

## Technical Memorandum

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Department of Public Works, City of Los Angeles

**From:** Nak Kim, PE, Principal Traffic Engineer, Parsons

**Date:** October 5, 2021

**Re:** Sidewalk and Transit Amenities Program  
Transportation/Traffic Impact Assessment

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### 1.0 PURPOSE AND ORGANIZATION OF THIS MEMORANDUM

The purpose of this memorandum is to document the results of the Transportation Impact Analysis as it relates to potential environmental impacts associated with construction and operation of the proposed Sidewalk and Transit Amenities Program (STAP) and future projects that may be allowed under the proposed changes to the Los Angeles Municipal Code (LAMC) (collectively, the project). In addition, this memorandum will support the findings of the Initial Study that will be prepared to identify the appropriate environmental document for the project in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

### 2.0 PROJECT LOCATION AND SETTING

The City of Los Angeles (City) covers approximately 468.7 square miles and is generally located at the southwestern section of Los Angeles County. Public transit services in the City are provided by the Los Angeles County Metropolitan Transportation Authority (Metro), City of Los Angeles Department of Transportation (LADOT), Southern California Railroad Authority (SCRRA or Metrolink), and bus services from adjacent cities. Current inventory indicates that there are 1,884 existing transit shelters throughout the City, which are located at bus stops that are used by Metro, LADOT DASH and Commuter Express, Culver City, Santa Monica Big Blue Bus, and other regional and municipal bus operators.

Approximately 21 percent (63,888 acres) of all land in the City is developed as streets, storm drainage channels, utility facilities, and reservoirs. The City currently maintains an inventory of 1,884 transit shelters, 197 public amenity kiosks, 6 vending kiosks, and 14 automated public toilets as part of its Coordinated Street Furniture Program (CSFP). Table 1 provides an inventory of these facilities. At the direction of the Los Angeles City Council, the CSFP is entirely funded by revenue from advertising panels at most existing program furniture locations.

**Table 1 CSFP Inventory**

<b>Structures and Facilities</b>	<b>Number</b>
Transit Shelters with advertising	1,667
Transit Shelters without advertising	123
Rapid Bus Shelters	52
Los Angeles Neighborhood Initiative (LANI) Non-Advertising Shelters	42
<b>Total Transit Shelters</b>	<b>1,884</b>
Public Amenity Kiosks	197
Vending Kiosks	6
Total Advertising Panels (with 13% for public service programs)	3,679
Automatic Public Toilets (APTs) (owned/operated by a private firm) <sup>1</sup>	14

Source: StreetsLA, 2021.

### **3.0 PROJECT DESCRIPTION**

#### **3.1 Project Objectives**

The STAP would be implemented by the Department of Public Works Bureau of Street Services (StreetsLA) and would provide shelter, shade, safety, and comfort to the City's transit riders, active transportation users, and pedestrians. The program would support public transit and shared use of the sidewalk; improve transit information and public service delivery; be a self-sustaining program through the reinvestment of advertising revenues to improve access and mobility; and create a dynamic program that incorporates flexibility and collaboration with other City goals and programs. These goals would be achieved through the efficient delivery of enhanced program elements and active management by the City.

The primary objectives of the STAP include the following:

- Promote and expand the use of transit, active transportation, and shared mobility by improving the quality and technological capability of associated physical program elements, such as transit shelters, kiosks, and other amenities
- Improve the intrinsic design qualities of street furniture and other public right-of-way infrastructure and streetscapes on a city-wide basis
- Provide public benefits to help strengthen neighborhoods while facilitating an economically and physically sustainable project

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<sup>1</sup> APTs are currently considered an option for inclusion in the proposed STAP but are not a mandatory component of the incoming program. The City is considering its options to pursue a separate public toilet program. Were the City to create a stand-alone public toilet program, the current APT inventory would be included as part of that program and would not be part of STAP.

- Foster a public-private collaborative approach to provide expanded and more equitable public services, regular STAP equipment maintenance, and revenue to the City using commercial advertising opportunities

## 3.2 Project Implementation Features

Transit shelters are a mandatory program element. In addition to providing upwards of 3,583 new transit shelters and shade structures, the STAP would also provide litter/recycling receptacles, digital displays, interactive information kiosks, vending kiosks, urban panels<sup>2</sup>, placemaking kiosks, and eLockers (click and collect lockers).

Construction of the transit shelters under STAP would occur over a three- to six-year time span, from 2022–2024 or 2027 depending upon the negotiated terms of the final contract. Maintenance and operation of all the transit shelters, existing and new, would be the responsibility of the contractor for 10 years with two potential 5-year extensions, in accordance with agreements with the City. In summary, program implementation would include the following activities:

- Dismantling and removal of existing transit shelters and amenities
- Refresh a number of existing shelter and construction of new transit shelters
- Maintaining the revitalized and new transit shelters
- Installation of urban panels and placemaking kiosks, at or within the vicinity of the transit shelters
- Installation of other optional program elements at or within the vicinity of the transit shelters

This section provides an overview of various elements to be performed to implement the STAP.

### 3.2.1 Construction Equipment

Construction equipment associated with implementation of the project under all scenarios would typically include power tools (e.g., concrete cutting saws, circular saws, drills, impact drivers, etc.); electric, compressed air, or hydraulic jack hammer; a skid steer loader; backhoe; 5- to 10-cubic yard dump truck; flatbed trailer; boom truck; and hand tools. This equipment would be in use from 2 to 8 hours per day.

### 3.2.2 Construction Crew

It is estimated that a crew of three to seven construction workers would be needed for each of the major actions of either physically dismantling an existing transit shelter or installing a refurbished or new shelter.

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<sup>2</sup> Urban panels are digital displays that are positioned on the street level to be viewed by pedestrians and vehicular traffic.

### **3.2.3 Hours of Construction**

Work would generally occur from 7:00 a.m. to 4:00 p.m., Monday through Friday (8 hours per day). On occasion, work may take place on a Saturday between 8:00 a.m. and 5:00 p.m. In select locations, work hours may be reduced to accommodate rush-hour restrictions. It is anticipated that no construction would occur on Sundays or holidays. (See General Conditions 00210 and Los Angeles Municipal Code Section 41.40.)

### **3.2.4 Site Access, Traffic Circulation, and Parking**

All STAP elements would be installed to ultimately provide a clear path of travel with a minimum 5-foot width to allow for pedestrian circulation. Placement of new STAP elements would maintain minimum distance requirements from bus stops; rail station entrances; building/property ingress/egress points; fire hydrants; stand pipes; building fire safety equipment; belowground utilities and related structures; power outlets; utility/street light/traffic signal poles; utility cabinets/aboveground facilities; signs/sign posts; street trees and tree wells; landscaped planters and/or parkways; driveways; access ramps; and other permitted street improvements.

Sidewalk, curb, and lane closure is expected to last for approximately 2 hours per transit shelter removal site. For purposes of installing transit shelters, it is expected that intermittent closure of a sidewalk, curb, and/or traffic lane would occur over a 2.5-day period, with 1 day projected to get the shelter site prepared and 1.5 days to physically install and make the shelter operational. No curb-lane closure(s) would generally be allowed during peak traffic periods (i.e., the hours of 6:00 to 9:00 a.m. and 4:00 to 7:00 p.m.); occasional exemptions to peak traffic hour restrictions may be sought on a case by case basis to accommodate installation schedules. Bus stop operations may temporarily be relocated to the opposite side of a typical intersection, next nearest stop, or suspended during activities to either dismantle or install a shelter. No parking is anticipated to be affected by any STAP work.

### **3.2.5 Landscaping and Lighting**

Where possible, STAP elements are intended to enhance or take advantage of tree canopies that provide natural shade and shelter. No trees are proposed to be removed with implementation of the STAP elements under most instances. However, there may be situations where tree root pruning that is required to make sidewalk repairs necessary to achieve Americans with Disabilities Act (ADA) compliance may destabilize an existing street tree beyond a reasonable level of liability and thus, may likely require the removal of such tree to minimize public safety risks and to bring liability levels down to an acceptable level. When the installation of a transit shelter brings with it the possibility that a street tree may have to be removed, the contractor would have to comply with existing City regulations, including the need for a street tree removal permit from the Board of Public Works; public notification of the proposed removal of three or more street trees; a Board of Public Works public hearing for consideration of removal of three or more street trees at a specific address; and

provision of replacement trees on a 2:1 basis with 24-inch box size tree stock to be watered for a minimum 3-year period. .

As part of the Green New Deal, StreetsLA began to add cooling features, trees, and more shade at bus stops in October 2019. A coordinated effort between the STAP and other City efforts to achieve the Green New Deal goals would be undertaken.

The proposed project would comply with pertinent City's ordinances related to lighting. All transit shelters would come equipped with evening hour security lighting to illuminate passenger waiting areas beneath canopies. Shelter roofs may be equipped with solar panels or green roofs in limited quantities depending on need and/or appropriateness. Other optional shelter features may include free Wi-Fi, charging ports or stations, and possibly cooling systems.

Motion on digital screens would not be allowed, and limitations would be placed on their brightness. Digital elements would have ENERGY STAR ratings for efficiency with light-emitting diode (LED) screens. These devices must automatically control their brightness in response to the time of day and sunlight. All elements of STAP would also be controlled through a Content Management System, which would automatically adjust the brightness of specific devices by location to match the allowable increase over ambient light levels (not to exceed 4.0 lux).

### **3.2.6 Utilities/Utility Coordination**

Subsurface utility work associated with the installation of new STAP elements would primarily be coordinated with the City's Department of Water and Power and the Bureau of Street Lighting to provide electrical power and water services that may be necessary for STAP program elements. STAP installation efforts will also be coordinated with any other utilities or subgrade infrastructure that may be located in the City's rights-of-way. Certain water and power system connections may be necessary within roadway and sidewalk areas to accommodate new project components, such as shelter lighting, digital displays, and hydration stations.

