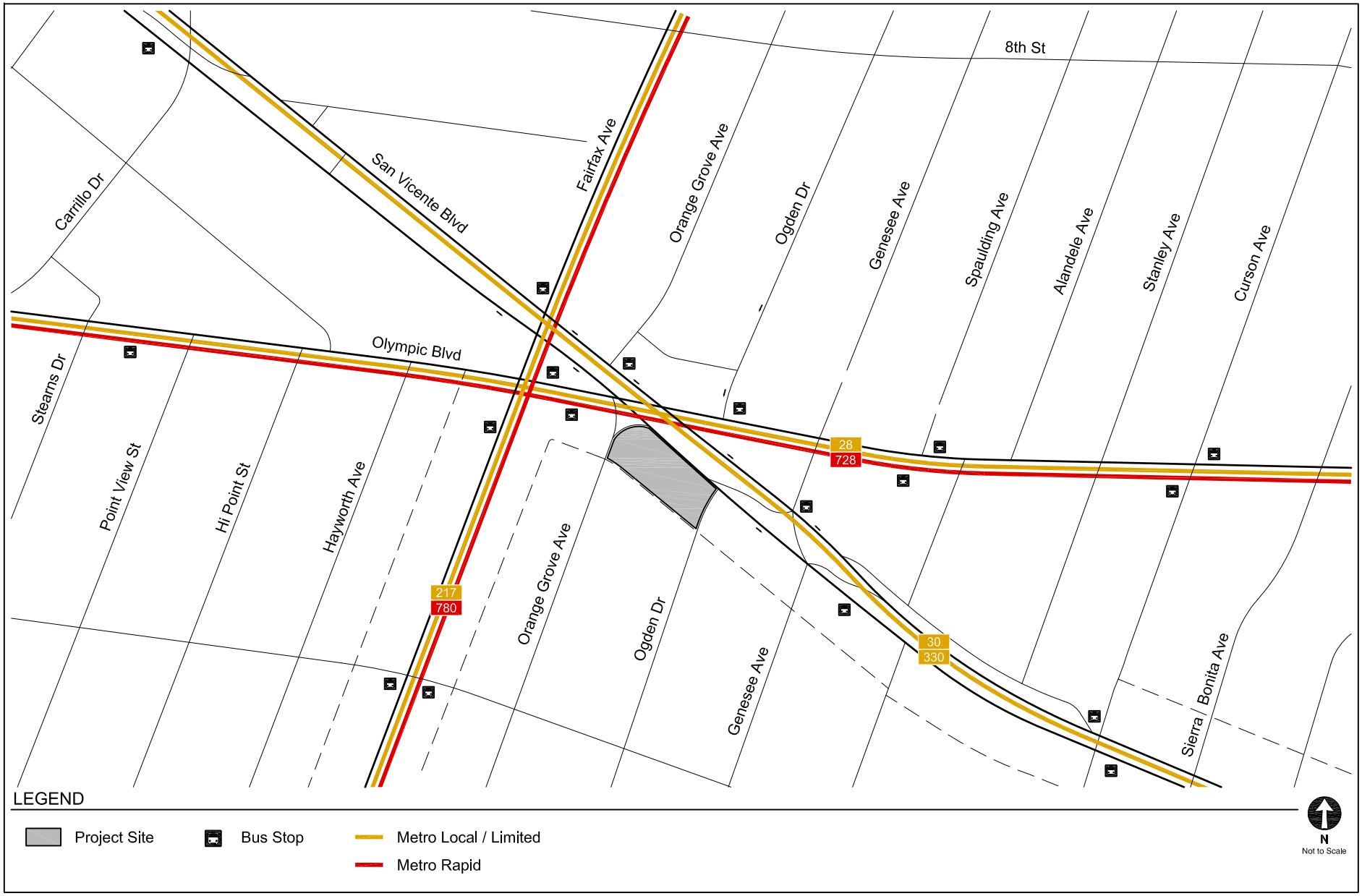


EXISTING INTERSECTION MOBILITY FACILITIES

FIGURE 5

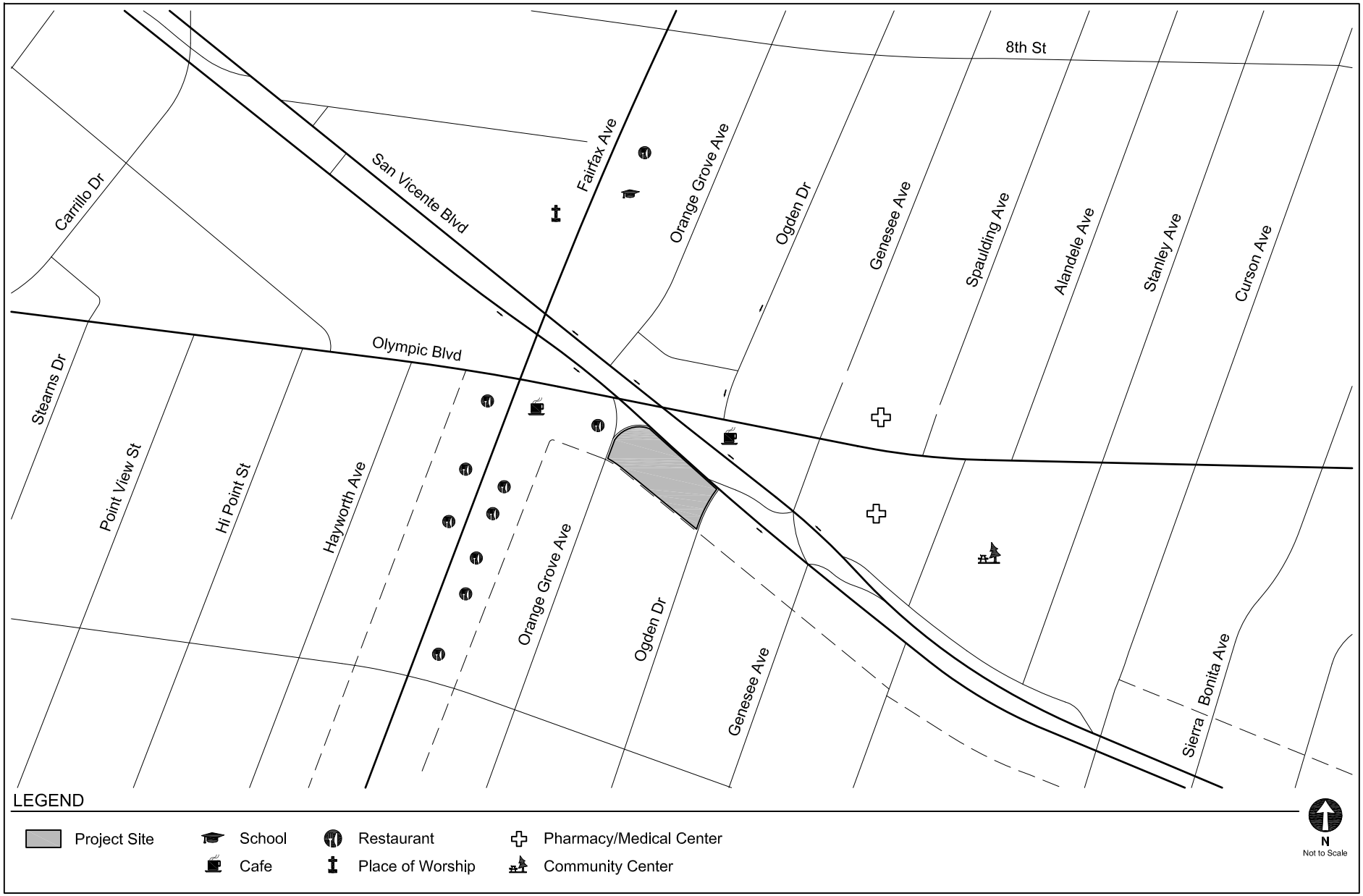
MOBILITY PLAN STREET DESIGNATIONS

FIGURE 6



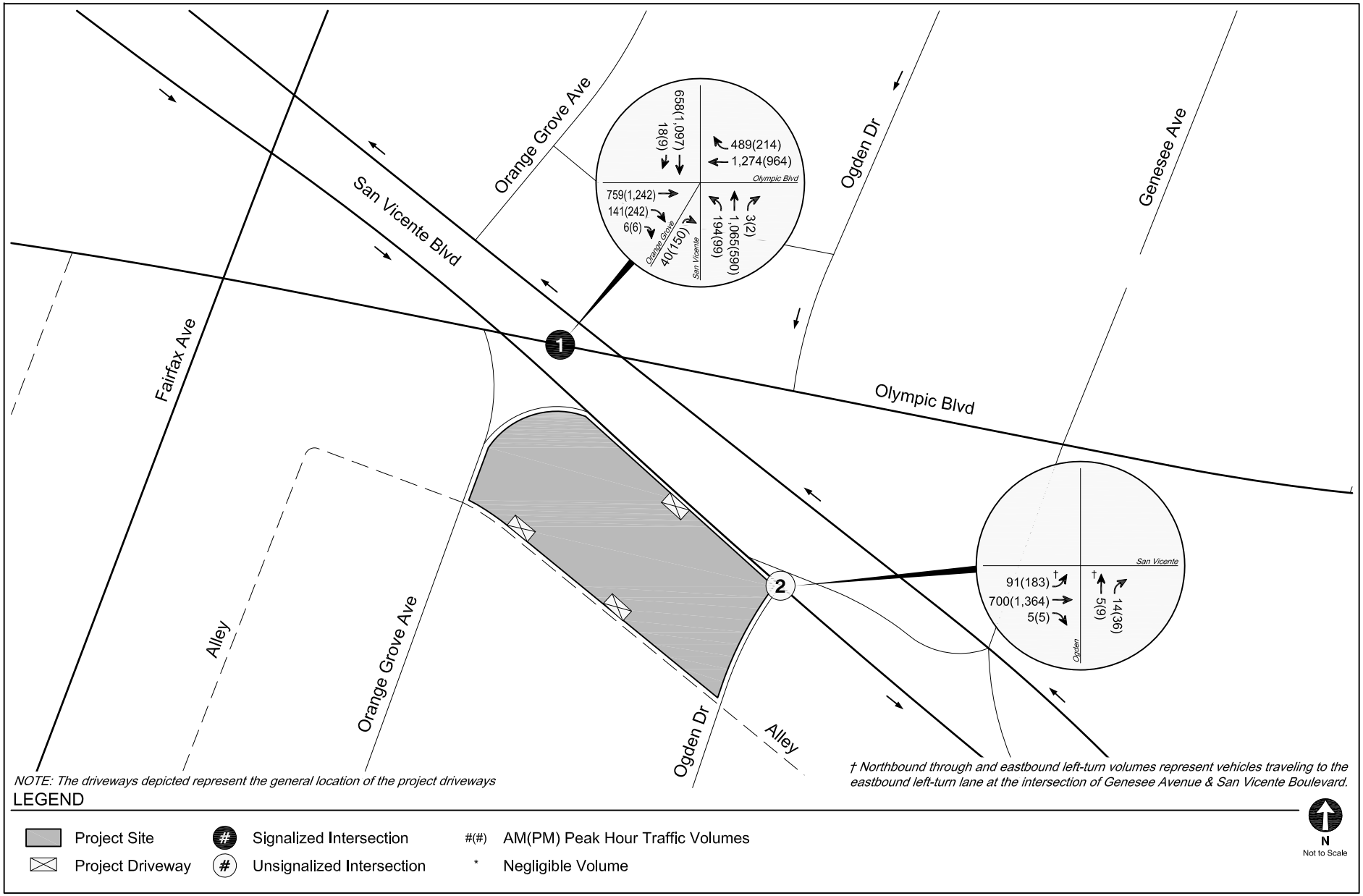
EXISTING TRANSPORTATION FACILITIES

FIGURE 7



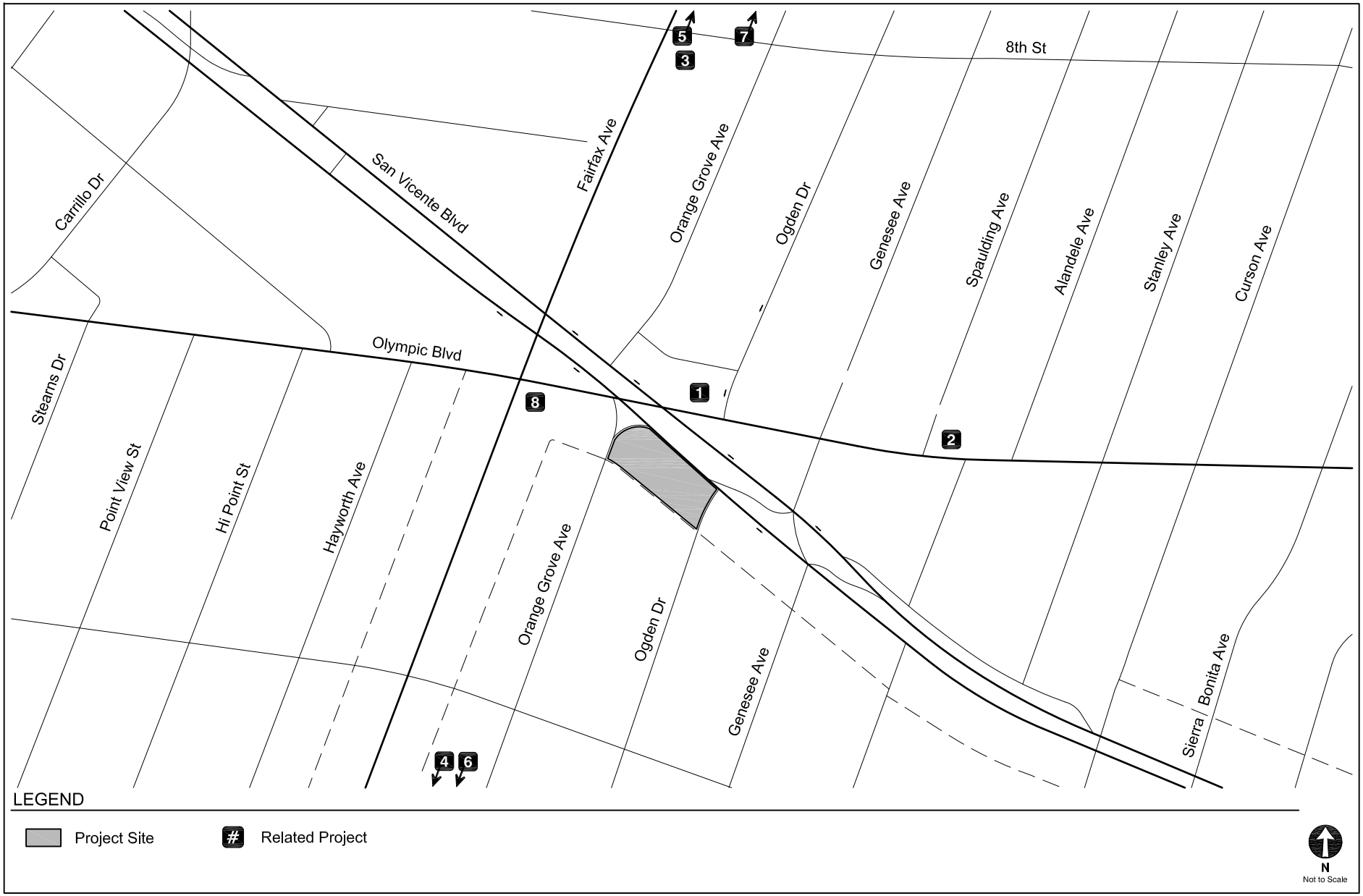
PEDESTRIAN ATTRACTORS INVENTORY

FIGURE 8



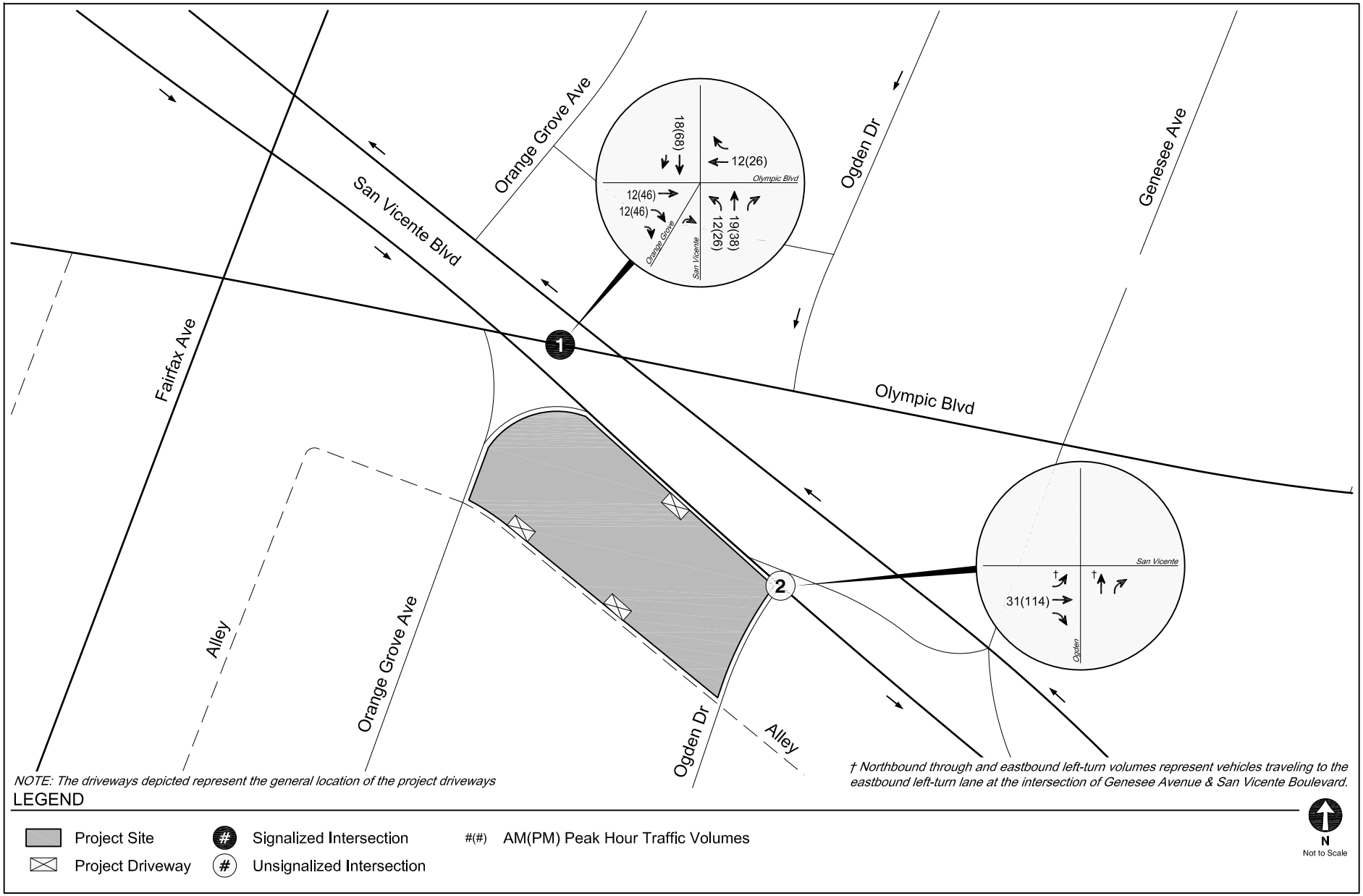
EXISTING CONDITIONS (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
9



