

## **APPENDIX H**

### **Los Angeles Department of Transportation Review Letter and Transportation Assessment**

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

5444-5458 Vineland Ave  
DOT Case No. SFV 19-109032  
DOT Project ID No. 49219

Date: September 30, 2020

To: Claudia Rodriguez, Senior City Planner  
Department of City Planning



From: Vicente Cordero, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE MIXED-USE PROJECT LOCATED AT 5444-5458 VINELAND AVENUE AND 5437-5451 CLEON AVENUE (CPC-2019-7320-VZC-HD-CU-SPR-RDP/ENV-2019-7321-EAF)**

The Department of Transportation (DOT) has reviewed the transportation assessment prepared by Overland Traffic Consultants Inc., dated August 2020, for the proposed mixed-use development located at 5444-5458 Vineland Avenue and 5437-5451 Cleon Avenue in the North Hollywood - Valley Village Community Planning Area of the City of Los Angeles. On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Based on the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), the proposed project would not result in a significant transportation impact on VMT as described below.

## **DISCUSSION AND FINDINGS**

### **A. Project Description**

The proposed project consists of the construction of 15,120 square feet of artists' office suites along Vineland Avenue frontage and 134,880 square feet of self-storage (including 740 square foot self-storage office). The project will provide surface parking along the southern and eastern areas of the site with a total of 69 vehicle parking spaces. The site is currently used for movie gear rental and storage with a 4,260 square foot structure and outdoor storage. The existing use will be removed for construction of the project. Vehicular access to the project's site will be provided via one existing driveway along Vineland Avenue near the southern boundary of the project site and one existing driveway along Cleon Avenue. The project is expected to be completed by the year 2023.

### **B. CEQA Screening Threshold**

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips (DVT) screening threshold set forward by the TAG. The City of Los Angeles VMT Calculator Tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE)

Trip Generation Manual, 9th Edition, as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, determined that the project exceeds the net 250 DVT threshold. Therefore, a transportation assessment was required. The assessment concluded that implementation of the project would not result in a significant transportation impact. A copy of the VMT calculator-screening pages are provided in **Attachment A**. The traffic analysis included further discussion on the screening of the following CEQA transportation thresholds:

**1. Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies**

The transportation assessment evaluated the proposed project for conformance with the adopted City's transportation plans and policies for all travel modes. It was determined by the applicant that the project does not obstruct or conflict with the City's development policies and standards for the transportation system.

**2. Threshold T-2.1: Causing Substantial Vehicle Miles Traveled**

Using the VMT Calculator, the assessment determined that the project would generate a 396 net increase in DVT and a 3,555 net increase in daily VMT, therefore further analysis was required. The analysis concluded that the project with the implementation of TDM mitigation strategies would not result in a significant VMT impact as discussed below under Section C, CEQA Transportation Analysis.

**3. Threshold T-3: Substantially Increasing Hazards Due To a Geometric Design Feature or Incompatible Use**

The project does not involve any design features that are unusual for the area or any incompatible use.

**C. CEQA Transportation Analysis**

The new LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the South Valley APC area, in which the project is located, the following threshold has been established:

- Daily Household VMT per Capita: 9.4
- Daily Work VMT per Employee: 11.6

As cited in the VMT analysis report prepared by Overland Traffic Consultants Inc., the VMT generated by the project results in 0.0 Household VMT per Capita and 13.1 Work VMT per Employee. After applying Transit Subsidies and Education & Encouragement as TDM mitigation strategies, the analysis results in 0.0 Household VMT per Capita and 11.6 Work VMT per Employee which are acceptable for the South Valley APC. Therefore, it is concluded that the implementation of the proposed project will not result in a significant VMT impact.

#### D. Access and Circulation

The access and circulation analysis included a delay study of the following intersections using the Highway Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing:

- Chandler Boulevard and Vineland Avenue (South I-S)
- Chandler Boulevard and Vineland Avenue (North I-S)
- Chandler Boulevard and Cleon Avenue
- Vineland Avenue and Project Driveway
- Cleon Avenue and Project Driveway

#### **Existing and Cumulative Traffic Conditions**

Existing and future traffic volumes have been developed to analyze future traffic conditions after completion of the project. The project's traffic effect has been calculated by adding the project traffic volumes to the existing traffic and future cumulative by adding the project traffic volumes to the existing traffic and future cumulative traffic volume with cumulative projects for project buildout.

Under the HCM methodology, level of service (LOS) at signalized and unsignalized intersections is defined based on the delay experienced per vehicle. The summary of findings at the study intersections are as follows:

1. The intersection of Chandler Boulevard and Vineland Avenue (South I-S) operates at LOS A during the AM and PM peak hour under Existing, Existing Plus Project, Future (2023) Without Project, and Future (2023) With Project conditions.
2. The intersection of Chandler Boulevard and Vineland Avenue (North I-S) operates at LOS A during the AM and PM peak hour under Existing, Existing Plus Project, Future (2023) Without Project, and Future (2023) With Project conditions.
3. The intersection of Chandler Boulevard and Cleon Avenue operates at LOS A during the AM and PM peak hour under Existing, Existing Plus Project, Future (2023) Without Project, and Future (2023) With Project conditions.

#### **Project Driveway Queue Evaluation**

The project driveway queue evaluation has been conducted using the projected future project traffic volumes in and out of the project driveways located along the east side of Vineland Avenue and the west side of Cleon Avenue. The results of the traffic conditions for the project driveways are as follows:

1. The Vineland Avenue driveway will operate at LOS C during the AM peak hour and LOS D during the PM peak hour under Future (2023) With Full Buildout Project conditions.
2. The Cleon Avenue Driveway will operate at LOS A during the AM and PM peak hour under Future (2023) With Full Buildout Project conditions.

DOT finds that the transportation assessment adequately evaluated potential project-related delays and level of service at the studied intersections and driveway locations. The results for the Existing, Existing Plus Project, Future (2023) Without Project, and Future (2023) With Project Conditions delay and LOS for the study intersections as well as the Project Driveway Queue Evaluation are shown in **Attachment B**.

## PROJECT REQUIREMENTS

### A. CEQA-Related Mitigation

The following mitigation measures will be implemented to mitigate the Work VMT impact to less than significant:

- Transit Subsidies – 40% of employees of the project will be eligible for a transit subsidy of \$2.98 per passenger per day. The subsidy must be proactively offered to the employees at least once annually for a minimum of five years.
- Education & Encouragement with Promotions and Marketing – This strategy involves the use of marketing and promotional tools to educate and inform drivers about site specific transportation options and the effects of their travel choices.

### B. Corrective Measures (Non-CEQA Analysis)

As required per the adopted TAG and pursuant to the City's Site Plan Review Authority (L.A.M.C. 16.05 and relevant code sections), the analysis included a review of current deficiencies and potential future deficiencies that may result from this project. No deficiencies were identified resulting from this project that would require corrective action by the applicant.

### C. Construction Impacts

DOT recommends that a construction worksite traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the worksite traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

### D. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Vineland Avenue** is designated as a Boulevard II roadway which requires a 110-foot-right-of-way with an 80-foot roadway with 15-foot sidewalks. The Vineland Avenue right-of-way is currently 100 feet along the project frontage. The project is required to provide a 5-foot dedication on Vineland Avenue. **Cleon Avenue** is identified as a Local Street which requires a 60-foot right-of-way and 36-foot roadway with 12-foot sidewalks. Currently, there is a 50-foot right-of-way along the project's frontage on Cleon Avenue. The project is required to provide a 5-foot dedication on Cleon Avenue. The applicant should check with Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening, and/or sidewalk requirements for this project.

E. Parking Requirements

The traffic study indicated that the project will provide a total of 69 vehicle parking spaces for the self-storage and artists' office suites. Two large truck loading/unloading spaces will be provided on-site. Additionally, the project will provide 15 short-term and 16 long-term bike parking spaces for a total of 31 bike parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

F. Driveway Access and Circulation

Vehicle access to the Project's parking is from two existing driveways as illustrated in **Attachment C**. There is currently one driveway on Vineland Avenue near the south boundary of the project site and one driveway on Cleon Avenue near the south boundary of the project site. Both driveway locations will be retained and improved as needed. The review of this study does not constitute approval of the existing driveway dimensions, access, and circulation scheme with regard to this project. Those elements require separate review and approval and should be coordinated with DOT's Valley Planning Coordination Section (6262 Van Nuys Boulevard, Room 320, @ 818-374-4699). To minimize and prevent last-minute design changes, the applicant should contact DOT before the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case-2, designed with a recommended width of 30 feet for two-way operations, or 16 feet for one-way operations, or to the satisfaction of DOT.

G. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Sheila Ahorian of my staff at (818) 374-4690.

Attachments

*J:\Projects\SFV\49219-Vin5444 Artist loft +self storage*

cc: Adrienne Asadoorian, Council District 2  
Esther Ahn, DCP Expedite Unit  
Steve Rostam, DOT East Valley District  
Ali Nahass, BOE Valley District  
Quyen Phan, BOE Land Development Group  
Elizabeth Fleming, Overland Traffic Consultants, Inc.

# Attachment A

## City of LA VMT Calculator Results

**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:

Scenario:  [WWW](#)

Address:



**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 station?**

Yes   
  No

**Existing Land Use**

Land Use Type	Value	Unit
Industrial   Warehousing/Self-Storage	4.26	kcf
Industrial   Warehousing/Self-Storage	4.26	kcf

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
Industrial   Warehousing/Self-Storage	134.88	kcf
Office   General Office	15.12	kcf
Industrial   Warehousing/Self-Storage	134.88	kcf

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

**Project Screening Summary**

Existing Land Use	Proposed Project
<b>9</b> Daily Vehicle Trips	<b>405</b> Daily Vehicle Trips
<b>77</b> Daily VMT	<b>3,632</b> 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	396 Net Daily Trips
The net increase in daily VMT ≤ 0	3,555 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 kcf

The proposed project is required to perform VMT analysis.

# Attachment A (cont'd)

## City of LA VMT Calculator Results

### CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

#### Project Information

Project:

Scenario:

Address:

Proposed Project Land Use Type	Value	Unit
Office   General Office	15.12	ksf
Industrial   Warehousing/Self-Storage	134.88	ksf

#### TDM Strategies

Select each section to show individual strategies  
Use  to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?	Proposed Project No	With Mitigation No
Max Work Based TDM Achieved?	No	No

##### A Parking

Reduce Parking Supply:  Proposed Prj  Mitigation. Value: 77 (city code parking provision for the project site) / 69 (actual parking provision for the project site)

Unbundle Parking:  Proposed Prj  Mitigation. Value: 100 (monthly parking cost (dollar) for the project site)

Parking Cash-Out:  Proposed Prj  Mitigation. Value: 50 (percent of employees eligible)

Price Workplace Parking:  Proposed Prj  Mitigation. Value: 600 (daily parking charge (dollar)) / 50 (percent of employees subject to priced parking)

Residential Area Parking Permits:  Proposed Prj  Mitigation. Value: 200 (cost (dollar) of annual permit)

**B** Transit

**C** Education & Encouragement

**D** Commute Trip Reductions

**E** Shared Mobility

**F** Bicycle Infrastructure

**G** Neighborhood Enhancement

#### Analysis Results

Proposed Project	With Mitigation
<b>381</b> Daily Vehicle Trips	<b>338</b> Daily Vehicle Trips
<b>3,422</b> Daily VMT	<b>3,022</b> Daily VMT
<b>0.0</b> Household VMT per Capita	<b>0.0</b> Household VMT per Capita
<b>13.1</b> Work VMT per Employee	<b>11.6</b> Work VMT per Employee

##### Significant VMT Impact?

<b>Household: No</b> Threshold = 9.4 15% Below APC	<b>Household: No</b> Threshold = 9.4 15% Below APC
<b>Work: Yes</b> Threshold = 11.6 15% Below APC	<b>Work: No</b> Threshold = 11.6 15% Below APC

## Attachmet B Summary of Delay and Levels of Service (LOS)

Existing Traffic Conditions  
Without and With Project

No.	Intersection	Peak Hour	Existing (2020)		Existing +Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Chandler Boulevard & Vineland Avenue (South I-S)	AM	8.1	A	8.1	A
		PM	9.3	A	9.3	A
2	Chandler Boulevard & Vineland Avenue (North I-S)	AM	5.2	A	5.3	A
		PM	6.6	A	6.8	A
3	Chandler Boulevard & Cleon Avenue	AM	EB 7.5	A	EB 7.5	A
			SB 9.7	A	SB 9.8	A
		PM	EB 7.6	A	EB 7.6	A
			SB 9.3	A	SB 9.5	A

s = seconds, EB = Eastbound, SB = Southbound

Future Cumulative Traffic Conditions  
Without and With Project

No.	Intersection	Peak Hour	Future (2023) Without Project		Future (2023) With Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Chandler Boulevard & Vineland Avenue (South I-S)	AM	8.7	A	8.7	A
		PM	9.5	A	9.5	A
2	Chandler Boulevard & Vineland Avenue (North I-S)	AM	5.4	A	5.5	A
		PM	7.1	A	7.3	A
3	Chandler Boulevard & Cleon Avenue	AM	EB 7.5	A	EB 7.5	A
			SB 9.8	A	SB 9.8	A
		PM	EB 7.6	A	EB 7.6	A
			SB 9.4	A	SB 9.7	A

s = seconds, EB = Eastbound, SB = Southbound

## Attachmet B (cont'd) Summary of Delay and Levels of Service (LOS)

### Future Driveway Conditions With Project

No.	Intersection	Peak Hour	Future (2023) With Full Buildout Project	
			Delay (s)	LOS
A	Vineland Avenue & Project Driveway	AM	18.4	C
		PM	29.3	D
B	Cleon Avenue & Project Driveway	AM	8.6	A
		PM	8.6	A

s = seconds

### Future Queues at the Project Driveways

No.	Intersection	Peak Hour	Typical (95%) QUEUE LENGTH	
			DIRECTION*	# of Cars
A	Vineland Avenue & Project Driveway	AM	WB	0
			SBL	0
		PM	WB	1
			SBL	0
B	Cleon Avenue & Project Driveway	AM	EB	0
			NBL	0
		PM	EB	0
			NBL	0

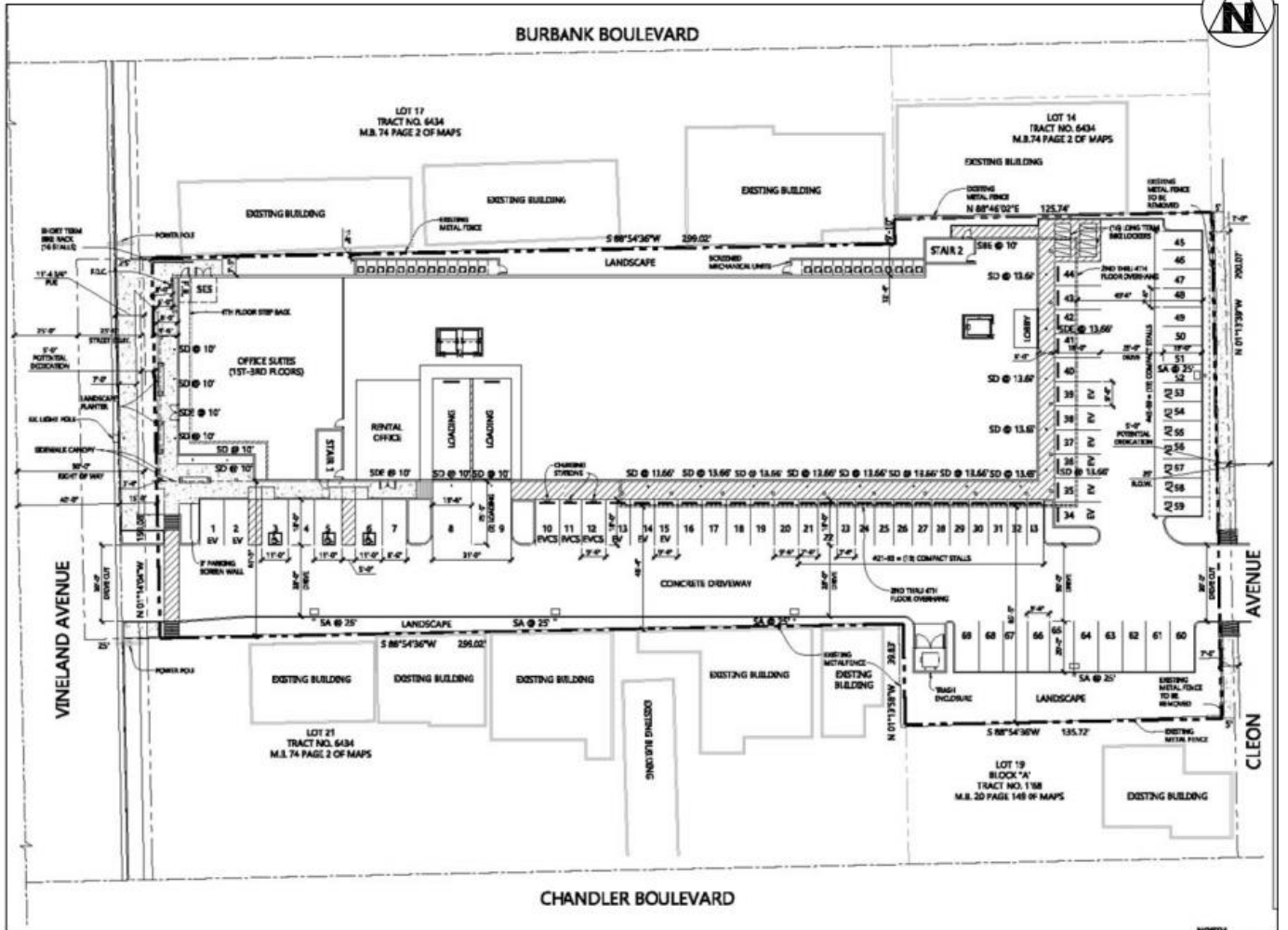
\*

WB = Westbound, EB = Eastbound

SBL = Southbound Left, NBL = Northbound Left

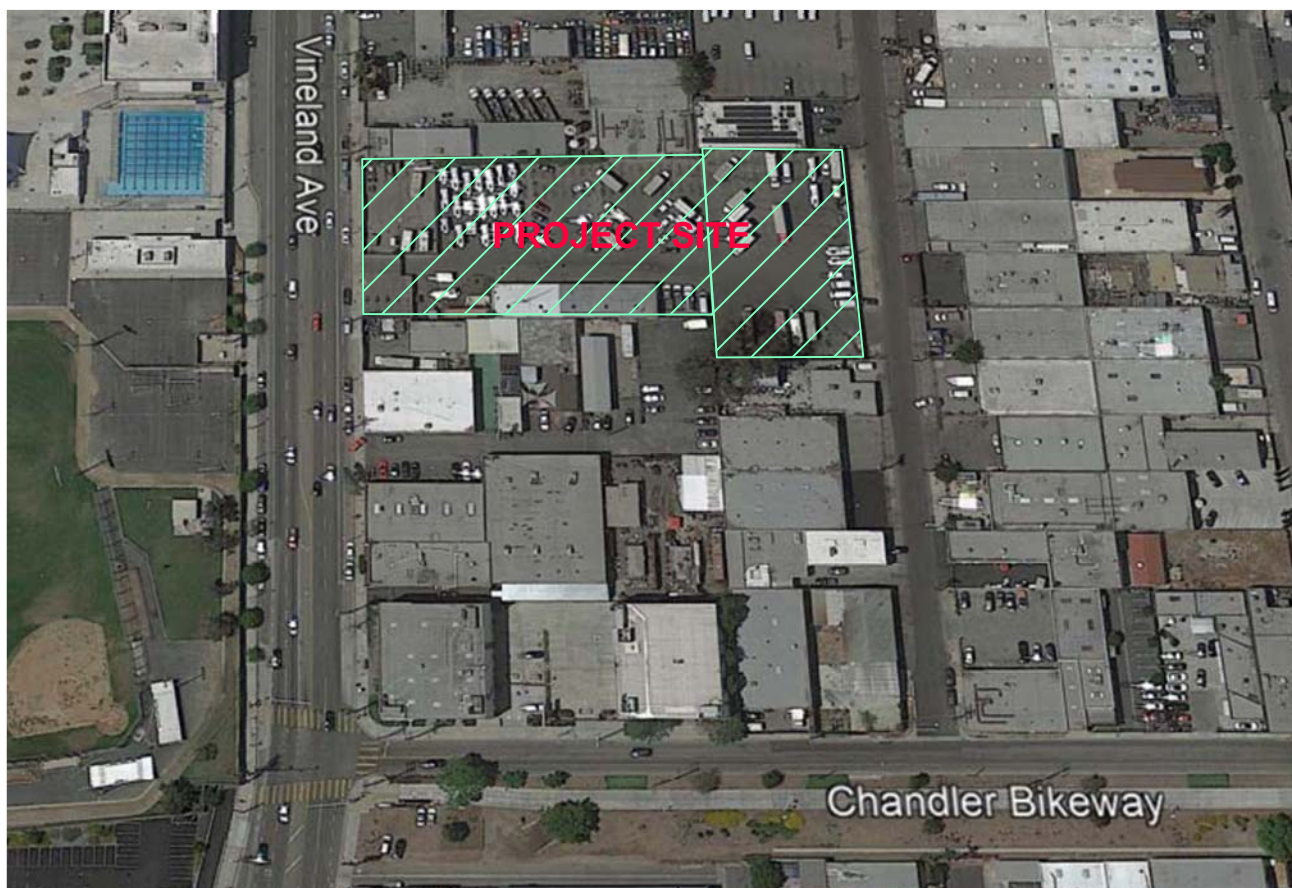
# Attacment C Project Site Plan

EAPC ARCHITECTS



# TRANSPORTATION ASSESSMENT FOR ARTIST OFFICE SUITES & SELF STORAGE MIXED-USE PROJECT

Located at  
5444-5458 Vineland Avenue &  
5437-5451 Cleon Avenue  
in the North Hollywood-Valley Village Community Plan Area  
in the City of Los Angeles



Prepared by:  
Overland Traffic Consultants, Inc.  
952 Manhattan Beach Bl, #100  
Manhattan Beach, California 90266  
(310) 545-1235

TRANSPORTATION ASSESSMENT  
ARTIST OFFICE SUITES & SELF STORAGE  
MIXED – USE PROJECT

Located at 5444 Vineland Avenue  
in the North Hollywood – Valley Village  
Community Plan Area  
of the City of Los Angeles

Prepared by:

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August 2020



## **EXECUTIVE SUMMARY**

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### Introduction

Overland Traffic Consultants has prepared this assessment of the potential CEQA transportation impacts for a proposed mixed - use project to include artists' office suites and self-storage located at 5444 Vineland Avenue. The Project extends from the east side of Vineland Avenue north of Chandler Boulevard to Cleon Avenue in the North Hollywood – Valley Village Community Plan area.

On July 30, 2019, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criterion in determining transportation impacts under the State's California Environmental Quality Act (CEQA). These changes are mandated by requirements of the State of California Senate Bill 743 (SB 743).

The new CEQA guidelines for evaluating transportation impacts will no longer focus on measuring automobile delay and level of service (LOS). SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses. By state law, SB 743 must be adopted by the local agencies by July 2020.

The process also adds another layer of non-CEQA analysis and review for projects. The authority for requiring non-CEQA transportation analysis and potentially requiring improvements to address potentially identified deficiencies lies in the City of Los Angeles' Site Plan Review authority as established in the Los Angeles Municipal Code (LAMC).

### Project Description

The Project is located at 5444 Vineland Avenue in the North Hollywood area of east San Fernando Valley in the City of Los Angeles. The Project has frontage along Vineland Avenue to the west and Cleon Avenue to the east. North and south of the property are neighboring businesses. The lot is currently used for movie gear rental and storage with a

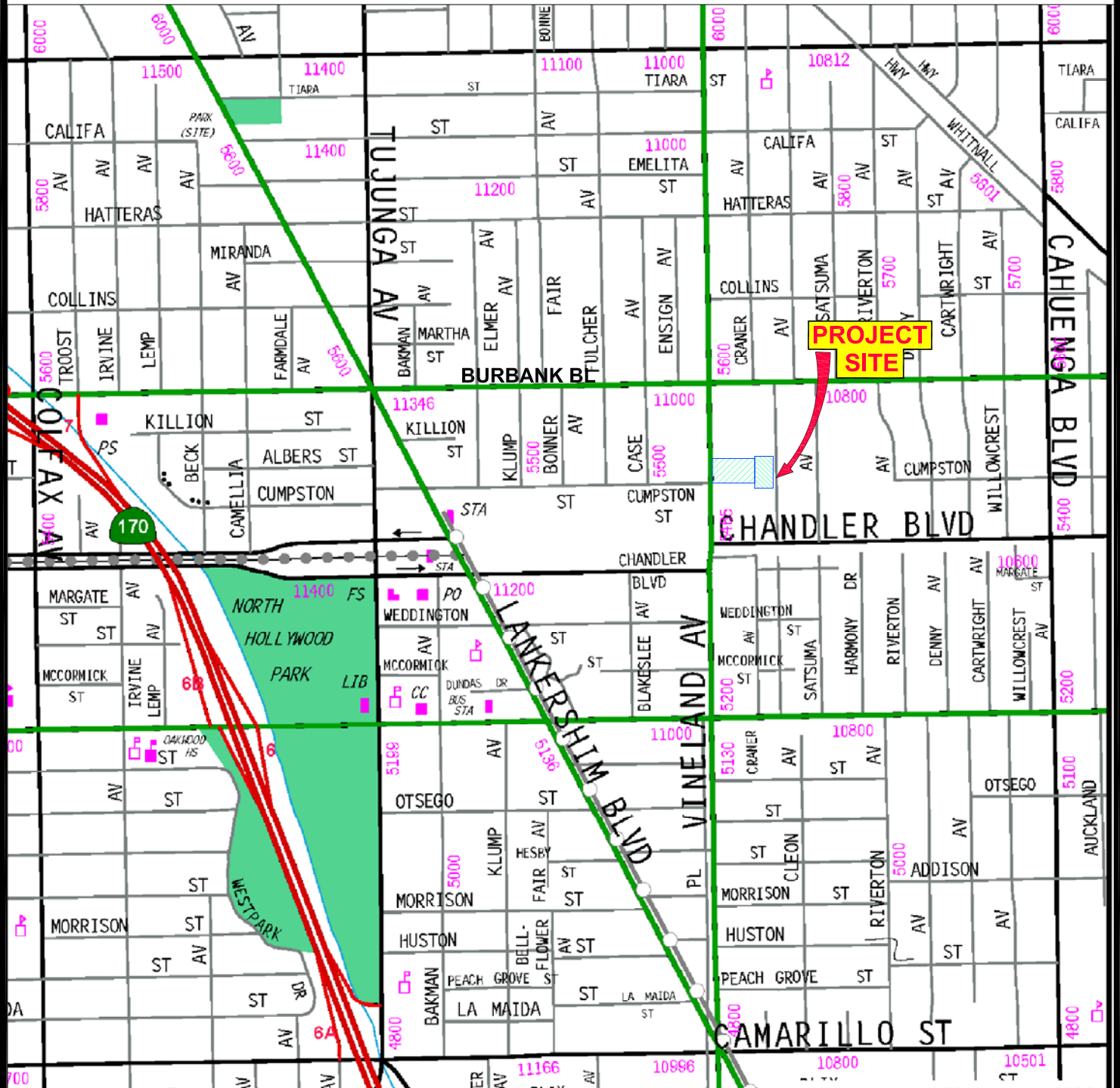
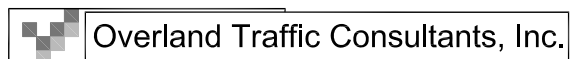


FIGURE 1

2/2020

PROJECT LOCATION



952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266  
(310) 545-1235 phone, [liz@overlandtraffic.com](mailto:liz@overlandtraffic.com)



4,260 square foot structure and outdoor storage. The existing use will be removed for construction of the Project.

The Project includes the construction of 15,120 square feet of artists office suites and 134,880 square feet of self-storage (including 740 square foot self-storage office). Project buildout is anticipated to be completed in year 2023.

### Parking and Access

The Project will provide a surface parking along the southern and eastern areas of the site. Two driveways will be provided near the southern boundary of the Project site with one along Vineland Avenue and the second along Cleon Avenue. There are driveways that currently exist at these locations. No additional driveways will be constructed. The northern and southern boundaries of the site will be enhanced with landscaping.

The project requires 45 vehicle parking spaces for the self-storage and 32 vehicle parking spaces for the artists' office suites (considered office) for a total of 77 parking spaces for the proposed Project per LAMC. The Project will provide a total of 69 vehicle parking spaces after permissible replacement of vehicle parking spaces with bicycle parking spaces at a ratio of four bicycle space per vehicle space (maximum of 20% of the commercial spaces may be replaced). Two large truck loading/unloading spaces will be provided on-site.

LAMC requires one short term bicycle space per 10,000 square feet of office and one long term bicycle space per 5,000 square feet of office (minimum two of each). The warehouse is required to provide one short term and one long term bicycle parking space per 10,000 square feet. A total of 5 office bicycle parking spaces will be required (two short term and three long term) and 26 warehouse bicycle parking spaces will be required (13 short term and 13 long term). A combined total of 31 bicycle parking spaces (15 short term and 16 long term) are required. The Project will provide, at a minimum, the required number of bicycle parking spaces.

### Findings



Based on the following review of the new CEQA guidelines, no CEQA household VMT impact is identified. However, a work VMT impacts is identified but is fully mitigated through implementation of the following TDM strategies:

- Transit – 40% of employees of the Project will be eligible for a transit subsidy of \$2.98 per passenger per day. The subsidy must be proactively offered to the employees at least once annually for a minimum of five years.
- Education & Encouragement with Promotions and Marketing with all employees eligible. This strategy involves the use of marketing and promotional tools to educate and inform drivers about site specific transportation options and the effects of their travel choices.

Non-CEQA Project access and circulation has been evaluated for potential deficiencies. No access and circulation deficiencies have been identified at the intersections of Chandler Boulevard/Vineland Avenue (South Intersection), Chandler Boulevard/Vineland Avenue (North Intersection), Chandler Boulevard/Cleon Avenue, the Project Driveway/Vineland Avenue and Project Driveway/Cleon Avenue. These are the locations estimated to be the most affected by the proposed Project.

Potential conflicts with other proposed projects have been reviewed to assess cumulative impacts that may result from the proposed Project in combination with other development projects in the study area. No cumulative development project impacts have been identified that would preclude the City's ability to provide transportation mobility in the area.



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Apndx = Appendix



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## CHAPTER 1

## INTRODUCTION

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The focus of this study is to evaluate the potential traffic impact created by the increase in vehicle miles traveled (VMT) and any access and circulation deficiencies associated with the proposed Artists' Office Suites and Self-Storage Mixed-Use Project (Project).

Pursuant to new LADOT Transportation Assessment Guidelines (TAG), any discretionary project that is estimated to generate a net increase of 250 or more daily vehicle trips, is a transportation project that is likely to induce additional VMT, reduce roadway through lane capacity on a street that exceeds 750 vehicles per hour for at least 2 consecutive hours in a 24-hour period after the transportation project is completed or if a transportation assessment is required by City Ordinance or regulation will be required to prepare a transportation assessment. The proposed Project is a development project (not a transportation project) and generates more than 250 daily vehicle trips. A VMT assessment is required.

CEQA Review - LADOT has developed a program to calculate VMT for new land development projects. The VMT Calculator is a tool designed to measure whether a development project exceeds the VMT thresholds established by the City of Los Angeles. The program reports daily vehicle trips, household VMT per capita, and work VMT per employee for new development projects. The VMT program also calculates VMT reductions for transportation demand management (TDM) strategies.

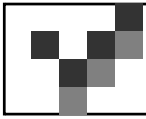
NON - CEQA - The non-CEQA analysis for the circulation and access review evaluates traffic conditions at nearby intersections for existing and future traffic conditions. Intersection traffic conditions most likely to be affected by the development of the Project are listed on the following page:



1. Chandler Boulevard and Vineland Avenue (South Intersection);
2. Chandler Boulevard and Vineland Avenue (North Intersection); and,
3. Chandler Boulevard and Cleon Avenue

In addition to these study intersections, the Project driveway on Vineland Avenue and the Project driveway on Cleon Avenue were evaluated for potential deficiencies including poor operating conditions or traffic volumes exceeding the storage capacity of turn lanes.

Potential conflicts with other development projects have been reviewed to assess cumulative impacts that may result from the proposed Project in combination with other development projects.



## CHAPTER 2

## PROJECT DESCRIPTION

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The Project is located at 5444 Vineland Avenue in the North Hollywood area of east San Fernando Valley in the City of Los Angeles. The Project has frontage along Vineland Avenue to the west and Cleon Avenue to the east. North and south of the property are neighboring businesses. The lot is currently used for movie gear rental and storage with a 4,260 square foot structure and outdoor storage. The existing use will be removed for construction of the Project.

The Project includes the construction of 15,120 square feet of artists' office suites along the Vineland Avenue frontage and 134,880 square feet of self-storage. The office suites will be 3 floors in height. The self-storage will have one basement level and four above ground levels. Project buildout is anticipated to be completed in year 2023.

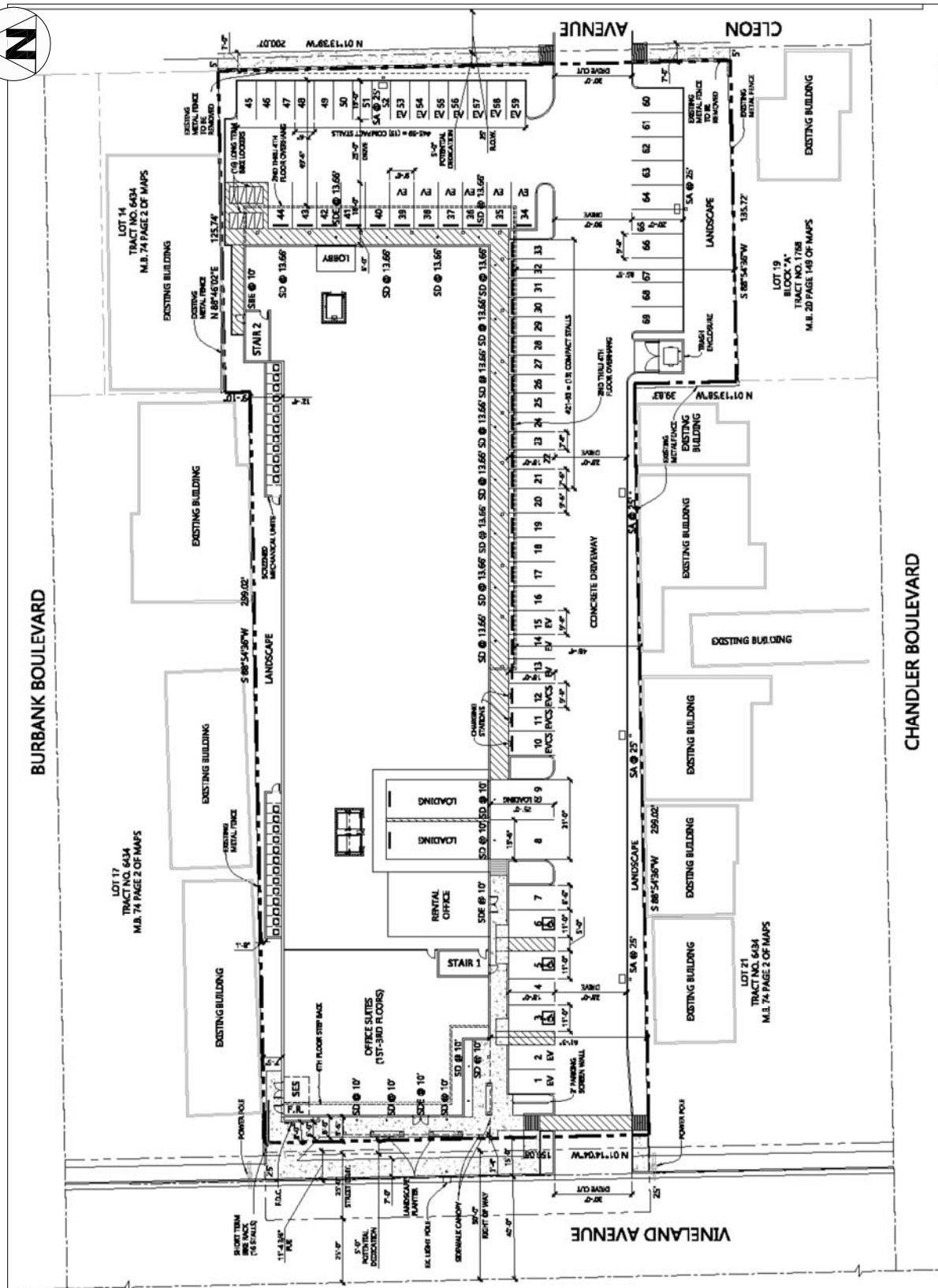
### Parking and Access

The Project will provide a surface parking along the southern and eastern areas of the site. A driveway will be provided near the southern boundary of the Project site along Vineland Avenue and along Cleon Avenue. These driveways currently exist, and no new driveways will be added. The northern and southern boundaries of the site will be enhanced with landscaping.

The Los Angeles Municipal Code (LAMC) requires 45 parking spaces for the self-storage and 32 spaces for the artist suites (considered office) for a total of 77 vehicle parking spaces for the proposed Project. The Project will provide a total of 69 vehicle parking spaces after permissible replacement of vehicle parking with bicycle parking at a ratio of 4 bicycle parking spaces per vehicle spaces. Two large truck loading/unloading spaces will be provided on-site.

LAMC requires a total of 31 bicycle parking spaces (15 short term and 16 long term). The Project will provide 32 bicycle parking spaces.

The Figures 2 illustrates the Project ground level plan.



EAPC ARCHITECTS

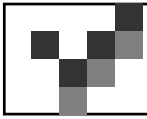
FIGURE 2

PROJECT SITE PLAN



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Project Traffic Generation

The Project is evaluated using two processes as required by the LADOT Traffic Assessment Guidelines (TAG), July 2019. The determination of potential traffic impacts and/or a potential traffic deficiency uses trip generation rates (number of trips generated) and VMT (measure of the amount of travel for all vehicles in a geographic region over a given period). For this study, as required by LADOT, the trip generation is used to determine how many trips are generated by a land use development to determine if a project exceeds established thresholds that require VMT analysis and for use, if needed, in estimating potential intersection and driveway deficiencies. The City of Los Angeles has prepared a VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee metrics for land use development projects. This section (Chapter 3) provides Project trip generation estimates. Chapter 4 estimates Project VMT estimates and evaluation.

The proposed Project will include artists' office suites (office) and self-storage facilities. This Project will replace existing movie gear rental and storage. Traffic-generating characteristics of land uses, including the office and self-storage (identified as mini-warehouse in the manual), have been surveyed by the Institute of Transportation Engineers (ITE). The results of ITE's traffic generation studies have been published in a handbook titled Trip Generation Manual, 10<sup>th</sup> Edition. This publication of traffic generation data is the industry standard for estimating traffic generation for different land uses.

The ITE studies indicate that the use and the size associated with the proposed artists' office suites, and self-storage use generally exhibit the trip-making characteristics depicted by the trip rates in Table 1.

Table 1  
Traffic Generation Rates

<u>Description</u>	<u>ITE CODE</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Mini Warehouse	151	1.51	0.10	60%	40%	0.17	47%	53%
Office (Artists Suites)	710	9.74	1.16	86%	14%	1.15	16%	84%

Table 2 displays the estimated Project trip generation.

Table 2  
Estimated Project Traffic Generation

<u>ITE Code</u>	<u>Description</u>	<u>Size</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
				<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
<b><u>Proposed Project</u></b>									
151	Mini Warehouse (Self Storage)	134,880 sf	204	13	8	5	23	11	12
710	Artists Suites	15,120 sf	147	18	15	3	17	3	14
<b>SUBTOTAL PROPOSED</b>			<b>351</b>	<b>31</b>	<b>23</b>	<b>8</b>	<b>40</b>	<b>14</b>	<b>26</b>
<b><u>Existing to be Removed</u></b>									
151	Movie Gear Rental & Storage	4,260 sf	6	0	0	0	1	0	1
<b>TOTAL NET TRIPS (Proposed - Existing)</b>			<b>345</b>	<b>31</b>	<b>23</b>	<b>8</b>	<b>39</b>	<b>13</b>	<b>26</b>

Daily trip generation calculations based on ITE rates are slightly different than those based on the LADOT VMT calculator because: 1) LADOT credits vary for each Area Planning Commission within the City, 2) LADOT VMT calculator trip generation estimates used in the screening analysis do not account for trip reduction measures of the Project, and 3) the LADOT VMT calculator trip generation estimates do not take credit for the removal of existing uses after the screening analysis.



## CHAPTER 4

## CEQA TRANSPORTATION ASSESSMENT

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Amendments to the California Environmental Quality Act (CEQA) related to transportation impacts have been adopted by the State of California and the City of Los Angeles. In accordance with the new CEQA Section 15064.3, the Significance of Transportation Impacts shall be determined using the vehicle miles traveled (VMT) metric rather than Level of Service (LOS) which measures vehicle delay.

Senate Bill (SB) 743 amendments update the environmental checklist questions used to conduct the environmental review. Below are the screening criteria and updated environmental checklist questions.

### **Project Screening**

If the development project requires a discretionary action, and the answer is yes to any of the following threshold questions, further analysis will be required to assess whether the proposed project would negatively affect existing pedestrian, bicycle, or transit facilities:

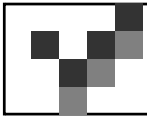
1.1 Would the project generate a net increase of 250 or more daily vehicle trips?

**Yes**, Using the **VMT calculator for screening purposes** (without credits for project components such as project featured Transportation Demand Management (TDM) features but including the existing use credit), the proposed full buildout Project will generate 396 vehicle trips. See Appendix F for VMT Worksheets.

1.2. Is the project proposing to, or required to, make any voluntary or required, modifications to the public right-of-way (i.e. street dedications, reconfigurations of curb lines, etc.)?

**Yes**, the Project is required to provide a 5-foot dedication along the Vineland Avenue and the Cleon Avenue Project frontages.

1.3 Is the project on a lot that is ½ acre (21,750 square feet) or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the Mobility Plan 2035) with 250 linear feet or more, or is the project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in



the Mobility Plan 2035)?

**Yes**, The site is over ½ acre with approximately 1.72 acres (74,763 gross square feet). **No**, The Project frontage along Vineland Avenue is designated as a Boulevard II in the Mobility Plan 2035 and is approximately 190 liner feet which is less than 250 liner feet used for screening purposes.

Based on the Screening Criteria indicating over 250 daily trips and size of the Project site, a full VMT analysis is required.

**I. Environmental Checklist Threshold T - 1:** Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?

The City has adopted programs, plans, ordinances and policies that establish the transportation planning framework for all travel modes. The goals are to achieve a safe, assessible and sustainable transportation system for vehicles, pedestrians, and cyclists.

#### **Screening Criteria for Threshold T – 1**

A project that generally conforms with and does not obstruct the City's development policies will be generally considered consistent. A list of these element standards has been provided in the LADOT TAG. In addition, the City has provided a list of questions that are to be answered yes or no to determine a conflict. The applicant is requested to review the relevant policies and programs to the questions to assess whether the proposed project precludes the City's implementation of any adopted policy and/or program.

If a vacation of public right-of-way or relief from required street dedication is sought as part of the project, an assessment is required as to whether the right-of-way is necessary to serve a long-term mobility needed.



### **CEQA Threshold T - 1 Finding**

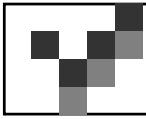
LADOT provides a list of City documents that establish the regulatory framework and questions to determine project applicability to plans, policies and programs in their July 2019 Traffic Assessment Guidelines. This list has been reviewed, answered, and is provided in Appendix F with the VMT Calculation sheets. It has been found that the proposed Project is within general conformance and is consistent with standards adopted City's transportation plans and policies for all travel modes. The Project will not preclude the City's implementation of any adopted policy and/or program

The Project roadways identified in the Complete Streets Mobility Networks are identified on pages 20-23 of this report.

Vineland Avenue, in the Project vicinity, is identified as part of the Pedestrian Enhanced District, Neighborhood Enhanced Network, Tier 1 Bicycle Lane and High Injury Network. The Project will not preclude the City's implementation of improvements for these networks. Bike Lanes exist on Vineland Avenue along the Project frontage and the crosswalks at Vineland Avenue and Chandler Boulevard (North and South intersections) are improved with greater pedestrian visibility Continental (crosshatch) crosswalks.

The Project is located on the east side of Vineland Avenue which is designated a Boulevard II requiring a 110-foot right-of-way with an 80-foot roadway with 15-foot sidewalks. Currently the Vineland Avenue right-of-way is 100 feet along the Project frontage. The Project is required, and will provide, a 5-foot dedication and improvements as required by the City's Bureau of Engineering.

The Project is located on the west side of Cleon Avenue. Cleon Avenue is identified in the Mobility Plan 2035 as a Local Street. A local street is required to provide 60-foot of right-of-way and 36-foot roadway with 12-foot sidewalks. Currently there is a 50-foot right-of-way along the Project's Cleon Avenue frontage. A 5-foot dedication will be provided as well as improvements required by the City's Bureau of Engineering.



No new driveways will be provided for the Project. The new Project driveways will be located at approximately the same locations as the existing driveways with improvements as needed. They will not be larger than 30-feet in width.

**II. Environmental Checklist Threshold T - 2.1:** Does the project conflict or would it be inconsistent with California Environmental Quality Act (CEQA) Guidelines Section 15064.3 subdivision (b)(1)?

The intent of this threshold is to assess whether a land use project causes substantial vehicle miles traveled VMT. LADOT has developed the following screening and impact criteria to address this question.

**Screening Criteria for Threshold T - 2.1**

2.1-1 Would the project generate a net increase of 250 or more daily vehicle trips?

**Yes,** Using the **VMT calculator from the main page** (allowing for credit for providing code required on-site bicycle parking and reduced vehicle parking permissible with bicycle parking replacement), the proposed Project will generate 381 vehicle trips without any TDM strategies.

2.1-2. Would the project generate a net increase in daily VMT?

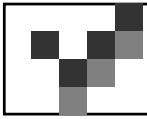
**Yes,** Using the VMT calculator version 1.3, the new Project at would generate a net of 3,422 daily VMT. Appendix G contains the VMT reports.

If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?

**No,** the project does not propose retail uses. There are no existing residential land uses and the site.

**CEQA Threshold T - 2.1 Finding**

LADOT has identified thresholds for significant VMT impacts for each of the 7 Area Planning Commission (APC) sub-areas. The Project's VMT are compared against the



City's threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the VMT increases.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located.

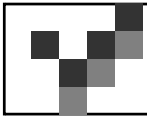
This Project is in the South Valley APC sub-area which limits daily household VMT per capita to a threshold of 9.4 and a daily work VMT per employee threshold of 11.6 (15% below the existing VMT for the South Valley APC).

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small scale (less than 50,000 square feet) local serving retail/restaurant uses are assumed to have less than significant VMT impacts and a no impact determination can be made for the small scale retail/restaurant portion of the mixed-use project. This Project does not contain any retail. The Project's residential daily household VMT per capita and work VMT per employee is considered for the South Valley APC threshold criteria.

Results of the proposed Project's VMT calculation shows a daily Household VMT per capita value of 0.0 (below the South Valley threshold value of 9.4) because this Project does not include any residential uses, and Work VMT of 13.1 (above the South Valley threshold value of 11.6).

Note that the work VMT from the MXD model is determined by work – based production from the MXD model combined with TDM strategies that are part of the project. This VMT is then divided by the number of employees within a project to get the VMT per employee.

Based on the following review of the new CEQA guidelines, no residential significant VMT impact has been identified. However, a work VMT impact has been identified. The significant work impact will be fully mitigated through implementation of a Transportation Demand Management Plan that includes:



- Transit – 40% of employees of the Project will be eligible for a transit subsidy of \$2.98 per passenger per day. The subsidy must be proactively offered to the employees at least once annually for a minimum of five years.
- Education & Encouragement with Promotions and Marketing will all employees eligible. This strategy involves the use of marketing and promotional tools to educate and inform drivers about site specific transportation options and the effects of their travel choices.

After implementation of these TDM strategies, the work VMT is reduced to 11.6 and no longer a significant impact.

Based on the above VMT analysis, the proposed Project would not exceed the City's VMT Threshold after mitigation and does not conflict with, nor would it be inconsistent with, CEQA Guidelines Section 15064.3 subdivision (b).

### **Screening Criteria for Threshold T - 2.2**

Would the project include 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 (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?

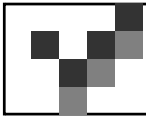
If the answer is no, further analysis is not required for Threshold T-2.2

### **CEQA Threshold T - 2.2 Finding**

**No**, the Project will include the addition of any traffic lanes.

**III. Environmental Checklist Threshold T- 3.1:** Does the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impacts regarding the potential increase of hazards due to a geometric design



feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

### **Screening Criteria for Threshold T- 3.1**

3.1 Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

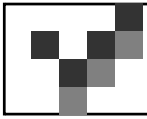
**No**, Currently, there is one driveway on Vineland Avenue near the south boundary of the Project site and one driveway on Cleon Avenue near the south boundary of the Project site. Both Project driveway locations will be retained and improved as needed. The driveway widths will not exceed 30-feet.

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

**Yes**, Pursuant to the Mobility Element dedications and improvements will be required as follows:

The Project is located on the east side of Vineland Avenue which is designated a Boulevard II requiring a 110-foot right-of-way with an 80-foot roadway with 15-foot sidewalks. Currently the Vineland Avenue right-of-way is 100 feet along the Project frontage. The Project is required a 5-foot dedication as well as improvements required by the City's Bureau of Engineering.

The Project is located on the west side of Cleon Avenue. Cleon Avenue is identified in the Mobility Plan 2035 as a Local Street. A local street is required to provide 60-foot of right-of-way and 36-foot roadway with 12-foot sidewalks. Currently there is a 50-foot right-of-way along the Project's Cleon Avenue frontage. A 5-foot dedication is required and will be provided as well as improvements required by the City's Bureau of Engineering.



**CEQA Threshold T - 3.1 Finding**

The Project does not involve any design features that are unusual for the area or any incompatible uses. The locations of the driveways will remain the same with minor modifications and no new driveways will be added. No deficiencies are apparent in the site access plans which would be considered significant. This determination considers the following factors:

1. The Project is required to provide a 5-foot dedication on Vineland Avenue and on Cleon Avenue.
2. The Project is not adding any new driveways and will retain one driveway on Vineland Avenue and one driveway on Cleon Avenue.
3. On-site loading docks are proposed along the south side of the building near the self-storage office.



## CHAPTER 5

## NON - CEQA TRANSPORTATION ASSESSMENT

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In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05 (Site Plan Review) authorizes a non - CEQA transportation analysis of development projects to identify deficiencies that may have an adverse effect of the environment. LADOT retains the ability to impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non-CEQA assessment.