No new utility boxes or power line relocations are required for the removal of existing transit shelters. It is anticipated that any existing shelters to be replaced with a new shelter would utilize the existing electrical services. New electrical service would be required for the proposed new shelter locations. However, it is anticipated that existing electrical circuits and water service lines will be used; therefore, no utility line upgrades are anticipated.

### **3.2.7 Code Compliance**

STAP's elements would comply with all applicable Structural, Seismic, Plumbing, and Electrical Codes, and other specific City-adopted policies and standards applicable to the public right-of-way. This includes compliance with Department of Public Works Standard Specifications, Standard Specifications for Public Works Construction, City

amendments to the Standard Specifications for Public Works Construction (Brown Book), and various Standard Plans.

### **3.2.8 Operation and Maintenance**

Maintenance of all STAP elements would be performed in accordance with performance based contract maintenance standards that takes into account historical data, including public comments and complaints received by the City's 311 Center, STAP web forms, crowd-sourced information, and data collected by StreetsLA's Asset Management Program.

Maintenance of program elements would include cleaning, removing graffiti and stickers, and removing litter in, on, and around each element. All physical shelter and associated street furniture amenities and digital devices would be maintained and kept in good working order by the removal of dust, grime, dirt, stickers, tags, and etchings. The digital technologies would possess a self-reporting feedback loop to alert the StreetsLA's Asset Management System of the need for repair, refurbishment, reconditioning, or replacement, and periodic onsite visual inspections by City staff would be used in tandem to ensure all STAP elements are properly maintained.

## **3.3 Construction and Implementation Scenarios**

The three scenarios described below are developed for illustrative purposes to represent the most frequent STAP activities, including dismantling, removal, and relocation of existing transit shelters (Scenario 1) and the placement of new shelters at new locations/ bus stops that currently do not have transit shelters (Scenario 2). An additional scenario (Scenario 3) was also developed for a programmatic analysis of program elements that relate to operation and maintenance activities of transit shelters and associated furniture in place. These scenarios are representative of various configurations, depending on the conditions of each site. All components described below would not occur at each project location.

### **3.3.1 Shelter Dismantling and Removal**

Under the STAP, approximately 1,884 existing transit shelters are slated to be dismantled and removed from their current locations over a 3- to 6-year time horizon beginning in 2022. Of these, up to 664 shelters are expected to be refurbished and re-distributed during the initial program years to provide a more immediate expansion of shade and shelter at bus stops currently absent such amenities until such time the refreshed transit shelters may be replaced by new transit shelters as a part of the STAP roll-out process. Any combination of the following activities would be required for this construction scenario:

- Dismantling and removal of existing transit shelters, kiosks, and associated amenities

- Temporary or permanent disconnection and proper capping of utility services to existing transit shelters, kiosks, and associated amenities for safety and future access where needed
- Transport of shelter components to a relocation/assembly site, recycling center, and/or appropriate disposal facility
- Refurbishing shelters and other street furniture removed from existing shelter sites
- Site preparation, including removal of existing sidewalks, foundations, and reestablishment of utility connections as needed

The dimensions of most existing transit shelter structures are approximately 5 feet by 13 feet and 9 feet in height, with an attached or detached bench and litter receptacle(s). For impact analysis purposes, it is estimated that approximately 10 square feet of the existing shelter area would be disturbed with a maximum 0.5-foot excavation depth required. The excavation volume of soil and debris of approximately 5 cubic feet would be removed for disposal at the local landfill. The shelter's electrical components would be disposed of separately. Any steel or aluminum shelter components would be salvaged and recycled.

It is estimated that the average time to take down and transport an existing shelter would range between 2 and 3 hours, with one of these hours reserved per day for traffic lane management. A crew of 3 to 5 staff would be needed at each dismantling operation. Intermittent lane closure or curb restrictions would be required. No streets would be completely closed to vehicular traffic during the transit shelter dismantling process, but traffic flag persons and/or devices may need to be in place during the dismantling period to protect vehicles, bicycles, and pedestrians if adequate width for deployment of the equipment is not otherwise available. Bus stops would need to be temporarily relocated or suspended. No parking impacts are anticipated.

### **3.3.2 Shelter Construction and Installation**

A total of 1,116 new transit shelters would be constructed at the designated locations, at existing bus stops without transit shelters, and the existing 1,884 transit shelters would be replaced. Additionally, approximately 664 of the existing transit shelters would be removed, refurbished, and relocated to bus stops that do not currently have shelters during the initial program year(s), with most expected to be eventually replaced with new shelters. Approximately 20 percent of these 664 relocated shelters (or 133 shelters) may remain at the new locations throughout the STAP rollout process and would not be replaced with new shelters. This would possibly increase new shelters to be constructed at approximately 1,249 locations for a total new transit shelter construction at approximately 3,133 sites. Approximately 450 shade structures may also be placed at bus stops where it is not practical to install a transit shelter. A total of approximately 3,583 transit shelters and shade structures would be installed under STAP.

The dimension of each new structure would be approximately 5 feet wide, 14-20 feet long, and 9 feet tall, with placemaking kiosks up to 16 feet tall. It would be equipped

with seating, illumination for security and safety, and provide a separate stand-alone litter/recyclable receptacle.

Construction and installation of each new transit shelter would include any combination of the following activities:

- Installation of refurbished and renewed transit shelter or a new transit shelter at a bus stop that previously had a shelter or amenities
- Installation of refurbished and renewed transit shelter or a new transit shelter at a location that did not previously have a shelter or amenities
- The following program elements may be provided in the area adjacent to the shelter canopy:
  - Installation of litter/recycling receptacles, digital displays, interactive information kiosks, vending kiosks, urban panels, placemaking kiosks, and eLockers
- Any of the following elements may also be incorporated within, or in the vicinity of transit shelters:
  - Shade structures; docks and/or corrals for scooters or bicycles; bollards; pillars; traffic barriers; electric vehicle charging stations<sup>3</sup>; hydration stations; handwashing stations or hand sanitizer dispensers; cooling stations; public Wi-Fi and Broadband 5G; charging ports or stations; public art and features that reflect local and/or architectural history
- Sidewalk reconstruction related to the installation of new or replacement transit shelters<sup>4</sup>, including fixing broken concrete, cracks, and making required accessibility improvements such as cross-slope work for ADA compliance
- Minor utility work, such as underground or overhead utility connections may be required

Each of the new and updated shelters would be equipped with a canopy, a bench, and a litter receptacle with the size of the canopy varied. The City intends to incorporate various amenities as part of STAP to take advantage of expanding innovations in transit and smart technology, including customized automated digitized advertising panels, some of which may be interactive with the capability of providing wayfinding, real-time bus arrival, and other public information. Media panels, approximately 4.5 feet by 2 feet wide and 8 feet tall, will each have two display panels containing a combination of digital graphics and/or static printed commercial advertising, wayfinding, bus arrival, or other public services message content, which

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<sup>3</sup> Electric vehicle charging stations would be incompatible with bus stop zones where no-parking is allowed; but *may* be a program feature provided away from/outside of bus stop zones.

<sup>4</sup> The STAP will not be making comprehensive sidewalk repairs throughout a bus stop zone. ADA related sidewalk reconstruction in particular, will be limited to the area immediately beneath the transit shelter, transition areas needed to access the ADA-compliant area beneath a transit shelter, and an ADA-compliant Pedestrian Access Route (PAR) from the waiting area beneath a transit shelter to the ADA-compliant 5-foot by 8-foot boarding/alighting area adjacent to the bus stop sign post. Sidewalk panels disturbed by transit shelter installations will likely be repaired replaced but the scope of additional sidewalk repairs beyond that will be reviewed and determined on a case by case basis depending upon the ability of the City to cover the costs of such work.



may either be incorporated into the transit shelter or installed as separate, stand-alone structures. Newsstand vending kiosks, public amenity and placemaking kiosks, and urban panels may be included as part of the project. Installation of transit shelters and associated amenities may require sidewalk reconstruction.

For impact analysis purposes, it is estimated that the installation of each transit shelter would disturb an area of approximately 105 to 128 square feet (i.e., 7-8 feet by 15-16 feet); the excavation volume of soil and debris would range from a minimum of 25 cubic feet to a maximum of 220 cubic feet, depending on the shelter model and foundation; the maximum depth of excavation would be 3 feet. Construction would require temporary closure of the public sidewalk and temporary use of the public street in front of the bus stop/transit shelter site for up to 8 hours during each of the 2 to 3 days of construction because installation of transit shelters and associated amenities may require sidewalk reconstruction. A crew of 3 to 7 workers would be needed to complete the work at each shelter per day.

Intermittent lane closure or curb restrictions would be required over the approximately 2.5 days required to install shelters. No streets would be completely closed to vehicular traffic during the transit stop/shelter installation process, but traffic flag persons and/or devices may need to be in place during the installation period to protect vehicles, bicycles, and pedestrians if adequate width for deployment of the equipment is not otherwise available. All construction vehicles would be removed daily from the construction site location. Bus stops would need to be temporarily relocated or suspended. No permanent parking impacts are anticipated.

### **3.3.3 Shelter Operations and Maintenance**

Maintenance of all of the program transit shelters and other amenities would be performed by the contractor on an ongoing basis over the 10-year period. The activities would include any combination of the following:

- Cleaning of shelter, associated program elements, and sidewalk area on a regularly scheduled (minimally twice per week) and emergency basis, including use of power-washing equipment
- Removal or abatement of graffiti and/or stickers
- Abatement of etching to the highest degree possible
- Litter and recyclable collection and disposal
- Shelter repair work, including fixing broken ad panels, inoperable lights, shelter structures, benches, litter receptacles, and other program elements
- Minor utility repair, such as replacing light elements, fuses, and utility box repairs
- Periodic re-painting or re-coating of transit shelters and their related components

A typical maintenance schedule is presented in Table 2.