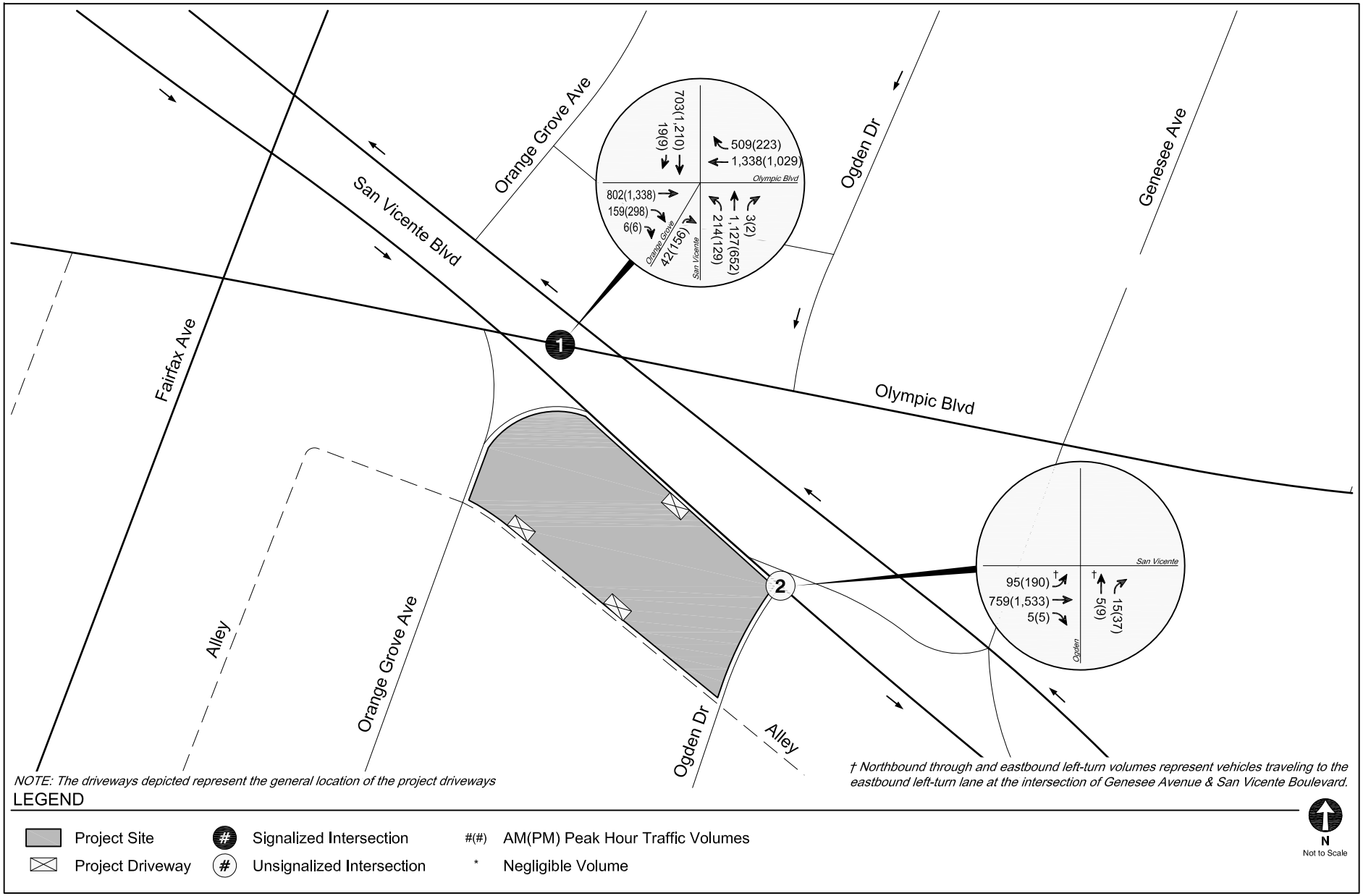
LOCATIONS OF RELATED PROJECTS

FIGURE 10



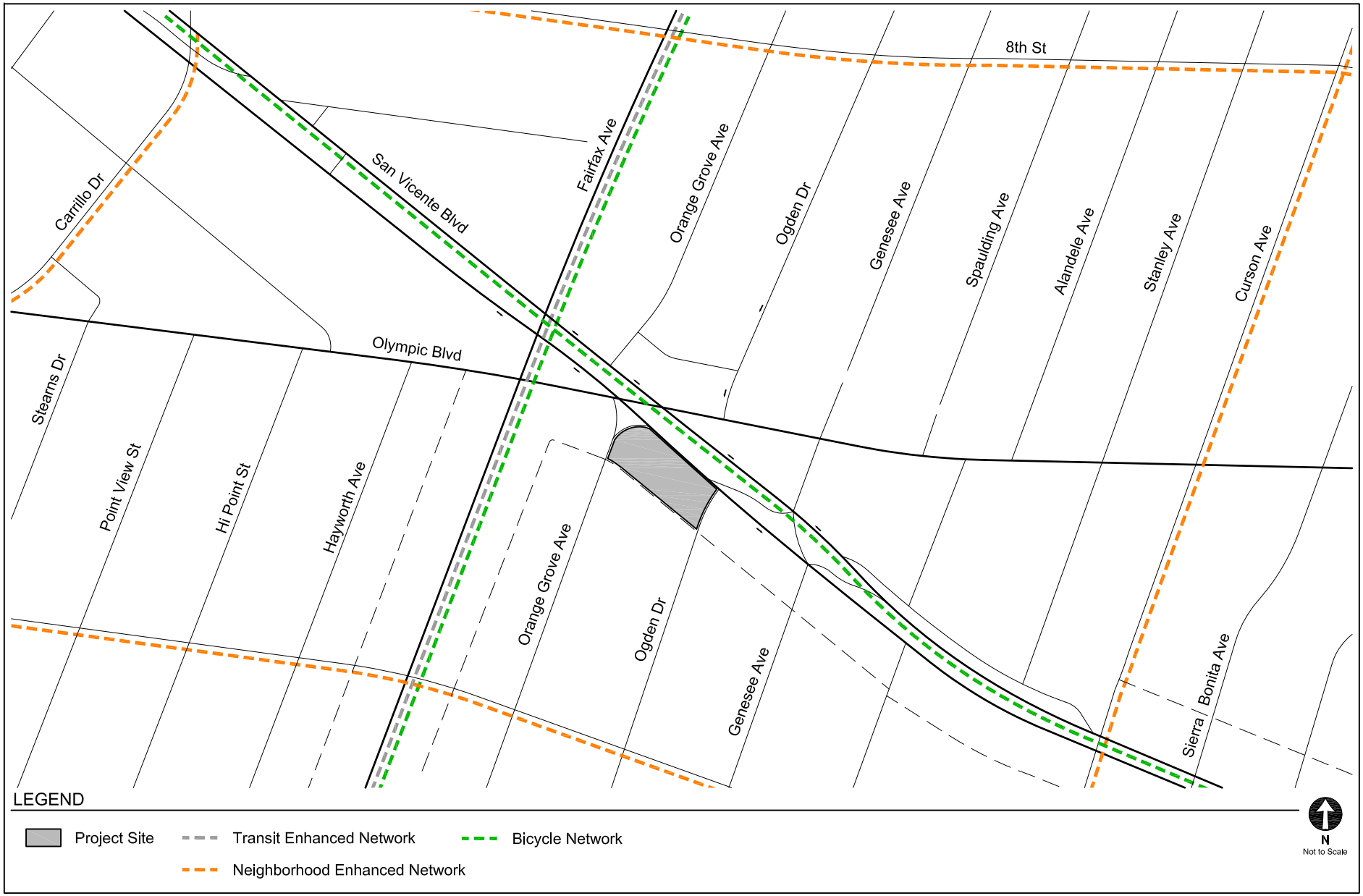
RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
11



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2024)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
12



ROADWAY MODAL PRIORITIES

FIGURE 13

TABLE 1
STUDY INTERSECTIONS

No.	N/S Street	E/W Street	Control	Jurisdiction
1	San Vicente Boulevard / Orange Grove Avenue	Olympic Boulevard	Signalized	Los Angeles
2	Ogden Drive	San Vicente Boulevard	Two-Way Stop	Los Angeles

TABLE 2
EXISTING TRANSIT SERVICE

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)				Morning Peak Period Stops		Afternoon Peak Period Stops	
				Morning Peak Period		Afternoon Peak Period					
Metro Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
28	Downtown Los Angeles - Century City	Local	4:30 A.M. - 2:00 A.M.	30	30	30	27	8	8	8	9
30/330	Downtown Los Angeles - Mid-City	Local	5:30 A.M. - 12:30 A.M.	30	30	34	30	8	8	7	8
217	Hollywood - West Adams	Local	24 Hours	16	16	13	12	15	15	19	20
728	Downtown Los Angeles - Century City	Rapid	5:00 A.M. - 9:00 P.M.	14	13	14	14	17	19	17	17
780	Mid-Ctiy - Pasadena	Rapid	5:30 A.M. - 7:30 P.M.	13	15	16	15	18	16	15	16

Notes

Metro: Los Angeles County Metropolitan Transportation Authority
Ridership information based on data from Metro for April 2019.
AM Peak from 6 AM - 10 AM
PM Peak from 3 PM - 7 PM

TABLE 3A
TRANSIT SYSTEM CAPACITY IN STUDY AREA - MORNING PEAK HOUR

Provider, Route, and Stop Location		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
			Peak Load		Average Load					
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus										
28	Olympic / Fairfax	50	9	23	5	20	45	30	90	60
30/330	San Vicente / Orange Grove	50	4	19	3	13	47	37	94	73
217	Fairfax / Olympic	50	36	20	17	13	33	37	124	139
728	Olympic / Fairfax	50	10	41	5	31	45	19	191	92
780	Fairfax / Olympic	50	37	14	14	8	36	42	162	168
								Total Transit Residual Capacity in Peak Hour	**1193**	

Notes:

[a] Number of runs in both directions combined during peak hour.
[b] Ridership information based on data from Metro for April 2019.
[c] Capacity assumptions based on discussions with agencies:
Metro Regular Bus - 40 seated / 50 seated and standing.

TABLE 3B
TRANSIT SYSTEM CAPACITY IN STUDY AREA - AFTERNOON PEAK HOUR

Provider, Route, and Stop Location		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
			Peak Load		Average Load					
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus										
28	Olympic / Fairfax	50	32	9	24	6	26	44	52	100
30/330	San Vicente / Orange Grove	50	20	11	17	6	33	44	57	87
217	Fairfax / Olympic	50	24	22	16	18	34	32	162	160
728	Olympic / Fairfax	50	42	14	32	9	19	41	79	175
780	Fairfax / Olympic	50	15	16	11	11	39	39	146	156
								Total Transit Residual Capacity in Peak Hour	**872**	

Notes:

[a] Number of runs in both directions combined during peak hour.
[b] Ridership information based on data from Metro for April 2019.
[c] Capacity assumptions based on discussions with agencies:
Metro Regular Bus - 40 seated / 50 seated and standing.

TABLE 4
RELATED PROJECTS

No.	Project Title	Address	Use	Trip Generation [a]						
				Daily Trips	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1	Apartments	6001 Olympic Boulevard	51 apartment units, 6 affordable apartment units, 1,596 sf restaurant	99	6	13	19	5	(2)	3
2	Apartments	5891 Olympic Boulevard	49 apartment units	326	5	20	25	20	10	30
3	830-840 Fairfax Avenue	800 Fairfax Avenue	209 apartment units, 2,350 sf restaurant	890	26	44	70	45	31	76
4	Apartments	1329 Orange Grove Avenue	61 apartment units	304	4	19	23	18	10	28
5	Academy Museum of Motion Pictures	6067 Wilshire Boulevard	Museum with 5k visitors, 135 employees, 5,000 sf retail, 4,000 sf restaurant	2,693	0	0	0	56	261	317
6	Mid-City Vons	1430 Fairfax Avenue	55,920 sf supermarket	1,838	40	25	65	96	92	188
7	LACMA Renovation	5905 Wilshire Boulevard	368,300 sf museum	668	43	2	45	15	53	68
8 [b]	Asterix	6066 Olympic Boulevard	120 apartment units, 5,135 retail	847	14	34	48	42	31	73

Notes

[a] Related project information provided by the Los Angeles Department of Transportation in July 2020, Department of City Planning, and recent traffic studies prepared in the area.

[b] Trip generation estimated based on Proejct Description

Chapter 3
Project Traffic

Trip generation estimates, trip distribution patterns, and trip assignments were prepared for the Project. These components form the basis of the Project's Non-CEQA traffic analysis.

PROJECT TRIP GENERATION

The number of trips expected to be generated by the Project was estimated using rates published for hospital uses in *Trip Generation Manual, 10th Edition.* These rates are based on surveys of similar land uses at sites around the country and are utilized to calculate the number of vehicle trips traveling to and from the Project Site during the morning and afternoon peak hours relative to the size of development.

The Project is located within 0.25 miles walking distance of the Metro 728 and 780 Rapid Bus stops. Therefore, in consultation with LADOT, a 10% transit/walk-in adjustment was made to Project trips to account for transit usage and walking arrivals from the surrounding neighborhoods and adjacent commercial developments.

The number of trips currently generated by the existing uses of the Project Site was also estimated using the rates published in *Trip Generation Manual, 10th Edition* for hospital uses. The existing uses trip estimates also account for transit/walk-in trips consistent with the Project.

As shown in Table 5, after accounting for the adjustments above and the removal of existing uses, the Project is expected to generate 22 net new morning peak hour trips (14 inbound trips, eight outbound trips) and 24 net new afternoon peak hour trips (eight inbound trips, 16 outbound trips).

PROJECT TRIP DISTRIBUTION

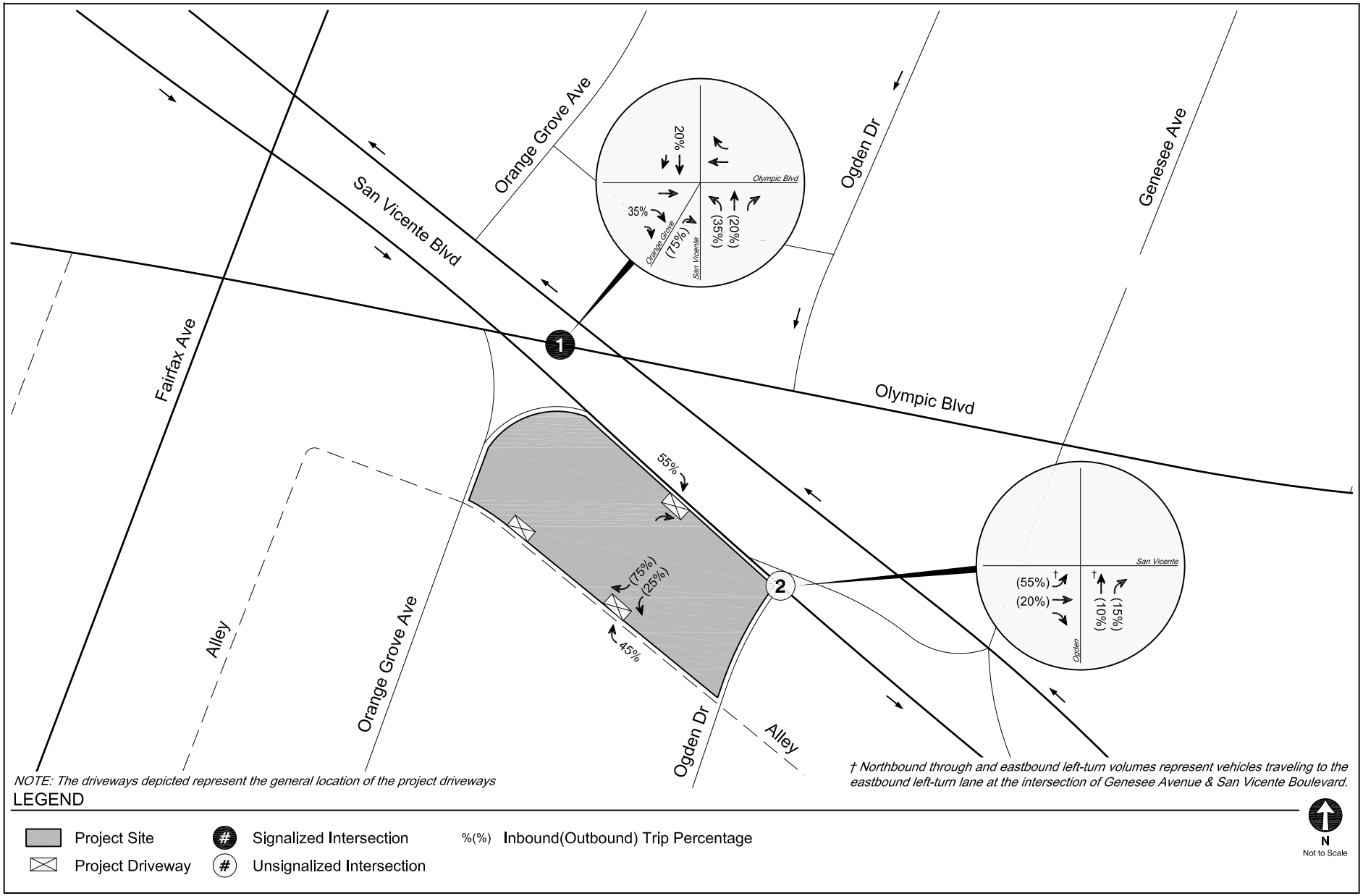
The geographic distribution of trips generated by the Project is dependent on the location of employment, residential, and commercial centers to and from which employees and patrons of the Project would be drawn, characteristics of the street system serving the Project Site, the location of the Project driveways, existing traffic patterns, as well as input from LADOT staff. In order to provide a worst-case evaluation of vehicle activity, this Study conservatively assumes that Project traffic would utilize the adjacent alley to access the Project Site.