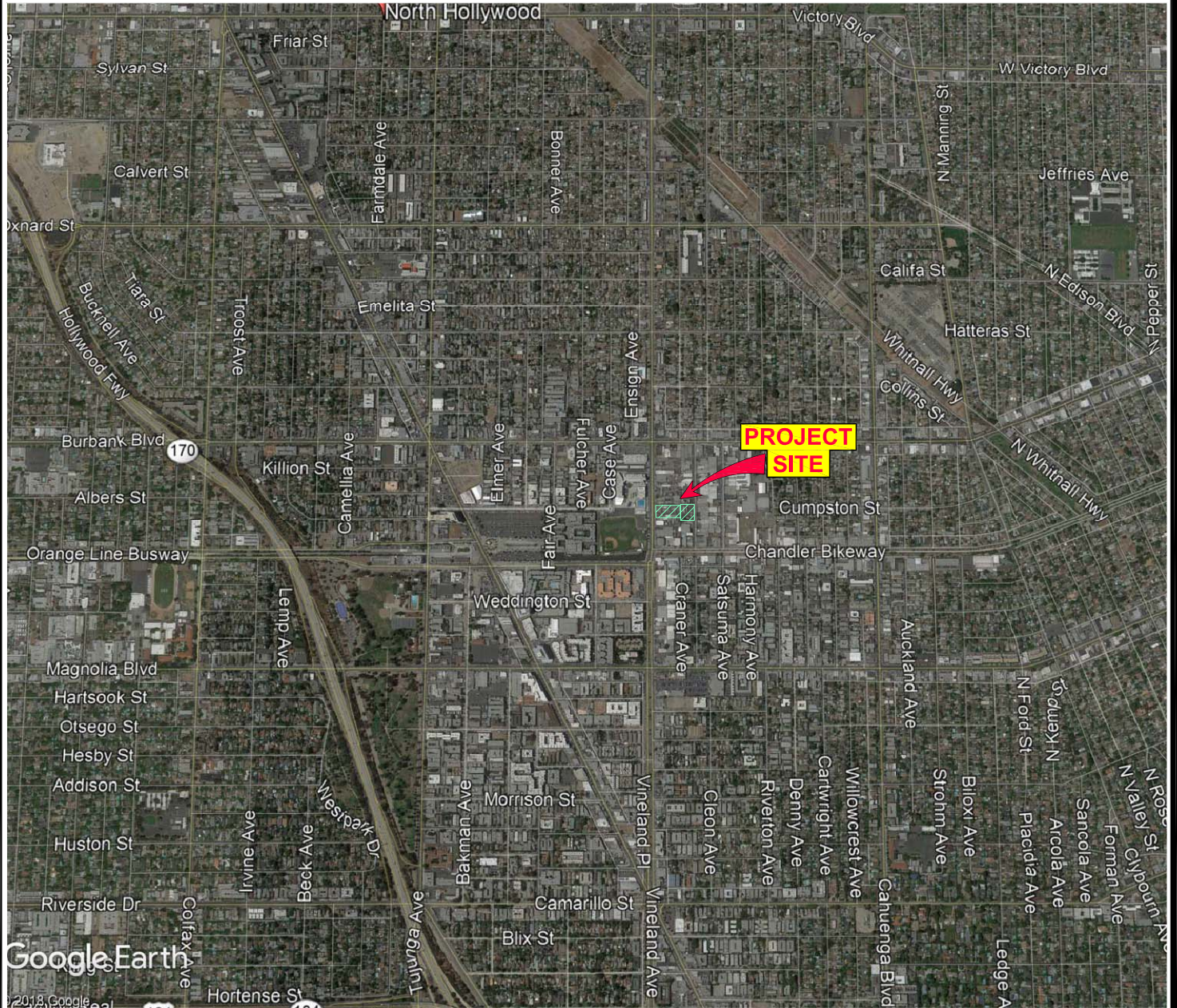
Pursuant to the TAG, a delay - based analysis has been used to evaluate if the project would contribute to potential circulation and access deficiencies that require specific operational improvements to the circulation system. To assist in the non - CEQA evaluation, the following information provides the environmental conditions in which the project is located.

### ENVIRONMENTAL SETTING

#### Land Use

The Project is in the North Hollywood – Valley Village Community Plan area. The current active land use map for the study area is provided in Appendix B. The North Hollywood – Valley Village Community Plan is predominately single family residential but includes areas of multi-family residential uses, industrial uses north and south of the Metro right-of-way, commercial corridors along major roadways and expanding throughout some residential areas, with areas providing open space and public facilities.

The City of Los Angeles Mobility Plan 2035 was approved by the City Planning Commission and adopted by the City Council on September 7, 2016 under Council File No. 15-0719. The Mobility Plan 2035 dictates the street standards and designations within the plan area. The proposed Project will be subject to the Mobility Plan 2035. The Mobility Plan 2035 standards and designations elements are provided in Appendix C. In addition to collecting traffic volume data for this analysis, field surveys were conducted in



2/2020

### PROJECT SETTING

Figure 3

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the study area to determine the roadway and intersection geometry and traffic signal operations. Figure 3 illustrates the environmental setting near the Project site.

A brief description of the affected roadway facilities is provided below with the aerial views of the roadways, current City street standards and the Mobility Plan 2035 Map provided in Appendix C.

### Transportation Facilities

The Study area is well serviced by multiple freeways. The State Route 170 (SR-170) is approximately 4,500 to the west of the Project site and the State Route 134 (SR-134) is approximately one and a quarter mile to the south of the Project site. The SR-170 is a local north-south freeway that operates between the Golden State Freeway to the north to the Ventura Freeway to the south where it connects to the State Route 101 (SR-101). The SR-134 is a local east-west freeway that operates between the SR-170 where it changes name to the SR-101 to Pasadena where it connects to the Foothill Freeway (I-210). These freeways link to numerous other freeways in the vicinity providing extensive regional access. The SR-170 is accessible via Burbank Boulevard and Magnolia Boulevard in the Study area. The SR-134 is accessible from the SR-170 or from Vineland Avenue (westbound on ramp), Lankershim Boulevard (westbound off ramp), Riverside Drive west of Vineland Avenue (eastbound off ramp) and Riverside Drive east of Vineland Avenue (eastbound on ramp).

The State of California Department of Transportation (Caltrans) website indicates that the SR-170 carries approximately 233,000 vehicles per day (VPD) with 15,800 vehicles per hour (VPH) at Burbank Boulevard during peak periods. According to the Caltrans website, the SRT-134 carries approximately 192,000 VPH with 14,000 VPH at Lankershim Boulevard during the peak periods.

Vineland Avenue is a north-south operating roadway designated as a Boulevard II in the Study area in the City of Los Angeles Mobility Plan 2035 (Mobility Plan). Vineland provides the western boundary of the Project site and one driveway will be provided along the roadway. Vineland Avenue is two vehicle lanes and one bike lane in each direction



with a center two-way left turn lane. Parking is permitted in the Study area. The speed limit is 40 miles per hour (MPH) with 25MPH Speed Limits When Children Present posted.

Chandler Boulevard is an east-west operating roadway designated as a Boulevard II west of Vineland Avenue and as a Local Street east of Vineland Avenue in the Mobility Plan.

Chandler Boulevard is jogged at Vineland avenue. The roadway provides one lane transition to two lanes in the westbound direction and two lanes in the eastbound direction with bike lanes in both directions and a center two-way left turn lane west of Vineland Avenue. Chandler Boulevard provides one lane in each direction east of Vineland Avenue with a bike bath (Chandler Bikeway) provided immediately south of Chandler Boulevard. Two-hour time limited and metered parking is available on Chandler Boulevard west of Vineland Avenue. Parking is not permitted on Chandler Boulevard east of Vineland Avenue. The speed limit is 40 miles per hour west of Vineland Avenue and 25 MPH east of Vineland Avenue.

Cleon Avenue is a north-south operating roadway designated as a Local Street in the Study area. Cleon Avenue provides the eastern boundary of the Project site. One driveway will be provided along Cleon Avenue. Cleon Avenue spans from Burbank Boulevard to Chandler Boulevard in the Study area. One lane in each direction is provided with areas of parallel and areas of perpendicular parking provided. The speed limit is 25 MPH along this roadway.

The roadway designations and aerial pictures of the Project study intersections are provided in Appendix C.



### Transit Service Information

The Study area offers several public transportation opportunities in the Project vicinity. Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro), Metro Rail B Line (previously called the Red Line, and Metro G line (previously called the Orange Busway). The North Hollywood Orange/Red Line Station is located along Chandler Boulevard at Lankershim Boulevard. There is a bus stop for Metro Line 152 at Vineland Avenue and Chandler Boulevard within close walking distance to the site.

Metro Route 152 service is provided along Lankershim Boulevard to Chandler Boulevard, to the North Hollywood Metrolink Station, to Vineland Avenue, back to Lankershim Boulevard, to Vineland Avenue in the immediate Study area. There is a bus stop for Route 152 at Vineland Avenue and Chandler Boulevard (north) approximately 400 feet from the Project site. Route 152 travels between Woodland Hills, West Hills, Northridge, Panorama City, Sun Valley, Burbank and North Hollywood. Headways (time between buses) are approximately 6 to 13 minutes during peak hours.

Metro Route 183 service is provided along Magnolia Boulevard to Chandler Boulevard, to the North Hollywood Metrolink Station, to Chandler Boulevard, to Vineland Avenue, and back to Magnolia Boulevard in the immediate Study area. There is a bus stop for Route 183 at Vineland Avenue and Chandler Boulevard (south) approximately 500 feet south of the Project site. Route 183 travels between Sherman Oaks, Valley Village, North Hollywood, Burbank and Glendale. Headways are approximately 40 to 50 minutes.

Metro Orange Line and Metro Red Line operate to the North Hollywood Metrolink Station. The Orange Line is a busway running along an area that was an old rail track and operates predominately east-west from the North Hollywood Metrolink Station to Van Nuys, Reseda, Woodland Hills then north to Chatsworth. The Metro Orange Line operates southeast to northwest from the North Hollywood Metrolink Station to Universal City, Hollywood, Central Los Angeles, Wilshire Area to Downtown Los Angeles.



Transfer opportunities are available to/from multiple destination points from near the Project site using the Metro and the Metrolink. The transit lines, Metro lines, and associated stops in the Study area are illustrated in Appendix D.

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit, Neighborhood and Pedestrian Enhanced Districts) (Referenced in CEQA Analysis T-1 on page 8)

The Mobility Plan 2035 establishes a layered network of street standards that are designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets that exist but identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements. Street may be listed in several networks with the goal of selecting a variety of mobility enhancements.

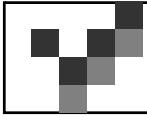
Network layers have been created that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are: Vehicle Enhanced Network, Transit Enhanced Network, Bicycle Enhanced Network, and Neighborhood Enhanced Network. Definitions of these networks per the Complete Street Design Guidelines are provide below.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- No study area streets have been identified in the VEN.

Transit Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders.

- West of the Project site, Lankershim Boulevard is identified as a Moderate Plus Transit Enhanced Street.



Bicycle Enhanced Network (BEN) – The BEN is comprised of a network of low-stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN also proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponds to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation that are differentiated only by their potential implementation phasing - the difference between Tier 2 and Tier 3 implies probability that some lanes are not expected to be implemented by 2035.

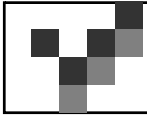
- Chandler Boulevard, from Lankerhim Boulevard to the East City limit is identified as part of the BEN. There is an existing bike path along the south side of Chandler Boulevard from Vineland Avenue easterly.
- Lankershim Boulevard is identified as a Tier 1 roadway for a protected bicycle lane in the Study area.

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation throughout the City of Los Angeles. The Master Plan was developed to provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the City street systems. The Master Plan has mapped out the existing, funded and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. A brief definition of the bicycle facilities is provided below:

Bicycle Path – A bicycle path is facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right - of - way assigned through signals or stop signs.

- Chandler Boulevard provides a bicycle path east of Vineland Avenue. This is part of the Green bikeway network. No additional bike paths are identified in the study area.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane stripped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.



- Vineland Avenue, north of Chandler Boulevard to Burbank Boulevard is identified as a Tier 2 roadway for a protected bicycle lane in the 2010 bicycle plans. Vineland Avenue, in the Study area, currently provides a Bicycle lane. This segment is part of the Neighborhood Bike Network.
- Chandler Boulevard west of Vineland Avenue provides a bike lane and is part of the City's Backbone Bike Network.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right-of-way with the vehicle.

- No bike routes are identified in the study area.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds providing added safety for pedestrians and bicyclists.

- Chandler Boulevard is identified in the Mobility Plan as part of the NEN between Tujunga Boulevard and Vineland Avenue.
- Vineland Avenue is identified as part of the NEN between Burbank Boulevard and north of Oswego Street.

#### Pedestrian Enhanced District (PEDs)

In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts.

Several streets within the study area have been identified in the pedestrian enhanced district maps with the goal of providing a more attractive environment to promote walking for shorter trips. Adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. This helps to reduce the volume of cars on the road and emissions, increase economic vitality, and make the City feel like a more vibrant place.



- Vineland Avenue, between Magnolia Boulevard and Burbank Boulevard is identified in the Mobility Plan as part of the PED.
- Chandler Boulevard west of Vineland Avenue to Tujunga is identified as part of the PED.
- Lankershim Boulevard, in the Study area, is identified as part of the PED.

Mobility Plan Element Network Maps and the 2010 Bicycle Plan maps are included in Appendix E.

### PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

Purpose - The pedestrian, bicycle and transit facilities assessments are 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).

#### Removal or Degradation of Facilities

The Project will not remove, modify or degrade any pedestrian, bicycle and transit facilities in the vicinity of the proposed Project. In fact, any damaged or off-grade sidewalk, curb and gutter along the property frontage will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC). In addition, the pedestrian environment will be enhanced by the Project by providing wider sidewalks and new street activation space along the Project's Vineland Avenue frontage by providing artists' offices suites.

#### Project Intensification of Use

The Project is located on Vineland Avenue which is designated as a Boulevard II roadway and is included in the Bicycle Enhanced Network, Pedestrian Enhanced Network and Neighborhood Enhanced Network. The Metro transit stop for Route 152 is within 410 feet of Project site and the North Hollywood Metro Station (approximately 1,500



feet away and approximately 10-minute walk) is a stop for Route 152. A bicycle lane is currently provided along the Project frontage of Vineland Avenue. Pedestrian facilities will be improved along Vineland Avenue with new landscaping along the Project frontage.

### High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles the safest in the nation. As part of an effort to achieve this goal, LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists. Vineland Avenue, along the Project's frontage, has been identified as are part of the City's HIN.

The intersections of Chandler Boulevard (North) & Vineland Avenue and Chandler Boulevard (South) & Vineland Avenue are currently improved with yellow Continental (cross hatch) crosswalks which improve pedestrian visibility to motorists.

### PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Purpose – Project access and circulation is evaluated for safety, operational, and capacity constraints using vehicle level of service to identify circulation and access deficiencies that may require specific operational improvements. CEQA analysis for other subject areas, such as air quality analysis, may also continue to rely on vehicle level of service analysis.



## Operational Evaluation –

Criteria - Per the TAG, the Transportation Assessment should include a quantitative evaluation of the project's expected access and circulation operations. Project access is considered constrained if the project's traffic would contribute to unacceptable queuing at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Contribute to “gridlock” congestion. For the purposes of this section, “gridlock” is defined as the condition where traffic queues between closely - spaced intersections and impedes the flow of traffic through upstream intersections.

Evaluation – One driveway will be removed from Vineland Avenue. The following traffic conditions evaluation has been prepared to identify any new circulation and access deficiencies along Vineland Avenue and Cleon Avenue for potential operational improvements.

The circulation level of service evaluation has been prepared using the Highway Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing. The average delay is reported at signalized locations for all vehicles passing through the intersection.

Once the HCM value (using Highway Capacity Software (HCS)) has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades in terms of vehicle delay are shown in Table 3.

Table 3  
Level of Service Definitions

LOS	HCM (delay in seconds)	Operating Conditions
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.

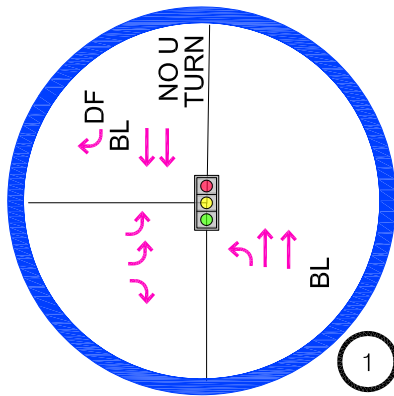
### Analysis of Existing and Future Traffic Conditions

Existing and future traffic volumes have been developed to analyze future traffic conditions after completion of the Project. The Project's traffic effect has been calculated by adding the Project traffic volumes to the existing traffic and future cumulative traffic volume with cumulative projects for Project buildout.

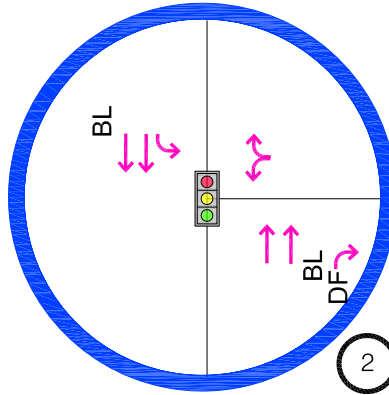
The potential circulation deficiency evaluation has been calculated at the Project driveways and 3 nearby intersections as listed below:

1. Chandler Boulevard (South intersection) and Vineland Avenue (controlled by a traffic signal);
2. Chandler Boulevard (North intersection) and Vineland Avenue (controlled by a traffic signal); and,
3. Chandler Boulevard and Cleon Avenue (stop sign controlled on Cleon Avenue).

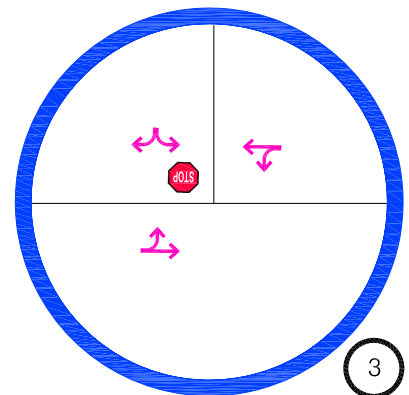
The lane configurations at these intersections and along the Project driveways are provided in Figure 4. Project trips were distributed to the study intersections and driveways, as approved by LADOT, and are provided in Figure 5. The Project traffic volumes are provided in Figure 6.



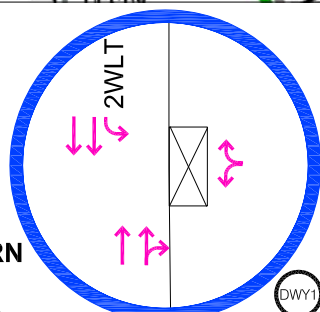
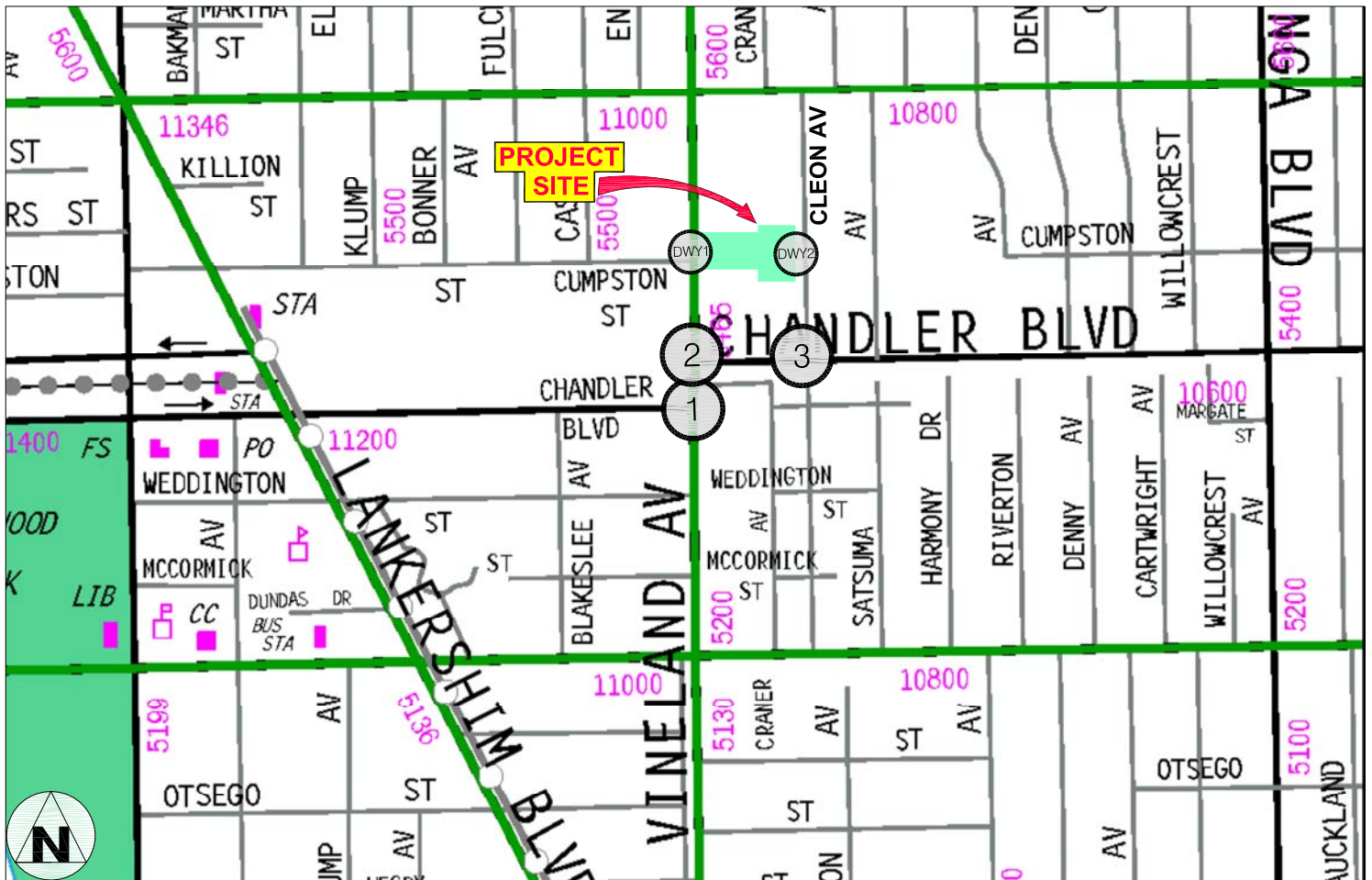
CHANDLER BL (SOUTH) & VINELAND AVENUE



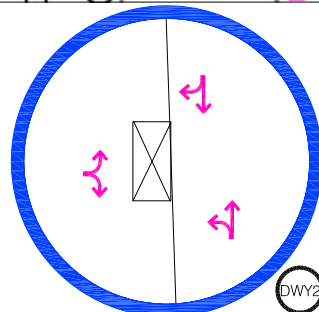
CHANDLER BL (NORTH) & VINELAND AVENUE



CHANDLER BL & CLEON AVENUE



VINELAND AVENUE AT PROJECT DRIVEWAY



CLEON AVENUE AT PROJECT DRIVEWAY

FIGURE 4

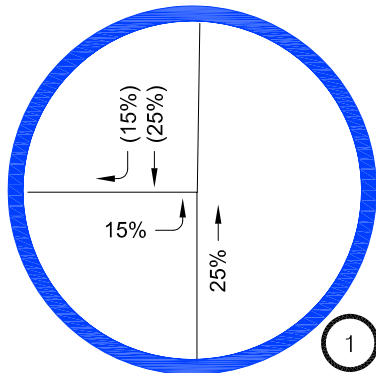
2WLT = 2-WAY LEFT TURN  
 BL = BIKE LANE  
 DF = De Facto Right Turn  
 DWY = DRIVEWAY

1/2020

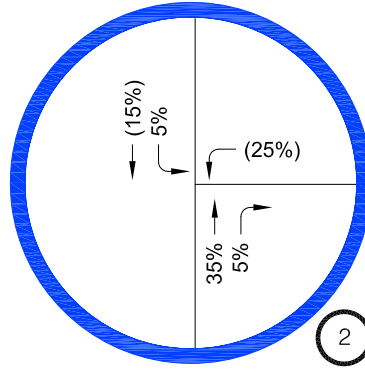
PROJECT STUDY INTERSECTION CHARACTERISTICS

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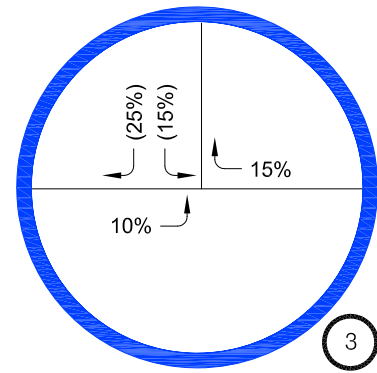
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1  
CHANDLER BL (SOUTH) & VINELAND AVENUE

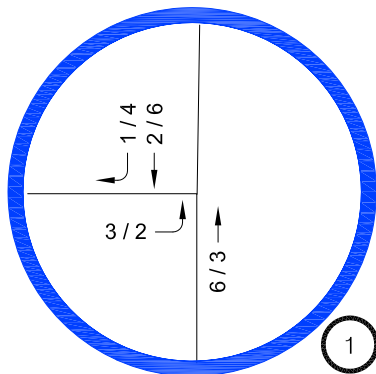
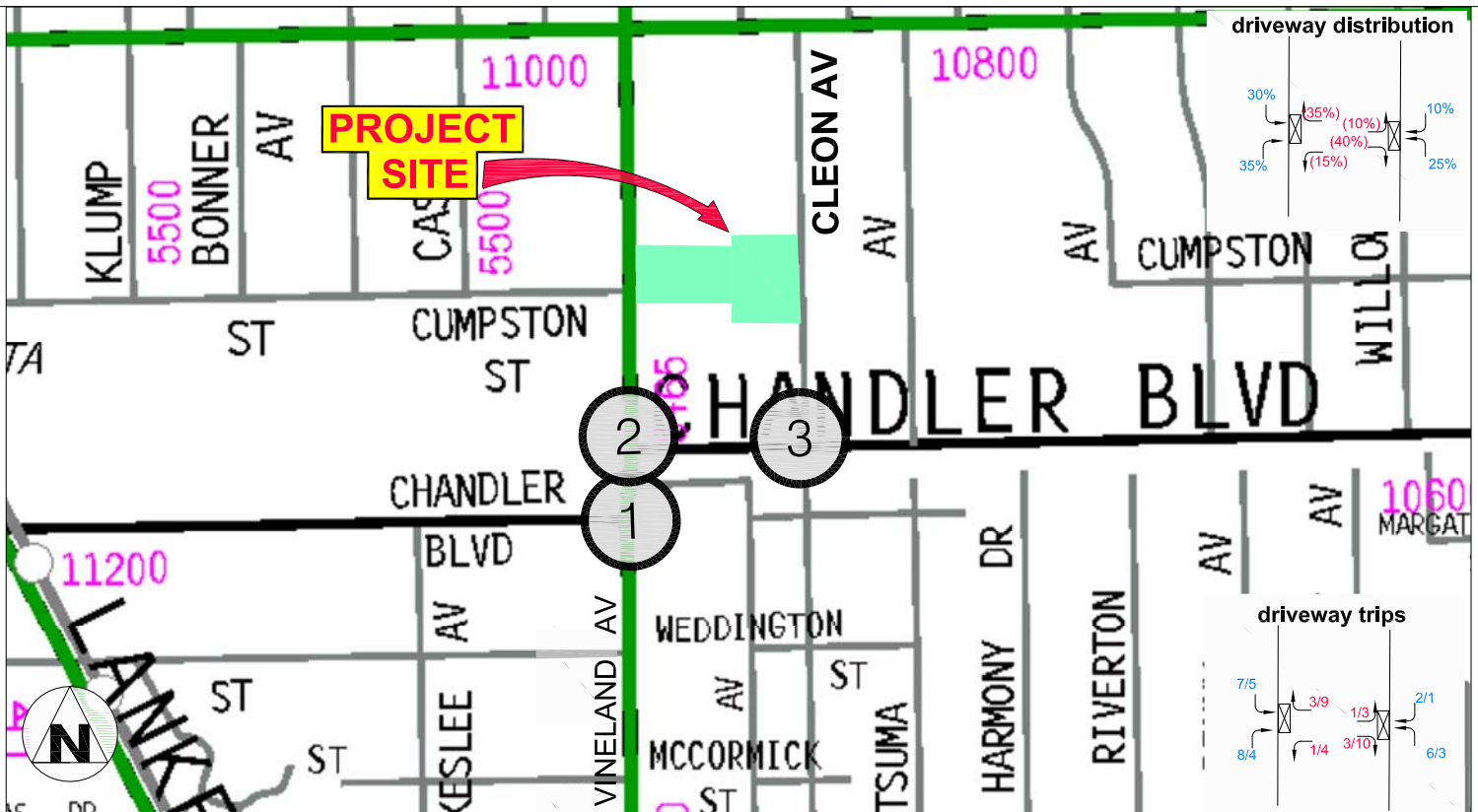


2  
CHANDLER BL (NORTH) & VINELAND AVENUE

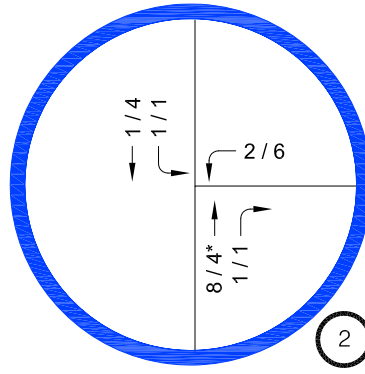


3  
CHANDLER BL & CLEON AVENUE

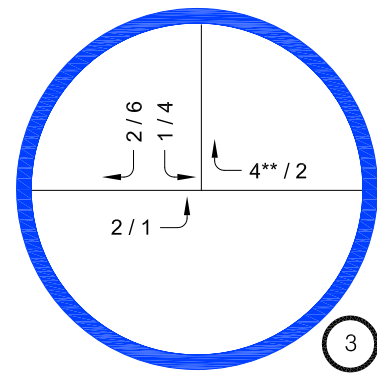
**PROJECT TRAFFIC ASSIGNMENT DISTRIBUTION IN / (OUT)**



1  
CHANDLER BL (SOUTH) & VINELAND AVENUE



2  
CHANDLER BL (NORTH) & VINELAND AVENUE



3  
CHANDLER BL & CLEON AVENUE

**PROJECT VOLUMES AM PEAK HOUR/PM PEAK HOUR**

**FIGURE 5**

**PROJECT TRAFFIC ASSIGNMENT DISTRIBUTION & PROJECT VOLUMES**

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In evaluation of the Existing conditions, the addition of Project traffic does not change the LOS at any of the study intersections. Table 4 shows that the Existing with Project does not significantly add to any circulation deficiencies in the area. Note that the signalized intersections provide an overall intersection delay, whereas the stop-controlled intersection provides a directional delay. The HCS worksheets are provided in Appendix H and indicate that no turning lanes are predicted to exceed the current lengths of the turn pockets.

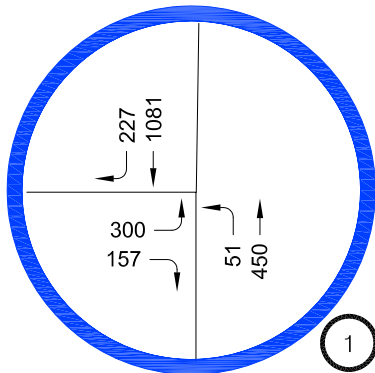
Table 4  
Existing Traffic Conditions  
Without and With Project

No.	Intersection	Peak Hour	Existing (2020)		Existing +Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Chandler Boulevard & Vineland Avenue (South I-S)	AM	8.1	A	8.1	A
		PM	9.3	A	9.3	A
2	Chandler Boulevard & Vineland Avenue (North I-S)	AM	5.2	A	5.3	A
		PM	6.6	A	6.8	A
3	Chandler Boulevard & Cleon Avenue	AM	EB 7.5	A	EB 7.5	A
			SB 9.7	A	SB 9.8	A
		PM	EB 7.6	A	EB 7.6	A
			SB 9.3	A	SB 9.5	A

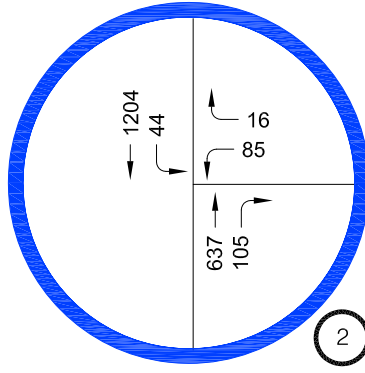
s = seconds, EB = Eastbound, SB = Southbound

No Existing or Existing + Project intersection operating deficiencies are identified.

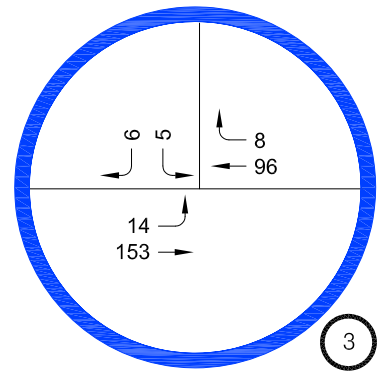
Existing and Existing + Project Traffic Volumes are presented in Figure 6 and Figure 7 respectively.



CHANDLER BL (SOUTH) & VINELAND AVENUE

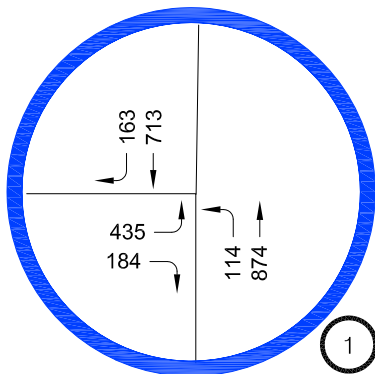
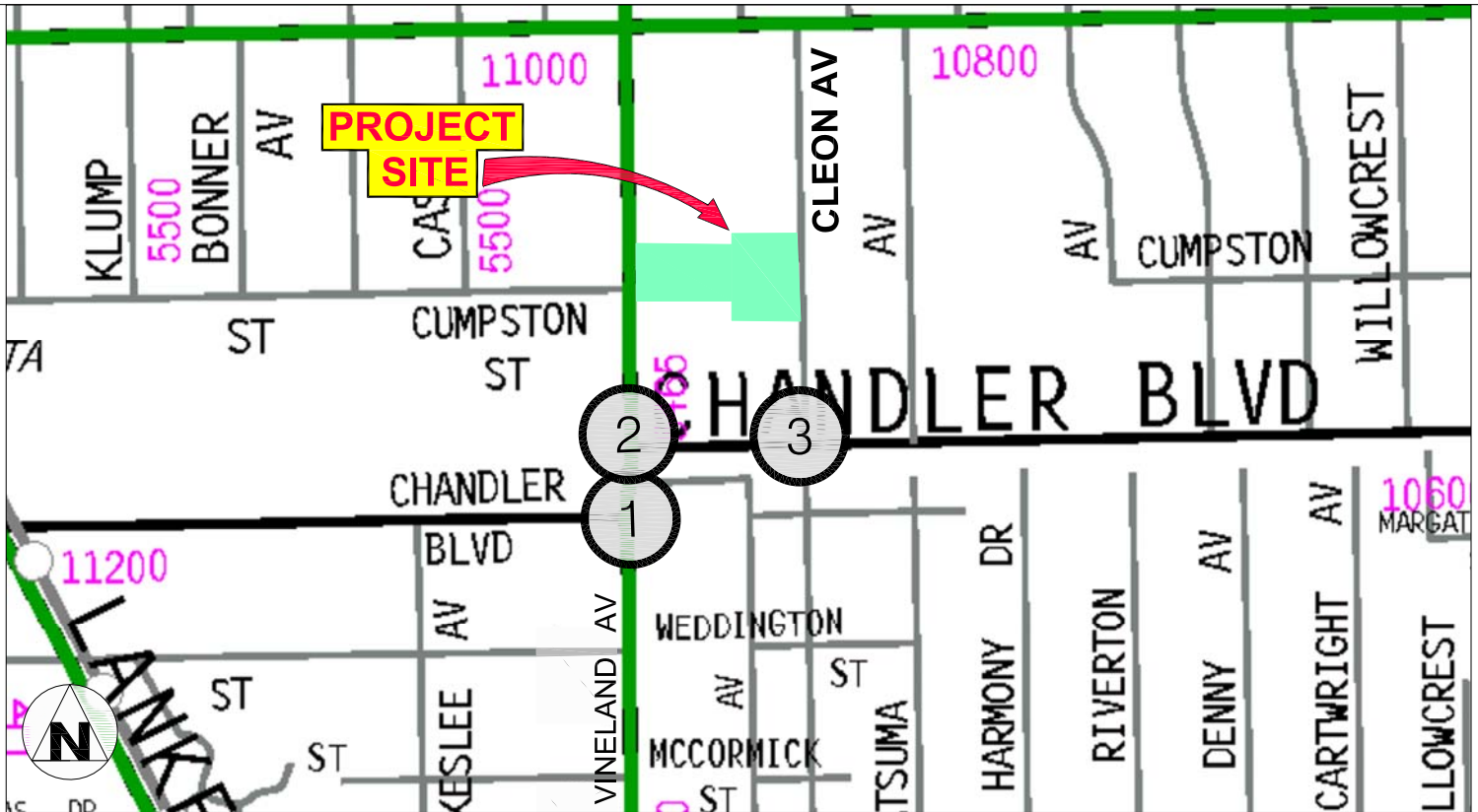


CHANDLER BL (NORTH) & VINELAND AVENUE

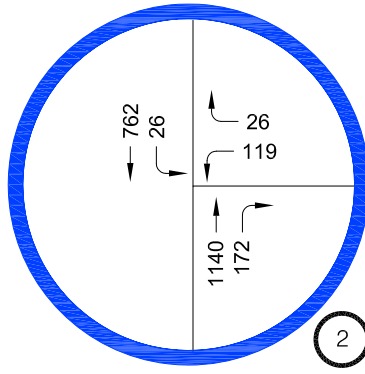


CHANDLER BL & CLEON AVENUE

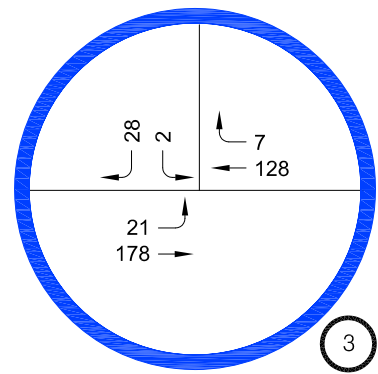
AM PEAK HOUR



CHANDLER BL (SOUTH) & VINELAND AVENUE



CHANDLER BL (NORTH) & VINELAND AVENUE



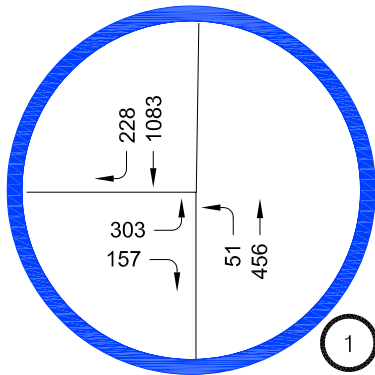
CHANDLER BL & CLEON AVENUE

PM PEAK HOUR

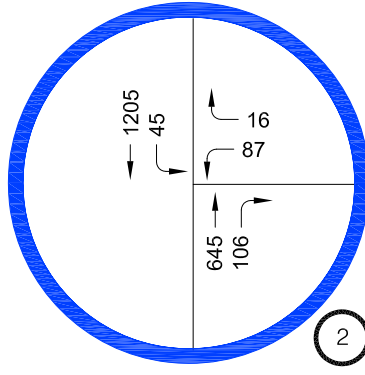
FIGURE 6

EXISTING (2020)  
TRAFFIC VOLUMES

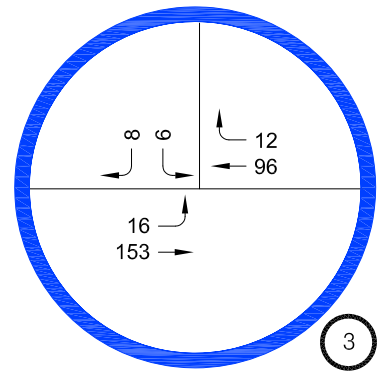
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CHANDLER BL (SOUTH) & VINELAND AVENUE

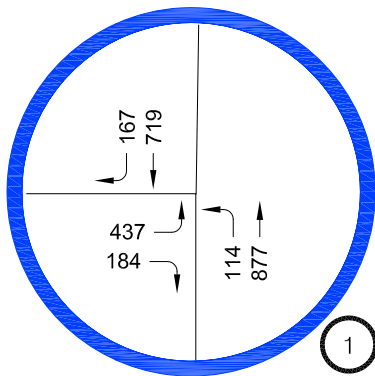
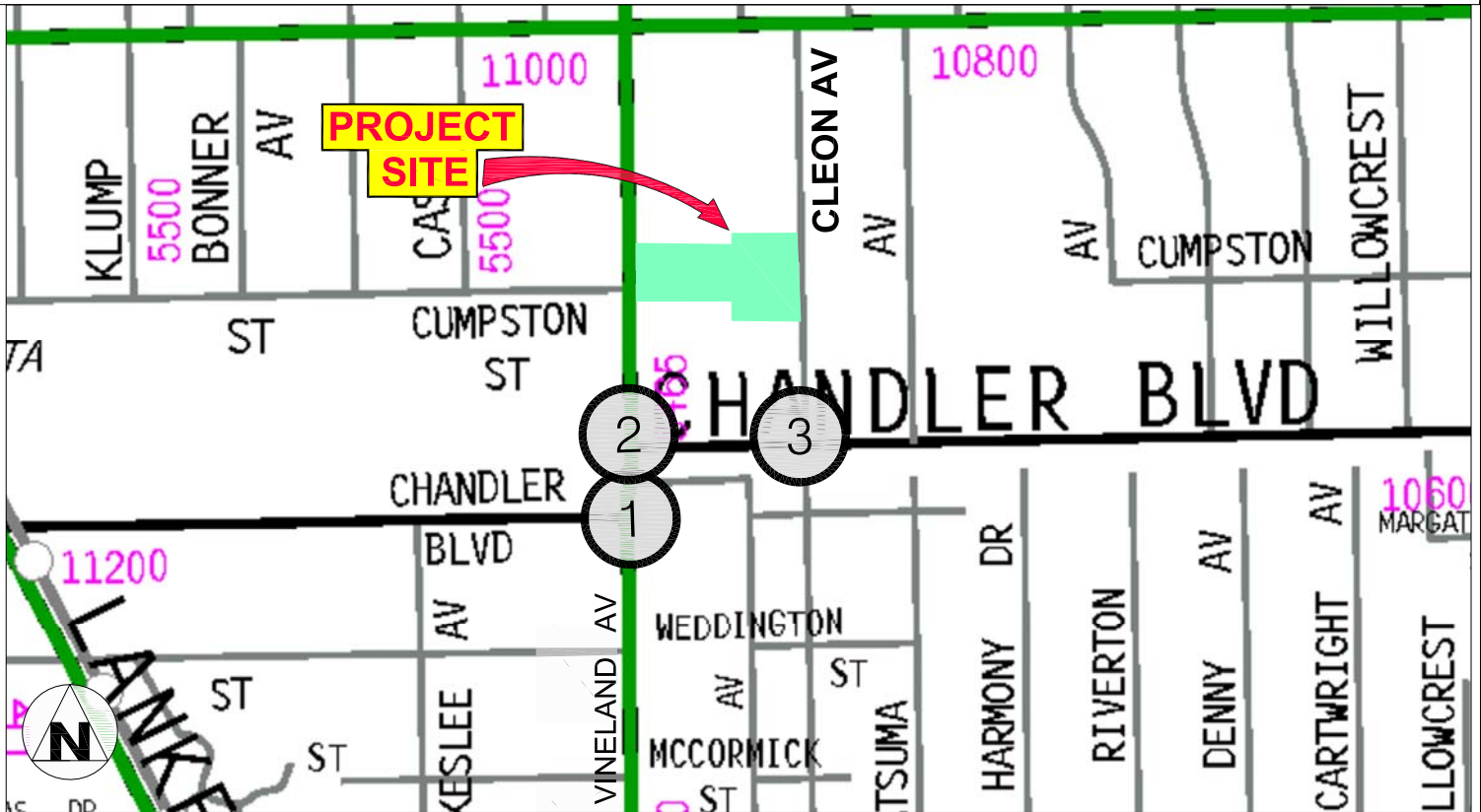


CHANDLER BL (NORTH) & VINELAND AVENUE

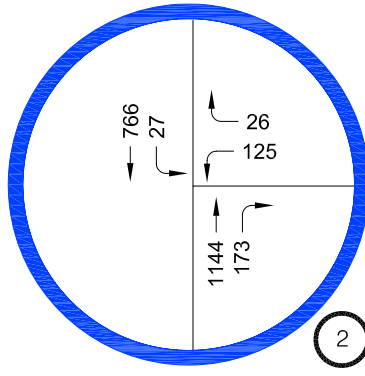


CHANDLER BL & CLEON AVENUE

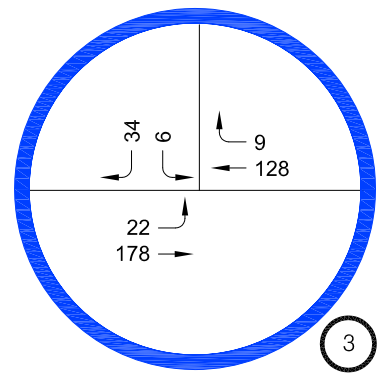
AM PEAK HOUR



CHANDLER BL (SOUTH) & VINELAND AVENUE



CHANDLER BL (NORTH) & VINELAND AVENUE



CHANDLER BL & CLEON AVENUE

PM PEAK HOUR

EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 7



The future cumulative analysis includes ambient growth of 1% per year and other foreseeable development projects located within the study area that are either under construction or brought to the attention of the City as planned for future development (related projects). Related project locations, description and trip generation is provided in Appendix G. It should be noted that this Project or any actions taken by the City regarding this Project, does not have a direct bearing on these other proposed projects.

Evaluation of the Future Conditions with the Project are presented in Table 5. Table 5 shows that the Future without Project and Future with Project does not significantly add to any circulation deficiencies in the area. As with the Existing analysis, the signalized intersections provide an overall intersection delay, whereas the stop-controlled intersection provides a directional delay. The HCS worksheets are provided in Appendix H and indicate that no turning lanes are predicted to exceed the current lengths of the turn pockets.

The Level of Service summary calculation results are presented below in Table 5 for Future without and with the Project.

Table 5  
Future Cumulative Traffic Conditions  
Without and With Project

No.	Intersection	Peak Hour	Future (2023) Without Project		Future (2023) With Project	
			Delay (s)	LOS	Delay (s)	LOS
1	Chandler Boulevard & Vineland Avenue (South I-S)	AM	8.7	A	8.7	A
		PM	9.5	A	9.5	A
2	Chandler Boulevard & Vineland Avenue (North I-S)	AM	5.4	A	5.5	A
		PM	7.1	A	7.3	A
3	Chandler Boulevard & Cleon Avenue	AM	EB 7.5	A	EB 7.5	A
			SB 9.8	A	SB 9.8	A
		PM	EB 7.6	A	EB 7.6	A
			SB 9.4	A	SB 9.7	A

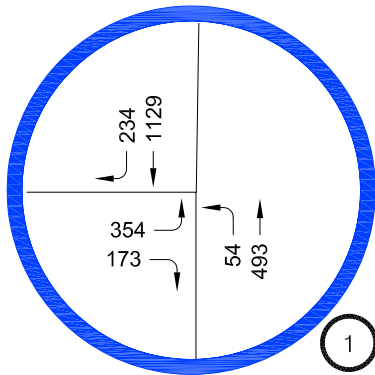
s = seconds, EB = Eastbound, SB = Southbound



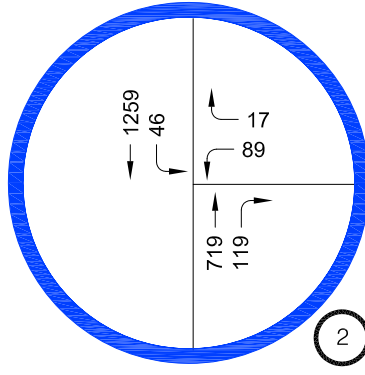
No Future without or with Project intersection operating deficiency are identified. The addition of Project related traffic will not create or exasperate a potential future deficiency.

The locations of the related projects and the peak hour trips generated are shown in Appendix G. Appendix H contains the HCS worksheets.

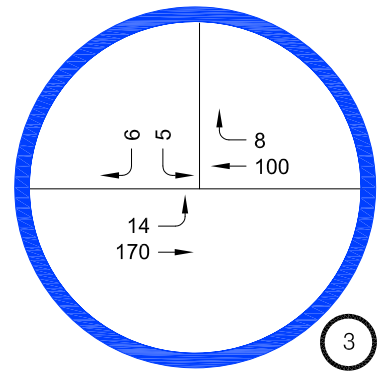
Future and Future + Project Traffic Volumes are presented in Figure 8 and Figure 9 respectively.