**Table 2 Typical Maintenance Schedule**

<b>Type of Maintenance</b>	<b>Description</b>	<b>Frequency</b>	<b>% of Total Inventory per Frequency</b>
Preventive	Replacement of worn structural elements; original equipment manufacturer (OEM) recommended maintenance of digital displays	Monthly or as needed	15%
Regular	Removal of graffiti, stickers, etchings, and tags; replacement of broken structural elements; cleaning of digital displays; removal of litter and debris	Minimally 2 times per week	100%
Hot Spots	All preventive and regular	Minimum of 3 times per week	Based on need
Deep Cleaning	Power washing to pads and program elements; painting or repairs to structural damage; removal and refurbishment of program elements	Rotating schedule: quarterly for power washing; additional power washing at specific locations as needed biannually or as needed for painting and all other repairs	Power washing: 100% Painting & all other repairs: 50%
Emergency	Replacement of broken glass, damaged structures, broken digital displays; safely secure and/or restrict access to furniture that cannot be repaired immediately to minimize liability concerns.	Upon notification and no later than 24 hours after notification	100%

Source: StreetsLA, 2021.

### **3.4 Changes to the Los Angeles Municipal Code**

In addition to the transit shelter improvements under STAP, the City intends to amend LAMC Sections 67.01 and 67.02, which would modify the type of advertising structures allowed in the public right-of-way, in order to effectuate portions of the STAP program and potentially authorize the consideration of other projects in the future.

While CEQA does not require the lead agency to speculate on the potential impact of a project, it does generally require a lead agency to evaluate the potential impacts of future development under a new regulatory regime if there is substantial evidence in the record that such future development is reasonably foreseeable. Based on the available knowledge and reasonable investigation, the City conservatively estimates that the potential projects listed below may occur in the future; however, any such approval in the future, if approved at all, will be subject to all applicable laws, including CEQA analysis and all other City code and permitting requirements.

- Los Angeles Tourism and Convention Board (LATCB) Information Kiosks

- LADOT Mobility Hubs
- Metro Bikeshare
- LADOT Blue LA Electric Vehicle Charging Stations
- Bureau of Street Lighting Advertising on Street Lighting Assets

Based on these potentially foreseeable projects, it is estimated that future advertising displays would be installed at approximately 500 sidewalk locations between 2022 and 2024, or as many as 167 sites per year (concurrent with the STAP rollout period). For impact analysis purposes, these foreseeable advertising displays are being considered in the impact analysis of the proposed project using the same construction assumption as is being used for the transit shelter installation.

## **4.0 EXISTING CONDITIONS**

The STAP elements and future advertising displays would be located at sidewalk areas within the City. This section describes the environmental setting or conditions related to traffic and transportation in the project vicinity, which represents the baseline required to evaluate the project's impacts.

The City includes access to a variety of transportation modes, including regional freeway access, an extensive local roadway network, local and regional transit systems, an existing bikeway network, and sidewalk network.

### **4.1 Existing Street System**

#### **Regional Access**

The City has a freeway network that includes Interstates, United States Highways, and State Routes (SR). Bicycles and pedestrians are not allowed on freeways, but they are allowed on State highways that function as arterial roads. Portions of State highways, including Pacific Coast Highway (SR-1), Santa Monica Boulevard (SR-2), and Venice Boulevard (SR-187), are currently designated as part of the citywide bikeway network. Freeways and State highways also accommodate transit vehicles.

#### **Local Roadway Network**

The City has approximately 7,500 miles of public streets that accommodate a variety of motorized and nonmotorized vehicles, including private motor vehicles, taxis, freight vehicles, transit vehicles, and bicycles. The Mobility Plan 2035 includes numerous functional classifications: Boulevard I, Boulevard II, Avenue I, Avenue II, Avenue III, Collector Street, Industrial Collector Street, Local Standard, Local Limited, Industrial Local, Pedestrian Walkway, Shared Street, Access Roadway, One-Way Service Road- Adjoining Arterial Streets, Bi-Directional Service Road-Adjoining Arterial Streets, Hillside Collector, Hillside Local, and Hillside Limited Standard. Most of the Boulevard, Avenue, and Collector Street roadway network within the City is laid out in a grid pattern, and roadway users generally have multiple route options for traveling through the City (City of Los Angeles, 2016).

## **Emergency Access**

California state law requires drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Generally, multi-lane arterial roadways allow the emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. The Los Angeles Fire Department (LAFD), in collaboration with LADOT, has developed a Fire Preemption System, a system that automatically turns traffic lights to green for emergency vehicles traveling on designated streets in the City.

### **4.1.1 Existing Public Transit Service**

The City is served by multiple transit operators, with Metro as the primary transit operator within the City. Metro operates local bus, rapid bus, busway service, light rail, and heavy rail throughout the County and surrounding areas. Local jurisdictions, including the City of Los Angeles, operate additional service. LADOT operates local DASH service, as well as commuter bus routes. Several other municipal bus operators provide additional transit service connecting the City to neighboring jurisdictions and counties.

### **4.1.2 Existing Bicycle Facilities**

Bikes are legally permitted to operate on any Boulevard, Avenue, Collector Street, or Local Street with or without specific bicycle lane designation. Los Angeles Municipal Code (LAMC) Section 56.15 prohibits the use of bicycles, unicycles, skateboards, carts, wagons, or any other device moved exclusively by human power on sidewalks in a “willful or wanton disregard for the safety of persons or property.”

## **5.0 RELEVANT REGULATORY SETTING**

A review of the various regulatory requirements was conducted to identify regulations that address traffic and transportation. This section summarizes the various regulatory requirements that are relevant to the project.

### **1. 5.1 FEDERAL**

#### **Americans with Disabilities Act of 1990**

Titles I, II, III, and V of the ADA have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination on the basis of disability in “places of public accommodation” (businesses and nonprofit agencies that serve the public) and “commercial facilities” (other businesses). The regulations promulgated to implement ADA include Appendix A to Part 36 (Standards for Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warnings for pedestrians entering traffic where there

is no curb, a clear zone of 48 inches for the pedestrian travelway, and a vibration-free zone for pedestrians.

## **5.2 State**

### **Senate Bill 743**

The purpose of Senate Bill (SB) 743 is to streamline the review under CEQA for several categories of development projects, including the development of infill projects in transit priority areas. SB 743 also intends to balance the needs of congestion management with Statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. SB 743 adds Chapter 2.7: Modernization of Transportation Analysis for Transit-Oriented Infill Projects to the CEQA Statute (Section 21099). Section 21099(d)(1) provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. In addition, SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of Level of Service (LOS) in CEQA documents. Under SB 743, the focus of transportation analysis changes from vehicle delay to vehicle miles traveled (VMT).

### **VMT Guidelines**

The December 2018 updates to the State CEQA Guidelines establish VMT as the primary metric for evaluating a project's impacts on the environment and transportation system. The revised guidelines require that a project's environmental assessment must assess and disclose whether it conflicts or is inconsistent with local plans or policies. The revised guidelines also state, among other things, that "transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less-than-significant transportation impact."

The Office of Planning and Research's (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) provides recommendations regarding significance thresholds for development projects with common land use types, for general plans, and for transportation projects. It lists more than two dozen types of transportation projects that would most likely not lead to a substantial or measurable increase in vehicle travel and therefore should not require an induced travel analysis. Among them are "rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets ([...] pedestrian facilities) and that do not add additional motor vehicle capacity." Other relevant considerations may include the effects of the project on transit and nonmotorized travel.

### **5.3 Local and Regional**

#### **Southern California Association of Governments Regional Transportation Plan/ Sustainable Communities Strategy**

The Southern California Association of Governments (SCAG) is designated under federal law as a Metropolitan Planning Organization (MPO) and as a Regional Transportation Planning Agency and a Council of Governments under State law. SCAG develops long-range regional transportation plans, including growth forecast components, regional transportation improvement programs, and a portion of the South Coast Air Quality Management District's air quality management plans.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range visioning plan that balances future mobility and transportation needs with economic, environmental, and public health goals. The RTP/SCS consists of a vision for the region's future and is developed with input from local governments, County Transportation Commissions (CTCs), tribal governments, nonprofit organizations, businesses, and local stakeholders within the region.

There are more than 4,000 transportation projects from local city and county plans identified in the 2020–2045 RTP/SCS, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs, replacement bridges, and pedestrian improvements. These future investments seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone.

#### **Los Angeles County Congestion Management Program**

The Los Angeles County Congestion Management Program (CMP) is a State-mandated program enacted by the California State Legislature with the passage of Proposition 111 in 1990, administered by Metro. The purpose of the CMP is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the county. One required element of the CMP is a process to evaluate the transportation and traffic impacts of large projects on the regional transportation system. That process is undertaken by local agencies, project applicants, and traffic consultants through a transportation impact report usually conducted as part of the CEQA environmental review process.

The 2010 CMP for the County (adopted October 28, 2010) was developed, in part, to link local land use decisions with their impacts on regional transportation. The CMP identifies a system of highways and roadways and establishes a minimum LOS performance measurements of LOS E (except where the 1992 base year LOS is worse than E, in which case base year LOS is the standard) for highway segments and key roadway intersections on this system. A traffic impact analysis (TIA) is required for projects that generate at least 50 new trips at CMP monitoring

intersections or 150 one-way trips on mainline freeway monitoring locations during either the AM or PM peak hour on weekdays (Metro, 2010).