The intersection-level trip distribution pattern for Project traffic at the Study Intersections is shown in Figure 14. Generally, the regional pattern is as follows:

- 30% to/from the north
- 20% to/from the east
- 30% to/from the south
- 20% to/from the west

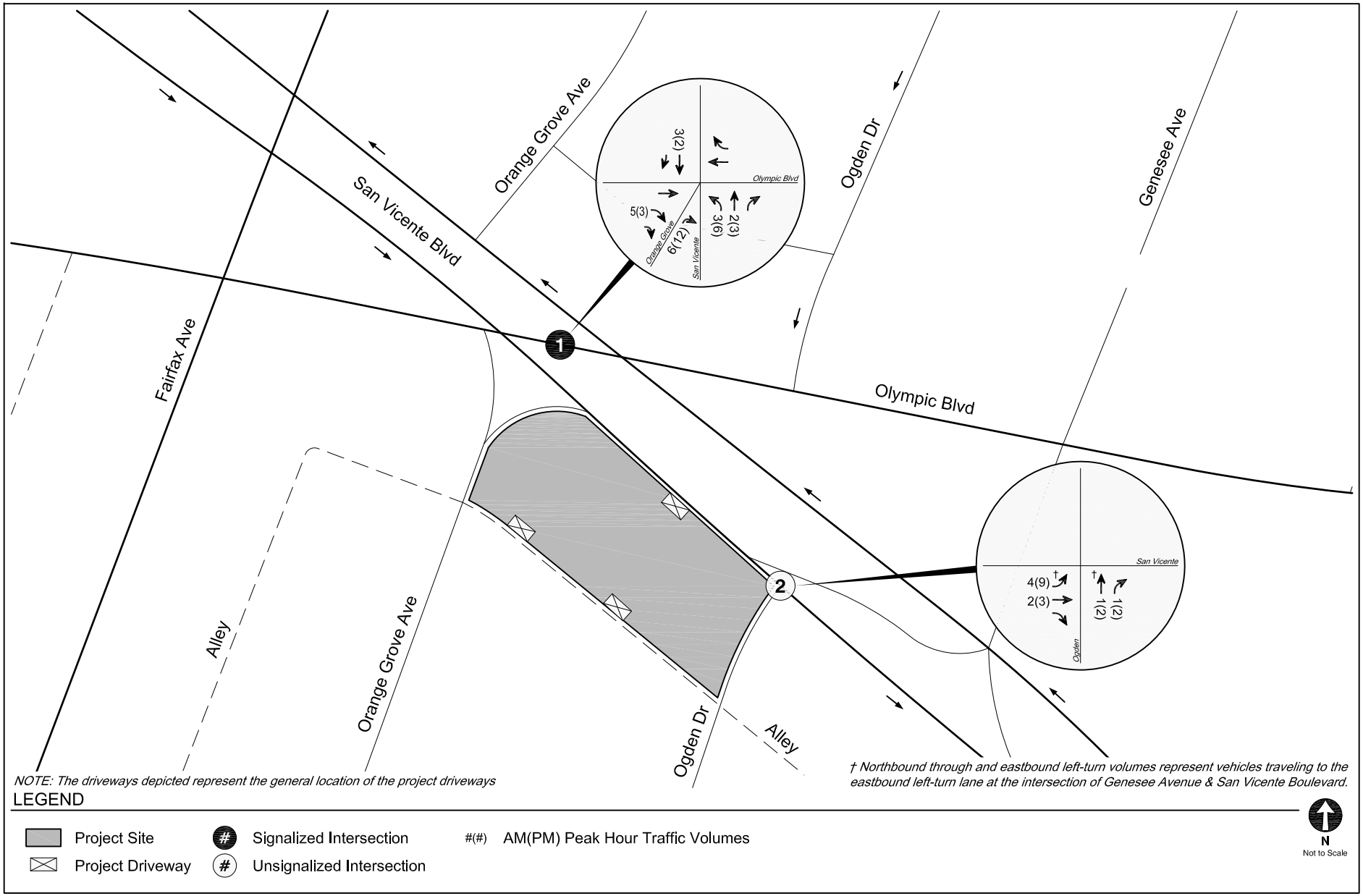
PROJECT TRIP ASSIGNMENT

The Project trip generation estimates summarized in Table 5 and the trip distribution pattern shown in Figure 14 were used to assign the Project-generated traffic through the Study Intersections. Figure 15 illustrates the net Project-only traffic volumes for the Project at the Study Intersections during typical weekday morning and afternoon peak hours.



PROJECT TRIP DISTRIBUTION

FIGURE 14



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
15

TABLE 5
TRIP GENERATION ESTIMATES

TRIP GENERATION RATES [a]									
Land Use	**ITE Land Use Code**	**Rate**	**Weekday**						
			Daily	**Morning Peak Hour**			**Afternoon Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Hospital	720	per 1,000 sf	10.72	68%	32%	0.89	32%	68%	0.97

TRIP GENERATION ESTIMATES									
Land Use	**ITE Land Use Code**	**Size**	**Weekday**						
			Daily	**Morning Peak Hour**			**Afternoon Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Existing Conditions									
Hospital	720	20,925 sf	224	13	6	19	6	14	20
Transit/Walk-In Adjustment - 10% [b]			(22)	(1)	(1)	(2)	(1)	(1)	(2)
Proposed Project Conditions									
Hospital	720	48,282 sf	518	29	14	43	15	32	47
Transit/Walk-In Adjustment - 10% [b]			(52)	(3)	(1)	(4)	(2)	(3)	(5)
TOTAL NET NEW TRIPS			**264**	**14**	**8**	**22**	**8**	**16**	**24**

Notes:

sf - square feet

[a] Source: *Trip Generation, 10th Edition* , Institute of Transportation Engineers, 2017.

[b] The Project Site is located less than 1/4 mile from the Metro Rapid 728 and 780 Line bus stops at Fairfax & Olympic, therefore a 10% adjustment was applied to account for transit/walk-in trips.

Chapter 4

CEQA Analysis of Transportation Impacts

This chapter presents an analysis of CEQA-related transportation impacts. The analysis also discusses the consistency of the Project with adopted City plans and policies and the improvements, if necessary, associated with the results of a vehicle miles traveled (VMT) analysis compliant with State requirements under *State of California Senate Bill 743* (Steinberg, 2013) (SB 743).

METHODOLOGY

SB 743 required the Governor's Office of Planning and Research to change the CEQA Guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifted from vehicular delay (level of service [LOS]) to VMT, with the intent of reducing greenhouse gas emissions (GHG), creating multimodal networks, and promoting mixed-use developments.

LADOT's TAG defines and provides the required CEQA methodology of analyzing a project's transportation impacts in accordance with SB 743.

Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts:

- *Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies*
- *Threshold T-2.1: Causing Substantial VMT*
- *Threshold T-2.2: Substantially Inducing Additional Automobile Travel*
- *Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use*

These thresholds are reviewed and analyzed in the following Sections 4A-4D.

In addition, Section 4E provides a review of California Department of Transportation (Caltrans) facilities in accordance with *Interim Guidance for Freeway Safety Analysis* (LADOT, May 1, 2020) (City Freeway Guidance), which identifies City requirements for a CEQA safety analysis of Caltrans facilities.

Section 4A: Threshold T-1
Conflicting with Plans, Programs, Ordinances, or Policies Analysis

Threshold T-1 states that a project would result in an impact if it conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

PLANS, PROGRAMS, ORDINANCES, AND POLICIES

Table 2.1-1 of the TAG identified the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG, *Plans, Policies, and Programs Consistency Worksheet,* provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The *Plan, Policies, and Programs Consistency Worksheet* was completed for the Project and is provided in Appendix C.

As stated in Section 2.1.4 of the TAG, a project that generally conforms with, and does not obstruct the City's development policies and standards will generally be considered to be consistent. As discussed below, the Project is consistent and does not conflict with the City's plans, policies, programs, ordinances and standards listed in Table 2.1-1 of the TAG; therefore, the Project would not result in a significant impact under Threshold T-1. Detailed discussion of the plans, programs, ordinances, or policies related is provided below.

Mobility Plan

As noted previously, the Mobility Plan offers a comprehensive vision and set of policies and programs the City aims to achieve to provide streets that are safe and convenient for all users. The Mobility Plan was adopted as an update to the City's General Plan Transportation Element

(last adopted in 1999) and provides the foundation for achieving a balance of infrastructure for all travel modes. The Mobility Plan combines "complete street" principles with the following five goals that define the City's mobility priorities:

1. Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode of choice.
2. World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices.
3. Access for All Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.
4. Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the future. The amount of information made available by new technologies must be managed responsibly in the future.
5. Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

A detailed analysis of the Project's consistency with the Mobility Plan is provided in Table 6. As detailed in Chapter 2, the Mobility Plan identifies key corridors within the Study Area as components of various "mobility-enhanced networks." Adjacent to the Project Site, San Vicente Boulevard is designated as part of the Mobility Plan's Bicycle Enhanced Network. Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project would be designed with the mobility-enhanced networks as a top priority, and the construction of the Project would not preclude the City from implementing bicycle facilities along San Vicente Boulevard to meet the City's future mobility goals.

With the development of the Project, San Vicente Boulevard along the Project frontage would be improved to provide adequate pedestrian safety, as well as continue to satisfy the ROW and roadway standards to meet the goals and long-term needs of the Mobility Plan.

Vehicular access to the Project Site would be provided via one ingress driveway from San Vicente Boulevard, a designated Boulevard II, and two full access driveways along the alley. Although the Project would maintain a driveway along an arterial street, San Vicente Boulevard, the two

existing full access (ingress and egress) driveways would be consolidated into one ingress-only driveway, thereby reducing the vehicle-pedestrian and vehicle-bicycle conflicts experienced at the current driveways along San Vicente Boulevard. Further, the Project would place the driveway farther from the intersection of San Vicente Boulevard/Orange Grove Avenue & Olympic Boulevard than it is currently located which will increase sight distance and driver reaction time. As detailed in Section 5E, the Project would provide sufficient off-street parking to satisfy Los Angeles Municipal Code (LAMC) requirements and would retain the existing on-street metered parking along the Project frontage.

The Project would implement strategies to reduce single-occupancy vehicle trips by supporting and encouraging the utilization of alternative transportation modes, such as walking and bicycling. The Project would enhance pedestrian access along the Project frontage by providing improvements to the sidewalks and landscaping. Secured bicycle parking facilities within the Project Site would also be provided. Further, the Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveway is not proposed along a street with an existing or proposed bicycle facility. These measures would promote active transportation modes, thereby reducing the Project's demand for drive-alone trips and VMT, as demonstrated in Section 4B.

Thus, the Project would be consistent with the goals of the Mobility Plan.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, March 2015) introduces guidelines to enhance the position of the City as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues. The components of this plan focus on health and wellness through increased quality of life, economic development, equity and environmental justice, housing and community stability, mobility, and open space.

A detailed analysis of the Project's consistency with Plan for a Healthy Los Angeles is provided in Table 7. The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements and providing direct connections to pedestrian amenities.

Further, the Project supports healthy lifestyles by locating jobs adjacent to transit (Metro Local and Rapid Bus Lines, as well as near the future Metro D Line Wilshire/Fairfax Station), providing bicycle amenities, and enhancing the pedestrian environment by providing landscaping for a more comfortable environment for pedestrians. The Project would also provide healthcare services to residents throughout the community.

Thus, the Project would be consistent with the goals of *Plan for a Healthy Los Angeles*.

LAMC Section 12.21.A.16

LAMC Section 12.21.A.16, which details the bicycle parking requirements for new developments, requires hospital projects to provide short-term bicycle parking at one space per 10,000 sf and long-term bicycle parking at one space per 10,000 sf. Per the updated LAMC, the Project's proposed 48,282 sf of hospital would require a total of five short-term and five long-term bicycle parking spaces.

The Project's proposed five short-term and five long-term bicycle spaces meet the LAMC requirements for on-site bicycle parking supply.

LAMC Section 12.26J

LAMC Section 12.26J, the TDM Ordinance (1993), establishes trip reduction requirements for non-residential projects in excess of 25,000 sf. The Project would incorporate TDM measures to encourage use of alternative transportation modes by providing on-site bicycle parking facilities, on-site pedestrian connections to off-site pedestrian facilities, and concentrating development in proximity to transit opportunities, consistent with the requirements set forth in the TDM Ordinance. In addition, the Project would implement parking management measures to minimize traffic and parking-related impacts on the surrounding street system to the extent feasible.

Vision Zero Action Plan / Vision Zero Corridor Plans

As noted previously, the primary goal of Vision Zero is to eliminate traffic deaths in the City by 2025 through a number of strategies, including modifying the design of streets to increase safety. Vision Zero implements projects that are designed to increase safety for the most vulnerable road users. The City has identified numerous streets as part of the HIN where City projects will be targeted. The City has also created an Action Plan which identifies the types of improvements which will be implemented.

As discussed in Chapter 2, the Project Site is not located adjacent to a street identified on the HIN. As of July 2020, no Vision Zero improvements have been proposed adjacent to the Project Site. Nevertheless, the Project would not preclude future Vision Zero Safety Improvements by the City. Thus, the Project does not conflict with Vision Zero.

Citywide Design Guidelines for Residential, Commercial, and Industrial Development

The Pedestrian-First Design approach of the *Citywide Design Guidelines* (LADCP Urban Design Studio, October 2019) focuses on design strategies that "create human scale spaces in response to how people actually engage with their surroundings, by prioritizing active street frontages, clear paths of pedestrian travel, legible wayfinding, and enhanced connectivity. Pedestrian-First Design promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety by putting eyes and feet on the street."

The Pedestrian-First Design guidelines are as follows:

- *Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.*
- *Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*
- *Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.*

A detailed analysis of the Project's consistency with the guidelines of the Pedestrian-First Design approach is provided in Table 8.

While the Project Site would introduce a new driveway along San Vicente Boulevard, a designated Boulevard II in the Mobility Plan, this driveway would replace an existing driveway on San Vicente Boulevard, thus not creating a new conflict point between pedestrians, bicyclists, and vehicles. The other two driveways would be located along the adjacent alley, consistent with City guidelines.

The Project promotes pedestrian-first accommodations through street landscaping, high visibility connections, and proximity to transit. No transportation elements of the Project are in conflict with the Citywide Design Guidelines.

CONCLUSION

The Project is consistent with the City plans and policies listed in Table 2.1-1 of the TAG along with the described documents above; therefore, the Project would not result in a significant impact under Threshold T-1.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.50 miles of the Project Site and any transportation system improvements in the vicinity. Table 4 provides a list of Related Projects located within 0.50 miles of the Project Site. The Project, along with any Related Projects within the same block as the Project Site, would not result in a cumulative impact that would preclude the City from serving the transportation needs as defined by the City's adopted programs, plans, ordinances, or policies. Each of the Related Projects considered in this cumulative analysis of consistency with programs, plans, policies, and ordinances would be separately reviewed and approved by the City, including a check for their consistency with applicable policies. Therefore, the Project, together with the Related Projects identified in Table 4, would not create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

TABLE 6
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 - Safety First	
Policy 1.1, Roadway User Vulnerability Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**Consistent.** With the development of the Project, San Vicente Boulevard along the Project frontage would be improved to provide adequate pedestrian safety, as well as continue to satisfy the right-of-way and roadway standards to meet the goals and long-term needs of the Mobility Plan. Further, the Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveways are not proposed along a street with an existing bicycle facility. The Project would not preclude the City from implementing bicycle infrastructure along San Vicente Boulevard to meet the future mobility needs per the Mobility Plan.
Chapter 2 - World Class Infrastructure	
Policy 2.3 Pedestrian Infrastructure Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**Consistent.** The Project would enhance pedestrian access within and around the Project Site by providing improvements to the sidewalks and landscaping within the Project's entrance area and along the perimeters of the Project Site.
Policy 2.6 Bicycle Networks Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)	**Consistent.** The Mobility Plan designated San Vicente Boulevard as part of the Bicycle Network. The Project would consolidate the existing Project driveways on San VIcente Boulevard into a single ingress only driveway. Therefore, it would not create additional interference with the future implementation of bicycle infrastructure. Further, the Project provides infrastructure and services to encourage bicycling for employees and visitors to the Project Site. There would be five short-term and five long-term bicycle parking spaces provided by the Project.
Policy 2.10 Loading Areas Facilitate the provision of adequate on and off-street loading areas.	**Consistent.** All loading areas for the Project would be provided on-site and would be accessed via San Vicente Boulevard or the alley. These would be sufficient to meet the Project Site loading needs without disrupting operations within the public right-of-way.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 6 (CONT.)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Chapter 3 - Access for All Angelenos	
Policy 3.1 Access for All Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**Consistent.** The Project is committed to encouraging multi-modal transportation alternatives and access for all travel modes to and from the Project Site. The Project provides vehicular access via driveways on San Vicente Boulevard and the alley, as well as infrastructure (short- and long-term bicycle parking and a future connection to a bicycle path on San Vicente Boulevard) to encourage walking and bicycling. Additionally, the Project is located adjacent to a Metro bus stop and within 0.5 miles of a future Metro D Line (Purple) station, which provides access for a variety of travel modes for employees, and visitors to the Project Site.
Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent.** The Project's vehicular and pedestrian entrances would be designed in accordance with LADOT standards and would comply with Americans with Disabilities Act (ADA) requirements. The Project design would also be in compliance with all ADA requirements and would provide direct connections to pedestrian amenities at adjacent intersections.
Policy 3.3 Land Use Access and Mix Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent.** The Project's hospital land use would provide jobs along a commercial corridor in a mostly residential area, thus providing greater proximity and access to employment. This would promote trips within the neighborhood that reduce VMT.
Policy 3.8 Bicycle Parking Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	**Consistent.** The Project provides infrastructure and services to encourage bicycling for employees and visitors to the Project Site. There would be five short-term and five long-term bicycle parking spaces provided by the Project.
Chapter 4 - Collaboration, Communication, & Informed Choices	
Policy 4.8 Transportation Demand Management Strategies Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**Consistent.** The Project incorporates design features, which include TDM measures to reduce the number of single occupancy vehicle trips to the Project Site, including short-term and long-term bike parking per LAMC requirements and on-site pedestrian connections to off-site pedestrian facilities.
Policy 4.13 Parking and Land Use Management Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent.** The Project would provide sufficient off-street parking to accommodate code parking requirements. The Project would also retain the existing on-street parking around Project frontage.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 6 (CONT.)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 5 - Clean Environments & Healthy Communities	
Policy 5.1 Sustainable Transportation Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** As part of the Project, secured bicycle parking facilities and pedestrian connections within the Project Site and connecting to off-site pedestrian facilities would be provided. This would promote active transportation modes such as biking and walking. Additionally, the Project is located adjacent to a Metro bus stop and within 0.5 miles of a future Metro D Line (Purple) station, providing employees and visitors to the Project with public transportation alternatives.
Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent.** The Project incorporates design features, such as bicycle parking per the LAMC, which aim to reduce the number of single occupancy vehicle trips to the Project Site. Further, the Project is not anticipated to generate in a net increase in VMT that would result in a significant VMT impact.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 7
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 - Los Angeles, a Leader in Health and Equity	
Policy 1.5 Plan for Health Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**Consistent.** The Project would enhance pedestrian access within the Project Site by providing improvements to the sidewalks and landscaping within the Project's frontage. Further, the Project provides infrastructure to encourage bicycling for employees and visitors to the Project Site. There would be five short-term and five long-term bicycle parking spaces provided by the Project. As such, it would encourage the use of active travel modes and thereby promote healthy living.
Chapter 5 - An Environment Where Life Thrives	
Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**Consistent.** The Project is estimated to generate less than 250 net new daily trips. Therefore, the Project is below the threshold for a VMT analysis and is assumed to have a less than a signficant VMT impact, as detailed in Section 4B. Additionally, the Project would provide bicycle parking to reduce the number of single occupancy vehicle trips to the Project Site. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