CHANDLER BL (SOUTH) & VINELAND AVENUE

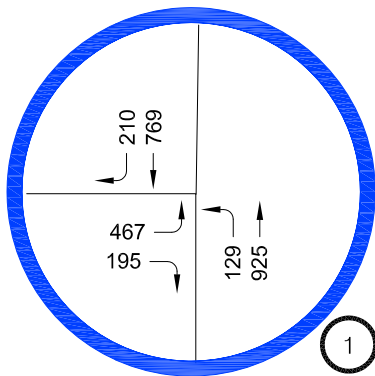
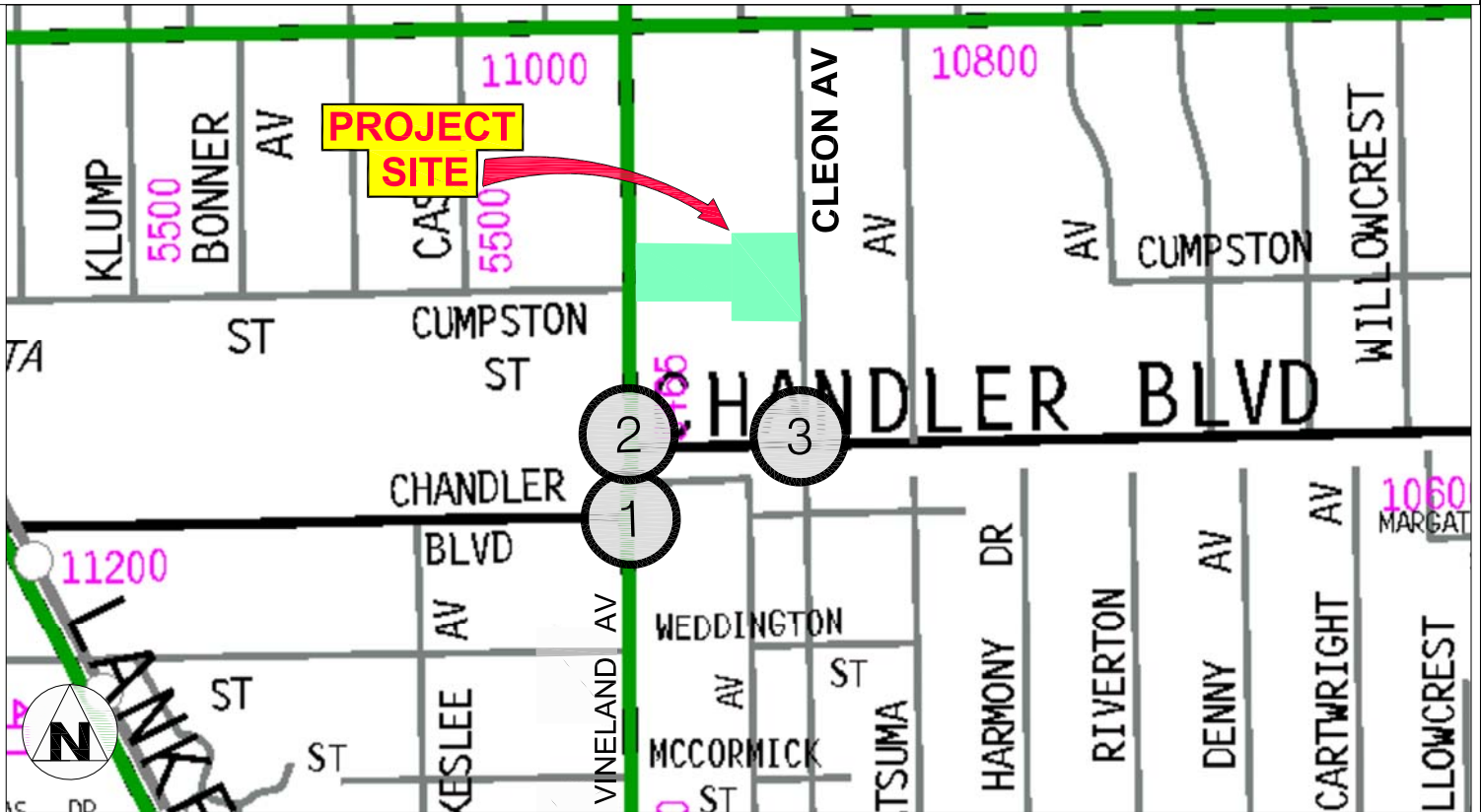


CHANDLER BL (NORTH) & VINELAND AVENUE

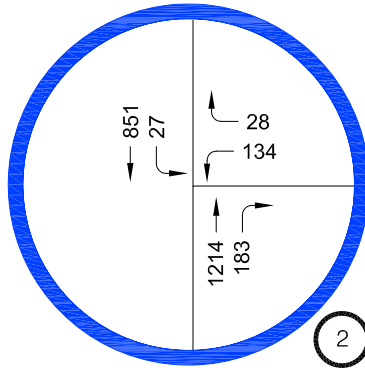


CHANDLER BL & CLEON AVENUE

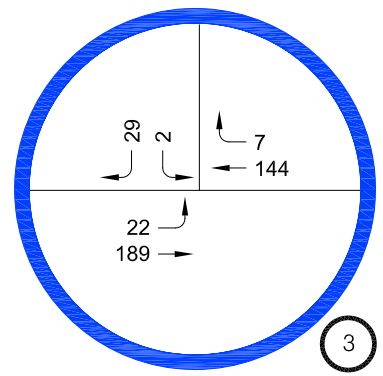
AM PEAK HOUR



CHANDLER BL (SOUTH) & VINELAND AVENUE



CHANDLER BL (NORTH) & VINELAND AVENUE

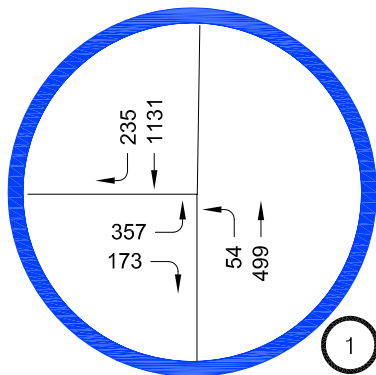


CHANDLER BL & CLEON AVENUE

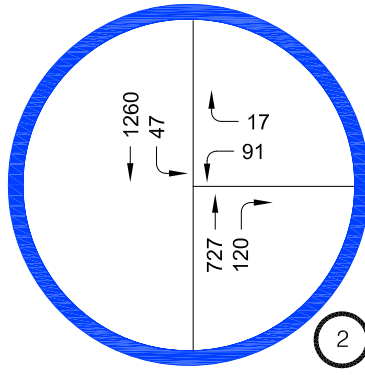
PM PEAK HOUR

FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

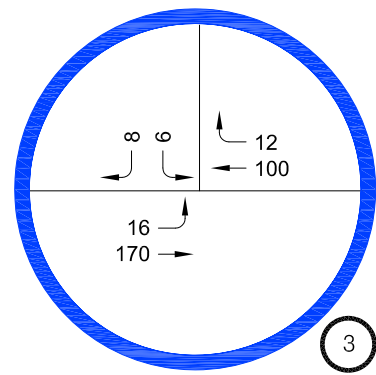
FIGURE 8



1  
CHANDLER BL (SOUTH) &  
VINELAND AVENUE

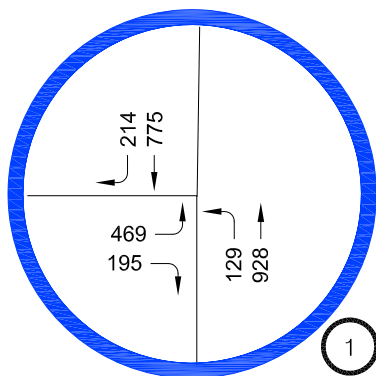
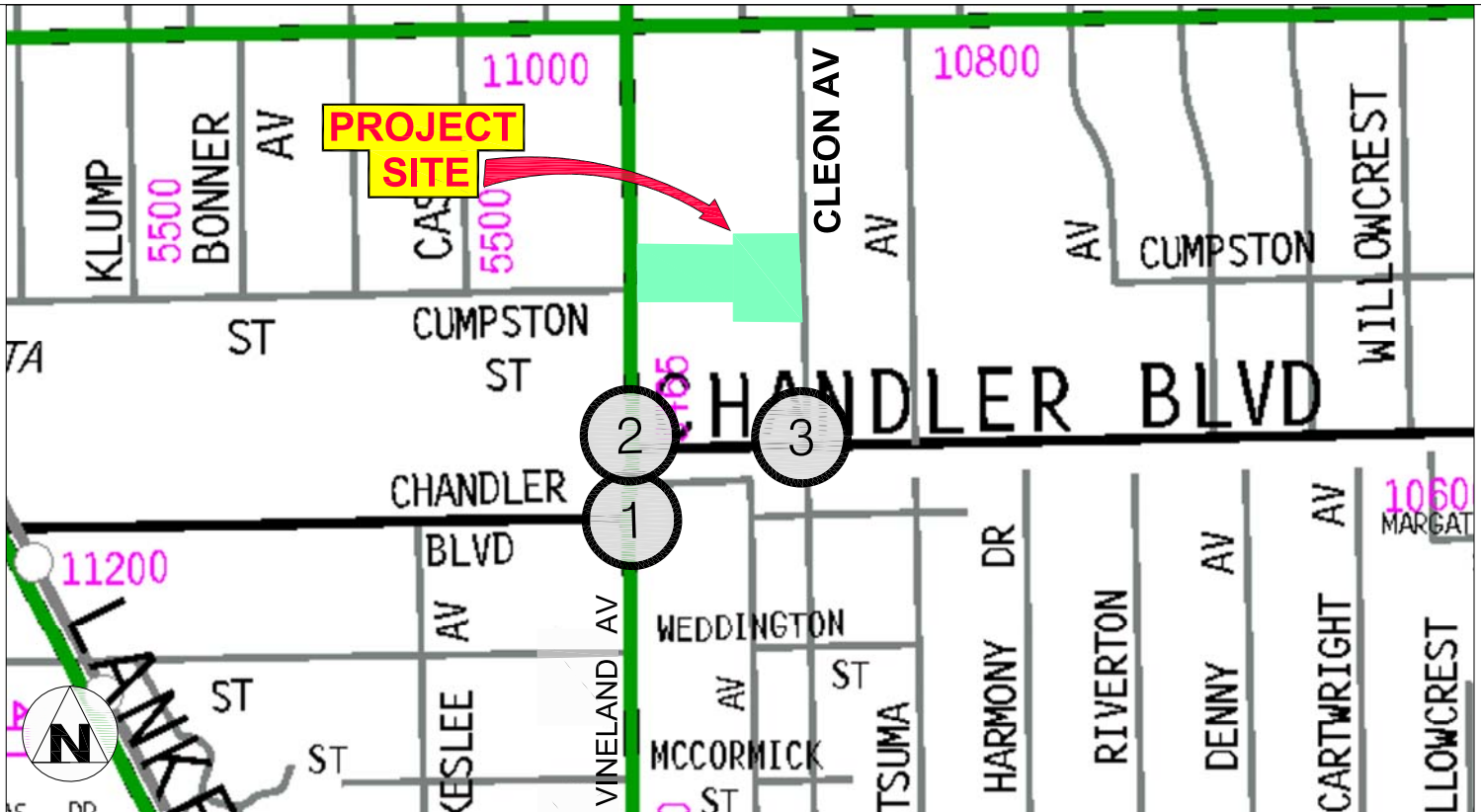


2  
CHANDLER BL (NORTH) &  
VINELAND AVENUE

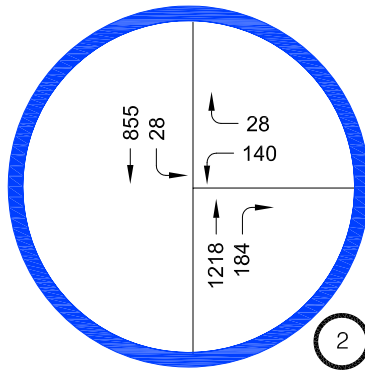


3  
CHANDLER BL &  
CLEON AVENUE

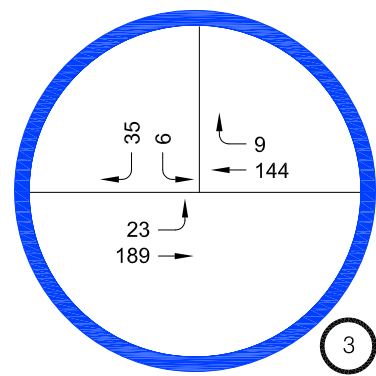
AM PEAK HOUR



1  
CHANDLER BL (SOUTH) &  
VINELAND AVENUE



2  
CHANDLER BL (NORTH) &  
VINELAND AVENUE



3  
CHANDLER BL &  
CLEON AVENUE

PM PEAK HOUR

FUTURE WITH PROJECT  
TRAFFIC VOLUMES

FIGURE 9

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Driveway Queue Evaluation

Driveway queue evaluation has been conducted using the projected future Project traffic volumes in and out of the Project driveways located along the east side of Vineland Avenue and the west side of Cleon Avenue. HCS analysis with the Project driveway volumes in and out of the parking area has been conducted with the Project traffic without any prior use reductions. The driveways are forecast to operate at LOS C during the morning peak hour and LOS D during the evening peak hour at the Vineland Avenue Driveway. The high volumes of traffic on Vineland Avenue may create some noticeable delay entering and exiting the Vineland Avenue driveway. However, it will operate sufficiently well with on-site delay volumes at the Vineland Avenue Driveway out of the through traffic volumes without restricting Vineland Avenue through traffic. There is a two-way left turn lane in the center of Vineland Avenue to facilitate turning left from southbound Vineland Avenue and a curbside parking lane for right turning vehicles to exit the northbound lanes. The Cleon Avenue Driveway will operate well at LOS A during the morning and evening peak hours due to current and projected future low traffic volumes on this roadway. The driveway operations are shown in Table 6.

Table 6  
Future Driveway Conditions With Project

No.	Intersection	Peak Hour	Future (2023) With Full Buildout Project	
			Delay (s)	LOS
A	Vineland Avenue & Project Driveway	AM	18.4	C
		PM	29.3	D
B	Cleon Avenue & Project Driveway	AM	8.6	A
		PM	8.6	A

s = seconds

The HCS analysis also provides the forecasted number of vehicles in the turning lanes at the driveways as shown in Table 7.

Table 7  
Future Queues at the Project Driveways

No.	Intersection	Peak Hour	Typical (95%) QUEUE LENGTH	
			DIRECTION*	# of Cars
A	Vineland Avenue & Project Driveway	AM	WB	0
			SBL	0
		PM	WB	1
			SBL	0
B	Cleon Avenue & Project Driveway	AM	EB	0
			NBL	0
		PM	EB	0
			NBL	0

\*  
-  
WB = Westbound, EB = Eastbound  
SBL = Southbound Left, NBL = Northbound Left

No Project driveway deficiencies have been identified in this analysis.

### Summary Findings

Based on the traffic conditions analysis, no Project access and circulation constraints or deficiencies have been identified. The Project's traffic would not contribute to unacceptable queuing on or along the Project driveways.

The results of this evaluation show that the Project will not create any non – CEQA traffic deficiencies on the existing streets pedestrian, bicycle, and transit facilities or near-by intersections of Chandler Boulevard (North) & Vineland Avenue, Chandler Boulevard (South) & Vineland Avenue or Chandler Boulevard & Cleon Avenue or at the Project driveways on Vineland Avenue and Cleon Avenue.



### Safety Evaluation

Currently there is a driveway on Vineland Avenue and on Cleon Avenue. No additional driveways are proposed with the new Project. There is an existing two-way left turn lane on Vineland Avenue along the Project frontage that will facilitate left turns in and out of the site. No negative conditions or deficiencies are apparent in the site access plans which would be considered significant.

### Passenger & Self-Storage Loading Evaluation

All Project parking is located on-site at ground level. Two loading stalls will be provided adjacent to the self-storage rental office to facilitate movement of goods in and out of the facility. Adequate parking will be provided on-site to temporarily park to drop-off or pick up passengers, as needed.

### Construction Overview

As part of the Project's construction, a Construction Traffic Management program would be implemented during the construction phase to minimize potential conflicts associated with construction activity. The Project's potential construction impacts may involve temporary construction activities that would cause lane or street closures and a temporary loss of on-street parking. However, efforts will be made to conduct as much of the construction activity on-site as possible.

Construction workers are typically expected to arrive at the Project site before 7:00 am and depart before or after the weekday peak hours of 4:00 to 6:00 pm. It is also assumed that truck hauling will be limited to off peak hours. As part of the Project's required Construction Management plan, peak hour restrictions on construction worker and haul truck traffic will likely be imposed. Thus, no significant levels of construction worker and / or truck traffic should occur on the street system during the peak hours of traffic.



Temporary traffic impacts from construction may occur during the non-peak hours because of an increase in construction traffic associated with delivery of construction materials; an increase in automobile traffic associated with construction workers, utility changes, drainage facilities, and sewer improvements.

Safe pedestrian circulation paths adjacent to or around the work areas will be provided by pedestrian walkways if necessary and will be maintained as required by a City-approved Construction Management and Work Area Traffic Control Plans.

During demolition, truck traffic would be coming to and going from the Project site throughout the day (except for peak hours), with truck staging occurring on-site through most of the construction period. Flagmen would be used to control traffic movement during the ingress and egress of trucks and heavy equipment if needed.

The Project applicant will be required to submit formal Work Area Traffic Control Plans for review and approval by the City prior to the issuance of any construction permits.

**APPENDIX A**

**LADOT Approved MOU**



# 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: Office - Self Storage Mixed- Use

Project Address: 5444-5458 Vineland Avenue & 5437-3451 Cleon Avenue

Project Description Remove existing 4,250 sf equipment rental & gear for movies to construct 15,120 sf artist lofts & 134,880 sf self-storage facility

LADOT Project Case Number: \_\_\_\_\_ Project Site Plan attached? (Required)  Yes  No

## II. TRIP GENERATION

Geographic Distribution: N 25 % S 25 % E 25 % W 25 %

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

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

Trip Generation Adjustment <i>(Exact amount of credit subject to approval by LADOT)</i>	Yes	No
Transit Usage	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation Demand Management	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Existing Active Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Previous Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Internal Trip	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pass-By Trip	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>	Daily Trips 396 (From VMT Calculator)
AM Trips	<u>23</u>	<u>8</u>	<u>31</u>	
PM Trips	<u>13</u>	<u>26</u>	<u>39</u>	

## III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2023 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 Cleon Avenue & Chandler Bl      3 Vineland Av. & Chandler Bl (S I-S)
- 2 Vineland Av. & Chandler Bl (N I-S)      4 Dwy & Vineland, 5. Dwy & Cleon

Is this Project located on a street within the High Injury Network?  Yes  No  
Vineland Av frontage

Dwy = Driveway

**IV. ACCESS ASSESSMENT**


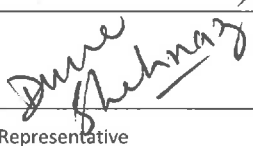
Is the project on a lot that is 0.5-acre or more in total gross area?  Yes  No 1.63 acres

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 Appx 106' along Vineland Av

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**

<u>CONSULTANT</u>	<u>DEVELOPER</u>
Name: <u>Liz Fleming-Overland Traffic</u>	<u>1784 Capital Holdings, LLC</u>
Address: <u>952 Manhattan Bch Bl, #100, M.B.</u>	<u>8777 N. Gainey Center Dr. # 191</u>
Phone Number: <u>310 545-1235</u>	<u>Scottsdale, AZ 85258</u>
E-Mail: <u>liz@overlandtraffic.com</u>	_____

Approved by: <input checked="" type="checkbox"/>		updated 6-29-20		07/01/2020
	_____	revised 1-14-20&1-24-20 12-30-2019x		
	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.

CEQA Analysis Required: \_\_\_\_\_

Non-CEQA Analysis Required: \_\_\_\_\_

All analysis to be conducted per LADOT Transportation Assessment Guidelines.

# 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:

Scenario:

Address:



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 station?

Yes  No

## Existing Land Use

Land Use Type	Value	Unit
Industrial   Warehousing/Self-Storage	4.26	ksf
Industrial   Warehousing/Self-Storage	4.26	ksf

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
Industrial   Warehousing/Self-Storage	134.88	ksf
Office   General Office	15.12	ksf
Industrial   Warehousing/Self-Storage	134.88	ksf

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

## Project Screening Summary

Existing Land Use	Proposed Project
9 Daily Vehicle Trips	405 Daily Vehicle Trips
77 Daily VMT	3,632 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  
396  
Net Daily Trips

The net increase in daily VMT ≤ 0  
3,555  
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total.  
0.000  
ksf

**The proposed project is required to perform VMT analysis.**



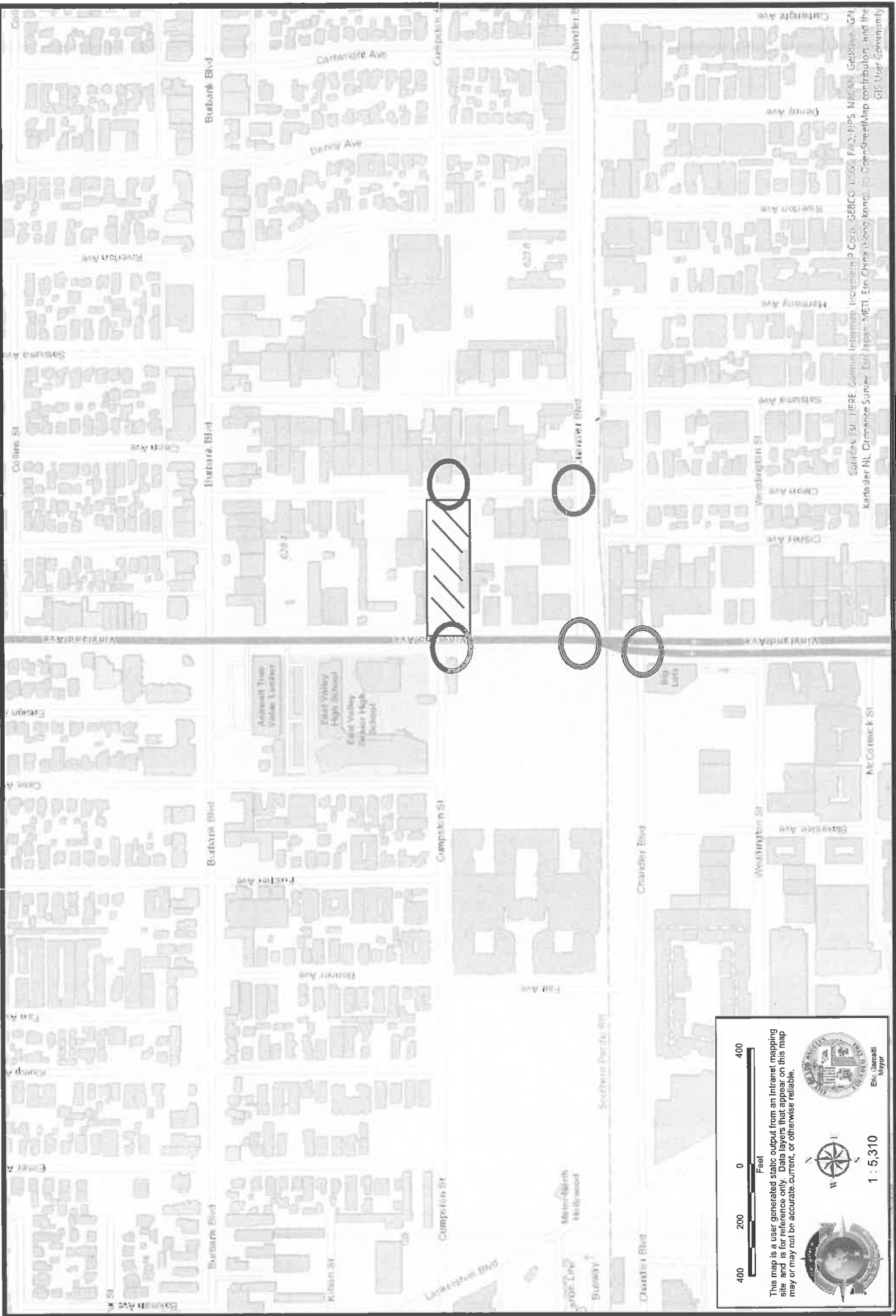
**10th Edition ITE Manual Trip Rates**

<u>Description</u>	<u>ITE CODE</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Mini Warehouse	151	1.51	0.10	60%	40%	0.17	47%	53%
Office (Artists Suites)	710	9.74	1.16	86%	14%	1.15	16%	84%

**Project Trip Generation**

<u>ITE Code</u>	<u>Description</u>	<u>Size</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
				<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
<b>Proposed Project</b>									
151	Mini Warehouse (Self Storage)	134,880 sf	204	13	8	5	23	11	12
710	Artists Suites	15,120 sf	147	18	15	3	17	3	14
<b>SUBTOTAL PROPOSED</b>			<b>351</b>	<b>31</b>	<b>23</b>	<b>8</b>	<b>40</b>	<b>14</b>	<b>26</b>
<b>Existing to be Removed</b>									
151	Movie Gear Rental & Storage	4,260 sf	6	0	0	0	1	0	1
<b>TOTAL NET TRIPS (Proposed - Existing)</b>			<b>345</b>	<b>31</b>	<b>23</b>	<b>8</b>	<b>39</b>	<b>13</b>	<b>26</b>

# NavigateLA Map



400 200 0 400 Feet

The map is a user generated static output from an Intranet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate current, or otherwise reliable.

Eric Jaraelli  
Mapper

1 : 5,310

Source: ESRI, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NMEA, NASA, GeBCO, G4,勘測者NL, Distance Survey, Esri Japan, METI, ERI, Swire, Hong Kong, Swire, OpenStreetMap contributors, and the GIS User Community



12/2019

**RELATED PROJECT LOCATION MAP**



952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266  
(310) 545-1235, [liz@overlandtraffic.com](mailto:liz@overlandtraffic.com)

RELATED PROJECT LIST

5444 VINELAND ST MIXED USE

#	Project	Size	Location	Daily Traffic	AM Peak Hour			PM Peak Hours		
					In	Out	Total	In	Out	Total
1	NoHo Lankershim Mixed Use Office Retail Apartments	1,918 sf 14,500 sf 127 units	5401 Lankershim Bl	882	11	34	45	35	28	63
2	The Weddington Apartments	324 units	11120 Chandler Bl	2,082	38	119	157	114	61	175
3	NOHo Artwalk Condominiums Retail Office Removed Retail Removed	220 units 9,400 sf (31,500) sf (2,500) sf	11126 Chandler Bl	903	(27)	67	40	61	2	63
4	Apartments	90 units	5513 Case Avenue	558	8	34	42	42	10	52
5	Apartments	144 units	11011 Otsego Street	885	14	53	67	53	29	82
6	NoHo Millennium Mixed Use Apartments Market Office	297 units 23,733 sf 1,267 sf	5107 Lankershim Bl	1,606	9	100	109	122	51	173
7	Apartments	46 units	5508 Fulcher Avenue	271	4	16	20	21	5	26
8	Apartments	61 units	11106 Hartsook Street	361	5	22	27	27	7	34



12/2019

**OVERALL PROJECT DISTRIBUTION**

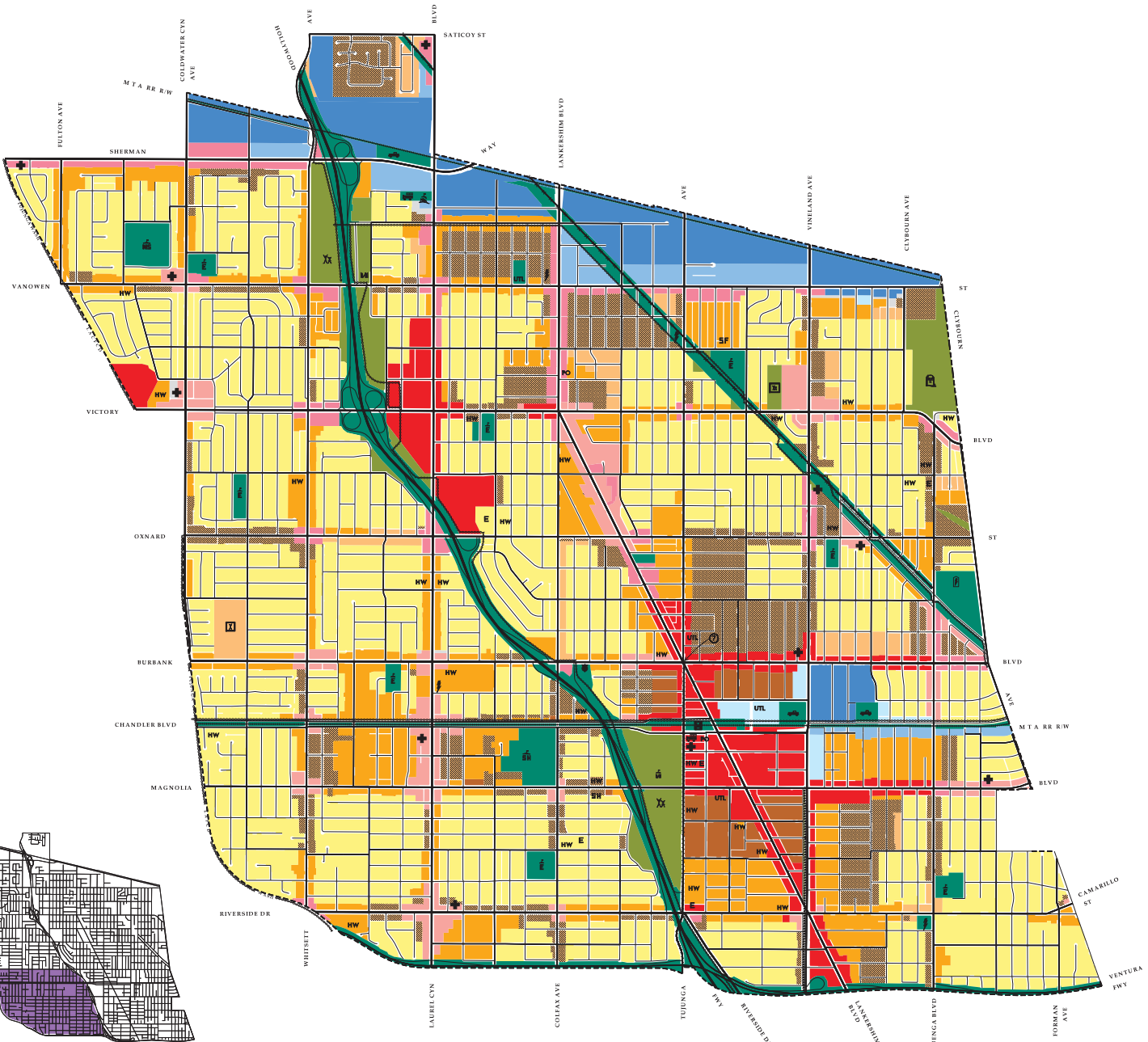
 **Overland Traffic Consultants, Inc.**

952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266  
 (310) 545-1235, [liz@overlandtraffic.com](mailto:liz@overlandtraffic.com)



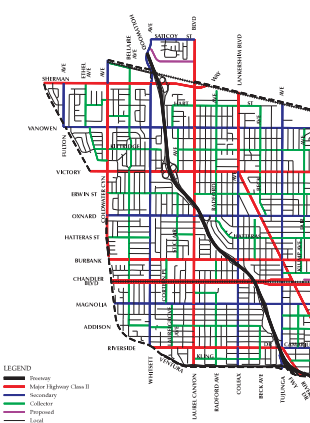
**APPENDIX B**

**COMMUNITY PLAN LAND USE MAPS**



FOR DETAILS REFER TO:
- Major Street Specific Plan (Ordinance No. 18851)
- Other Specific Area Maps

SPECIFIC PLAN AREA



LAND USE

Table with columns: Residential (Single Family, Multiple Family), Commercial, Industrial, Open Space, Public Facilities, Corresponding Zones, and Corresponding Zoning. Includes codes like R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R22, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, R68, R69, R70, R71, R72, R73, R74, R75, R76, R77, R78, R79, R80, R81, R82, R83, R84, R85, R86, R87, R88, R89, R90, R91, R92, R93, R94, R95, R96, R97, R98, R99, R100.

CIRCULATION

Table showing symbols for various circulation types: Undeveloped Major Freeway, Developed Major Freeway, Undeveloped Minor Freeway, Developed Minor Freeway, Major Freeway, Secondary Freeway, Modified Secondary Freeway, Collector Street, Local Street, Railroad Freeway, Repetition Trail, Utility Line, Transmission Line, and Administrative Boundary.

SERVICE SYSTEM

Table showing symbols for various service systems: School Sites (Elementary, Middle, Senior High, Private, Special), Recreational Sites (Community Park, Neighborhood Park), Other Facilities (Community Library, Regional Library, Fire Station, Police Station, Post Office, Health Center, Medical Facility, Day Care, Maintenance Facility, Utility Facility, House of Worship, MTA Station, Cemetery).

FOOTNOTES

- 1. Corresponds to Height District 1.
2. Highway Overhead and Neighborhood Commercial are intended to be limited to three stories at 45 feet.
3. Corresponds to an average Height District No. 1 with a maximum of Height District No. 2.
4. Industrial areas are intended to be limited to three stories at 45 feet.
5. Road canal denotes the potential location of a potential public facility, and does not designate any specific priority for acquisition.
6. Local streets and freeways are shown for reference only.
7. The Plan proposes a special study to redesign the problem intersections at Lanier Blvd and Riverside Dr, and Saticoy St and Vineland Ave.
8. Existing neighborhood parks are consistent with the Plan. Future major new parks shall be consistent with the Plan when developed in the RMP Zone.
9. Each Plan category permits all applicable corresponding zones as well as those zones referenced by the Los Angeles Municipal Code (LAMC) as permitted by each general facility, restricted by adopted Special Plans, operating conditions, and/or requirements of project approval, plan features of other Plan maps or local ordinances.
10. Zones established by the SMC subsequent to the adoption of the Plan shall not be deemed inconsistent with the particular Plan category unless the Plan is amended to so indicate.
11. It is the intent of the Plan that the easements granted shall be one of the following: easements, rights, and other interests, some shown on the Plan, and some shown on a conventional plan instrument.
12. The Public Utilities (PU) planning and use, development, or proposed on the overall and use of the project by a governmental agency, the acquisition of the RMP Zone is a corresponding plan as shown on the same Plan. The Plan also provides that when a third-party governmental agency acquires an official easement that a property owner shall be notified and on other public agencies may be required to acquire, and the Plan is intended that the agency intends to offer the property for sale to the public, purchase, lease, or other interest in the property, and the Plan is intended that the Plan shall be consistent with the overall Plan.
13. Recreuses are shown on the CEQA/EA/SEA Section maps contained in the City's Specific Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 1, 2008.

GENERALIZED CIRCULATION

Notes:
1. The text of the Community Plan can be accessed on the City of Los Angeles' Web Page (www.lacity.org/CPN).
2. Other Special Area Maps may not be included in this document.
3. Street level information (lane designation and zoning) can be found on the City of Los Angeles' SBAS Map Automation Web Site.
4. Generalized Circulation is for reference only. For detailed information, see the "Street and Highway Designation" maps prepared and maintained by Public Works/Bureau of Engineering.
Disclaimer: The City of Los Angeles is neither responsible nor liable for any inaccuracies or omissions with respect to the material contained on this map. This map and all materials contained on it are distributed and transmitted "as is" without warranties of any kind, either express or implied, including without limitation, warranty of title or implied representation of merchantability or fitness for a particular purpose. The City of Los Angeles is not responsible for any special, indirect, incidental, or consequential damages that may arise from the use of, or the inability to use the map and/or the materials contained on the map and/or the materials contained on the map are provided by the City of Los Angeles, or a third party.

GENERAL PLAN LAND USE MAP (as of October 27 2009)

NORTH HOLLYWOOD - VALLEY VILLAGE COMMUNITY PLAN
A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

City Of Los Angeles - City Planning Department - Systems And GIS Division Con Howe - Director

Logos for City of Los Angeles, GIS, and other entities. Includes a scale bar (0 to 1000 feet) and a north arrow. At the bottom, there are small text boxes with file paths and coordinates.

## **APPENDIX C**

### **CIRCULATION MAP, STREET STANDARDS AND AERIAL VIEWS**

# NORTH HOLLYWOOD - VALLEY VILLAGE CIRCULATION

## Legend

- Boulevard II
- Boulevard II Divided
- Boulevard II Divided Scenic
- Avenue I
- Avenue II
- Avenue III
- Collector
- - - Collector Proposed
- Local
- - - Local Proposed
- Community Plan Area Boundary

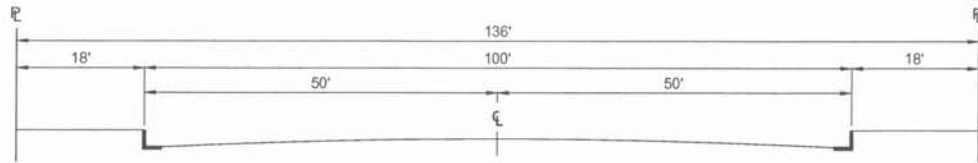


Date: 2/14/2017  
DEPARTMENT OF CITY PLANNING  
INFORMATION TECHNOLOGIES DIVISION

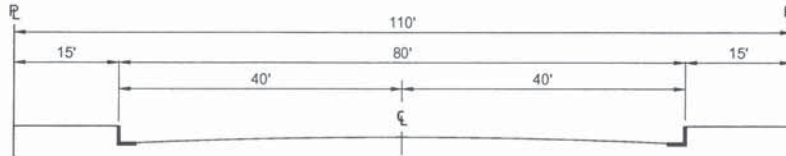
**Disclaimer:**  
The City of Los Angeles is neither responsible nor liable for any inaccuracies, errors or omissions with respect to the material contained on this map. This map and all materials contained on it are distributed and transmitted "as is" without warranties of any kind, either express or implied, including without limitations, warranties of title or implied warranties of merchantability or fitness for a particular purpose. The City of Los Angeles is not responsible for any special, indirect, incidental, or consequential damages that may arise from the use of, or the inability to use, the map and/or the materials contained on the map whether the materials contained on the map are provided by the City of Los Angeles, or a third party.



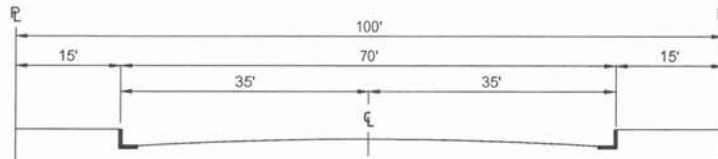
## ARTERIAL STREETS



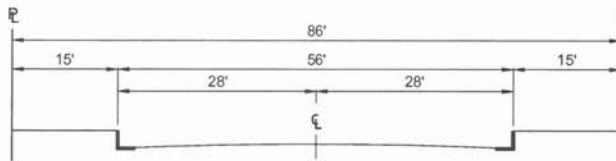
**BOULEVARD I (MAJOR HIGHWAY CLASS I)**



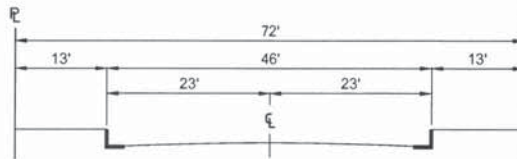
**BOULEVARD II (MAJOR HIGHWAY CLASS II)**



**AVENUE I (SECONDARY HIGHWAY)**



**AVENUE II (SECONDARY HIGHWAY)**

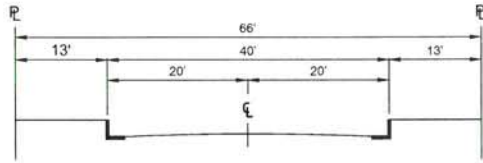


**AVENUE III (SECONDARY HIGHWAY)**

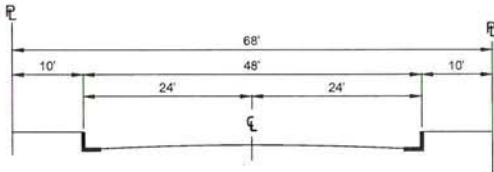
THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

BUREAU OF ENGINEERING		DEPARTMENT OF PUBLIC WORKS		CITY OF LOS ANGELES	
<b>--- DRAFT --- STANDARD STREET DIMENSIONS</b>				<b>STANDARD PLAN S-470-1</b>	
PREPARED  HAMID MADANI, P.E. BUREAU OF ENGINEERING	SUBMITTED  SAMARA AL-AHMAD, P.E.    DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING	APPROVED  GARY LEE MOORE, P.E., ENV. SP.    DATE CITY ENGINEER		SUPERSEDES  D-22549 S-470-0	REFERENCES
CHECKED  RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	KENNETH REDD, P.E.    DATE DEPUTY CITY ENGINEER	DEPARTMENT OF TRANSPORTATION    DATE GENERAL MANAGER		VAULT INDEX NUMBER:	SHEET 1 OF 4 SHEETS
			Exp		

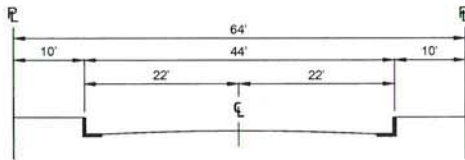
NON-ARTERIAL STREETS



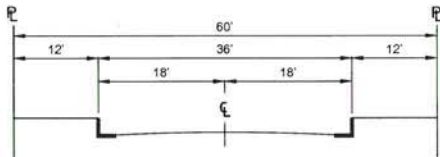
COLLECTOR STREET



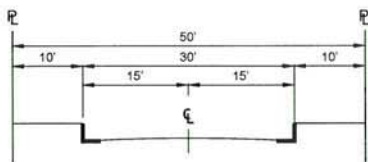
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

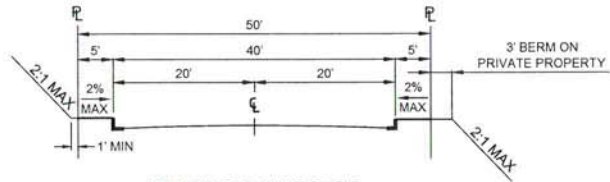


LOCAL STREET - STANDARD

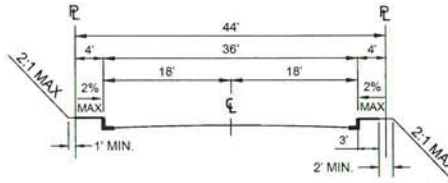


LOCAL STREET - LIMITED

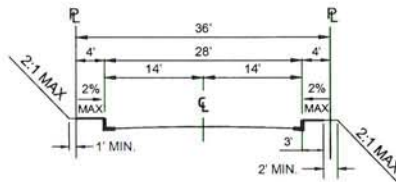
HILLSIDE STREETS



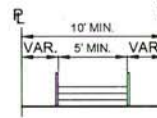
HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD



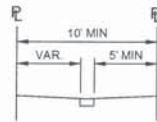
PUBLIC STAIRWAY

CONSTRUCTED IN ACCORDANCE WITH  
BUREAU OF ENGINEERING STANDARD PLANS

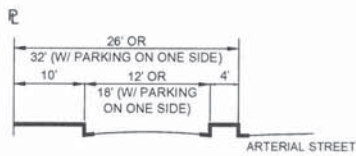
**OTHER PUBLIC RIGHTS-OF-WAY**



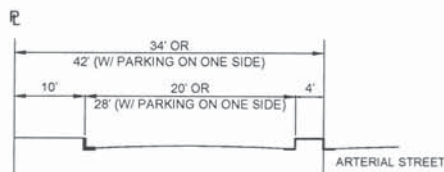
**SHARED STREET**



**PEDESTRIAN WALKWAY**

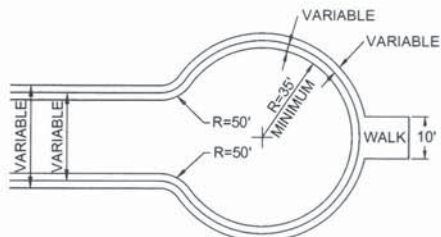


**ONE-WAY SERVICE ROAD**



**BI-DIRECTIONAL SERVICE ROAD**

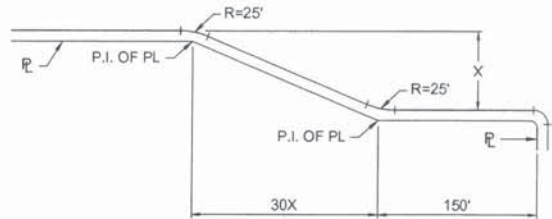
**CUL-DE-SAC**



**MAY BE UNSYMMETRICAL  
(PLAN VIEW)**

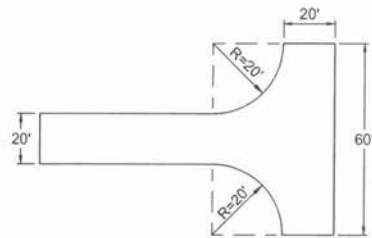
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

**TRANSITIONAL EXTENSIONS**

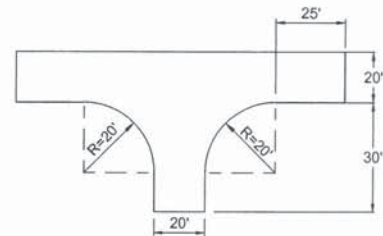


**STANDARD FLARE SECTION  
(PLAN VIEW)**

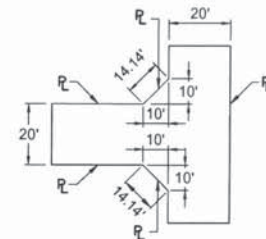
**ALLEYS**



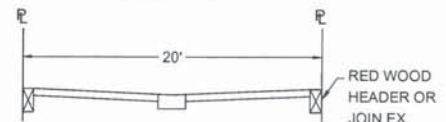
**STANDARD TURNING AREA  
(PLAN VIEW)**



**MINIMUM TURNING AREA  
(PLAN VIEW)**



**STANDARD CUT CORNERS  
FOR 90° INTERSECTION  
(PLAN VIEW)**



**STANDARD CROSS-SECTION  
(PLAN VIEW)**

**NOTES**

1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.
2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.
3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.
4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.
5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.
6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.
7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.
8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY;
  - A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.
  - B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.
9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.
10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.
11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.
12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.
13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.

# Chandler Bl. & Vineland Av.

North & South Intersections



CLEON AVENUE & CHANDLER BL

Puppet Studio

Phase Design

Cleon Ave

Cleon Ave

W Chandler Blvd

Chandler Bikeway

Chandler Bikeway

Chandler Bikeway

Google





**APPENDIX D**

**TRANSIT ROUTES**



Cal State Northridge

San Fernando

Pacoima

Panorama City

Burbank

Reseda

North Hollywood

Universal City/Studio City

Hollywood

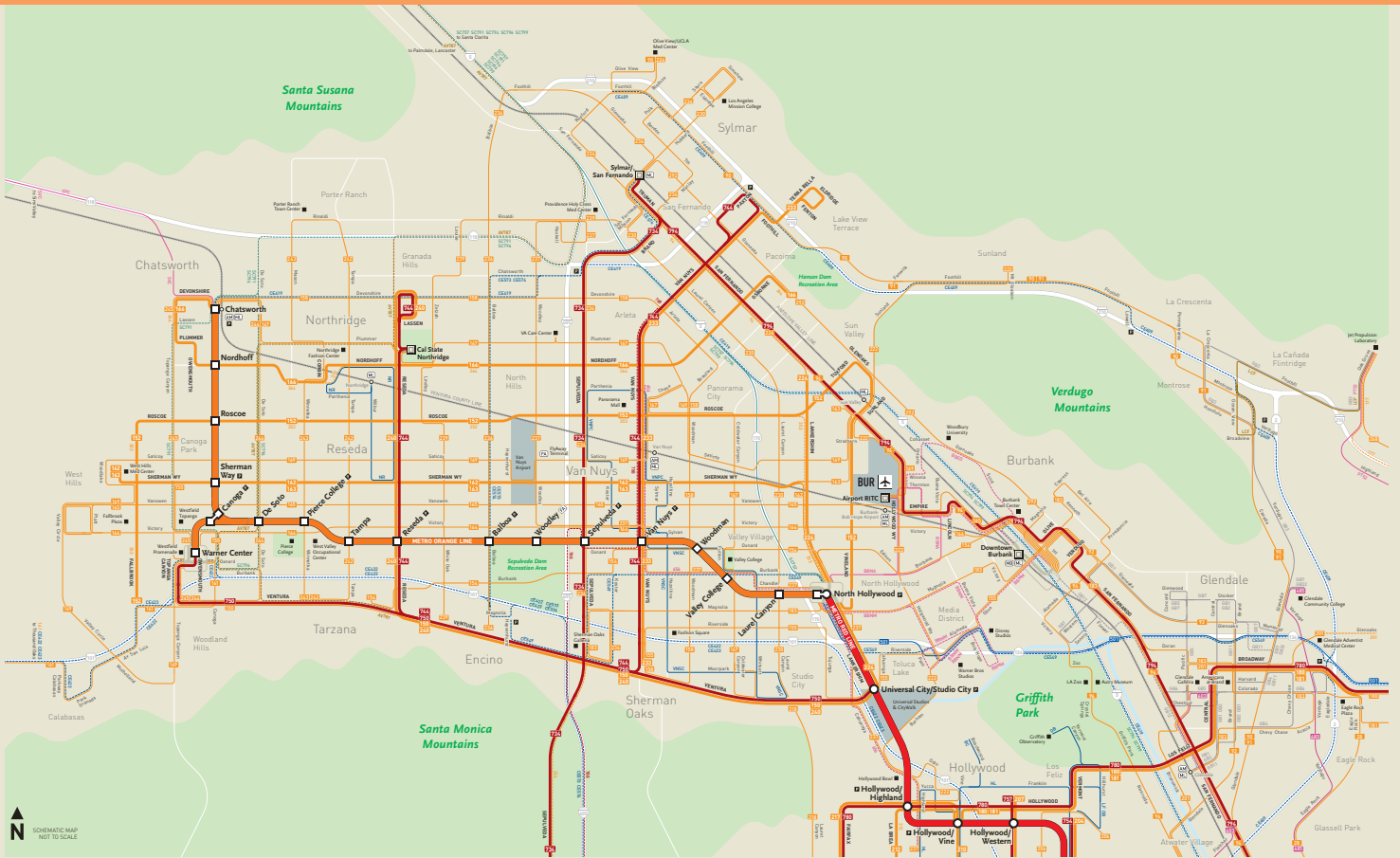
Los Feliz

West Hollywood

Vermont/Santa Monica

Vermont/Santa Monica

# San Fernando Valley



**Legend**

- Metro Rail Line & Station
- Metro Busway Line & Station
- Transfers
- Point of Interest
- Station

**Metro Bus Lines**

- Metro Rapid
- Metro Local or Limited
- Metro Express
- Metro Shuttle

**Municipal & Neighboring Bus Lines**

- Antelope Valley Transit
- Burbank Bus
- Glendale Breeze
- Hollywood/Vine
- San Gabriel Transit
- San Jose Transit
- Santa Clarita Transit
- Santa Ana Transit
- Santa Monica Transit
- Santa Rosa Transit
- Simi Valley Transit
- Van Nuys Transit
- West Valley Transit
- Woodland Hills Transit
- Yuba City Transit

Subject to Change

**Transit Service Guide**

This table shows approximate frequency in minutes for all Metro services and major municipal bus lines on this map. Information reflects the main part of the line; consult schedules for details.