## **City of Los Angeles General Plan**

### ***Community Plans***

Community plans guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 distinct community plans comprise the Land Use Element of the General Plan, a State-required element. While the City General Plan sets out a long-range vision and guide to future development, the community plans address specific, neighborhood-level land use, transportation, and other relevant policies, and implementation strategies necessary to achieve the General Plan objectives. Policies and objectives of these plans that pertain to transportation focus on increasing transit use and alternative transportation, with continued improvements to the public transportation and circulation system.

### ***Mobility Plan 2035***

The Mobility Plan 2035, adopted on September 7, 2016, provides the policy foundation for achieving a transportation system that balances the needs of all road users. The Mobility Plan 2035 incorporates “complete streets” principles and lays the policy foundation for how future generations of residents interact with their streets. The Mobility Plan contains policies that pertain to maintaining safe and attractive sidewalks.

### ***2010 Bicycle Plan***

The City 2010 Bicycle Plan (Bicycle Plan), adopted on March 1, 2011, is a component of the Transportation Element of the City’s General Plan (later renamed to Mobility Plan 2035). The purpose of the Bicycle Plan is to increase, improve, and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. The Bicycle Plan establishes policies and programs to increase the number and type of bicyclists in the City and to make every street in the City a safe place to ride a bicycle.

The Bicycle Plan has been updated and has been incorporated into the Mobility Plan 2035 and is no longer a standalone chapter devoted to a single mode but instead reflects the City’s commitment to a holistic and balanced complete street approach that acknowledges the role of multiple modes (i.e., pedestrians, bicycles, transit, and vehicles).

### ***Los Angeles Municipal Code***

LAMC Section 12.37 contains requirements related to highway and collector street dedication and improvement. LAMC Section 17.05 contains standards that have been updated to expand the role of the Street Standards Committee and to reflect the City’s new focus on complete streets.

LAMC Section 14.4.5 addresses hazard to traffic and prohibits signs or sign support structures to be constructed or maintained if its location, size, nature or type constitutes a hazard to the safe and efficient operation of vehicles on a street or freeway, or if it creates a condition that endangers the safety of persons or property. This regulation does not apply to signage and other improvements constructed within the public ROW.

LAMC Chapter VI provides regulations for public works and property, including streets and sidewalks. Section 62.200 identifies obstructions to driver visibility at street intersections and applies to signs and other improvements that may be constructed within the public right-of-way.

LAMC Section 62.61 states that temporary lane closures resulting from non-emergency construction along major and secondary highways or collector streets would be limited to off-peak hours. Permits may be issued on a case-by-case basis to provide exemption.

## **6.0 TRANSPORTATION/TRAFFIC IMPACT ANALYSIS**

### **6.2 Approach**

For the purposes of assessing the traffic impacts of the project, the construction and operation traffic trip generation arising from the project were qualitatively evaluated. In determining the level of significance, the assessment assumed that the continuing construction and operational activities of the project would comply with relevant regulations, ordinances, and guidance presented in Section 6.2, Standard Conditions.

Construction activities associated with the project would occur at scattered sites across the entire City, and the effect on traffic would not be considered additive. Impacts would not be based on citywide activity because of the geographic distribution of construction sites. As such, they are evaluated for three prototypical construction scenarios as described in Section 3.3.

LADOT's Transportation Assessment Guidelines (TAG) were considered in analyzing the impacts of new and relocated transit shelters and associated sidewalk amenities as proposed under STAP and of future advertising displays associated with foreseeable City projects.

### **6.3 Standard Conditions/Project Design Features**

Key elements of the project related to transportation that are considered existing regulations and standard conditions are identified below as Project Design Features (PDF) that would be incorporated into the project and implemented during construction and maintenance activities:

**PDF-TR-1:** Per the California Manual of Uniform Traffic Control Devices, the construction manager is responsible for ensuring that all work is in full



compliance with the current edition of the Work Area Traffic Control Handbook (WATCH) manual, including the requirement of flaggers in Section 9 (Flagger Temporary Traffic Control) for lane closures during dismantling and removal of existing transit shelters, kiosks and associated amenities or other any other construction activity that disrupts the flow of vehicles, pedestrians, or bicyclists.

**PDF-TR-2:** When construction occurs at an intersection, stopping sight distance would be maintained for vehicles and bicyclists approaching the intersection, per WATCH Flagger Temporary Traffic Control.

**PDF-TR-3:** Adjacent property owners, whether public or private, would be notified of any upcoming construction. Signage would also be posted in advance of construction, notifying the public of any construction-related lane closures or parking restrictions, in accordance with Section 7-10, Public Convenience and Safety, and Section 302-4.5, Scheduling, Public Convenience and Traffic Control, of the Standard Specifications of Public Works Construction, or the “Greenbook.”

**PDF-TR-4:** Temporary accessibility-compliant access would be provided and signage would be used, where needed, to direct pedestrians to alternative pedestrian routes or through the use of a temporary walkway, physically separated from vehicle traffic, to provide a more direct detour, in accordance with Section 7-10, Public Convenience and Safety, of the Standard Specifications of Public Works Construction, or the “Greenbook.”

**PDF-TR-5:** If construction requires a temporary closure of an on-street bicycle facility, signage would be placed to inform drivers and bicyclists of the upcoming bicycle facility closure, indicating a shared lane ahead per WATCH Bicycle Considerations.

**PDF-TR-6:** Where construction requires a temporary closure of an existing transit facility (e.g., bus stop), the contractor shall coordinate with the affected transit providers prior to the start of construction to ensure users are informed of the temporary stop relocations.

**PDF-TR-7:** Per City’s Department of Public Works *Brown Book 7<sup>th</sup> Edition*, in “Storage of Equipment and Materials,” a permit from the Bureau of Street Services shall be obtained before any construction materials or equipment are stored in the public right-of-way. All storage of equipment and materials shall be done under an approved pollution prevention and erosion control plan, as required by California Construction Permit Order No. 2009-009-DWQ, as amended.

**PDF-TR-8:** Truck trips would be coordinated to arrive and depart at off-peak commute times to the extent feasible, pursuant to LAMC Section 62.61.

**PDF-TR-9:** Any work involving traffic signal disruption would be coordinated with LADOT and the Los Angeles Police Department (LAPD) to identify and implement temporary traffic control needs per the 2012 “Greenbook” Standard Specification for Public Works Construction Section 307-5 *et seq.*, Temporary Street Lighting and Traffic Signal Systems.

## 6.4 Construction Trip Generation

Construction activities would typically occur Monday through Friday, with construction crews arriving at construction sites around 7:00 a.m. Construction start times may be delayed to 9:00 a.m. for sites in busy areas without on-street parking.

Dismantling, removal, and relocation of existing transit shelters (Scenario 1) and the placement of new shelters at new locations/bus stops that currently do not have transit shelters (Scenarios 2a and 2b) are prototypical construction scenarios. Each dismantling/ removal of an existing shelter would be unique, and the construction needs would vary depending on several factors including, but not limited to, the condition of the shelter, the adjacent land uses, how busy the adjacent street is, the level of pedestrian traffic, and whether utilities need to be moved/abandoned. PDF-TR-1 through PDF-TR-9 would be followed. The most conservative construction scenario of the transit shelters under STAP would occur over the first 3-year time span, from 2022–2024. Table 3 illustrates the anticipated improvements of the STAP and other foreseeable projects during the first 3 years of the program. As shown, the project would lead to improvements at a maximum of approximately 6 to 7 sidewalk locations per day over a 3-year period.

Table 4 summarizes the anticipated daily construction activities that would likely occur for each construction scenario for the project.

**Table 3. Overview of Anticipated Improvements during First 3 Years of the Program**

Year	Existing Facilities Removed/ Replaced	New Transit Shelter/ Sidewalk Locations	Total New Shelters	Refurbished Shelters to be Replaced**	Refurbished Shelters to be retained/ New Shelters constructed	Shade Structures	Total Annual Improvements	Total Citywide Transit Shelter/ Sidewalk Locations	Maximum Weekly Improvements	Maximum Daily Improvements
<b>STAP Program Elements</b>										
1*	664	664	1,328	-	-	150	1,4784	2,698	30	6
2***	610	226	836	266	67	150	1,319	3,141	25	5
3***	610	226	836	265	66	150	1,317	3,583	25	5
<b>Total</b>	<b>1,884</b>	<b>1,116</b>	<b>3,000</b>	<b>531</b>	<b>133</b>	<b>450</b>	<b>4,114</b>	<b>3,583</b>		
<b>Other Foreseeable Projects</b>										
1	--	167					167	167	4	1
2	--	167					167	334	4	1
3	--	166					166	500	4	1
<b>Total</b>		<b>500</b>					<b>500</b>	<b>500</b>		
Notes: * 664 new locations in Year 1 use repurposed shelters and relocated to bus stops without shelters. ** Assumes that 80% (531 refurbished shelters) would be replaced and 20% of refurbished shelters will be retained and 133 new shelters would be constructed at other places (66-67 shelters per year) *** Upgrades in Year 2 and Year 3 include replacement shelters at existing locations (610 shelter sites) and new shelters at new sites (226 new sites)										