TABLE 8
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Pedestrian-First Design	
Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all Design projects to be safe and accesible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities. **Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience** Design to avoid pedestrian and vehiular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users. **Guideline 3: Design projects to actively engage with streets and public space and maintain human scale** New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.	**Consistent.** The Project design includes accessible sidewalks, pedestrian amenities, and well-designed vehicular access driveways in accordance with the City's design considerations. The Project would provide street trees and drought tolerant landscaping around the site to provide adequate shade, as well as a more comfortable environment for pedestrians. Further, the orientation of the Project design ensures that the Project actively engages with the street and its surrounding uses.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in the Citywide Design Guidelines (Los Angeles Department of City Planning, 2019).

Section 4B: Threshold T-2.1
Causing Substantial VMT Analysis

Threshold T-2.1 of the TAG analyzes whether a project causes substantial VMT and is generally applied to land use projects. Specifically, Threshold T-2.1 inquires whether the project would conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1). This subdivision states that (for land use projects) "vehicle miles travelled exceeding an applicable threshold of significance may indicate a significant impact." This subdivision also states that a lead agency has discretion to choose the most appropriate method to evaluate the project's VMT.

Per Section 2.2.2 of the TAG, a "no impact" determination can be made for a project if either of the following screening criteria are not met for Threshold T-2:

- *T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?*
- *T-2.1-2: Would the project generate a net increase in daily VMT?*

PROJECT VMT ANALYSIS

The *Los Angeles VMT Calculator Version 1.3* (LADOT and LADCP, July 2020) (VMT Calculator) was modeled for the Project's land use and the respective size as the primary input. The VMT Calculator does not include hospital uses as a land use option. Therefore, in consultation with LADOT, a custom land use was developed for the Project based on published trip generation rates for the hospital land use in *Trip Generation Manual, 10th Edition,* as shown in Table 5, and a review of comparable land uses available in the VMT Calculator (i.e., medical office land use).

Application of the VMT Calculator showed that the Project is expected to generate 239 net new daily trips, below the 250 net daily new trip threshold required to conduct a VMT analysis. Therefore, no further VMT analysis is required. As such, a "no impact" determination can be made for the Project, and no mitigation measures would be required.

The screening output from the VMT Calculator is provided in Appendix D.

CUMULATIVE ANALYSIS

Cumulative effects of development projects are determined based on the consistency with the air quality and GHG reduction goals of *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments [SCAG], Adopted September, 2020) (RTP/SCS) in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita, work VMT per employee) in the impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and GHG goals of the RTP/SCS.

The Project would not result in a significant VMT impact, as detailed above. Therefore, the Project is not anticipated to result in a significant cumulative VMT impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

Furthermore, the Project is served by various local bus lines. In addition, the Project would be designed to further reduce single occupancy trips to the Project Site through various TDM strategies including bicycle amenities and facilities and pedestrian infrastructure.

Thus, the Project would also contribute to the productivity and use of the regional transportation system by providing employment near transit and encourage active transportation by providing new bicycle parking and active street frontages, consistent with RTP/SCS goals. As such, the Project would not result in a cumulative VMT impact.

Section 4C: Threshold T-2.2

Substantially Inducing Additional Automobile Travel Analysis

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

The Project is not a transportation project that would induce automobile travel. Therefore, the Project would not result in a significant impact under Threshold T-2.2 and further evaluation is not required.

Section 4D: Threshold T-3

Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use Analysis

Threshold T-3 requires that a project undergo further evaluation if it proposes new driveways or new vehicle access points to the property from the public ROW or modifications along the public ROW (i.e., street dedications). Project access plans were reviewed to determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts, with consideration to the following factors: (1) the relative amount of pedestrian activity at Project access points; (2) design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists; (3) the type of bicycle facilities the project driveway(s) crosses and the relative level of utilization; (4) the physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts; (5) the Project location, or Project-related changes to the public ROW, relative to proximity to the HIN or a Safe Routes to School program area; (6) and any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

DRIVEWAY DESIGN FEATURES

Vehicular access to the Project Site would be provided via one ingress-only driveway along San Vicente Boulevard and two full-access driveways along the alley. Pedestrian access to the Project would be provided along San Vicente Boulevard. The existing street configuration on San Vicente Boulevard along the Project frontage allows the Project to meet City standards for sidewalks and roadway widths without modifications.

The section of San Vicente Boulevard along which the Project's driveway is located is constructed with six existing travel lanes, three in each direction, divided by a landscaped median that limits vehicle turn movements in the Project vicinity. Turn movements at the driveway would be further restricted by prohibiting egress movements. Right-turn only ingress maneuvers would be

accommodated from San Vicente Boulevard, thereby reducing potential vehicle conflicts and improving overall safety for pedestrians, bicyclists, and motorists. No existing bicycle facilities are provided along San Vicente Boulevard; however, future bicycle facilities are programmed for the corridor as part of the Mobility Plan's Bicycle Enhanced Network. No exceptional horizontal or vertical curvatures exist along this section of roadway that would create sight distance issues for Project traffic utilizing the proposed driveway.

Limited parking is provided adjacent to the Project Site. No unusual or new obstacles are presented in the Project design that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians. Further, the Project would consolidate two existing full access driveways into one ingress-only driveway, thus reducing the number of curb cuts and minimizing potential hazards to pedestrians, bicyclists, and motorists.

The alley would provide access to the ground level parking areas on both sides of the building. In addition, the alley would also provide access to the 11 single parking spaces, consistent with existing conditions.

All driveways will be subject to review by LADOT.

Pedestrian and Bicycle Activity

The Project proposes to relocate an existing driveway on San Vicente Boulevard, a designated Boulevard II in the Mobility Plan identified as part of the PED and BEN. The Project would place the driveway at a greater distance from the intersection of San Vicente Boulevard & Olympic Boulevard than the current location in order to provide added sight distance. The driveway would only accommodate right-turn-only ingress maneuvers.

Based on traffic count data from May 2019 at the intersection of San Vicente Boulevard & Olympic Boulevard, approximately 25-35 pedestrians and bicyclists per peak hour, or less than one per minute, traverse the San Vicente Boulevard driveway. Based on the trip generation estimates detailed in Table 5, the Project would generate fewer than two vehicles per minute at the Project driveways. Thus, pedestrians and bicyclists would have adequate gaps in vehicular traffic at the

driveway to safely cross and the Project is unlikely to result an increase in vehicle-pedestrian and vehicle-bicycle conflicts.

The Project driveways would be designed to remain clear of hardscapes, vegetation, or signage that would impede sight lines. Sidewalk treatments across the driveways would be incorporated for increased safety and visibility.

Physical Terrain

The Project Site is located on a flat parcel with little to no change in vertical elevation. Therefore, no line of sight issues would be caused by changes in elevation and drivers would be able to safely identify approaching vehicles, pedestrians, and bicycles at the Project driveways. Driveways are designed to intersect the public ROW at right angles with adequate building setback to allow pedestrians and bicyclists to observe vehicles within the driveways.

The Project would provide private and public open space, landscaped elements, and street trees for shade along the Project perimeter and within the Project Site to create a walkable and attractive pedestrian environment. Pedestrian sidewalks are provided along San Vicente Boulevard, Orange Grove Avenue, and Ogden Drive fronting the Project Site. No pedestrian facilities are provided along the adjacent alley.

Project Location

The Project Site is not located adjacent to a street identified as part of the HIN. Additionally, the Safe Routes to School map does not identify any infrastructure improvement projects within the Study Area.

The proposed driveways along San Vicente Boulevard and the adjacent alley would require new curb cuts within the public ROW. The Project would maintain the designated driveway and roadway width requirements as indicated in the Mobility Plan, and the Project would not preclude future roadway improvements proposed in the Mobility Plan.

Incompatible Uses

The increased hospital density would be compatible with the surrounding land uses and the Project would encourage more pedestrian and transit trips in the area with sidewalk improvements, improved connectivity, and landscaping. Furthermore, the Project would not change the character of the commercial corridor and no elements of the Project's uses or design would be considered incompatible.

Summary

Based on the site plan review and design, the Project does not present any geometric design features that would substantially increase hazards as it relates to traffic movement, mobility, or pedestrian accessibility and, thus, Project impacts are considered less than significant.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block to determine if there may be a cumulatively significant impact. There are currently no identified Related Projects proposed with access points along the same block as the Project. Therefore, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Section 4E
Caltrans Analysis

The City Freeway Guidance identifies the City requirements for a CEQA safety analysis of Caltrans facilities as part of a transportation assessment.

ANALYSIS METHODOLOGY

The City Freeway Guidance relates to the identification of potential safety impacts at freeway off-ramps as a result of increased traffic from development projects. It provides a methodology and significance criteria for assessing whether additional vehicle queueing at off-ramps could result in a safety impact due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Based on the City Freeway Guidance, a transportation assessment for a development project must include analysis of any freeway off-ramp where the project adds 25 or more peak hour trips. A project would result in a significant impact at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes.[2]
2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

Should a significant impact be identified, mitigation measures to be considered include TDM measures to reduce a project's trip generation, investments in active transportation or transit

[2] If an auxiliary lane is provided on the freeway, then half the length of the auxiliary lane is added to the ramp storage length.

system infrastructure to reduce a project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

PROJECT ANALYSIS

Based on the Project's traffic assignments through the Study Area illustrated in Figure 15 and conservatively assuming there would be no diverging trips (e.g., any Project trips entering the Study Area were assumed to originate from the same direction without turning onto other roadways located between the edge of the Study Area and the freeway off-ramp), the Project would not add 25 or more peak hour trips to any freeway off-ramp. Therefore, per the City Freeway Guidance, no freeway off-ramp queuing analysis is required. Furthermore, the addition of Project trips is not anticipated to cause any freeway off-ramp queues to extend beyond the available storage capacity resulting in queuing impacts. Therefore, no corrective measures would be required.

Chapter 5
Non-CEQA Transportation Analysis

This chapter summarizes the non-CEQA transportation analysis of the Project. It includes Project traffic, the expected access, safety, and circulation operations of the Project, and the nearby pedestrian, bicycle, and transit facilities. This chapter also summarizes the evaluation of the Project's operational conditions, parking supply and requirements, and potential effects due to Project construction.

Per Section 3.1 of the TAG, any deficiencies identified based on the non-CEQA transportation analysis is "not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified in Section 2." Section 3 of the TAG identifies the following four non-CEQA transportation analyses for reviewing potential transportation deficiencies that may result from a development project:

- Pedestrian, Bicycle, and Transit Access Assessment
- Project Access, Safety, and Circulation Evaluation
- Residential Street Cut-Through Analysis
- Project Construction

The four non-CEQA transportation analyses were reviewed in detail in Sections 5A-5D. In addition, a review of the proposed parking and the City's parking requirement for the Project is provided in Section 5E.

OPERATIONAL ANALYSIS METHODOLOGY

Intersection operations were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of two intersections in the vicinity of the Project Site were selected for detailed transportation analysis and are shown in Figure 3.

The following traffic conditions were developed and analyzed as part of this study:

- Existing with Project Conditions (Year 2020): This analysis condition projects the potential intersection operating conditions that could be expected if the Project were built under existing conditions.

- Future with Project Conditions (Year 2024): This analysis condition projects the potential intersection operating conditions that could be expected if the Project were occupied in the projected buildout year. In this analysis, the Project-generated traffic is added to Future without Project Conditions (Year 2024).

Operational Evaluation

In accordance with the TAG, the intersection delay and queue analyses for the operational evaluation were conducted using the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) methodology, which was implemented using Synchro software and signal timing worksheets from the agency of jurisdiction to analyze intersection operating conditions. The HCM signalized methodology calculates the average delay, in seconds, for each vehicle passing through the intersections while the HCM unsignalized methodology calculates the control delay, in seconds, for individual approaches of an intersection. Table 9 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A, to stop-and-go conditions at LOS F, for signalized and unsignalized intersections. The queue lengths were estimated using Synchro, which reports the 95th percentile queue length, in feet, for each approach lane. The reported queues are calculated using the HCM signalized and unsignalized intersection methodology.

LOS and queuing worksheets for each scenario are provided in Appendix E.

TABLE 9
LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS

Level of Service	Definition	Delay [a]	
		Signalized Intersections	Unsignalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	0.0 - 10.0	0.0 - 10.0
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	10.1 - 20.0	10.1 - 15.0
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	20.1 - 35.0	15.1 - 25.0
D	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.	35.1 - 55.0	25.1 - 35.0
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	55.1 - 80.0	35.1 - 50.0
F	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.	> 80.0	> 50.0

Notes

Source: *Highway Capacity Manual, 6th Edition (* Transportation Research Board, 2016).

[a] Measured in seconds.

Section 5A

Pedestrian, Bicycle, and Transit Assessment

The TAG indicates that the pedestrian, bicycle, and transit facilities assessment is intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

Factors to consider when assessing a project's potential effect on pedestrian, bicycle, and transit facilities, include the following:

- Would the project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities?
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities?

PROJECT MODIFICATIONS

As previously described, vehicular access to the Project would be provided via three driveways, one ingress-only on San Vicente Boulevard and two full access on the alley. The Project would consolidate two existing full access driveways into one right-turn only / ingress-only driveway on San Vicente Boulevard, thereby reducing potential vehicle-pedestrian and vehicle-bicycle conflicts and improving overall safety for pedestrians, bicyclists, and motorists. The Project would continue the utilization of the adjacent alley to access the parking areas. All driveways would be designed in accordance with LADOT standards and would not present a significant safety hazard for pedestrians or bicyclists.

The Project would improve the adjacent sidewalk facilities to meet ADA requirements for slopes and passable spaces, including ADA compliance at driveways. The Project would not remove or cause degradation of existing sidewalks, crosswalks, pedestrian refuge areas or curb extensions, nor would the Project narrow existing sidewalks, paths, crossings, or access points. The Project

would not result in the deterioration of any existing bicycle facilities or transit facilities as no dedicated bicycle facilities or transit stops are located adjacent to the Project Site.

INTENSIFICATION OF USE

The additional hospital square footage of the Project will likely intensify pedestrian, bicycle, and transit usage in this part of the Wilshire community, which is desirable for reducing dependence on vehicles and the overall VMT attributable to the Project Site.

The Project supports the intensification of use through the design of tree-lined sidewalks, natural landscapes, and bicycle parking. The Project considers safety through well-designed, limited access points on an Avenue or Boulevard, sufficient vehicle and bicycle storage on-site, improved public sidewalks, increased lighting for safety, and enhanced passages to adjacent facilities.

Pedestrian Facilities

Increased pedestrian activity around the Project Site would utilize upgraded, compliant sidewalks for ease of travel with access internal to the site from all frontages. Sidewalk widths established by the Mobility Plan are wide to accommodate more demand, particularly in urban environments. With existing crosswalks at San Vicente Boulevard & Olympic Boulevard adjacent to the Project Site, pedestrians can safely maneuver without requiring illegal crossings.

Bicycle Facilities

While no bicycle facilities are provided to the Project Site, the anticipated increase in bicyclists are accommodated on-site through short- and long-term bicycle parking facilities accessible from public streets and sidewalks. San Vicente Boulevard is identified as part of the BEN. The Project would not preclude the City from implementing improvements to fulfill the goals of the Mobility Plan.

Transit Facilities

Although the Project (and other Related Projects) will cumulatively add transit ridership, as detailed in Table 2, the Project Site and the Study Area are served by multiple bus lines along San Vicente Boulevard, Olympic Boulevard, and Fairfax Avenue. As shown in Tables 3A and 3B, the total residual capacity of the bus lines within 0.25 miles walking distance of the Project Site during the morning and afternoon peak hours is approximately 1,193 and 872 transit trips, respectively.

As shown in Table 5, the total Project trips expected to use transit during the morning and afternoon peak hour trips are projected at four and five vehicle-transit trips, respectively. Based on the average vehicle occupancy factor of 1.55 for all trip purposes in Los Angeles County as identified in *SCAG Regional Travel Demand Model and 2012 Model Validation* (SCAG, March 2016), the total Project vehicle-transit trips correspond to six and eight person-transit trips in the morning and afternoon peak hours, respectively. This result confirms that the adjacent transit capacity can easily accommodate the intensification of transit usage attributable to the Project without significantly absorbing excess capacity.