**Metro Rail & Busway**

Line	WEEKDAY	SATURDAY	SUNDAY
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15

**Metro Bus**

Line	WEEKDAY	SATURDAY	SUNDAY
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15

**Metro Bus**

Line	WEEKDAY	SATURDAY	SUNDAY
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15

**Metro Bus**

Line	WEEKDAY	SATURDAY	SUNDAY
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15

**Glendale Breeze**

Line	WEEKDAY	SATURDAY	SUNDAY
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15

**Burbank Bus**

Line	WEEKDAY	SATURDAY	SUNDAY
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15

**Antelope Valley Transit**

Line	WEEKDAY	SATURDAY	SUNDAY
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15

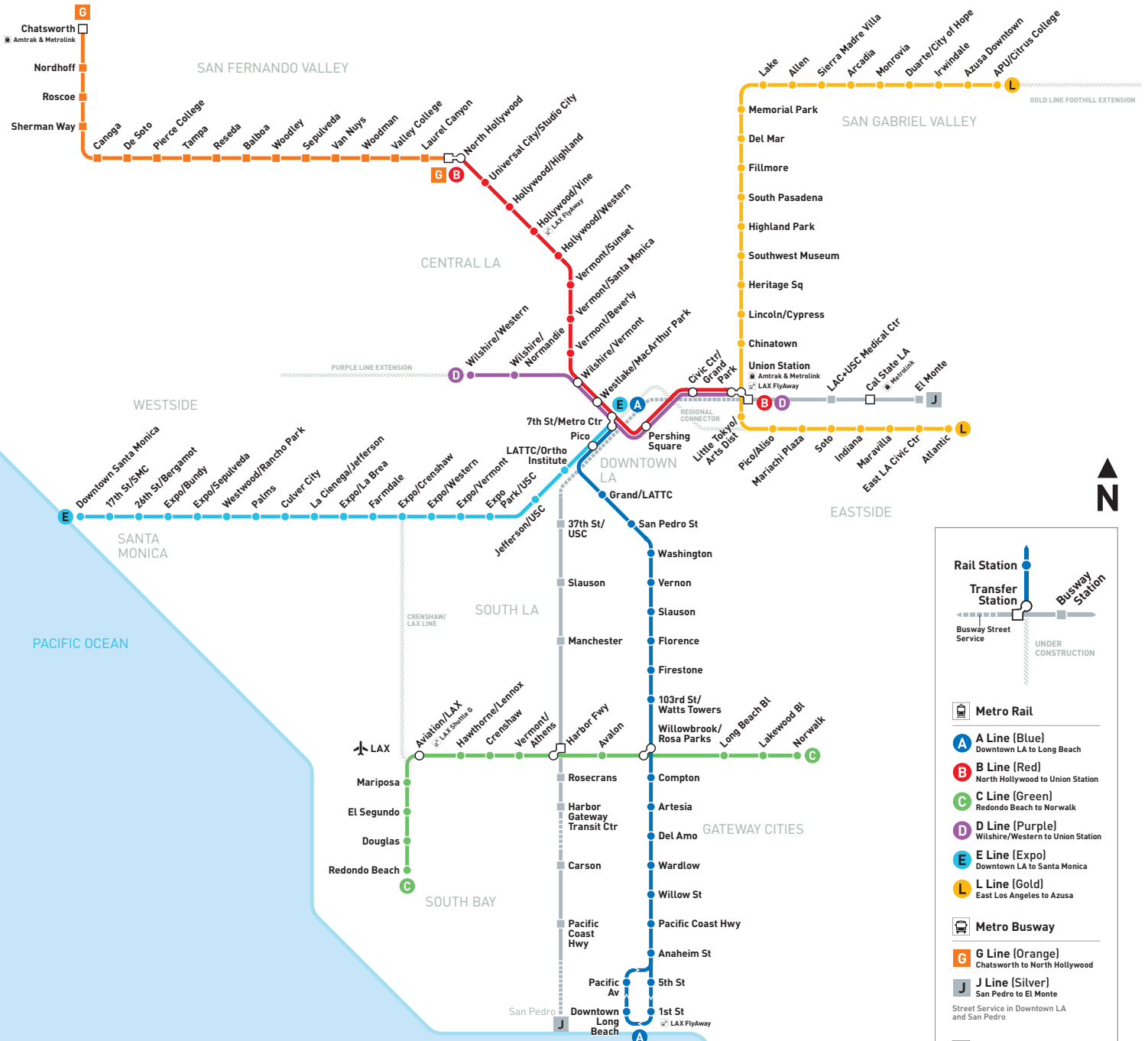
**Simi Valley Transit**

Line	WEEKDAY	SATURDAY	SUNDAY
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15
Blue	15	15	15
Orange	15	15	15
Green	15	15	15
Purple	15	15	15
Gold	15	15	15
Red	15	15	15



310.466.3776 x3  
 310.466.3776 x3  
 310.466.3776 x3  
 310.466.3776 x3

# Metro Rail & Busway





**Rail Station** (Blue circle)

**Transfer Station** (White circle)

**Busway Station** (Grey circle)

Busway Street Service

UNDER CONSTRUCTION

**Metro Rail**

- A Line (Blue)**  
Downtown LA to Long Beach
- B Line (Red)**  
North Hollywood to Union Station
- C Line (Green)**  
Redondo Beach to Norwalk
- D Line (Purple)**  
Wilshire/Western to Union Station
- E Line (Expo)**  
Downtown LA to Santa Monica
- L Line (Gold)**  
East Los Angeles to Azusa

**Metro Busway**

- G Line (Orange)**  
Chatsworth to North Hollywood
- J Line (Silver)**  
San Pedro to El Monte

Street Service in Downtown LA and San Pedro

**Regional Rail**

**Amtrak**  
amtrak.com

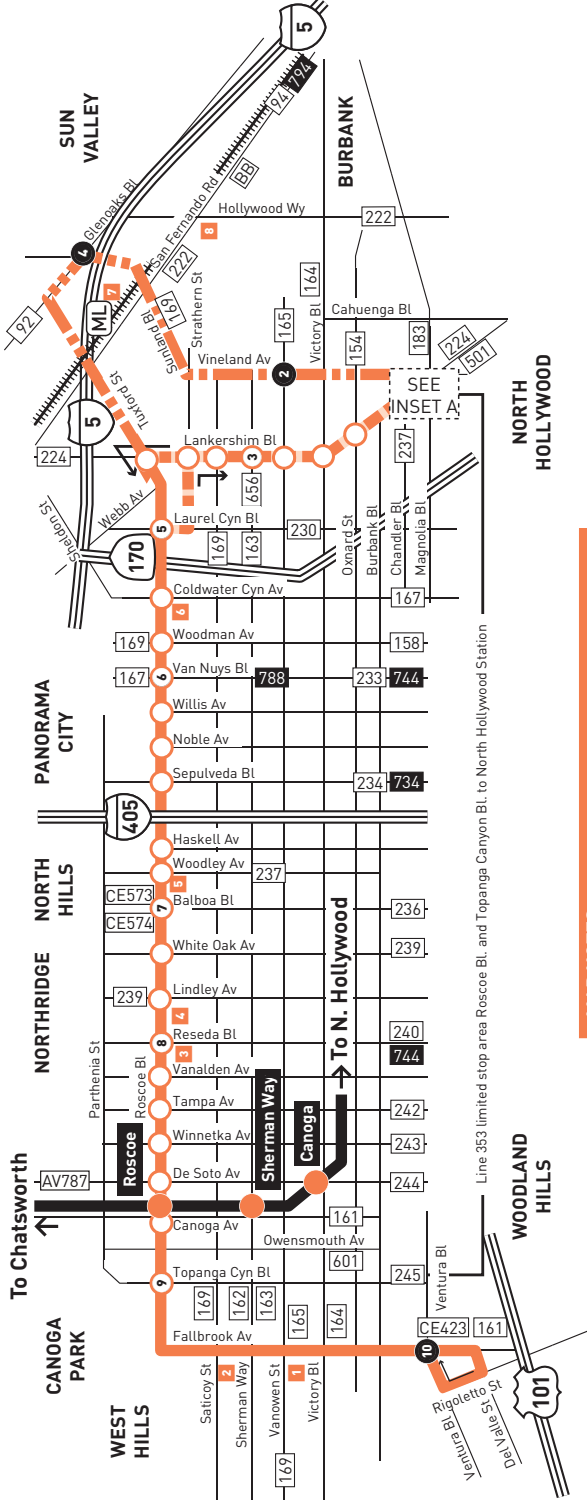
**MetroLink**  
metrolinkirains.com

**Airport Shuttle**

**LAX FlyAway**  
lawa.org/flyaway

**LAX Shuttle (free)**  
lawa.org





LEGEND

- Route of Lines 152, 353
- Route Line 152 only
- Route of Line 353 only
- Metro Red Line
- Local Stop Timepoint
- Limited Stop Timepoint
- Limited Stop
- Limited Stop - Single Direction Only
- Transit Center
- Metrolink Station
- Metro Orange Line Station
- AV Antelope Valley Transit Authority
- BB Burbank Bus
- CE LADOT Commuter Express
- SC Santa Clarita Transit

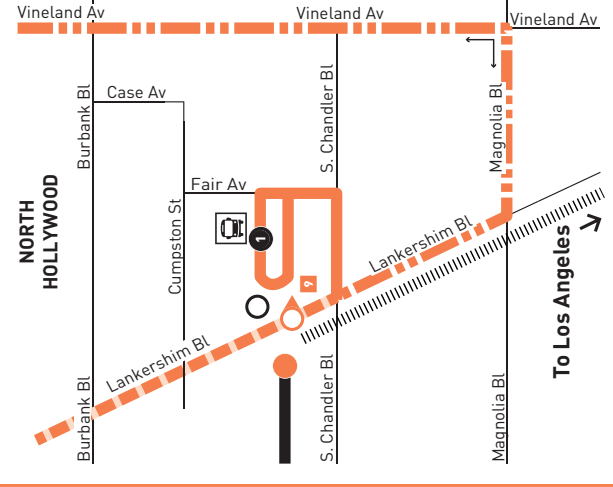
INSET MAP A

- North Hollywood Red Line Station
- Metro Orange Line
- Metro Orange Line Station
- Stop & Timepoint
- Limited Stop

MAP NOTES

- 1 Fallbrook Center**
- 2 West Hills Medical Center**
- 3 Cleveland High School**
- 4 Northridge Hospital**
- 5 Van Nuys Airport**
- 6 Kaiser-Permanente Hospital**
- 7 Sun Valley Metrolink Station**  
Metro 94, 794; Metrolink Antelope Valley Line
- 8 Hollywood Burbank Airport**
- 9 North Hollywood Red & Orange Line Stations**  
Metro 152, 154, 162, 183, 224, 237, 353, 501, 656 Owl, Metro Red Line, Metro Orange Line; BB Media District, BB Noho/Airport; CE549; SC757

INSET MAP A



# Monday through Friday

Effective Dec 15 2019

# 152/353

## North on Vineland - West on Roscoe - South on Fallbrook (Approximate Times)

Route	NORTH HOLLYWOOD			SUN VALLEY		PANORAMA CITY	NORTHRIDGE		WEST HILLS	WOODLAND HILLS
	1 North Hollywood Red Line Station	2 Vineland & Vanowen	3 Lankershim & Sherman Way	4 Glenn Oaks & Sunland	5 Roscoe & Laurel Canyon	6 Roscoe & Van Nuys	7 Roscoe & Balboa	8 Roscoe & Reseda	9 Roscoe & Topanga Canyon	10 Fallbrook & Ventura
152	—	—	—	4:45A	4:52A	5:01A	5:12A	5:18A	5:32A	5:47A
152	4:49A	4:59A	—	5:10	5:18	5:28	5:41	5:47	6:03	6:19
152	5:08	5:19	—	5:30	5:38	5:49	6:02	6:09	6:26	6:43
152	5:23	5:35	—	5:46	5:54	6:05	6:20	6:27	6:45	7:02
152	5:34	5:46	—	5:57	6:05	6:17	6:32	6:41	6:59	7:17
152	5:54	6:06	—	6:18	6:26	6:39	6:55	7:04	7:23	7:41
353	6:00	—	6:11A	—	6:19	6:29	6:43	6:50	7:05	7:23
152	6:09	6:21	—	6:34	6:43	6:56	7:13	7:23	7:42	—
152	6:16	6:28	—	6:42	6:51	7:04	7:21	7:31	7:50	8:08
353	6:19	—	6:30	—	6:38	6:48	7:02	7:09	7:24	—
152	6:32	6:44	—	6:58	7:07	7:20	7:37	7:47	8:06	8:23
152	6:40	6:52	—	7:06	7:15	7:28	7:45	7:55	8:13	—
353	6:42	—	6:53	—	7:01	7:12	7:28	7:36	7:52	—
152	6:55	7:08	—	7:23	7:32	7:45	8:02	8:10	8:27	8:44
353	7:04	—	7:16	—	7:25	7:36	7:52	8:00	8:15	—
152	7:13	7:26	—	7:41	7:50	8:03	8:19	8:27	8:44	9:01
353	7:22	—	7:34	—	7:43	7:54	8:09	8:17	8:32	—
152	7:38	7:52	—	8:06	8:15	8:27	8:42	8:50	9:07	9:24
353	7:44	—	7:56	—	8:04	8:15	8:30	8:37	8:52	—
152	7:53	8:07	—	8:20	8:29	8:41	8:56	9:04	9:21	9:38
152	8:09	8:23	—	8:36	8:45	8:57	9:11	9:19	9:36	9:53
152	8:25	8:39	—	8:52	9:01	9:13	9:27	9:35	9:52	10:09
152	8:44	8:58	—	9:11	9:21	9:33	9:47	9:55	10:12	10:29
152	9:05	9:19	—	9:32	9:42	9:54	10:08	10:16	10:33	10:50
152	9:27	9:41	—	9:54	10:04	10:16	10:30	10:38	10:55	11:12
152	9:50	10:04	—	10:17	10:27	10:39	10:53	11:01	11:18	11:35
152	10:14	10:28	—	10:41	10:51	11:03	11:17	11:25	11:42	11:59
152	10:37	10:51	—	11:04	11:14	11:27	11:41	11:49	12:06P	12:23P
152	11:00	11:15	—	11:28	11:38	11:51	12:05P	12:13P	12:30	12:47
152	11:24	11:39	—	11:52	12:02P	12:15P	12:29	12:37	12:55	1:12
152	11:47	12:03P	—	12:16P	12:26	12:39	12:53	1:01	1:19	1:36
152	12:11P	12:27	—	12:40	12:50	1:03	1:17	1:25	1:43	2:00
152	12:34	12:50	—	1:03	1:13	1:27	1:41	1:49	2:07	2:24
152	12:58	1:14	—	1:27	1:37	1:51	2:05	2:13	2:31	2:48
152	—	—	—	—	—	1:56	2:11	2:19	2:37	2:54
152	1:20	1:36	—	1:50	2:00	2:15	2:30	2:38	2:56	3:13
152	1:44	2:00	—	2:14	2:24	2:39	2:54	3:02	3:20	3:37
152	—	—	—	—	—	—	—	—	3:29	3:46
152	2:06	2:22	—	2:36	2:46	3:01	3:16	3:24	3:42	3:59
152	2:23	2:40	—	2:54	3:04	3:20	3:35	3:43	4:01	4:18
152	—	—	—	—	—	3:28	3:43	3:51	4:09	4:26
152	2:36	2:53	—	3:07	3:17	3:33	3:48	3:56	4:14	4:31
152	2:46	3:04	—	3:19	3:29	3:45	4:00	4:08	4:26	4:43
152	2:58	3:16	—	3:31	3:41	3:57	4:12	4:20	4:38	4:55
152	3:20	3:38	—	3:53	4:03	4:19	4:34	4:42	5:00	—
353	3:32	—	3:46P	—	3:55	4:08	4:23	4:30	4:45	5:02
152	3:44	4:02	—	4:17	4:27	4:43	4:58	5:06	5:24	5:41
353	3:55	—	4:09	—	4:18	4:31	4:46	4:53	5:08	5:25
152	4:08	4:26	—	4:41	4:51	5:07	5:22	5:30	5:48	6:05
353	4:18	—	4:32	—	4:41	4:55	5:10	5:17	5:32	—
152	4:32	4:50	—	5:05	5:15	5:31	5:46	5:54	6:11	6:28
353	4:42	—	4:56	—	5:05	5:19	5:34	5:41	5:56	—
152	4:58	5:16	—	5:31	5:41	5:57	6:12	6:20	6:37	6:53
353	5:06	—	5:20	—	5:29	5:43	5:58	6:05	6:19	—
152	5:38	5:56	—	6:11	6:21	6:36	6:50	6:57	7:14	7:30
353	5:41	—	5:54	—	6:03	6:16	6:31	6:38	6:52	—
152	6:05	6:23	—	6:37	6:46	7:00	7:13	7:20	7:37	—
152	6:37	6:55	—	7:08	7:17	7:30	7:42	7:49	8:05	8:21
152	7:11	7:28	—	7:40	7:48	8:00	8:12	8:19	8:35	8:51
152	7:43	7:58	—	8:10	8:18	8:30	8:41	8:48	9:02	—
152	8:15	8:29	—	8:41	8:49	9:00	9:10	9:16	9:29	9:43
152	8:48	9:01	—	9:12	9:20	9:30	9:40	9:46	9:59	—
152	9:21	9:34	—	9:45	9:53	10:03	10:13	10:19	10:32	10:45
152	10:21	10:34	—	10:44	10:51	11:00	11:10	11:15	11:28	11:41
152	11:23	11:35	—	11:44	11:51	11:59	12:10A	12:15A	12:28A	12:41A

# Monday through Friday

Effective Dec 15 2019

# 152/353

## North on Fallbrook - East on Roscoe - South on Vineland (Approximate Times)

Route	WOODLAND HILLS	WEST HILLS	NORTHRIDGE		PANORAMA CITY	SUN VALLEY		NORTH HOLLYWOOD		
	10 Fallbrook & Ventura	9 Roscoe & Topanga Canyon	8 Roscoe & Reseda	7 Roscoe & Balboa	6 Roscoe & Van Nuys	5 Roscoe & Laurel Canyon	4 Glenoaks & Sunland	3 Lankershim & Sherman Way	2 Vineland & Vanowen	1 North Hollywood Red Line Station
152	3:59A	4:11A	4:25A	4:30A	4:42A	4:50A	4:57A	—	5:06A	5:15A
152	—	4:52	5:06	5:11	5:23	5:31	5:38	—	5:48	5:58
152	4:59	5:11	5:25	5:30	5:43	5:52	5:59	—	6:09	6:19
152	—	5:27	5:42	5:48	6:01	6:11	6:19	—	6:29	6:39
152	5:30	5:42	5:58	6:05	6:19	6:29	6:38	—	6:50	7:00
152	—	5:53	6:10	6:17	6:31	6:42	6:51	—	7:03	7:15
353	—	6:08	6:21	6:27	6:42	6:52	—	6:59A	—	7:11
152	6:00	6:12	6:29	6:36	6:52	7:04	7:13	—	7:26	7:39
353	—	6:25	6:40	6:46	7:01	7:13	—	7:20	—	7:32
152	6:16	6:28	6:46	6:53	7:10	7:23	7:32	—	7:45	7:58
353	—	6:42	6:57	7:03	7:20	7:32	—	7:40	—	7:53
152	6:35	6:48	7:06	7:13	7:30	7:45	7:54	—	8:07	8:20
353	—	6:59	7:15	7:22	7:40	7:53	—	8:01	—	8:13
152	6:53	7:06	7:25	7:32	7:50	8:04	8:13	—	8:26	8:38
353	—	7:18	7:35	7:42	8:00	8:12	—	8:19	—	8:31
152	7:13	7:26	7:45	7:53	8:11	8:24	8:33	—	8:45	8:57
353	7:28	7:41	7:58	8:05	8:23	8:35	—	8:42	—	8:53
152	7:38	7:51	8:10	8:18	8:36	8:47	8:56	—	9:08	9:20
152	7:57	8:10	8:29	8:37	8:54	9:05	9:14	—	9:26	9:37
152	8:20	8:33	8:52	9:00	9:16	9:27	9:36	—	9:48	9:59
152	8:42	8:55	9:14	9:22	9:38	9:49	9:58	—	10:10	10:21
152	9:03	9:17	9:36	9:44	10:00	10:11	10:20	—	10:32	10:43
152	9:28	9:42	10:00	10:08	10:24	10:35	10:44	—	10:56	11:07
152	9:52	10:06	10:24	10:32	10:48	10:59	11:08	—	11:20	11:31
152	10:16	10:30	10:48	10:56	11:12	11:23	11:32	—	11:44	11:55
152	10:40	10:54	11:12	11:20	11:36	11:48	11:57	—	12:09P	12:20P
152	11:03	11:17	11:35	11:43	11:59	12:11P	12:20P	—	12:32	12:43
152	11:26	11:41	11:59	12:07P	12:23P	12:35	12:44	—	12:56	1:07
152	11:51	12:05P	12:23P	12:31	12:47	12:59	1:08	—	1:21	1:32
152	12:13P	12:27	12:46	12:54	1:10	1:22	1:31	—	1:44	1:55
152	—	—	—	—	—	1:41	1:50	—	2:03	2:15
152	—	—	—	—	—	1:42	1:51	—	2:04	2:16
152	—	—	—	—	—	1:45	1:54	—	2:07	2:19
152	12:36	12:51	1:11	1:19	1:35	1:47	1:56	—	2:09	2:21
152	1:01	1:16	1:36	1:44	2:00	2:12	2:21	—	2:34	2:46
152	1:25	1:40	2:00	2:08	2:25	2:38	2:47	—	3:00	3:12
152	1:48	2:03	2:22	2:30	2:48	3:01	3:10	—	3:23	3:35
152	—	—	—	—	—	3:12	3:21	—	3:34	3:46
152	—	2:16	2:35	2:44	3:02	3:15	3:24	—	3:37	3:49
152	—	—	—	—	—	3:16	3:25	—	3:38	3:50
152	—	—	—	—	—	3:17	3:26	—	3:39	3:51
152	2:15	2:30	2:49	2:58	3:16	3:29	3:38	—	3:51	4:03
152	2:29	2:44	3:03	3:12	3:30	3:43	3:52	—	4:05	4:17
152	2:39	2:54	3:13	3:22	3:40	3:53	4:02	—	4:15	4:27
152	2:49	3:04	3:23	3:32	3:50	4:03	4:12	—	4:25	4:37
152	2:59	3:14	3:33	3:42	4:00	4:13	4:22	—	4:35	4:47
353	3:15	3:30	3:46	3:53	4:10	4:21	—	4:28P	—	4:40
152	3:19	3:34	3:53	4:02	4:20	4:33	4:42	—	4:55	5:07
353	3:35	3:50	4:06	4:13	4:30	4:41	—	4:49	—	5:01
152	3:39	3:54	4:13	4:22	4:40	4:53	5:02	—	5:15	5:27
353	3:53	4:08	4:25	4:32	4:50	5:01	—	5:09	—	5:21
152	3:59	4:14	4:33	4:42	5:00	5:13	5:22	—	5:35	5:46
353	4:13	4:28	4:45	4:52	5:10	5:21	—	5:29	—	5:41
152	4:19	4:34	4:53	5:02	5:20	5:33	5:42	—	5:55	6:06
353	4:33	4:48	5:05	5:12	5:30	5:41	—	5:49	—	6:01
152	4:39	4:54	5:13	5:22	5:40	5:52	6:01	—	6:13	6:24
152	4:51	5:07	5:26	5:34	5:52	6:04	6:12	—	6:24	6:35
152	5:06	5:22	5:41	5:49	6:07	6:19	6:27	—	6:39	6:50
152	5:27	5:43	6:02	6:10	6:27	6:39	6:47	—	6:59	7:09
152	5:55	6:11	6:30	6:37	6:52	7:04	7:12	—	7:23	7:33
152	6:28	6:43	7:01	7:08	7:22	7:33	7:41	—	7:52	8:02
152	7:05	7:19	7:36	7:43	7:57	8:07	8:14	—	8:25	8:35
152	7:43	7:57	8:13	8:20	8:33	8:43	8:50	—	9:01	9:11
152	8:47	9:00	9:15	9:21	9:33	9:42	9:49	—	9:59	10:09
152	9:54	10:06	10:21	10:27	10:38	10:46	10:53	—	11:03	11:13
152	10:57	11:08	11:22	11:27	11:38	11:46	11:53	—	12:03A	12:13A

North on Vineland - West on Roscoe - South on Fallbrook (Approximate Times)

NORTH HOLLYWOOD		SUN VALLEY		PANORAMA CITY	NORTHRIDGE		WEST HILLS	WOODLAND HILLS
1	2	4	5	6	7	8	9	10
North Hollywood Red Line Station	Vineland & Vanowen	Glenoaks & Sunland	Roscoe & Laurel Canyon	Roscoe & Van Nuys	Roscoe & Balboa	Roscoe & Reseda	Roscoe & Topanga Canyon	Fallbrook & Ventura
4:40A	4:51A	5:00A	5:07A	5:16A	5:27A	5:33A	5:47A	6:02A
5:17	5:29	5:39	5:47	5:56	6:09	6:15	6:30	6:46
5:43	5:55	6:05	6:13	6:23	6:36	6:42	6:57	7:13
6:08	6:20	6:31	6:39	6:50	7:04	7:11	7:26	7:42
6:34	6:46	6:58	7:06	7:17	7:31	7:38	7:53	8:09
7:00	7:13	7:25	7:33	7:44	7:58	8:05	8:20	8:36
7:27	7:40	7:52	8:00	8:11	8:24	8:31	8:48	9:04
7:50	8:04	8:17	8:26	8:38	8:51	8:59	9:17	9:34
8:17	8:31	8:44	8:53	9:05	9:18	9:26	9:44	10:01
8:44	8:58	9:11	9:20	9:32	9:45	9:53	10:11	10:28
9:10	9:25	9:38	9:47	9:59	10:12	10:20	10:38	10:55
9:37	9:52	10:05	10:14	10:26	10:39	10:47	11:05	11:22
10:04	10:19	10:32	10:41	10:53	11:06	11:14	11:32	11:49
10:31	10:46	10:59	11:08	11:21	11:34	11:42	11:59	12:17P
10:57	11:13	11:27	11:36	11:49	12:02P	12:10P	12:28P	12:45
11:24	11:41	11:55	12:04P	12:17P	12:30	12:38	12:56	1:13
11:52	12:09P	12:23P	12:32	12:45	12:58	1:06	1:24	1:41
12:20P	12:37	12:51	1:00	1:13	1:26	1:34	1:52	2:09
12:47	1:04	1:18	1:28	1:41	1:54	2:02	2:20	2:37
1:15	1:32	1:46	1:55	2:08	2:21	2:29	2:47	3:04
1:41	1:58	2:12	2:22	2:35	2:48	2:56	3:14	3:31
2:09	2:26	2:40	2:49	3:02	3:15	3:23	3:41	3:58
2:35	2:52	3:06	3:15	3:28	3:41	3:49	4:07	4:24
3:01	3:18	3:32	3:41	3:54	4:07	4:15	4:33	4:50
3:27	3:44	3:58	4:07	4:20	4:33	4:41	4:59	5:16
3:54	4:11	4:24	4:33	4:46	4:59	5:07	5:24	5:41
4:21	4:38	4:51	5:00	5:13	5:26	5:34	5:51	6:07
4:52	5:09	5:22	5:31	5:44	5:57	6:05	6:22	6:38
5:24	5:41	5:54	6:03	6:16	6:29	6:37	6:54	7:10
5:59	6:15	6:28	6:37	6:50	7:03	7:10	7:27	7:43
6:39	6:55	7:08	7:17	7:30	7:43	7:50	8:07	8:22
7:27	7:42	7:55	8:03	8:15	8:27	8:34	8:50	9:04
8:17	8:30	8:41	8:49	9:00	9:10	9:16	9:29	9:43
9:21	9:34	9:45	9:53	10:03	10:13	10:19	10:32	10:45
10:20	10:33	10:43	10:50	10:59	11:09	11:14	11:27	11:40
11:22	11:34	11:43	11:50	11:59	12:09A	12:14A	12:27A	12:40A

Sunday and Holiday

North on Vineland - West on Roscoe - South on Fallbrook (Approximate Times)

NORTH HOLLYWOOD		SUN VALLEY		PANORAMA CITY	NORTHRIDGE		WEST HILLS	WOODLAND HILLS
1	2	4	5	6	7	8	9	10
North Hollywood Red Line Station	Vineland & Vanowen	Glenoaks & Sunland	Roscoe & Laurel Canyon	Roscoe & Van Nuys	Roscoe & Balboa	Roscoe & Reseda	Roscoe & Topanga Canyon	Fallbrook & Ventura
6:13A	6:24A	6:35A	6:43A	6:53A	7:04A	7:10A	7:24A	7:38A
6:42	6:53	7:04	7:12	7:23	7:34	7:40	7:54	8:08
7:10	7:22	7:33	7:41	7:53	8:04	8:10	8:24	8:38
7:40	7:52	8:03	8:11	8:23	8:34	8:40	8:55	9:09
8:10	8:22	8:33	8:41	8:53	9:04	9:11	9:28	9:43
8:39	8:51	9:03	9:11	9:23	9:34	9:41	9:58	10:13
9:08	9:21	9:33	9:41	9:53	10:04	10:11	10:28	10:44
9:38	9:51	10:04	10:12	10:24	10:35	10:42	10:59	11:15
10:08	10:21	10:34	10:43	10:55	11:06	11:13	11:30	11:46
10:39	10:52	11:05	11:14	11:26	11:38	11:45	12:02P	12:18P
11:08	11:22	11:35	11:44	11:57	12:09P	12:16P	12:33	12:49
11:39	11:53	12:06P	12:14P	12:28P	12:40	12:47	1:04	1:20
12:10P	12:24P	12:37	12:45	12:59	1:11	1:18	1:35	1:50
12:41	12:55	1:08	1:16	1:30	1:42	1:49	2:07	2:22
1:11	1:26	1:39	1:48	2:01	2:13	2:20	2:38	2:53
1:44	1:59	2:11	2:20	2:32	2:44	2:51	3:08	3:24
2:14	2:29	2:42	2:51	3:03	3:15	3:22	3:38	3:54
2:46	3:00	3:13	3:22	3:34	3:46	3:53	4:09	4:24
3:18	3:32	3:44	3:53	4:05	4:17	4:24	4:41	4:56
3:49	4:03	4:15	4:24	4:36	4:48	4:55	5:12	5:28
4:20	4:34	4:46	4:55	5:07	5:19	5:26	5:43	5:59
4:51	5:05	5:17	5:26	5:38	5:50	5:57	6:14	6:29
5:22	5:36	5:48	5:57	6:09	6:21	6:28	6:45	7:00
5:53	6:07	6:19	6:27	6:39	6:51	6:58	7:14	7:28
6:26	6:40	6:52	7:00	7:12	7:24	7:31	7:47	8:01
7:01	7:14	7:26	7:34	7:46	7:58	8:05	8:21	8:35
7:39	7:52	8:03	8:11	8:23	8:35	8:42	8:56	9:10
8:17	8:30	8:41	8:49	9:00	9:10	9:16	9:29	9:43
9:21	9:34	9:45	9:53	10:03	10:13	10:19	10:32	10:45
10:20	10:33	10:43	10:50	10:59	11:09	11:14	11:27	11:40
11:22	11:34	11:43	11:50	11:59	12:09A	12:14A	12:27A	12:40A

North on Fallbrook - East on Roscoe - South on Vineland (Approximate Times)

WOODLAND HILLS	WEST HILLS	NORTHRIDGE		PANORAMA CITY	SUN VALLEY		NORTH HOLLYWOOD	
10	9	8	7	6	5	4	2	1
Fallbrook & Ventura	Roscoe & Topanga Canyon	Roscoe & Reseda	Roscoe & Balboa	Roscoe & Van Nuys	Roscoe & Laurel Canyon	Glenoaks & Sunland	Vineland & Vanowen	North Hollywood Red Line Station
4:40A	4:51A	5:05A	5:11A	5:21A	5:29A	5:37A	5:47A	5:55A
5:16	5:27	5:42	5:48	5:59	6:09	6:17	6:27	6:36
5:44	5:56	6:11	6:18	6:30	6:40	6:48	6:59	7:08
6:11	6:23	6:38	6:45	6:59	7:10	7:18	7:29	7:39
6:40	6:52	7:07	7:14	7:28	7:39	7:47	7:58	8:08
7:07	7:19	7:35	7:42	7:57	8:08	8:16	8:28	8:38
7:33	7:46	8:02	8:10	8:25	8:36	8:44	8:56	9:06
7:59	8:12	8:28	8:36	8:51	9:02	9:10	9:23	9:33
8:25	8:38	8:54	9:02	9:17	9:28	9:36	9:49	10:00
8:51	9:04	9:20	9:28	9:43	9:54	10:02	10:15	10:26
9:16	9:29	9:46	9:54	10:09	10:21	10:29	10:42	10:53
9:41	9:55	10:12	10:20	10:35	10:47	10:56	11:09	11:21
10:06	10:19	10:36	10:44	11:00	11:12	11:21	11:34	11:46
10:30	10:43	11:00	11:08	11:25	11:37	11:46	11:59	12:11P
10:55	11:08	11:25	11:33	11:50	12:02P	12:11P	12:24P	12:36
11:21	11:34	11:51	11:59	12:16P	12:28	12:37	12:50	1:02
11:47	11:59	12:17P	12:25P	12:42	12:54	1:03	1:16	1:28
12:13P	12:26P	12:43	12:51	1:08	1:20	1:29	1:42	1:54
12:38	12:51	1:09	1:17	1:34	1:46	1:55	2:07	2:19
1:04	1:17	1:35	1:43	2:00	2:12	2:21	2:33	2:45
1:31	1:45	2:02	2:10	2:27	2:39	2:48	3:00	3:11
1:58	2:12	2:29	2:37	2:54	3:06	3:15	3:27	3:38
2:25	2:39	2:56	3:04	3:21	3:33	3:42	3:54	4:05
2:52	3:06	3:23	3:31	3:48	4:00	4:09	4:21	4:32
3:18	3:32	3:49	3:57	4:14	4:26	4:35	4:47	4:58
3:44	3:58	4:15	4:23	4:40	4:51	4:59	5:11	5:22
4:10	4:24	4:41	4:49	5:06	5:17	5:25	5:37	5:48
4:37	4:51	5:08	5:16	5:33	5:44	5:52	6:04	6:15
5:07	5:21	5:38	5:46	6:03	6:14	6:22	6:34	6:45
5:39	5:53	6:10	6:18	6:35	6:46	6:54	7:06	7:17
6:18	6:32	6:49	6:56	7:11	7:21	7:29	7:40	7:51
6:56	7:09	7:25	7:32	7:46	7:56	8:04	8:15	8:26
7:43	7:56	8:12	8:19	8:32	8:42	8:50	9:01	9:11
8:47	9:00	9:15	9:21	9:33	9:42	9:49	9:59	10:09
9:54	10:06	10:21	10:27	10:38	10:46	10:53	11:03	11:13
10:57	11:08	11:22	11:27	11:38	11:46	11:53	12:03A	12:13A

Sunday and Holiday

North on Fallbrook - East on Roscoe - South on Vineland (Approximate Times)

WOODLAND HILLS	WEST HILLS	NORTHRIDGE		PANORAMA CITY	SUN VALLEY		NORTH HOLLYWOOD	
10	9	8	7	6	5	4	2	1
Fallbrook & Ventura	Roscoe & Topanga Canyon	Roscoe & Reseda	Roscoe & Balboa	Roscoe & Van Nuys	Roscoe & Laurel Canyon	Glenoaks & Sunland	Vineland & Vanowen	North Hollywood Red Line Station
5:51A	6:02A	6:17A	6:23A	6:35A	6:44A	6:51A	7:01A	7:10A
6:34	6:45	7:01	7:07	7:20	7:30	7:37	7:49	7:58
7:15	7:27	7:42	7:48	8:02	8:13	8:20	8:32	8:42
7:50	8:02	8:17	8:24	8:38	8:49	8:56	9:08	9:19
8:23	8:35	8:50	8:57	9:11	9:22	9:29	9:41	9:52
8:53	9:05	9:21	9:28	9:42	9:53	10:00	10:12	10:23
9:23	9:36	9:52	9:59	10:13	10:25	10:32	10:44	10:55
9:54	10:07	10:23	10:30	10:44	10:56	11:03	11:15	11:26
10:24	10:37	10:54	11:01	11:15	11:27	11:34	11:47	11:58
10:55	11:08	11:25	11:32	11:46	11:58	12:05P	12:18P	12:29P
11:27	11:40	11:56	12:03P	12:17P	12:30P	12:37	12:50	1:01
11:58	12:11P	12:27P	12:34	12:49	1:02	1:09	1:22	1:33
12:29P	12:42	12:59	1:06	1:21	1:32	1:39	1:52	2:03
1:00	1:14	1:31	1:38	1:53	2:04	2:11	2:23	2:34
1:31	1:45	2:02	2:09	2:24	2:35	2:42	2:54	3:05
2:01	2:15	2:32	2:39	2:54	3:05	3:12	3:24	3:36
2:33	2:47	3:04	3:11	3:25	3:36	3:43	3:55	4:07
3:05	3:19	3:35	3:42	3:56	4:07	4:14	4:26	4:38
3:36	3:50	4:06	4:13	4:27	4:38	4:45	4:57	5:09
4:08	4:22	4:38	4:45	4:59	5:10	5:17	5:29	5:40
4:42	4:56	5:12	5:19	5:33	5:44	5:51	6:03	6:14
5:16	5:30	5:47	5:54	6:08	6:19	6:26	6:38	6:49
5:53	6:07	6:24	6:31	6:44	6:54	7:01	7:13	7:24
6:36	6:50	7:06	7:13	7:26	7:36	7:43	7:54	8:04
7:38	7:52	8:07	8:14	8:27	8:37	8:44	8:55	9:05
8:47	9:00	9:15	9:21	9:33	9:42	9:49	10:00	10:10
9:54	10:06	10:21	10:27	10:38	10:46	10:53	11:03	11:13
10:57	11:08	11:22	11:27	11:38	11:46	11:53	12:03A	12:13A

## Sunday and Holiday Schedules

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

## Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day

## Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesar Chavez or metro 1563). You can also visit [m.metro.net](http://m.metro.net) or call 511 and say "Nextrip".

## Nextrip

Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar [m.metro.net](http://m.metro.net) or llamar al 511 y decir "Nextrip".

## Special Notes

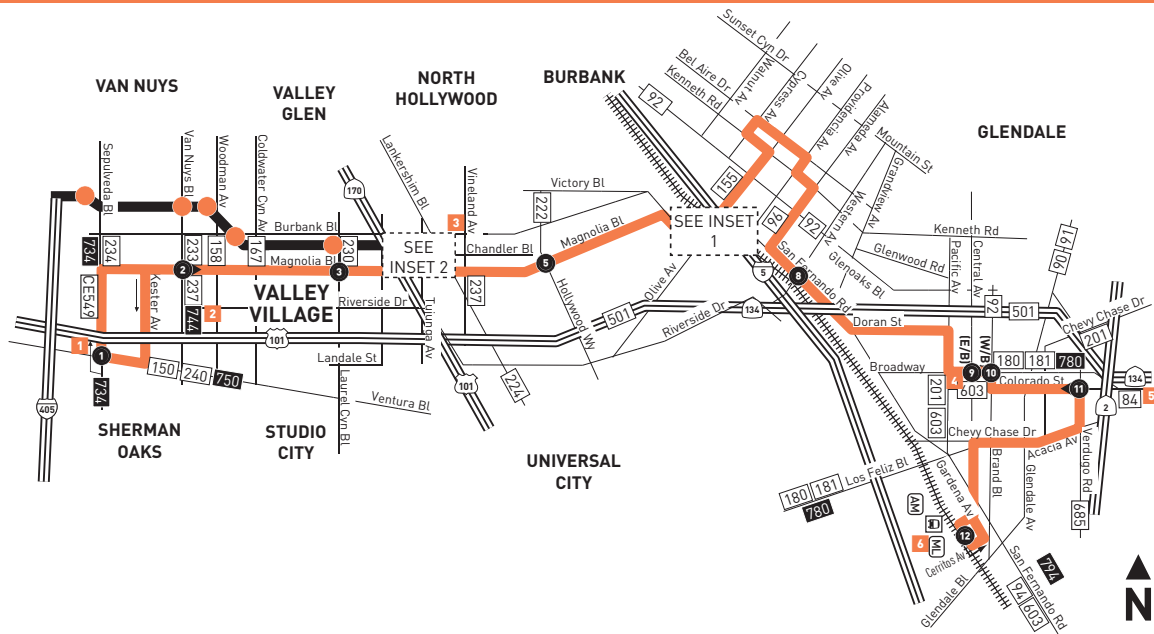
Line 353 operates weekdays only

- B** Time shown is school days schedule. On school holidays, bus will depart 2 minutes later. Times from Reseda to the North Hollywood Station will remain the same.
- C** Trip starts at Roscoe & Sepulveda 5 minutes earlier.
- D** Trip starts at Roscoe & Rhodes 2 minutes before time shown. It operates on school Professional Development days only.
- E** Trip starts at Roscoe & Whitsett 3 minutes before time shown. It operates on school Professional Development days only.
- F** Trip starts at Roscoe & Rhodes 2 minutes before time shown. It operates on school days except school Professional Development days.
- G** Trip starts at Roscoe & Whitsett 3 minutes before time shown. It operates on school days except school Professional Development days.
- H** Trip starts at Roscoe & Peoria at 1:42pm. It operates on school Professional Development days.
- I** Trip starts at Roscoe & Peoria at 3:14pm. It operates on school days except school Professional Development days.
- J** Trip starts at Roscoe & Vanalden at 3:14pm on school days only.

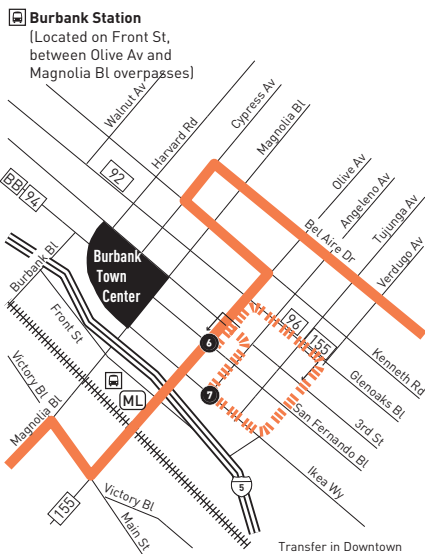
## Avisos especiales

Linea 353 opera entre semana solamente.

- B** Horarios mostrados son para días de escuela. Días festivos de escuela, autobús sale 2 minutos después. Horario de Reseda a North Hollywood Station permanecerá igual.
- C** Viaje comienza en Roscoe y Sepulveda 5 minutos antes.
- D** Viaje comienza en Roscoe y Rhodes 2 minutos antes de la hora mostrada. Opera los días de escuela Professional Development solamente.
- E** Viaje comienza en Roscoe y Whitsett 3 minutos antes de la hora mostrada. Opera los días de escuela Professional Development solamente.
- F** Viaje comienza en Roscoe y Rhodes 2 minutos antes de la hora mostrada. Opera los días de escuela menos los días de Professional Development.
- G** Viaje comienza en Roscoe y Whitsett 3 minutos antes de la hora mostrada. Opera los días de escuela menos los días de Professional Development.
- H** Viaje comienza en Roscoe y Peoria a la 1:42pm. Opera los días de escuela Professional Development.
- I** Viaje comienza en Roscoe y Peoria a las 3:14pm. Opera los días de escuela menos los días Professional Development.
- J** El viaje comienza en Roscoe y Vanalden a las 3:14 pm en días escolares solamente.



INSET MAP 1



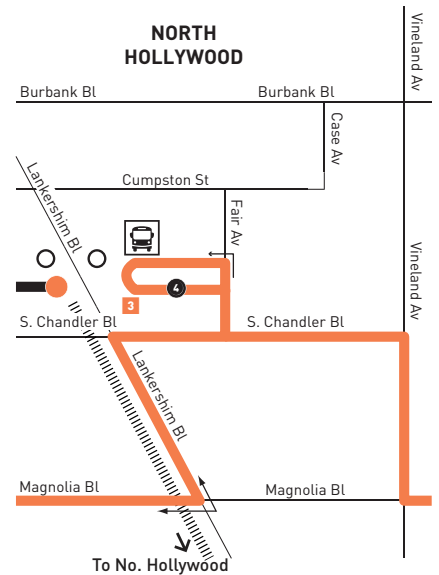
**Antelope Valley & Ventura County Metrolink Lines**  
 Metro 92, 96, 154, 155, 164, 165;  
 SC794; BB Media District,  
 Airport/Empire; Megabus

Transfer in Downtown Burbank to Metro 94, 794

MAP NOTES

- 1 Sherman Oaks Galleria**
- 2 Westfield Fashion Square**
- 3 North Hollywood Red & Orange Line Stations**  
 Metro 152, 154, 162, 183, 224, 237, 353, 501, 656 Owl, Orange Line; BB Media District, BB NoHo/Airport; CE549; SC757
- 4 Glendale Galleria**
- 5 Eagle Rock Plaza**
- 6 Glendale Station**  
 Metro 183, GB1, 2, 11, 12; Metrolink Antelope Valley Line, Ventura County Line; Amtrak

INSET MAP 2



LEGEND

- Route of Line 183
- Route of Orange Line
- Metro Red Line
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Transit Center
- Amtrak Station
- Metrolink Station
- Metro Rail Station
- Metro Orange Line Station
- Burbank Bus
- LADOT Commuter Express
- Glendale Beeline
- Santa Clarita Transit

INSET MAP 1 LEGEND

- Route of daily shortline service and all weekend and holiday service at Ikea Way & Angeleno Av

# Monday through Friday

# 183

Effective Dec 15 2019

## Eastbound *Al Este* (Approximate Times / Tiempos Aproximados)

SHERMAN OAKS		VALLEY VILLAGE		NORTH HOLLYWOOD		BURBANK		GLENDALE		
1	2	3	4	5	6	7	8	9	12	
Sepulveda & Ventura	Magnolia & Van Nuys	Magnolia & Laurel Canyon	North Hollywood Station (Lankershim & Chandler)	Magnolia & Hollywood Way	Olive & San Fernando	Ikea & Angeleno	San Fernando & Western	Broadway & Central	Glendale Station	
5:20A	5:26A	5:35A	5:42A	5:51A	6:00A	—	6:15A	6:26A	6:43A	
6:19	6:25	6:34	6:43	6:53	7:05	—	7:21	7:33	7:53	
7:07	7:14	7:24	7:33	7:43	7:56	—	8:14	8:27	8:47	
7:54	8:01	8:12	8:23	8:35	8:48	—	9:06	9:20	9:42	
8:37	8:44	8:55	9:05	9:17	9:30	—	9:48	10:02	10:24	
9:26	9:33	9:43	9:53	10:04	10:17	—	10:35	10:49	11:13	
10:24	10:31	10:41	10:51	11:02	11:15	—	11:33	11:47	12:11P	
11:28	11:34	11:43	11:55	12:07P	12:20P	—	12:38P	12:53P	1:18	
12:32P	12:38P	12:48P	12:58P	1:10	1:24	—	1:42	1:58	2:22	
1:32	1:39	1:50	2:03	2:15	2:29	—	2:48	3:03	3:27	
2:37	2:44	2:55	3:08	3:20	3:34	—	3:53	4:08	4:32	
3:42	3:49	4:00	4:11	4:23	4:37	—	4:56	5:12	5:37	
4:25	4:32	4:42	4:53	5:05	5:20	—	5:39	5:56	6:20	
5:00	5:08	5:19	5:30	5:42	5:56	—	6:14	6:30	6:54	
5:55	6:03	6:14	6:25	6:37	6:50	—	7:08	7:22	7:44	
7:00	7:07	7:17	7:27	7:38	7:50	—	8:07	8:20	8:40	
8:05	8:11	8:20	8:29	8:38	8:48	8:52P	—	—	—	
9:10	9:16	9:25	9:33	9:42	9:51	9:55	—	—	—	

# Monday through Friday

# 183

## Westbound *Al Oeste* (Approximate Times / Tiempos Aproximados)

GLENDALE			BURBANK			NORTH HOLLYWOOD	VALLEY VILLAGE	SHERMAN OAKS
12	11	10	8	6	5	4	3	1
Glendale Station	Verdugo & Colorado	Broadway & Brand	San Fernando & Western	Olive & San Fernando	Magnolia & Hollywood Way	North Hollywood Station (Lankershim & Chandler)	Magnolia & Laurel Canyon	Sepulveda & Ventura
5:15A	5:25A	5:31A	5:41A	5:54A	6:02A	6:11A	6:18A	6:33A
6:02	6:14	6:21	6:33	6:49	6:58	7:10	7:18	7:40
6:38	6:51	6:59	7:12	7:29	7:39	7:50	7:59	8:24
7:28	7:42	7:50	8:03	8:19	8:30	8:40	8:49	9:11
8:24	8:38	8:48	9:01	9:18	9:29	9:39	9:48	10:05
9:31	9:44	9:54	10:07	10:23	10:34	10:45	10:53	11:08
10:25	10:40	10:51	11:06	11:23	11:35	11:48	11:57	12:13P
11:28	11:43	11:54	12:09P	12:27P	12:39P	12:50P	12:59P	1:16
12:33P	12:48P	12:59P	1:14	1:32	1:45	1:56	2:05	2:23
1:38	1:53	2:04	2:19	2:37	2:50	3:02	3:11	3:30
2:42	2:57	3:08	3:23	3:42	3:56	4:08	4:17	4:36
3:47	4:02	4:13	4:28	4:47	5:01	5:13	5:22	5:41
4:20	4:35	4:46	5:01	5:20	5:34	5:46	5:55	6:12
4:54	5:09	5:20	5:35	5:53	6:07	6:19	6:28	6:44
6:01	6:16	6:26	6:41	6:59	7:09	7:20	7:29	7:45
7:06	7:20	7:30	7:42	7:58	8:07	8:17	8:24	8:38
8:10	8:23	8:32	8:44	9:00	9:09	9:19	9:26	9:40

**Eastbound *Al Este*** (Approximate Times / Tiempos Aproximados)

SHEMAN OAKS		VALLEY VILLAGE	NORTH HOLLYWOOD	BURBANK		
1	2	3	4	5	6	7
Sepulveda & Ventura	Magnolia & Van Nuys	Magnolia & Laurel Canyon	North Hollywood Station (Lankershim & Chandler)	Magnolia & Hollywood Way	Olive & San Fernando	Ikea & Angeleno
6:55A	7:00A	7:08A	7:16A	7:26A	7:36A	7:40A
7:59	8:04	8:13	8:21	8:31	8:42	8:46
9:02	9:08	9:17	9:26	9:37	9:48	9:52
10:06	10:12	10:21	10:31	10:43	10:55	10:59
11:10	11:17	11:26	11:36	11:48	12:00P	12:04P
12:15P	12:22P	12:31P	12:41P	12:53P	1:05	1:09
1:20	1:27	1:36	1:46	1:58	2:10	2:14
2:25	2:32	2:41	2:51	3:03	3:15	3:19
3:30	3:37	3:46	3:56	4:07	4:18	4:22
4:36	4:42	4:51	5:01	5:12	5:23	5:27
5:43	5:49	5:58	6:06	6:16	6:26	6:30
6:50	6:56	7:04	7:12	7:22	7:32	7:36
7:55	8:01	8:09	8:17	8:26	8:34	8:38

**Westbound *Al Oeste*** (Approximate Times / Tiempos Aproximados)

BURBANK		NORTH HOLLYWOOD	VALLEY VILLAGE	SHERMAN OAKS	
7	6	4	3	2	1
Ikea & Angeleno	Olive & San Fernando	North Hollywood Station (Lankershim & Chandler)	Magnolia & Laurel Canyon	Magnolia & Van Nuys	Sepulveda & Ventura
6:55A	6:58A	7:16A	7:23A	7:31A	7:37A
8:00	8:03	8:21	8:28	8:37	8:43
9:05	9:08	9:27	9:34	9:44	9:51
10:07	10:10	10:32	10:39	10:49	10:56
11:12	11:15	11:37	11:44	11:54	12:01P
12:15P	12:18P	12:42P	12:51P	1:01P	1:08
1:20	1:23	1:47	1:56	2:06	2:13
2:26	2:29	2:52	3:01	3:11	3:18
3:31	3:34	3:56	4:04	4:14	4:20
4:35	4:38	5:00	5:08	5:17	5:23
5:39	5:42	6:04	6:11	6:20	6:26
6:46	6:49	7:08	7:15	7:24	7:30
7:52	7:55	8:12	8:19	8:28	8:34
8:55	8:58	9:15	9:22	9:30	9:36

**Sunday and Holiday Schedules**

**Horarios de domingo y días feriados**

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day

# Sunday and Holiday

# 183

Effective Dec 15 2019

## Eastbound *Al Este* (Approximate Times / Tiempos Aproximados)

SHEMAN OAKS		VALLEY VILLAGE	NORTH HOLLYWOOD	BURBANK		
1	2	3	4	5	6	7
Sepulveda & Ventura	Magnolia & Van Nuys	Magnolia & Laurel Canyon	North Hollywood Station (Lankershim & Chandler)	Magnolia & Hollywood Way	Olive & San Fernando	Ikea & Angeleno
6:55A	7:00A	7:08A	7:16A	7:26A	7:36A	7:40A
7:59	8:04	8:13	8:21	8:31	8:42	8:46
9:02	9:08	9:17	9:26	9:37	9:48	9:52
10:06	10:12	10:21	10:31	10:43	10:55	10:59
11:10	11:17	11:26	11:36	11:48	11:59	12:04P
12:15P	12:22P	12:31P	12:41P	12:53P	1:05P	1:09
1:20	1:27	1:36	1:46	1:58	2:10	2:14
2:25	2:32	2:41	2:51	3:03	3:15	3:19
3:30	3:37	3:46	3:56	4:07	4:18	4:22
4:36	4:42	4:51	5:01	5:12	5:23	5:27
5:43	5:49	5:58	6:06	6:16	6:26	6:30
6:50	6:56	7:04	7:12	7:22	7:32	7:36
7:55	8:01	8:09	8:17	8:26	8:34	8:38

# Sunday and Holiday

# 183

## Westbound *Al Oeste* (Approximate Times / Tiempos Aproximados)

BURBANK		NORTH HOLLYWOOD	VALLEY VILLAGE	SHERMAN OAKS	
7	6	4	3	2	1
Ikea & Angeleno	Olive & San Fernando	North Hollywood Station (Lankershim & Chandler)	Magnolia & Laurel Canyon	Magnolia & Van Nuys	Sepulveda & Ventura
8:00A	8:03A	8:21A	8:28A	8:37A	8:43A
9:05	9:08	9:27	9:34	9:44	9:51
10:07	10:10	10:32	10:39	10:49	10:56
11:12	11:15	11:37	11:44	11:54	12:01P
12:15P	12:18P	12:42P	12:51P	1:01P	1:08
1:20	1:23	1:47	1:56	2:06	2:13
2:26	2:29	2:52	3:01	3:11	3:18
3:31	3:34	3:56	4:04	4:14	4:20
4:35	4:38	5:00	5:08	5:17	5:23
5:40	5:43	6:05	6:12	6:21	6:27
6:45	6:48	7:07	7:14	7:23	7:29
7:50	7:53	8:10	8:17	8:26	8:32

### Nextrip

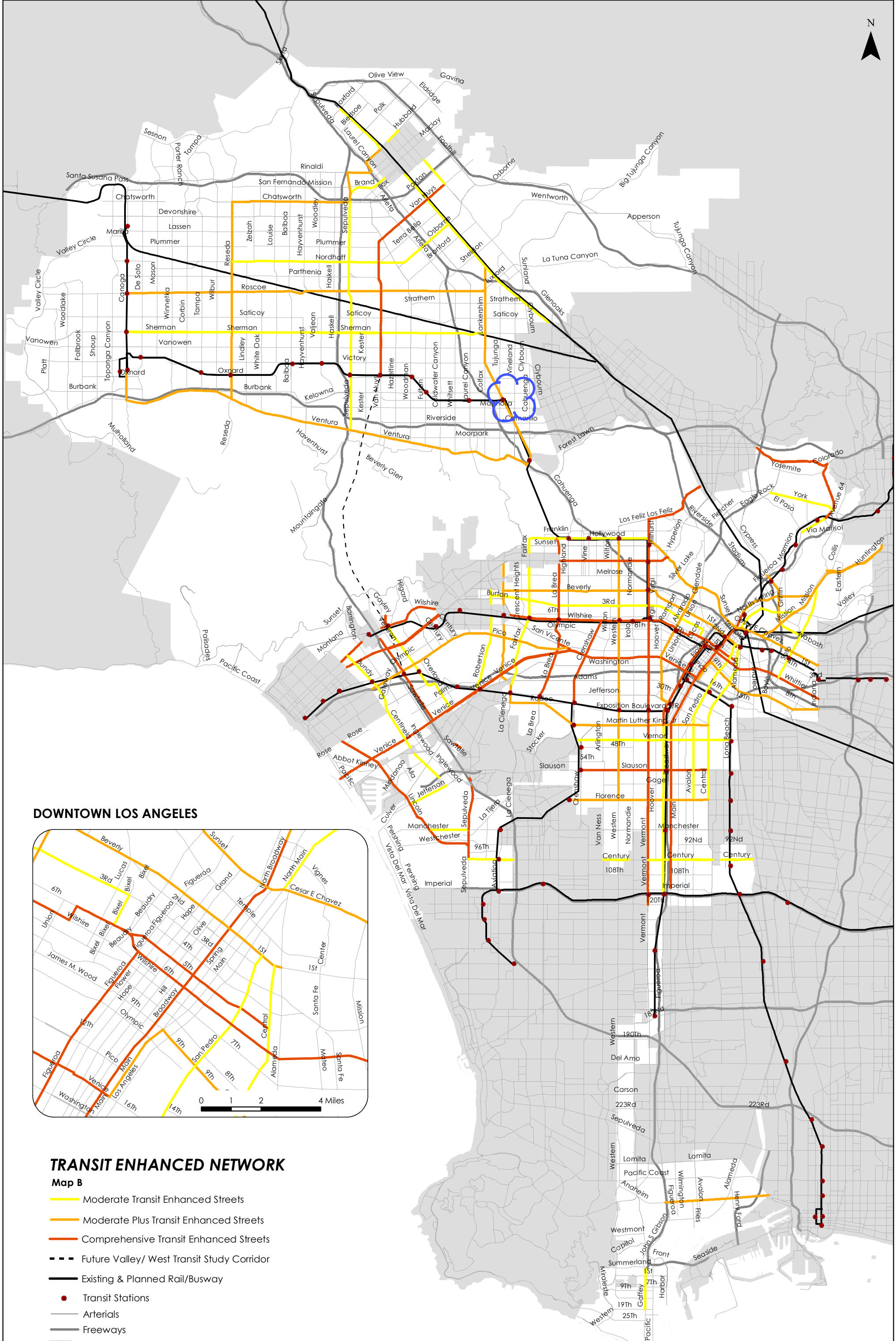
Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarchavez or metro 1563). You can also visit [m.metro.net](http://m.metro.net) or call 511 and say "Nextrip".