**Table 4. Anticipated Daily Construction Activities by Construction Scenarios**

Scenario	Activity Description	Duration	Daily Frequency (Sites/Day)	Crew Size/ Site	Equipment (Hours)	Vehicles	Estimated Vehicle Miles Traveled (VMT)
1	Dismantle/ Remove Existing Shelter	2 to 3 hours total (1 hour for traffic lane management)	6	3 to 5 workers	Backhoe (1 hour)	Boom Truck	Boom Truck: 1 x 20-mile round trip per day
				3 to 4 vehicles	Jackhammer (0.5 hour)	Dump Trucks (2 per 6 sites)	Dump Trucks: 2 per 6 sites at 20 miles per day
					Air Compressor (0.5 hour)	Flatbed Trailer Truck	Flatbed Trailer Truck: 1 x 20-mile round trip per day
					Generator (0.5 hour)	Crew Vehicle	Crew Vehicle: 1 x 20-mile round trip per day
					Skid Steer Loader (0.5 hour)		
2	New Components Construction	2.5 days	see below	see below	see below	see below	see below
2a	Site Prep	1 day	6	3 to 7 workers	Jackhammer (1 hour)	Boom Truck	Boom Truck: 1 x 20-mile round trip per day
				4 to 6 vehicles	Backhoe (2 hours)	Dump Trucks (2 per site)	Dump Trucks: 2 per site at 20 miles per day
					Skid Steer (2 hours)	Flatbed Trailer Truck	Flatbed Trailer Truck: 1 x 20-mile round trip per day
					Generator (1 hour)	Crew Vehicle(s)	Crew Vehicles: 2 x 20-mile round trips per day
					Air Compressor (2 hours)		
2b	Construction	1.5 days	6	3 to 7 workers	Backhoe (4 hours)	Boom Truck	Boom Truck: 1 x 20-mile round trip per day
				4 to 5 vehicles	Air Compressor (2 hours)	Concrete Truck	Concrete Truck: 1 x 20-mile round trip per day
					Generator (2 hours)	Flatbed Trailer Truck	Flatbed Trailer Truck: 1 x 20-mile round trip per day
					Electric/Hand Tools	Crew Vehicle(s)	Crew Vehicles: 2 x 20-mile round trips per day

For analysis purposes, maximum daily construction at 18 transit shelter sites per day is assumed during the first year of the 3-year improvement period, from 2022–2024 under the most conservative scenario. Each Construction Scenario 1 activity is anticipated to take an average of 2 to 3 hours to complete, while Construction Scenario 2 activities are anticipated to take 2.5 workdays to complete. Construction Scenario 1 and Construction Scenario 2 may be occurring simultaneously throughout the City at any given time. This assumes that as many as 6 different sites per day are subject to transit shelter removal, 6 other sites are under site preparation, and 6 other sites subject to transit shelter installation/relocation. An additional one site would be subject to advertising display installation.

With respect to construction activities, the number of worker crews per site throughout the City at a given time is anticipated to be 3 to 5 workers for Construction Scenario 1 and 3 to 7 workers each for Construction Scenario 2a and 2b, as shown in Table 5. Up to 24 vehicle trips to the 6 construction sites could occur daily for Scenario 1; up to 36 vehicle trips to the 6 construction sites could occur daily for Scenario 2a; and up to 30 vehicle trips to the construction site could occur daily for Scenario 2b. Also, at least 1 location per day would be subject to installation of an advertising display, generating up to 30 vehicle trips. These vehicle trips would be timed to avoid peak hours as feasible.

**Table 5. Construction-Period Daily Trip Generation Estimates by Scenario (assuming maximum of 19 sites/day during Year 1/2022)**

Scenario	Activity	Duration (Days)	Number of Sites	Workers/ Site	Vehicles/ Site	Daily Vehicle Trips	Daily VMT/ Site
1	Dismantle/Remove Existing Shelter	1 (2 to 3 hours each)	6	3-5	4	24	67
2	New Components Construction	2.5	see below	see below	see below	see below	see below
2a	Site Preparation	1	6	3-7	6	36	120
2b	Construction	1.5	6	3-7	5	30	100
Foreseeable Projects	Advertising Display Installation	2.5	1	3-7	6	30	100

Table 6 shows the citywide total construction period daily trip generation estimates by year. For the first year of the 3-year construction period, up to 120 daily vehicle trips deriving from construction activities could occur. For the second and third years, up to 105 daily vehicle trips could occur. It should be noted that trip generation would be geographically dispersed throughout the City, and effects would not be confined to

one area at a time. With approximately four to six vehicle trips per work site, impacts to existing traffic at each site and the surrounding streets would be minimal.

**Table 6. Construction-Period Daily Trip Generation Estimates by Year**

Year	STAP Maximum Daily Improvements	Foreseeable Advertising Displays	Citywide Maximum Daily Vehicle Trips
1	6	1	120
2	5	1	105
3	5	1	105

As shown in Table 6, the construction activities for the STAP and future advertising displays are considered a low trip generator, with less than 250 daily vehicle trips and less than 1,000 VMT per site. The TAG indicates that a project with a net increase below 250 daily trips is not required to undertake further traffic study, and that a project generating a net increase of less than 250 trips per day does not have the potential to result in significant traffic impacts. A traffic study is not required for the project, and significant project traffic impacts would not occur.

Furthermore, under the TAG as applicable for the proposed STAP and future advertising displays, any sidewalk, curb, and lane closure is expected to last for a maximum of 1.5 days per site. In accordance with several criteria, project-related construction activities at City sidewalks would result in the loss of existing ADA pedestrian access to an existing transit shelter, bus stop, or facility (e.g., layover zone) during revenue hours and the temporary loss of use (for more than one day) of an existing bus stop or transit shelter.

Using the TAG evaluation criteria, the STAP and future advertising displays would occur at dispersed locations throughout the City, with construction at multiple sites. While full roadway closures or closures of two or more travel lanes are not anticipated, construction activities will occur at the sidewalk areas along various roadway types, including Major Arterial, Secondary Highway, Non-Arterial Streets, etc. A limited number of construction vehicles, equipment and crews at each site (see Table 5 above) would be affecting traffic volumes and changes to the congestion levels at the abutting streets and intersections are anticipated. Compliance with PDF-TR-1 through PDF-TR-3 and PDF-TR-7 through PDF-TR-9 would ensure constraints to vehicle access and the potential for traffic hazards and accidents would be reduced during short-term construction.

Where existing pedestrian access is temporarily altered, there would remain adjacent sidewalk areas providing ADA-compliant pedestrian access (e.g., within ¼ mile of the potentially lost pedestrian access) to other transit shelters or bus stops. As discussed above, the affected bus stop would be temporarily relocated to the opposite side of a typical intersection, to the next nearest stop, or suspended for no greater than a few days. During this time, alternative pathways and detour signs would be provided where safety pedestrian access can be made in compliance with the MUTCD and

WATCH manual (PDF-TR-1 and PDF-TR-5), Green Book (PDF-TR-4) and Brown Book (PDF-TR-7) to provide flaggers, signs, and temporary accessibility-compliant access. As part of PDF-TR-6, the City will coordinate with Metro and other transit service providers regarding maintenance of ADA access to Metro stations, transit/bus stops, and transit facilities (e.g., layover zones) during revenue hours. In addition, since the estimated longest duration of construction activity phase is 1.5 days and the total construction period is 2.5 to 3 days, the temporary loss of access would be limited and considered to be minimally disruptive.

Existing transit lines, bus stops, transit stations, and transit facilities within a ¼ mile radius of construction sites would be made readily available as well. For all street or lane closures and potential transportation hazards, proper traffic management measures shall be developed in coordination with LADOT, including the need for temporary closure of a travel lane that may be necessary to maintain adequate pedestrian and bicycle access as part of PDF-TR-1, PDF-TR-4, and PDF-TR-5. PDF-TR-6 also requires coordination with transit providers regarding the need to temporarily close or relocate bus stops and/or reroute service.

During temporary blockage of sidewalks, a detour that provides pedestrians an alternative sidewalk path or a sidewalk diversion, which would provide a protected pathway near, but safely away from the construction site, would be implemented as part of PDF-TR-1, and implemented in accordance with the California MUTCD or other City-approved standard.

Under PDF-TR-3, private property and business access would be maintained at all times during construction, and work would be scheduled to avoid unnecessary inconvenience to the public and abutting property owners. Undue delays in construction activities would be avoided to reduce the public's exposure to construction. As necessary, the contractor would be required to consult with LADOT's Parking Meters Division regarding revenue recovery costs for the removal of parking meter spaces, if applicable.

Compliance with PDF-TR-1 through PDF-TR-9 would ensure construction-related traffic and access impacts of the project would be less than significant.

## **6.5 Maintenance and Operations Trip Generation**

The maintenance and operational activities from the STAP and future advertising displays would include standard service visits, power washing, emergency repairs, and City inspections. Table 7 shows the daily trip generation estimates of maintenance and operations during the 10-year program. This includes estimates of existing maintenance activities under the CSFP that would be replaced by the STAP.

**Table 7. Maintenance and Operations Daily Trip Generation Estimates**

Type of Service	Annual Trips	Average Daily Trips	Maximum Worker/ Day	Average Daily Vehicles	Average Daily Site/ Vehicle	Average Daily Miles Traveled/ Vehicle	Daily VMT/ Site
<b>PROPOSED PROGRAM MAINTENANCE &amp; OPERATIONS</b>							
Standard Service Visit	432,250	1,729	57	48	35	40	55
Power Washing	16,625	67		8	9	40	33
Emergency Repairs	41,563	167		17	11	40	52
City Inspections	16,625	67		8	9	40	33
<b>EXISTING MAINTENANCE &amp; OPERATIONS</b>							
Standard Service Visit	227,500	875	30	25	35	40	29
Power Washing	8,750	34		4	9	40	17
Emergency Repairs	21,875	84		8	11	40	27
City Inspections	8,750	34		4	9	40	17

For future advertising displays, it is estimated that maintenance activities would be approximately 14 percent of STAP maintenance activities or approximately 12 additional vehicles per day.

As shown in Table 7, the maintenance activities for the STAP are a low trip generator. With 81 daily trips that would replace 41 existing trips, and an additional 12 trips could be expected for the maintenance of future advertising displays. This would result in a net increase of 52 additional trips (or less than 250 daily vehicle trips and less than 1,000 VMT per site) over existing conditions. Even with the combined daily construction (120 trips) and maintenance trips (52 trips), the project would generate less than 250 trips per day. The TAG indicates that a project is not required to undertake a further traffic study and does not have the potential to result in significant traffic impacts. A traffic study is not required for the project, and significant project traffic impacts would not occur.