Section 5B

Project Access, Safety, and Circulation Assessment

This section summarizes the site access, safety, and circulation of the Project Site. It includes an evaluation of the expected access and circulation operations of the Project.

VEHICLES

The proposed circulation plan for the Project, illustrated in Figure 1, includes three driveways, one providing access to San Vicente Boulevard and two providing access to the adjacent alley. The two driveways along the adjacent alley would provide full access by accommodating both left- and right-turn ingress and egress turning maneuvers. The San Vicente Boulevard driveway would accommodate right-turn only ingress maneuvers. All driveways would be constructed to meet the applicable City standards.

The Project does not propose any curb-side passenger loading, as all passenger loading can be accommodated on-site via the porte-cochere adjacent to the lobby entrance. Valet attendants would manage visitor parking to facilitate maneuvers in and around the on-site parking to limit traffic circulation and queuing within the alley. Additional management strategies, including wayfinding and directional signage, website postings, marketing, notification and media materials, etc., would be implemented to minimize circulation on adjacent residential local streets and manage on-site parking to maximize efficiency and avoid underutilization of parking spaces. In addition, employee parking management strategies would include TDM measures, parking assignments, and continued utilization of the nearby Olympia Medical Center Parking Garage, consistent with current operations.

PEDESTRIANS AND BICYCLES

Pedestrian access to the Project would be provided along San Vicente Boulevard. Pedestrian entrances would provide access from the adjacent pedestrian facilities and throughout the physical Project Site. All roadways and driveways intersect at right angles to minimize sight distance concerns, and street trees and other potential impediments to driver and pedestrian visibility are not present in the design.

Visitors and employees arriving by bicycle would have the same access opportunities as pedestrian visitors. In order to facilitate bicycle use, short-term and long-term bicycle parking spaces would be provided, consistent with LAMC Section 12.21 A16. None of the Project's planned infrastructure will reduce safety for vulnerable roadway users.

LOS ANALYSIS

The intersection analysis was conducted based on the HCM methodologies to identify delay and LOS at each of the Study Intersections with development of the Project. Detailed LOS calculation worksheets are provided in Appendix E.

Existing with Project Conditions

Traffic Volumes. The Project-only morning and afternoon peak hour traffic volumes, described in Chapter 3 and shown in Figure 15, were added to the existing morning and afternoon peak hour traffic volumes shown in Figure 9. The resulting volumes are illustrated in Figure 16 and represent Existing with Project Conditions, assuming Project operation under Existing Conditions.

Intersection LOS. Table 10 summarizes the weekday morning and afternoon peak hour LOS results for each of the Study Intersections under Existing and Existing with Project Conditions. As shown in Table 10, the two Study Intersections would operate at LOS C or better during both the morning and afternoon peak hours under Existing and Existing with Project Conditions. The Project demonstrates minimal influence on the vehicular delay at Study Intersections.

Future with Project Conditions

All future cumulative traffic growth (i.e., ambient and Cumulative Project traffic growth) and transportation infrastructure improvements described in Chapter 2 are incorporated into this analysis.

Traffic Volumes. The Project-only morning and afternoon peak hour traffic volumes, described in Chapter 3 and shown in Figure 15, were added to the Future without Project (Year 2024) morning and afternoon peak hour traffic volumes shown in Figure 12. The resulting volumes are illustrated in Figure 17 and represent Future with Project Conditions after development of the Project in Year 2024.

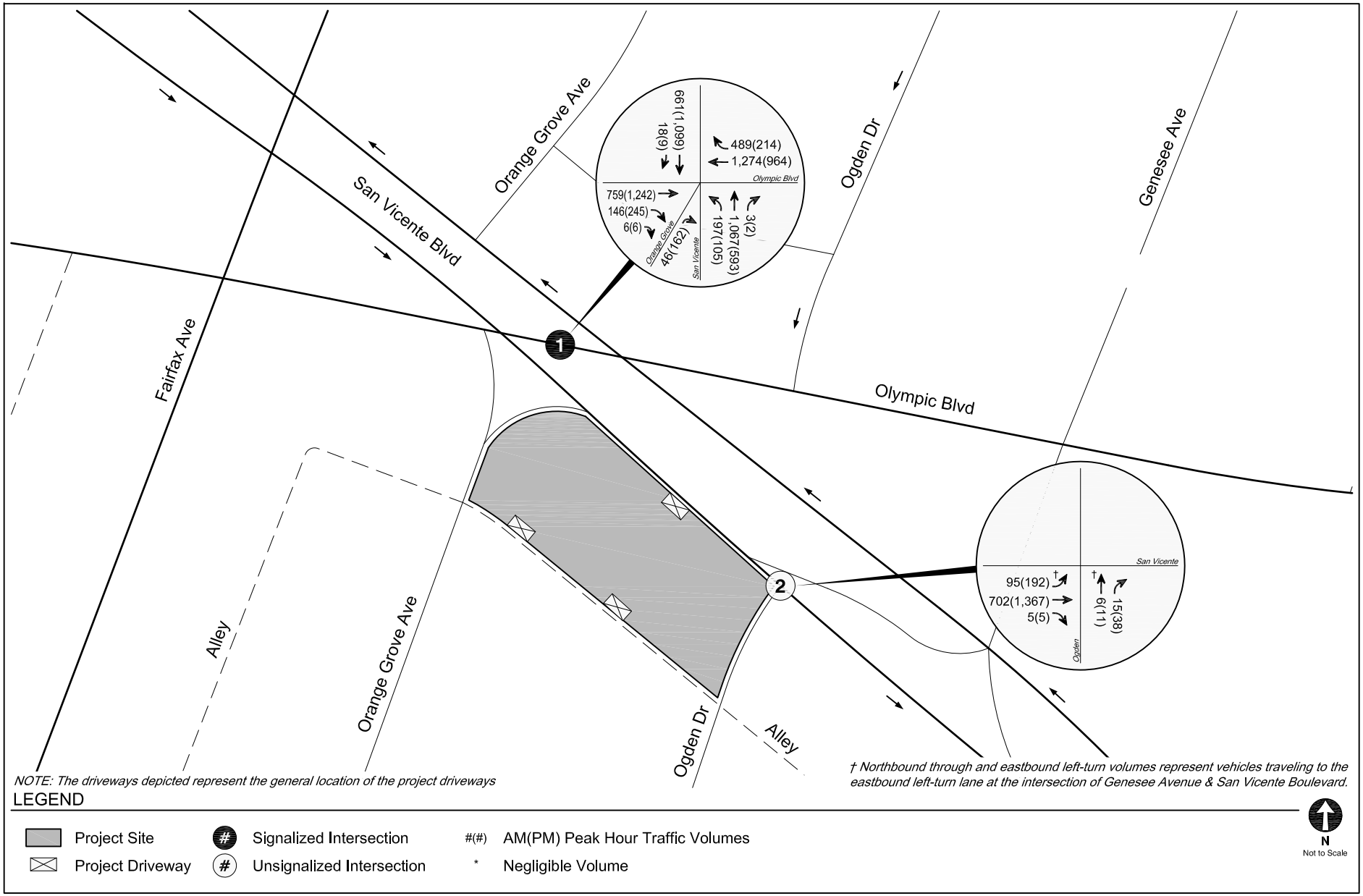
Intersection LOS. Table 11 summarizes the results of the Future without Project (Year 2024) and Future with Project Conditions during the weekday morning and afternoon peak hours for the Study Intersections. As shown in Table 11, the two Study Intersections would operate at LOS C or better during both the morning and afternoon peak hours under Future without Project and Future with Project Conditions. The Project demonstrates minimal influence on the vehicular delay at Study Intersections.

INTERSECTION QUEUING ANALYSIS

The Study Intersections were also analyzed to determine whether the lengths of intersection turning lanes could accommodate vehicle queue lengths.

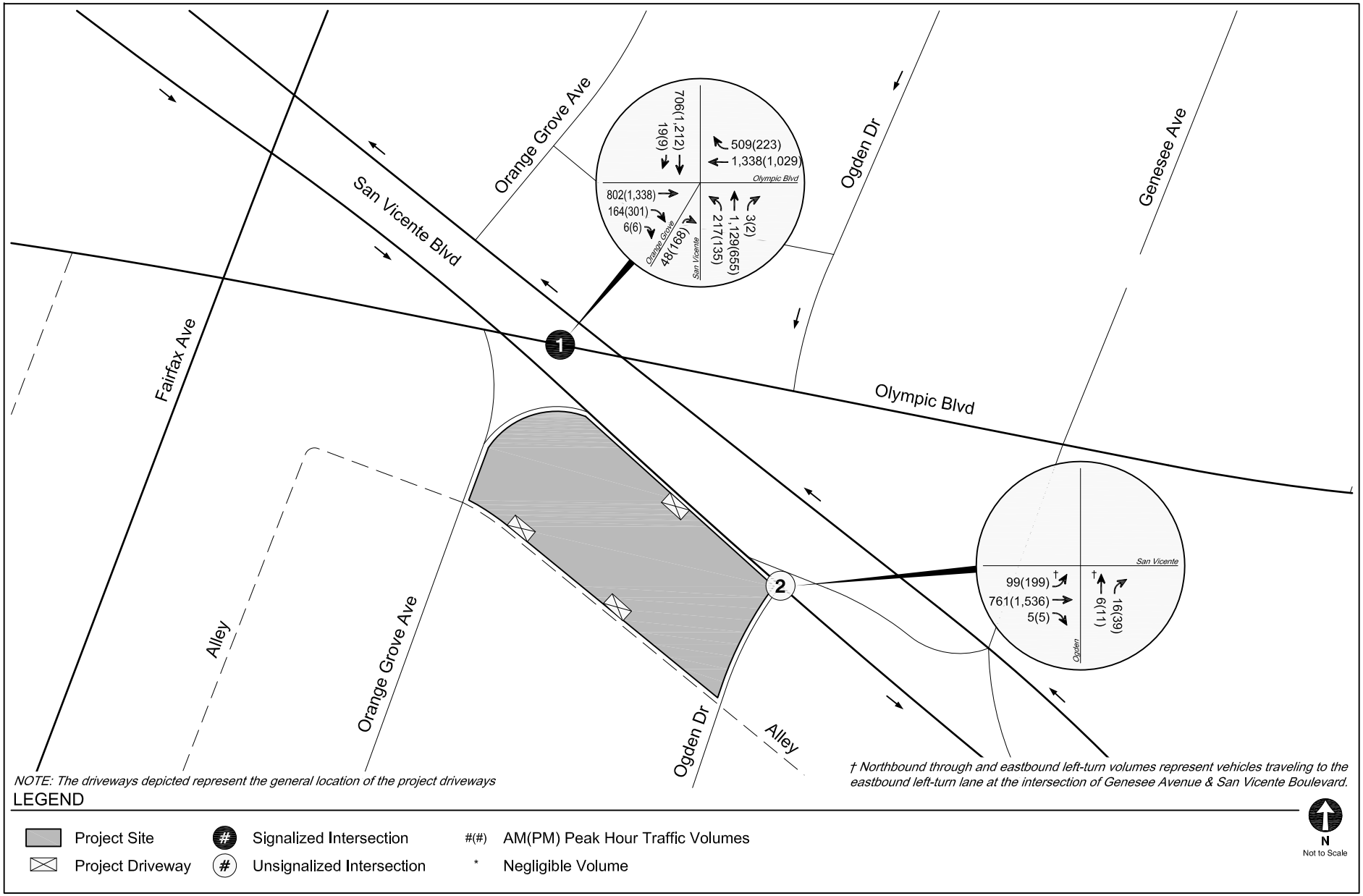
The queue lengths were estimated using Synchro software, which reports the 95th percentile queue length, in feet, for each approach lane. The reported queues are calculated using the HCM signalized and unsignalized intersection methodology. As detailed in Appendix E, the Project would not result in vehicle queues extending beyond the available storage capacity.

Detailed queuing analysis worksheets are provided in Appendix E.



EXISTING WITH PROJECT CONDITIONS (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
16



FUTURE WITH PROJECT CONDITIONS (YEAR 2024)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 17

TABLE 10
EXISTING WITH PROJECT CONDITIONS (YEAR 2020)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Exisiting		Existing with Project	
			Delay	LOS	Delay	LOS
1.	San Vicente Boulevard &	AM	27.9	C	28.0	C
	Olympic Boulevard	PM	26.7	C	26.9	C
2.	Odgen Drive	AM	12.1	B	12.2	B
[a]	San Vicente Boulevard	PM	19.0	C	19.3	C

Notes

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Synchro 10 (HCM 6th Edition Methodology)

[a] Worst-case approach delay is reported for two-way stop-controlled intersections.

TABLE 11
FUTURE WITH PROJECT CONDITIONS (YEAR 2024)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project		Future with Project	
			Delay	LOS	Delay	LOS
1.	San Vicente Boulevard &	AM	29.5	C	29.7	C
	Olympic Boulevard	PM	29.4	C	29.7	C
2.	Odgen Drive	AM	12.5	B	12.6	B
[a]	San Vicente Boulevard	PM	21.6	C	22.0	C

Notes

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Synchro 10 (HCM 6th Edition Methodology)

[a] Worst-case approach delay is reported for two-way stop-controlled intersections.

Section 5C

Residential Street Cut-Through Analysis

This section summarizes the residential street cut-through analysis conducted to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the Mobility Plan, that can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets.

Section 3.5.2 of the TAG provides a list of questions to assess whether the Project would negatively affect residential streets. Because the Project would not generate more than 250 daily net new trips, the Project does not meet the criteria for a residential street cut-through analysis. Further, based on the daily trip generation estimates and the anticipated trip distribution patterns, the Project would not add enough trips to the adjacent residential streets to exceed the most conservative evaluation criteria outlined in Table 3.5-1 of the TAG. In addition, signage would be placed at the driveways to limit Project vehicles from utilizing the adjacent residential streets. Therefore, the Project is not anticipated to excessively burden the adjacent residential Local Streets and no additional corrective measures are required.

Section 5D
Construction Impact Analysis

This section summarizes the construction schedule and construction activities associated with the Project. The construction analysis relates to the temporary issues that may result from the construction activities associated with the Project and was performed in accordance with Section 3.4 of the TAG.

CONSTRUCTION EVALUATION CRITERIA

Section 3.4.3 of the TAG identifies three types of in-street construction issues that require further analysis to assess the effects of a project's construction on the existing pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. The three types of issues and related populations are:

1. Temporary transportation constraints – potential issues on the transportation system
2. Temporary loss of access – potential issues on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential issues on bus travelers

The factors involve the likelihood and extent to which an issue might occur, the potential inconvenience caused to users of the transportation system, and consideration for public safety. Construction activities could potentially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. As detailed in Section 3.4.4 of the TAG, the proposed construction plans should be reviewed to determine whether construction activities would require any of the following actions:

- Street, sidewalk, or lane closures
- Blocking of existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street
- Modification of access to transit stations, stops, or facilities during revenue hours

- Closure or movement of an existing bus stop or rerouting of an existing bus line
- Creation of transportation hazards

PROPOSED CONSTRUCTION SCHEDULE

The Project is anticipated to be constructed over a period of approximately 38 months, with an anticipated completion in Year 2024. The construction period would include sub-phases of site demolition, excavation and grading, foundations, and building construction. Peak haul truck activity occurs during excavation and grading, and peak worker activity occurs during building construction. These two sub-phases of construction were studied in greater detail.

EXCAVATION AND GRADING PHASE

The peak period of truck activity during construction of the Project would occur during excavation and grading of the Project Site.

Haul trucks would travel on approved truck routes designated within the City. Given the Project Site's proximity to I-10, haul truck traffic would take the most direct route to the appropriate freeway ramps. The haul route will be reviewed and approved by the City during evaluation and permitting of the Construction Management Plan.

Based on projections compiled for the Project, approximately 500 cubic yards (CY) of material would be excavated and removed from the Project Site and 1,850 CY of material would be imported to the site over the workday period. Based on construction projections and assuming a haul truck capacity of seven CY, this 22-day period would require up to 12 haul trucks per day. Thus, up to 24 daily haul truck trips (12 inbound, 12 outbound) are forecast to occur during the excavation and grading period.

Transportation Research Circular No. 212, Interim Materials on Highway Capacity (Transportation Research Board, 1980) defines passenger car equivalency (PCE) for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 12-25 of

the HCM suggest a PCE of 2.0 for trucks for this terrain type. Assuming a PCE factor of 2.0, the 24 truck trips would be equivalent to 48 daily PCE trips, (24 inbound, 24 outbound).

In addition, a maximum of 35 construction workers would be on-site during this phase. Assuming minimal carpooling amongst those workers, an average vehicle occupancy (AVO) of 1.135 persons per vehicle was applied, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Therefore, 35 workers would result in 31 inbound and 31 outbound vehicle trips to and from the Project Site during this phase.

With implementation of the Construction Management Plan, it is anticipated that all haul truck activity to and from the Project Site would occur outside of the morning and afternoon peak hours. In addition, as discussed in more detail in the following section, worker trips to and from the Project Site would also occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the excavation and grading phase of construction.

BUILDING CONSTRUCTION PHASE

The traffic issues associated with construction workers depends on the magnitude of workers employed during various phases of construction, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be on-site before the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 PM or after 6:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

According to construction projections prepared for the Project, the building subphase of construction would employ the most construction workers, with approximately 35 workers per day. Assuming an AVO of 1.135 persons per vehicle, 35 workers would result in a total of 31 vehicles that would arrive and depart from the Project Site each day. The estimated number of daily trips associated with the construction workers is approximately 62 (31 inbound and 31 outbound trips), but nearly all of those trips would occur outside of the peak hours, as described above. As such, the building phase of Project construction is not expected to cause a significant traffic issues at any of the Study Intersections.

During construction, adequate parking for construction workers would be secured in a nearby off-site parking facility. Restrictions against workers parking in the public ROW in the vicinity of (or adjacent to) the Project Site would be identified as part of the Construction Management Plan.

Deliveries are also anticipated throughout the day during the building construction phase, which would occur outside of the morning and afternoon peak hours with implementation of the Construction Management Plan.

POTENTIAL IMPACTS WITH ACCESS, TRANSIT, AND CIRCULATION

Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) would be incorporated into the Construction Management Plan. The construction-related issues associated with access and transit are anticipated to be minimal, and the implementation of the Construction Management Plan described below would further reduce those issues.