### Nextrip

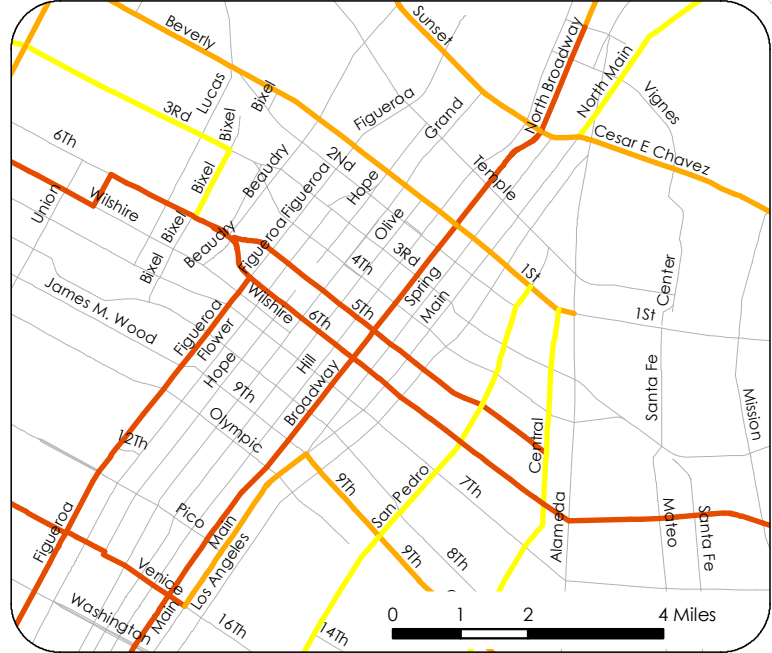
Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar [m.metro.net](http://m.metro.net) or llamar al 511 y decir "Nextrip".

**APPENDIX E**

**MOBILITY NETWORK MAPS**



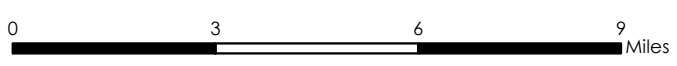
**DOWNTOWN LOS ANGELES**

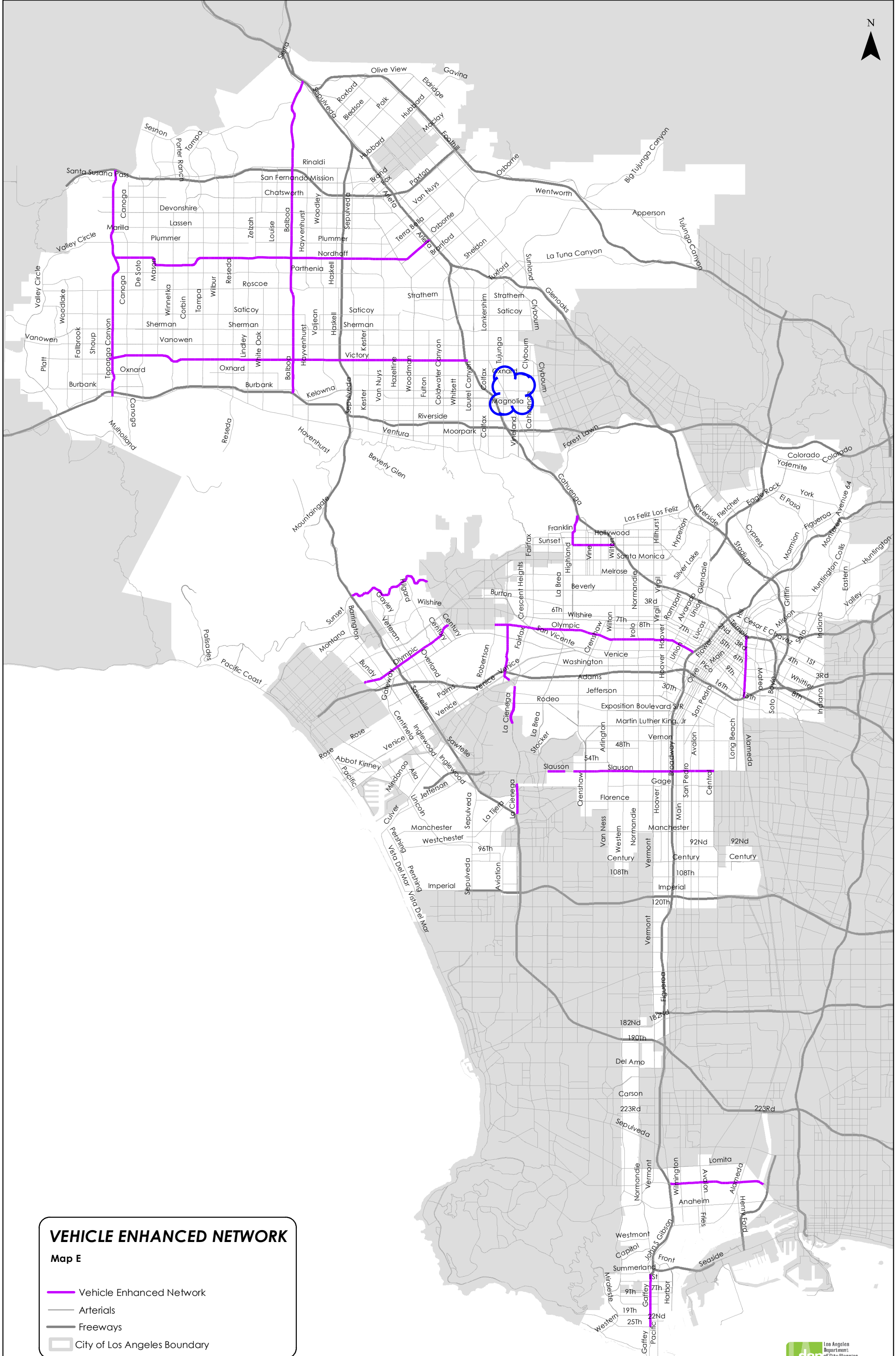


**TRANSIT ENHANCED NETWORK**

Map B





- Moderate Transit Enhanced Streets
- Moderate Plus Transit Enhanced Streets
- Comprehensive Transit Enhanced Streets
- - - Future Valley/ West Transit Study Corridor
- Existing & Planned Rail/Busway
- Transit Stations
- Arterials
- Freeways
- City of Los Angeles Boundary

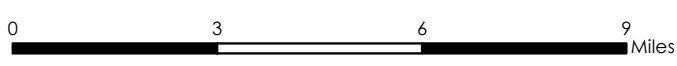


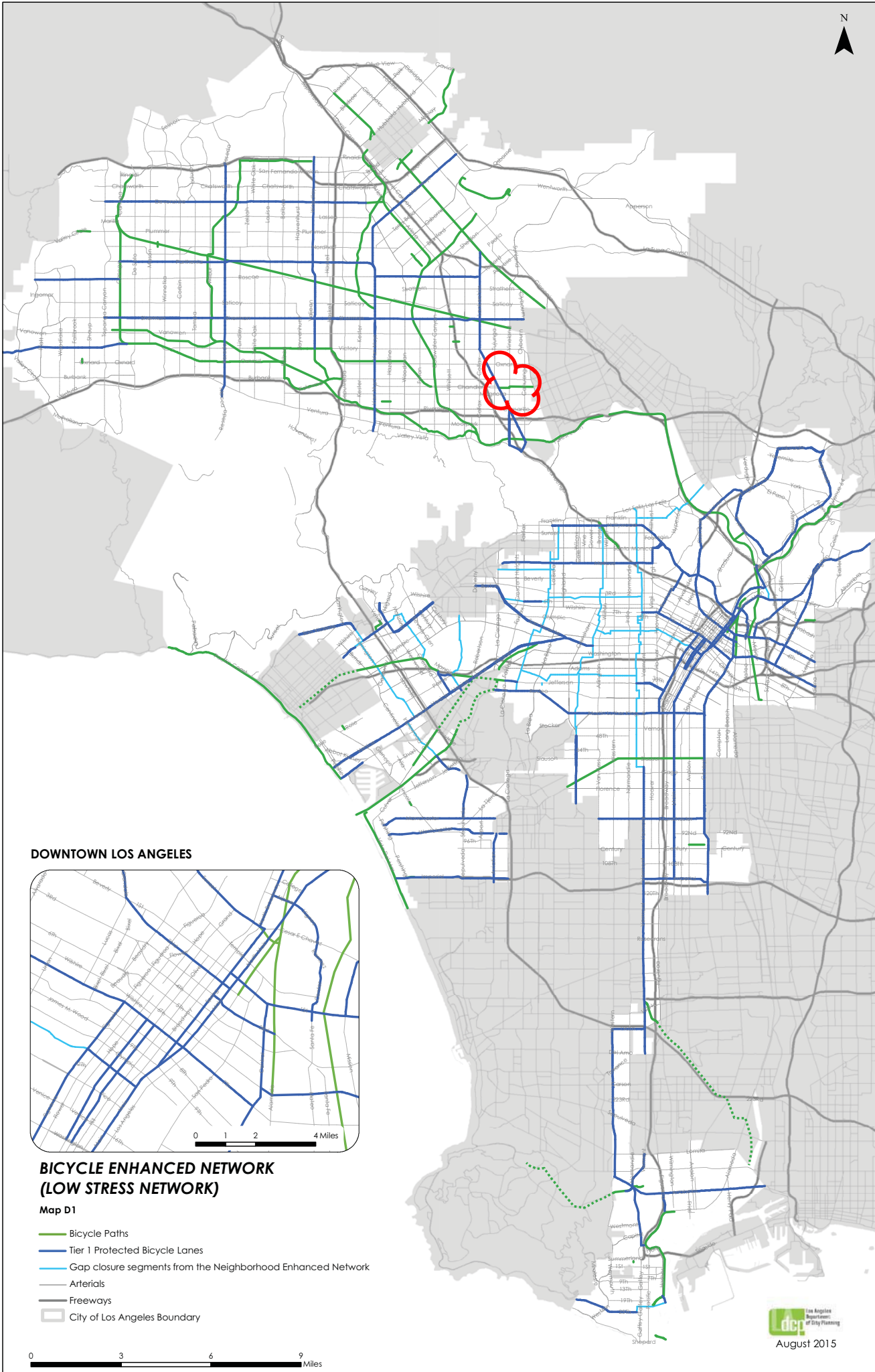


**VEHICLE ENHANCED NETWORK**

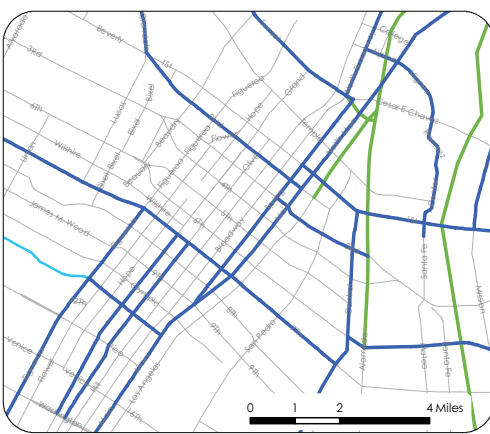
Map E

-  Vehicle Enhanced Network
-  Arterials
-  Freeways
-  City of Los Angeles Boundary











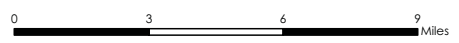
**DOWNTOWN LOS ANGELES**

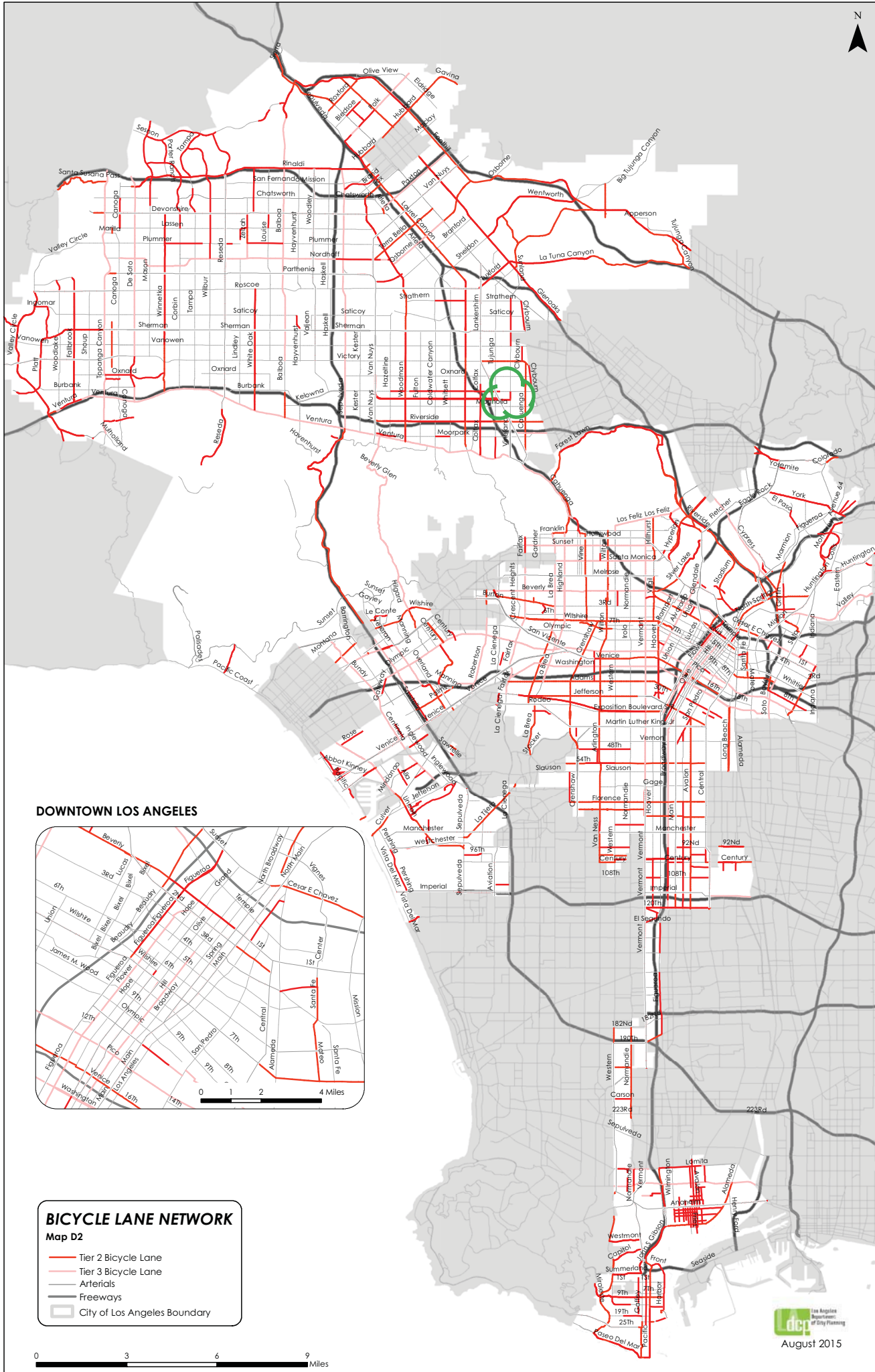


**BICYCLE ENHANCED NETWORK  
(LOW STRESS NETWORK)**

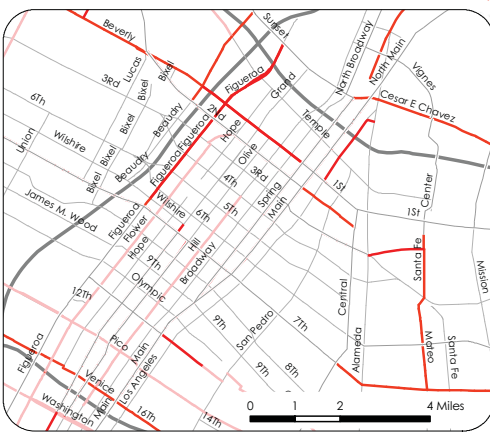
Map D1

-  Bicycle Paths
-  Tier 1 Protected Bicycle Lanes
-  Gap closure segments from the Neighborhood Enhanced Network
-  Arterials
-  Freeways
-  City of Los Angeles Boundary



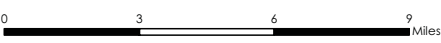


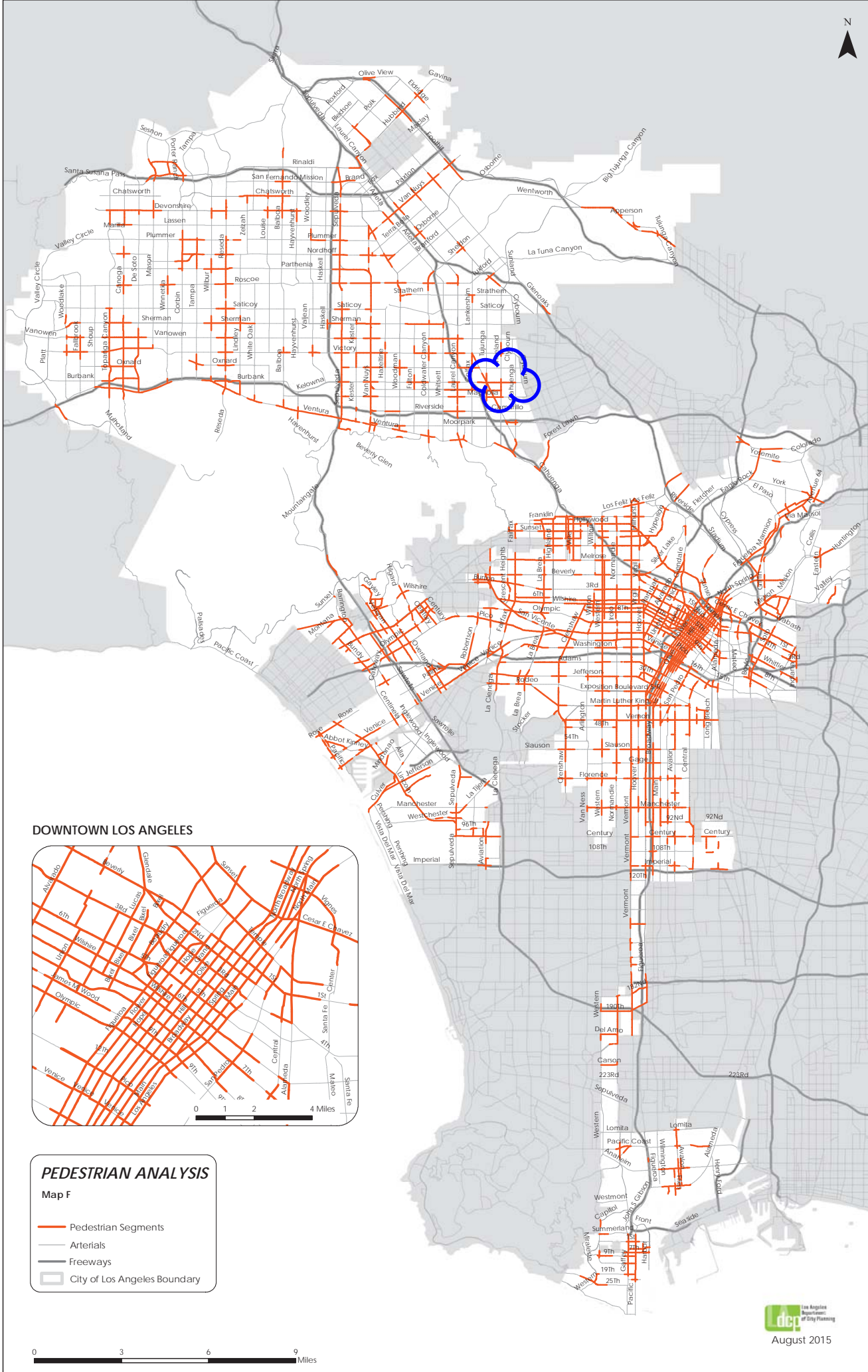
**DOWNTOWN LOS ANGELES**



**BICYCLE LANE NETWORK**  
Map D2

- Tier 2 Bicycle Lane
- Tier 3 Bicycle Lane
- Arterials
- Freeways
- City of Los Angeles Boundary





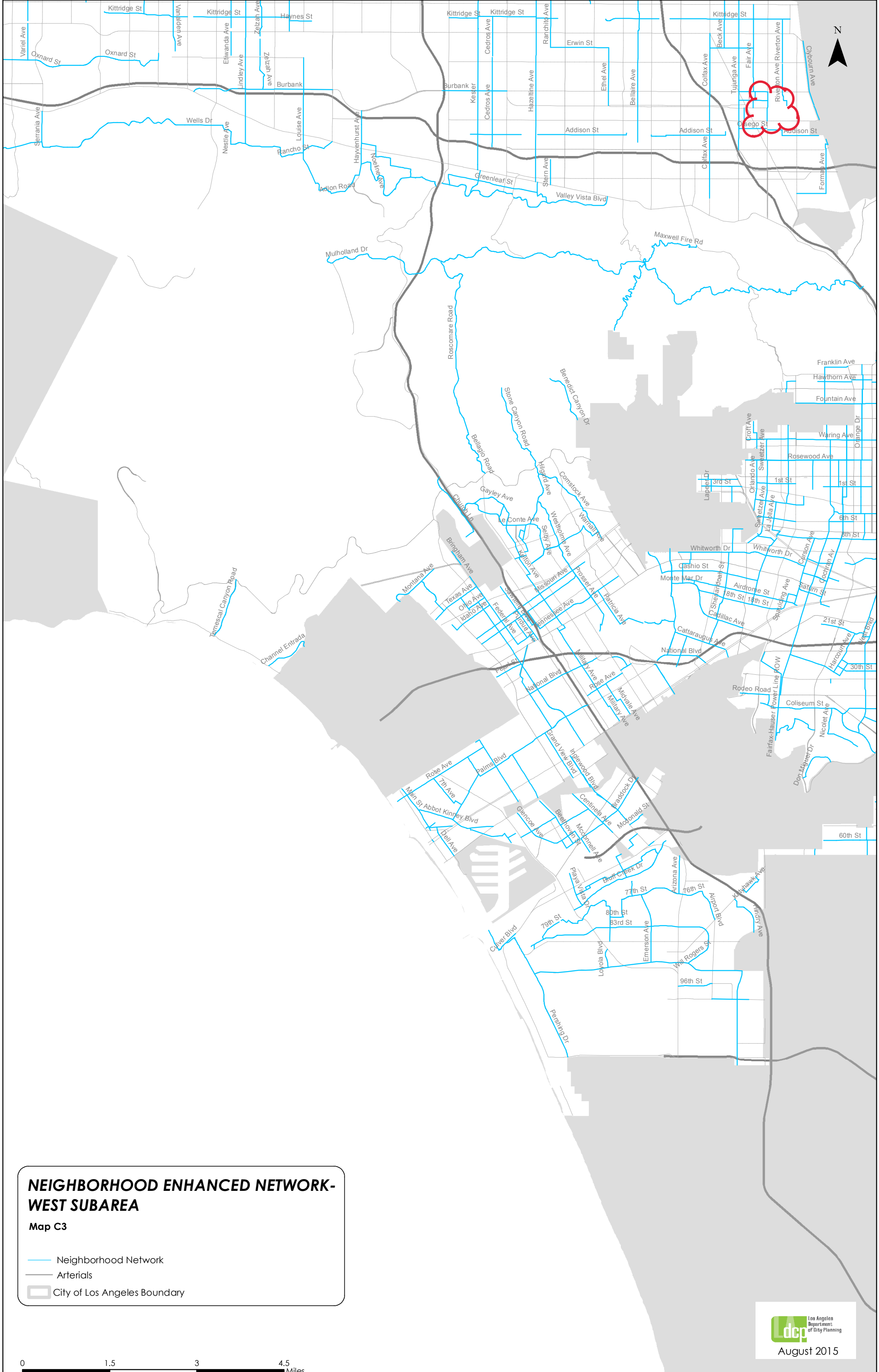
**DOWNTOWN LOS ANGELES**



**PEDESTRIAN ANALYSIS**  
Map F

- Pedestrian Segments
- Arterials
- Freeways
- City of Los Angeles Boundary

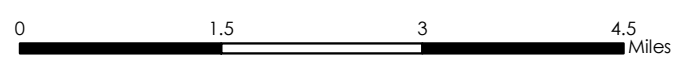


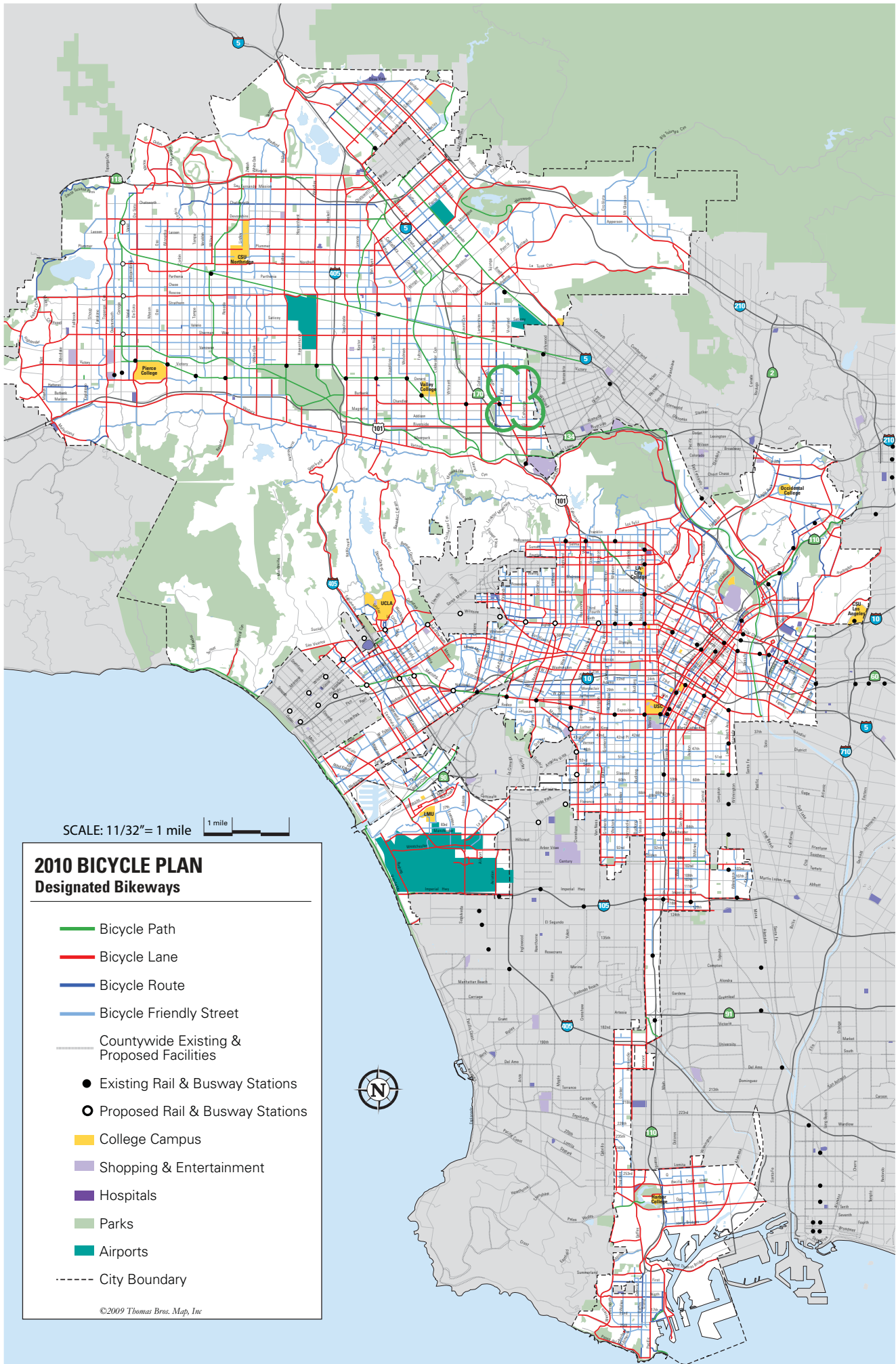


**NEIGHBORHOOD ENHANCED NETWORK-  
WEST SUBAREA**

Map C3

- Neighborhood Network
- Arterials
- City of Los Angeles Boundary



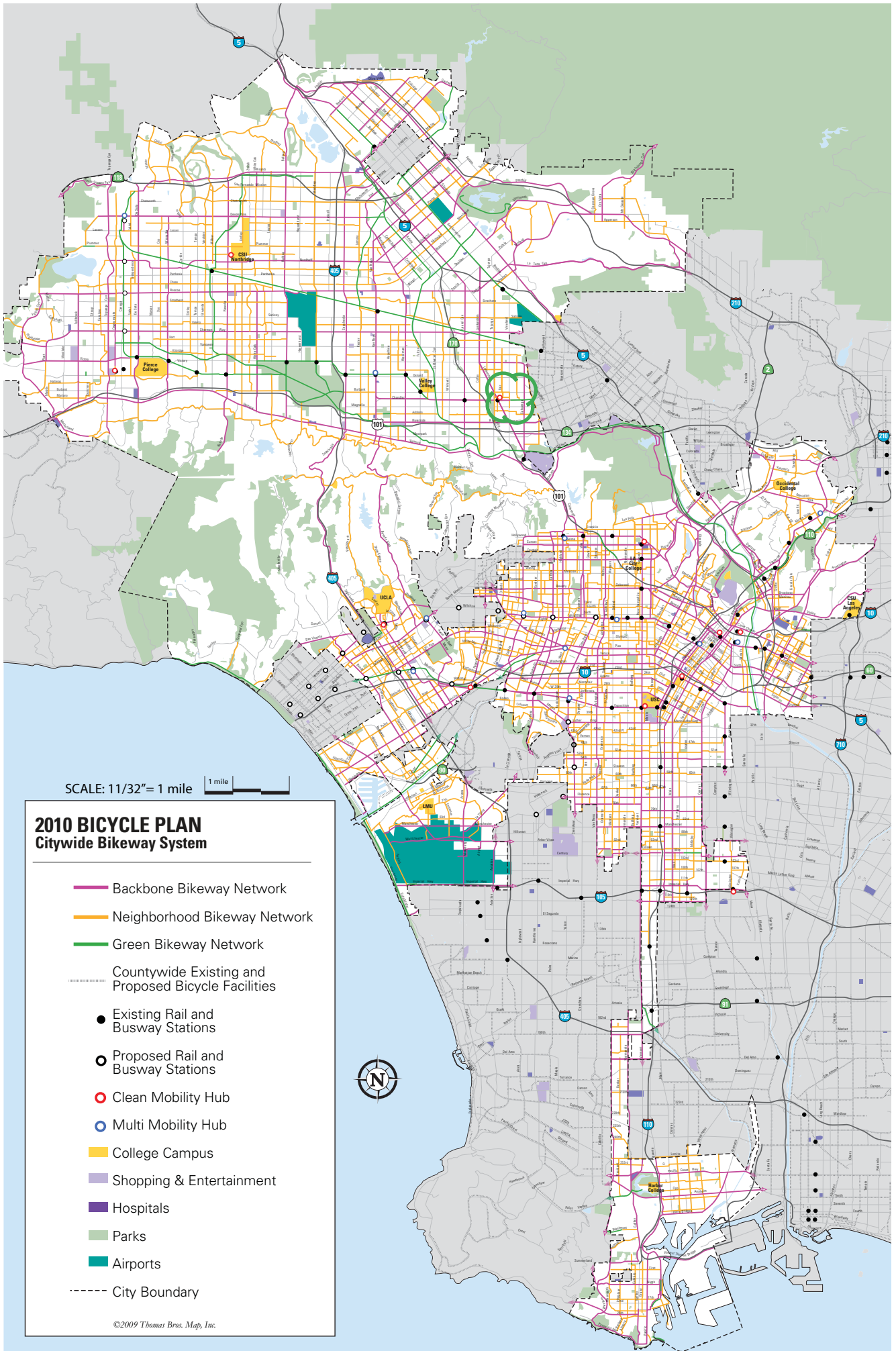


SCALE: 11/32" = 1 mile

**2010 BICYCLE PLAN**  
**Designated Bikeways**

- Bicycle Path
- Bicycle Lane
- Bicycle Route
- Bicycle Friendly Street
- Countywide Existing & Proposed Facilities
- Existing Rail & Busway Stations
- Proposed Rail & Busway Stations
- College Campus
- Shopping & Entertainment
- Hospitals
- Parks
- Airports
- City Boundary

©2009 Thomas Bros. Map, Inc



SCALE: 11/32" = 1 mile

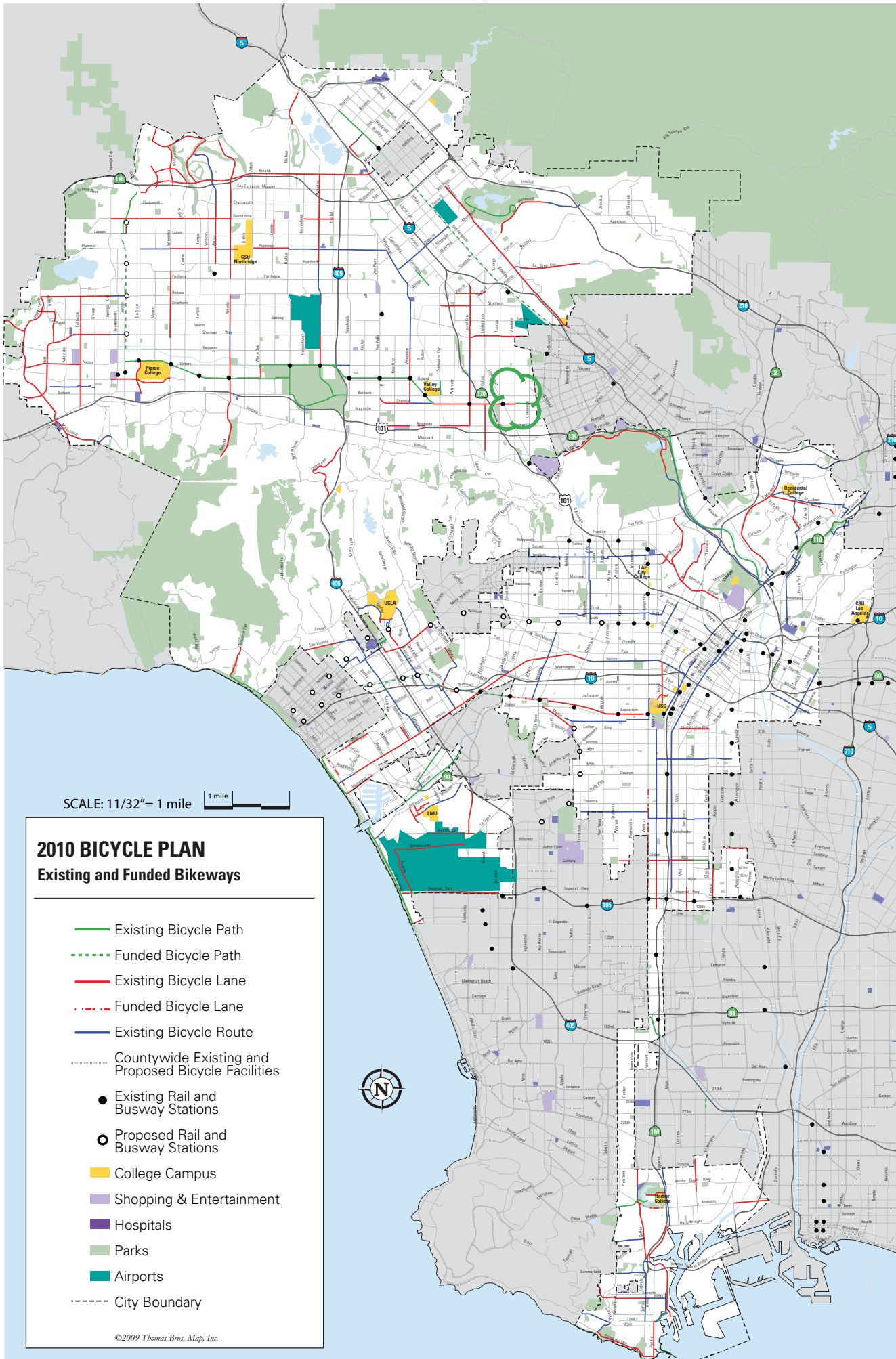


### 2010 BICYCLE PLAN Citywide Bikeway System

- Backbone Bikeway Network
- Neighborhood Bikeway Network
- Green Bikeway Network
- Countywide Existing and Proposed Bicycle Facilities
- Existing Rail and Busway Stations
- Proposed Rail and Busway Stations
- Clean Mobility Hub
- Multi Mobility Hub
- College Campus
- Shopping & Entertainment
- Hospitals
- Parks
- Airports
- City Boundary



©2009 Thomas Bros. Map, Inc.



SCALE: 11/32" = 1 mile



## 2010 BICYCLE PLAN Existing and Funded Bikeways

- Existing Bicycle Path
- - - Funded Bicycle Path
- Existing Bicycle Lane
- - - Funded Bicycle Lane
- Existing Bicycle Route
- Countywide Existing and Proposed Bicycle Facilities
- Existing Rail and Busway Stations
- Proposed Rail and Busway Stations
- College Campus
- Shopping & Entertainment
- Hospitals
- Parks
- Airports
- - - City Boundary



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**APPENDIX F**

**VMT REPORTS**

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



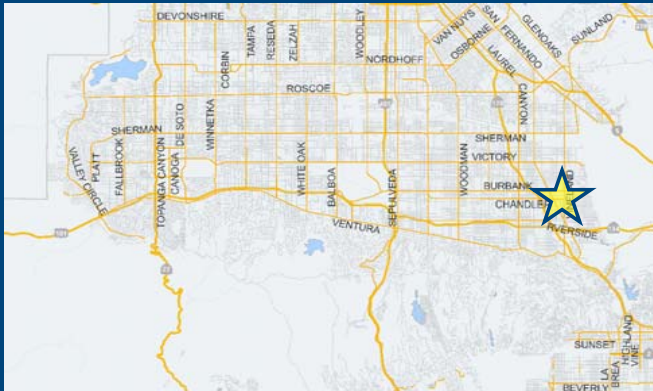
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project:

Scenario:  [WWW](#)

Address:



**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 station?**

Yes  No

## Existing Land Use

Land Use Type	Value	Unit	
Industrial   Warehousing/Self-Storage	4.26	ksf	+
Industrial   Warehousing/Self-Storage	4.26	ksf	

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	
Industrial   Warehousing/Self-Storage	134.88	ksf	+
Office   General Office	15.12	ksf	
Industrial   Warehousing/Self-Storage	134.88	ksf	

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

## Project Screening Summary

Existing Land Use	Proposed Project
<b>9</b> Daily Vehicle Trips	<b>405</b> Daily Vehicle Trips
<b>77</b> Daily VMT	<b>3,632</b> 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. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	<b>396</b> Net Daily Trips
The net increase in daily VMT ≤ 0	<b>3,555</b> Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	<b>0.000</b> ksf
<b>The proposed project is required to perform VMT analysis.</b>	



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

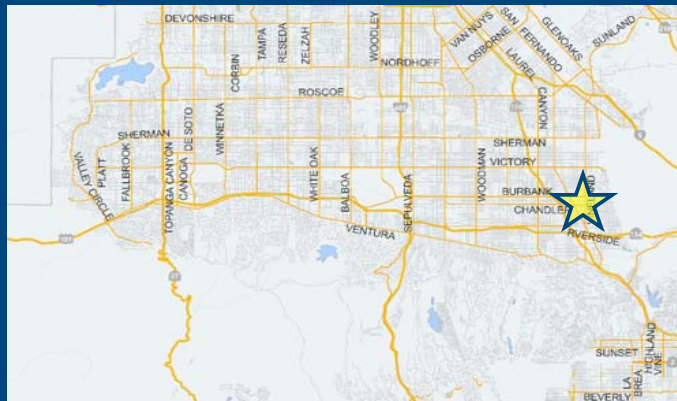


## Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Office   General Office	15.12	kcf
Industrial   Warehousing/Self-Storage	134.88	kcf

## TDM Strategies

Select each section to show individual strategies  
Use  to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

**A** **Parking**

Reduce Parking Supply  city code parking provision for the project site

Proposed Prj  Mitigation  actual parking provision for the project site

Unbundle Parking  monthly parking cost (dollar) for the project site

Proposed Prj  Mitigation

Parking Cash-Out  percent of employees eligible

Proposed Prj  Mitigation

Price Workplace Parking  daily parking charge (dollar)

Proposed Prj  Mitigation  percent of employees subject to priced parking

Residential Area Parking Permits  cost (dollar) of annual permit

Proposed Prj  Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
<b>381</b> Daily Vehicle Trips	<b>338</b> Daily Vehicle Trips
<b>3,422</b> Daily VMT	<b>3,022</b> Daily VMT
<b>0.0</b> Household VMT per Capita	<b>0.0</b> Household VMT per Capita
<b>13.1</b> Work VMT per Employee	<b>11.6</b> Work VMT per Employee

Significant VMT Impact?	
<b>Household: No</b> Threshold = 9.4 15% Below APC	<b>Household: No</b> Threshold = 9.4 15% Below APC
<b>Work: Yes</b> Threshold = 11.6 15% Below APC	<b>Work: No</b> Threshold = 11.6 15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: July 6, 2020

Project Name:

Project Scenario:

Project Address: 5444 N VINELAND AVE, 91601



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	15.120	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	134.880	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: July 6, 2020

Project Name:

Project Scenario:

Project Address: 5444 N VINELAND AVE, 91601



Version 1.3

<b>Analysis Results</b>			
Total Employees: 105			
Total Population: 0			
<b>Proposed Project</b>		<b>With Mitigation</b>	
381	Daily Vehicle Trips	338	Daily Vehicle Trips
3,422	Daily VMT	3,022	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
13.1	Work VMT per Employee	11.6	Work VMT per Employee
<b>Significant VMT Impact?</b>			
<b>APC: South Valley</b>			
Impact Threshold: 15% Below APC Average			
Household = 9.4			
Work = 11.6			
<b>Proposed Project</b>		<b>With Mitigation</b>	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 9.4	No	Household > 9.4	No
Work > 11.6	Yes	Work > 11.6	No

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 6, 2020

Project Name:

Project Scenario:

Project Address: 5444 N VINELAND AVE, 91601



Version 1.3

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
<b>Parking</b>	Reduce parking supply	City code parking provision (spaces)	77	77
		Actual parking provision (spaces)	69	69
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 6, 2020

Project Name:

Project Scenario:

Project Address: 5444 N VINELAND AVE, 91601



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	
		Existing transit mode share (as a percent of total daily trips) (%)	0%	
		Lines within project site improved (<50%, >=50%)	0	
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	40%
Amount of transit subsidy per passenger (daily equivalent) (\$)		\$0.00	\$2.98	
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	
	Promotions and marketing	Employees and residents participating (%)	100%	
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: July 6, 2020

Project Name:

Project Scenario:

Project Address: 5444 N VINELAND AVE, 91601



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
<b>Commute Trip Reductions</b>	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
		<i>Degree of implementation (low, medium, high)</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
	<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%
<b>Shared Mobility</b>	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
	<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0	0
(cont. on following page)				



TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
<b>Bicycle Infrastructure</b>	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	<b>Include Bike parking per LAMC</b>	<b>Meets City Bike Parking Code (Yes/No)</b>	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, &amp; repair station (Yes/No)</i>	0	0
<b>Neighborhood Enhancement</b>	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: July 6, 2020

Project Name:

Project Scenario:

Project Address: 5444 N VINELAND AVE, 91601



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Parking</b>	Reduce parking supply	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>Transit</b>	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	8%	0%	8%	0%	8%	0%	8%	0%	8%	0%	8%	
<b>Education &amp; Encouragement</b>	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	4%	0%	4%	0%	4%	0%	4%	0%	4%	0%	4%	
<b>Commute Trip Reductions</b>	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Shared Mobility</b>	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: July 6, 2020

Project Name:

Project Scenario:

Project Address: 5444 N VINELAND AVE, 91601



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy, Cont.