## 6.6 Responses to CEQA Checklist

This section describes the CEQA transportation analysis for the proposed project. The CEQA Guidelines include four CEQA issues related to transportation. Using the Initial Study Checklist questions in Appendix G of the CEQA Guidelines and the City's Thresholds, project impacts are analyzed for significance as follows:



	Potentially Significant Impact	Less than Significant With Mitigation	Less than Significant	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a) Would the project conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

**Reference:** LADOT Transportation Assessment Guidelines, Los Angeles County Congestion Management Program, City of Los Angeles General Plan, Mobility Plan 2035, 2010 Bicycle Plan.

**Comment:** A significant impact would occur if the proposed project conflicts with program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

**Less than significant impact.** STAP program elements and future advertising displays would be located on sidewalk areas and would only temporarily block traffic and bicycle lanes during construction. The proposed project would not conflict with the Los Angeles Mobility Plan 2035 and 2010 Bicycle Plan. As discussed above, project impacts on sidewalk areas would be ensured to be less than significant with implementation of PDF-TR-1 through PDF-TR-9. The impact of the proposed project would be less than significant, and no mitigation is required.

*b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

**Reference:** LADOT Transportation Assessment Guidelines (2020)

**Comment:** A significant impact would occur if the project generates a net increase of 250 or more daily vehicle trips or generates a net increase of 1,000 VMT or more per site over existing conditions in daily VMT. A significant impact would occur if the project includes retail uses and the portion of the project that contains retail uses exceeds net 50,000 square feet; and if located within a 0.5 mile of a fixed-rail or fixed-guideway transit station, replaces an existing number of residential units with a smaller number of residential units.

**Less than significant impact.** As discussed above, the estimated trip generation from the project would be less than 250 daily vehicle trips. The proposed project would not be in conflict with State CEQA Guidelines section 15064.3, subdivision (b) during construction and maintenance/operations. The impact of the proposed project would be less than significant, and no mitigation is required.

c) *Would 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)?*

**Reference:** LADOT Transportation Assessment Guidelines (2020); LADOT Hazard Review for Sign Application Permits Evaluation Checklist (October 11, 2012).

**Comment:** A significant impact would occur if the project proposes new driveways, or introduces new vehicle access to the property from the public right-of-way; or proposes to, or is required to, make any voluntary or required modifications to the public right-of-way (e.g., street dedications, reconfigurations of curb line), or substantially increases hazards due to geometric design features.

**Less than significant impact.** The project does not propose any new roads, driveways, intersections, bikeways, trails, sidewalks, crosswalks or improvements to these facilities that may lead to an increase in areas for potential vehicle, pedestrian and/or bicycle conflicts. The STAP program elements and future advertising displays would be located so as to maintain/meet ADA accessibility requirements and would not create obstacles that would be considered hazardous to pedestrians or bicyclists. The project is also not expected to directly generate pedestrian or bicycle activity.

However, the potential for visual distraction due to new and relocated transit shelters and associated sidewalk amenities and future advertising displays is considered in terms of their potential to create traffic hazards.

LAMC Section 14.4.5 addresses the identification and permitting of "hazard[s] to the safe and efficient operation of vehicles upon a street or freeway." While the permitting policy is not in itself applicable to the placement of transit shelters under STAP and future advertising displays within the public right-of-way, which are instead subject to separate regulations promulgated by the City Council, a succinct screening tool checklist developed by the LADOT provides a useful framework for considering potential traffic hazards, although it was not developed to augment the CEQA Appendix G Environmental Effects/Initial Study Checklist, per se.

Additionally, LADOT has developed the following guidance for evaluating permit applications for digital billboards:

Digital billboards should be avoided on roadway sections with high task demands where a motorist's attention needs to be elevated. Billboard signs and sign support structures should not be placed where they may distract or obstruct a motorist's view of a traffic signal or warning sign. High task demand roadways include street segments with mid-block crosswalks, with yellow school crosswalks, and when the approaching motorist is confronted with a horizontal curve, lane drop, or merge or weave area.

As with the Hazard Review for Sign Application Permits Evaluation Checklist, discussed immediately below, this guidance is for digital billboards, not on-street advertising displays of the type that would be installed under STAP.

LADOT's Hazard Review for Sign Application Permits Evaluation Checklist (October 11, 2012) poses three questions:

- Would the proposed sign or sign support structure obstruct a motorist's view of any traffic control device?
- Are approaching motorists faced with important decision making tasks within 500-feet of the proposed sign location?
- Is the digital billboard proposed along a street block that has a mid-block pedestrian crosswalk?

None of the proposed new or replacement transit shelters under STAP and future advertising displays or kiosks anticipated for site selection and placement would obstruct a motorist's view of any traffic control device, including street signs, traffic signals or prominent road markings, as they would be placed on sidewalk areas and subject to LAMC Section 62.200, which prohibits obstructions to driver visibility at street intersections and applies to signs and other improvements that may be constructed within the public right-of-way. Limitations on the sizes of transit shelters and advertising displays, along with illumination levels of no more than 4.0 lux over ambient light levels; no full motion videos or sound allowed; and refresh rates of at least 10 seconds or more, would also reduce the potential for driver distraction. Thus, their placement would not be expected to impede any important driving decisions by motorists that might affect or jeopardize their or others' safety. The location of the shelters, sidewalk amenities, and advertising displays would not be in close proximity to any roadways featuring horizontal curves or a substantive lane elevation slope, which may require the driver's increased attention.

A number of transit shelters/shade structures (relocated or new), signs and digital advertising displays could be within 500-feet of street intersections or where approaching motorists may face important driver decision tasks. It is recognized that high task demand roadway segments and intersections require heightened driver task

attention, including, for example, the roadway situations outlined in LADOT's previously cited guidance for digital billboards. Notwithstanding, as part of project reviews prior to issuance of a blanket permit for the STAP and approvals for future advertising displays, the proposed transit shelter and future advertising display locations would be subject to review for compliance with applicable regulations in the LAMC prior to approval, including assurances that the project would not create public hazards or hazards to traffic, in accordance with the LAMC. The City reserves the right to exempt from the blanket permit approval any of the contractor's individual proposed locations of shelters, sidewalk amenities, and advertising displays and signs where the City has determined certain roadway segments and characteristics involve high-demand driver task engagement.

Furthermore, transit shelters/shade structures and future advertising displays would not be placed along a street block that has a mid-block pedestrian crosswalk per LADOT guidance, because of the inherent safety concerns and the desire to avoid and minimize conflicts associated with such areas between motorists, pedestrians, and bicyclists. Along with reducing the potential for hazards at pedestrian mid-block crossings, other motorist hazard factors taken into consideration for the accommodation of a transit shelter in the public right-of-way include compatibility with adjacent properties and land uses, as well as available curbside space, whether a bus bay or turnout is present, width of adjacent sidewalk, the number, width and geometric design configuration of traffic lane(s), volumes of average daily traffic (ADT), speed limits, and sight distances.

Perhaps relevant to this discussion of the placement of transit shelters under STAP and future advertising displays is a report published by the Federal Highway Administration (FHWA) in 2012, "Driver Visual Behavior in the Presence of Commercial Electronic Variable Message Signs" that investigated the effects of changeable message signage on driver visual behavior in a roadway-driving environment, a study that is more fully described in the Aesthetics Memorandum - Attachment A, prepared for STAP (2021). The findings of this research study indicated that drivers directed the majority of their visual attention to areas of the roadway that were relevant to the task at hand, i.e., the driving task.

First, after reviewing prior relevant literature, the FHWA report stated, "Collectively, these studies did not demonstrate that the advertising signs detracted from drivers' glances forward at the roadway in a substantive manner while the vehicle was moving." When extended to driving, it would be expected that visual attention will be directed toward task-relevant areas and objects (e.g., the roadway, other vehicles, speed limit signs, etc.) and other salient objects, such as billboards, will not necessarily capture attention to the point of becoming a major driver distraction.

Second, the FHWA study found "for tasks such as driving, the task demands tend to outweigh stimulus salience when it comes to gaze control," or in less technical language, the driver will typically and unconsciously adjust their behavior to the immediate and nearby environment, which includes consideration of a myriad of factors, such as the speed and amount of adjacent vehicular traffic, weather

conditions, traffic signals, speed limit signs, and pedestrian crosswalks, as well as adjacent land uses, to name but just a few. The presence of electronic advertising content adjacent to the roadway was just another element among many that a motorist took into account while driving. The STAP program elements and future advertising displays would be designed and placed in accordance with City standards and would not substantially create or increase hazards at sidewalk areas due to design features nor create or increase hazards for motorists, pedestrians, or bicyclists. The impacts of the proposed project would be less than significant, and no mitigation is required.

*d) Would the project result in inadequate emergency access?*

**Reference:** LADOT Transportation Assessment Guidelines (2020)

**Comment:** A significant impact would occur if the proposed project results in inadequate emergency access.

**Less than significant impact.** STAP program elements and future advertising displays would be located at sidewalk areas, and would maintain/meet ADA accessibility requirements. Emergency access would not be substantially inhibited by the proposed project. The impact of the proposed project would be less than significant, and no mitigation is required.

Construction of the program elements and future advertising displays at each location would last only a few hours of the day and only a few days to complete. No lane closures are anticipated during peak hours. Compliance with PDF-TR-1 through PDF-TR-9 would ensure the construction-related impacts on emergency access would be less than significant.

## 7.0 RECOMMENDED MEASURES

Based on the analysis above, impacts on transportation and traffic would be less than significant. No additional evaluation or mitigation measures are necessary, and Project Design Features PDF-TR-1 through PDF-TR-9 would ensure impacts are less than significant. No significant and unavoidable adverse impacts related to transportation and traffic would occur.