Access

Construction activities are expected to be primarily contained within the Project Site boundaries. However, it is expected that construction fences and cement truck staging may encroach into the public ROW (e.g., sidewalks) adjacent to the Project Site on San Vicente Boulevard and the alley. Temporary traffic controls would be provided to direct traffic around any closures, as required in the Construction Management Plan. In addition, construction management strategies (e.g., flag persons) would be implemented to maintain access to the neighboring properties along the alley. Temporary closure of the sidewalk on the south side of San Vicente Boulevard would be required throughout the construction period. No other streets would be impeded.

The use of the public ROW along San Vicente Boulevard may require temporary re-routing of pedestrian and bicycle traffic, as the sidewalks fronting the Project Site would be closed construction activities. The Construction Management Plan would include measures to ensure

pedestrian and bicycle safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

Transit

The Project would not require any temporary transit stop relocation during construction. Construction would not impact Metro property or equipment; however, Metro would be notified should the Project construction ultimately be altered to affect any Metro facilities.

Parking

Construction activities are not anticipated to encroach into the roadway along San Vicente Boulevard and would not require the temporary removal of on-street parking adjacent to the Project Site.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval, prior to commencing construction. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation
- Prohibition of construction worker or equipment parking on adjacent streets
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to San Vicente Boulevard, to ensure traffic safety on public rights-of-way

- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag persons)

- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets

- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible

- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets

- Containment of construction activity within the Project Site boundaries

- Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate

Section 5E
Parking

This section provides an analysis of the proposed parking and the potential parking impacts of the Project.

PARKING SUPPLY

The Project would provide a total of 39 automobile spaces and 10 bicycle spaces on-site within one at-grade surface parking lot and one ground level beneath the Project structure.

VEHICLE PARKING CODE REQUIREMENTS

The parking requirement of the hospital component of the Project was calculated by applying the parking rate of 2.0 spaces per hospital bed in accordance with the LAMC. The hospital would have 17 beds.

Utilizing the parking ratio detailed above, the Project would require a total of 34 spaces for the new hospital development, which would be satisfied by the Project's proposed 39 space parking supply. A summary of the LAMC parking requirements is provided in Table 12.

BICYCLE PARKING CODE REQUIREMENTS

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. The Code bicycle parking requirement of the Project is based on the following rates:

- Hospital
    - Short-Term: 1.0 space per 10,000 sf of hospital space

- Long-Term: 1.0 space per 10,000 sf of hospital space

Per the LAMC, the Project's proposed 48,282 sf of hospital space would require a total of five short-term and five long-term bicycle parking spaces.

The total LAMC requirement for the Project is 10 bicycle parking spaces. The Project's proposed 10 bicycle parking spaces would, therefore, meet the LAMC requirements. A summary of the LAMC bicycle parking requirements is provided in Table 13.

TABLE 12
VEHICLE PARKING CODE REQUIREMENTS

Land Use	Size	Code Requirement	Parking Required
Hospital	17 beds	2.0 space / 1 bed	34 spaces
		Total Parking Required	**34 spaces**

Notes
du: dwelling unit
sf: square feet
[a] Hospital parking spaces per LAMC Section 12.21.A.4(d)(1).

TABLE 13
BICYCLE PARKING CODE REQUIREMENTS

Land Use	Size	Short-Term		Long-Term	
		Rate [a]	Requirement	Rate [a]	Requirement
Hospital	48,282 sf	1.0 sp / 10,000 sf	5 sp	1.0 sp / 10,000 sf	5 sp
Total Bicycle Parking Requirements			Short-Term: 5 sp		Long-Term: 5 sp
Total Code Bicycle Parking Requirement					**10 sp**

Notes

sp: spaces

[a] Bicycle requirements as calculated by Section 12.21.A.16 of *Los Angeles Municipal Code (LAMC).*

Chapter 6

Summary and Conclusions

This study was undertaken to analyze the potential transportation impacts of the hospital development Project on regional VMT as well as the local street system. The following summarizes the results of this analysis:

- The Project is located at 6000 San Vicente Boulevard in Los Angeles, California.
- The Project proposes the construction of approximately 48,282 sf of hospital space with parking provided on site. The existing hospital would be removed with completion of the Project.
- After application of appropriate trip reduction credits, the Project is estimated to generate 22 morning peak hour trips and 24 afternoon peak hour trips.
- The Project is anticipated to be complete in Year 2024.
- The Project is consistent with the City's plans, programs, ordinances, and policies and would not result in geometric design hazard impacts.
- The Project would not meet the screening thresholds for further VMT analysis. Therefore, the Project is not anticipated to result in a significant VMT impact and no mitigation measures would be required.
- The Project provides adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding through traffic movements on City streets.
- The design of Project driveways does not introduce safety hazards for pedestrians, bicyclists, or motorists.
- The Project will incorporate pedestrian and bicycle-friendly designs, such as a bicycle parking, adequate sidewalks, and open space.
- All construction activities would occur outside of the commuter morning and afternoon peak hours to the extent feasible and will not result in significant traffic impacts. A Construction Management Plan will ensure that construction impacts are less than significant.
- The Project is in compliance with LAMC vehicle and bicycle parking requirements with appropriate variances.

References

2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element, Los Angeles Department of City Planning, 2010.

CEQA Air Quality Handbook, South Coast Air Quality Management District, 1993.

CEQA Guidelines, California Code of Regulations, Title 14, Section 15000 and following.

City of Los Angeles VMT Calculator Version 1.3, Los Angeles Department of Transportation, July 2020.

Citywide Design Guidelines, Los Angeles City Planning Urban Design Studio, October 2019.

Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy, Southern California Association of Governments, September 2020.

Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.

Interim Guidance for Freeway Safety Analysis Los Angeles Department of Transportation, May 2020

Los Angeles Municipal Code, City of Los Angeles.

Mobility Plan 2035, An Element of the General Plan, Los Angeles Department of City Planning, September 2016.

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan, Los Angeles Department of City Planning, March 2015.

State of California Senate Bill 743, Steinberg, 2013.

Transportation Assessment Guidelines, Los Angeles Department of Transportation, July 2020.

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

Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017.

Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025, City of Los Angeles, August 2015.

Wilshire Community Plan, Los Angeles Department of City Planning, September 2001.

Appendix A

Memorandum of Understanding

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: DOCS Surgical Hospital

Project Address: 6000 San Vicente Boulevard

Project Description: The proposed Project consists of a 5-story, 47,026 SF General Acute Care Hospital with roof deck to replace and demolish an existing 20,945 sf medical hospital in order to accommodate a broader range of medical services, including orthopedic and spine specialty surgeries.

LADOT Project Case Number: CEN20-49809 Project Site Plan attached? *(Required)* ■ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 30 % S 30 % E 20 % W 20 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ■ Yes ☐ No

Trip Generation Rate(s): ITE 10th Edition / Other ITE 10th Edition

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	☐
Transportation Demand Management	☐	☒
Existing Active Land Use	☒	☐
Previous Land Use	☐	☒
Internal Trip	☐	☒
Pass-By Trip	☐	☒

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ■ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	14	7	21
PM Trips	8	15	23

Daily Trips 392 (From VMT Calculator)

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2024 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ■ Yes ☐ No

Map of Study Intersections/Segments attached? ■ Yes ☐ No

STUDY INTERSECTIONS *(May be subject to LADOT revision after access, safety and circulation analysis)*

1 San Vicente Boulevard & Olympic Boulevard & Orange Grove Avenue
2 San Vicente Boulevard & Ogden Drive
3
4
5
6

Is this Project located on a street within the High Injury Network? ☐ Yes ■ No

IV. ACCESS ASSESSMENT

Is the project on a lot that is 0.5-acre or more in total gross area? ■ Yes ☐ No

Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ■ Yes ☐ No

Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ■ Yes ☐ No

V. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Gibson Transportation Consulting, Inc.	
Address:	555 W. 5th St., Suite 3375, Los Angeles, CA 90013	
Phone Number:	(213) 683-0088	
E-Mail:	bhartshorn@gibsontrans.com	

Approved by:	x _____	_____	x _____	5/18/2020
	Consultant's Representative	Date	LADOT Representative	*Date

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

Appendix B

Traffic Volume Data

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
DATE: THURSDAY, MAY 30, 2019
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S SAN VICENTE BOULEVARD
E/W OLYMPIC BOULEVARD
FILE NUMBER: 5_AM

	SAN VICENTE SB LEG			OLYMPIC WB LEG			ORANGE GROVE	SAN VICENTE NB LEG			OLYMPIC EB LEG		
	TO ORANGE	TO SV	NO LT	TO SV	TO OLYMPIC	NO LT	TO SV	TO OLYMPIC	TO SV	TO OLYMPIC	TO ORANGE	TO SV	TO OLYMPIC
15 MINUTE	1	2	3	4	5	6	7A	7B	8	9	10A	10B	11
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBRT	EBTH
0700-0715	2	88	0	48	284	0	5	1	278	68	2	29	70
0715-0730	2	108	0	55	290	0	7	2	260	72	2	33	85
0730-0745	3	121	0	111	318	0	5	0	252	66	2	58	123
0745-0800	6	138	0	122	288	0	6	1	242	69	1	30	165
0800-0815	4	146	0	128	323	0	10	1	273	66	2	39	172
0815-0830	8	167	0	116	322	0	5	0	267	51	3	48	180
0830-0845	2	184	0	113	336	0	10	0	264	39	1	32	198
0845-0900	4	154	0	127	280	0	15	2	250	36	0	21	201
0900-0915	7	135	0	133	268	0	22	1	255	42	4	29	200
0915-0930	6	134	0	139	255	0	15	1	225	20	2	20	205
0930-0945	6	145	0	140	260	0	13	0	276	28	2	25	187
0945-1000	5	149	0	132	242	0	9	0	264	34	3	26	194

	SAN VICENTE SB LEG			OLYMPIC WB LEG			ORANGE GROVE	SAN VICENTE NB LEG			OLYMPIC EB LEG			
	TO ORANGE	TO SV	NO LT	TO SV	TO OLYMPIC	NO LT	TO SV	TO OLYMPIC	TO SV	TO OLYMPIC	TO ORANGE	TO SV	TO OLYMPIC	
1 HOUR	1	2	3	4	5	6	7A	7B	8	9	10A	10B	11	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBRT	EBTH	TOTALS
0700-0800	13	455	0	336	1180	0	23	4	1032	275	7	150	443	3918
0715-0815	15	513	0	416	1219	0	28	4	1027	273	7	160	545	4207
0730-0830	21	572	0	477	1251	0	26	2	1034	252	8	175	640	4458
0745-0845	20	635	0	479	1269	0	31	2	1046	225	7	149	715	4578
0800-0900	18	651	0	484	1261	0	40	3	1054	192	6	140	751	4600
0815-0915	21	640	0	489	1206	0	52	3	1036	168	8	130	779	4532
0830-0930	19	607	0	512	1139	0	62	4	994	137	7	102	804	4387
0845-0945	23	568	0	539	1063	0	65	4	1006	126	8	95	793	4290
0900-1000	24	563	0	544	1025	0	59	2	1020	124	11	100	786	4258

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
DATE: THURSDAY, MAY 30, 2019
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S SAN VICENTE BOULEVARD
E/W OLYMPIC BOULEVARD
FILE NUMBER: 5_PM

	SAN VICENTE SB LEG			OLYMPIC WB LEG			ORANGE GROVE	SAN VICENTE NB LEG			OLYMPIC EB LEG		
	TO ORANGE	TO SV	NO LT	TO SV	TO OLYMPIC	NO LT	TO SV	TO OLYMPIC	TO SV	TO OLYMPIC	TO ORANGE	TO SV	TO OLYMPIC
15 MINUTE	1	2	3	4	5	6	7A	7B	8	9	10A	10B	11
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBRT	EBTH
0300-0315	3	254	0	60	189	0	16	0	149	27	0	58	241
0315-0330	5	276	0	54	203	0	25	0	173	26	0	58	250
0330-0345	2	281	0	52	210	0	30	0	150	20	2	58	283
0345-0400	3	269	0	63	208	0	39	0	168	17	3	75	300
0400-0415	2	288	0	59	192	0	28	0	150	21	1	59	307
0415-0430	1	264	0	44	224	0	28	3	153	28	2	76	301
0430-0445	3	283	0	52	218	0	24	1	135	20	3	68	291
0445-0500	4	292	0	70	232	0	31	1	165	23	0	58	288
0500-0515	1	276	0	58	239	0	40	0	140	26	0	50	299
0515-0530	1	254	0	44	241	0	42	1	155	26	4	63	328
0530-0545	3	264	0	40	242	0	36	0	124	23	2	69	315
0545-0600	0	266	0	49	220	0	40	1	154	28	0	52	300

	SAN VICENTE SB LEG			OLYMPIC WB LEG			ORANGE GROVE	SAN VICENTE NB LEG			OLYMPIC EB LEG			
	TO ORANGE	TO SV	NO LT	TO SV	TO OLYMPIC	NO LT	TO SV	TO OLYMPIC	TO SV	TO OLYMPIC	TO ORANGE	TO SV	TO OLYMPIC	
1 HOUR	1	2	3	4	5	6	7A	7B	8	9	10A	10B	11	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBRT	EBTH	TOTALS
0300-0400	13	1080	0	229	810	0	110	0	640	90	5	249	1074	4300
0315-0415	12	1114	0	228	813	0	122	0	641	84	6	250	1140	4410
0330-0430	8	1102	0	218	834	0	125	3	621	86	8	268	1191	4464
0345-0445	9	1104	0	218	842	0	119	4	606	86	9	278	1199	4474
0400-0500	10	1127	0	225	866	0	111	5	603	92	6	261	1187	4493
0415-0515	9	1115	0	224	913	0	123	5	593	97	5	252	1179	4515
0430-0530	9	1105	0	224	930	0	137	3	595	95	7	239	1206	4550
0445-0545	9	1086	0	212	954	0	149	2	584	98	6	240	1230	4570
0500-0600	5	1060	0	191	942	0	158	2	573	103	6	234	1242	4516

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES

DATE: THURSDAY, MAY 30, 2019

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: SAN VICENTE BOULEVARD / OLYMPIC BOULEVARD

FILE: 5AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	0	2	0
0715-0730	0	0	2	0
0730-0745	1	0	2	0
0745-0800	0	0	3	0
0800-0815	3	0	4	0
0815-0830	0	0	7	0
0830-0845	2	0	4	0
0845-0900	1	0	6	0
0900-0915	1	0	7	0
0915-0930	1	0	2	0
0930-0945	0	0	1	0
0945-1000	0	0	2	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	0	0	1	0
0745-0800	0	0	0	0
0800-0815	1	0	3	0
0815-0830	0	0	0	0
0830-0845	0	0	2	0
0845-0900	1	0	1	0
0900-0915	1	0	1	0
0915-0930	0	0	1	0
0930-0945	0	0	0	0
0945-1000	1	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	2	0	9	0	11
0715-0815	4	0	11	0	15
0730-0830	4	0	16	0	20
0745-0845	5	0	18	0	23
0800-0900	6	0	21	0	27
0815-0915	4	0	24	0	28
0830-0930	5	0	19	0	24
0845-0945	3	0	16	0	19
0900-1000	2	0	12	0	14

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	0	1	0	1
0715-0815	1	0	4	0	5
0730-0830	1	0	4	0	5
0745-0845	1	0	5	0	6
0800-0900	2	0	6	0	8
0815-0915	2	0	4	0	6
0830-0930	2	0	5	0	7
0845-0945	2	0	3	0	5
0900-1000	2	0	2	0	4

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES

DATE: THURSDAY, MAY 30, 2019

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: SAN VICENTE BOULEVARD / OLYMPIC BOULEVARD

FILE: 5PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	2	0	10	0
0315-0330	2	0	5	0
0330-0345	3	0	3	0
0345-0400	2	0	7	0
0400-0415	1	0	4	0
0415-0430	2	0	3	0
0430-0445	2	0	4	0
0445-0500	5	0	2	0
0500-0515	1	0	3	0
0515-0530	2	0	7	0
0530-0545	5	0	7	0
0545-0600	3	0	7	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	1	0	1	0
0315-0330	1	0	1	0
0330-0345	0	0	0	0
0345-0400	1	0	2	0
0400-0415	1	0	1	0
0415-0430	1	0	0	0
0430-0445	2	0	0	0
0445-0500	1	0	0	0
0500-0515	1	0	0	0
0515-0530	1	0	0	0
0530-0545	1	0	0	0
0545-0600	1	0	1	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	9	0	25	0	34
0315-0415	8	0	19	0	27
0330-0430	8	0	17	0	25
0345-0445	7	0	18	0	25
0400-0500	10	0	13	0	23
0415-0515	10	0	12	0	22
0430-0530	10	0	16	0	26
0445-0545	13	0	19	0	32
0500-0600	11	0	24	0	35

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	3	0	4	0	7
0315-0415	3	0	4	0	7
0330-0430	3	0	3	0	6
0345-0445	5	0	3	0	8
0400-0500	5	0	1	0	6
0415-0515	5	0	0	0	5
0430-0530	5	0	0	0	5
0445-0545	4	0	0	0	4
0500-0600	4	0	1	0	5

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

Turning Movement Count Report AM

Location ID: 1
North/South: San Vicente Boulevard
East/West: Olympic Boulevard

Date: 03/12/20
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	77	0	119	330	0	0	261	54	10	90	0	941
7:15	0	112	0	123	398	0	0	254	39	20	101	0	1047
7:30	0	98	0	121	313	0	0	287	50	24	158	0	1051
7:45	0	164	0	130	371	0	0	267	52	26	229	0	1239
8:00	0	134	0	113	323	0	0	283	53	40	217	0	1163
8:15	0	181	0	149	387	0	0	246	35	29	261	0	1288
8:30	0	162	0	135	331	0	0	265	39	24	248	0	1204
8:45	0	172	0	146	334	0	0	220	31	29	251	0	1183
9:00	0	126	0	153	305	0	0	237	28	26	195	0	1070
9:15	0	156	0	154	247	0	0	244	12	34	211	0	1058
9:30	0	120	0	153	205	0	0	245	38	23	185	0	969
9:45	0	157	0	174	240	0	0	242	27	26	181	0	1047
Total Volume:	0	1659	0	1670	3784	0	0	3051	458	311	2327	0	13260
Approach %	0%	100%	0%	31%	69%	0%	0%	87%	13%	12%	88%	0%	
Peak Hr Begin:	7:45												
PHV	0	641	0	527	1412	0	0	1061	179	119	955	0	4894
PHF	0.885			0.904			0.923			0.926			0.950