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	<b>COMBINED TOTAL</b>	6%	17%	6%	17%	6%	17%	6%	17%	6%	17%	6%
<b>MAX. TDM EFFECT</b>	6%	17%	6%	17%	6%	17%	6%	17%	6%	17%	6%	17%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

Note:  $(1 - [(1-A) * (1-B) \dots])$  reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: July 6, 2020

Project Name:

Project Scenario:

Project Address: 5444 N VINELAND AVE, 91601



Version 1.3

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	8.7	0	0
Home Based Other Production	0	0.0%	0	5.4	0	0
Non-Home Based Other Production	88	-4.5%	84	8.1	713	680
Home-Based Work Attraction	152	-19.7%	122	12.0	1,824	1,464
Home-Based Other Attraction	176	-34.7%	115	6.8	1,197	782
Non-Home Based Other Attraction	88	-4.5%	84	8.4	739	706

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-5.8%	0	0	-16.8%	0	0
Home Based Other Production	-5.8%	0	0	-16.8%	0	0
Non-Home Based Other Production	-5.8%	79	641	-16.8%	70	566
Home-Based Work Attraction	-5.8%	115	1,379	-16.8%	102	1,218
Home-Based Other Attraction	-5.8%	108	737	-16.8%	96	651
Non-Home Based Other Attraction	-5.8%	79	665	-16.8%	70	587

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 105

APC: South Valley

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>0</b>	<b>0</b>
<i>Total Home Based Work Attraction VMT</i>	<b>1,379</b>	<b>1,218</b>
<i>Total Home Based VMT Per Capita</i>	<b>0.0</b>	<b>0.0</b>
<i>Total Work Based VMT Per Employee</i>	<b>13.1</b>	<b>11.6</b>

**Questions to Determine Project Applicability to Plans, Policies and Programs**

**5444 Vineland Artists Offices & Self Storage**

#	Guiding Question	Relevant Plans, Policies, & Programs	Supporting/Complimentary City Plans, Policies, & Programs to Consult	Answer
<b>EXISTING PLAN APPLICABILITY</b>				
1	Does the project include additions or new construction along a street designated as a Boulevard I, II and/or Avenue I, II or III on property zoned for R3 or less restrictive zone?	LAMC Section 12.37		Yes, Vineland Avenue is a Boulevard II and the site is in the MR2 Zone and proposed M2 Zone which are both being less restrictive than R3:
2	Is project site along any network identified in the City's Mobility Plan?	MP 2.3 through 2.7		Yes, Vineland is part of the PED & TEN
3	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	MP - Street Classifications; MP- Street Designations & Standard Roadway Dimensions	MP - 2.17 Street Widening	Yes, 5 feet along Cleon Avenue and along Vineland Avenue
4	Does the project require placement of transit furniture in accordance with City's Coordinated Street Furniture and Bus Bench Program?			No
5	Is project site in an identified Transit Oriented Community (TOC)?	MP - TEN; MP - PED; MP - BEN; TOC Guidelines		Yes
6	Is project site on a roadway identified in City's High Injury Network?	Vision Zero	Mobility Plan 2035	Yes, Vineland is identified as part of the HIN
7	Does project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension, etc.)	MP - 2.1 Adaptive Reuse of Streets; MP - 2.10 Loading Areas; MP - 3.5 Multi-Modal Features; MP - 3.8 Bicycle Parking; MP - 4.13 Parking & Land Use Management; MP - 5.4 Clean Fuels & Vehicles	MP - 2.3 Pedestrian Infrastructure; MP - 2.4 Neighborhood Enhanced Network; MP - 3.2 People with Disabilities; MP -4.1 New Technologies; MP 5.1 Substantial Transportation; MP - 5.5 Green Streets	No
8	Does project propose narrowing or shifting existing sidewalk placement:	MP 2.3 Pedestrian Infrastructure; MP 3.1 - Access for All; MP - PED; MP - ENG 19; MP 2.17 Street Widening	Healthy LA; Vision Zero; Sustainability Plan	No
9	Does project propose paving, narrowing, shifting or removing an existing parkway?	MP - 5.5 Green Streets; Sustainability Plan		No
10	Does project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	MP- BEN; MP - 4.15 Public Hearing Process	Vision Zero	No
11	Is project site adjacent to an alley? If yes, will project make use of, modify, or restrict alley access?	MP - 3.9 Increased Network Access; MP - ENG.9; MP - PL.1; MP - PL.13; MP - PS.3		No
12	Does project create a cul-de-sac or is project site located adjacent to existing cul-de-sac? If yes, is cul-de-sac consistent with design goal in Mobility Plan 2035 (maintain through bicycle and pedestrian access)?	MP - 3.10 Cul-de-sacs		No, Not applicable

#	Guiding Question	Relevant Plans, Policies, & Programs	Supporting/Complimentary City Plans, Policies, & Programs to Consult	Answer
<b>ACCESS: DRIVEWAYS AND LOADING</b>				
13	Does project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	MO - PL.1; MP - PK.10, CDG 4.1.02	Vision Zero	No, the Project will improve and retain an existing driveway along Vineland Av, a Boulevard II
14	If yes to 13, Is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	MP - PL.1; MPP 321	Vision Zero	Not applicable
15	Does project site include a corner lot? (avoid driveways too close to intersections)	CDG 4.1.01		No
16	Does project propose driveway width in excess of City standard?	MPP Sec. 321	Vision Zero; Sustainability Plan, MP - PED, MP - BEN; CDG 4.1.04	No
17	Does project propose more driveways than permitted by the City maximum standard?	MPP - Sec No. 321 Driveway Design	Vision Zero; Healthy LA	No
18	Are loading zones proposed as part of the project?	MP - 2.1 Loading Areas; MP - PK.1; MP - PK.7; MP - PK.8; MPP 321		No, All loading & unloading will be provided on-site.
19	Does project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the buildings?	MP - 2.10 Loading Areas		No
20	Does project propose modifying, limiting/restricting, or removing public access to a public right-of-way (e.g. vacating public right-of-way?)	MP - 2.3 Pedestrian Infrastructure; MP - 3.9 Increased Network Access		No

City Documents that Establish the Regulatory Framework

#	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	Yes		No
2.	Plan for Healthy LA	Yes		No
3.	Land Use Element of the Generatl Plan (35 Community Plans)	Yes		No
4.	Specific Plans	No		No
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes		No
6.	LAMC Section 12.26K (TDM Ordinance)	Yes		No
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	N/A		No
8.	Vision Zero Action Plan	Yes		No
9.	Vision Zero Corridor Plan	Yes		No
10.	Pedestrian Safety Action Plan (pending)	Pending		N/A
11.	Streetscape Plan	Yes		No
12.	Citywide Design Guidelines for Residential, Commercial and Industrial Development	Yes		No
13.	Walkability Checklist	Yes		No
14.	LADOT Transportation Technology Strately - Urban Mobility in a Digital Age	Yes		No
15.	Mobility Hubs Reader's Guide	Yes		No
16.	LADOT Manual of Policies and Procedures (Design Standards)	Yes		No

N/A = Not applicable

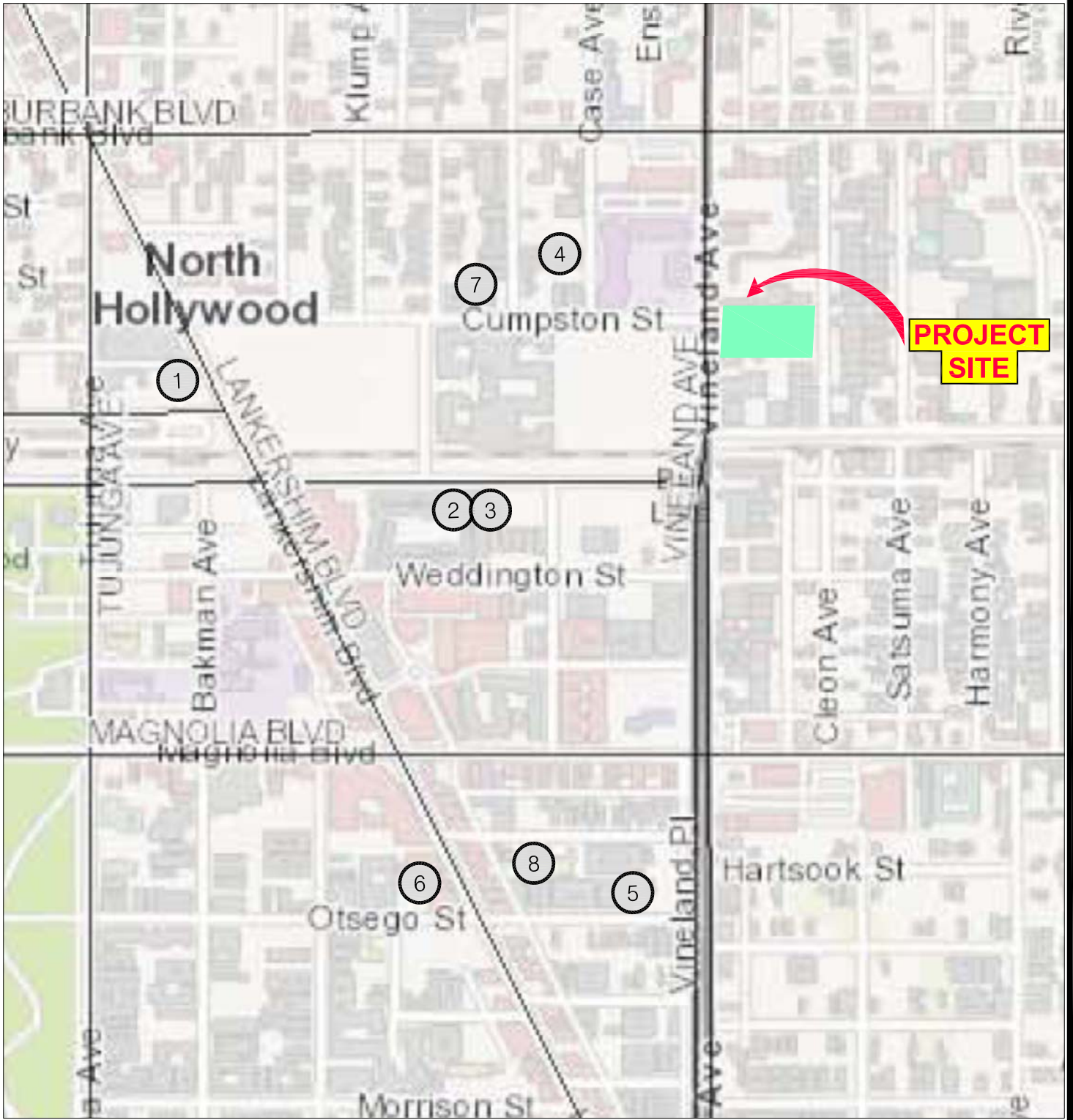
## **APPENDIX G**

### **RELATED PROJECT INFORMATION**

RELATED PROJECT LIST

5444 VINELAND ST MIXED USE

#	Project	Size	Location	Daily Traffic	AM Peak Hour			PM Peak Hours		
					In	Out	Total	In	Out	Total
1	NoHo Lankershim Mixed Use Office Retail Apartments	1,918 sf 14,500 sf 127 units	5401 Lankershim Bl	882	11	34	45	35	28	63
2	The Weddington Apartments	324 units	11120 Chandler Bl	2,082	38	119	157	114	61	175
3	NOHo Artwalk Condominiums Retail Office Removed Retail Removed	220 units 9,400 sf (31,500) sf (2,500) sf	11126 Chandler Bl	903	(27)	67	40	61	2	63
4	Apartments	90 units	5513 Case Avenue	558	8	34	42	42	10	52
5	Apartments	144 units	11011 Otsego Street	885	14	53	67	53	29	82
6	NoHo Millennium Mixed Use Apartments Market Office	297 units 23,733 sf 1,267 sf	5107 Lankershim Bl	1,606	9	100	109	122	51	173
7	Apartments	46 units	5508 Fulcher Avenue	271	4	16	20	21	5	26
8	Apartments	61 units	11106 Hartsook Street	361	5	22	27	27	7	34



12/2019

**RELATED PROJECT LOCATION MAP**



**Overland Traffic Consultants, Inc.**

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(310) 545-1235, [liz@overlandtraffic.com](mailto:liz@overlandtraffic.com)

**APPENDIX H**

**TRAFFIC VOLUME DATA  
AND LEVEL OF SERVICE WORKSHEETS**

## **TRAFFIC VOLUME DATA**



National Data & Surveying Services

# Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd South  
 City: North Hollywood  
 Control: Signalized

Project ID: 20-05036-003  
 Date: 1/28/2020

**Total**

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd South				Chandler Blvd South				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1 NL	2 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	10	67	0	0	0	259	32	0	33	0	24	0	0	0	0	0	425
7:15 AM	13	68	0	0	0	236	42	0	39	0	26	0	0	0	0	0	424
7:30 AM	14	101	0	0	0	297	52	0	54	0	40	0	0	0	0	0	558
7:45 AM	13	113	0	1	0	271	70	0	79	0	36	0	0	0	0	0	583
8:00 AM	15	125	0	0	0	255	56	0	86	0	38	0	0	0	0	0	575
8:15 AM	8	111	0	0	0	258	49	0	81	0	43	0	0	0	0	0	550
8:30 AM	9	120	0	0	0	258	28	0	52	0	42	0	0	0	0	0	509
8:45 AM	11	106	0	1	0	232	45	0	84	0	37	0	0	0	0	0	516
9:00 AM	7	111	0	1	0	250	42	0	61	0	33	0	0	0	0	0	505
9:15 AM	17	107	0	0	0	234	27	0	62	0	34	0	0	0	0	0	481
9:30 AM	8	104	2	0	0	188	16	0	53	0	33	0	0	0	0	0	404
9:45 AM	7	110	0	0	0	216	24	0	54	1	46	0	0	0	0	0	458
<b>TOTAL VOLUMES :</b>	132	1243	2	3	0	2954	483	0	738	1	432	0	0	0	0	0	5988
<b>APPROACH %'s :</b>	9.57%	90.07%	0.14%	0.22%	0.00%	85.95%	14.05%	0.00%	63.02%	0.09%	36.89%	0.00%					
<b>PEAK HR :</b>	07:30 AM - 08:30 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	50	450	0	1	0	1081	227	0	300	0	157	0	0	0	0	0	2266
<b>PEAK HR FACTOR :</b>	0.833	0.900	0.000	0.250	0.000	0.910	0.811	0.000	0.872	0.000	0.913	0.000	0.000	0.000	0.000	0.000	0.972
			0.895			0.937					0.921						
PM	1 NL	2 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
3:00 PM	9	165	0	1	0	208	44	0	65	1	31	0	0	0	0	0	524
3:15 PM	14	160	0	1	0	176	45	0	64	0	45	0	0	0	0	0	505
3:30 PM	13	174	0	2	0	144	43	0	84	0	31	0	0	0	0	0	491
3:45 PM	15	183	0	2	0	174	38	0	70	1	38	0	0	0	0	0	521
4:00 PM	9	194	0	1	0	157	43	0	78	0	38	0	0	0	0	0	520
4:15 PM	24	182	0	0	0	152	51	0	97	0	39	0	0	0	0	0	545
4:30 PM	26	197	0	0	0	198	41	0	104	0	36	0	0	0	0	0	602
4:45 PM	35	181	0	1	0	178	33	0	87	0	50	0	0	0	0	0	565
5:00 PM	20	234	0	0	0	199	41	0	97	0	39	0	0	0	0	0	630
5:15 PM	42	210	0	0	0	166	40	0	103	0	53	0	0	0	0	0	614
5:30 PM	15	223	0	1	0	166	46	0	133	0	50	0	0	0	0	0	634
5:45 PM	36	207	0	0	0	182	36	0	102	0	42	0	0	0	0	0	605
<b>TOTAL VOLUMES :</b>	258	2310	0	9	0	2100	501	0	1084	2	492	0	0	0	0	0	6756
<b>APPROACH %'s :</b>	10.01%	89.64%	0.00%	0.35%	0.00%	80.74%	19.26%	0.00%	68.69%	0.13%	31.18%	0.00%					
<b>PEAK HR :</b>	05:00 PM - 06:00 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	113	874	0	1	0	713	163	0	435	0	184	0	0	0	0	0	2483
<b>PEAK HR FACTOR :</b>	0.673	0.934	0.000	0.250	0.000	0.896	0.886	0.000	0.818	0.000	0.868	0.000	0.000	0.000	0.000	0.000	0.979
		0.972				0.913					0.846						

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd South  
 City: North Hollywood  
 Control: Signalized

Project ID: 20-05036-003  
 Date: 1/28/2020

### Cars

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd South				Chandler Blvd South				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	8	64	0	0	0	252	29	0	32	0	21	0	0	0	0	0	406
7:15 AM	12	64	0	0	0	230	41	0	38	0	25	0	0	0	0	0	410
7:30 AM	13	100	0	0	0	286	48	0	53	0	36	0	0	0	0	0	536
7:45 AM	11	109	0	1	0	257	66	0	78	0	35	0	0	0	0	0	557
8:00 AM	13	123	0	0	0	248	55	0	84	0	37	0	0	0	0	0	560
8:15 AM	7	107	0	0	0	253	48	0	78	0	41	0	0	0	0	0	534
8:30 AM	8	115	0	0	0	250	27	0	51	0	41	0	0	0	0	0	492
8:45 AM	10	98	0	1	0	216	42	0	82	0	35	0	0	0	0	0	484
9:00 AM	7	105	0	1	0	236	40	0	57	0	32	0	0	0	0	0	478
9:15 AM	15	100	0	0	0	227	25	0	60	0	32	0	0	0	0	0	459
9:30 AM	7	96	2	0	0	181	15	0	49	0	33	0	0	0	0	0	383
9:45 AM	6	106	0	0	0	206	21	0	52	1	43	0	0	0	0	0	435
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	117	1187	2	3	0	2842	457	0	714	1	411	0	0	0	0	0	5734
	8.94%	90.68%	0.15%	0.23%	0.00%	86.15%	13.85%	0.00%	63.41%	0.09%	36.50%	0.00%	0	0	0	0	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	44	439	0	1	0	1044	217	0	293	0	149	0	0	0	0	0	2187
PEAK HR FACTOR :	0.85	0.892	0.000	0.250	0.000	0.913	0.822	0.000	0.872	0.000	0.909	0.000	0.000	0.000	0.000	0.000	0.976
	0.890				0.944				0.913								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
3:00 PM	9	158	0	1	0	204	43	0	64	1	29	0	0	0	0	0	509
3:15 PM	14	151	0	1	0	174	44	0	62	0	43	0	0	0	0	0	489
3:30 PM	12	165	0	2	0	141	40	0	83	0	31	0	0	0	0	0	474
3:45 PM	13	176	0	2	0	167	37	0	68	1	37	0	0	0	0	0	501
4:00 PM	9	192	0	1	0	157	41	0	76	0	38	0	0	0	0	0	514
4:15 PM	22	178	0	0	0	147	50	0	95	0	37	0	0	0	0	0	529
4:30 PM	26	193	0	0	0	195	39	0	101	0	36	0	0	0	0	0	590
4:45 PM	34	175	0	1	0	177	33	0	79	0	49	0	0	0	0	0	548
5:00 PM	19	229	0	0	0	197	38	0	96	0	37	0	0	0	0	0	616
5:15 PM	41	207	0	0	0	164	38	0	101	0	51	0	0	0	0	0	602
5:30 PM	13	217	0	1	0	164	44	0	131	0	48	0	0	0	0	0	618
5:45 PM	36	205	0	0	0	180	36	0	99	0	42	0	0	0	0	0	598
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	248	2246	0	9	0	2067	483	0	1055	2	478	0	0	0	0	0	6588
	9.91%	89.73%	0.00%	0.36%	0.00%	81.06%	18.94%	0.00%	68.73%	0.13%	31.14%	0.00%	0	0	0	0	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	109	858	0	1	0	705	156	0	427	0	178	0	0	0	0	0	2434
PEAK HR FACTOR :	0.66	0.937	0.000	0.250	0.000	0.895	0.886	0.000	0.815	0.000	0.873	0.000	0.000	0.000	0.000	0.000	0.985
	0.976				0.916				0.845								

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd South  
 City: North Hollywood  
 Control: Signalized

Project ID: 20-05036-003  
 Date: 1/28/2020

**HT**

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd South				Chandler Blvd South				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	2	0	0	0	6	1	0	0	0	2	0	0	0	0	0	11
7:15 AM	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9
7:30 AM	0	0	0	0	0	10	1	0	0	0	1	0	0	0	0	0	12
7:45 AM	0	3	0	0	0	13	3	0	0	0	0	0	0	0	0	0	19
8:00 AM	0	1	0	0	0	6	0	0	1	0	0	0	0	0	0	0	8
8:15 AM	0	2	0	0	0	4	0	0	1	0	1	0	0	0	0	0	8
8:30 AM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10
8:45 AM	0	5	0	0	0	14	0	0	1	0	0	0	0	0	0	0	20
9:00 AM	0	6	0	0	0	13	0	0	1	0	0	0	0	0	0	0	20
9:15 AM	0	5	0	0	0	6	1	0	0	0	1	0	0	0	0	0	13
9:30 AM	0	7	0	0	0	6	0	0	1	0	0	0	0	0	0	0	14
9:45 AM	0	2	0	0	0	9	0	0	1	0	2	0	0	0	0	0	14
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	40	0	0	0	99	6	0	6	0	7	0	0	0	0	0	158
<b>PEAK HR :</b>	07:30 AM - 08:30 AM																TOTAL
<b>PEAK HR VOL :</b>	0	6	0	0	0	33	4	0	2	0	2	0	0	0	0	0	47
<b>PEAK HR FACTOR :</b>	0.000	0.500	0.000	0.000	0.000	0.635	0.333	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.618
							0.578				0.500						

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	2 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
3:00 PM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8
3:15 PM	0	6	0	0	0	1	0	0	0	0	1	0	0	0	0	0	8
3:30 PM	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8
3:45 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
4:30 PM	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5
4:45 PM	0	5	0	0	0	1	0	0	6	0	0	0	0	0	0	0	12
5:00 PM	0	3	0	0	0	1	0	0	0	0	1	0	0	0	0	0	5
5:15 PM	0	3	0	0	0	1	1	0	1	0	1	0	0	0	0	0	7
5:30 PM	0	5	0	0	0	1	1	0	0	0	0	0	0	0	0	0	7
5:45 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	48	0	0	0	16	2	0	9	0	3	0	0	0	0	0	78
<b>PEAK HR :</b>	05:00 PM - 06:00 PM																TOTAL
<b>PEAK HR VOL :</b>	0	12	0	0	0	4	2	0	2	0	2	0	0	0	0	0	22
<b>PEAK HR FACTOR :</b>	0.00	0.600	0.000	0.000	0.000	1.000	0.500	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.786
							0.750				0.500						

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd South  
 City: North Hollywood  
 Control: Signalized

Project ID: 20-05036-003  
 Date: 1/28/2020

### Buses

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd South				Chandler Blvd South				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	2	1	0	0	0	1	2	0	1	0	1	0	0	0	0	0	8
7:15 AM	1	1	0	0	0	0	1	0	1	0	1	0	0	0	0	0	5
7:30 AM	1	1	0	0	0	1	3	0	1	0	3	0	0	0	0	0	10
7:45 AM	2	1	0	0	0	1	1	0	1	0	1	0	0	0	0	0	7
8:00 AM	2	1	0	0	0	1	1	0	1	0	1	0	0	0	0	0	7
8:15 AM	1	2	0	0	0	1	1	0	2	0	1	0	0	0	0	0	8
8:30 AM	1	1	0	0	0	2	1	0	1	0	1	0	0	0	0	0	7
8:45 AM	1	3	0	0	0	2	3	0	1	0	2	0	0	0	0	0	12
9:00 AM	0	0	0	0	0	1	2	0	3	0	1	0	0	0	0	0	7
9:15 AM	2	2	0	0	0	1	1	0	2	0	1	0	0	0	0	0	9
9:30 AM	1	1	0	0	0	1	1	0	3	0	0	0	0	0	0	0	7
9:45 AM	1	2	0	0	0	1	3	0	1	0	1	0	0	0	0	0	9
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	15	16	0	0	0	13	20	0	18	0	14	0	0	0	0	0	96
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	6	5	0	0	0	4	6	0	5	0	6	0	0	0	0	0	32
PEAK HR FACTOR :	0.750	0.625	0.000	0.000	0.000	1.000	0.500	0.000	0.625	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.800
	0.917				0.625				0.688								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	1	0	0	0	2	1	0	1	0	2	0	0	0	0	0	7
3:15 PM	0	3	0	0	0	1	1	0	2	0	1	0	0	0	0	0	8
3:30 PM	1	2	0	0	0	2	3	0	1	0	0	0	0	0	0	0	9
3:45 PM	2	3	0	0	0	3	1	0	2	0	1	0	0	0	0	0	12
4:00 PM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4
4:15 PM	2	1	0	0	0	3	1	0	2	0	2	0	0	0	0	0	11
4:30 PM	0	1	0	0	0	2	2	0	2	0	0	0	0	0	0	0	7
4:45 PM	1	1	0	0	0	0	0	0	2	0	1	0	0	0	0	0	5
5:00 PM	1	2	0	0	0	1	3	0	1	0	1	0	0	0	0	0	9
5:15 PM	1	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	5
5:30 PM	2	1	0	0	0	1	1	0	2	0	2	0	0	0	0	0	9
5:45 PM	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	10	16	0	0	0	17	16	0	20	0	11	0	0	0	0	0	90
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	4	4	0	0	0	4	5	0	6	0	4	0	0	0	0	0	27
PEAK HR FACTOR :	0.50	0.500	0.000	0.000	0.000	1.000	0.417	0.000	0.750	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750
	0.667				0.563				0.625								

# National Data & Surveying Services

## Bicycle Count

Project ID: 20-05036-003  
City: North Hollywood

Day: Tuesday  
Date: 1/28/2020

NS/EW Streets:	Vineland Ave			Vineland Ave			Chandler Blvd South			Chandler Blvd South			TOTAL	FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
<b>AM</b>	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND																			
7:00 AM	0	0	0	0	0	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
7:15 AM	1	1	0	0	1	5	6	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0
7:30 AM	1	0	0	0	0	3	4	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
7:45 AM	0	0	0	0	2	5	5	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0
8:00 AM	0	1	0	0	0	6	4	0	1	0	0	0	12	0	0	0	0	0	0	0	0	1	5	4	0	0	0	0	0
8:15 AM	0	1	0	0	0	7	4	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	4	6	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0
8:45 AM	0	1	0	0	0	6	6	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0
9:00 AM	0	0	0	0	0	7	9	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0
9:15 AM	0	1	0	0	1	6	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
9:30 AM	1	0	0	0	1	1	5	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0
9:45 AM	0	0	0	0	0	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
<b>APPROACH %'s:</b>	3	5	0	0	5	61	57	0	1	0	0	0	132	0	0	0	0	0	0	0	0	1	44	31	0	0	0	0	0
<b>PEAK HR:</b>	07:30 AM - 08:30 AM			0.00%			7.58%	92.42%	98.28%	0.00%	1.72%		TOTAL																
<b>PEAK HR VOL:</b>	1	2	0	0	2	21	17	0	1	0	0	0	44																
<b>PEAK HR FACTOR:</b>	0.750			0.821			0.900						0.917																
<b>PM</b>	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING			
3:00 PM	0	1	0	0	0	2	5	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0
3:15 PM	0	0	0	0	1	2	5	0	1	0	0	0	9	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0
3:30 PM	1	1	0	0	2	4	8	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0
3:45 PM	0	1	0	0	2	7	9	0	1	0	0	0	20	0	0	0	0	0	0	0	0	1	5	6	0	0	0	0	0
4:00 PM	1	2	0	0	2	6	6	0	0	0	0	0	17	0	0	0	0	0	0	0	0	1	6	4	0	0	0	0	0
4:15 PM	0	1	0	0	2	3	7	0	1	0	0	0	14	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0
4:30 PM	1	3	0	0	1	4	4	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0
4:45 PM	1	2	0	0	2	9	8	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0
5:00 PM	0	2	0	0	0	7	6	0	2	0	0	0	17	0	0	0	0	0	0	0	0	2	6	3	0	0	0	0	0
5:15 PM	0	0	0	0	1	7	6	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0
5:30 PM	0	0	0	0	3	6	6	0	2	0	0	0	17	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0
5:45 PM	0	0	0	0	0	2	4	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
<b>APPROACH %'s:</b>	4	13	0	0	16	59	74	0	8	0	0	0	174	0	0	0	0	0	0	0	0	6	42	53	0	0	0	0	0
<b>PEAK HR:</b>	05:00 PM - 06:00 PM			0.00%			21.33%	78.67%	90.24%	0.00%	9.76%		TOTAL																
<b>PEAK HR VOL:</b>	0	2	0	0	4	22	22	0	5	0	0	0	55																
<b>PEAK HR FACTOR:</b>	0.250			0.722			0.844						0.809																

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd South  
City: North Hollywood

Project ID: 20-05036-003  
Date: 1/28/2020

### Peds\_Kids

NS/EW Streets:	Vineland Ave		Vineland Ave		Chandler Blvd South		Chandler Blvd South		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	1	0	0	0	2	2	5
7:15 AM	0	0	0	0	1	0	3	0	4
7:30 AM	0	0	0	0	0	1	9	1	11
7:45 AM	1	0	1	0	4	0	5	1	12
8:00 AM	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	3	0	3
8:30 AM	0	0	3	1	0	1	1	2	8
8:45 AM	0	0	0	1	0	1	2	3	7
9:00 AM	0	0	0	0	2	0	2	0	4
9:15 AM	0	0	0	1	0	1	0	2	4
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	1	1	2
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	1	0	5	3	8	4	28	12	61
	100.00%	0.00%	62.50%	37.50%	66.67%	33.33%	70.00%	30.00%	
<b>PEAK HR :</b>	07:30 AM - 08:30 AM								TOTAL
<b>PEAK HR VOL :</b>	1	0	1	0	5	1	17	2	27
<b>PEAK HR FACTOR :</b>	0.250		0.250		0.313	0.250	0.472	0.500	0.563
	0.250		0.250		0.375		0.475		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	2	0	2	0	3	1	8
3:15 PM	0	0	3	1	1	4	0	0	9
3:30 PM	0	0	0	2	1	0	3	2	8
3:45 PM	0	0	0	0	3	0	1	4	8
4:00 PM	0	0	1	0	4	2	6	3	16
4:15 PM	0	0	0	0	1	1	1	0	3
4:30 PM	0	0	0	0	1	3	0	1	5
4:45 PM	0	0	4	0	4	0	2	0	10
5:00 PM	0	0	3	0	3	0	1	2	9
5:15 PM	0	0	1	0	2	0	2	2	7
5:30 PM	0	0	1	1	1	0	1	6	10
5:45 PM	0	0	3	2	2	2	3	2	14
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	0	18	6	25	12	23	23	107
			75.00%	25.00%	67.57%	32.43%	50.00%	50.00%	
<b>PEAK HR :</b>	05:00 PM - 06:00 PM								TOTAL
<b>PEAK HR VOL :</b>	0	0	8	3	8	2	7	12	40
<b>PEAK HR FACTOR :</b>			0.667	0.375	0.667	0.250	0.583	0.500	0.714
			0.550		0.625		0.679		

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd South  
City: North Hollywood

Project ID: 20-05036-003  
Date: 1/28/2020

### Peds\_Adults

NS/EW Streets:	Vineland Ave		Vineland Ave		Chandler Blvd South		Chandler Blvd South		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	1	1	2	1	0	0	5
7:15 AM	0	0	0	0	0	0	3	4	7
7:30 AM	0	0	2	0	1	1	0	0	4
7:45 AM	0	0	1	3	1	3	1	0	9
8:00 AM	0	0	1	0	0	1	1	2	5
8:15 AM	0	0	0	0	0	1	1	0	2
8:30 AM	0	0	1	1	2	0	0	1	5
8:45 AM	0	0	1	0	0	1	0	0	2
9:00 AM	0	0	1	1	2	0	1	0	5
9:15 AM	0	0	0	0	2	1	2	0	5
9:30 AM	0	0	0	1	0	1	2	3	7
9:45 AM	0	0	2	0	1	2	2	0	7
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	0	10	7	11	12	13	10	63
			58.82%	41.18%	47.83%	52.17%	56.52%	43.48%	
<b>PEAK HR :</b>	07:30 AM - 08:30 AM								TOTAL
<b>PEAK HR VOL :</b>	0	0	4	3	2	6	3	2	20
<b>PEAK HR FACTOR :</b>			0.500	0.250	0.500	0.500	0.750	0.250	0.556
			0.438		0.500		0.417		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	1	2	1	4
3:15 PM	0	0	0	0	0	6	0	3	9
3:30 PM	0	0	1	2	2	2	3	1	11
3:45 PM	0	0	1	1	4	4	1	1	12
4:00 PM	0	0	0	2	7	2	2	8	21
4:15 PM	0	0	1	1	2	5	1	2	12
4:30 PM	0	0	0	2	2	1	4	7	16
4:45 PM	0	0	0	0	0	0	1	2	3
5:00 PM	0	0	0	5	2	7	2	2	18
5:15 PM	0	0	3	1	5	1	1	3	14
5:30 PM	0	0	0	1	0	2	2	3	8
5:45 PM	0	0	3	1	2	1	6	3	16
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	0	9	16	26	32	25	36	144
			36.00%	64.00%	44.83%	55.17%	40.98%	59.02%	
<b>PEAK HR :</b>	05:00 PM - 06:00 PM								TOTAL
<b>PEAK HR VOL :</b>	0	0	6	8	9	11	11	11	56
<b>PEAK HR FACTOR :</b>			0.500	0.400	0.450	0.393	0.458	0.917	0.778
			0.700		0.556		0.611		

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd South  
City: North Hollywood

Project ID: 20-05036-003  
Date: 1/28/2020

### Pedestrians (Crosswalks)

NS/EW Streets:	Vineland Ave		Vineland Ave		Chandler Blvd South		Chandler Blvd South		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	2	1	2	1	2	2	10
7:15 AM	0	0	0	0	1	0	6	4	11
7:30 AM	0	0	2	0	1	2	9	1	15
7:45 AM	1	0	2	3	5	3	6	1	21
8:00 AM	0	0	1	0	1	1	1	2	6
8:15 AM	0	0	0	0	0	1	4	0	5
8:30 AM	0	0	4	2	2	1	1	3	13
8:45 AM	0	0	1	1	0	2	2	3	9
9:00 AM	0	0	1	1	4	0	3	0	9
9:15 AM	0	0	0	1	2	2	2	2	9
9:30 AM	0	0	0	1	0	1	2	3	7
9:45 AM	0	0	2	0	1	2	3	1	9
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	1	0	15	10	19	16	41	22	124
	100.00%	0.00%	60.00%	40.00%	54.29%	45.71%	65.08%	34.92%	
<b>PEAK HR :</b>	<b>07:30 AM - 08:30 AM</b>								<b>TOTAL</b>
<b>PEAK HR VOL :</b>	1	0	5	3	7	7	20	4	47
<b>PEAK HR FACTOR :</b>	0.250		0.625	0.250	0.350	0.583	0.556	0.500	0.560
	0.250		0.400		0.438		0.600		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	2	0	2	1	5	2	12
3:15 PM	0	0	3	1	1	10	0	3	18
3:30 PM	0	0	1	4	3	2	6	3	19
3:45 PM	0	0	1	1	7	4	2	5	20
4:00 PM	0	0	1	2	11	4	8	11	37
4:15 PM	0	0	1	1	3	6	2	2	15
4:30 PM	0	0	0	2	3	4	4	8	21
4:45 PM	0	0	4	0	4	0	3	2	13
5:00 PM	0	0	3	5	5	7	3	4	27
5:15 PM	0	0	4	1	7	1	3	5	21
5:30 PM	0	0	1	2	1	2	3	9	18
5:45 PM	0	0	6	3	4	3	9	5	30
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	0	27	22	51	44	48	59	251
			55.10%	44.90%	53.68%	46.32%	44.86%	55.14%	
<b>PEAK HR :</b>	<b>05:00 PM - 06:00 PM</b>								<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	14	11	17	13	18	23	96
<b>PEAK HR FACTOR :</b>			0.583	0.550	0.607	0.464	0.500	0.639	0.800
			0.694		0.625		0.732		

**PEDESTRIAN COUNT SUMMARY**

**STREET:**

**North/South :** Vineland Ave

**East/West :** Chandler Blvd South

**Day:** Tuesday **Date:** 1/28/2020 **Weather:** \_\_\_\_\_

**School Day:** YES **District:** \_\_\_\_\_ **I/S CODE:** \_\_\_\_\_

**Hours:** 7-10AM 3-6PM **Staff:** \_\_\_\_\_

**AM PEAK PERIOD**

**PM PEAK PERIOD**

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00 - 7:15	0	3	3	4	10
7:15 - 7:30	0	0	1	10	11
7:30 - 7:45	0	2	3	10	15
7:45 - 8:00	1	5	8	7	21
8:00 - 8:15	0	1	2	3	6
8:15 - 8:30	0	0	1	4	5
8:30 - 8:45	0	6	3	4	13
8:45 - 9:00	0	2	2	5	9
9:00 - 9:15	0	2	4	3	9
9:15 - 9:30	0	1	4	4	9
9:30 - 9:45	0	1	1	5	7
9:45 - 10:00	0	2	3	4	9

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00 - 3:15	0	2	3	7	12
3:15 - 3:30	0	4	11	3	18
3:30 - 3:45	0	5	5	9	19
3:45 - 4:00	0	2	11	7	20
4:00 - 4:15	0	3	15	19	37
4:15 - 4:30	0	2	9	4	15
4:30 - 4:45	0	2	7	12	21
4:45 - 5:00	0	4	4	5	13
5:00 - 5:15	0	8	12	7	27
5:15 - 5:30	0	5	8	8	21
5:30 - 5:45	0	3	3	12	18
5:45 - 6:00	0	9	7	14	30

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	1	10	15	31	57
8 - 9	0	9	8	16	33
9 - 10	0	6	12	16	34
<b>TOTAL</b>	<b>1</b>	<b>25</b>	<b>35</b>	<b>63</b>	<b>124</b>

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	0	13	30	26	69
4 - 5	0	11	35	40	86
5 - 6	0	25	30	41	96
<b>TOTAL</b>	<b>0</b>	<b>49</b>	<b>95</b>	<b>107</b>	<b>251</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	0	0	0	0
0	0	0	0	0

**N:** North, **S:** South, **E:** East, **W:** West, **I/S:** Intersection

Source: National Data & Surveying Services

LADOT 2016 CMP

# BICYCLE COUNT SUMMARY

**STREET:**

**North/South :** Vineland Ave  
**East/West :** Chandler Blvd South  
**Day:** Tuesday **Date:** 1/28/2020 **Weather:** \_\_\_\_\_  
**School Day:** YES **District:** \_\_\_\_\_ **I/S CODE:** \_\_\_\_\_  
**Hours:** 7-10AM 3-6PM **Staff:** \_\_\_\_\_

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	2	1	0	3
8-9	0	3	0	3
9-10	1	1	0	2
3-4	1	3	0	4
4-5	3	8	0	11
5-6	0	2	0	2
<b>TOTAL</b>	<b>7</b>	<b>18</b>	<b>0</b>	<b>25</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	3	15	18	21
8-9	0	0	23	23	26
9-10	0	2	23	25	27
3-4	0	5	15	20	24
4-5	0	7	22	29	40
5-6	0	4	22	26	28
<b>TOTAL</b>	<b>0</b>	<b>21</b>	<b>120</b>	<b>141</b>	<b>166</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	18	0	0	18
8-9	20	0	1	21
9-10	19	0	0	19
3-4	27	0	2	29
4-5	25	0	1	26
5-6	22	0	5	27
<b>TOTAL</b>	<b>131</b>	<b>0</b>	<b>9</b>	<b>140</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total	E-W
7-8	0	0	0	0	18
8-9	0	0	0	0	21
9-10	0	0	0	0	19
3-4	0	0	0	0	29
4-5	0	0	0	0	26
5-6	0	0	0	0	27
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140</b>

**REMARKS (6 hour total):**

	NB	SB	EB	WB	TOTAL
- Female riders	0	0	0	0	0
- No helmet riders	0	0	0	0	0
- Sidewalk riding	7	86	84	0	177
- Wrong way riding	0	0	0	0	0

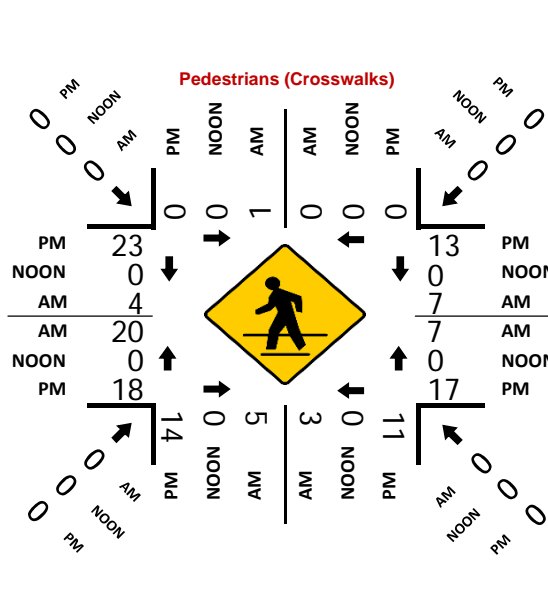
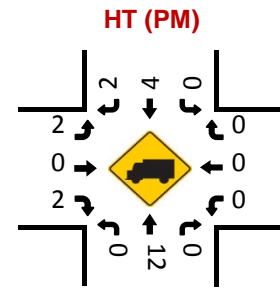
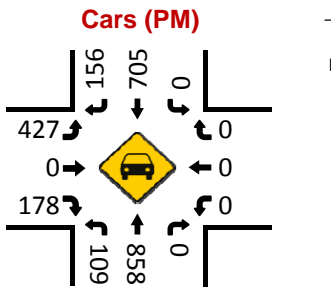
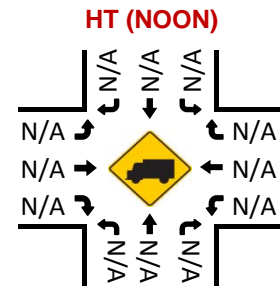
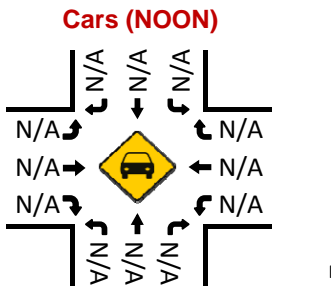
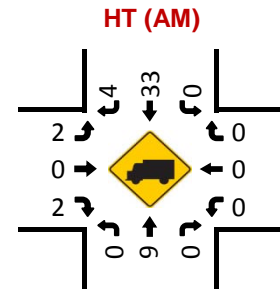
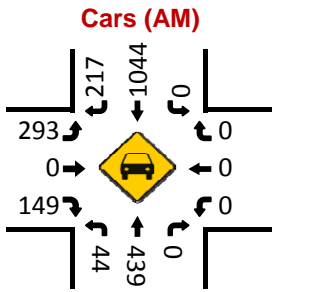
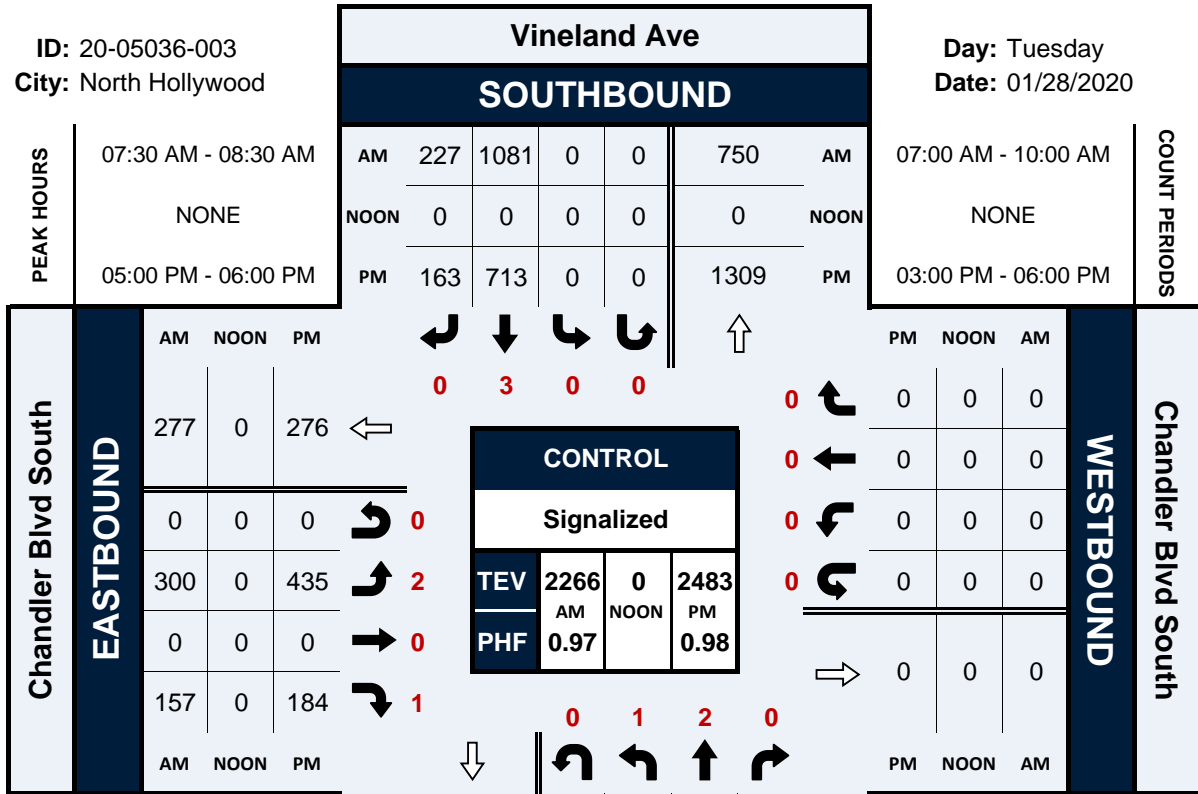
**NB:** Northbound, **SB:** Southbound, **EB:** Eastbound, **WB:** Westbound, **I/S:** Intersection

# Vineland Ave & Chandler Blvd South

## Peak Hour Turning Movement Count

ID: 20-05036-003  
City: North Hollywood

Day: Tuesday  
Date: 01/28/2020





National Data & Surveying Services

# Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd North  
 City: North Hollywood  
 Control: Signalized

Project ID: 20-05036-002  
 Date: 1/28/2020

**Total**

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd North				Chandler Blvd North				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	90	14	0	1	282	0	0	0	0	0	0	16	0	6	0	409
7:15 AM	0	94	16	0	6	269	0	0	0	0	0	0	17	0	3	0	405
7:30 AM	0	133	16	0	3	317	0	0	0	0	0	0	31	0	6	0	506
7:45 AM	0	168	31	0	22	300	0	1	0	0	0	0	28	0	5	0	555
8:00 AM	0	175	27	0	10	309	0	2	0	0	0	0	12	0	4	0	539
8:15 AM	0	161	31	0	7	278	0	1	0	0	0	0	14	0	1	0	493
8:30 AM	0	144	35	0	3	287	0	0	0	0	0	0	12	0	1	0	482
8:45 AM	0	138	51	0	4	240	0	0	0	0	0	0	28	0	7	0	468
9:00 AM	0	126	42	0	4	284	0	0	0	0	0	0	13	0	9	0	478
9:15 AM	0	146	30	0	8	236	0	0	0	0	0	0	23	0	11	0	454
9:30 AM	0	128	20	0	4	198	0	1	0	0	0	0	9	0	6	0	366
9:45 AM	0	141	32	0	3	224	0	0	0	0	0	0	17	0	5	0	422
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	1644	345	0	75	3224	0	5	0	0	0	0	220	0	64	0	5577
<b>APPROACH %'s :</b>	0.00%	82.65%	17.35%	0.00%	2.27%	97.58%	0.00%	0.15%	0.00%	0.00%	0.00%	0.00%	77.46%	0.00%	22.54%	0.00%	
<b>PEAK HR :</b>	<b>07:30 AM - 08:30 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	637	105	0	42	1204	0	4	0	0	0	0	85	0	16	0	2093
<b>PEAK HR FACTOR :</b>	0.000	0.910	0.847	0.000	0.477	0.950	0.000	0.500	0.000	0.000	0.000	0.000	0.685	0.000	0.667	0.000	0.943
	0.918				0.967								0.682				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	200	33	0	8	226	0	0	0	0	0	0	29	0	6	0	502
3:15 PM	0	191	29	0	6	192	0	0	0	0	0	0	29	0	7	0	454
3:30 PM	0	229	31	0	4	156	0	0	0	0	0	0	26	0	5	0	451
3:45 PM	0	220	32	0	5	182	0	0	0	0	0	0	19	0	11	0	469
4:00 PM	0	241	31	0	9	178	0	0	0	0	0	0	31	0	13	0	503
4:15 PM	0	246	39	0	5	174	0	1	0	0	0	0	31	0	9	0	505
4:30 PM	0	260	36	0	4	199	0	0	0	0	0	0	32	0	11	0	542
4:45 PM	0	227	42	0	12	193	0	0	0	0	0	0	27	0	8	0	509
5:00 PM	0	289	37	0	7	212	0	0	0	0	0	0	31	0	9	0	585
5:15 PM	0	276	43	0	12	173	0	0	0	0	0	0	29	0	8	0	541
5:30 PM	0	304	48	0	4	186	0	1	0	0	0	0	30	0	7	0	580
5:45 PM	0	271	44	0	2	191	0	0	0	0	0	0	29	0	2	0	539
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	2954	445	0	78	2262	0	2	0	0	0	0	343	0	96	0	6180
<b>APPROACH %'s :</b>	0.00%	86.91%	13.09%	0.00%	3.33%	96.58%	0.00%	0.09%	0.00%	0.00%	0.00%	0.00%	78.13%	0.00%	21.87%	0.00%	
<b>PEAK HR :</b>	<b>05:00 PM - 06:00 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	1140	172	0	25	762	0	1	0	0	0	0	119	0	26	0	2245
<b>PEAK HR FACTOR :</b>	0.000	0.938	0.896	0.000	0.521	0.899	0.000	0.250	0.000	0.000	0.000	0.000	0.960	0.000	0.722	0.000	0.959
	0.932				0.900								0.906				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd North  
 City: North Hollywood  
 Control: Signalized

Project ID: 20-05036-002  
 Date: 1/28/2020

### Cars

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd North				Chandler Blvd North				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	86	13	0	1	273	0	0	0	0	0	0	14	0	1	0	388
7:15 AM	0	90	16	0	6	263	0	0	0	0	0	0	16	0	2	0	393
7:30 AM	0	130	16	0	3	303	0	0	0	0	0	0	29	0	3	0	484
7:45 AM	0	164	31	0	21	285	0	1	0	0	0	0	26	0	5	0	533
8:00 AM	0	172	26	0	10	301	0	2	0	0	0	0	12	0	3	0	526
8:15 AM	0	155	30	0	7	272	0	1	0	0	0	0	14	0	1	0	480
8:30 AM	0	139	34	0	3	276	0	0	0	0	0	0	12	0	1	0	465
8:45 AM	0	130	49	0	4	221	0	0	0	0	0	0	27	0	7	0	438
9:00 AM	0	117	41	0	4	273	0	0	0	0	0	0	11	0	8	0	454
9:15 AM	0	137	30	0	6	228	0	0	0	0	0	0	22	0	9	0	432
9:30 AM	0	120	18	0	4	191	0	1	0	0	0	0	7	0	6	0	347
9:45 AM	0	134	30	0	2	213	0	0	0	0	0	0	16	0	5	0	400
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
	0	1574	334	0	71	3099	0	5	0	0	0	0	206	0	51	0	5340
<b>APPROACH %'s :</b>	0.00%	82.49%	17.51%	0.00%	2.24%	97.61%	0.00%	0.16%	0	0	0	0	80.16%	0.00%	19.84%	0.00%	
<b>PEAK HR :</b>	07:30 AM - 08:30 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	621	103	0	41	1161	0	4	0	0	0	0	81	0	12	0	2023
<b>PEAK HR FACTOR :</b>	0.00	0.903	0.831	0.000	0.488	0.958	0.000	0.500	0.000	0.000	0.000	0.000	0.698	0.000	0.600	0.000	0.949
	0.914				0.963								0.727				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	193	33	0	8	222	0	0	0	0	0	0	29	0	6	0	491
3:15 PM	0	180	28	0	6	190	0	0	0	0	0	0	27	0	7	0	438
3:30 PM	0	222	28	0	4	152	0	0	0	0	0	0	23	0	5	0	434
3:45 PM	0	212	32	0	5	178	0	0	0	0	0	0	19	0	11	0	457
4:00 PM	0	238	30	0	9	175	0	0	0	0	0	0	28	0	13	0	493
4:15 PM	0	241	37	0	5	169	0	1	0	0	0	0	31	0	9	0	493
4:30 PM	0	256	30	0	4	195	0	0	0	0	0	0	31	0	11	0	527
4:45 PM	0	221	38	0	11	191	0	0	0	0	0	0	27	0	6	0	494
5:00 PM	0	284	34	0	7	210	0	0	0	0	0	0	30	0	9	0	574
5:15 PM	0	273	42	0	12	169	0	0	0	0	0	0	29	0	6	0	531
5:30 PM	0	297	47	0	4	185	0	1	0	0	0	0	27	0	7	0	568
5:45 PM	0	267	43	0	2	189	0	0	0	0	0	0	28	0	2	0	531
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
	0	2884	422	0	77	2225	0	2	0	0	0	0	329	0	92	0	6031
<b>APPROACH %'s :</b>	0.00%	87.24%	12.76%	0.00%	3.34%	96.57%	0.00%	0.09%	0	0	0	0	78.15%	0.00%	21.85%	0.00%	
<b>PEAK HR :</b>	05:00 PM - 06:00 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	1121	166	0	25	753	0	1	0	0	0	0	114	0	24	0	2204
<b>PEAK HR FACTOR :</b>	0.00	0.944	0.883	0.000	0.521	0.896	0.000	0.250	0.000	0.000	0.000	0.000	0.950	0.000	0.667	0.000	0.960
	0.935				0.897								0.885				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd North  
 City: North Hollywood  
 Control: Signalized

Project ID: 20-05036-002  
 Date: 1/28/2020

**HT**

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd North				Chandler Blvd North				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	2	0	0	1	3	0	0	0	0	0	0	1	0	5	0	16
7:15 AM	0	2	0	0	0	5	0	0	0	0	0	0	1	0	1	0	9
7:30 AM	0	0	0	0	0	10	0	0	0	0	0	0	2	0	3	0	15
7:45 AM	0	3	0	0	0	13	0	0	0	0	0	0	2	0	0	0	18
8:00 AM	0	1	1	0	0	6	0	0	0	0	0	0	0	0	1	0	9
8:15 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	3	1	0	0	6	0	0	0	0	0	0	0	0	0	0	10
8:45 AM	0	5	2	0	0	17	0	0	0	0	0	0	0	0	0	0	24
9:00 AM	0	6	0	0	0	9	0	0	0	0	0	0	1	0	1	0	17
9:15 AM	0	5	0	0	0	6	0	0	0	0	0	0	1	0	2	0	14
9:30 AM	0	5	2	0	0	4	0	0	0	0	0	0	2	0	0	0	13
9:45 AM	0	3	2	0	1	9	0	0	0	0	0	0	0	0	0	0	15
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	38	9	0	1	96	0	0	0	0	0	0	10	0	13	0	167
<b>PEAK HR :</b>	07:30 AM - 08:30 AM																
<b>PEAK HR VOL :</b>	0	7	1	0	0	33	0	0	0	0	0	0	4	0	4	0	49
<b>PEAK HR FACTOR :</b>	0.000	0.583	0.250	0.000	0.000	0.635	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.333	0.000	0.681
	0.667				0.635								0.400				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
3:15 PM	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8
3:30 PM	0	5	2	0	0	1	0	0	0	0	0	0	2	0	0	0	10
3:45 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
4:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4
4:15 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	2	5	0	0	1	0	0	0	0	0	0	0	0	0	0	8
4:45 PM	0	4	3	0	1	1	0	0	0	0	0	0	0	0	2	0	11
5:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	2	1	0	0	2	0	0	0	0	0	0	0	0	2	0	7
5:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7
5:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	43	14	0	1	12	0	0	0	0	0	0	6	0	4	0	80
<b>PEAK HR :</b>	05:00 PM - 06:00 PM																
<b>PEAK HR VOL :</b>	0	12	3	0	0	3	0	0	0	0	0	0	3	0	2	0	23
<b>PEAK HR FACTOR :</b>	0.00	0.600	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.250	0.000	0.821
	0.750				0.375								0.625				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd North  
 City: North Hollywood  
 Control: Signalized

Project ID: 20-05036-002  
 Date: 1/28/2020

### Buses

NS/EW Streets:	Vineland Ave				Vineland Ave				Chandler Blvd North				Chandler Blvd North				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	2	0	0	1	3	0	0	0	0	0	0	1	0	0	0	5
7:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
7:45 AM	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	6
8:30 AM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
8:45 AM	0	3	0	0	0	2	0	0	0	0	0	0	1	0	0	0	6
9:00 AM	0	3	1	0	0	2	0	0	0	0	0	0	1	0	0	0	7
9:15 AM	0	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	8
9:30 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
9:45 AM	0	4	0	0	0	2	0	0	0	0	0	0	1	0	0	0	7
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	32	2	0	3	29	0	0	0	0	0	0	4	0	0	0	70
<b>APPROACH %'s :</b>	0.00%	94.12%	5.88%	0.00%	9.38%	90.63%	0.00%	0.00%	0	0	0	0	100.00%	0.00%	0.00%	0.00%	
<b>PEAK HR :</b>	07:30 AM - 08:30 AM																TOTAL
<b>PEAK HR VOL :</b>	0	9	1	0	1	10	0	0	0	0	0	0	0	0	0	0	21
<b>PEAK HR FACTOR :</b>	0.000	0.750	0.250	0.000	0.250	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
	0.625				0.688												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
3:15 PM	0	4	1	0	0	1	0	0	0	0	0	0	2	0	0	0	8
3:30 PM	0	2	1	0	0	3	0	0	0	0	0	0	1	0	0	0	7
3:45 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
4:00 PM	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	0	6
4:15 PM	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	8
4:30 PM	0	2	1	0	0	3	0	0	0	0	0	0	1	0	0	0	7
4:45 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	2	1	0	0	2	0	0	0	0	0	0	1	0	0	0	6
5:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	2	1	0	0	1	0	0	0	0	0	0	1	0	0	0	5
5:45 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	27	9	0	0	25	0	0	0	0	0	0	8	0	0	0	69
<b>APPROACH %'s :</b>	0.00%	75.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	100.00%	0.00%	0.00%	0.00%	
<b>PEAK HR :</b>	05:00 PM - 06:00 PM																TOTAL
<b>PEAK HR VOL :</b>	0	7	3	0	0	6	0	0	0	0	0	0	2	0	0	0	18
<b>PEAK HR FACTOR :</b>	0.00	0.875	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.750
	0.833				0.750								0.500				