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## **9.0 PREPARERS**

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**Attachment A – CSFP Parts Usage Summary 2020-2021**

PART	2020	2020	Dec-20	JAN	FEB	MAR	2021 YTD	MONTHLY	DIFF	%
DESCRIPTION	End TTL	Mo. Avg	QTY	QTY	QTY	QTY	TTL	AVERAGE	PREV MO	CHANGE
AD GLASS-REG BROKEN (46.125 X 69)	1715.0	142.9	132.0	150	126	148	424	141.3	22.0	17.5%
AD GLASS-REG ETCHED (46.125 X 69)	295.0	24.6	19.0	22	66	77	165	55.0	11.0	16.7%
AD GLS-RAPIDBUS BROKEN (47 X 69)	9.0	0.8	0.0	0	0	0	0	0.0	0.0	0.0%
AD GLS-RAPIDBUS ETCHED (47 X 69)	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
REAR GLASS-SUNSET SHELTER/PACIFIC	4.0	0.3	1.0	3	0	0	3	1.0	0.0	0.0%
REAR GLASS-STERN	14.0	1.2	2.0	0	0	0	0	0.0	0.0	0.0%
LRG. SCREEN-A1 RETRO (48 X 72)	11.0	0.9	0.0	0	0	0	0	0.0	0.0	0.0%
END SCREEN-A1 RETRO (27 X 72)	0.0	0.0	0.0	0	2	1	3	1.0	-1.0	-50.0%
DIFFUSER-REG (48 X 70.625)	325.0	27.1	23.0	17	27	23	67	22.3	-4.0	-14.8%
BENCH-(5') HI-BAR METAL	22.0	1.8	1.0	1	0	0	1	0.3	0.0	0.0%
BENCH-(5') LO-BAR METAL	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
BENCH-D2 (6') METAL (COLOR)	0.0	0.0	0.0	0	1	0	1	0.3	-1.0	-100.0%
BENCH-D1 (4') METAL (COLOR)	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
TRASHCAN-WIRE PEDSTL #2	28.0	2.3	1.0	2	2	3	7	2.3	1.0	50.0%
TRASH CAN HARD PLASTIC LINER (RAPID)	26.0	2.2	0.0	0	0	9	9	3.0	9.0	900.0%
STOLEN POSTERS	2270.0	189.2	180.0	219	191	269	679	226.3	78.0	40.8%
REPLACE WRINKLED/DAMAGED POSTERS	216.0	18.0	6.0	22	47	77	146	48.7	30.0	63.8%
DOOR FRAMES (COMPLETE)	9.0	0.8	0.0	0	0	0	0	0.0	0.0	0.0%
DOOR CHANNEL-BOTTOM PIECE (COLOR)	14.0	1.2	0.0	1	0	0	1	0.3	0.0	0.0%
DOOR CHANNEL-TOP W/HINGE (COLOR)	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
DOOR CHANNEL-SIDE PIECE (COLOR)	10.0	0.8	0.0	0	0	0	0	0.0	0.0	0.0%
ADBOX LOCK DEVICE	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
PADLOCKS	59.0	4.9	8.0	1	4	8	13	4.3	4.0	100.0%
LITESHIELD (ALL)	241.0	20.1	16.0	20	15	8	43	14.3	-7.0	-46.7%
LAMPS-AD F72T12/CW	1292.0	107.7	76.0	60	82	60	202	67.3	-22.0	-26.8%
LAMPS-SECURITY F48T12/CW	470.0	39.2	28.0	12	7	10	29	9.7	3.0	42.9%
LAMPS-RAPID AD 748 T12/CW/HO	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
LAMP EXCHANGE -AD F72T12/CW	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
LAMP EXCHANGE -RAPID F48T12/CW/HO	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
BALLAST-AD	59.0	4.9	0.0	0	2	5	7	2.3	3.0	150.0%
BALLAST-SECURITY	41.0	3.4	0.0	0	0	1	1	0.3	1.0	100.0%
BALLAST-RAPID	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
PHOTOCELL	29.0	2.4	1.0	1	0	0	1	0.3	0.0	0.0%
FUSE	87.0	7.3	3.0	3	7	1	11	3.7	-6.0	-85.7%
TRANSFORMER	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
USB CHARGER SOCKET	24.0	2.0	1.0	1	3	1	5	1.7	-2.0	-66.7%
<b>COMPLETE SHELTERS AND MAJOR COMPONENTS</b>	<b>YTD</b>	<b>MONTHLY</b>	<b>DEC</b>	<b>JAN</b>	<b>FEB</b>	<b>MAR</b>	<b>YTD</b>	<b>MONTHLY</b>	<b>DIFF</b>	<b>%</b>
	<b>TTL</b>	<b>AVERAGE</b>	<b>QTY</b>	<b>QTY</b>	<b>QTY</b>	<b>QTY</b>	<b>TTL</b>	<b>AVERAGE</b>	<b>PREV MO</b>	<b>CHANGE</b>
A-TYPE/FLAT ROOF	1.0	0.1	0.0	0	0	0	0	0.0	0.0	0.0%
C-TYPE/FLAT ROOF	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
D2 W/DETACHED AD (SWF MODEL)	1.0	0.1	0.0	0	0	0	0	0.0	0.0	0.0%
D1 W/ATTACHED AD (SWF MODEL)	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
DOME LANI (TOLAR)	1.0	0.1	0.0	0	1	0	1	0.3	-1.0	-100.0%
BOULEVARD W/ATTACHED AD (TOLAR)	1.0	0.1	0.0	0	0	0	0	0.0	0.0	0.0%
BOULEVARD W/DETACHED AD (TOLAR)	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
BOULEVARD NON-AD (TOLAR)	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
PAK-3 SIDED	1.0	0.1	0.0	0	0	0	0	0.0	0.0	0.0%
PAK-2 SIDED	1.0	0.1	0.0	0	0	0	0	0.0	0.0	0.0%
<b>AD BOXES &amp; OTHER PARTS</b>										
A-AD BOX	10.0	0.8	2.0	1	1	0	2	0.7	-1.0	-100.0%
C-AD BOX	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
D2-FREESTANDING AD BOX	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
D1-AD BOX	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
BOULEVARD AD BOX	4.0	0.3	3.0	0	0	0	0	0.0	0.0	0.0%
POST	21.0	1.8	3.0	1	3	1	5	1.7	-2.0	-66.7%
BOULEVARD DUAL POST ASSEMBLY	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0%
SHOES	22.0	1.8	3.0	1	3	1	5	1.7	-2.0	-66.7%

**Attachment B – CSFP Work Orders Completed - February-March 2021**

March-21					
GRAFFITI REQUESTS COMPLETED (BY SOURCE)	#JOBS COMPLETED CURRENT MO	#JOBS PREVIOUS MONTH	PREVIOUS MO #+/-	PREVIOUS MO %+/-	COMMENTS
CITIZEN (INCLUDES HOME OWNER'S, EMPLOYEES OR OWNERS OF BUSINESS,TRANSIT PATRONS, ETC.)	1	6	-5	-83%	
CITY (INCLUDES LAPD, BOSS, METRO ETC.)	3	4	-1	-25%	
OUTFRONT/JOE CAUX (INC. ADVERTISING CLIENTS)	27	9	18	200%	
SCSI PERSONNEL (DOES NOT INCLUDE GRAFFITI REMOVED ON SITE BY ROUTE CREWS)	96	146	-50	-34%	
GRAFFITI REMOVED BY SCSi ROUTE CREWS DURING ROUTE CLEANING (NO WORK ORDER)	1828	2912	-1084	-37%	
<b>TOTAL</b>	<b>1955</b>	<b>3077</b>	<b>-1122</b>	<b>-36%</b>	
POWER WASH REQUESTS COMPLETED (BY SOURCE)					
POWER WASH REQUESTS COMPLETED (BY SOURCE)	#JOBS COMPLETED CURRENT MO	#JOBS PREVIOUS MONTH	PREVIOUS MO #+/-	PREVIOUS MO %+/-	COMMENTS
CITIZEN (INCLUDES HOME OWNER'S, EMPLOYEES OR OWNERS OF BUSINESS,TRANSIT PATRONS, ETC.)	7	2	5	250%	
CITY (INCLUDES LAPD, BOSS, METRO ETC.)	2	0	2	200%	
OUTFRONT/JOE CAUX (INC. ADVERTISING CLIENTS)	52	18	34	189%	
SCSI PERSONNEL	311	275	36	13%	
<b>TOTAL</b>	<b>372</b>	<b>295</b>	<b>77</b>	<b>26.1%</b>	
BROKEN/ETCHED GLASS REQUESTS COMPLETED (BY SOURCE)					
BROKEN/ETCHED GLASS REQUESTS COMPLETED (BY SOURCE)	#JOBS COMPLETED CURRENT MO	#JOBS PREVIOUS MONTH	PREVIOUS MO #+/-	PREVIOUS MO %+/-	COMMENTS
CITIZEN (INCLUDES HOME OWNER'S, EMPLOYEES OR OWNERS OF BUSINESS,TRANSIT PATRONS, ETC.)	7	6	1	17%	
CITY (INCLUDES LAPD, BOSS, METRO ETC.)	1	4	-3	-75%	
OUTFRONT/JOE CAUX (INC. ADVERTISING CLIENTS)	17	9	8	89%	
SCSI PERSONNEL	200	173	27	16%	
<b>TOTAL</b>	<b>225</b>	<b>192</b>	<b>33</b>	<b>17%</b>	
REPLACE/REPAIR TRASH RECEPTACLES REQUESTS COMPLETED (BY SOURCE)					
REPLACE/REPAIR TRASH RECEPTACLES REQUESTS COMPLETED (BY SOURCE)	#JOBS COMPLETED CURRENT MO	#JOBS PREVIOUS MONTH	PREVIOUS MO #+/-	PREVIOUS MO %+/-	COMMENTS
CITIZEN (INCLUDES HOME OWNER'S, EMPLOYEES OR OWNERS OF BUSINESS,TRANSIT PATRONS, ETC.)	0	0	0	0%	
CITY (INCLUDES LAPD, BOSS, METRO ETC.)	0	0	0	0%	
OUTFRONT/JOE CAUX (INC. ADVERTISING CLIENTS)	0	0	0	0%	
SCSI PERSONNEL	3	2	1	50%	
<b>TOTAL</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>50%</b>	