Turning Movement Count Report PM

Location ID: 1
North/South: San Vicente Boulevard
East/West: Olympic Boulevard

Date: 03/12/20
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	265	0	56	173	0	0	135	6	53	262	0	950
15:15	0	264	0	38	190	0	0	136	33	62	297	0	1020
15:30	0	280	0	64	205	0	0	138	28	66	259	0	1040
15:45	0	249	0	65	177	0	0	162	32	57	259	0	1001
16:00	0	287	0	40	205	0	0	136	14	61	308	0	1051
16:15	0	265	0	57	204	0	0	154	24	56	306	0	1066
16:30	0	291	0	41	224	0	0	137	25	57	340	0	1115
16:45	0	276	0	39	206	0	0	111	26	53	333	0	1044
17:00	0	302	0	44	192	1	0	136	26	64	289	0	1054
17:15	0	273	0	46	234	0	0	119	18	83	305	0	1078
17:30	0	308	0	58	217	0	0	153	23	52	318	0	1129
17:45	0	279	1	41	207	0	0	158	23	46	316	0	1071
Total Volume:	0	3339	1	589	2434	1	0	1675	278	710	3592	0	12619
Approach %	0%	100%	0%	19%	80%	0%	0%	86%	14%	17%	83%	0%	
Peak Hr Begin:	17:00												
PHV	0	1162	1	189	850	1	0	566	90	245	1228	0	4332
PHF	0.944			0.929			0.906			0.949			0.959

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	3	0	0	0
7:15	1	0	0	0	1	0	0	0
7:30	0	0	4	0	1	0	0	0
7:45	0	0	0	0	1	0	0	0
8:00	0	0	0	0	4	0	0	0
8:15	0	0	0	0	2	0	0	0
8:30	0	0	0	1	5	0	0	0
8:45	2	0	0	0	2	0	0	0
9:00	2	0	0	0	0	0	1	0
9:15	2	0	0	0	1	0	0	0
9:30	1	1	0	0	2	0	3	0
9:45	1	0	0	0	0	0	0	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	1	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	0
16:00	0	0	1	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	1	0	1	0	0	0
17:00	0	0	0	0	2	0	0	0
17:15	2	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	2	0	0	0

Turning Movement Count Report AM

Location ID: 2
North/South: Ogden Drive
East/West: San Vicente Boulevard

Date: 03/12/20
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	0	0	3	1	0	1	80	10	95
7:15	0	0	0	0	0	0	1	1	0	0	107	11	120
7:30	0	0	0	0	0	0	3	2	0	1	124	17	147
7:45	0	0	0	0	0	0	7	5	0	1	155	16	184
8:00	0	0	0	0	0	0	1	0	0	1	177	12	191
8:15	0	0	0	0	0	0	4	1	0	2	162	28	197
8:30	0	0	0	0	0	0	7	3	0	1	189	29	229
8:45	0	0	0	0	0	0	2	1	0	1	172	22	198
9:00	0	0	0	0	0	0	6	3	0	1	163	18	191
9:15	0	0	0	0	0	0	3	1	0	1	146	25	176
9:30	0	0	0	0	0	0	2	2	0	5	149	18	176
9:45	0	0	0	0	0	0	9	1	0	1	142	26	179
Total Volume:	0	0	0	0	0	0	48	21	0	16	1766	232	2083
Approach %	0%	0%	0%	0%	0%	0%	70%	30%	0%	1%	88%	12%	
Peak Hr Begin:	8:00												
PHV	0	0	0	0	0	0	14	5	0	5	700	91	815
PHF	0.000			0.000			0.475			0.909			0.890

Turning Movement Count Report PM

Location ID: 2
North/South: Ogden Drive
East/West: San Vicente Boulevard

Date: 03/12/20
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	0	0	0	1	2	0	4	305	45	357
15:15	0	0	0	0	0	0	6	4	0	5	323	46	384
15:30	0	0	0	0	0	0	7	4	0	0	317	31	359
15:45	0	0	0	0	0	0	5	1	0	2	317	36	361
16:00	0	0	0	0	0	0	9	3	0	2	314	55	383
16:15	0	0	0	0	0	0	3	5	0	4	320	41	373
16:30	0	0	0	0	0	0	9	3	0	0	319	56	387
16:45	0	0	0	0	0	0	9	3	0	3	308	49	372
17:00	0	0	0	0	0	0	9	2	0	1	348	36	396
17:15	0	0	0	0	0	0	8	1	0	1	362	38	410
17:30	0	0	0	0	0	0	8	1	0	4	318	38	369
17:45	0	0	0	0	0	0	4	1	0	4	308	39	356
Total Volume:	0	0	0	0	0	0	78	30	0	30	3859	510	4507
Approach %	0%	0%	0%	0%	0%	0%	72%	28%	0%	1%	88%	12%	
Peak Hr Begin:	16:30												
PHV	0	0	0	0	0	0	35	9	0	5	1337	179	1565
PHF	0.000			0.000			0.917			0.948			0.954

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	1	0	0	0
7:15	0	0	0	0	4	0	0	0
7:30	0	0	0	0	3	0	0	0
7:45	0	0	0	0	5	0	0	0
8:00	0	0	0	0	1	0	0	0
8:15	0	0	0	0	2	0	0	0
8:30	0	0	0	0	4	0	0	0
8:45	0	0	0	0	6	0	0	0
9:00	0	0	0	0	3	0	0	0
9:15	0	0	0	0	1	0	0	0
9:30	0	0	0	0	4	0	0	0
9:45	0	0	0	0	3	0	0	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	1	0	0	0
16:00	0	0	0	0	1	0	0	0
16:15	0	0	0	0	1	0	0	0
16:30	0	0	0	0	0	0	3	0
16:45	0	0	0	0	0	0	1	0
17:00	0	0	0	0	3	0	0	0
17:15	0	0	0	0	1	0	0	0
17:30	0	0	0	0	3	0	0	0
17:45	0	0	0	0	3	0	2	0

Appendix C

Plans, Policies, and Programs Consistency Worksheets

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in bold text ((i.e. ☐ Yes or ☐ No), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☑ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☑ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

☐ Yes ☑ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☐ Yes ☑ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☐ Yes ☑ No ☐ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☐ Yes ☐ No ☑ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

☐ **Yes** ☐ **No** ☑ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 2 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 3 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 4 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☐ **Yes** ☑ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or

- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☑ **Yes** ☐ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

☐ **Yes** ☑ No ☐ N/A

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

☐ **Yes** ☑ No ☐ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☑ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ **No** ☑ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☑ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ **No** ☑ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☑ Yes ☐ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

☐ Yes ☑ **No** ☐ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☑ Yes ☐ **No**

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

☑ Yes ☐ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☑ Yes ☐ **No** ☐ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?

☑ Yes ☐ No

E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?

☐ Yes ☑ No ☐ N/A

E.3 If the Answer to E.1 is NO, does the Project result in a net increase in VMT?

☐ Yes ☐ No ☑ N/A

If the Answer to E.2 or E.3 is NO, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult Section 2.2.4 of the Transportation Assessment Guidelines (TAG). Section 2.2.4 provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1 http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines. https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035 https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Appendix D

VMT Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 6000 San Vicente Boulevard Hospital

Scenario:

Address: 6000 W SAN VICENTE BLVD, 90036

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU
(custom) Hospital | Retail/Non-Retail	Non-Retail	LU type
(custom) Hospital | Residents	0	Person
(custom) Hospital | Employees	45	Person
(custom) Hospital | Daily	224	Trips
(custom) Hospital | HBW-Attraction Split	12	Percent
(custom) Hospital | HBO-Attraction Split	52	Percent
(custom) Hospital | NHB-Attraction Split	18	Percent
(custom) Hospital | HBW-Production Split	0	Percent
(custom) Hospital | HBO-Production Split	0	Percent
(custom) Hospital | NHB-Production Split	18	Percent

☑ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU
(custom) Hospital | Daily	518	Trips
(custom) Hospital | HBW-Attraction Split	12	Percent
(custom) Hospital | HBO-Attraction Split	52	Percent
(custom) Hospital | NHB-Attraction Split	18	Percent
(custom) Hospital | HBW-Production Split	0	Percent
(custom) Hospital | HBO-Production Split	0	Percent
(custom) Hospital | NHB-Production Split	18	Percent
(custom) Hospital | Daily	0	Residents
(custom) Hospital | Daily	60	Employees
(custom) Hospital | Daily	Non-Retail	Retail/Non-Re

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
182 Daily Vehicle Trips	421 Daily Vehicle Trips
1,301 Daily VMT	3,008 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	239 Net Daily Trips
The net increase in daily VMT ≤ 0	1,707 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

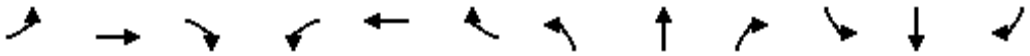
9/28/2020

Appendix E

HCM Analysis Worksheets

HCM 6th Signalized Intersection Summary
1: San Vicente Boulevard & Olympic Boulevard

08/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	759	147	0	1274	489	194	1065	3	0	658	18
Future Volume (veh/h)	0	759	147	0	1274	489	194	1065	3	0	658	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	825	160	0	1385	532	211	1158	3	0	715	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	2110	406	0	1789	679	245	2051	5	0	1182	33
Arrive On Green	0.00	0.49	0.49	0.00	0.49	0.49	0.14	0.39	0.39	0.00	0.18	0.18
Sat Flow, veh/h	0	4466	828	0	3812	1382	1781	5258	14	0	6745	180
Grp Volume(v), veh/h	0	652	333	0	1293	624	211	750	411	0	531	204
Grp Sat Flow(s),veh/h/ln	0	1702	1721	0	1702	1622	1781	1702	1868	0	1609	1838
Q Serve(g_s), s	0.0	12.1	12.2	0.0	31.2	31.8	11.6	17.2	17.2	0.0	10.1	10.2
Cycle Q Clear(g_c), s	0.0	12.1	12.2	0.0	31.2	31.8	11.6	17.2	17.2	0.0	10.1	10.2
Prop In Lane	0.00		0.48	0.00		0.85	1.00		0.01	0.00		0.10
Lane Grp Cap(c), veh/h	0	1671	845	0	1671	796	245	1328	728	0	880	335
V/C Ratio(X)	0.00	0.39	0.39	0.00	0.77	0.78	0.86	0.56	0.56	0.00	0.60	0.61
Avail Cap(c_a), veh/h	0	1671	845	0	1671	796	321	1328	728	0	880	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	16.0	16.1	0.0	20.9	21.1	42.2	23.9	23.9	0.0	37.6	37.6
Incr Delay (d2), s/veh	0.0	0.7	1.4	0.0	3.6	7.6	16.6	1.7	3.2	0.0	3.1	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.1	8.5	0.0	18.1	18.7	10.1	11.1	12.4	0.0	7.4	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.7	17.4	0.0	24.4	28.7	58.8	25.6	27.0	0.0	40.6	45.6
LnGrp LOS	A	B	B	A	C	C	E	C	C	A	D	D
Approach Vol, veh/h		985			1917			1372			735	
Approach Delay, s/veh		17.0			25.8			31.1			42.0	
Approach LOS		B			C			C			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		54.0		46.0		54.0	20.8	25.2				
Change Period (Y+Rc), s		4.9		7.0		4.9	7.0	7.0				
Max Green Setting (Gmax), s		49.1		39.0		49.1	18.0	14.0				
Max Q Clear Time (g_c+I1), s		33.8		19.2		14.2	13.6	12.2				
Green Ext Time (p_c), s		11.1		7.3		7.6	0.2	0.8				

Intersection Summary												
HCM 6th Ctrl Delay			27.9									
HCM 6th LOS			C									

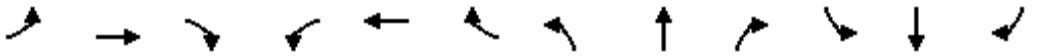
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	91	700	5	0	0	0	0	5	14	0	0	0
Future Vol, veh/h	91	700	5	0	0	0	0	5	14	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	99	761	5	0	0	0	0	5	15	0	0	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	-	962	383
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	5.34	-	-	-	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	4.02	3.92
Pot Cap-1 Maneuver	-	-	-	0	254	525
Stage 1	-	-	-	0	332	-
Stage 2	-	-	-	0	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	0	525
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		12.1
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	525	-	-	-
HCM Lane V/C Ratio	0.039	-	-	-
HCM Control Delay (s)	12.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1242	248	0	964	214	99	590	2	0	1097	9
Future Volume (veh/h)	0	1242	248	0	964	214	99	590	2	0	1097	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	1350	270	0	1048	233	108	641	2	0	1192	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	1925	385	0	1885	419	136	2260	7	0	1881	16
Arrive On Green	0.00	0.45	0.45	0.00	0.45	0.45	0.08	0.43	0.43	0.00	0.28	0.28
Sat Flow, veh/h	0	4436	853	0	4348	928	1781	5255	16	0	6892	56
Grp Volume(v), veh/h	0	1077	543	0	853	428	108	415	228	0	867	335
Grp Sat Flow(s),veh/h/ln	0	1702	1717	0	1702	1703	1781	1702	1867	0	1609	1860
Q Serve(g_s), s	0.0	25.4	25.4	0.0	18.4	18.4	6.0	7.9	7.9	0.0	15.7	15.7
Cycle Q Clear(g_c), s	0.0	25.4	25.4	0.0	18.4	18.4	6.0	7.9	7.9	0.0	15.7	15.7
Prop In Lane	0.00		0.50	0.00		0.54	1.00		0.01	0.00		0.03
Lane Grp Cap(c), veh/h	0	1535	774	0	1535	768	136	1464	803	0	1369	528
V/C Ratio(X)	0.00	0.70	0.70	0.00	0.56	0.56	0.79	0.28	0.28	0.00	0.63	0.63
Avail Cap(c_a), veh/h	0	1535	774	0	1535	768	214	1464	803	0	1369	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	22.0	22.1	0.0	20.1	20.1	45.4	18.5	18.5	0.0	31.3	31.3
Incr Delay (d2), s/veh	0.0	2.7	5.3	0.0	1.5	2.9	10.3	0.5	0.9	0.0	2.2	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	15.3	16.2	0.0	11.6	12.0	5.3	5.5	6.2	0.0	10.2	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.7	27.3	0.0	21.6	23.0	55.7	19.0	19.4	0.0	33.5	37.0
LnGrp LOS	A	C	C	A	C	C	E	B	B	A	C	D
Approach Vol, veh/h		1620			1281			751			1202	
Approach Delay, s/veh		25.6			22.1			24.4			34.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0	14.6	35.4				
Change Period (Y+Rc), s		4.9		7.0		4.9	7.0	7.0				
Max Green Setting (Gmax), s		45.1		43.0		45.1	12.0	24.0				
Max Q Clear Time (g_c+I1), s		20.4		9.9		27.4	8.0	17.7				
Green Ext Time (p_c), s		9.7		4.2		10.5	0.1	3.7				

Intersection Summary												
HCM 6th Ctrl Delay			26.7									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	183	1364	5	0	0	0	0	9	36	0	0	0
Future Vol, veh/h	183	1364	5	0	0	0	0	9	36	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	199	1483	5	0	0	0	0	10	39	0	0	0

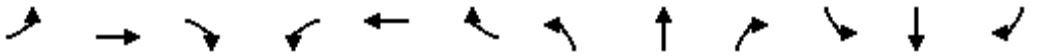
Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	-	1884	744
Stage 1	-	-	-	-	1884	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	5.34	-	-	-	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	4.02	3.92
Pot Cap-1 Maneuver	-	-	-	0	70	306
Stage 1	-	-	-	0	118	-
Stage 2	-	-	-	0	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	0	306
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		19
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	306	-	-	-
HCM Lane V/C Ratio	0.16	-	-	-
HCM Control Delay (s)	19	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

HCM 6th Signalized Intersection Summary
1: San Vicente Boulevard & Olympic Boulevard

09/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	759	152	0	1274	489	197	1067	3	0	661	18
Future Volume (veh/h)	0	759	152	0	1274	489	197	1067	3	0	661	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	825	165	0	1385	532	214	1160	3	0	718	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	2098	417	0	1789	679	248	2051	5	0	1171	32
Arrive On Green	0.00	0.49	0.49	0.00	0.49	0.49	0.14	0.39	0.39	0.00	0.18	0.18
Sat Flow, veh/h	0	4441	849	0	3812	1382	1781	5258	14	0	6746	180
Grp Volume(v), veh/h	0	656	334	0	1293	624	214	751	412	0	533	205
Grp Sat Flow(s),veh/h/ln	0	1702	1718	0	1702	1622	1781	1702	1868	0	1609	1838
Q Serve(g_s), s	0.0	12.2	12.3	0.0	31.2	31.8	11.8	17.3	17.3	0.0	10.2	10.3
Cycle Q Clear(g_c), s	0.0	12.2	12.3	0.0	31.2	31.8	11.8	17.3	17.3	0.0	10.2	10.3
Prop In Lane	0.00		0.49	0.00		0.85	1.00		0.01	0.00		0.10
Lane Grp Cap(c), veh/h	0	1671	843	0	1671	796	248	1328	728	0	872	332
V/C Ratio(X)	0.00	0.39	0.40	0.00	0.77	0.78	0.86	0.57	0.57	0.00	0.61	0.62
Avail Cap(c_a), veh/h	0	1671	843	0	1671	796	321	1328	728	0	872	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	16.0	16.1	0.0	20.9	21.1	42.1	23.9	23.9	0.0	37.7	37.8
Incr Delay (d2), s/veh	0.0	0.7	1.4	0.0	3.6	7.6	17.0	1.7	3.2	0.0	3.2	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.2	8.5	0.0	18.1	18.7	10.2	11.2	12.4	0.0	7.5	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.7	17.5	0.0	24.4	28.7	59.1	25.6	27.0	0.0	40.9	46.1
LnGrp LOS	A	B	B	A	C	C	E	C	C	A	D	D
Approach Vol, veh/h		990			1917			1377			738	
Approach Delay, s/veh		17.0			25.8			31.3			42.4	
Approach LOS		B			C			C			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		54.0		46.0		54.0	20.9	25.1				
Change Period (Y+Rc), s		4.9		7.0		4.9	7.0	7.0				
Max Green Setting (Gmax), s		49.1		39.0		49.1	18.0	14.0				
Max Q Clear Time (g_c+I1), s		33.8		19.3		14.3	13.8	12.3				
Green Ext Time (p_c), s		11.1		7.4		7.7	0.2	0.8				