# National Data & Surveying Services

## Bicycle Count

Project ID: 20-05036-002  
City: North Hollywood

Day: Tuesday  
Date: 1/28/2020

NS/EW Streets:	Vineland Ave			Vineland Ave			Chandler Blvd North			Chandler Blvd North			TOTAL	FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	
<b>AM</b>																														
7:00 AM	1	1	3	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	
7:15 AM	0	1	5	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	5	0	0	4	0	0	0	0	
7:30 AM	0	0	3	0	1	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	
7:45 AM	0	3	4	0	2	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	6	1	0	4	0	0	0	0	
8:00 AM	0	0	3	0	1	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	3	1	0	8	0	0	0	0	
8:15 AM	0	1	5	0	1	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	5	1	0	1	0	0	0	0	
8:30 AM	0	0	6	3	2	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	6	5	0	2	0	0	0	0	
8:45 AM	0	1	8	0	3	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	8	2	0	8	0	0	0	0	
9:00 AM	0	1	6	1	1	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	6	2	0	5	0	0	0	0	
9:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	2	0	0	6	0	0	0	0	
9:30 AM	0	0	3	1	2	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	3	2	0	4	0	0	0	0	
9:45 AM	0	0	5	1	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	5	1	0	8	0	0	0	0	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	
<b>APPROACH %'s:</b>	1	9	53	6	16	0	0	0	0	67	0	2	154	0	0	0	0	0	0	0	0	56	17	0	51	0	0	0	0	
<b>PEAK HR:</b>	07:30 AM - 08:30 AM			27.27%			72.73%			0.00%			97.10%			0.00%			2.90%			TOTAL								
<b>PEAK HR VOL:</b>	0	4	15	0	5	0	0	0	0	21	0	2	47																	
<b>PEAK HR FACTOR:</b>	0.679			0.625						0.719			0.839																	
<b>PM</b>																														
3:00 PM	0	1	6	2	1	0	0	0	0	1	0	0	11	0	0	0	0	0	0	0	0	6	3	0	1	0	0	0	0	
3:15 PM	0	1	3	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	3	0	0	5	0	0	0	0	
3:30 PM	0	3	7	0	1	0	0	0	0	0	3	0	14	0	0	0	0	0	0	0	0	8	0	0	2	0	0	0	0	
3:45 PM	0	1	8	0	2	0	0	0	0	0	8	0	19	0	0	0	0	0	0	0	0	8	2	0	5	0	0	0	0	
4:00 PM	0	2	7	0	1	0	0	0	0	0	6	0	16	0	0	0	0	0	0	0	0	7	0	0	4	0	0	0	0	
4:15 PM	0	0	8	1	1	0	0	0	0	0	6	0	16	0	0	0	0	0	0	0	0	7	1	0	5	0	0	0	0	
4:30 PM	0	2	5	0	2	0	0	0	0	0	4	0	13	0	0	0	0	0	0	0	0	7	2	0	3	0	0	0	0	
4:45 PM	0	2	9	0	0	0	0	0	0	0	8	0	19	0	0	0	0	0	0	0	0	9	0	0	7	0	0	0	0	
5:00 PM	0	1	5	0	0	0	0	0	0	0	9	0	18	0	0	0	0	0	0	0	0	6	0	0	8	0	0	0	0	
5:15 PM	0	1	6	0	1	0	0	0	0	0	6	0	16	0	0	0	0	0	0	0	0	7	0	0	4	0	0	0	0	
5:30 PM	0	0	5	0	1	0	0	0	0	0	7	0	13	0	0	0	0	0	0	0	0	5	0	0	7	0	0	0	0	
5:45 PM	1	0	3	0	0	0	0	0	0	0	2	0	7	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	
<b>APPROACH %'s:</b>	1	14	72	3	10	0	0	0	0	65	0	6	171	0	0	0	0	0	0	0	0	77	8	0	52	0	0	0	0	
<b>PEAK HR:</b>	05:00 PM - 06:00 PM			23.08%			76.92%			0.00%			91.55%			0.00%			8.45%			TOTAL								
<b>PEAK HR VOL:</b>	1	2	19	0	2	0	0	0	0	24	0	6	54																	
<b>PEAK HR FACTOR:</b>	0.786			0.500						0.625			0.750																	

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd North  
City: North Hollywood

Project ID: 20-05036-002  
Date: 1/28/2020

### Peds\_Kids

NS/EW Streets:	Vineland Ave		Vineland Ave		Chandler Blvd North		Chandler Blvd North		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	2	2	1	0	0	0	5
7:15 AM	0	0	1	4	0	0	0	0	5
7:30 AM	0	5	1	7	5	0	0	0	18
7:45 AM	0	1	2	9	2	1	0	0	15
8:00 AM	0	0	3	2	0	1	0	0	6
8:15 AM	0	0	2	2	2	0	0	0	6
8:30 AM	0	0	1	2	0	2	0	0	5
8:45 AM	0	0	5	5	0	0	0	0	10
9:00 AM	1	0	1	2	1	1	0	0	6
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	1	0	1	5	0	0	0	0	7
9:45 AM	0	0	2	1	0	1	0	0	4
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	25.00%	75.00%	33.87%	66.13%	64.71%	35.29%	0	0	87
<b>PEAK HR :</b>	07:30 AM - 08:30 AM								TOTAL
<b>PEAK HR VOL :</b>	0	6	8	20	9	2	0	0	45
<b>PEAK HR FACTOR :</b>	0.300		0.667 0.556		0.450 0.500				0.625
	0.300		0.636		0.550				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	6	2	1	0	0	0	9
3:15 PM	0	2	0	5	1	0	0	0	8
3:30 PM	0	5	5	0	2	2	0	0	14
3:45 PM	1	0	4	8	2	1	0	0	16
4:00 PM	0	1	1	2	2	0	0	0	6
4:15 PM	1	0	3	1	1	1	0	0	7
4:30 PM	0	0	5	3	0	1	0	0	9
4:45 PM	1	0	2	2	1	0	0	0	6
5:00 PM	0	0	0	3	1	1	0	0	5
5:15 PM	0	0	2	0	1	0	0	0	3
5:30 PM	0	0	2	2	0	0	0	0	4
5:45 PM	1	0	1	0	0	3	0	0	5
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	33.33%	66.67%	52.54%	47.46%	57.14%	42.86%	0	0	92
<b>PEAK HR :</b>	05:00 PM - 06:00 PM								TOTAL
<b>PEAK HR VOL :</b>	1	0	5	5	2	4	0	0	17
<b>PEAK HR FACTOR :</b>	0.250		0.625 0.417		0.500 0.333				0.850
	0.250		0.625		0.500				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd North  
City: North Hollywood

Project ID: 20-05036-002  
Date: 1/28/2020

### Peds\_Adults

NS/EW Streets:	Vineland Ave		Vineland Ave		Chandler Blvd North		Chandler Blvd North		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	3	0	0	0	0	3
7:15 AM	0	0	3	2	0	0	0	0	5
7:30 AM	0	0	1	4	1	1	0	0	7
7:45 AM	0	0	1	1	0	1	0	0	3
8:00 AM	0	0	4	1	1	0	0	0	6
8:15 AM	0	1	2	3	0	0	0	0	6
8:30 AM	0	0	0	1	1	0	0	0	2
8:45 AM	0	0	0	2	1	0	0	0	3
9:00 AM	0	0	3	3	2	0	0	0	8
9:15 AM	0	0	1	4	0	2	0	0	7
9:30 AM	1	0	1	1	1	1	0	0	5
9:45 AM	0	1	5	1	2	1	0	0	10
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	2	21	26	9	6	0	0	65
	33.33%	66.67%	44.68%	55.32%	60.00%	40.00%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	1	8	9	2	2	0	0	22
PEAK HR FACTOR :	0.250		0.500 0.563		0.500 0.500				0.786
	0.250		0.850		0.500				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	1	0	1	0	0	0	2
3:15 PM	0	0	0	2	0	0	0	0	2
3:30 PM	1	2	2	0	0	0	0	0	5
3:45 PM	1	1	1	3	0	0	0	0	6
4:00 PM	0	0	1	3	0	1	0	0	5
4:15 PM	0	0	2	2	0	1	0	0	5
4:30 PM	1	0	2	0	0	0	0	0	3
4:45 PM	0	0	3	1	0	0	0	0	4
5:00 PM	0	1	3	2	3	0	0	0	9
5:15 PM	2	1	8	2	1	0	0	0	14
5:30 PM	0	1	5	7	1	1	0	0	15
5:45 PM	3	0	5	0	2	5	0	0	15
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	8	6	33	22	8	8	0	0	85
	57.14%	42.86%	60.00%	40.00%	50.00%	50.00%			
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	5	3	21	11	7	6	0	0	53
PEAK HR FACTOR :	0.417 0.750		0.656 0.393		0.583 0.300				0.883
	0.667		0.667		0.464				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Vineland Ave & Chandler Blvd North  
City: North Hollywood

Project ID: 20-05036-U02  
Date: 1/28/2020

### Pedestrians (Crosswalks)

NS/EW Streets:	Vineland Ave		Vineland Ave		Chandler Blvd North		Chandler Blvd North		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	2	5	1	0	0	0	8
7:15 AM	0	0	4	6	0	0	0	0	10
7:30 AM	0	5	2	11	6	1	0	0	25
7:45 AM	0	1	3	10	2	2	0	0	18
8:00 AM	0	0	7	3	1	1	0	0	12
8:15 AM	0	1	4	5	2	0	0	0	12
8:30 AM	0	0	1	3	1	2	0	0	7
8:45 AM	0	0	5	7	1	0	0	0	13
9:00 AM	1	0	4	5	3	1	0	0	14
9:15 AM	0	0	1	4	0	2	0	0	7
9:30 AM	2	0	2	6	1	1	0	0	12
9:45 AM	0	1	7	2	2	2	0	0	14
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	3	8	42	67	20	12	0	0	152
	27.27%	72.73%	38.53%	61.47%	62.50%	37.50%			
<b>PEAK HR :</b>	<b>07:30 AM - 08:30 AM</b>								<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	7	16	29	11	4	0	0	67
<b>PEAK HR FACTOR :</b>	0.350		0.571 0.659		0.458 0.500				0.670
	0.350		0.865		0.536				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	7	2	2	0	0	0	11
3:15 PM	0	2	0	7	1	0	0	0	10
3:30 PM	1	7	7	0	2	2	0	0	19
3:45 PM	2	1	5	11	2	1	0	0	22
4:00 PM	0	1	2	5	2	1	0	0	11
4:15 PM	1	0	5	3	1	2	0	0	12
4:30 PM	1	0	7	3	0	1	0	0	12
4:45 PM	1	0	5	3	1	0	0	0	10
5:00 PM	0	1	3	5	4	1	0	0	14
5:15 PM	2	1	10	2	2	0	0	0	17
5:30 PM	0	1	7	9	1	1	0	0	19
5:45 PM	4	0	6	0	2	8	0	0	20
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	12	14	64	50	20	17	0	0	177
	46.15%	53.85%	56.14%	43.86%	54.05%	45.95%			
<b>PEAK HR :</b>	<b>05:00 PM - 06:00 PM</b>								<b>TOTAL</b>
<b>PEAK HR VOL :</b>	6	3	26	16	9	10	0	0	70
<b>PEAK HR FACTOR :</b>	0.375 0.750		0.650 0.444		0.563 0.313				0.875
	0.563		0.656		0.475				

# PEDESTRIAN COUNT SUMMARY

**STREET:**

**North/South :** Vineland Ave  
**East/West :** Chandler Blvd North  
**Day:** Tuesday **Date:** 1/28/2020 **Weather:** \_\_\_\_\_  
**School Day:** YES **District:** \_\_\_\_\_ **I/S CODE:** \_\_\_\_\_  
**Hours:** 7-10AM 3-6PM **Staff:** \_\_\_\_\_

**AM PEAK PERIOD**

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00 - 7:15	0	7	1	0	8
7:15 - 7:30	0	10	0	0	10
7:30 - 7:45	5	13	7	0	25
7:45 - 8:00	1	13	4	0	18
8:00 - 8:15	0	10	2	0	12
8:15 - 8:30	1	9	2	0	12
8:30 - 8:45	0	4	3	0	7
8:45 - 9:00	0	12	1	0	13
9:00 - 9:15	1	9	4	0	14
9:15 - 9:30	0	5	2	0	7
9:30 - 9:45	2	8	2	0	12
9:45 - 10:00	1	9	4	0	14

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	6	43	12	0	61
8 - 9	1	35	8	0	44
9 - 10	4	31	12	0	47
<b>TOTAL</b>	<b>11</b>	<b>109</b>	<b>32</b>	<b>0</b>	<b>152</b>

**PM PEAK PERIOD**

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00 - 3:15	0	9	2	0	11
3:15 - 3:30	2	7	1	0	10
3:30 - 3:45	8	7	4	0	19
3:45 - 4:00	3	16	3	0	22
4:00 - 4:15	1	7	3	0	11
4:15 - 4:30	1	8	3	0	12
4:30 - 4:45	1	10	1	0	12
4:45 - 5:00	1	8	1	0	10
5:00 - 5:15	1	8	5	0	14
5:15 - 5:30	3	12	2	0	17
5:30 - 5:45	1	16	2	0	19
5:45 - 6:00	4	6	10	0	20

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	13	39	10	0	62
4 - 5	4	33	8	0	45
5 - 6	9	42	19	0	70
<b>TOTAL</b>	<b>26</b>	<b>114</b>	<b>37</b>	<b>0</b>	<b>177</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	0	0	0	0
0	0	0	0	0

**N:** North, **S:** South, **E:** East, **W:** West, **I/S:** Intersection

Source: National Data & Surveying Services

LADOT 2016 CMP

# BICYCLE COUNT SUMMARY

**STREET:**

**North/South :** Vineland Ave  
**East/West :** Chandler Blvd North  
**Day:** Tuesday **Date:** 1/28/2020 **Weather:** \_\_\_\_\_  
**School Day:** YES **District:** \_\_\_\_\_ **I/S CODE:** \_\_\_\_\_  
**Hours:** 7-10AM 3-6PM **Staff:** \_\_\_\_\_

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	1	5	15	21
8-9	0	2	22	24
9-10	0	2	16	18
3-4	0	6	24	30
4-5	0	6	29	35
5-6	1	2	19	22
<b>TOTAL</b>	<b>2</b>	<b>23</b>	<b>125</b>	<b>150</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	6	0	6	27
8-9	3	7	0	10	34
9-10	3	3	0	6	24
3-4	2	4	0	6	36
4-5	1	4	0	5	40
5-6	0	2	0	2	24
<b>TOTAL</b>	<b>9</b>	<b>26</b>	<b>0</b>	<b>35</b>	<b>185</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total	E-W
7-8	12	0	2	14	14
8-9	26	0	0	26	26
9-10	29	0	0	29	29
3-4	17	0	0	17	17
4-5	24	0	0	24	24
5-6	24	0	6	30	30
<b>TOTAL</b>	<b>132</b>	<b>0</b>	<b>8</b>	<b>140</b>	<b>140</b>

**REMARKS (6 hour total):**

	NB	SB	EB	WB	TOTAL
- Female riders	0	0	0	0	0
- No helmet riders	0	0	0	0	0
- Sidewalk riding	133	25	0	103	261
- Wrong way riding	0	0	0	0	0

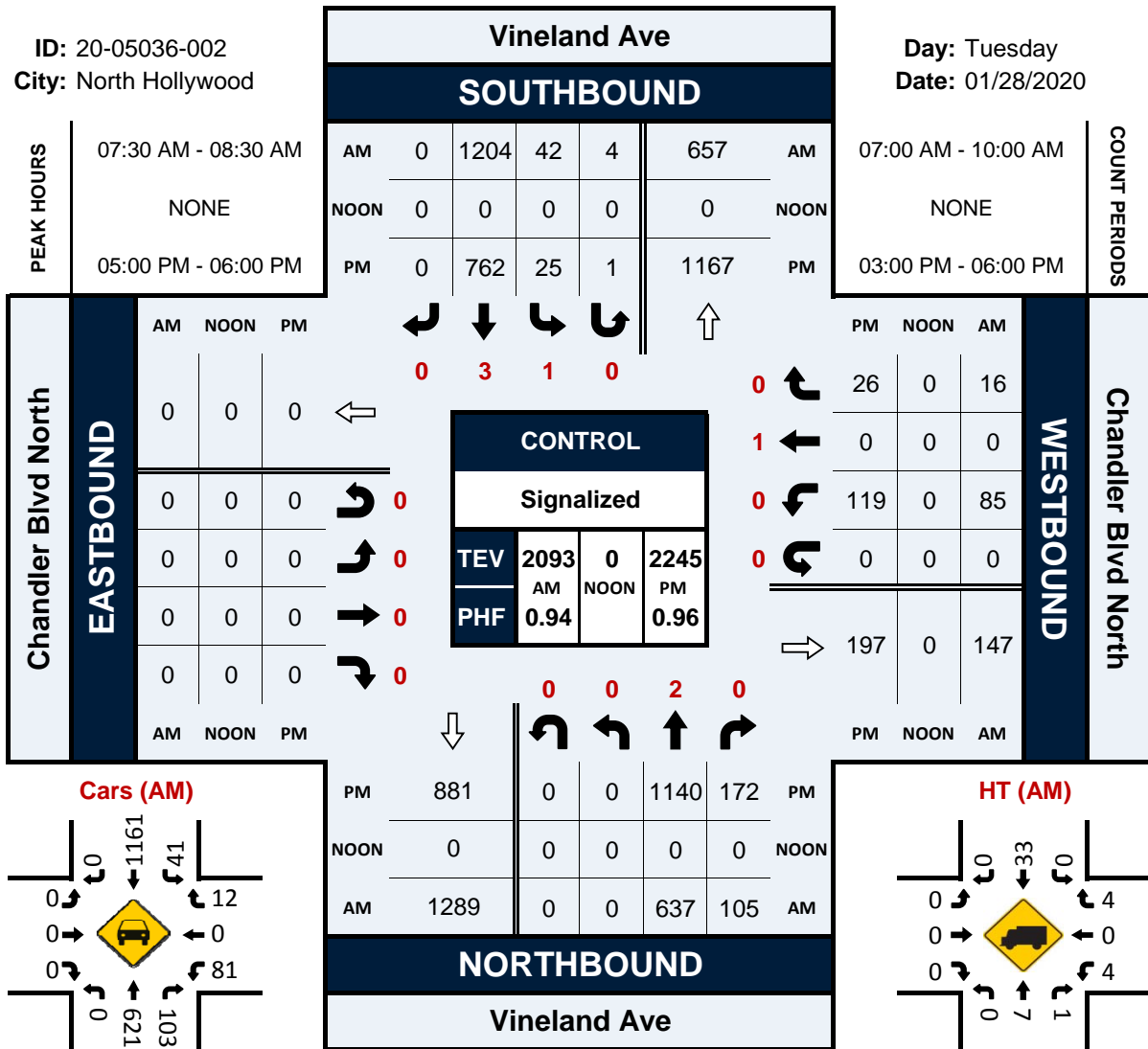
**NB:** Northbound, **SB:** Southbound, **EB:** Eastbound, **WB:** Westbound, **I/S:** Intersection

# Vineland Ave & Chandler Blvd North

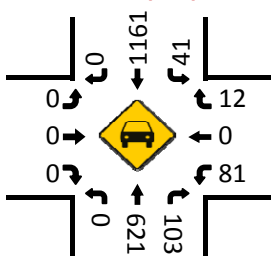
## Peak Hour Turning Movement Count

ID: 20-05036-002  
City: North Hollywood

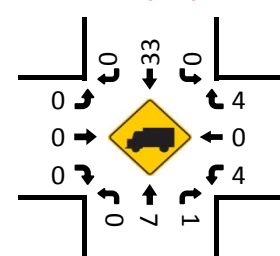
Day: Tuesday  
Date: 01/28/2020



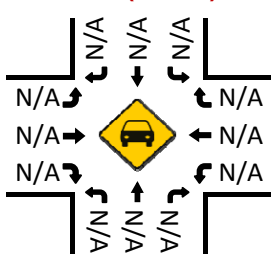
Cars (AM)



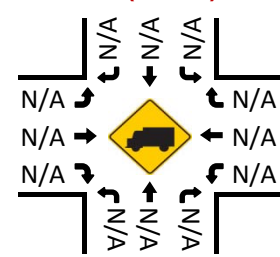
HT (AM)



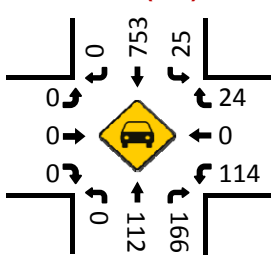
Cars (NOON)



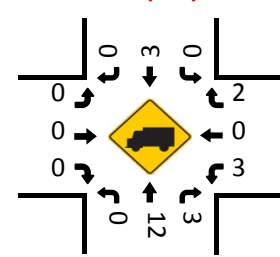
HT (NOON)



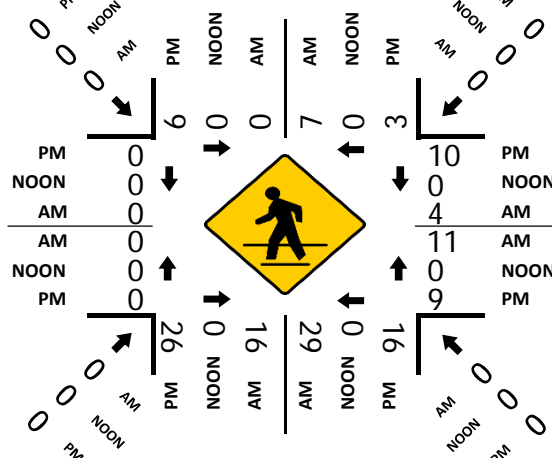
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)





# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Cleon Ave & Chandler Blvd  
 City: North Hollywood  
 Control: 1-Way Stop (SB)

Project ID: 20-05036-001  
 Date: 1/28/2020

### Total

NS/EW Streets:	Cleon Ave				Cleon Ave				Chandler Blvd				Chandler Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	12	0	0	0	22	6	0	41
7:15 AM	0	0	0	0	0	0	1	0	0	21	0	0	0	20	1	0	43
7:30 AM	0	0	0	0	1	0	3	0	0	22	0	0	0	36	2	0	64
7:45 AM	0	0	0	0	0	0	4	0	7	40	0	0	0	29	1	0	81
8:00 AM	0	0	0	0	1	0	0	0	4	38	0	0	0	16	1	0	60
8:15 AM	0	0	0	0	0	0	2	0	2	39	0	0	0	13	0	0	56
8:30 AM	0	0	0	0	2	0	1	0	2	34	0	0	0	13	1	0	53
8:45 AM	0	0	0	0	1	0	0	0	5	47	0	0	0	29	1	0	83
9:00 AM	0	0	0	0	2	0	2	0	5	44	0	0	0	25	3	0	81
9:15 AM	0	0	0	0	0	0	4	0	3	31	0	0	0	25	1	0	64
9:30 AM	0	0	0	0	2	0	0	0	1	31	0	0	0	17	3	0	54
9:45 AM	0	0	0	0	0	0	2	0	3	32	0	0	0	17	3	0	57
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	9	0	19	0	33	391	0	0	0	262	23	0	737
					32.14%	0.00%	67.86%	0.00%	7.78%	92.22%	0.00%	0.00%	0.00%	91.93%	8.07%	0.00%	
<b>PEAK HR :</b>	08:45 AM - 09:45 AM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	5	0	6	0	14	153	0	0	0	96	8	0	282
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.625	0.000	0.375	0.000	0.700	0.814	0.000	0.000	0.000	0.828	0.667	0.000	0.849
							0.688				0.803				0.867		
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	4	0	6	0	2	42	0	0	0	28	2	0	84
3:15 PM	0	0	0	0	2	0	5	0	1	30	0	0	0	32	2	0	72
3:30 PM	0	0	0	0	2	0	1	0	1	36	0	0	0	26	3	0	69
3:45 PM	0	0	0	0	0	0	4	0	1	34	0	0	0	29	4	0	72
4:00 PM	0	0	0	0	6	0	10	0	0	42	0	0	0	30	5	0	93
4:15 PM	0	0	0	0	3	0	1	0	2	40	0	0	0	36	4	0	86
4:30 PM	0	0	0	0	2	0	8	0	1	37	0	0	0	38	3	0	89
4:45 PM	0	0	0	0	1	0	6	0	6	47	0	0	0	26	2	0	88
5:00 PM	0	0	0	0	1	0	11	0	4	40	0	0	0	36	2	0	94
5:15 PM	0	0	0	0	0	0	4	0	8	42	0	0	0	30	0	0	84
5:30 PM	0	0	0	0	0	0	7	0	3	49	0	0	0	36	3	0	98
5:45 PM	0	0	0	0	0	0	4	0	3	48	0	0	0	20	3	0	78
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	21	0	67	0	32	487	0	0	0	367	33	0	1007
					23.86%	0.00%	76.14%	0.00%	6.17%	93.83%	0.00%	0.00%	0.00%	91.75%	8.25%	0.00%	
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	2	0	28	0	21	178	0	0	0	128	7	0	364
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.500	0.000	0.636	0.000	0.656	0.908	0.000	0.000	0.000	0.889	0.583	0.000	0.929
							0.625				0.939				0.865		

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Cleon Ave & Chandler Blvd  
 City: North Hollywood  
 Control: 1-Way Stop (SB)

Project ID: 20-05036-001  
 Date: 1/28/2020

### Cars

NS/EW Streets:	Cleon Ave				Cleon Ave				Chandler Blvd				Chandler Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	1	12	0	0	0	16	5	0	34
7:15 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	18	1	0	39
7:30 AM	0	0	0	0	1	0	2	0	0	22	0	0	0	32	2	0	59
7:45 AM	0	0	0	0	0	0	4	0	6	40	0	0	0	27	1	0	78
8:00 AM	0	0	0	0	1	0	0	0	4	37	0	0	0	15	1	0	58
8:15 AM	0	0	0	0	0	0	2	0	2	38	0	0	0	13	0	0	55
8:30 AM	0	0	0	0	2	0	1	0	2	33	0	0	0	13	1	0	52
8:45 AM	0	0	0	0	1	0	0	0	4	46	0	0	0	28	1	0	80
9:00 AM	0	0	0	0	1	0	1	0	5	43	0	0	0	23	3	0	76
9:15 AM	0	0	0	0	0	0	4	0	1	31	0	0	0	22	1	0	59
9:30 AM	0	0	0	0	1	0	0	0	1	29	0	0	0	15	2	0	48
9:45 AM	0	0	0	0	0	0	2	0	3	30	0	0	0	16	3	0	54
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	7	0	16	0	29	381	0	0	0	238	21	0	692
					30.43%	0.00%	69.57%	0.00%	7.07%	92.93%	0.00%	0.00%	0.00%	91.89%	8.11%	0.00%	
PEAK HR :	08:45 AM - 09:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	5	0	11	149	0	0	0	88	7	0	263
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.750	0.000	0.313	0.000	0.550	0.810	0.000	0.000	0.000	0.786	0.583	0.000	0.822
							0.500			0.800				0.819			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	0	0	0	4	0	6	0	2	42	0	0	0	28	2	0	84
3:15 PM	0	0	0	0	2	0	5	0	1	30	0	0	0	31	2	0	71
3:30 PM	0	0	0	0	1	0	1	0	1	33	0	0	0	22	3	0	61
3:45 PM	0	0	0	0	0	0	4	0	1	33	0	0	0	29	4	0	71
4:00 PM	0	0	0	0	5	0	10	0	0	41	0	0	0	27	4	0	87
4:15 PM	0	0	0	0	3	0	1	0	2	39	0	0	0	36	4	0	85
4:30 PM	0	0	0	0	1	0	8	0	1	34	0	0	0	37	3	0	84
4:45 PM	0	0	0	0	1	0	5	0	6	38	0	0	0	26	2	0	78
5:00 PM	0	0	0	0	1	0	11	0	4	38	0	0	0	34	2	0	90
5:15 PM	0	0	0	0	0	0	4	0	8	40	0	0	0	28	0	0	80
5:30 PM	0	0	0	0	0	0	7	0	3	48	0	0	0	33	2	0	93
5:45 PM	0	0	0	0	0	0	4	0	3	47	0	0	0	20	3	0	77
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	18	0	66	0	32	463	0	0	0	351	31	0	961
					21.43%	0.00%	78.57%	0.00%	6.46%	93.54%	0.00%	0.00%	0.00%	91.88%	8.12%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	27	0	21	164	0	0	0	121	6	0	341
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.500	0.000	0.614	0.000	0.656	0.854	0.000	0.000	0.000	0.890	0.750	0.000	0.917
							0.604			0.907				0.882			



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Cleon Ave & Chandler Blvd  
 City: North Hollywood  
 Control: 1-Way Stop (SB)

Project ID: 20-05036-001  
 Date: 1/28/2020

### Buses

NS/EW Streets:	Cleon Ave				Cleon Ave				Chandler Blvd				Chandler Blvd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	
9:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	0	0	60.00%	40.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	9	
PEAK HR :	08:45 AM - 09:45 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	2	1	0	0	0	2	0	0	5	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.625	
									0.375					0.500				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	17	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5	
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.625	
									0.750					0.500				

# National Data & Surveying Services

## Bicycle Count

Project ID: 20-05036-001  
City: North Hollywood

Day: Tuesday  
Date: 1/28/2020

NS/EW Streets:	Clean Ave			Clean Ave			Chandler Blvd			Chandler Blvd			TOTAL	FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
<b>AM</b>	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND																			
7:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	3	0	0	4	0	7	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	6	0	0	6	0	12	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	2	0	0	4	0	6	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	8	0	0	8	0	16	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	4	0	0	5	0	9	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	10	0	0	5	0	15	0	0	0	0	0	0	0	0	0	0	10	5	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	11	0	0	7	0	18	0	0	0	0	0	0	0	0	0	0	11	7	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	10	0	0	8	0	18	0	0	0	0	0	0	0	0	0	0	10	7	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	6	0	0	7	0	13	0	0	0	0	0	0	0	0	0	0	6	7	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	4	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	9	0	0	12	0	21	0	0	0	0	0	0	0	0	0	0	9	12	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
<b>APPROACH %'s:</b>	0	0	0	0	0	0	0	76	0	0	70	0	146	0	0	0	0	0	0	0	0	0	0	76	68	0	0	0	0
<b>PEAK HR:</b>	08:45 AM - 09:45 AM						0.00%			100.00%			0.00%			100.00%			0.00%										
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	31	0	0	25	0	56																
<b>PEAK HR FACTOR:</b>							0.705			0.781			0.778																
<b>PM</b>	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND																			
3:00 PM	0	0	0	0	0	0	0	9	0	0	3	0	12	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	4	0	0	4	0	8	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	5	0	0	4	0	9	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	6	0	0	7	0	13	0	0	0	0	0	0	0	0	0	0	6	7	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	8	0	0	7	0	15	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	11	0	0	5	0	16	0	0	0	0	0	0	0	0	0	0	10	4	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	3	0	0	6	1	10	0	0	0	0	0	0	0	0	0	0	3	6	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	10	0	0	10	0	20	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	5	0	0	10	0	15	0	0	0	0	0	0	0	0	0	0	5	10	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	7	0	0	9	0	16	0	0	0	0	0	0	0	0	0	0	7	9	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	4	0	0	6	0	10	0	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
<b>APPROACH %'s:</b>	0	0	0	0	0	0	0	75	0	0	73	1	149	0	0	0	0	0	0	0	0	0	0	73	72	0	0	0	0
<b>PEAK HR:</b>	04:45 PM - 05:45 PM						0.00%			100.00%			0.00%			98.65%			1.35%										
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	26	0	0	35	0	61																
<b>PEAK HR FACTOR:</b>							0.650			0.875			0.763																



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Cleon Ave & Chandler Blvd  
City: North Hollywood

Project ID: 20-05036-001  
Date: 1/28/2020

### Peds\_Adults

NS/EW Streets:	Cleon Ave		Cleon Ave		Chandler Blvd		Chandler Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	1	0	0	0	0	0	1	0	2
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	1	1
9:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	1	0	0	0	0	0	2	1	4
	100.00%	0.00%					66.67%	33.33%	
<b>PEAK HR :</b>	08:45 AM - 09:45 AM								TOTAL
<b>PEAK HR VOL :</b>	1	0	0	0	0	0	1	1	3
<b>PEAK HR FACTOR :</b>	0.250						0.250	0.250	0.375
	0.250						0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	1
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	2	3	0	0	1	0	0	2	8
	40.00%	60.00%			100.00%	0.00%	0.00%	100.00%	
<b>PEAK HR :</b>	04:45 PM - 05:45 PM								TOTAL
<b>PEAK HR VOL :</b>	2	1	0	0	0	0	0	0	3
<b>PEAK HR FACTOR :</b>	0.500	0.250							0.375
	0.375								

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Cleon Ave & Chandler Blvd  
City: North Hollywood

Project ID: 20-05036-001  
Date: 1/28/2020

### Pedestrians (Crosswalks)

NS/EW Streets:	Cleon Ave		Cleon Ave		Chandler Blvd		Chandler Blvd		
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>AM</b>									
7:00 AM	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	0	0	0	0	1
8:00 AM	1	0	0	0	0	0	1	0	2
8:15 AM	0	1	0	0	0	0	0	0	1
8:30 AM	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	1	0	0	0	0	0	1	0	2
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	1	1
9:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB 3	WB 4	EB 0	WB 0	NB 0	SB 0	NB 3	SB 1	TOTAL 11
<b>APPROACH %'s :</b>	42.86% 57.14%						75.00% 25.00%		
<b>PEAK HR :</b>	08:45 AM - 09:45 AM								TOTAL 3
<b>PEAK HR VOL :</b>	1	0	0	0	0	0	1	1	
<b>PEAK HR FACTOR :</b>	0.250						0.250 0.250		0.375
							0.500		
<b>PM</b>									
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	3	3
4:30 PM	2	0	0	0	2	0	0	1	5
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	1	1
<b>TOTAL VOLUMES :</b>	EB 4	WB 4	EB 0	WB 0	NB 2	SB 0	NB 0	SB 5	TOTAL 15
<b>APPROACH %'s :</b>	50.00% 50.00%				100.00% 0.00%		0.00% 100.00%		
<b>PEAK HR :</b>	04:45 PM - 05:45 PM								TOTAL 4
<b>PEAK HR VOL :</b>	2	2	0	0	0	0	0	0	
<b>PEAK HR FACTOR :</b>	0.500 0.500								0.500

**PEDESTRIAN COUNT SUMMARY**

**STREET:**

**North/South :** Cleon Ave

**East/West :** Chandler Blvd

**Day:** Tuesday **Date:** 1/28/2020 **Weather:** \_\_\_\_\_

**School Day:** YES **District:** \_\_\_\_\_ **I/S CODE:** \_\_\_\_\_

**Hours:** 7-10AM 3-6PM **Staff:** \_\_\_\_\_

**AM PEAK PERIOD**

**PM PEAK PERIOD**

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00 - 7:15	0	0	0	1	1
7:15 - 7:30	0	0	0	0	0
7:30 - 7:45	2	0	0	0	2
7:45 - 8:00	1	0	0	0	1
8:00 - 8:15	1	0	0	1	2
8:15 - 8:30	1	0	0	0	1
8:30 - 8:45	1	0	0	0	1
8:45 - 9:00	0	0	0	0	0
9:00 - 9:15	1	0	0	1	2
9:15 - 9:30	0	0	0	0	0
9:30 - 9:45	0	0	0	1	1
9:45 - 10:00	0	0	0	0	0

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00 - 3:15	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0
3:30 - 3:45	1	0	0	0	1
3:45 - 4:00	0	0	0	0	0
4:00 - 4:15	1	0	0	0	1
4:15 - 4:30	0	0	0	3	3
4:30 - 4:45	2	0	2	1	5
4:45 - 5:00	0	0	0	0	0
5:00 - 5:15	2	0	0	0	2
5:15 - 5:30	0	0	0	0	0
5:30 - 5:45	2	0	0	0	2
5:45 - 6:00	0	0	0	1	1

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	3	0	0	1	4
8 - 9	3	0	0	1	4
9 - 10	1	0	0	2	3
<b>TOTAL</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>11</b>

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	1	0	0	0	1
4 - 5	3	0	2	4	9
5 - 6	4	0	0	1	5
<b>TOTAL</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>15</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	0	0	0	0
0	0	0	0	0

**N:** North, **S:** South, **E:** East, **W:** West, **I/S:** Intersection

Source: National Data & Surveying Services

LADOT 2016 CMP

### BICYCLE COUNT SUMMARY

**STREET:**

**North/South :** Cleon Ave

**East/West :** Chandler Blvd

**Day:** Tuesday

**Date:** 1/28/2020

**Weather:** \_\_\_\_\_

**School Day:** YES

**District:** \_\_\_\_\_

**I/S CODE:** \_\_\_\_\_

**Hours:** 7-10AM 3-6PM

**Staff:** \_\_\_\_\_

**NORTHBOUND Approach**

**SOUTHBOUND Approach**

**TOTAL**

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

N-S
0
0
0
0
0
0
<b>0</b>

**EASTBOUND Approach**

**WESTBOUND Approach**

**TOTAL**

Hours	Lt	Th	Rt	Total
7-8	0	14	0	14
8-9	0	33	0	33
9-10	0	29	0	29
3-4	0	24	0	24
4-5	0	32	0	32
5-6	0	19	0	19
<b>TOTAL</b>	<b>0</b>	<b>151</b>	<b>0</b>	<b>151</b>

Hours	Lt	Th	Rt	Total
7-8	0	15	0	15
8-9	0	25	0	25
9-10	0	30	0	30
3-4	0	18	0	18
4-5	0	28	1	29
5-6	0	27	0	27
<b>TOTAL</b>	<b>0</b>	<b>143</b>	<b>1</b>	<b>144</b>

E-W
29
58
59
42
61
46
<b>295</b>

**REMARKS (6 hour total):**

- Female riders
- No helmet riders
- Sidewalk riding
- Wrong way riding

	NB	SB	EB	WB	TOTAL
- Female riders	0	0	0	0	0
- No helmet riders	0	0	0	0	0
- Sidewalk riding	0	0	149	140	289
- Wrong way riding	0	0	0	0	0

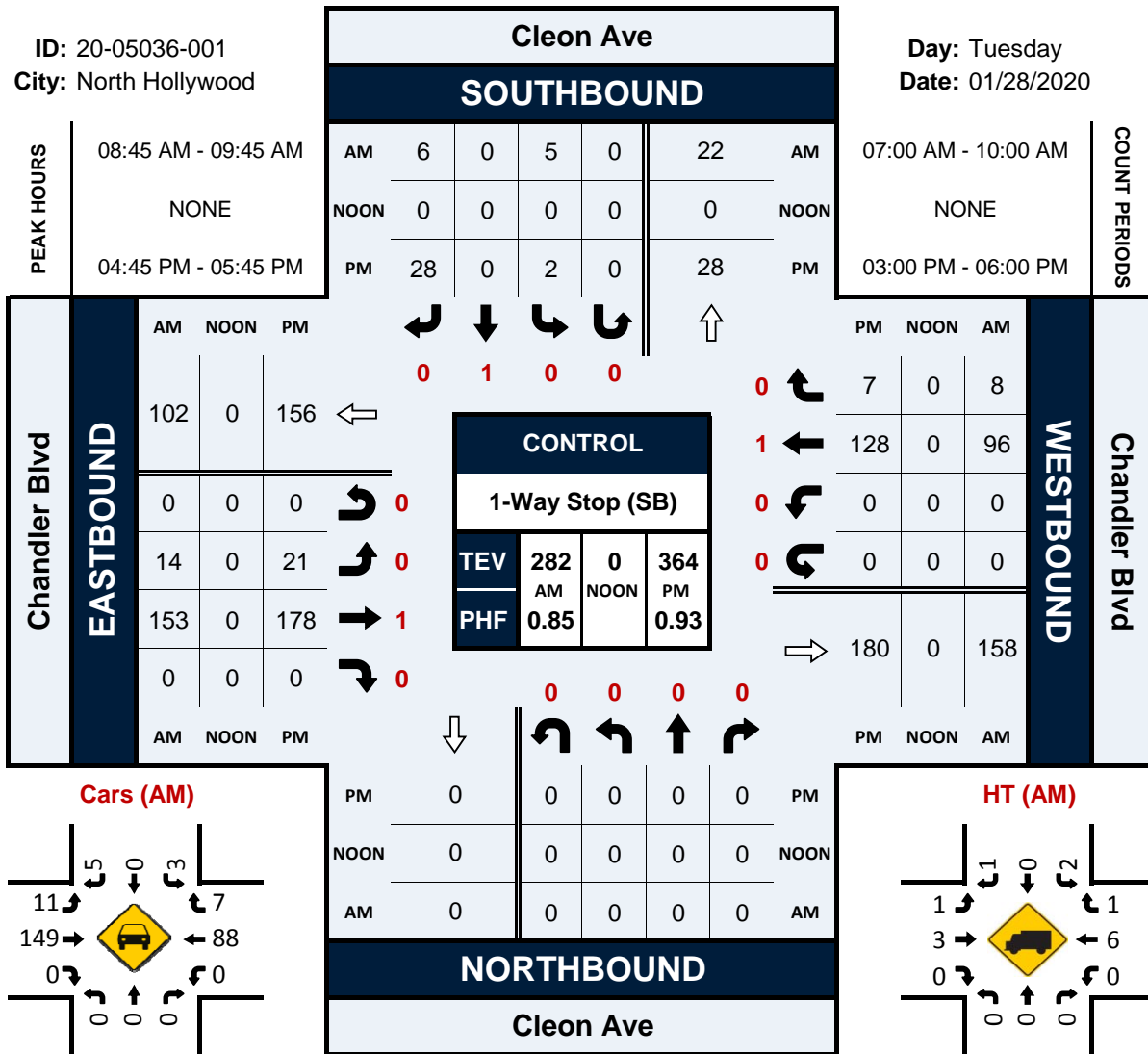
**NB:** Northbound, **SB:** Southbound, **EB:** Eastbound, **WB:** Westbound, **I/S:** Intersection

# Cleon Ave & Chandler Blvd

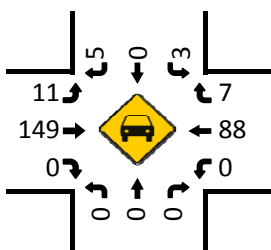
## Peak Hour Turning Movement Count

ID: 20-05036-001  
City: North Hollywood

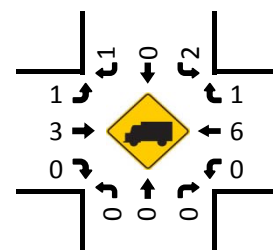
Day: Tuesday  
Date: 01/28/2020



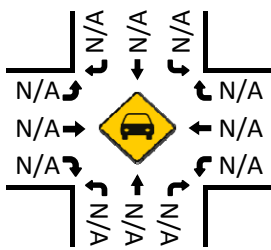
Cars (AM)



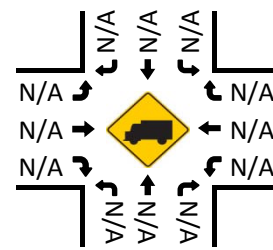
HT (AM)



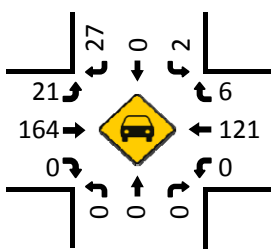
Cars (NOON)



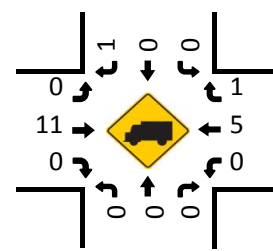
HT (NOON)



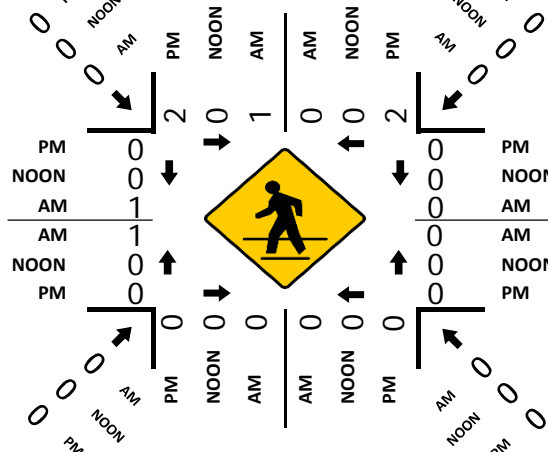
Cars (PM)



HT (PM)



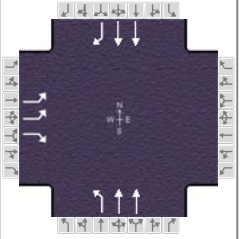
Pedestrians (Crosswalks)



## **HCS WORKSHEETS**

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OVERLAND TRAFFIC			Duration, h	0.25		
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other		
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.97		
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1 > 7:00		
Intersection	CHANDLER BL - SOUT...	File Name	VINELAND & CHANDLER - S AM EXISTING.xus				
Project Description	EXISTING						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	300		157				51	450			1081	227

Signal Information															
Cycle, s	60.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On	Green	42.4	9.6	0.0	0.0	0.0	0.0	1		2	3	4
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	5		6	7	8
				Red	0.0	0.0	0.0	0.0	0.0	0.0					

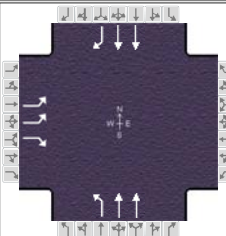
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		13.6				46.4		46.4
Change Period, ( Y+R <sub>c</sub> ), s		4.0				4.0		4.0
Max Allow Headway ( MAH ), s		3.4				0.0		0.0
Queue Clearance Time ( g <sub>s</sub> ), s		8.4						
Green Extension Time ( g <sub>e</sub> ), s		1.2				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2		6		16
Adjusted Flow Rate ( v ), veh/h	309		162				53	464		1114		234
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1586		1435				513	1769		1809		1486
Queue Service Time ( g <sub>s</sub> ), s	5.4		6.4				2.9	2.7		7.8		3.3
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	5.4		6.4				10.7	2.7		7.8		3.3
Green Ratio ( g/C )	0.16		0.16				0.71	0.71		0.71		0.71
Capacity ( c ), veh/h	506		229				416	2502		2558		1050
Volume-to-Capacity Ratio ( X )	0.611		0.707				0.126	0.185		0.436		0.223
Back of Queue ( Q ), ft/ln ( 50 th percentile)	47.5		52.1				7.6	13.2		40.4		15.8
Back of Queue ( Q ), veh/ln ( 50 th percentile)	1.9		2.1				0.3	0.5		1.6		0.6
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.20		0.18				0.03	0.00		0.00		0.17
Uniform Delay ( d <sub>1</sub> ), s/veh	23.5		23.9				6.0	3.0		3.7		3.1
Incremental Delay ( d <sub>2</sub> ), s/veh	0.4		1.5				0.6	0.2		0.5		0.5
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0		0.0				0.0	0.0		0.0		0.0
Control Delay ( d ), s/veh	23.9		25.4				6.6	3.1		4.3		3.5
Level of Service ( LOS )	C		C				A	A		A		A
Approach Delay, s/veh / LOS	24.4		C	0.0			3.5	A		4.1		A
Intersection Delay, s/veh / LOS	8.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.3	B
Bicycle LOS Score / LOS		F			0.9	A	1.6	A

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.97
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	CHANDLER BL - SOUT...	File Name	1 VINELAND & CHANDLER - S AM EXISTING+...		
Project Description	EXISTING + PROJECT				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( $v$ ), veh/h	303		157				51	456			1083	228

Signal Information															
Cycle, s	60.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On	Green	42.4	9.6	0.0	0.0	0.0	0.0	1		2	3	4
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	5		6	7	8
				Red	0.0	0.0	0.0	0.0	0.0	0.0					

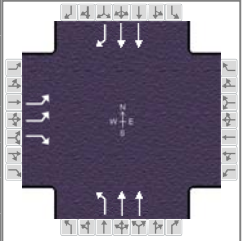
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		13.6				46.4		46.4
Change Period, ( $Y+R_c$ ), s		4.0				4.0		4.0
Max Allow Headway ( $MAH$ ), s		3.4				0.0		0.0
Queue Clearance Time ( $g_s$ ), s		8.4						
Green Extension Time ( $g_e$ ), s		1.2				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2		6		16
Adjusted Flow Rate ( $v$ ), veh/h	312		162				53	470		1116		235
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1587		1435				512	1769		1809		1486
Queue Service Time ( $g_s$ ), s	5.5		6.4				2.9	2.7		7.8		3.3
Cycle Queue Clearance Time ( $g_c$ ), s	5.5		6.4				10.8	2.7		7.8		3.3
Green Ratio ( $g/C$ )	0.16		0.16				0.71	0.71		0.71		0.71
Capacity ( $c$ ), veh/h	507		229				415	2501		2557		1050
Volume-to-Capacity Ratio ( $X$ )	0.616		0.706				0.127	0.188		0.437		0.224
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)	48		52.1				7.6	13.4		40.5		16
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)	1.9		2.1				0.3	0.5		1.6		0.6
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)	0.20		0.18				0.03	0.00		0.00		0.17
Uniform Delay ( $d_1$ ), s/veh	23.5		23.9				6.0	3.0		3.7		3.1
Incremental Delay ( $d_2$ ), s/veh	0.5		1.5				0.6	0.2		0.5		0.5
Initial Queue Delay ( $d_3$ ), s/veh	0.0		0.0				0.0	0.0		0.0		0.0
Control Delay ( $d$ ), s/veh	24.0		25.4				6.6	3.1		4.3		3.6
Level of Service ( LOS )	C		C				A	A		A		A
Approach Delay, s/veh / LOS	24.4		C	0.0			3.5	A		4.1		A
Intersection Delay, s/veh / LOS	8.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.3	B
Bicycle LOS Score / LOS		F			0.9	A	1.6	A

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.97
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	CHANDLER BL - SOUT...	File Name	VINELAND & CHANDLER - S AM FUTURE WO...		
Project Description	FUTURE WITHOUT PROJECT				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	354		173				54	493			1129	234

Signal Information												
Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	41.6	10.4	0.0	0.0	0.0	0.0				
		Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
		Red	0.0	0.0	0.0	0.0	0.0	0.0				

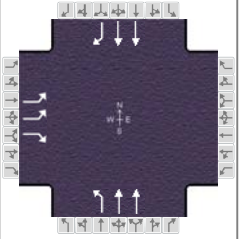
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		14.4				45.6		45.6
Change Period, ( Y+R <sub>c</sub> ), s		4.0				4.0		4.0
Max Allow Headway ( MAH ), s		3.4				0.0		0.0
Queue Clearance Time ( g <sub>s</sub> ), s		9.0						
Green Extension Time ( g <sub>e</sub> ), s		1.4				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7		14				5	2		6		16
Adjusted Flow Rate ( v ), veh/h	365		178				56	508		1164		241
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1599		1442				489	1769		1809		1485
Queue Service Time ( g <sub>s</sub> ), s	6.4		7.0				3.5	3.1		8.7		3.6
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	6.4		7.0				12.2	3.1		8.7		3.6
Green Ratio ( g/C )	0.17		0.17				0.69	0.69		0.69		0.69
Capacity ( c ), veh/h	552		249				389	2455		2511		1031
Volume-to-Capacity Ratio ( X )	0.661		0.717				0.143	0.207		0.464		0.234
Back of Queue ( Q ), ft/ln ( 50 th percentile)	56		56.9				9	16.5		48.2		18.1
Back of Queue ( Q ), veh/ln ( 50 th percentile)	2.2		2.3				0.4	0.7		1.9		0.7
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.23		0.20				0.04	0.00		0.00		0.19
Uniform Delay ( d <sub>1</sub> ), s/veh	23.2		23.4				6.9	3.3		4.1		3.4
Incremental Delay ( d <sub>2</sub> ), s/veh	0.5		1.5				0.8	0.2		0.6		0.5
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0		0.0				0.0	0.0		0.0		0.0
Control Delay ( d ), s/veh	23.7		24.9				7.7	3.5		4.8		3.9
Level of Service ( LOS )	C		C				A	A		A		A
Approach Delay, s/veh / LOS	24.1		C	0.0			3.9	A		4.6		A
Intersection Delay, s/veh / LOS	8.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.4	B
Bicycle LOS Score / LOS		F			1.0	A	1.6	A