# Transportation/Traffic Impact Assessment Technical Memorandum

EMPTY/PICK UP TRASH REQUESTS COMPLETED (BY SOURCE)	#JOBS	#JOBS	PREVIOUS	PREVIOUS	COMMENTS
	COMPLETED	PREVIOUS	MO #+/-	MO %+/-	
	CURRENT MO	MONTH			
CITIZEN (INCLUDES HOME OWNER'S, EMPLOYEES OR OWNERS OF BUSINESS, TRANSIT PATRONS, ETC.)	2	2	0	0%	
CITY (INCLUDES LAPD, BOSS, METRO ETC.)	0	2	-2	-100%	
OUTFRONT/JCDECAUX (INC. ADVERTISING CLIENTS)	24	10	14	140%	
SCSI PERSONNEL (OVERFLOW TRASH ONLY)	6258	6407	-149	-2%	
TOTAL	6284	6421	-137	-2.1%	

  

REPLACE STOLEN POSTERS	#JOBS	#JOBS	PREVIOUS	PREVIOUS	COMMENTS
	COMPLETED	PREVIOUS	MO #+/-	MO %+/-	
	CURRENT MO	MONTH			
CITIZEN (INCLUDES HOME OWNER'S, EMPLOYEES OR OWNERS OF BUSINESS, TRANSIT PATRONS, ETC.)	7	6	1	17%	
CITY (INCLUDES LAPD, BOSS, METRO ETC.)	1	4	-3	-75%	
OUTFRONT/JCDECAUX (INC. ADVERTISING CLIENTS)	7	1	6	600%	
SCSI PERSONNEL	254	180	74	41%	
TOTAL	269	191	78	40.8%	

Transportation/Traffic Impact Assessment Technical Memorandum

Attachment C – CSFP March 2021 Work Orders

Work Order	Equipment	Equipment Description	Host Agency	Location	Case No.	Report Date	Issue Description	Note	New Posters	New Posters	New Posters	Ad Glue	Differs	Posters Stolen	Ad Glue	Posters Damaged	Trash Receipts	Beach	Gruff	Power Wash	Overgrown	Ad Lamps	Overgrown	Ad Balls	Overgrown	Light Sockets	Photocell	Fest	USB Socks			
W0020257	WV230	VB VENTURA NS CHALK HILL	V10	LA	3	E. BACA/JOL	3/3/2021	Replace Ad Glass Inside - ACID Etched & Replace Missing Poster to/Out APPLE TV LOCATION	BILLIE EILISH-APPLE TV	COMING 2 AMERICA-AMAZON					1																	
W0022300	WV232	EB VENTURA BL FS ZELZAH AVE	V10	LA	5	J. FLORES - I	3/17/2021	Replace Outside Poster - Missing/Stolen						1																		
W0020335	WV233	EB VENTURA FS AMESTOY AVE	V10	LA	5	OUTFRONT	3/4/2021	Replace Ad Glass Inside - ACID Etched	Repair Bottom Rail						1																	
W0020254	WV234	EB VENTURA FS LOUISE	V10	LA	5	E. BACA/JOL	3/3/2021	Replace Outside Poster - Missing/Stolen		224-SNOW/FALL-FX				1																		
W0023773	WV234	EB VENTURA FS LOUISE	V10	LA	5	CITIZEN - CL	3/26/2021	Broken Ad Glass - Clean Up & Make Safe																								
W0023774	WV234	EB VENTURA FS LOUISE	V10	LA	5	CITIZEN - CL	3/26/2021	Replace 2 Ad Glass Broken/Inside & Outside Posters - Missing	SCORPION-NK-WB	224-SNOW/FALL-FX				2																		
W0023613	WV247	NB SEPULVEDA FS SHERMAN V	V1	LA	6	G. MARRROO	3/25/2021	Replace Outside Poster - Missing/Stolen							1																	
W0023614	WV247	NB SEPULVEDA FS SHERMAN V	V1	LA	6	G. MARRROO	3/25/2021	Powerwash Sidewalk-UNSATISFACTORY												1												
W0020258	WV256	VB VENTURA FS ZELZAH	V10	LA	5	E. BACA/JOL	3/3/2021	Replace Inside Ad Glass Broken/Inside Poster - Missing	STEAM ROLLER-TAJ-VB						1																	
W0012378	WV283	VB VICTORY BL FS RESEDA BL	V11	LA	3	P. FUENTES	3/16/2021	Ad Panel Lamp Out																								
W0019061	WV308	EB VENTURA BL FS OAKDALE AV	V10	LA	3	D. MARTINE	3/12/2021	Replace Inside Poster - Damaged/Wrinkled	BILLIE EILISH-APPLE TV							1																
W0019320	WV308	EB VENTURA BL FS OAKDALE AV	V10	LA	3	D. MARTINE	3/2/2021	Replace Ad Glass Inside - ACID Etched																								
W0020005	WV308	EB VENTURA BL FS OAKDALE AV	V10	LA	3	I. PENNA - MA	3/4/2021	APPLE TV LOCATION Touch Up Paint- Screen/ Rear Ad Box													1											
W0021849	WV308	EB VENTURA BL FS OAKDALE AV	V10	LA	3	F. MORALES	3/19/2021	Replace Damaged Trash Receipts/Poster/ Side Screens																								
W0017081	WV311	SB TOPANGA CANYON BL NS ER V2	V2	LA	3	D. MARTINE	3/11/2021	HIT BY VEHICLE Ad Panel Lamp Out																								
W0020544	WV311	SB TOPANGA CANYON BL NS ER V2	V2	LA	3	A. IBARRA -	3/4/2021	Replace 2 Ad Glass Broken/Inside & Outside Posters - Missing	WILDFIRES-AD COUNCIL	MAIN-TAJ-VB				2																		
W0022230	WV311	SB TOPANGA CANYON BL NS ER V2	V2	LA	3	A. IBARRA -	3/17/2021	Replace 2 Ad Glass Broken/Inside & Outside Posters - Missing	WILDFIRES-AD COUNCIL	ONE WILL FALL-G VS K-WB				2																		
W0021618	WV321	NB RESEDA BL FS KITTRIDGE ST	V11	LA	3	P. FUENTES	3/3/2021	Replace Inside Poster - Damaged/Wrinkled																								
W0023666	WV321	NB RESEDA BL FS KITTRIDGE ST	V11	LA	3	P. FUENTES	3/25/2021	Overfilling Trash																								
W0023667	WV321	NB RESEDA BL FS KITTRIDGE ST	V11	LA	3		3/25/2021	Replace Inside Poster - Damaged/Wrinkled																								
W0022370	WV355	NB CORBIN FS NORDHOFF ST	V0	LA	12	A. IBARRA -	3/18/2021	Replace Inside Poster - Damaged/Wrinkled																								
W0023196	WV371	EB BRAND FS STRANWOOD AVE	V3	LA	7	K. BACA/JOL	3/26/2021	Ad Panel Lamp Out																								
													148	23	263	17	114	12	0	128	372	37	60	10	5	1	0	1	1			

## Attachment D – Shelterclean Services Monthly Work Order Summary – March 2021



### Monthly Work Order Summary

#### Highlights of the Month

March 2021

- The graffiti work orders generated from City reports (3) decreased from previous month (4). Other sources (OUTFRONT/JCDecaux, Advertising Clients, Citizens, etc.) reported twenty-eight (28) incidents involving graffiti, more than February (15). Our special graffiti work orders (non-routine) reported and completed by SCSi Crews decreased 34% (96) compared to February (146).
- Our reported graffiti removed on route during routine maintenance (without a special work order) by route crews numbered 1828 in March representing a 37% decrease from the previous month (2912).
- City sources reported two (2) pressure wash job, more than previous month (0). Other sources (OUTFRONT/JCDecaux, Advertising Clients, Citizens, etc.) reported fifty-nine (59) incidents of pressure washing, increasing from the previous month (20). The number of pressure wash work orders reported and/or completed by SCSi Crews increased 26% (372) compared to February (295).
- Broken glass in March (148 pieces) increased 17.5% from the previous month (126 pieces). There were seventy-seven (77) pieces of etched ad glass replaced, up 16.7% compared to February (66). The City reported one (1) broken and/or etched glass panels, fewer than previous month (4). Other sources (OUTFRONT/JCDecaux, advertising clients, the public, etc.) reported twenty-four (24) broken or etched glass panels, more than previous month (15). SCSi crews reported the remainder of damaged glass on route (200 pieces), higher than previous month (192).
- This month's report of tracking complaints and work orders for overflowing trash receptacles shows zero (0) reports by City, fewer than previous month (2), and twenty-six (26) by other sources (OUTFRONT/JCDecaux, Advertising Clients, Citizens, etc.), more compared to February (12). Our SCSi route crews reported 6258 overflowing trash receptacles while performing routine maintenance, representing a 2% decrease compared to February (6407).
- We replaced 269 stolen posters, representing a 41% increase compared to February (191). The City reported one (1), fewer than previous month (4), while other sources (OUTFRONT/JCDecaux, Advertising Clients, Citizens, etc.) reported fourteen (14) stolen posters, more than the previous month (7). SCSi crews, while on route, reported the remaining 254 posters.
- We replaced 60 ad lamps for repairs in March, fewer than the previous month (82).