Intersection Summary												
HCM 6th Ctrl Delay			28.0									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	95	702	5	0	0	0	0	6	15	0	0	0
Future Vol, veh/h	95	702	5	0	0	0	0	6	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	763	5	0	0	0	0	7	16	0	0	0

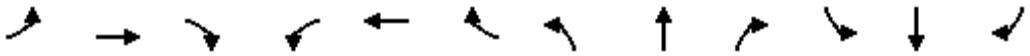
Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	-	972	384
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	5.34	-	-	-	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	4.02	3.92
Pot Cap-1 Maneuver	-	-	-	0	251	525
Stage 1	-	-	-	0	329	-
Stage 2	-	-	-	0	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	0	525
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		12.2
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	525	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-
HCM Control Delay (s)	12.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

HCM 6th Signalized Intersection Summary
1: San Vicente Boulevard & Olympic Boulevard

09/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1242	251	0	964	214	105	593	2	0	1099	9
Future Volume (veh/h)	0	1242	251	0	964	214	105	593	2	0	1099	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	1350	273	0	1048	233	114	645	2	0	1195	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	1921	388	0	1885	419	143	2260	7	0	1856	16
Arrive On Green	0.00	0.45	0.45	0.00	0.45	0.45	0.08	0.43	0.43	0.00	0.28	0.28
Sat Flow, veh/h	0	4427	861	0	4348	928	1781	5255	16	0	6892	55
Grp Volume(v), veh/h	0	1079	544	0	853	428	114	418	229	0	870	335
Grp Sat Flow(s),veh/h/ln	0	1702	1715	0	1702	1703	1781	1702	1867	0	1609	1860
Q Serve(g_s), s	0.0	25.5	25.5	0.0	18.4	18.4	6.3	8.0	8.0	0.0	15.8	15.8
Cycle Q Clear(g_c), s	0.0	25.5	25.5	0.0	18.4	18.4	6.3	8.0	8.0	0.0	15.8	15.8
Prop In Lane	0.00		0.50	0.00		0.54	1.00		0.01	0.00		0.03
Lane Grp Cap(c), veh/h	0	1535	774	0	1535	768	143	1464	803	0	1350	521
V/C Ratio(X)	0.00	0.70	0.70	0.00	0.56	0.56	0.80	0.29	0.29	0.00	0.64	0.64
Avail Cap(c_a), veh/h	0	1535	774	0	1535	768	214	1464	803	0	1350	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	22.1	22.1	0.0	20.1	20.1	45.2	18.5	18.5	0.0	31.6	31.6
Incr Delay (d2), s/veh	0.0	2.7	5.3	0.0	1.5	2.9	11.9	0.5	0.9	0.0	2.4	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	15.4	16.2	0.0	11.6	12.0	5.7	5.5	6.2	0.0	10.3	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.8	27.4	0.0	21.6	23.0	57.1	19.0	19.4	0.0	34.0	37.7
LnGrp LOS	A	C	C	A	C	C	E	B	B	A	C	D
Approach Vol, veh/h		1623			1281			761			1205	
Approach Delay, s/veh		25.6			22.1			24.8			35.0	
Approach LOS		C			C			C			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0	15.0	35.0				
Change Period (Y+Rc), s		4.9		7.0		4.9	7.0	7.0				
Max Green Setting (Gmax), s		45.1		43.0		45.1	12.0	24.0				
Max Q Clear Time (g_c+I1), s		20.4		10.0		27.5	8.3	17.8				
Green Ext Time (p_c), s		9.7		4.2		10.5	0.1	3.6				

Intersection Summary												
HCM 6th Ctrl Delay			26.9									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	192	1367	5	0	0	0	0	11	38	0	0	0
Future Vol, veh/h	192	1367	5	0	0	0	0	11	38	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	209	1486	5	0	0	0	0	12	41	0	0	0

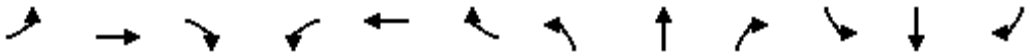
Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	-	1907	746
Stage 1	-	-	-	-	1907	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	5.34	-	-	-	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	4.02	3.92
Pot Cap-1 Maneuver	-	-	-	0	68	305
Stage 1	-	-	-	0	115	-
Stage 2	-	-	-	0	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	0	305
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		19.3
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	305	-	-	-
HCM Lane V/C Ratio	0.175	-	-	-
HCM Control Delay (s)	19.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

HCM 6th Signalized Intersection Summary
1: San Vicente Boulevard & Olympic Boulevard

08/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	802	165	0	1338	509	214	1127	3	0	703	19
Future Volume (veh/h)	0	802	165	0	1338	509	214	1127	3	0	703	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	872	179	0	1454	553	233	1225	3	0	764	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	2087	426	0	1797	672	267	2051	5	0	1105	30
Arrive On Green	0.00	0.49	0.49	0.00	0.49	0.49	0.15	0.39	0.39	0.00	0.17	0.17
Sat Flow, veh/h	0	4419	868	0	3828	1368	1781	5259	13	0	6748	177
Grp Volume(v), veh/h	0	697	354	0	1350	657	233	793	435	0	567	218
Grp Sat Flow(s),veh/h/ln	0	1702	1714	0	1702	1624	1781	1702	1868	0	1609	1838
Q Serve(g_s), s	0.0	13.1	13.2	0.0	33.5	34.5	12.8	18.5	18.5	0.0	11.1	11.1
Cycle Q Clear(g_c), s	0.0	13.1	13.2	0.0	33.5	34.5	12.8	18.5	18.5	0.0	11.1	11.1
Prop In Lane	0.00		0.51	0.00		0.84	1.00		0.01	0.00		0.10
Lane Grp Cap(c), veh/h	0	1671	842	0	1671	797	267	1328	729	0	822	313
V/C Ratio(X)	0.00	0.42	0.42	0.00	0.81	0.82	0.87	0.60	0.60	0.00	0.69	0.69
Avail Cap(c_a), veh/h	0	1671	842	0	1671	797	321	1328	729	0	822	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	16.3	16.3	0.0	21.5	21.7	41.6	24.3	24.3	0.0	39.0	39.0
Incr Delay (d2), s/veh	0.0	0.8	1.5	0.0	4.3	9.4	19.8	2.0	3.6	0.0	4.7	12.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.7	9.0	0.0	19.3	20.4	11.2	11.8	13.2	0.0	8.1	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.1	17.9	0.0	25.8	31.1	61.4	26.2	27.8	0.0	43.7	51.1
LnGrp LOS	A	B	B	A	C	C	E	C	C	A	D	D
Approach Vol, veh/h		1051			2007			1461			785	
Approach Delay, s/veh		17.3			27.5			32.3			45.8	
Approach LOS		B			C			C			D	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	54.0	46.0	54.0	22.0	24.0
Change Period (Y+Rc), s	4.9	7.0	4.9	7.0	7.0
Max Green Setting (Gmax), s	49.1	39.0	49.1	18.0	14.0
Max Q Clear Time (g_c+I1), s	36.5	20.5	15.2	14.8	13.1
Green Ext Time (p_c), s	9.9	7.6	8.3	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	95	759	5	0	0	0	0	5	15	0	0	0
Future Vol, veh/h	95	759	5	0	0	0	0	5	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	825	5	0	0	0	0	5	16	0	0	0

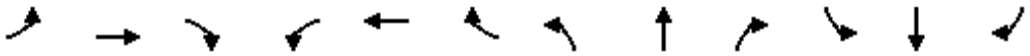
Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	-	1034	415
Stage 1	-	-	-	-	1034	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	5.34	-	-	-	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	4.02	3.92
Pot Cap-1 Maneuver	-	-	-	0	231	501
Stage 1	-	-	-	0	308	-
Stage 2	-	-	-	0	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	0	501
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		12.5
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	501	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-
HCM Control Delay (s)	12.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

HCM 6th Signalized Intersection Summary
1: San Vicente Boulevard & Olympic Boulevard

08/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1338	304	0	1029	223	129	652	2	0	1210	9
Future Volume (veh/h)	0	1338	304	0	1029	223	129	652	2	0	1210	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	1454	330	0	1118	242	140	709	2	0	1315	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	1878	425	0	1895	410	171	2260	6	0	1753	13
Arrive On Green	0.00	0.45	0.45	0.00	0.45	0.45	0.10	0.43	0.43	0.00	0.26	0.26
Sat Flow, veh/h	0	4332	941	0	4370	909	1781	5257	15	0	6898	50
Grp Volume(v), veh/h	0	1188	596	0	906	454	140	459	252	0	956	369
Grp Sat Flow(s),veh/h/ln	0	1702	1701	0	1702	1707	1781	1702	1868	0	1609	1861
Q Serve(g_s), s	0.0	29.4	29.6	0.0	19.9	19.9	7.7	8.9	8.9	0.0	18.2	18.2
Cycle Q Clear(g_c), s	0.0	29.4	29.6	0.0	19.9	19.9	7.7	8.9	8.9	0.0	18.2	18.2
Prop In Lane	0.00		0.55	0.00		0.53	1.00		0.01	0.00		0.03
Lane Grp Cap(c), veh/h	0	1535	767	0	1535	770	171	1464	803	0	1275	492
V/C Ratio(X)	0.00	0.77	0.78	0.00	0.59	0.59	0.82	0.31	0.31	0.00	0.75	0.75
Avail Cap(c_a), veh/h	0	1535	767	0	1535	770	214	1464	803	0	1275	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	23.1	23.2	0.0	20.5	20.5	44.4	18.8	18.8	0.0	33.8	33.8
Incr Delay (d2), s/veh	0.0	3.9	7.6	0.0	1.7	3.3	18.1	0.6	1.0	0.0	4.1	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	17.5	18.6	0.0	12.4	12.9	7.5	6.2	6.9	0.0	11.7	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.0	30.8	0.0	22.2	23.8	62.4	19.3	19.8	0.0	37.8	43.9
LnGrp LOS	A	C	C	A	C	C	E	B	B	A	D	D
Approach Vol, veh/h		1784			1360			851			1325	
Approach Delay, s/veh		28.3			22.8			26.6			39.5	
Approach LOS		C			C			C			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0	16.6	33.4				
Change Period (Y+Rc), s		4.9		7.0		4.9	7.0	7.0				
Max Green Setting (Gmax), s		45.1		43.0		45.1	12.0	24.0				
Max Q Clear Time (g_c+I1), s		21.9		10.9		31.6	9.7	20.2				
Green Ext Time (p_c), s		10.1		4.7		9.5	0.1	2.6				

Intersection Summary												
HCM 6th Ctrl Delay			29.4									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	190	1533	5	0	0	0	0	9	37	0	0	0
Future Vol, veh/h	190	1533	5	0	0	0	0	9	37	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	207	1666	5	0	0	0	0	10	40	0	0	0

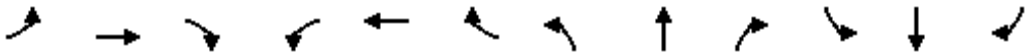
Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	-	2083	836
Stage 1	-	-	-	-	2083	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	5.34	-	-	-	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	4.02	3.92
Pot Cap-1 Maneuver	-	-	-	0	52	267
Stage 1	-	-	-	0	94	-
Stage 2	-	-	-	0	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	0	267
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		21.6
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	267	-	-	-
HCM Lane V/C Ratio	0.187	-	-	-
HCM Control Delay (s)	21.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-

HCM 6th Signalized Intersection Summary
1: San Vicente Boulevard & Olympic Boulevard

09/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	802	170	0	1338	509	217	1129	3	0	706	19
Future Volume (veh/h)	0	802	170	0	1338	509	217	1129	3	0	706	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	872	185	0	1454	553	236	1227	3	0	767	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	2116	446	0	1834	685	269	1999	5	0	1033	28
Arrive On Green	0.00	0.50	0.50	0.00	0.50	0.50	0.15	0.38	0.38	0.00	0.16	0.16
Sat Flow, veh/h	0	4391	891	0	3828	1368	1781	5259	13	0	6749	177
Grp Volume(v), veh/h	0	702	355	0	1350	657	236	794	436	0	570	218
Grp Sat Flow(s),veh/h/ln	0	1702	1710	0	1702	1624	1781	1702	1868	0	1609	1839
Q Serve(g_s), s	0.0	13.0	13.1	0.0	32.8	33.9	13.0	18.9	18.9	0.0	11.3	11.3
Cycle Q Clear(g_c), s	0.0	13.0	13.1	0.0	32.8	33.9	13.0	18.9	18.9	0.0	11.3	11.3
Prop In Lane	0.00		0.52	0.00		0.84	1.00		0.01	0.00		0.10
Lane Grp Cap(c), veh/h	0	1705	857	0	1705	814	269	1294	710	0	768	293
V/C Ratio(X)	0.00	0.41	0.41	0.00	0.79	0.81	0.88	0.61	0.61	0.00	0.74	0.75
Avail Cap(c_a), veh/h	0	1705	857	0	1705	814	303	1294	710	0	768	293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	15.7	15.7	0.0	20.6	20.9	41.6	25.1	25.1	0.0	40.1	40.1
Incr Delay (d2), s/veh	0.0	0.7	1.5	0.0	3.9	8.4	22.4	2.2	3.9	0.0	6.4	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.6	8.9	0.0	18.8	19.8	11.6	12.1	13.5	0.0	8.3	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.4	17.2	0.0	24.5	29.3	64.0	27.3	29.0	0.0	46.5	56.0
LnGrp LOS	A	B	B	A	C	C	E	C	C	A	D	E
Approach Vol, veh/h		1057			2007			1466			788	
Approach Delay, s/veh		16.7			26.1			33.7			49.1	
Approach LOS		B			C			C			D	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	55.0	45.0	55.0	22.1	22.9
Change Period (Y+Rc), s	4.9	7.0	4.9	7.0	7.0
Max Green Setting (Gmax), s	50.1	38.0	50.1	17.0	14.0
Max Q Clear Time (g_c+I1), s	35.9	20.9	15.1	15.0	13.3
Green Ext Time (p_c), s	10.9	7.3	8.4	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	99	761	5	0	0	0	0	6	16	0	0	0
Future Vol, veh/h	99	761	5	0	0	0	0	6	16	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	108	827	5	0	0	0	0	7	17	0	0	0

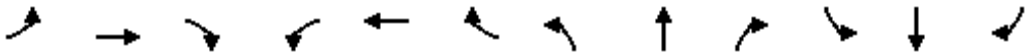
Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	-	1046	416
Stage 1	-	-	-	-	1046	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	5.34	-	-	-	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	4.02	3.92
Pot Cap-1 Maneuver	-	-	-	0	227	500
Stage 1	-	-	-	0	304	-
Stage 2	-	-	-	0	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	0	500
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		12.6
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	500	-	-	-
HCM Lane V/C Ratio	0.048	-	-	-
HCM Control Delay (s)	12.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

HCM 6th Signalized Intersection Summary
1: San Vicente Boulevard & Olympic Boulevard

09/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1338	307	0	1029	223	135	655	2	0	1212	9
Future Volume (veh/h)	0	1338	307	0	1029	223	135	655	2	0	1212	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	1454	334	0	1118	242	147	712	2	0	1317	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	1873	429	0	1895	410	178	2261	6	0	1726	13
Arrive On Green	0.00	0.45	0.45	0.00	0.45	0.45	0.10	0.43	0.43	0.00	0.26	0.26
Sat Flow, veh/h	0	4321	950	0	4370	909	1781	5257	15	0	6898	50
Grp Volume(v), veh/h	0	1191	597	0	906	454	147	461	253	0	957	370
Grp Sat Flow(s),veh/h/ln	0	1702	1699	0	1702	1707	1781	1702	1868	0	1609	1861
Q Serve(g_s), s	0.0	29.5	29.7	0.0	19.9	19.9	8.1	8.9	8.9	0.0	18.3	18.3
Cycle Q Clear(g_c), s	0.0	29.5	29.7	0.0	19.9	19.9	8.1	8.9	8.9	0.0	18.3	18.3
Prop In Lane	0.00		0.56	0.00		0.53	1.00		0.01	0.00		0.03
Lane Grp Cap(c), veh/h	0	1535	766	0	1535	770	178	1464	803	0	1255	484
V/C Ratio(X)	0.00	0.78	0.78	0.00	0.59	0.59	0.83	0.31	0.32	0.00	0.76	0.76
Avail Cap(c_a), veh/h	0	1535	766	0	1535	770	214	1464	803	0	1255	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	23.2	23.2	0.0	20.5	20.5	44.2	18.8	18.8	0.0	34.1	34.2
Incr Delay (d2), s/veh	0.0	3.9	7.7	0.0	1.7	3.3	19.6	0.6	1.0	0.0	4.4	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	17.6	18.7	0.0	12.4	12.9	7.9	6.2	7.0	0.0	11.8	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.1	30.9	0.0	22.2	23.8	63.8	19.4	19.8	0.0	38.6	45.0
LnGrp LOS	A	C	C	A	C	C	E	B	B	A	D	D
Approach Vol, veh/h		1788			1360			861			1327	
Approach Delay, s/veh		28.4			22.8			27.1			40.4	
Approach LOS		C			C			C			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0	17.0	33.0				
Change Period (Y+Rc), s		4.9		7.0		4.9	7.0	7.0				
Max Green Setting (Gmax), s		45.1		43.0		45.1	12.0	24.0				
Max Q Clear Time (g_c+I1), s		21.9		10.9		31.7	10.1	20.3				
Green Ext Time (p_c), s		10.1		4.7		9.4	0.1	2.5				

Intersection Summary		
HCM 6th Ctrl Delay		29.7
HCM 6th LOS		C

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	199	1536	5	0	0	0	0	11	39	0	0	0
Future Vol, veh/h	199	1536	5	0	0	0	0	11	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	216	1670	5	0	0	0	0	12	42	0	0	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	-	2105	838
Stage 1	-	-	-	-	2105	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	5.34	-	-	-	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	4.02	3.92
Pot Cap-1 Maneuver	-	-	-	0	51	266
Stage 1	-	-	-	0	91	-
Stage 2	-	-	-	0	-	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	0	266
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Control Delay, s		22
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	266	-	-	-
HCM Lane V/C Ratio	0.204	-	-	-
HCM Control Delay (s)	22	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-