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.97
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	CHANDLER BL - SOUT...	File Name	1 VINELAND & CHANDLER - S AM FUTURE W...		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	357		173				54	499			1131	235

Signal Information												
Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	41.6	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

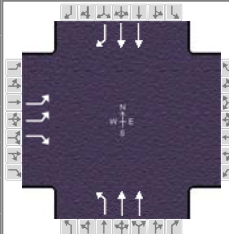
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		14.4				45.6		45.6
Change Period, ( Y+R <sub>c</sub> ), s		4.0				4.0		4.0
Max Allow Headway ( MAH ), s		3.4				0.0		0.0
Queue Clearance Time ( g <sub>s</sub> ), s		9.0						
Green Extension Time ( g <sub>e</sub> ), s		1.4				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate ( v ), veh/h	368		178				56	514			1166	242
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1599		1442				488	1769			1809	1485
Queue Service Time ( g <sub>s</sub> ), s	6.5		7.0				3.5	3.1			8.7	3.6
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	6.5		7.0				12.2	3.1			8.7	3.6
Green Ratio ( g/C )	0.17		0.17				0.69	0.69			0.69	0.69
Capacity ( c ), veh/h	553		249				388	2455			2510	1030
Volume-to-Capacity Ratio ( X )	0.666		0.716				0.144	0.210			0.464	0.235
Back of Queue ( Q ), ft/ln ( 50 th percentile)	56.6		56.9				9	16.7			48.3	18.3
Back of Queue ( Q ), veh/ln ( 50 th percentile)	2.3		2.3				0.4	0.7			1.9	0.7
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.24		0.20				0.04	0.00			0.00	0.19
Uniform Delay ( d <sub>1</sub> ), s/veh	23.2		23.4				6.9	3.3			4.1	3.4
Incremental Delay ( d <sub>2</sub> ), s/veh	0.5		1.4				0.8	0.2			0.6	0.5
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay ( d ), s/veh	23.7		24.9				7.7	3.5			4.8	3.9
Level of Service ( LOS )	C		C				A	A			A	A
Approach Delay, s/veh / LOS	24.1		C	0.0			3.9	A		4.6		A
Intersection Delay, s/veh / LOS	8.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.4	B
Bicycle LOS Score / LOS		F			1.0	A	1.6	A

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OVERLAND TRAFFIC			Duration, h	0.25		
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other		
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.98		
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1 > 7:00		
Intersection	CHANDLER BL - SOUT...	File Name	1 VINELAND & CHANDLER - S PM EXISTING....				
Project Description	EXISTING						



Demand Information	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Demand ( $v$ ), veh/h	435		184					114	874			713	163

Signal Information													
Cycle, s	60.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	40.7	11.3	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

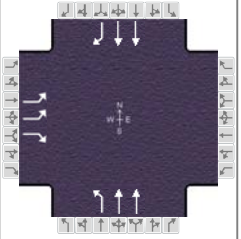
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		15.3				44.7		44.7
Change Period, ( $Y+R_c$ ), s		4.0				4.0		4.0
Max Allow Headway ( $MAH$ ), s		3.4				0.0		0.0
Queue Clearance Time ( $g_s$ ), s		9.8						
Green Extension Time ( $g_e$ ), s		1.6				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate ( $v$ ), veh/h	444		188				116	892			728	166
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1613		1454				733	1769			1809	1468
Queue Service Time ( $g_s$ ), s	7.8		7.2				4.6	6.5			4.9	2.5
Cycle Queue Clearance Time ( $g_c$ ), s	7.8		7.2				9.4	6.5			4.9	2.5
Green Ratio ( $g/C$ )	0.19		0.19				0.68	0.68			0.68	0.68
Capacity ( $c$ ), veh/h	610		275				557	2398			2452	995
Volume-to-Capacity Ratio ( $X$ )	0.728		0.683				0.209	0.372			0.297	0.167
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)	68.2		58.2				15.8	37.4			28.4	13.1
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)	2.7		2.3				0.6	1.5			1.1	0.5
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)	0.28		0.20				0.07	0.00			0.00	0.14
Uniform Delay ( $d_1$ ), s/veh	22.9		22.7				5.8	4.2			3.9	3.5
Incremental Delay ( $d_2$ ), s/veh	0.6		1.1				0.8	0.4			0.3	0.4
Initial Queue Delay ( $d_3$ ), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay ( $d$ ), s/veh	23.5		23.8				6.7	4.6			4.2	3.9
Level of Service ( LOS )	C		C				A	A			A	A
Approach Delay, s/veh / LOS	23.6		C		0.0		4.8	A		4.1		A
Intersection Delay, s/veh / LOS	9.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.4	B
Bicycle LOS Score / LOS		F			1.3	A	1.2	A

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OVERLAND TRAFFIC			Duration, h	0.25		
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other		
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.98		
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1> 7:00		
Intersection	CHANDLER BL - SOUT...	File Name	1 VINELAND & CHANDLER - S PM EXISTING+...				
Project Description	EXISTING+PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( $v$ ), veh/h	437		184				114	877			719	167

Signal Information														
Cycle, s	60.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	40.6	11.4	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

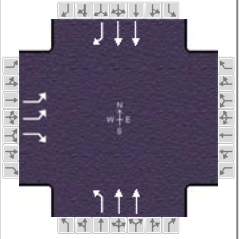
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		15.4				44.6		44.6
Change Period, ( $Y+R_c$ ), s		4.0				4.0		4.0
Max Allow Headway ( $MAH$ ), s		3.4				0.0		0.0
Queue Clearance Time ( $g_s$ ), s		9.8						
Green Extension Time ( $g_e$ ), s		1.6				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	16
Adjusted Flow Rate ( $v$ ), veh/h	446		188				116	895			734	170
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1613		1455				729	1769			1809	1468
Queue Service Time ( $g_s$ ), s	7.8		7.2				4.6	6.6			4.9	2.5
Cycle Queue Clearance Time ( $g_c$ ), s	7.8		7.2				9.5	6.6			4.9	2.5
Green Ratio ( $g/C$ )	0.19		0.19				0.68	0.68			0.68	0.68
Capacity ( $c$ ), veh/h	612		276				554	2395			2449	994
Volume-to-Capacity Ratio ( $X$ )	0.729		0.681				0.210	0.374			0.300	0.171
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)	68.7		58.2				16	37.6			28.7	13.5
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)	2.7		2.3				0.6	1.5			1.1	0.5
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)	0.29		0.20				0.07	0.00			0.00	0.14
Uniform Delay ( $d_1$ ), s/veh	22.9		22.6				5.9	4.2			3.9	3.5
Incremental Delay ( $d_2$ ), s/veh	0.6		1.1				0.9	0.4			0.3	0.4
Initial Queue Delay ( $d_3$ ), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay ( $d$ ), s/veh	23.5		23.7				6.7	4.6			4.2	3.9
Level of Service ( LOS )	C		C				A	A			A	A
Approach Delay, s/veh / LOS	23.6		C	0.0			4.9	A		4.2		A
Intersection Delay, s/veh / LOS	9.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.4	B
Bicycle LOS Score / LOS		F			1.3	A	1.2	A

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.98
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	CHANDLER BL - SOUT...	File Name	1 VINELAND & CHANDLER - S PM FUTURE W...		
Project Description	FUTURE WITHOUT PROJECT				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( $v$ ), veh/h	467		195				129	925			769	210

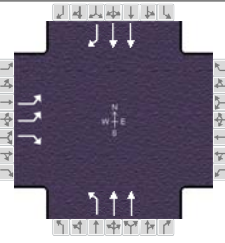
Signal Information																		
Cycle, s	60.0	Reference Phase	2															
Offset, s	0	Reference Point	End															
Uncoordinated	No	Simult. Gap E/W	On	Green	40.0	12.0	0.0	0.0	0.0	0.0	1		2		3		4	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	5		6		7		8	
				Red	0.0	0.0	0.0	0.0	0.0	0.0								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		16.0				44.0		44.0
Change Period, ( $Y+R_c$ ), s		4.0				4.0		4.0
Max Allow Headway ( $MAH$ ), s		3.4				0.0		0.0
Queue Clearance Time ( $g_s$ ), s		10.3						
Green Extension Time ( $g_e$ ), s		1.7				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2		6		16
Adjusted Flow Rate ( $v$ ), veh/h	477		199				132	944		785		214
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1620		1458				696	1769		1809		1467
Queue Service Time ( $g_s$ ), s	8.3		7.6				6.0	7.3		5.5		3.4
Cycle Queue Clearance Time ( $g_c$ ), s	8.3		7.6				11.5	7.3		5.5		3.4
Green Ratio ( $g/C$ )	0.20		0.20				0.67	0.67		0.67		0.67
Capacity ( $c$ ), veh/h	646		291				520	2361		2414		979
Volume-to-Capacity Ratio ( $X$ )	0.738		0.684				0.253	0.400		0.325		0.219
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)	72.9		61.2				20.3	43.5		33.5		18.8
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)	2.9		2.4				0.8	1.7		1.3		0.8
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)	0.30		0.21				0.09	0.00		0.00		0.20
Uniform Delay ( $d_1$ ), s/veh	22.5		22.3				6.7	4.5		4.2		3.9
Incremental Delay ( $d_2$ ), s/veh	0.6		1.1				1.2	0.5		0.4		0.5
Initial Queue Delay ( $d_3$ ), s/veh	0.0		0.0				0.0	0.0		0.0		0.0
Control Delay ( $d$ ), s/veh	23.2		23.3				7.8	5.0		4.6		4.4
Level of Service ( LOS )	C		C				A	A		A		A
Approach Delay, s/veh / LOS	23.2		C	0.0			5.4	A		4.6		A
Intersection Delay, s/veh / LOS	9.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.4	B
Bicycle LOS Score / LOS		F			1.4	A	1.3	A

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	OVERLAND TRAFFIC			Duration, h	0.25	
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other	
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.98	
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1 > 7:00	
Intersection	CHANDLER BL - SOUT...	File Name	1 VINELAND & CHANDLER - S PM FUTURE W...			
Project Description	FUTURE WITH PROJECT					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	469		195				129	928			775	214

Signal Information																
Cycle, s	60.0	Reference Phase	2	↓	↘					1	↑	2	↗	3	↘	4
Offset, s	0	Reference Point	End	↑	↙					5	↓	6	↖	7	↗	8
Uncoordinated	No	Simult. Gap E/W	On	Green	40.0	12.0	0.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
				Red	0.0	0.0	0.0	0.0	0.0	0.0						

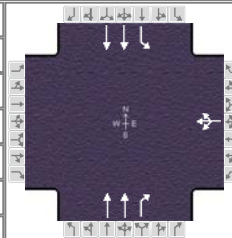
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		16.0				44.0		44.0
Change Period, ( Y+R <sub>c</sub> ), s		4.0				4.0		4.0
Max Allow Headway ( MAH ), s		3.4				0.0		0.0
Queue Clearance Time ( g <sub>s</sub> ), s		10.3						
Green Extension Time ( g <sub>e</sub> ), s		1.7				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2		6		16
Adjusted Flow Rate ( v ), veh/h	479		199				132	947		791		218
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1621		1458				692	1769		1809		1467
Queue Service Time ( g <sub>s</sub> ), s	8.3		7.6				6.0	7.3		5.6		3.5
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	8.3		7.6				11.6	7.3		5.6		3.5
Green Ratio ( g/C )	0.20		0.20				0.67	0.67		0.67		0.67
Capacity ( c ), veh/h	648		292				517	2359		2412		978
Volume-to-Capacity Ratio ( X )	0.738		0.682				0.255	0.401		0.328		0.223
Back of Queue ( Q ), ft/ln ( 50 th percentile)	73.2		61.1				20.4	43.6		33.8		19.2
Back of Queue ( Q ), veh/ln ( 50 th percentile)	2.9		2.4				0.8	1.7		1.4		0.8
Queue Storage Ratio ( RQ ) ( 50 th percentile)	0.30		0.21				0.09	0.00		0.00		0.20
Uniform Delay ( d <sub>1</sub> ), s/veh	22.5		22.2				6.7	4.6		4.3		3.9
Incremental Delay ( d <sub>2</sub> ), s/veh	0.6		1.1				1.2	0.5		0.4		0.5
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0		0.0				0.0	0.0		0.0		0.0
Control Delay ( d ), s/veh	23.2		23.3				7.9	5.1		4.6		4.4
Level of Service ( LOS )	C		C				A	A		A		A
Approach Delay, s/veh / LOS	23.2		C	0.0			5.4	A		4.6		A
Intersection Delay, s/veh / LOS	9.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	0.6	A	2.4	B
Bicycle LOS Score / LOS		F			1.4	A	1.3	A

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.94
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1 > 7:00
Intersection	CHANDLER BL - NORT...	File Name	2 VINELAND & CHANDLER - N AM EXISTING....		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB					
	L	T	R	L	T	R	L	T	R	L	T	R			
Approach Movement															
Demand ( $v$ ), veh/h				85	0	16				637	105		44	1204	

Signal Information															
Cycle, s	60.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On	Green	0.0	0.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	0.0	0.0	0.0	0.0	0.0	0.0					
				Red	0.0	0.0	0.0	0.0	0.0	0.0					

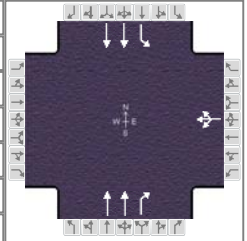
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				9.0		43.8	7.3	51.0
Change Period, ( $Y+R_c$ ), s				4.0		4.0	4.0	4.0
Max Allow Headway ( $MAH$ ), s				0.0		0.0	0.0	0.0
Queue Clearance Time ( $g_s$ ), s				0.0		0.0	0.0	0.0
Green Extension Time ( $g_e$ ), s				0.0		0.0	0.0	0.0
Phase Call Probability				0.00		0.00	0.00	0.00
Max Out Probability				0.00		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB					
	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement				3	8	18				2	12		1	6	
Adjusted Flow Rate ( $v$ ), veh/h				0						0	0		0	0	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln				0						0	0		0	0	
Queue Service Time ( $g_s$ ), s				0.0						0.0	0.0		0.0	0.0	
Cycle Queue Clearance Time ( $g_c$ ), s				0.0						0.0	0.0		0.0	0.0	
Green Ratio ( $g/C$ )				0.08						0.66	0.66		0.05	0.78	
Capacity ( $c$ ), veh/h				140						2397	985		98	2777	
Volume-to-Capacity Ratio ( $X$ )				0.768						0.283	0.113		0.478	0.461	
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)				38.2						28.6	9.2		16.1	17.8	
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)				1.5						1.1	0.4		0.6	0.7	
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)				0.00						0.00	0.10		0.11	0.00	
Uniform Delay ( $d_1$ ), s/veh				26.9						4.2	3.7		27.6	2.2	
Incremental Delay ( $d_2$ ), s/veh				3.3						0.3	0.2		1.3	0.6	
Initial Queue Delay ( $d_3$ ), s/veh				0.0						0.0	0.0		0.0	0.0	
Control Delay ( $d$ ), s/veh				30.2						4.5	3.9		28.9	2.8	
Level of Service (LOS)						C				A	A		C	A	
Approach Delay, s/veh / LOS	0.0			30.2		C				4.4	A		3.7	A	
Intersection Delay, s/veh / LOS				5.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.0	B	1.8	A
Bicycle LOS Score / LOS			0.7	A	1.1	A	1.6	A

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OVERLAND TRAFFIC			Duration, h	0.25		
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other		
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.94		
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1 > 7:00		
Intersection	CHANDLER BL - NORT...	File Name	2 VINELAND & CHANDLER - N AM EXISTING+...				
Project Description	EXISTING+PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h				87	0	16		645	106	45	1205	

Signal Information				Signal Phases								
Cycle, s	60.0	Reference Phase	2	↙	↓	↘	↙	↘	↙	↘	↙	↘
Offset, s	0	Reference Point	End	Green	3.3	39.7	5.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

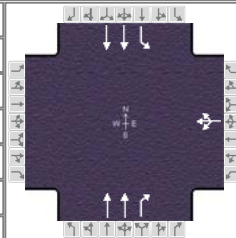
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				9.0		43.7	7.3	51.0
Change Period, ( Y+R <sub>c</sub> ), s				4.0		4.0	4.0	4.0
Max Allow Headway ( MAH ), s				3.3		0.0	3.1	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				5.8			3.5	
Green Extension Time ( g <sub>e</sub> ), s				0.2		0.0	0.0	0.0
Phase Call Probability				0.84			0.55	
Max Out Probability				0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate ( v ), veh/h					110			686	113	48	1282	
Adjusted Saturation Flow Rate ( s ), veh/h/ln					1680			1809	1487	1810	1773	
Queue Service Time ( g <sub>s</sub> ), s					3.8			4.8	1.7	1.5	7.4	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s					3.8			4.8	1.7	1.5	7.4	
Green Ratio ( g/C )					0.08			0.66	0.66	0.05	0.78	
Capacity ( c ), veh/h					141			2392	983	99	2775	
Volume-to-Capacity Ratio ( X )					0.777			0.287	0.115	0.481	0.462	
Back of Queue ( Q ), ft/ln ( 50 th percentile)					39			29.4	9.4	16.5	18.3	
Back of Queue ( Q ), veh/ln ( 50 th percentile)					1.6			1.2	0.4	0.7	0.7	
Queue Storage Ratio ( RQ ) ( 50 th percentile)					0.00			0.00	0.10	0.11	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh					26.9			4.3	3.7	27.5	2.2	
Incremental Delay ( d <sub>2</sub> ), s/veh					3.5			0.3	0.2	1.3	0.6	
Initial Queue Delay ( d <sub>3</sub> ), s/veh					0.0			0.0	0.0	0.0	0.0	
Control Delay ( d ), s/veh					30.4			4.6	4.0	28.9	2.8	
Level of Service ( LOS )					C			A	A	C	A	
Approach Delay, s/veh / LOS	0.0			30.4	C		4.5	A		3.7	A	
Intersection Delay, s/veh / LOS				5.3				A				

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.0	B	1.8	A
Bicycle LOS Score / LOS			0.7	A	1.1	A	1.6	A

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.94
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	CHANDLER BL - NORT...	File Name	2 VINELAND & CHANDLER - N AM FUTURE W...		
Project Description	FUTURE WO PROJECT				



Demand Information	EB			WB			NB			SB					
	L	T	R	L	T	R	L	T	R	L	T	R			
Approach Movement															
Demand ( v ), veh/h				89	0	17				719	119		46	1259	

Signal Information														
Cycle, s	60.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	0.0	0.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	0.0	0.0	0.0	0.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

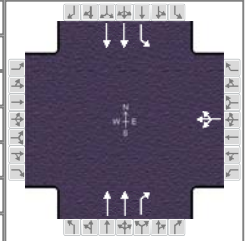
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				9.2		43.5	7.3	50.8
Change Period, ( Y+R <sub>c</sub> ), s				4.0		4.0	4.0	4.0
Max Allow Headway ( MAH ), s				0.0		0.0	0.0	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				0.0		0.0	0.0	0.0
Green Extension Time ( g <sub>e</sub> ), s				0.0		0.0	0.0	0.0
Phase Call Probability				0.00		0.00	0.00	0.00
Max Out Probability				0.00		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1		6
Adjusted Flow Rate ( v ), veh/h				0				0	0	0		0
Adjusted Saturation Flow Rate ( s ), veh/h/ln				0				0	0	0		0
Queue Service Time ( g <sub>s</sub> ), s				0.0				0.0	0.0	0.0		0.0
Cycle Queue Clearance Time ( g <sub>c</sub> ), s				0.0				0.0	0.0	0.0		0.0
Green Ratio ( g/C )				0.09				0.66	0.66	0.06		0.78
Capacity ( c ), veh/h				145				2380	978	101		2767
Volume-to-Capacity Ratio ( X )				0.779				0.321	0.129	0.485		0.484
Back of Queue ( Q ), ft/ln ( 50 th percentile)				40.1				34.6	10.8	16.8		20.7
Back of Queue ( Q ), veh/ln ( 50 th percentile)				1.6				1.4	0.4	0.7		0.8
Queue Storage Ratio ( RQ ) ( 50 th percentile)				0.00				0.00	0.11	0.12		0.00
Uniform Delay ( d <sub>1</sub> ), s/veh				26.9				4.5	3.8	27.5		2.3
Incremental Delay ( d <sub>2</sub> ), s/veh				3.4				0.4	0.3	1.3		0.6
Initial Queue Delay ( d <sub>3</sub> ), s/veh				0.0				0.0	0.0	0.0		0.0
Control Delay ( d ), s/veh				30.2				4.8	4.1	28.8		2.9
Level of Service ( LOS )					C			A	A	C		A
Approach Delay, s/veh / LOS	0.0			30.2		C	4.7		A	3.8		A
Intersection Delay, s/veh / LOS				5.4					A			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.0	B	1.8	A
Bicycle LOS Score / LOS			0.7	A	1.2	A	1.6	A

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	AM PEAK HOUR	PHF	0.94
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	CHANDLER BL - NORT...	File Name	2 VINELAND & CHANDLER - N AM FUTURE WI...		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB					
	L	T	R	L	T	R	L	T	R	L	T	R			
Approach Movement															
Demand ( v ), veh/h				91	0	17				727	120		47	1260	

Signal Information				Signal Timing (s)										
Cycle, s	60.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	3.4	39.3	5.3	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

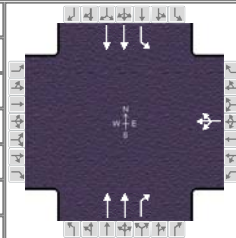
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				9.3		43.3	7.4	50.7
Change Period, ( Y+R <sub>c</sub> ), s				4.0		4.0	4.0	4.0
Max Allow Headway ( MAH ), s				3.3		0.0	3.1	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				6.0			3.6	
Green Extension Time ( g <sub>e</sub> ), s				0.2		0.0	0.1	0.0
Phase Call Probability				0.85			0.57	
Max Out Probability				0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate ( v ), veh/h					115			773	128	50	1340	
Adjusted Saturation Flow Rate ( s ), veh/h/ln					1680			1809	1486	1810	1773	
Queue Service Time ( g <sub>s</sub> ), s					4.0			5.6	1.9	1.6	8.1	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s					4.0			5.6	1.9	1.6	8.1	
Green Ratio ( g/C )					0.09			0.66	0.66	0.06	0.78	
Capacity ( c ), veh/h					148			2372	974	102	2761	
Volume-to-Capacity Ratio ( X )					0.779			0.326	0.131	0.489	0.485	
Back of Queue ( Q ), ft/ln ( 50 th percentile)					40.8			35.2	11	17.2	21.2	
Back of Queue ( Q ), veh/ln ( 50 th percentile)					1.6			1.4	0.4	0.7	0.8	
Queue Storage Ratio ( RQ ) ( 50 th percentile)					0.00			0.00	0.12	0.12	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh					26.8			4.5	3.9	27.5	2.4	
Incremental Delay ( d <sub>2</sub> ), s/veh					3.3			0.4	0.3	1.3	0.6	
Initial Queue Delay ( d <sub>3</sub> ), s/veh					0.0			0.0	0.0	0.0	0.0	
Control Delay ( d ), s/veh					30.1			4.9	4.2	28.8	3.0	
Level of Service ( LOS )					C			A	A	C	A	
Approach Delay, s/veh / LOS	0.0			30.1	C		4.8	A		3.9	A	
Intersection Delay, s/veh / LOS				5.5				A				

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.8 / C	2.8 / C	2.0 / B	1.8 / A
Bicycle LOS Score / LOS		0.7 / A	1.2 / A	1.6 / A

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.96
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1 > 7:00
Intersection	CHANDLER BL - NORT...	File Name	2 VINELAND & CHANDLER - N PM EXISTING....		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB					
	L	T	R	L	T	R	L	T	R	L	T	R			
Approach Movement															
Demand ( $v$ ), veh/h				119	0	26				1140	172		26	762	

Signal Information													
Cycle, s	60.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	0.0	0.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	0.0	0.0	0.0	0.0	0.0	0.0			
				Red	0.0	0.0	0.0	0.0	0.0	0.0			

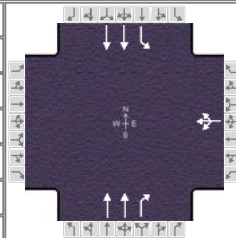
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				10.8		43.0	6.2	49.2
Change Period, ( $Y+R_c$ ), s				4.0		4.0	4.0	4.0
Max Allow Headway ( $MAH$ ), s				0.0		0.0	0.0	0.0
Queue Clearance Time ( $g_s$ ), s				0.0		0.0	0.0	0.0
Green Extension Time ( $g_e$ ), s				0.0		0.0	0.0	0.0
Phase Call Probability				0.00		0.00	0.00	0.00
Max Out Probability				0.00		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate ( $v$ ), veh/h				0				0	0	0	0	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln				0				0	0	0	0	
Queue Service Time ( $g_s$ ), s				0.0				0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time ( $g_c$ ), s				0.0				0.0	0.0	0.0	0.0	
Green Ratio ( $g/C$ )				0.11				0.65	0.65	0.04	0.75	
Capacity ( $c$ ), veh/h				193				2351	958	66	2669	
Volume-to-Capacity Ratio ( $X$ )				0.783				0.505	0.187	0.412	0.297	
Back of Queue ( $Q$ ), ft/ln ( 50 th percentile)				51.9				67	16.8	9.6	15.6	
Back of Queue ( $Q$ ), veh/ln ( 50 th percentile)				2.1				2.7	0.7	0.4	0.6	
Queue Storage Ratio ( $RQ$ ) ( 50 th percentile)				0.00				0.00	0.18	0.07	0.00	
Uniform Delay ( $d_1$ ), s/veh				25.9				5.5	4.2	28.3	2.4	
Incremental Delay ( $d_2$ ), s/veh				2.6				0.8	0.4	1.5	0.3	
Initial Queue Delay ( $d_3$ ), s/veh				0.0				0.0	0.0	0.0	0.0	
Control Delay ( $d$ ), s/veh				28.5				6.3	4.6	29.8	2.6	
Level of Service (LOS)					C			A	A	C	A	
Approach Delay, s/veh / LOS	0.0			28.5		C	6.0		A	3.5		A
Intersection Delay, s/veh / LOS				6.6						A		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.0	B	1.8	A
Bicycle LOS Score / LOS			0.7	A	1.6	A	1.2	A

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Jul 3, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.96
Urban Street	VINELAND AVENUE	Analysis Year	2020	Analysis Period	1 > 7:00
Intersection	CHANDLER BL NORT...	File Name	2 VINELAND & CHANDLER - N PM EXISTING+...		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB					
	L	T	R	L	T	R	L	T	R	L	T	R			
Approach Movement															
Demand ( v ), veh/h				125	0	26				1144	173		27	766	

Signal Information				Signal Phases											
Cycle, s	60.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On	Green	2.2	38.7	7.1	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0					
				Red	0.0	0.0	0.0	0.0	0.0	0.0					

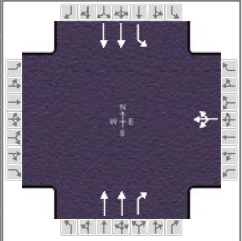
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				11.1		42.7	6.2	48.9
Change Period, ( Y+R <sub>c</sub> ), s				4.0		4.0	4.0	4.0
Max Allow Headway ( MAH ), s				3.3		0.0	3.1	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				7.4			2.9	
Green Extension Time ( g <sub>e</sub> ), s				0.2		0.0	0.0	0.0
Phase Call Probability				0.93			0.37	
Max Out Probability				0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1		6
Adjusted Flow Rate ( v ), veh/h					157			1192	180	28		798
Adjusted Saturation Flow Rate ( s ), veh/h/ln					1698			1809	1473	1810		1773
Queue Service Time ( g <sub>s</sub> ), s					5.4			10.5	3.0	0.9		4.4
Cycle Queue Clearance Time ( g <sub>c</sub> ), s					5.4			10.5	3.0	0.9		4.4
Green Ratio ( g/C )					0.12			0.64	0.64	0.04		0.75
Capacity ( c ), veh/h					200			2332	950	68		2654
Volume-to-Capacity Ratio ( X )					0.785			0.511	0.190	0.415		0.301
Back of Queue ( Q ), ft/ln ( 50 th percentile)					53.8			69.4	17.4	9.9		16.5
Back of Queue ( Q ), veh/ln ( 50 th percentile)					2.2			2.8	0.7	0.4		0.7
Queue Storage Ratio ( RQ ) ( 50 th percentile)					0.00			0.00	0.18	0.07		0.00
Uniform Delay ( d <sub>1</sub> ), s/veh					25.7			5.7	4.3	28.2		2.4
Incremental Delay ( d <sub>2</sub> ), s/veh					2.6			0.8	0.4	1.5		0.3
Initial Queue Delay ( d <sub>3</sub> ), s/veh					0.0			0.0	0.0	0.0		0.0
Control Delay ( d ), s/veh					28.3			6.5	4.8	29.7		2.7
Level of Service ( LOS )					C			A	A	C		A
Approach Delay, s/veh / LOS	0.0			28.3		C	6.2		A	3.7		A
Intersection Delay, s/veh / LOS				6.8					A			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.0	B	1.8	A
Bicycle LOS Score / LOS			0.7	A	1.6	A	1.2	A

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC			Duration, h	0.25
Analyst	LF	Analysis Date	Feb 4, 2020	Area Type	Other
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.96
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	CHANDLER BL NORT...	File Name	2 VINELAND & CHANDLER - N PM FUTURE W...		
Project Description	FUTURE WO PROJECT				



Demand Information	EB			WB			NB			SB					
	L	T	R	L	T	R	L	T	R	L	T	R			
Approach Movement															
Demand ( v ), veh/h				134	0	28				1214	183		27	851	

Signal Information														
Cycle, s	60.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	0.0	0.0	0.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	0.0	0.0	0.0	0.0	0.0	0.0				
				Red	0.0	0.0	0.0	0.0	0.0	0.0				

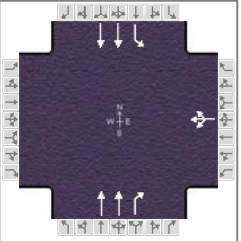
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				11.5		42.2	6.2	48.5
Change Period, ( Y+R <sub>c</sub> ), s				4.0		4.0	4.0	4.0
Max Allow Headway ( MAH ), s				0.0		0.0	0.0	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				0.0		0.0	0.0	0.0
Green Extension Time ( g <sub>e</sub> ), s				0.0		0.0	0.0	0.0
Phase Call Probability				0.00		0.00	0.00	0.00
Max Out Probability				0.00		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1		6
Adjusted Flow Rate ( v ), veh/h				0				0	0	0		0
Adjusted Saturation Flow Rate ( s ), veh/h/ln				0				0	0	0		0
Queue Service Time ( g <sub>s</sub> ), s				0.0				0.0	0.0	0.0		0.0
Cycle Queue Clearance Time ( g <sub>c</sub> ), s				0.0				0.0	0.0	0.0		0.0
Green Ratio ( g/C )				0.13				0.64	0.64	0.04		0.74
Capacity ( c ), veh/h				214				2304	938	68		2627
Volume-to-Capacity Ratio ( X )				0.789				0.549	0.203	0.415		0.337
Back of Queue ( Q ), ft/ln ( 50 th percentile)				57.3				78.7	19.2	9.9		21
Back of Queue ( Q ), veh/ln ( 50 th percentile)				2.3				3.1	0.8	0.4		0.8
Queue Storage Ratio ( RQ ) ( 50 th percentile)				0.00				0.00	0.20	0.07		0.00
Uniform Delay ( d <sub>1</sub> ), s/veh				25.5				6.1	4.5	28.2		2.7
Incremental Delay ( d <sub>2</sub> ), s/veh				2.5				0.9	0.5	1.5		0.3
Initial Queue Delay ( d <sub>3</sub> ), s/veh				0.0				0.0	0.0	0.0		0.0
Control Delay ( d ), s/veh				27.9				7.0	5.0	29.7		3.0
Level of Service ( LOS )					C			A	A	C		A
Approach Delay, s/veh / LOS	0.0			27.9		C	6.8		A	3.9		A
Intersection Delay, s/veh / LOS				7.1					A			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.0	B	1.8	A
Bicycle LOS Score / LOS			0.8	A	1.7	A	1.2	A

# HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	OVERLAND TRAFFIC			Duration, h	0.25		
Analyst	LF	Analysis Date	Jul 3, 2020	Area Type	Other		
Jurisdiction	NORTH HOLLYWOOD	Time Period	PM PEAK HOUR	PHF	0.96		
Urban Street	VINELAND AVENUE	Analysis Year	2023	Analysis Period	1 > 7:00		
Intersection	CHANDLER BL NORT...	File Name	2 VINELAND & CHANDLER - N PM FUTURE W...				
Project Description	FUTURE WITH PROJECT						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h				140	0	28		1218	184	28	855	

Signal Information				Phase Diagram									
Cycle, s	60.0	Reference Phase	2	↙	↓	↘	↖	↗	↘	↙	↘	↙	↘
Offset, s	0	Reference Point	End	Green	2.3	37.9	7.8	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				12.0		7.3	2.0	4.0
Phase Duration, s				11.8		41.9	6.3	48.2
Change Period, ( Y+R <sub>c</sub> ), s				4.0		4.0	4.0	4.0
Max Allow Headway ( MAH ), s				3.2		0.0	3.1	0.0
Queue Clearance Time ( g <sub>s</sub> ), s				8.0			2.9	
Green Extension Time ( g <sub>e</sub> ), s				0.3		0.0	0.0	0.0
Phase Call Probability				0.95			0.38	
Max Out Probability				0.00			0.00	

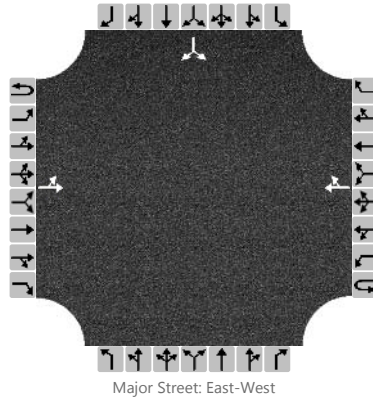
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18		2	12	1	6	
Adjusted Flow Rate ( v ), veh/h					175			1269	192	29	891	
Adjusted Saturation Flow Rate ( s ), veh/h/ln					1705			1809	1473	1810	1773	
Queue Service Time ( g <sub>s</sub> ), s					6.0			11.9	3.3	0.9	5.3	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s					6.0			11.9	3.3	0.9	5.3	
Green Ratio ( g/C )					0.13			0.63	0.63	0.04	0.74	
Capacity ( c ), veh/h					221			2285	930	70	2612	
Volume-to-Capacity Ratio ( X )					0.791			0.555	0.206	0.419	0.341	
Back of Queue ( Q ), ft/ln ( 50 th percentile)					59.4			81.3	19.9	10.3	22.1	
Back of Queue ( Q ), veh/ln ( 50 th percentile)					2.4			3.3	0.8	0.4	0.9	
Queue Storage Ratio ( RQ ) ( 50 th percentile)					0.00			0.00	0.21	0.07	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh					25.3			6.3	4.7	28.2	2.8	
Incremental Delay ( d <sub>2</sub> ), s/veh					2.4			1.0	0.5	1.5	0.4	
Initial Queue Delay ( d <sub>3</sub> ), s/veh					0.0			0.0	0.0	0.0	0.0	
Control Delay ( d ), s/veh					27.7			7.2	5.2	29.7	3.1	
Level of Service ( LOS )					C			A	A	C	A	
Approach Delay, s/veh / LOS	0.0			27.7	C		7.0	A		4.0	A	
Intersection Delay, s/veh / LOS				7.3				A				

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.0	B	1.8	A
Bicycle LOS Score / LOS			0.8	A	1.7	A	1.2	A

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	LF			Intersection	EXISTING		
Agency/Co.	OVERLAND TRAFFIC			Jurisdiction	NORTH HOLLYWOOD		
Date Performed	2/6/2020			East/West Street	CHANDLER BL		
Analysis Year	2020			North/South Street	CLEON AV		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	0.85		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	5444 VINELAND						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0	
Configuration		LT						TR							LR		
Volume, V (veh/h)		14	153				96	8						5		6	
Percent Heavy Vehicles (%)		3												3		3	
Proportion Time Blocked																	
Percent Grade (%)																0	
Right Turn Channelized		No			No				No				No				
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

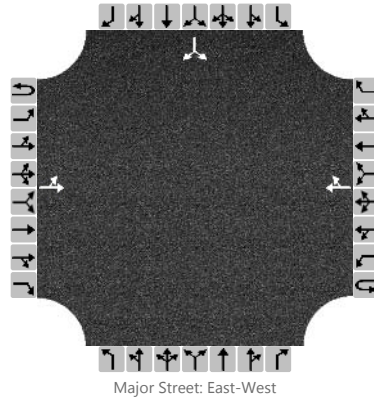
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16														13	
Capacity, c (veh/h)		1457														779	
v/c Ratio		0.01														0.02	
95% Queue Length, Q <sub>95</sub> (veh)		0.0														0.1	
Control Delay (s/veh)		7.5														9.7	
Level of Service, LOS		A														A	
Approach Delay (s/veh)		0.7												9.7			
Approach LOS														A			

# HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	LF			Intersection	EXISTING+PROJECT		
Agency/Co.	OVERLAND TRAFFIC			Jurisdiction	NORTH HOLLYWOOD		
Date Performed	7-3-2020			East/West Street	CHANDLER BL		
Analysis Year	2020			North/South Street	CLEON AV		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	0.85		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	5444 VINELAND						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	0	0	
Configuration		LT						TR							LR	
Volume, V (veh/h)		16	153				96	12						6		7
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

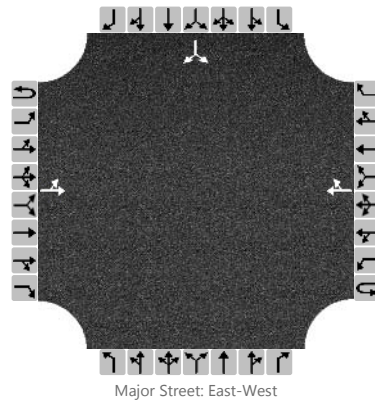
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		19													15	
Capacity, c (veh/h)		1451													770	
v/c Ratio		0.01													0.02	
95% Queue Length, Q <sub>95</sub> (veh)		0.0													0.1	
Control Delay (s/veh)		7.5													9.8	
Level of Service, LOS		A													A	
Approach Delay (s/veh)	0.8												9.8			
Approach LOS													A			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	LF			Intersection	FUTURE WITHOUT PROJECT		
Agency/Co.	OVERLAND TRAFFIC			Jurisdiction	NORTH HOLLYWOOD		
Date Performed	2/6/2020			East/West Street	CHANDLER BL		
Analysis Year	2023			North/South Street	CLEON AV		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	0.85		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	5444 VINELAND						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	1	0	
Configuration		LT						TR							LR	
Volume, V (veh/h)		14	170				100	8						5		6
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

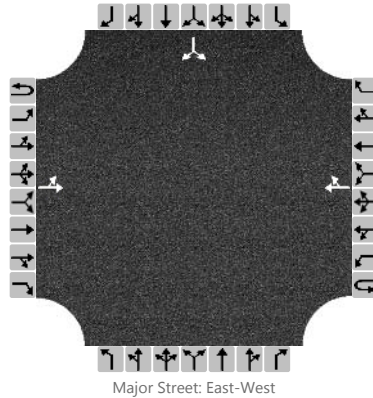
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16														13	
Capacity, c (veh/h)		1451														764	
v/c Ratio		0.01														0.02	
95% Queue Length, Q <sub>95</sub> (veh)		0.0														0.1	
Control Delay (s/veh)		7.5														9.8	
Level of Service, LOS		A														A	
Approach Delay (s/veh)		0.7												9.8			
Approach LOS														A			

# HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	LF			Intersection	FUTURE WITH PROJECT		
Agency/Co.	OVERLAND TRAFFIC			Jurisdiction	NORTH HOLLYWOOD		
Date Performed	7/3/2020			East/West Street	CHANDLER BL		
Analysis Year	2023			North/South Street	CLEON AV		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	0.85		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	5444 VINELAND						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	0	0	
Configuration		LT						TR							LR	
Volume, V (veh/h)		16	170				100	12						6		8
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

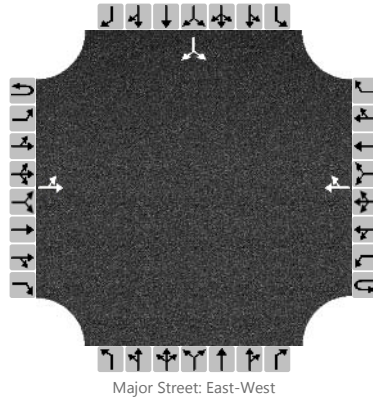
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		19														16
Capacity, c (veh/h)		1445														763
v/c Ratio		0.01														0.02
95% Queue Length, Q <sub>95</sub> (veh)		0.0														0.1
Control Delay (s/veh)		7.5														9.8
Level of Service, LOS		A														A
Approach Delay (s/veh)	0.8												9.8			
Approach LOS													A			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	LF			Intersection	EXISTING		
Agency/Co.	OVERLAND TRAFFIC			Jurisdiction	NORTH HOLLYWOOD		
Date Performed	2/6/2020			East/West Street	CHANDLER BL		
Analysis Year	2020			North/South Street	CLEON AV		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	5444 VINELAND						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0	
Configuration		LT						TR							LR		
Volume, V (veh/h)		21	178				128	7						2		28	
Percent Heavy Vehicles (%)		3												3		3	
Proportion Time Blocked																	
Percent Grade (%)																0	
Right Turn Channelized		No			No				No				No				
Median Type/Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

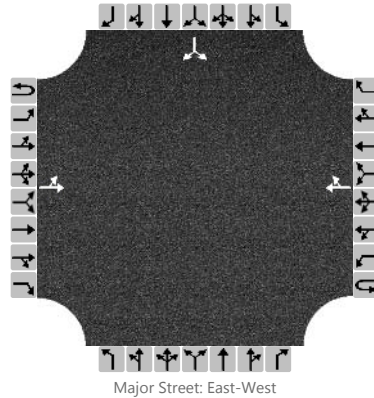
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23														32	
Capacity, c (veh/h)		1419														868	
v/c Ratio		0.02														0.04	
95% Queue Length, Q <sub>95</sub> (veh)		0.0														0.1	
Control Delay (s/veh)		7.6														9.3	
Level of Service, LOS		A														A	
Approach Delay (s/veh)		0.9												9.3			
Approach LOS														A			

# HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	LF			Intersection	EXISTING+PROJECT		
Agency/Co.	OVERLAND TRAFFIC			Jurisdiction	NORTH HOLLYWOOD		
Date Performed	7/3/2020			East/West Street	CHANDLER BL		
Analysis Year	2020			North/South Street	CLEON AV		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	5444 VINELAND						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		22	178				128	9						6		34
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

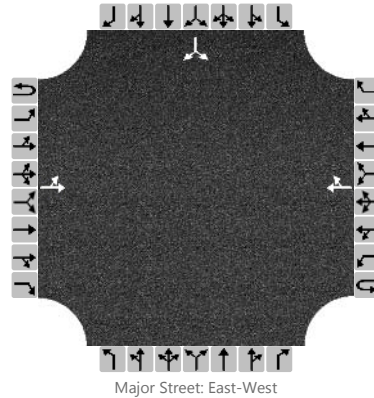
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24														43
Capacity, c (veh/h)		1416														836
v/c Ratio		0.02														0.05
95% Queue Length, Q <sub>95</sub> (veh)		0.1														0.2
Control Delay (s/veh)		7.6														9.5
Level of Service, LOS		A														A
Approach Delay (s/veh)	1.0								9.5							
Approach LOS	A								A							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	LF			Intersection	FUTURE WO PROJECT		
Agency/Co.	OVERLAND TRAFFIC			Jurisdiction	NORTH HOLLYWOOD		
Date Performed	2/6/2020			East/West Street	CHANDLER BL		
Analysis Year	2023			North/South Street	CLEON AV		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	5444 VINELAND						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	1	0	
Configuration		LT						TR						LR		
Volume, V (veh/h)		22	189				144	7						2		29
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

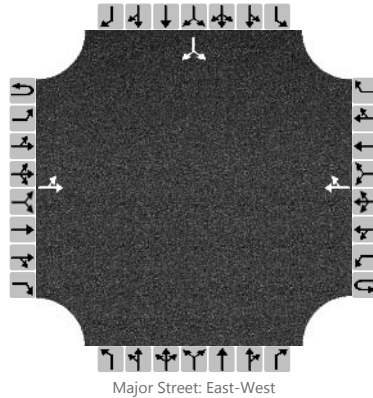
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24														33	
Capacity, c (veh/h)		1399														847	
v/c Ratio		0.02														0.04	
95% Queue Length, Q <sub>95</sub> (veh)		0.1														0.1	
Control Delay (s/veh)		7.6														9.4	
Level of Service, LOS		A														A	
Approach Delay (s/veh)		0.9												9.4			
Approach LOS														A			

# HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	LF			Intersection	FUTURE WITH PROJECT		
Agency/Co.	OVERLAND TRAFFIC			Jurisdiction	NORTH HOLLYWOOD		
Date Performed	7/3/2020			East/West Street	CHANDLER BL		
Analysis Year	2023			North/South Street	CLEON AV		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	5444 VINELAND						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		23	189				144	9						6		35
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

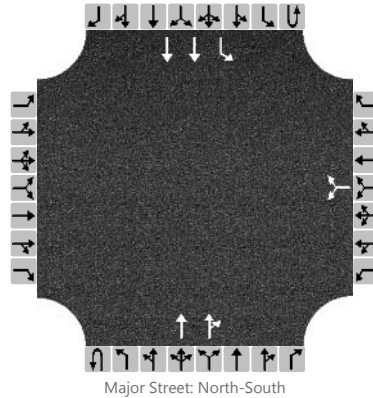
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		25														44
Capacity, c (veh/h)		1395														816
v/c Ratio		0.02														0.05
95% Queue Length, Q <sub>95</sub> (veh)		0.1														0.2
Control Delay (s/veh)		7.6														9.7
Level of Service, LOS		A														A
Approach Delay (s/veh)	1.0												9.7			
Approach LOS													A			

# HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	LF	Intersection	FUTURE WITH PROJECT				
Agency/Co.	OVERLAND TRAFFIC	Jurisdiction	NORTH HOLLYWOOD				
Date Performed	7/3/2020	East/West Street	PROJECT DRIVEWAY				
Analysis Year	2023	North/South Street	VINELAND AVENUE				
Time Analyzed	AM PEAK HOUR	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	5444 VINELAND						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	0	0		0	2	0		0	1	2	0
Configuration							LR				T	TR		L	T		
Volume, V (veh/h)						1		3			725	8		7	1260		
Percent Heavy Vehicles (%)						3		3						3			
Proportion Time Blocked																	
Percent Grade (%)					0												
Right Turn Channelized	No				No				No				No				
Median Type/Storage	Undivided																

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

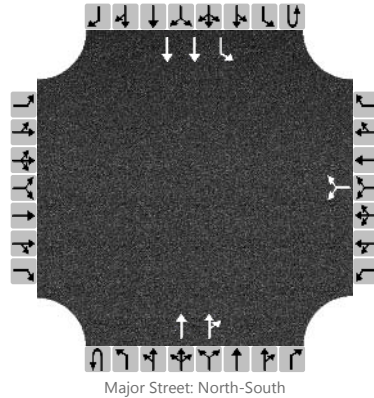
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4								8		
Capacity, c (veh/h)						273								815		
v/c Ratio						0.01								0.01		
95% Queue Length, Q <sub>95</sub> (veh)						0.0								0.0		
Control Delay (s/veh)						18.4								9.5		
Level of Service, LOS						C								A		
Approach Delay (s/veh)					18.4								0.1			
Approach LOS					C											

# HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	LF	Intersection	FUTURE WITH PROJECT				
Agency/Co.	OVERLAND TRAFFIC	Jurisdiction	NORTH HOLLYWOOD				
Date Performed	7/3/2020	East/West Street	PROJECT DRIVEWAY				
Analysis Year	2023	North/South Street	VINELAND AVENUE				
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	5444 VINELAND						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	0	0		0	2	0		0	1	2	0
Configuration							LR				T	TR		L	T		
Volume, V (veh/h)						4		9			1217	4		5	854		
Percent Heavy Vehicles (%)						3		3						3			
Proportion Time Blocked																	
Percent Grade (%)					0												
Right Turn Channelized	No				No				No				No				
Median Type/Storage	Undivided																

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

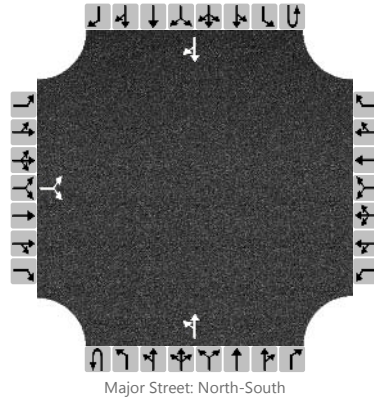
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						14								5		
Capacity, c (veh/h)						162								511		
v/c Ratio						0.09								0.01		
95% Queue Length, Q <sub>95</sub> (veh)						0.3								0.0		
Control Delay (s/veh)						29.3								12.1		
Level of Service, LOS						D								B		
Approach Delay (s/veh)					29.3								0.1			
Approach LOS					D											

# HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	LF			Intersection	FUTURE WITH PROJECT		
Agency/Co.	OVERLAND TRAFFIC			Jurisdiction	NORTH HOLLYWOOD		
Date Performed	7/3/2020			East/West Street	PROJECT DRIVEWAY		
Analysis Year	2023			North/South Street	CLEON AVENUE		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	5444 VINELAND						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0		0	1	0		0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		1		3						4	26				6	2
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

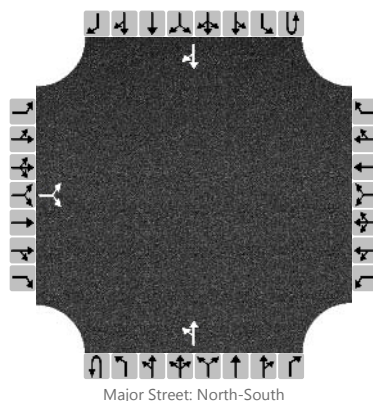
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			4							4						
Capacity, c (veh/h)			995							1602						
v/c Ratio			0.00							0.00						
95% Queue Length, Q <sub>95</sub> (veh)			0.0							0.0						
Control Delay (s/veh)			8.6							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	8.6								0.9							
Approach LOS	A															

# HCS 2010 Two-Way Stop-Control Report

General Information				Site Information			
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Agency/Co.	OVERLAND TRAFFIC			Jurisdiction	NORTH HOLLYWOOD		
Date Performed	7/3/2020			East/West Street	PROJECT DRIVEWAY		
Analysis Year	2023			North/South Street	CLEON AVENUE		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	5444 VINELAND						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0		0	1	0		0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		3		10						3	31				5	1
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			14							3						
Capacity, c (veh/h)			1001							1606						
v/c Ratio			0.01							0.00						
95% Queue Length, Q <sub>95</sub> (veh)			0.0							0.0						
Control Delay (s/veh)			8.6							7.2						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	8.6								0.6							
Approach LOS	A															